

THERE ARE NO EXCEPTIONAL RISKS ASSOCIATED WITH THESE WORKS. REFER TO THE DESIGNER'S RISK ASSESSMENT FOR THE FULL ASSESSMENT OF RISKS.

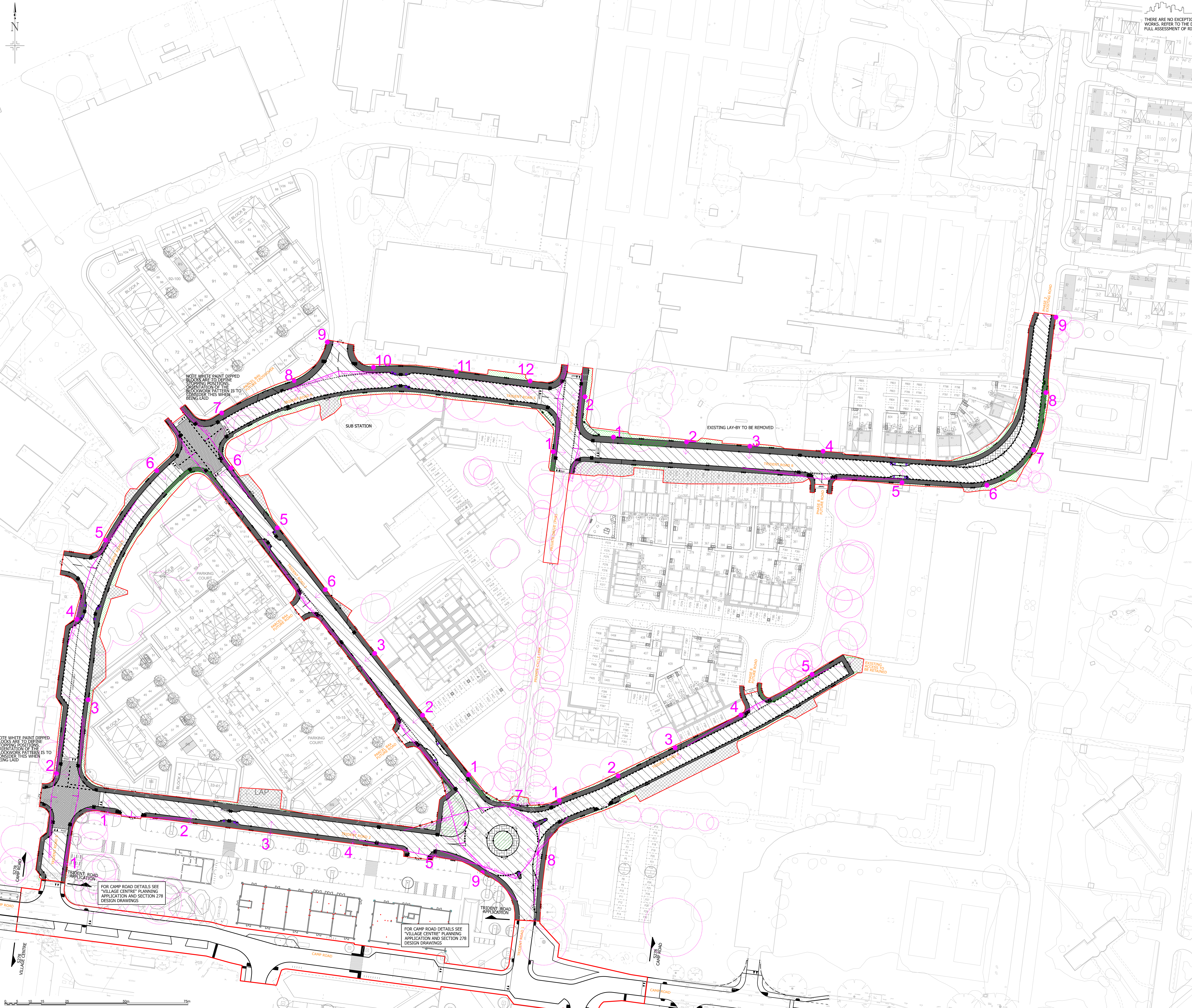
1. CONTRACTORS MUST CHECK ALL DIMENSIONS ON SITE. ONLY FIGURED DIMENSIONS ARE TO BE WORKED FROM. DISCREPANCIES MUST BE REPORTED TO THE ARCHITECT OR ENGINEER BEFORE PROCEEDING. © THIS DRAWING IS COPYRIGHT.
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3. UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT AUTHORITIES, ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR COMMENCE SITE WORK PRIOR TO APPROVAL BEING GIVEN IT IS ENTIRELY AT HIS OWN RISK.

KEY

- EXCAVATE IN FULL & RECONSTRUCT IN FULL BITUMINOUS CARRIAGEWAY
- EXCAVATE IN FULL & RECONSTRUCT IN FULL BLOCK PAVING. BLOCK PAVING TO BE MARSHALLS KEYBLOCK BURNT OCHRE OR SIMILAR APPROVED
- EXCAVATE IN FULL & RECONSTRUCT IN FULL BITUMINOUS FOOTWAY
- EXCAVATE IN FULL & REINSTATE AS VERGE
- PRIVATE AREA TO BE REGRADED TO EXISTING LEVELS AT MAX 1:3 - SOFT LANDSCAPING
- PRIVATE AREA TO BE REGRADED TO EXISTING LEVELS AT MAX 1:12 - HARD LANDSCAPING
- HALF BATTERED KERB 125 x 255mm (H2) 125mm UPSTAND
- BULLNOSE KERB 125 x 150mm (BN) 50mm UPSTAND AT RAISED TABLES 25mm UPSTAND AT VERTICAL CROSSINGS 0mm AT PEDESTRIAN CROSSINGS
- EDGING KERB 150 x 50mm (EF) 0mm UPSTAND
- CHANNEL KERB
- HIGHWAY BOUNDARY MARKERS AT 5m INTERVALS
- CHANNEL KERB WHERE ROAD GRADIENT IS FLATTER THAN 1:100

- 2.0m x 1.5m VISIBILITY SPLAY
- PROPOSED BOLLARDS. ALL BUILDOUT BOLLARDS TO BE WITH REFLECTIVE STRIP. ALL ROUNDABOUT BOLLARDS TO BE AS PER DRAWING 101'S 'SCHEDULE OF BOLLARDS'
- ADAPTABLE STREET LIGHTING (FOR DETAILS RELEASE AFTER CONSTRUCTION) CROSSROADS COUNT COLUMN DRAWINGS M586 SP 1 & 2

FOR ROAD AND KERB CONSTRUCTION DETAILS REFER TO DRAWING 1006



NOTE WHITE PAINT DIPPED BLOCKS ARE TO DEFINE STOPPING POSITIONS. ORIENTATION OF THE BLOCKWORK PATTERN IS TO CONSIDER THIS WHEN BEING LAID

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FOR CAMP ROAD DETAILS SEE 'VILLAGE CENTRE' PLANNING APPLICATION AND SECTION 278 DESIGN DRAWINGS

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REVISION	DESCRIPTION	DRAWN	CHECKED	DATE
W	Note, Island finishes and build out finishes added. Bollard notes revised. Bollard added on Road 1	AT	JF	15.08.19
V	Note added at blockwork junction between roads 2 & 3 & 3 & 5	AT	JF	15.08.19
U	Overrun strip added south of the roundabout, upstand not revised, island kerb added & Channel kerbs added	AT	JF	15.08.19
S	Adaptable lighting updated to suit access on road 8	AT	JF	15.08.19
R	Crossroads to existing lay-by removed and note added	AT	JF	15.08.19
Q	Section of road full width proposed to suit access on road 8	AT	JF	15.08.19
P	Road 7 junction changed to barrier, half, driveway and verge outside	AT	JF	15.08.19
O	Bollard relocated on road 8, Road 2 revised to suit new Village Centre proposals	AT	JF	15.08.19
N	Key cloud revised to include part of roads 8 & 8	AT	JF	15.08.19
M	Revised to suit planning comments, increase road width to 6.5m	AT	JF	15.08.19
L	Footpaths updated along road 5	AT	JF	15.08.19
K	Bollards, gullies and tactile paving revised to suit planning comments	AT	JF	15.08.19
J	Street lighting added	AT	JF	15.08.19
I	Revised to suit planning comments, increase road width to 6.5m	AT	JF	15.08.19
H	Bollards updated to suit revised Village Centre Carpark layout	AT	JF	15.08.19
G	Red line limits of Camp Road asphaltic carriageway removed and updated	AT	JF	15.08.19
F	Adaptable roads revised to suit O&M and accessibility comments	AT	JF	15.08.19
E	Regrading added forward of Tridrent road 4	AT	JF	15.08.19

WOODS HARDWICK  
ARCHITECTS, ENGINEERS AND DEVELOPMENT CONSULTANTS

TITLE: UPPER HEYFORD

DETAILS: TRIDENT ROADS SURFACE FINISHES

SCALE: 1:500 @ A0 DATE: DECEMBER 2016 DRAWN: CG CHECKED: JF

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