



## PROPOSED JUNCTION VISIBILITY – KEXBROUGH FARMS, KEXBROUGH

I refer to the above residential development at Town Farm and Kexbrough Hall Farm and the latest drawings that relate to visibility splay provision at the proposed accesses (namely drawings 1732 – 201A, 202A, 203A, 204A, 205A and 206A). These drawings also include the vehicle swept path analysis and forward visibility envelopes within the site.

### Town Farm

Drawings 1732-201A to 1732-203A relate to the Town Farm development. These drawings show that visibility splays of 2.4m x 43m can be achieved at the access on both sides and meet the SSD requirements contained within Manual for Streets for 30mph speed limit roads. The visibility splays include a shaded area that should be unobstructed above 1m from the adjacent carriageway level.

The proposed visibility splay does not impact the existing large tree located to the immediate westside of the access. Therefore, suitable visibility splays can be provided at the proposed junction in accordance with the South Yorkshire Residential Design Guide and Manual for Streets.

### Kexbrough Hall Farm

Drawings 1732-204A to 1732-206A relate to the Kexbrough Hall Farm development. These drawings identify that visibility splays of 2.4m x 43m can be provided at the junction with Churchfield Lane, which accords with the SSD requirements contained within Manual for Streets for 30mph speed limit roads.

To enable the proposed visibility splays to be provided it is considered necessary to buildout out the proposed junction by around 360mm, which enables the visibility splay to avoid the existing agricultural building located on the immediate west side of the proposed junction. The buildout would slightly realign the southside of Churchfield Lane and would provide an improved straightened alignment along the road. The buildout would reduce the overall width of Churchfield Lane to 7.15m opposite the Ballfield Lane, which would easily allow simultaneous traffic flow for all types of vehicles and would also allow for all types of vehicles to enter and exit the Ballfield Lane junction located opposite the site.

### Existing Access (between Cawthorne Lane and Kexbrough Hall Farm)

Drawings 1732-204A to 1732-206A demonstrate improved visibility at the existing access point. Visibility splays of 2.4m x 43m (to the west) and 2.4m x 23m (to the east) can now be achieved. The drawing identifies the splay area and confirms that there would be no obstructions to visibility above 1m from the adjacent carriageway level. This would include lowering some boundary treatment. The east side visibility splay is obstructed by the existing agricultural building located to the east and fall short of the current SSD requirements within Manual for Streets. However, the proposed visibility splay provides an improvement when compared to the current situation.

The improved visibility splay can be achieved by building out the junction by around 1m. This junction buildout would merely straighten the alignment of the south side of Churchfield Lane so that its parallel with the north side. Despite Churchfield Lane being narrowed to 6.9m in width at this location, the carriageway narrowing would easily allow for simultaneous two way traffic flow for all types of vehicles on Churchfield Lane.

### Conclusion

The proposed visibility splays are considered to be generally compliant with local and national guidance. The proposed buildouts at the junctions would merely straighten the alignment of Churchfield Lane, and would not cause any detriment to the safe and free flow of traffic using the road.

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