



Ramp and transition from access road to adoptable shared surface as detailed in Appendix 6 of CCC HERCS August 2020

Bank gradient down from drain to remain less than 1 in 1.5 or reinforcement/support used where necessary

All parking spaces are minimum 2.5m wide and 5m length

Bank down from edge of shared surface carriageway to drain bed to be max gradient 1 in 1.5 or stabilised/reinforced as necessary

Short additional length of culvert/replacement of existing culvert required to accommodate new access. Full details to be provided as part of S278 design works

Public highways extents based upon CCC data

1.8m wide crossing of site access with dropped kerbs and tactile paving in accordance with Appendix 8 of HERCS

1.8m wide crossing of Station Road with dropped kerbs and tactile paving in accordance with Appendix 8 of HERCS. Exact location to be confirmed at S278 design when survey of access points on opposite side of Station Road is available.

Site access 6m wide initially with 8m radii onto Station Road, tapering down to 5m width through initial bend. 2m wide footways along either side. Designed as an access road in line with CCC HDMGPD. Initial gradient of 1 in 20 for 20m then reduced to 1 in 40. Maximum of 20m length per 100m at 1 in 20, with minimum 80m at 1 in 40 per 100m length.

2m wide footway extended to southeast

Visibility splay remains within public highway boundary with no third party land required

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<p>TITLE STATION ROAD WARBOYS ACCESS ROAD LAYOUT GEOMETRY AND INDICATIVE OUTLINE LEVEL DESIGN SHEET 2 (SOUTH) OF 2</p>			
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- 7m wide (6m plus 0.5m maintenance each side) Adopted Shared Surface Street
 - Shared private drives and parking areas
 - 2m by 2m vis splay from private drives
- Note: Levels shown are based upon outline design only at present based upon existing ground levels. CCC longitudinal gradient requirements of maximum 20m length of between 1 in 20 and 1 in 40 per 100m length, and maximum 1 in 40 for remaining 80m, along with a crossfall/camber of 1 in 36 on adopted roads, 125mm kerb face and 1 in 40 crossfall on footways. Maximum 1 in 20 gradient assumed for dwelling accesses in private areas. As an outline design levels are subject to change at the detailed design phase that will be secured by condition, thus are for guidance purposes only at present.

