

# Technical Note

**Land to rear of 82 – 94 Richmond Road, Cambridge  
Planning application 11/1585/FUL**

## **Access and Circulation**

### **1.0 Introduction**

This technical note is produced to examine detailed matters relating to the access and circulation for the proposed redevelopment of land to the rear of 82 – 94 Richmond Road, Cambridge.

### **2.0 Access**

The access points to the site, both the northern and southern points, are existing vehicle crossovers that comprise double dropped-kerb facilities paired with the units immediately to the south. Both these accesses have been in existence for many years. Following the specific request of the highway authority at the pre-application submission stage, the access to the south will be used as the “in” for the 4 units, whilst that to the north, the existing access for the garages and unit, will be retained for traffic exiting the site.

To emphasise the locations of both these access crossover points for pedestrians using the pavement, the footway at this point will be resurfaced within the existing highway to provide a new, darker footway surfacing material once the construction works are complete. This will not only identify the dropped kerb crossing points but also ensure that any damage, either existing or caused by heavy vehicles during the construction phase, will be rectified and the layout and construction specification of the crossovers thereafter accord with the requirements of the local highway authority. The back edge of the footway at both access points will also be defined by PCC kerb edging.

The driveway within the site, both the access and egress points, will be surfaced with a permeable block paving. On the approach to the exit point, a band of blockwork in a contrasting colour will be installed across the drive to emphasise the approach to the exit point and footway crossing. This contrasting band will not, to avoid any noise issues, be raised or created in cobbles but will comprise a differing colour of the same type of blockwork surfacing as the remainder of the drive.

### **3.0 Drive Signing**

As a result of the nature of the road layout on the approaches to the site, the great majority of traffic approaching the site will do so from the south, which is the junction with Huntingdon Road. Suitable signing will therefore be installed at the entrance to the site to ensure traffic uses the southern access, that which is reached first, to access the site and clearly identify the route in.

Within the site, signing will be positioned such that traffic circulates through the development and leaves via the existing northern access. Signing will also be installed at this point to emphasise the need to use the southern drive for access, but it is not envisaged that many vehicles will attempt this manoeuvre.

#### **4.0 Fire Tender Access**

The initial tracking exercise indicated that to circulate within the site, the fire tender would need to access the site in an opposing manoeuvre to that of normal traffic due to the nature of the internal layout. A further tracking exercise has been undertaken relating to this manoeuvre and showing that this can be undertaken, albeit very tightly, without the need to affect the cars parked along the far side carriageway edge or nearside where on-street parking exists due to the layout of the dropped kerbs. This is shown on Drawing ATR04.

The applicant is preparing a statement relating to the future maintenance of the drive and communal areas within the site.

Nonetheless, it is recognised that the tender may access the site via to normal entrance route in an emergency. Drawing ATR05 shows that the tender can easily access the drive at this point and reach to a point well within the maximum hose distance, and thereafter reverse out as necessary.

Therefore, whilst it is clearly not envisaged that a fire tender will access the site anymore than very sporadically, provision within the site will ensure that both routes offer a suitable access to the dwellings.

#### **5.0 Refuse Tender Access**

Following discussions with the Technical Services Department of the City Council, agreement has been reached to ensure suitable provision is made within the site for bin storage.

It is not envisaged that the refuse tender will access the site, but should this be the case the first length of the drive will be constructed to a full adoptable standard of the highway authority such that the drive can take the loading of the refuse vehicle.

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