

KEY:

- PROPOSED KERBLINE
- PROPOSED EDGE OF CARRIAGEWAY
- ENTRY PATH DEFLECTION
- VERGE
- PROPOSED SWALE
- PROPOSED STOPPING SITE DISTANCE
- STRING DIRECTION
- CHAINAGE
- STRING LABEL
- MAJOR CONTOUR (1000mm INTERVAL)
- MINOR CONTOUR (100mm INTERVAL)

NOTES:

- THIS DRAWING IS A GENERAL ARRANGEMENT DRAWING ONLY INTENDED AS A PRELIMINARY DESIGN FOR PLANNING APPROVAL, AND IS NOT FOR CONSTRUCTION PURPOSES.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH FOLLOWING DRAWINGS:
 - GENERAL ARRANGEMENT 5099849/TP/GA/101-104,
 - LAND OWNERSHIP PLANS 5099849/TP/LO/101-104,
 - CROSS SECTIONS 5099849/TP/XS/101-112, and
 - LONG SECTIONS 5099849/TP/LS/101-102.
- ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
- HIGHWAY DRAINAGE AND SWALE OUTFLOWS TO BE DESIGNED DURING THE POST PLANNING DESIGN PHASES.
- CARRIAGEWAY EARTHWORKS PROPOSED AT A 1:3 GRADIENT - GEOTECHNICAL INPUT WILL BE REQUIRED DURING THE POST PLANNING DESIGN PHASE TO ADVISE ON STRENGTHENING WORKS THAT MAY BE REQUIRED FOR PROPOSED EMBANKMENTS.
- CARRIAGEWAY AND FOOTWAY CONSTRUCTION TO BE AGREED WITH KEY STAKEHOLDERS POST PLANNING.
- DMRB STANDARDS HAVE BEEN APPLIED TO THE PROPOSED HIGHWAY ALIGNMENT FOR HULBERT ROAD AND THE PROPOSED HULBERT ROAD ROUNDABOUT PRIOR TO THE COMMENCEMENT OF THE PROPOSED DEVELOPMENT 30mph ZONE. MIS2 STANDARDS HAVE BEEN APPLIED TO THE HIGHWAY ALIGNMENT WITHIN THE DEVELOPMENT AREA AFTER THE COMMENCEMENT OF THE DEVELOPMENT 30mph ZONE.

HULBERT ROAD RE-ALIGNED TO PROVIDE ALIGNMENT INTO THE PROPOSED ROUNDABOUT WHICH ALLOWS AN SSD OF 160m WITHIN THE NORTHBOUND TRAFFIC LANE (HCC REQUIREMENT)

EASTERN CHANNEL LINE AND VERGE DESIGNED TO TIE INTO EXISTING HULBERT ROAD LEVELS AND RE-ALIGNED CHANNEL TO INTERFACE WITH EXISTING LEVELS VIA A 1:3 EMBANKMENT

PROPOSED COMMENCEMENT OF DEVELOPMENT 30mph ZONE (SEE NOTE 7)

EARTHWORKS REQUIRED FOR VERTICAL ALIGNMENT BETWEEN THE PROPOSED DEVELOPMENT LINK ROAD AND THE LEVEL OF THE PROPOSED ROUNDABOUT, 1:3 EMBANKMENTS PROPOSED TO INTERFACE VERGE WITH EXISTING GROUND LEVELS.

2.5% SUPERELEVATION PROPOSED FOR CURVES

3.5m WIDE SWALE PROPOSED - OUTFLOWS TO BE CONFIRMED AT THE DETAILED DESIGN PHASE

20m LONG, 3.5m WIDE DECELERATION LANE
DEDICATED LEFT TURN FACILITY

EXISTING VEGETATION RETAINED & ADDED TO IF NECESSARY

HULBERT ROAD RE-ALIGNED FROM A3(M) JUNCTION GYRATORY TO ALIGN WITH PROPOSED HULBERT ROAD ROUNDABOUT LOCATION

EXISTING 5%-6% SUPERELEVATION CONTINUED FROM EXISTING HULBERT ROAD EXIT FROM GYRATORY, THROUGH CURVED ALIGNMENT TO PROPOSED ROUNDABOUT.

2x70m LENGTHS OF PARKING AREA TO REPLACE 80-85m OF EXISTING LAY-BYS

2m WIDE, 750mm HIGH EARTH BUND
1 IN 20 TAPER

LOW LEVEL PLANTING

PROPOSED HULBERT RD ROUNDABOUT WITH ICD OF 48m AND CENTRAL ISLAND DIAMETER OF 32m

VEGETATION TO BE PRUNED / REMOVED AS NECESSARY TO IMPROVE VISIBILITY ON CIRCULATORY CARRIAGEWAY AND TO THE RIGHT FROM HULBERT ROAD

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 SIGNIFICANT RESIDUAL RISKS				
CONSTRUCTION				
NONE				
MAINTENANCE/CLEANING				
NONE				
USE				
NONE				
DECOMMISSIONING/DEMOLITION				
NONE				
Title				
GENERAL ARRANGEMENT (SHEET 1 of 4)				
Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A1	1:500	MBW	SD	IPC
Status	Drawing Number	Date	Date	Date
P	5099849/TP/GA/101	10.11	04.11.11	04.11.11
				Rev
				C

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Client

PORTSMOUTH CITY COUNCIL



Project

DUNSBURY HILL FARM
STAGE 2

Stat	Purpose of Issue	Date	Auth	Rev	Description	By	Date	Chk'd	Auth
P	FOR HCC APPROVAL	16.3.12	JA	C	NOSING ON ENTRY TO LAY-BY AREA EXTENDED	SD	16.3.12	ND	JA
P	FOR HCC APPROVAL	29.2.12	JA	B	EXIT FROM DEDICATED LEFT AMENDED	SD	29.2.12	ND	JA
P	FOR HCC APPROVAL	04.11.11	IPC	A	ORIGINAL ISSUE	MBW	04.11.11	SD	IPC