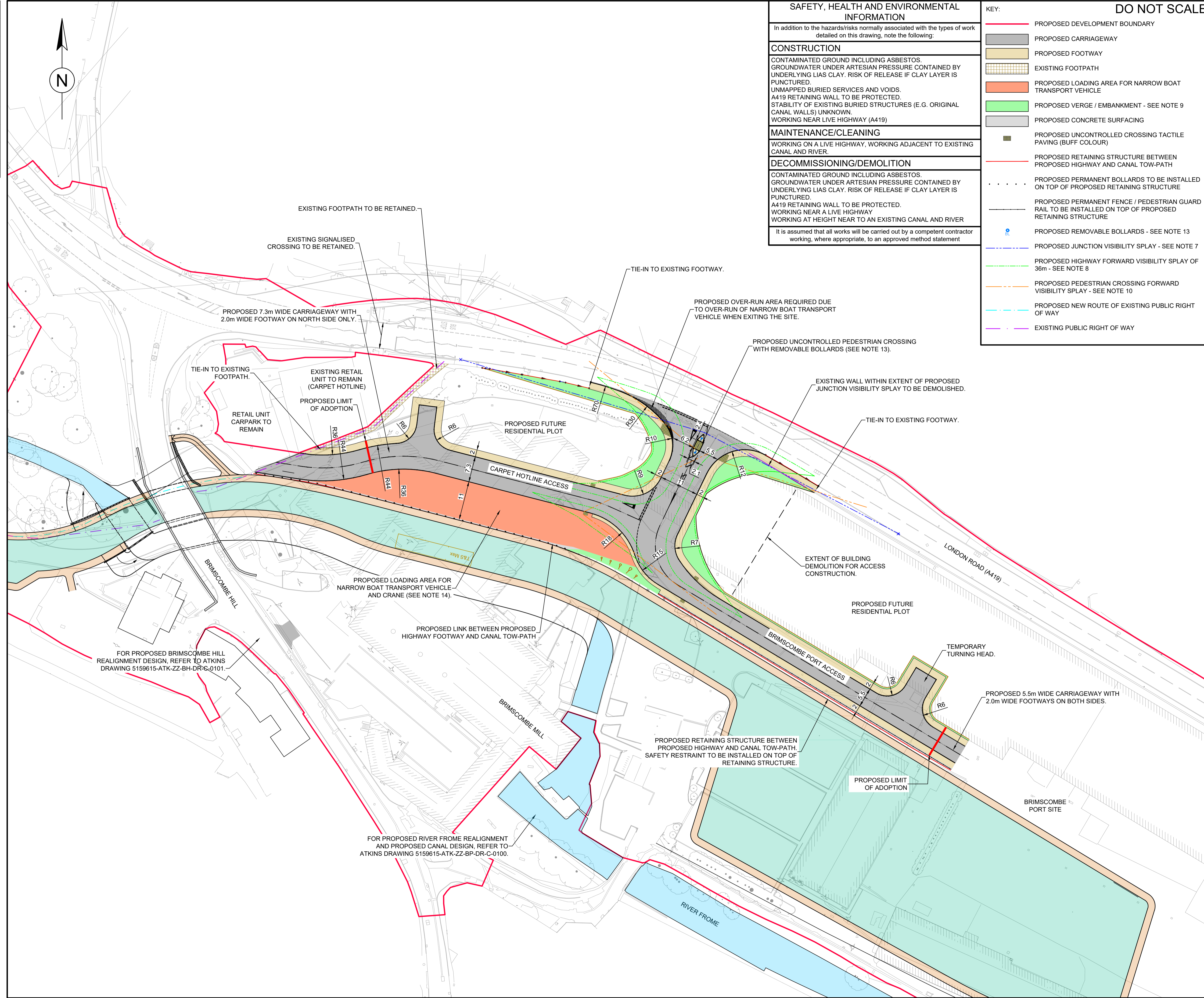
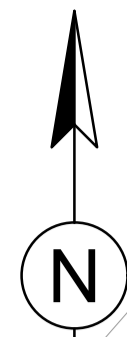


100
0 10
Millimetres



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

CONTAMINATED GROUND INCLUDING ASBESTOS.
GROUNDWATER UNDER ARTESIAN PRESSURE CONTAINED BY UNDERLYING LIAS CLAY. RISK OF RELEASE IF CLAY LAYER IS PUNCTURED.
UNMAPPED BURIED SERVICES AND VOIDS.
A419 RETAINING WALL TO BE PROTECTED.
STABILITY OF EXISTING BURIED STRUCTURES (E.G. ORIGINAL CANAL WALLS) UNKNOWN.
WORKING NEAR LIVE HIGHWAY (A419)

MAINTENANCE/CLEANING

WORKING ON A LIVE HIGHWAY. WORKING ADJACENT TO EXISTING CANAL AND RIVER.

DECOMMISSIONING/DEMOLITION

CONTAMINATED GROUND INCLUDING ASBESTOS.
GROUNDWATER UNDER ARTESIAN PRESSURE CONTAINED BY UNDERLYING LIAS CLAY. RISK OF RELEASE IF CLAY LAYER IS PUNCTURED.
A419 RETAINING WALL TO BE PROTECTED.
WORKING NEAR A LIVE HIGHWAY
WORKING AT HEIGHT NEAR TO AN EXISTING CANAL AND RIVER

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

KEY:

- PROPOSED DEVELOPMENT BOUNDARY
- PROPOSED CARRIAGEWAY
- PROPOSED FOOTWAY
- ▨ EXISTING FOOTPATH
- PROPOSED LOADING AREA FOR NARROW BOAT TRANSPORT VEHICLE
- PROPOSED VERGE / EMBANKMENT - SEE NOTE 9
- PROPOSED CONCRETE SURFACING
- PROPOSED UNCONTROLLED CROSSING TACTILE PAVING (BUFF COLOUR)
- PROPOSED RETAINING STRUCTURE BETWEEN PROPOSED HIGHWAY AND CANAL TOW-PATH
- PROPOSED PERMANENT BOLLARDS TO BE INSTALLED ON TOP OF PROPOSED RETAINING STRUCTURE
- PROPOSED PERMANENT FENCE / PEDESTRIAN GUARD RAIL TO BE INSTALLED ON TOP OF PROPOSED RETAINING STRUCTURE
- PROPOSED REMOVABLE BOLLARDS - SEE NOTE 13
- PROPOSED JUNCTION VISIBILITY SPLAY - SEE NOTE 7
- PROPOSED HIGHWAY FORWARD VISIBILITY SPLAY OF 36m - SEE NOTE 8
- PROPOSED PEDESTRIAN CROSSING FORWARD VISIBILITY SPLAY - SEE NOTE 10
- PROPOSED NEW ROUTE OF EXISTING PUBLIC RIGHT OF WAY
- EXISTING PUBLIC RIGHT OF WAY

DO NOT SCALE

NOTES:

1. THIS DESIGN LAYOUT HAS BEEN INFORMED BY MANUAL FOR STREETS 2 (MIS2) AND GLOUCESTERSHIRE COUNTY COUNCIL'S TECHNICAL SPECIFICATION FOR NEW STREETS - FIRST EDITION (GCC TSINS).
2. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
3. TOPOGRAPHICAL SURVEY BY BERNARD GEOMATICS LTD, DRAWING REFERENCE SU00202, DATED AUGUST 2017.
4. REFER TO ATKINS DRAWING 5159615-ATK-ZZ-LR-DR-C-0500 FOR PROPOSED HIGHWAY DRAINAGE.
5. REFER TO ATKINS DRAWING 5159615-ATK-ZZ-LR-DR-C-0700 FOR PROPOSED HIGHWAY LEVELS.
6. AN AUTOMATIC TRAFFIC COUNT SURVEY OF LONDON ROAD WAS CONDUCTED IN FEBRUARY 2018 WHICH HAS DETERMINED THE 85th PERCENTILE SPEEDS FOR EASTBOUND AND WESTBOUND TRAFFIC:
 - EASTBOUND TRAFFIC (UPGRADE) = 39.6 mph
 - WESTBOUND TRAFFIC (DOWNGRADE) = 38.5 mph
7. USING 'MIS2' BASIC STOPPING SITE DISTANCE FORMULA (10.1.5), WORST CASE JUNCTION VISIBILITY SPLAYS TO LONDON ROAD HAVE BEEN CALCULATED FOR THE PROPOSED JUNCTION:
 - EASTBOUND SPLAY LEFT OF JUNCTION = 72.94 m
 - WESTBOUND SPLAY RIGHT OF JUNCTION = 61.73 m
8. USING 'GCC TSINS' TABLE 1.10, FORWARD VISIBILITY SPLAYS OF 36m HAVE BEEN APPLIED BASED ON A HIGHWAY CHARACTER TYPE OF MINOR INDUSTRIAL ROAD.
9. PROPOSED VERGE / EMBANKMENT TO REMAIN CLEAR OF DEVELOPMENT AND OBSTRUCTIONS, IN ACCORDANCE WITH MIS VISIBILITY REQUIREMENTS.
10. FORWARD VISIBILITY OF 50m TO PROPOSED PEDESTRIAN CROSSINGS HAVE BEEN APPLIED. IN ACCORDANCE WITH TABLE 1 OF LTN 2/95, THIS VISIBILITY DISTANCE MEETS THE REQUIREMENTS OF:
 - DESIRABLE MINIMUM VISIBILITY FOR 85th PERCENTILE APPROACH SPEEDS OF 25mph, AND
 - ABSOLUTE MINIMUM VISIBILITY FOR 85th PERCENTILE APPROACH SPEEDS OF 30mph.
11. PROPOSED DEVELOPMENT LEVELS OF THE ADJACENT PLOTS ARE TO TIE INTO THE EDGE OF THE PROPOSED HIGHWAY.
12. EXISTING LONDON ROAD (A419) ROAD MARKINGS ARE BASED ON PHOTOGRAPHIC DATA AND ARE INDICATIVE ONLY.
13. PROPOSED REMOVABLE BOLLARDS WILL NOT BE ILLUMINATED AND ARE TO BE REMOVABLE FOR THE OCCASIONS WHEN NARROW BOAT TRANSPORTATION VEHICLES REQUIRE ACCESS.
14. ENHANCED PAVEMENT CONSTRUCTION TO BE SPECIFIED IN LOADING AREA. PEDESTRIANS TO BE ROUTED AROUND LOADING AREA DURING USE. WHEN NOT IN-USE, THE LOADING AREA MAY BE USED AS AN EXTENSION OF THE FOOTWAY.

Rev.	Date	Description	By	Chk'd	App'd
P06	07/01/2021	ROAD LAYOUT UPDATED, TURNING HEAD ON CARPET HOTLINE ACCESS ROAD ADDED	FL	PJB	MS
P05	12/07/19	NOTES AND KEY UPDATED, PROPOSED FOOTWAY ROUTED AROUND PROPOSED LOADING AREA, PEDESTRIAN CROSSING ADDED ON BRIMSCOMBE PORT ACCESS, RETAINING STRUCTURE AND RESTRAINT SYSTEMS BETWEEN HIGHWAY AND CANAL REFERENCED	HS	CO	MS
P04	03/05/19	PEDESTRIAN CROSSING AND REFUGE ISLAND IN LONDON ROAD BELLMOUTH UPDATED, REMOVABLE RETRO-REFLECTIVE BOLLARDS INCLUDED, LENGTH OF BRIMSCOMBE PORT ACCESS EXTENDED, LOADING AREA FOR NARROW BOAT TRANSPORT VEHICLE INCLUDED	HS	PB	MS
P03	09/04/18	PROPOSED KERB LINE AND FOOTWAY ON WESTERN SIDE OF LONDON ROAD BELLMOUTH AMENDED TO ACCOMMODATE 10m HGV	HS	CO	MS
P02	12/03/18	UPDATED TO ADDRESS COMMENTS FROM OCC HIGHWAYS	HS	CO/PB	MS
P01	29/08/17	FIRST ISSUE	HS	CO	MS

Drawing Status: **FOR INFORMATION** Suitability: **S2**

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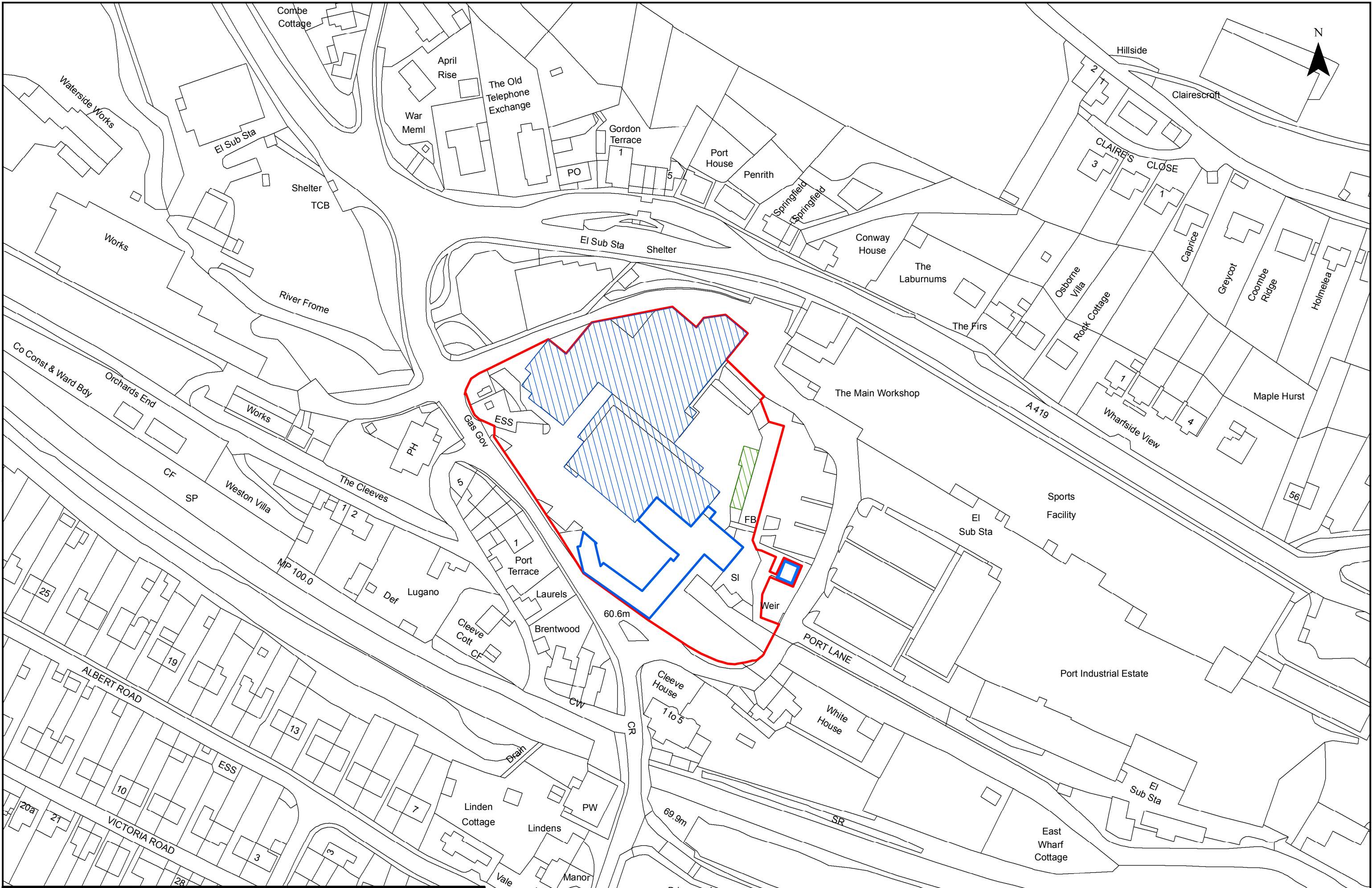
Client: **STROUD DISTRICT COUNCIL**

Project Title: **BRIMSCOMBE PORT**

Drawing Title: **LONDON ROAD JUNCTION AND ACCESS ROADS GENERAL ARRANGEMENT**

Scale	Designed	Drawn	Checked	Authorised
1:500	HS	HS	CO	MS
Original Size	Date	Date	Date	Date
A1	25/08/17	25/08/17	25/08/17	25/08/17
Drawing Number	Revision			
5159615-ATK-ZZ-LR-DR-C-0100	P06			

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STROUD DISTRICT COUNCIL
 www.stroud.gov.uk

Listed building application Brimscombe Port
 11/07/2019
 Scale - 1:1,250

0 25 50 100 Meters