

A visibility splay is a drawing plan that visualizes the angle and distance from which drivers emerging from an access can see and be seen by drivers proceeding along the priority road. It ensures that any buildings works for entrances and exits have good visibility to prevent motor accidents.

Amongst other data, it contains splays, showing the visibility drivers would have from proposed drives off Lingards Road.

The thick yellow line is the splay for plot 37, looking north easterly, down Lingards Road.

The veracity and viability of these splays has to be seriously questioned, due to the brow of the hill.

Over half of these splays cover an area that would be out of sight, to any drivers using these respective drives.

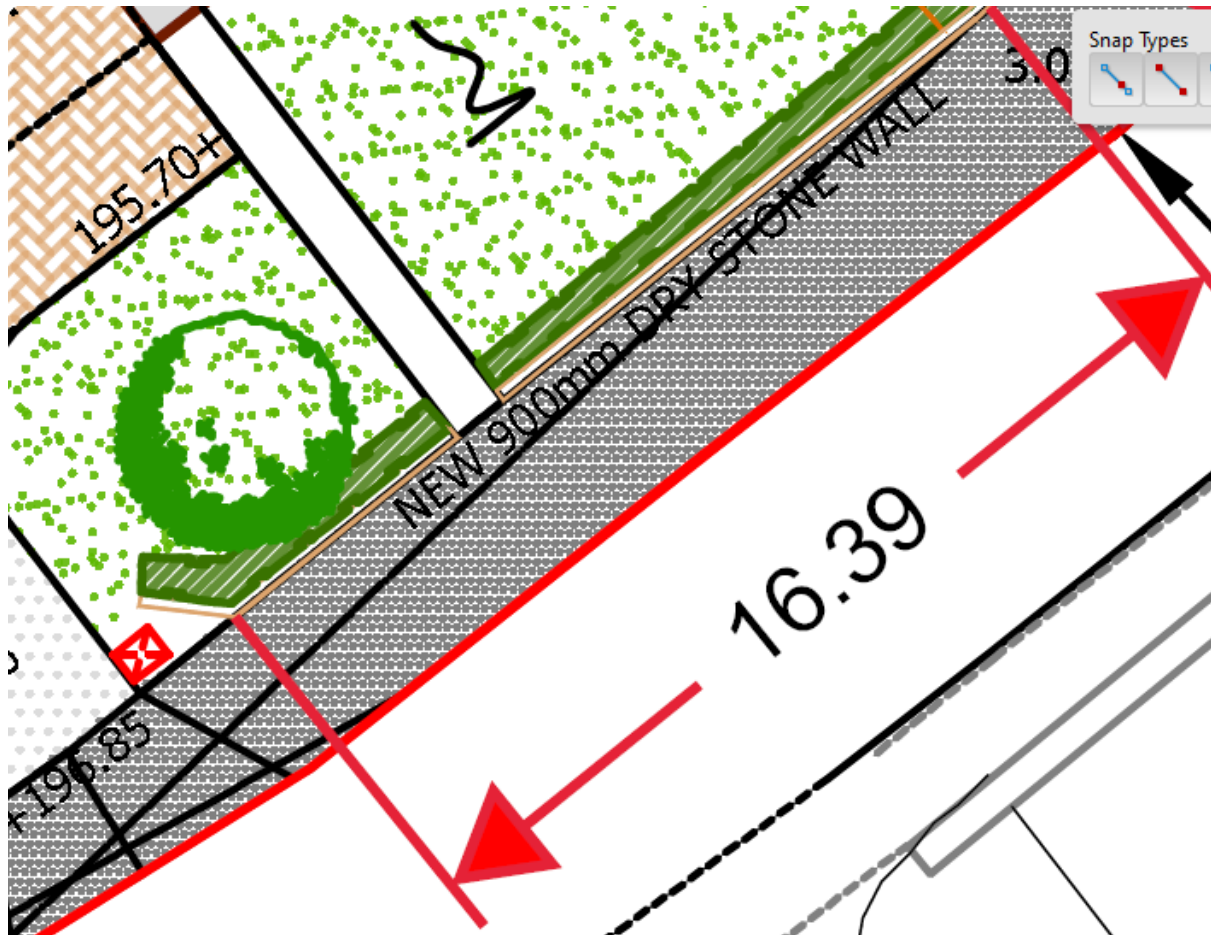
The site plan illustrates the proposed new 500mm brick stone wall (yellow line) and the existing retaining wall (blue line). The boundary wall is shown as a red line. The plan includes a yellow line for the new wall, a blue line for the retaining wall, and a red line for the boundary wall. It also shows existing structures, a road, and a drainage ditch. Dimensions and elevations are provided.

Concerning plot 38, only 19 metres, of the required 43m, could provide visibility.

With a thinking distance of 9m and a stopping distance of 14m, at 30mph, any vehicle travelling at that speed, would probably not have enough time to react, to avoid an accident.

In addition to that, I strongly question the veracity of the splays as shown.

If you look at the same splay for plot 37 (although others suffer similarly), which is the yellow line mentioned above, you will see that 16.39m of it is shown passing through the stone wall that fronts the proposed dwelling.



Accepting drivers will not be able to see through the wall, looking where possible, their angle of visibility would be reduced by $\sim 2^\circ$.

The pink line below shows the proposed leftmost line of visibility, when I believe it would more likely be as depicted by the yellow line.

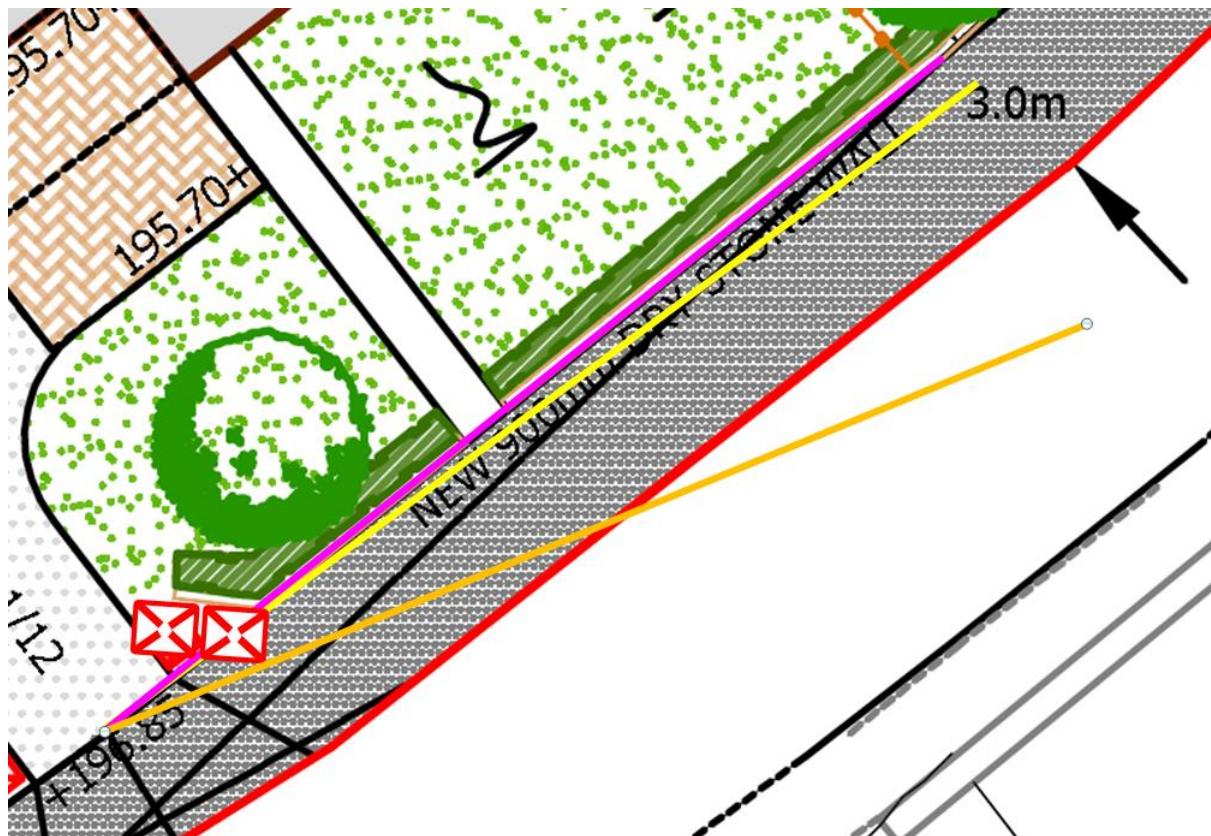


The splays also have to be questioned in relation to the wheelie bins planned to be positioned at the end of the drive.

As has been commented elsewhere, only one SMALL wheelie bin is allowed for on the plan, but two STANDARD sized wheelie bins are required.

Placing two wheelie bins, where planned, would, in my estimation, reduce driver visibility even further.

The image below depicts two standard sized wheelie bins, in the same location, and their affect.



The orange line now shows the driver's visibility restricted even more.

The difference between the pink and orange lines is now $\sim 17^\circ$.

Each of these points brings into question the veracity and viability of this plan, which, for me, means it fails to satisfy highway requirements.

Going ahead with this application would, by design and choice, significantly increase the risk of accidents occurring on Lingards Road.

That I find unacceptable.

The risk is too high.

The potential consequences too great.

This application cannot be given permission, when the proposed dwellings and their drives puts peoples' lives at risk.

The plan must be re-thought, with safety featuring higher than I believe it has thus far.