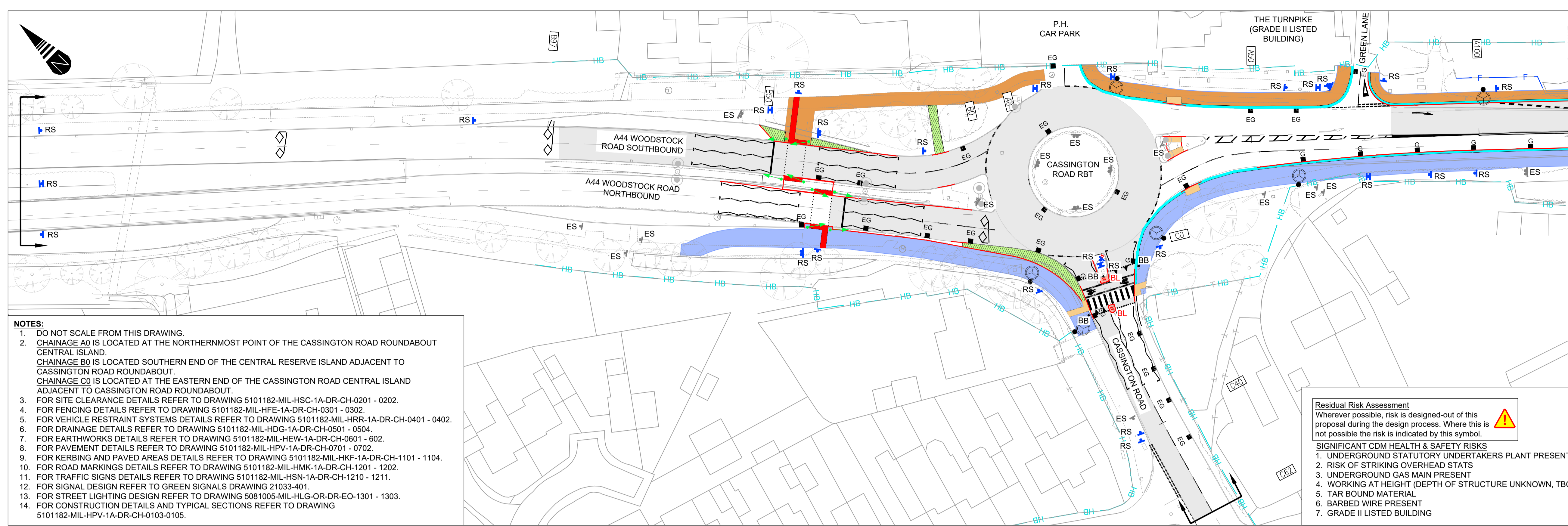


Appendix TP-5



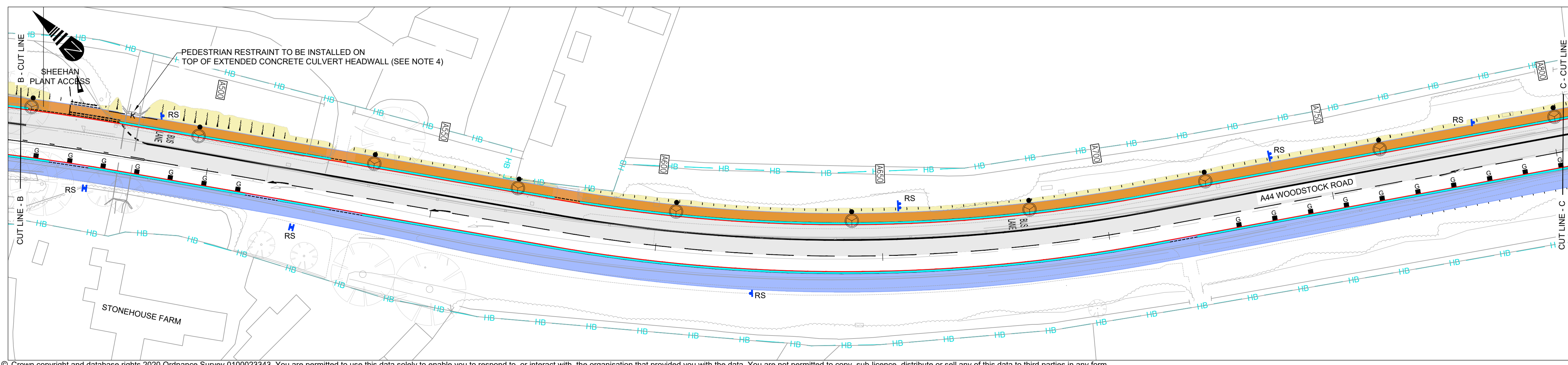
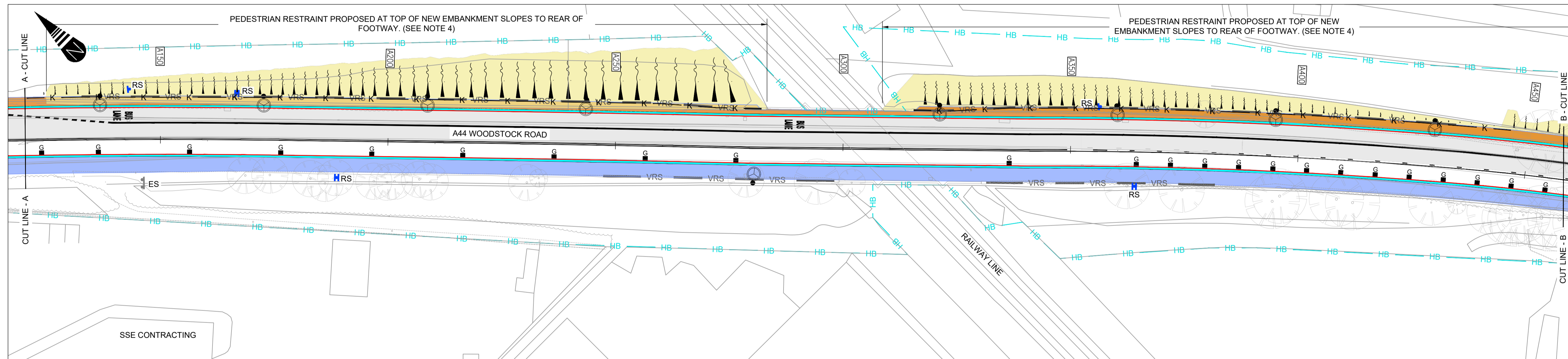
- NOTES:**
- DO NOT SCALE FROM THIS DRAWING.
 - CHAINAGE A0 IS LOCATED AT THE NORTHERNMOST POINT OF THE CASSINGTON ROAD ROUNDABOUT CENTRAL ISLAND.
 - CHAINAGE B0 IS LOCATED SOUTHERN END OF THE CENTRAL RESERVE ISLAND ADJACENT TO CASSINGTON ROAD ROUNDABOUT.
 - CHAINAGE C0 IS LOCATED AT THE EASTERN END OF THE CASSINGTON ROAD CENTRAL ISLAND ADJACENT TO CASSINGTON ROAD ROUNDABOUT.
 - FOR SITE CLEARANCE DETAILS REFER TO DRAWING 5101182-MIL-HSC-1A-DR-CH-0201 - 0202.
 - FOR FENCING DETAILS REFER TO DRAWING 5101182-MIL-HFE-1A-DR-CH-0301 - 0302.
 - FOR VEHICLE RESTRAINT SYSTEMS DETAILS REFER TO DRAWING 5101182-MIL-HRR-1A-DR-CH-0401 - 0402.
 - FOR DRAINAGE DETAILS REFER TO DRAWING 5101182-MIL-HDG-1A-DR-CH-0501 - 0504.
 - FOR EARTHWORKS DETAILS REFER TO DRAWING 5101182-MIL-HPV-1A-DR-CH-0601 - 602.
 - FOR PAVEMENT DETAILS REFER TO DRAWING 5101182-MIL-HKV-1A-DR-CH-0701 - 0702.
 - FOR KERBING AND PAVED AREAS DETAILS REFER TO DRAWING 5101182-MIL-HKF-1A-DR-CH-1101 - 1104.
 - FOR ROAD MARKINGS DETAILS REFER TO DRAWING 5101182-MIL-HMK-1A-DR-CH-1201 - 1202.
 - FOR TRAFFIC SIGNS DETAILS REFER TO DRAWING 5101182-MIL-HSN-1A-DR-CH-1210 - 1211.
 - FOR SIGNAL DESIGN REFER TO GREEN SIGNALS DRAWING 21033-401.
 - FOR STREET LIGHTING DESIGN REFER TO DRAWING 5081005-MIL-HLG-OR-DR-EO-1301 - 1303.
 - FOR CONSTRUCTION DETAILS AND TYPICAL SECTIONS REFER TO DRAWING 5101182-MIL-HPV-1A-DR-CH-0103-0105.

Residual Risk Assessment
 Wherever possible, risk is designed-out of this proposal during the design process. Where this is not possible the risk is indicated by this symbol.

SIGNIFICANT CDM HEALTH & SAFETY RISKS

- UNDERGROUND STATUTORY UNDERTAKERS PLANT PRESENT
- RISK OF STRIKING OVERHEAD STATS
- UNDERGROUND GAS MAIN PRESENT
- WORKING AT HEIGHT (DEPTH OF STRUCTURE UNKNOWN, TBC)
- TAR BOUND MATERIAL
- BARBED WIRE PRESENT
- GRADE II LISTED BUILDING

- KEY:**
- PROPOSED CARRIAGEWAY TREATMENT AREAS (SEE NOTE 8)
 - PROPOSED SHARED-USE PEDESTRIAN / CYCLIST FACILITY (SEE NOTE 9)
 - PROPOSED FOOTWAY FACILITY (SEE NOTE 9)
 - PROPOSED TRAFFIC ISLANDS / HARDENED AREA (SEE NOTE 9)
 - PROPOSED HIGHWAY VERGE (SEE NOTE 7)
 - AREA OF PROPOSED EARTHWORKS AND GEOTECHNICAL DESIGN (BASED ON PRELIM DESIGN, TO BE CONFIRMED WHEN GEOTECHNICAL DETAILED DESIGN IS AVAILABLE) (SEE NOTE 7)
 - AREA OF PROPOSED LOCALISED VERGE REGRADING / TIE-IN (SEE NOTE 7)
 - PROPOSED 0.5m WIDE SEPARATION STRIP FOR SHARED-USE FACILITY AND FOOTWAY
 - PROPOSED VEHICLE RESTRAINT SYSTEM (SEE NOTE 5)
 - PROPOSED KERB ALIGNMENTS (SEE NOTE 9)
 - PROPOSED ROAD MARKINGS (SEE NOTE 10)
 - PROPOSED FENCING (SEE NOTE 4)
 - PROPOSED TRAFFIC SIGNAL (SEE NOTE 12)
 - PROPOSED TRAFFIC SIGNAL / COUNTER LOOPS (SEE NOTE 12 & 8)
 - PROPOSED GULLY (SEE NOTE 6)
 - PROPOSED SIGNS (SEE NOTE 11)
 - PROPOSED BLISTER 'YELLOW' TACTILE
 - PROPOSED BLISTER 'RED' TACTILE
 - PROPOSED BELISHA BEACON POSTS (SEE NOTE 13)
 - PROPOSED LIGHTING COLUMNS (SEE NOTE 13)
 - PROPOSED BOLLARDS (SEE NOTE 10)
 - EXISTING LIGHTING COLUMNS TO REMAIN (SEE NOTE 13)
 - EXISTING GULLY TO REMAIN (SEE NOTE 6)
 - EXISTING SIGNS TO REMAIN (SEE NOTE 11)
 - EXISTING FENCE TO REMAIN (SEE NOTE 4)
 - HIGHWAY BOUNDARY
 - SCHEME EXTENTS



P01	FIRST ISSUE				
Rev	Date	Description	Drn	Chkd	App
Revisions					
Client					



Drawing Originator

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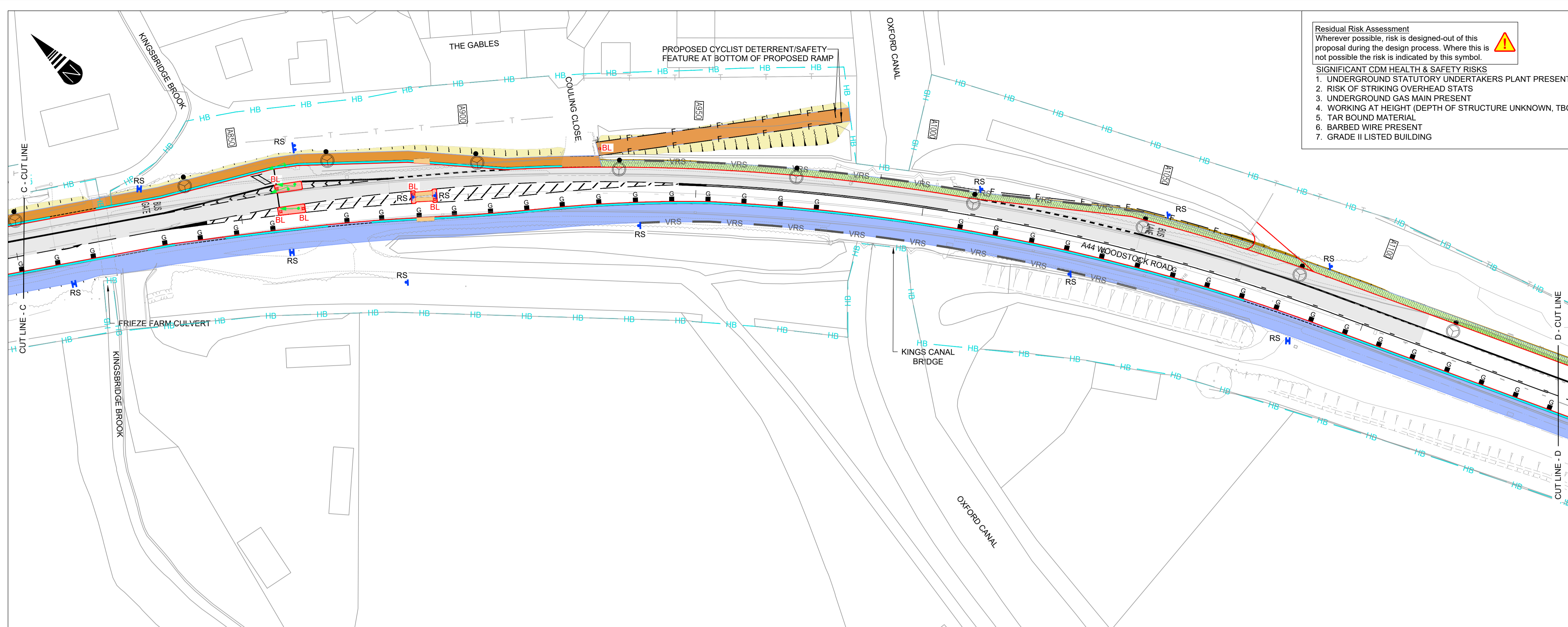
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Drawing Status
GW3 - DETAILED DESIGN

Project Name
NORTH OXFORD CORRIDOR - PRIORITY 1A CASSINGTON RBT TO LOOP FARM RBT

Title
GENERAL ARRANGEMENT SHEET 1 OF 2

Sheet Size A1	Scale 1:500	Drawn by HC	Checked by JS	Approved by ARPT
		Drawn Date 21/03/2022	Checked Date 21/03/2022	Approved Date 21/03/2022
Drawing Number 5101182-MIL-HGN-1A-DR-CH-0101		Status S3	Rev P01	

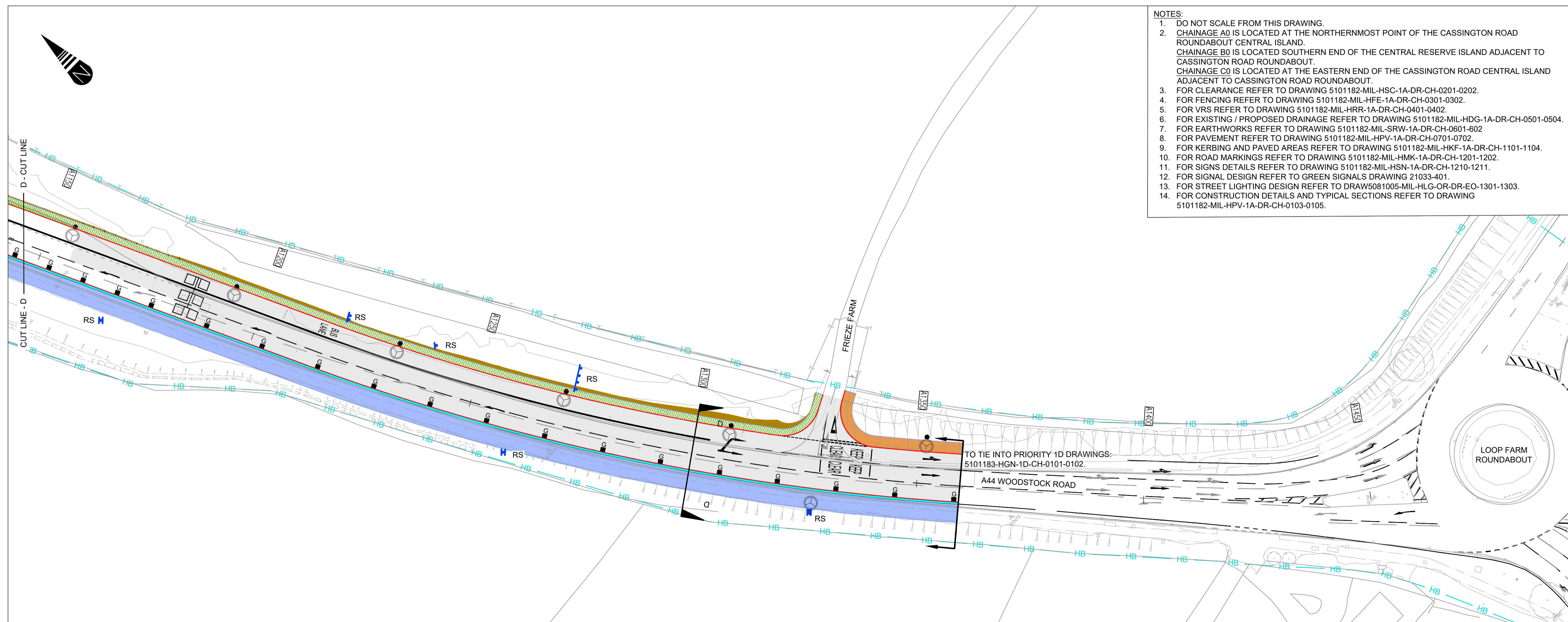


Residual Risk Assessment
 Wherever possible, risk is designed-out of this proposal during the design process. Where this is not possible the risk is indicated by this symbol.

SIGNIFICANT CDM HEALTH & SAFETY RISKS

1. UNDERGROUND STATUTORY UNDERTAKERS PLANT PRESENT
2. RISK OF STRIKING OVERHEAD STATS
3. UNDERGROUND GAS MAIN PRESENT
4. WORKING AT HEIGHT (DEPTH OF STRUCTURE UNKNOWN, TBC)
5. TAR BOUND MATERIAL
6. BARBED WIRE PRESENT
7. GRADE II LISTED BUILDING

- KEY:**
- PROPOSED CARRIAGEWAY TREATMENT AREAS (SEE NOTE 8)
 - PROPOSED SHARED-USE PEDESTRIAN / CYCLIST FACILITY (SEE NOTE 9)
 - PROPOSED FOOTWAY FACILITY (SEE NOTE 9)
 - PROPOSED TRAFFIC ISLANDS / HARDENED AREA (SEE NOTE 9)
 - PROPOSED HIGHWAY VERGE (SEE NOTE 7)
 - AREA OF PROPOSED EARTHWORKS AND GEOTECHNICAL DESIGN (BASED ON PRELIM DESIGN, TO BE CONFIRMED WHEN GEOTECHNICAL DETAILED DESIGN IS AVAILABLE) (SEE NOTE 7)
 - AREA OF PROPOSED LOCALISED VERGE REGRADING / TIE-IN (SEE NOTE 7)
 - PROPOSED 0.5m WIDE SEPARATION STRIP FOR SHARED-USE FACILITY AND FOOTWAY
 - PROPOSED VEHICLE RESTRAINT SYSTEM (SEE NOTE 5)
 - PROPOSED KERB ALIGNMENTS (SEE NOTE 9)
 - PROPOSED ROAD MARKINGS (SEE NOTE 10)
 - PROPOSED FENCING (SEE NOTE 4)
 - PROPOSED TRAFFIC SIGNAL (SEE NOTE 12)
 - PROPOSED TRAFFIC SIGNAL / COUNTER LOOPS (SEE NOTE 12 & 8)
 - PROPOSED GULLY (SEE NOTE 6)
 - PROPOSED SIGNS (SEE NOTE 11)
 - PROPOSED BLISTER 'YELLOW' TACTILE
 - PROPOSED BLISTER 'RED' TACTILE
 - PROPOSED BELISHA BEACON POSTS (SEE NOTE 13)
 - PROPOSED BOLLARDS (SEE NOTE 10)
 - EXISTING LIGHTING COLUMNS TO REMAIN (SEE NOTE 13)
 - EXISTING GULLY TO REMAIN (SEE NOTE 6)
 - EXISTING SIGNS TO REMAIN (SEE NOTE 11)
 - EXISTING FENCE TO REMAIN (SEE NOTE 4)
 - HIGHWAY BOUNDARY
 - SCHEME EXTENTS



- NOTES:**
1. DO NOT SCALE FROM THIS DRAWING.
 2. CHAINAGE A0 IS LOCATED AT THE NORTHERNMOST POINT OF THE CASSINGTON ROAD ROUNDABOUT CENTRAL ISLAND. CHAINAGE B0 IS LOCATED SOUTHERN END OF THE CENTRAL RESERVE ISLAND ADJACENT TO CASSINGTON ROAD ROUNDABOUT. CHAINAGE C0 IS LOCATED AT THE EASTERN END OF THE CASSINGTON ROAD CENTRAL ISLAND ADJACENT TO CASSINGTON ROAD ROUNDABOUT.
 3. FOR CLEARANCE REFER TO DRAWING 5101182-MIL-HSC-1A-DR-CH-0201-0202.
 4. FOR FENCING REFER TO DRAWING 5101182-MIL-HFE-1A-DR-CH-0301-0302.
 5. FOR VRS REFER TO DRAWING 5101182-MIL-HRR-1A-DR-CH-0401-0402.
 6. FOR EXISTING / PROPOSED DRAINAGE REFER TO DRAWING 5101182-MIL-HDG-1A-DR-CH-0501-0504.
 7. FOR EARTHWORKS REFER TO DRAWING 5101182-MIL-SRW-1A-DR-CH-0601-602.
 8. FOR PAVEMENT REFER TO DRAWING 5101182-MIL-HPV-1A-DR-CH-0701-0702.
 9. FOR KERBING AND PAVED AREAS REFER TO DRAWING 5101182-MIL-HKF-1A-DR-CH-1101-1104.
 10. FOR ROAD MARKINGS REFER TO DRAWING 5101182-MIL-HMK-1A-DR-CH-1201-1202.
 11. FOR SIGNS DETAILS REFER TO DRAWING 5101182-MIL-HSN-1A-DR-CH-1210-1211.
 12. FOR SIGNAL DESIGN REFER TO GREEN SIGNALS DRAWING 21033-401.
 13. FOR STREET LIGHTING DESIGN REFER TO DRAW5081005-MIL-HLG-OR-DR-EO-1301-1303.
 14. FOR CONSTRUCTION DETAILS AND TYPICAL SECTIONS REFER TO DRAWING 5101182-MIL-HPV-1A-DR-CH-0103-0105.

P01	-	FIRST ISSUE	-	-	-
Rev	Date	Description	Drn	Chkd	App
Revisions					



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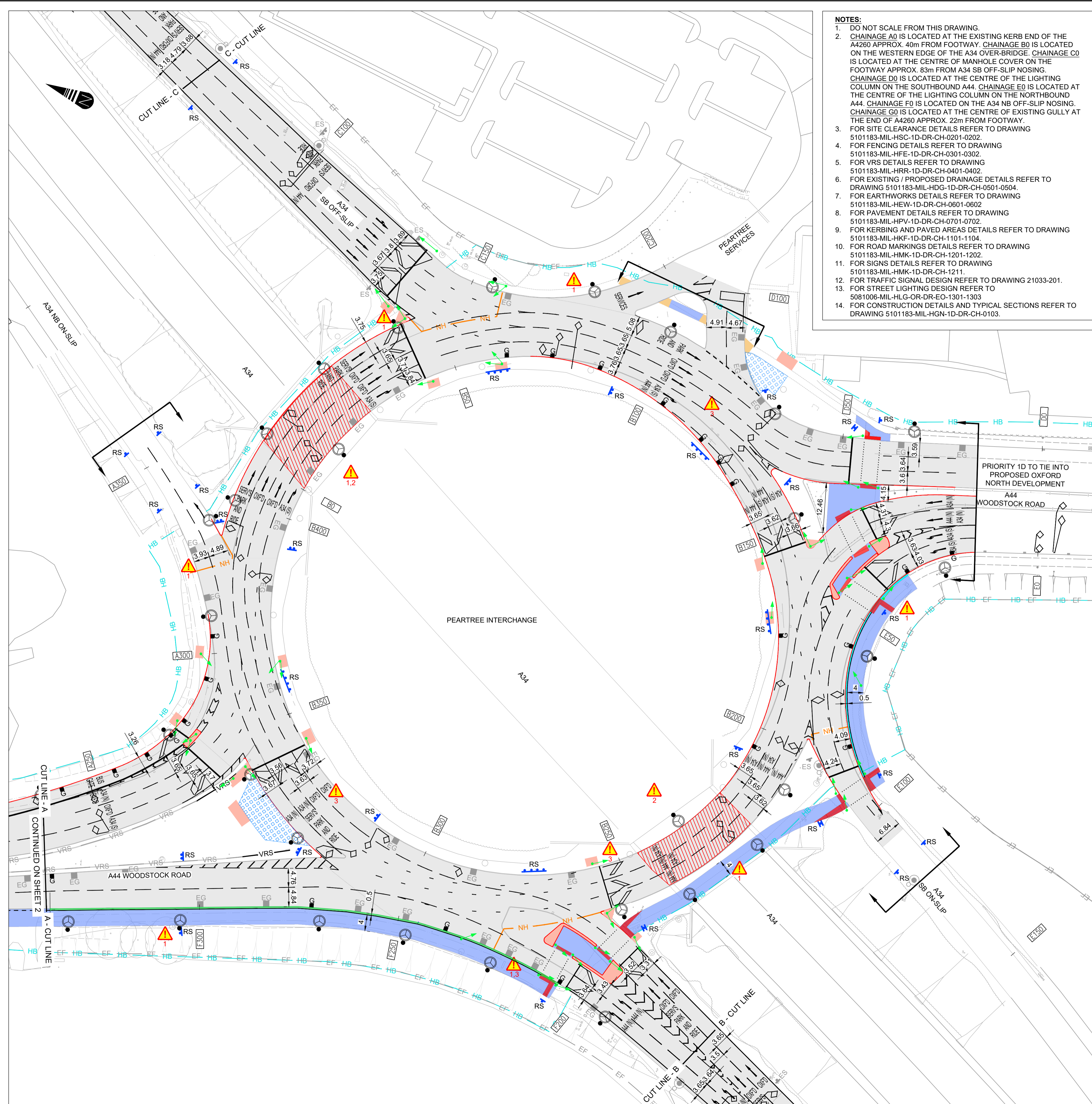
Drawing Status
GW3 - DETAILED DESIGN

Project Name
NORTH OXFORD CORRIDOR - PRIORITY 1A CASSINGTON RBT TO LOOP FARM RBT

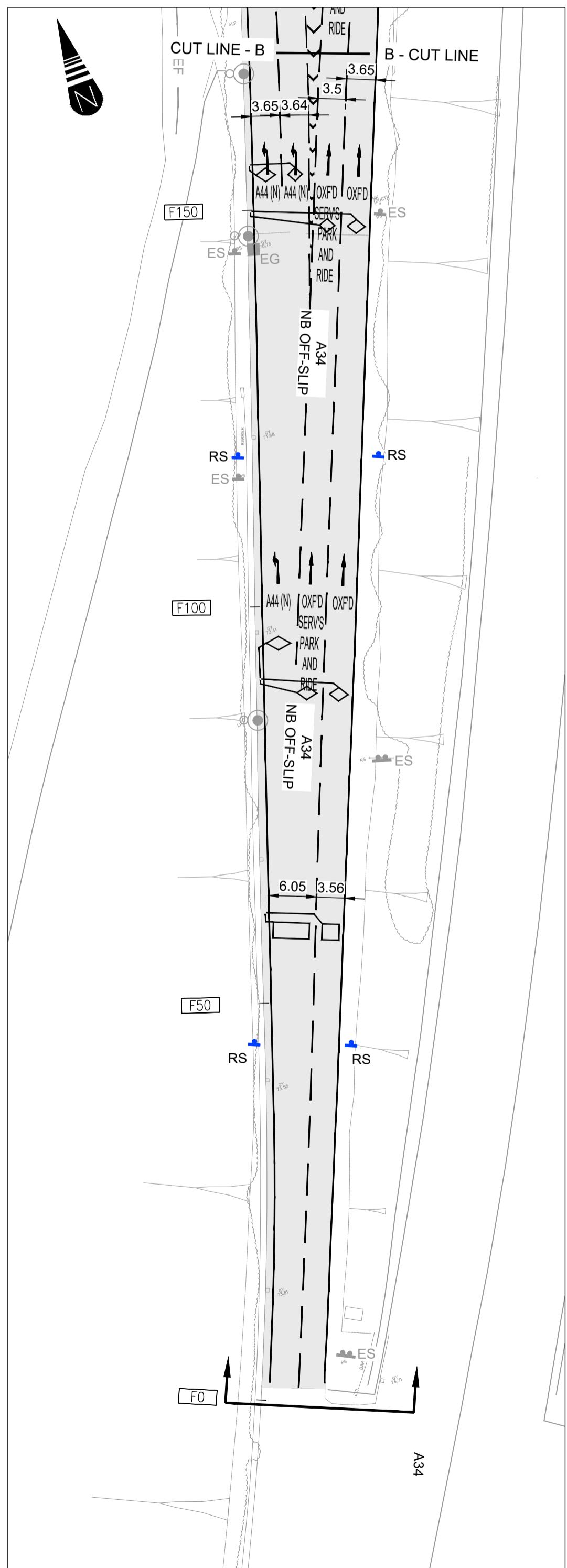
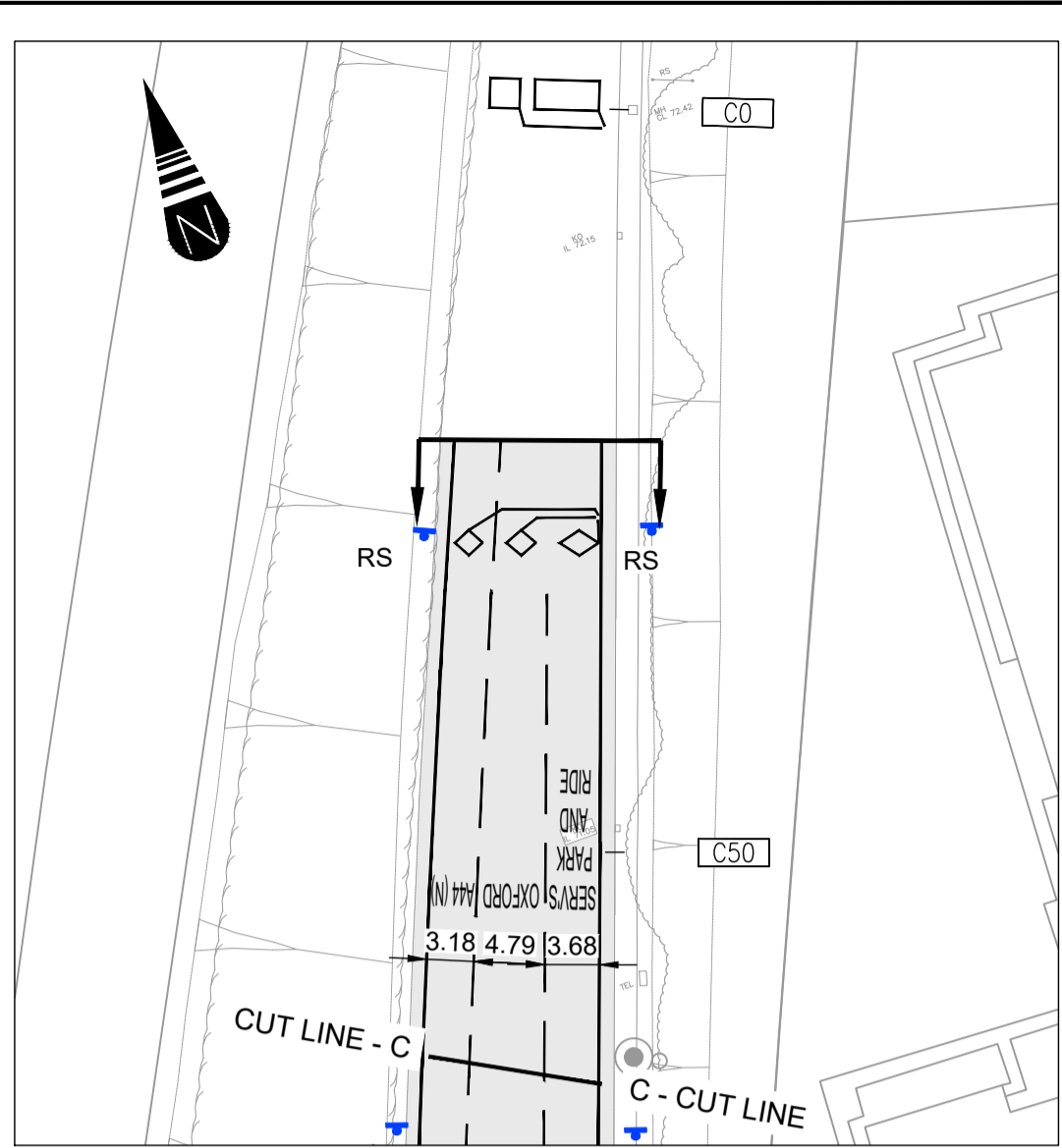
Title
GENERAL ARRANGEMENT SHEET 2 OF 2

A1	Scale	Drawn by	Checked by	Approved by
	1:500	HC	JS	ARPT
Drawing Number		Status	Rev	
5101182-MIL-HGN-1A-DR-CH-0102		S3	P01	

Appendix TP-6



- NOTES:**
- DO NOT SCALE FROM THIS DRAWING.
 - CHAINAGE A0 IS LOCATED AT THE EXISTING KERB END OF THE A4260 APPROX. 40m FROM FOOTWAY. CHAINAGE B0 IS LOCATED ON THE WESTERN EDGE OF THE A34 OVER-BRIDGE. CHAINAGE C0 IS LOCATED AT THE CENTRE OF MANHOLE COVER ON THE FOOTWAY APPROX. 83m FROM A34 SB OFF-SLIP NOSING. CHAINAGE D0 IS LOCATED AT THE CENTRE OF THE LIGHTING COLUMN ON THE SOUTHBOUND A44. CHAINAGE E0 IS LOCATED AT THE CENTRE OF THE LIGHTING COLUMN ON THE NORTHBOUND A44. CHAINAGE F0 IS LOCATED ON THE A34 NB OFF-SLIP NOSING. CHAINAGE G0 IS LOCATED AT THE CENTRE OF EXISTING GULLY AT THE END OF A4260 APPROX. 22m FROM FOOTWAY.
 - FOR SITE CLEARANCE DETAILS REFER TO DRAWING 5101183-MIL-HSC-1D-DR-CH-0201-0202.
 - FOR FENCING DETAILS REFER TO DRAWING 5101183-MIL-HFE-1D-DR-CH-0301-0302.
 - FOR VRS DETAILS REFER TO DRAWING 5101183-MIL-HRR-1D-DR-CH-0401-0402.
 - FOR EXISTING / PROPOSED DRAINAGE DETAILS REFER TO DRAWING 5101183-MIL-HDG-1D-DR-CH-0501-0504.
 - FOR EARTHWORKS DETAILS REFER TO DRAWING 5101183-MIL-HEW-1D-DR-CH-0601-0602.
 - FOR PAVEMENT DETAILS REFER TO DRAWING 5101183-MIL-HPV-1D-DR-CH-0701-0702.
 - FOR KERBING AND PAVED AREAS DETAILS REFER TO DRAWING 5101183-MIL-HKF-1D-DR-CH-1101-1104.
 - FOR ROAD MARKINGS DETAILS REFER TO DRAWING 5101183-MIL-HMK-1D-DR-CH-1201-1202.
 - FOR SIGNS DETAILS REFER TO DRAWING 5101183-MIL-HMK-1D-DR-CH-1211.
 - FOR TRAFFIC SIGNAL DESIGN REFER TO DRAWING 21033-201.
 - FOR STREET LIGHTING DESIGN REFER TO 5081006-MIL-HLG-OR-DR-EO-1301-1303.
 - FOR CONSTRUCTION DETAILS AND TYPICAL SECTIONS REFER TO DRAWING 5101183-MIL-HGN-1D-DR-CH-0103.



- KEY:**
- PROPOSED CARRIAGEWAY RESURFACING (SEE NOTE 8)
 - PROPOSED SHARED-USE CONSTRUCTION (SEE NOTE 9)
 - PROPOSED FOOTWAY CONSTRUCTION (SEE NOTE 9)
 - PROPOSED TRAFFIC ISLAND / HARDENED AREA (SEE NOTE 9)
 - PROPOSED MAINTENANCE BAY (SEE NOTE 8)
 - A34 BRIDGE OVER PEARTREE INTERCHANGE
 - 0.5m (MIN) WIDE SEPARATION STRIP FOR SHARED USE / FOOTWAY
 - PROPOSED FENCE (SEE NOTE 4)
 - PROPOSED VRS (SEE NOTE 5)
 - PROPOSED KERB (SEE NOTE 9)
 - PROPOSED GULLY (SEE NOTE 6)
 - PROPOSED ROAD MARKING (SEE NOTE 10)
 - PROPOSED TRAFFIC SIGNAL (SEE NOTE 12)
 - PROPOSED SIGN (SEE NOTE 11)
 - PROPOSED TRAFFIC SIGNAL LOOP (SEE NOTE 12)
 - PROPOSED BLISTER 'YELLOW' TACTILE FOR UNSIGNALISED CROSSING
 - PROPOSED BLISTER 'RED' TACTILE FOR SIGNALISED CROSSING
 - PROPOSED LIGHTING COLUMNS (SEE NOTE 13)
 - EXISTING LIGHTING COLUMNS TO REMAIN (SEE NOTE 13)
 - EXISTING SIGN TO REMAIN (SEE NOTE 10)
 - EXISTING GULLY TO REMAIN (SEE NOTE 6)
 - EXISTING BOLLARD TO REMAIN.
 - EXISTING VRS TO REMAIN (SEE NOTE 5)
 - EXISTING FENCE TO REMAIN (SEE NOTE 4)
 - NATIONAL HIGHWAYS NETWORK BOUNDARY
 - EXISTING OCC HIGHWAY BOUNDARY
 - SCHEME EXTENTS

Residual Risk Assessment
 Wherever possible, risk is designed-out of this proposal during the design process. Where this is not possible the risk is indicated by this symbol.

- SIGNIFICANT CDM HEALTH & SAFETY RISKS**
- UNDERGROUND STATUTORY UNDERTAKERS PLANT PRESENT
 - RISK OF STRIKING OVERHEAD STRUCTURE
 - TAR BOUND MATERIAL

P01	FIRST ISSUE				
Rev	Date	Description	Drn	Chkd	App
Revisions					



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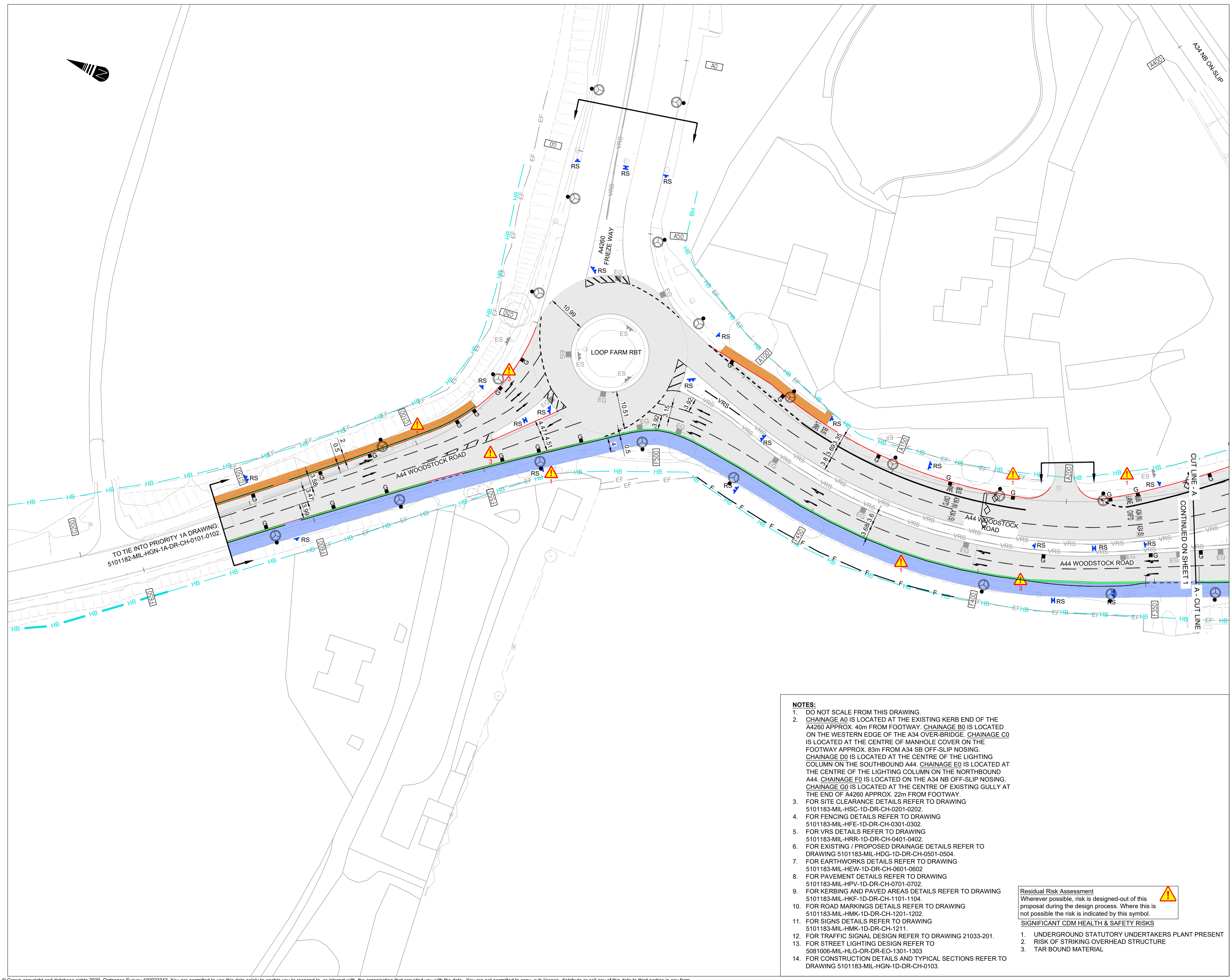
Drawing Status: GW3 - DETAILED DESIGN

Project Name: NORTH OXFORD CORRIDOR - PRIORITY 1D LOOP FARM RBT TO PEARTREE INTERCHANGE

Title: GENERAL ARRANGEMENT SHEET 1 OF 2

Sheet Size: A1	Scale: 1:500	Drawn by: HA	Checked by: JC	Approved by: ARPT
		Drawn Date: 21/03/2022	Checked Date: 21/03/2022	Approved Date: 21/03/2022

Drawing Number: 5101183-MIL-HGN-1D-DR-CH-0101	Status: S3	Rev: P01
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- KEY:**
- PROPOSED CARRIAGEWAY RESURFACING (SEE NOTE 8)
 - PROPOSED SHARED-USE CONSTRUCTION (SEE NOTE 9)
 - PROPOSED FOOTWAY CONSTRUCTION (SEE NOTE 9)
 - PROPOSED TRAFFIC ISLAND / HARDENED AREA (SEE NOTE 9)
 - PROPOSED MAINTENANCE BAY (SEE NOTE 8)
 - A34 BRIDGE OVER PEARTREE INTERCHANGE
 - 0.5m (MIN) WIDE SEPARATION STRIP FOR SHARED USE / FOOTWAY
 - PROPOSED FENCE (SEE NOTE 4)
 - PROPOSED VRS (SEE NOTE 5)
 - PROPOSED KERB (SEE NOTE 9)
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 - EXISTING LIGHTING COLUMNS TO REMAIN (SEE NOTE 13)
 - EXISTING SIGN TO REMAIN (SEE NOTE 10)
 - EXISTING GULLY TO REMAIN (SEE NOTE 6)
 - EXISTING BOLLARD TO REMAIN.
 - EXISTING VRS TO REMAIN (SEE NOTE 5)
 - EXISTING FENCE TO REMAIN (SEE NOTE 4)
 - NATIONAL HIGHWAYS NETWORK BOUNDARY
 - EXISTING OCC HIGHWAY BOUNDARY
 - SCHEME EXTENTS

Residual Risk Assessment
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SIGNIFICANT CDM HEALTH & SAFETY RISKS

1. UNDERGROUND STATUTORY UNDERTAKERS PLANT PRESENT
2. RISK OF STRIKING OVERHEAD STRUCTURE
3. TAR BOUND MATERIAL

P01	FIRST ISSUE		
Rev	Date	Description	Drn Chkd App
Revisions			
Client			



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Drawing Status
GW3 - DETAILED DESIGN

Project Name
NORTH OXFORD CORRIDOR - PRIORITY 1D LOOP FARM RBT TO PEARTREE INTERCHANGE

Title
GENERAL ARRANGEMENT SHEET 2 OF 2

Sheet Size A1	Scale 1:500	Drawn by HA	Checked by JC	Approved by ARPT
		Drawn Date 21/03/2022	Checked Date 21/03/2022	Approved Date 21/03/2022

Drawing Number 5101183-MIL-HGN-1D-DR-CH-0102	Status S3	Rev P01
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- NOTES:**
1. DO NOT SCALE FROM THIS DRAWING.
 2. CHAINAGE A0 IS LOCATED AT THE EXISTING KERB END OF THE A4260 APPROX. 40m FROM FOOTWAY. CHAINAGE B0 IS LOCATED ON THE WESTERN EDGE OF THE A34 OVER-BRIDGE. CHAINAGE C0 IS LOCATED AT THE CENTRE OF MANHOLE COVER ON THE FOOTWAY APPROX. 83m FROM A34 SB OFF-SLIP NOSING. CHAINAGE D0 IS LOCATED AT THE CENTRE OF THE LIGHTING COLUMN ON THE SOUTHBOUND A44. CHAINAGE E0 IS LOCATED AT THE CENTRE OF THE LIGHTING COLUMN ON THE NORTHBOUND A44. CHAINAGE F0 IS LOCATED ON THE A34 NB OFF-SLIP NOSING. CHAINAGE G0 IS LOCATED AT THE CENTRE OF EXISTING GULLY AT THE END OF A4260 APPROX. 22m FROM FOOTWAY.
 3. FOR SITE CLEARANCE DETAILS REFER TO DRAWING 5101183-MIL-HSC-1D-DR-CH-0201-0202.
 4. FOR FENCING DETAILS REFER TO DRAWING 5101183-MIL-HFE-1D-DR-CH-0301-0302.
 5. FOR VRS DETAILS REFER TO DRAWING 5101183-MIL-HRR-1D-DR-CH-0401-0402.
 6. FOR EXISTING / PROPOSED DRAINAGE DETAILS REFER TO DRAWING 5101183-MIL-HDG-1D-DR-CH-0501-0504.
 7. FOR EARTHWORKS DETAILS REFER TO DRAWING 5101183-MIL-HEW-1D-DR-CH-0601-0602.
 8. FOR PAVEMENT DETAILS REFER TO DRAWING 5101183-MIL-HPV-1D-DR-CH-0701-0702.
 9. FOR KERBING AND PAVED AREAS DETAILS REFER TO DRAWING 5101183-MIL-HKF-1D-DR-CH-1101-1104.
 10. FOR ROAD MARKINGS DETAILS REFER TO DRAWING 5101183-MIL-HMK-1D-DR-CH-1201-1202.
 11. FOR SIGNS DETAILS REFER TO DRAWING 5101183-MIL-HMK-1D-DR-CH-1211.
 12. FOR TRAFFIC SIGNAL DESIGN REFER TO DRAWING 21033-201.
 13. FOR STREET LIGHTING DESIGN REFER TO 5081006-MIL-HLG-OR-DR-EO-1301-1303
 14. FOR CONSTRUCTION DETAILS AND TYPICAL SECTIONS REFER TO DRAWING 5101183-MIL-HGN-1D-DR-CH-0103.

Residual Risk Assessment
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- SIGNIFICANT CDM HEALTH & SAFETY RISKS**
1. UNDERGROUND STATUTORY UNDERTAKERS PLANT PRESENT
 2. RISK OF STRIKING OVERHEAD STRUCTURE
 3. TAR BOUND MATERIAL