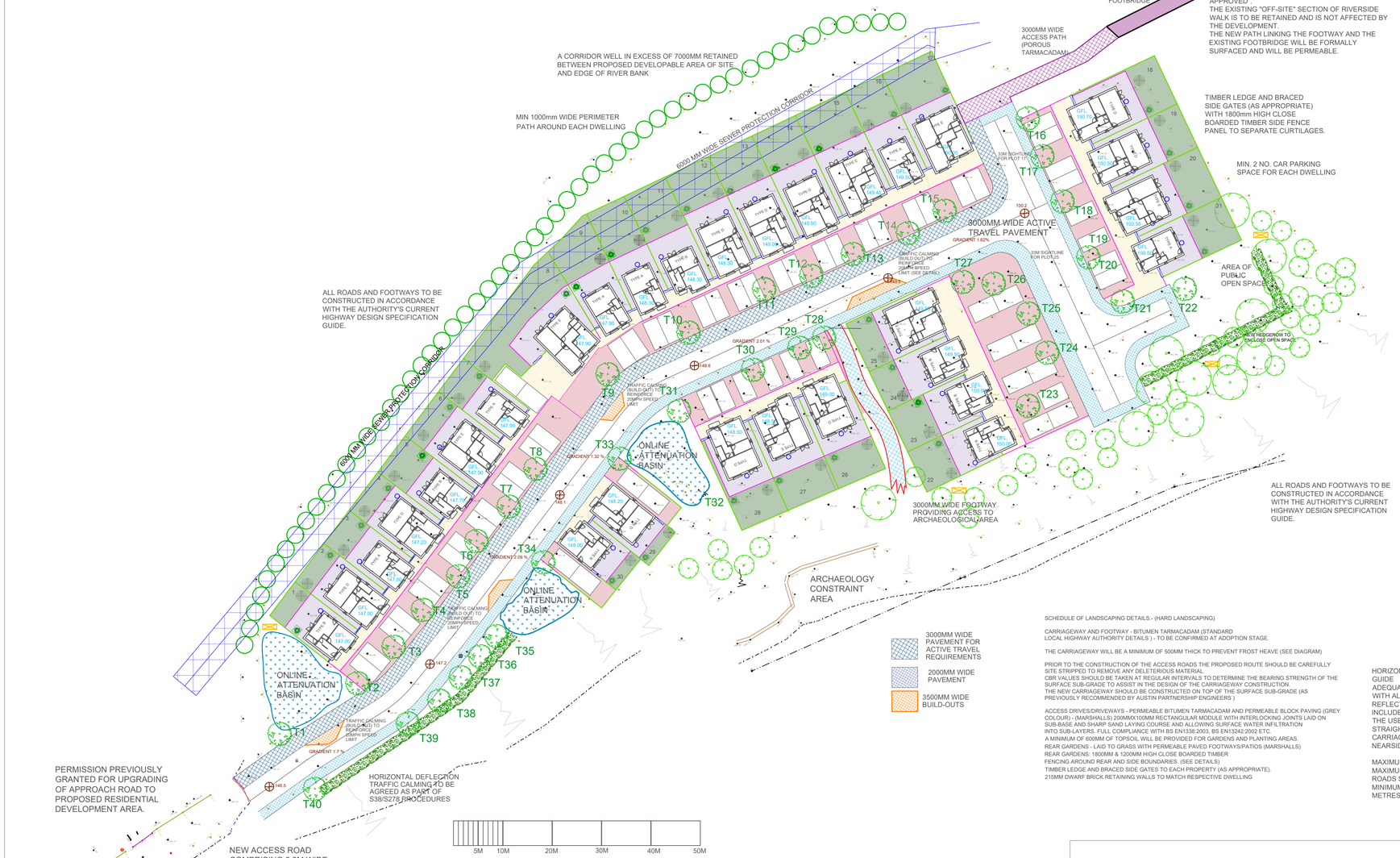
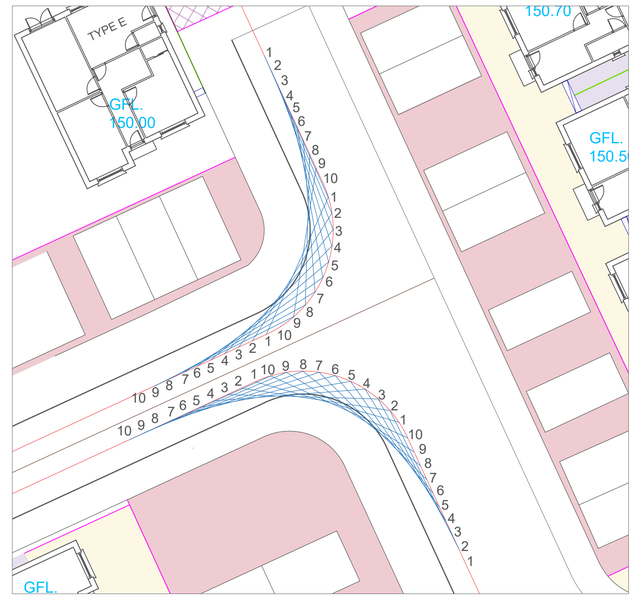




FORMATION OF FORWARD VISIBILITY CURVES :-

- VEHICLE PATHS ARE ASSUMED TO BE PARALLEL TO THE INSIDE KERB @1500 MM DISTANCE
- 10M (33FT) REQUIRED STOPPING DISTANCE MEASURED ALONG THE VEHICLE PATH FROM TANGENT POINTS
- STOPPING DISTANCE IS DIVIDED INTO EQUAL INCREMENTS AND NUMBERED IN SEQUENCE AND REPEATED AROUND THE CURVE - FINISHING AT A FULL STOPPING DISTANCE BEYOND THE TANGENT
- CORRESPONDING INCREMENTS JOINED TOGETHER TO CONFIRM VISIBILITY SPLAY ENVELOPE
- NOTHING 600MM IN HEIGHT SHALL BE ERECTED OR ALLOWED TO GROW WITHIN ENVELOPE

N

SCHEDULE OF LANDSCAPING DETAILS:- (HARD LANDSCAPING)

CARRIAGEWAY AND FOOTWAY - BITUMEN TARMACADAM (STANDARD
LOCAL HIGHWAY AUTHORITY DETAILS) - TO BE CONFIRMED AT ADOPTION STAGE.

THE CARRIAGEWAY WILL BE A MINIMUM OF 500MM THICK TO PREVENT FROST HEAVE (SEE DIAGRAM)

PRIOR TO THE CONSTRUCTION OF THE ACCESS ROADS THE PROPOSED ROUTE SHOULD BE CAREFULLY SITE STRIPPED TO REMOVE ANY DELETERIOUS MATERIAL.
CBR VALUES SHOULD BE TAKEN AT REGULAR INTERVALS TO DETERMINE THE BEARING STRENGTH OF THE SURFACE SUB-GRADE TO ASSIST IN THE DESIGN OF THE CARRIAGEWAY CONSTRUCTION.
THE NEW CARRIAGEWAY SHOULD BE CONSTRUCTED ON TOP OF THE SURFACE SUB-GRADE (AS PREVIOUSLY RECOMMENDED BY AUSTIN PARTNERSHIP ENGINEERS)

ACCESS DRIVES/DRIVEWAYS - PERMEABLE BITUMEN TARMACADAM AND PERMEABLE BLOCK PAVING (GREY COLOUR) - (MARSHALLS) 200MMX100MM RECTANGULAR MODULE WITH INTERLOCKING JOINTS LAID ON SUB-BASE AND SHARP SAND LAYING COURSE AND ALLOWING SURFACE WATER INFILTRATION INTO SUB-LAYERS. FULL COMPLIANCE WITH BS EN1338:2003, BS EN13242:2002 ETC.
A MINIMUM OF 600MM OF TOPSOIL WILL BE PROVIDED FOR GARDENS AND PLANTING AREAS.
REAR GARDENS - LAID TO GRASS WITH PERMEABLE PAVED FOOTWAYS/PATIOS (MARSHALLS)
REAR GARDENS: 1800MM & 1200MM HIGH CLOSE BOARDED TIMBER
FENCING AROUND REAR AND SIDE BOUNDARIES. (SEE DETAILS)
TIMBER LEDGE AND BRACED SIDE GATES TO EACH PROPERTY (AS APPROPRIATE).
215MM DWARF BRICK RETAINING WALLS TO MATCH RESPECTIVE DWELLING

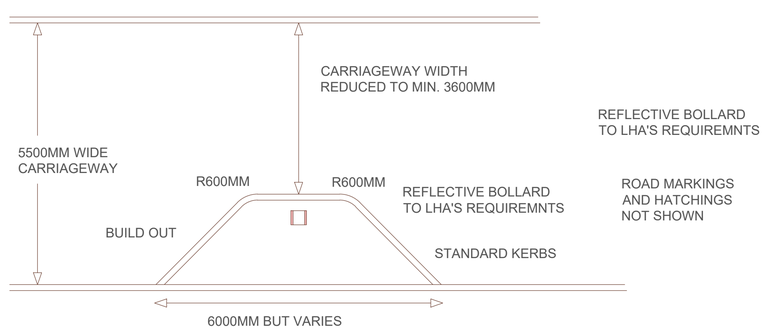
HORIZONTAL DISPLACEMENT TECHNIQUES (HDT) IN ACCORDANCE WITH NPT HIGHWAY DESIGN GUIDE
ADEQUATE HIGHWAY DRAINAGE AND STREET CLEANSING FUNCTIONS TO BE INCORPORATED WITH ALL HDTS
REFLECTIVE BOLLARDS TO WARN OF THE OBSTRUCTION TO APPROACHING VEHICLES INCLUDED AS PART OF ANY HDT.
THE USE OF CHICANES TO PROVIDE HORIZONTAL DEFLECTION OF TRAFFIC ON AN OTHERWISE STRAIGHT LENGTH OF CARRIAGEWAY - COMPRISING BUILD-OUTS ON BOTH SIDES OF THE CARRIAGEWAY, STAGGERED SO THAT THE FIRST ONE APPROACHED IS LOCATED ON THE NEARSIDE.

MAXIMUM UNRESTRAINED LENGTHS OF 60M SHALL BE APPLIED IN RESIDENTIAL AREAS, WITH A MAXIMUM CENTRE LINE RADIUS OF 30M BEING CONSTRUCTED; THE DESIGN SPEED ON THESE ROADS SHALL BE 20 MPH (40KPH). ROAD NARROWING'S IN THE FORM OF PINCH POINTS TO A MINIMUM WIDTH OF 4.8 METRES MAY BE PERMITTED COVERING A MAXIMUM DISTANCE OF 10 METRES.



EXAMPLE OF EXISTING BUILD-OUT IN GENERAL LOCALITY

HORIZONTAL TRAFFIC CALMING MEASURES TO LHA'S APPROVAL



SITE LAYOUT

'PENTRE EFAIL'
FORGE WASHERY, LOWER BRYNAMMAN,
NEATH PORT TALBOT, SA18 1SW

SCALE @ A1	DATE	DRAWN BY OW CHECKED BY CJ
1:500	JAN 2023	
JOB NO.	DRAWING NO.	REVISION
2020.a	LAYOUT2A(REV6)	6

THIS DRAWING HAS BEEN PRODUCED SOLELY FOR THE PURPOSES OF OBTAINING PLANNING APPROVAL. ALL CONSTRUCTION DETAIL AT BUILDING REGULATIONS STAGE

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