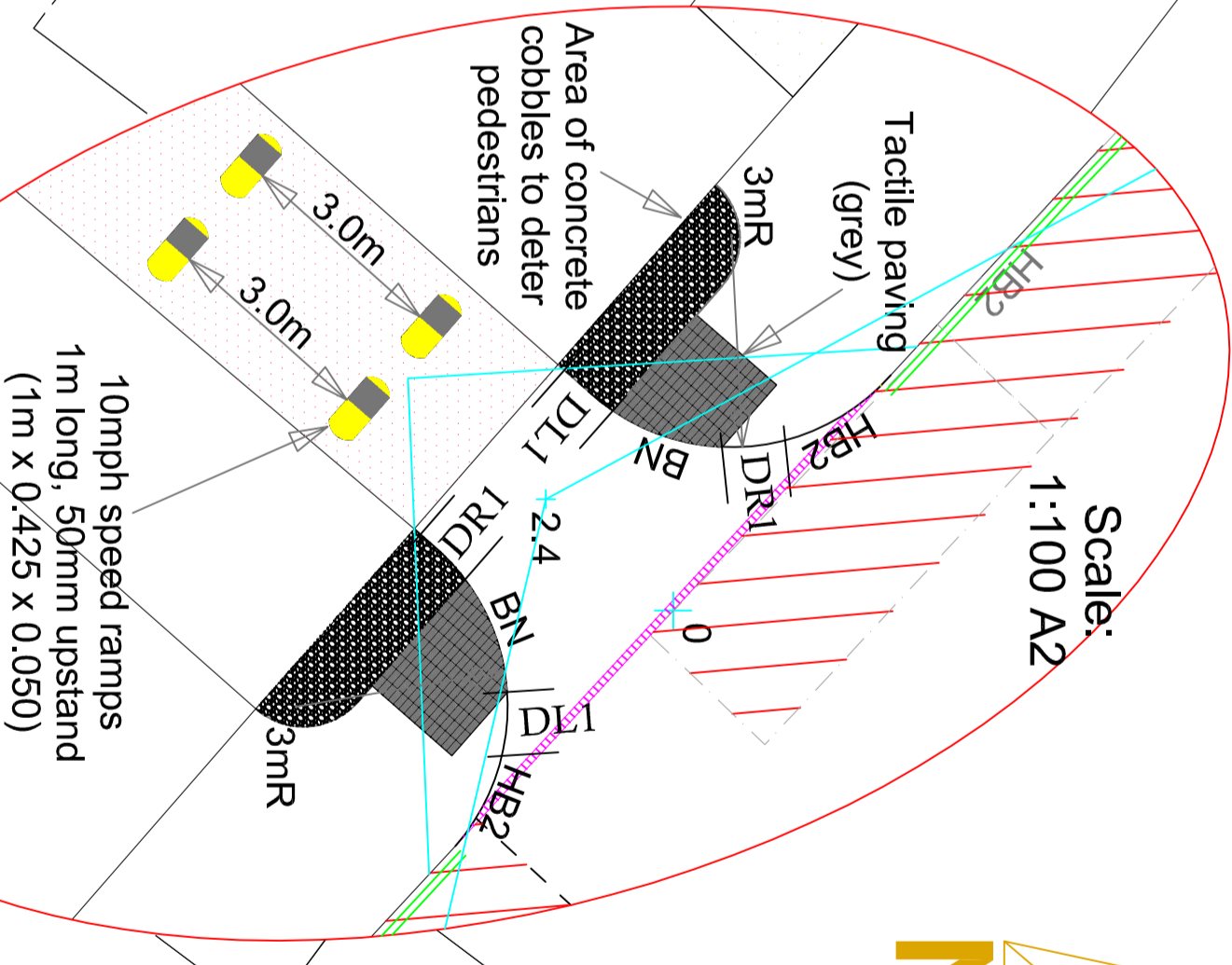


Scale: 1:100 A2



Notes:

1. The Contractor should check all heights, sizes and dimensions on site before works commence and any errors should be reported to Woodsyde Developments Limited.
2. Figured dimensions shall take preference to scaling, with any errors reported to Woodsyde Developments Ltd.
3. It is proposed to provide priority to the access in order that this formalisation will provide greater protection to pedestrians. This is similar to other accesses throughout the town.
4. A 1m buffer using concrete cobbles will be provided from the face of the building into the path to deter pedestrians from walking close to the building where they may not be seen by a vehicle emerging from the access.
5. Sleeping policeman will be provided to the access in order to reduce traffic speeds on vehicles existing the site.
6. Similar to other accesses, the bellmouth and channel of the county highway will be defined with a granite sett.
7. Tactile crossings shall be constructed using individual block paving.
8. To ensure satisfactory visibility it is suggested that the bus stop markings are repositioned towards the signalised pedestrian crossing to the south east. In order to maintain suitable visibility in a north westerly direction it is suggested that a minimum of 2 parking spaces are omitted from the on-street provision and replaced with double yellow lines to prevent such parking. However, 5 spaces would be repositioned and marked to the end of the existing parking in a north westerly direction.
9. It is proposed to burn off or hydroblast the chevron type markings and replace these with an intermittent 600mm line, 600mm gap, 100mm thick edge of carriageway marking to define the running lane width of High Street. This will increase the overall available carriageway width for passing vehicles over and above that which exists.

Pelican crossing and associated white lining to remain unaltered.

Limit of double yellow lines and start of zig-zag markings to pedestrian crossing.