

- Key:**
- Proposed kerb
  - Assumed existing back of footway edging to be confirmed during construction
  - Proposed primrose yellow markings (Conservation area)
  - Proposed yellow markings (Non Conservation area)
  - Existing yellow markings
  - Existing road markings to be refreshed
  - Proposed bollards with red and white strip (Refer to SCC standard details DM-1200-10)
  - Proposed Manchester bollards (Refer to SCC standard details DM-1200-12)
  - Existing heritage highway bollards to be restored
  - Existing bollards to be retained
  - Visibility splay obstructed (SSD 43m for 30mph)
  - Visibility splay partially obstructed (SSD 43m for 30mph)
  - Visibility splay (SSD 43m for 30mph)
  - Pedestrian visibility - 40m (30 mph)
  - Pedestrian visibility - 40m (30mph) - obstructed

- SSD (43m for 30mph roads in accordance with Manual for Streets) measured from "Give Way" sign to "Priority Over Oncoming Vehicles" sign
- Proposed road markings
- Existing road markings
- Work undertaken by others
- Existing carriageway to be converted to footway (For further details refer to site clearance and pavement drawings. See note 8 & 12)
- Existing footway to be planned and resurfaced (For further details refer to site clearance and pavement drawings. See note 8 & 12)
- Existing carriageway to be converted to vehicle crossover (For further details refer to site clearance and pavement drawings. See note 8 & 12)
- Existing vehicle crossover to be planned and resurfaced (For further details refer to site clearance and pavement drawings. See note 8 & 12)
- Proposed footway construction in existing verge (For further details refer to site clearance and pavement drawings. See note 8 & 12)
- Proposed tactile paving in existing verge (For further details refer to site clearance and pavement drawings. See note 8 & 12)
- Proposed overrunable area with resin (buff colour). For further details refer to site clearance and pavement drawings. See note 8 & 12)

- Existing carriageway to be resurfaced (For further details refer to site clearance and pavement drawings. See note 8 & 12)
- Proposed silver granite band sets (For further details refer to site clearance and pavement drawings. See note 8 & 12)
- Proposed Yorkstone sets block paving (For further details refer to site clearance and pavement drawings. See note 8 & 12)
- Existing carriageway to be converted to ramp (For further details refer to site clearance and pavement drawings. See note 8 & 12)
- Existing footpath to be reprofiled (For further details refer to site clearance and pavement drawings. See note 8 & 12)
- Corduroy paving - buff
- Tactile paving - coloured buff
- Proposed Sign and post outside the conservation area
- Existing Signs to be retained
- Proposed signs located in conservation area
- Proposed sign on existing lamp post
- Proposed new sign face on existing sign post

**UK PROTECTIVE MARKING:**  
NOT PROTECTIVELY MARKED

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**DRAWING GRID / COORDINATE SYSTEM:**

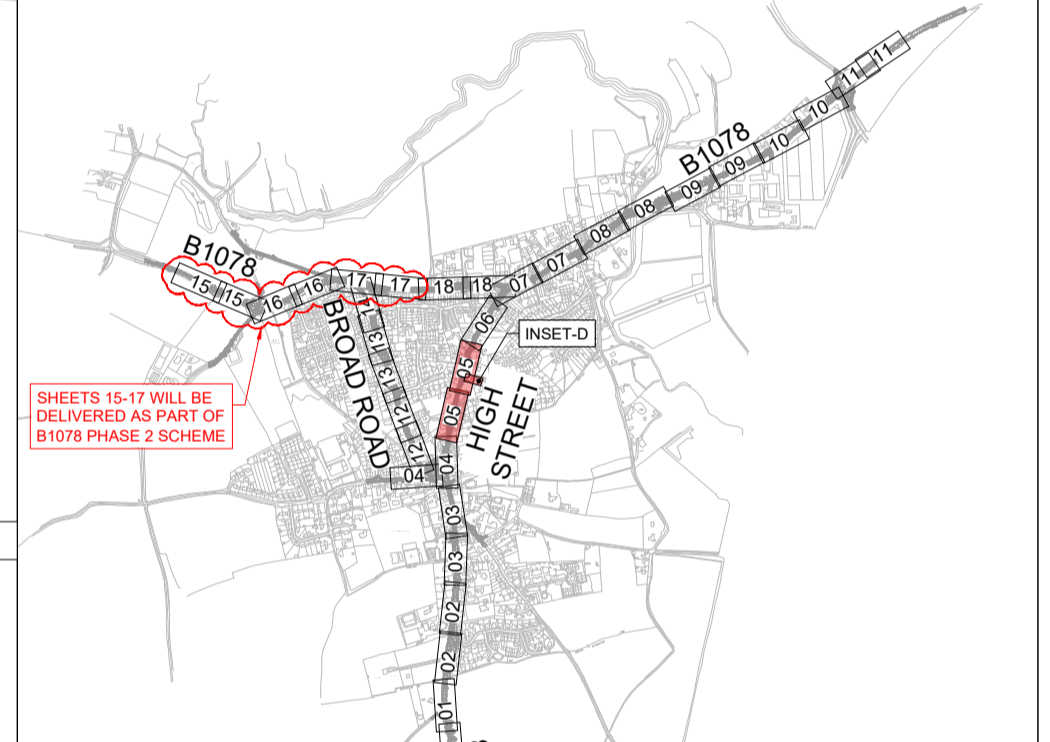
SITE LOCAL GRID  NATIONAL GRID OSGB36

OTHER GRID  (To be defined in the contract project plan)

CONTRACT PROJECT PLAN DOC. REF. No: N/A

**Notes:**

- All dimensions are in metres unless otherwise stated.
- All levels are in metres above ordnance datum.
- All drawings to be read in conjunction with all relevant Architects and Engineers drawings and details.
- All signs and road markings are to be in accordance with the Traffic Signs Regulations and General Directions 2016.
- Certain extents of the site layout are based on topographical survey completed by Warner Surveys for Wickham Market LT/220/0519/P/0001 - 19, LT/220/0556/P/0001-7 in November 2020 and LT220057P202A-G in March 2023. WSP takes no responsibility for the accuracy of the survey data.
- Lines and levels of existing buried utilities are yet to be established and the layouts may need to be revised as part of mitigation measure to minimize any impact on existing utilities.
- For kerb upstand details, refer to Cross Section drawings: SZC-AD0252-WSP-ADHGN-54XXXX-DRW-HCH-000401 to SZC-AD0252-WSP-ADHGN-54XXXX-DRW-HCH-000418.
- For Pavement and kerbing details, refer to SZC-AD0252-WSP-ADHPV-54XXXX-DRW-HCH-000001-000018
- Existing verge to be made good following construction. Proposed reinstatement verge seed mix. Refer to series 3000 Appendix 30/5 for specification details.
- All tree and vegetation-related works should comply with the arboriculturalists' report.
- Existing utilities affected by the work must be protected or modified in accordance with the requirements and approval of the relevant statutory undertakers. The actual type, location and status of all utility apparatus must be determined and confirmed on site by the contractor using the procedure detailed in HSEHS47 and BSI PAS 129:2022. For example, existing apparatus to be surveyed using GPR, EML, CAT scan or trial holes, as appropriate.
- For planning details refer to site clearance drawings SZC-AD0252-WSP-ADHSC-54XXXX-DRW-HCH-000001-000018.
- All construction works, vegetation clearance and vegetation management should be completed with an EcoW present, and in line with the Ecological Method Statement (SZC-AD0252-WSP-ADHLS-54XXXX-MST-HCH-000001) and Landscape and Ecological Management Plan (SZC-AD0252-WSP-ADHLS-54XXXX-REP-HCH-000001), which should be referred to at each stage of the construction process.



**HEALTH AND SAFETY INFORMATION**

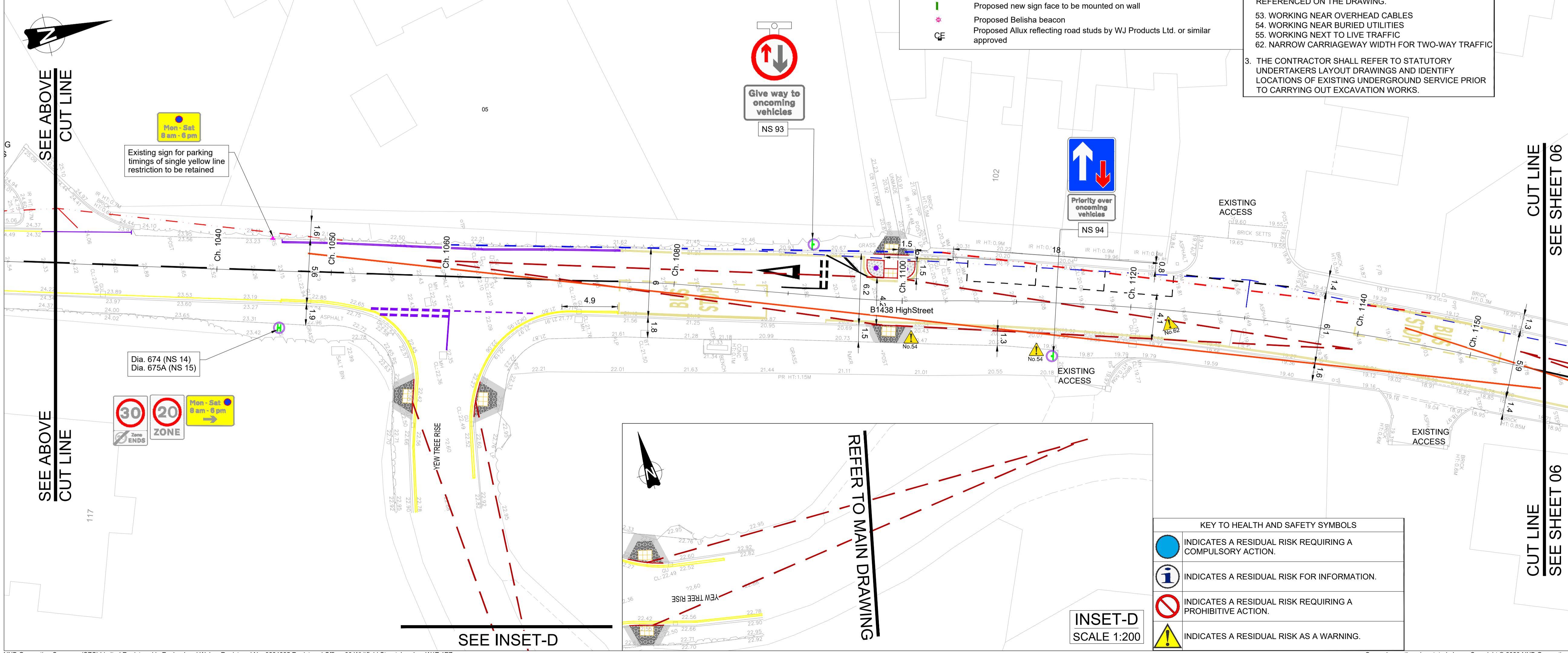
SIGNIFICANT OR EXCEPTIONAL RISKS ARE IDENTIFIED BELOW

**CONSTRUCTION PHASE**

- PLEASE REFER TO THE DESIGN RISK MANAGEMENT SCHEDULE AND THE WORKS INFORMATION FOR DETAILS OF THE RISKS ASSOCIATED WITH THIS WORK. SZC-AD0252-WSP-ADHGN-000000-REG-HCH-000001
- RESIDUAL HAZARDS / RISKS ARE LISTED HERE AND REFERENCED ON THE DRAWING.
  - 53. WORKING NEAR OVERHEAD CABLES
  - 54. WORKING NEAR BURIED UTILITIES
  - 55. WORKING NEXT TO LIVE TRAFFIC
  - 62. NARROW CARRIAGEWAY WIDTH FOR TWO-WAY TRAFFIC
- THE CONTRACTOR SHALL REFER TO STATUTORY UNDERTAKERS LAYOUT DRAWINGS AND IDENTIFY LOCATIONS OF EXISTING UNDERGROUND SERVICE PRIOR TO CARRYING OUT EXCAVATION WORKS.

- Visibility splay obstructed (SSD 25m for 20mph)
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- Visibility splay (SSD 25m for 20mph)
- Pedestrian visibility - 22m (20 mph)
- Pedestrian visibility - 22m (20mph) - obstructed

- Proposed new sign face to be mounted on wall
- Proposed Belisha beacon
- Proposed Allux reflecting road studs by WJ Products Ltd. or similar approved



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**LOCATION PLAN**  
SCALE 1:2000

REV.	DATE	PREPARED BY	CHECKED BY	STATUS	REASONS FOR REVISION	APPROVED BY
P07	23/01/26	NM	PB	P1	SZC COMMENTS INCORPORATED	MB
P06	27/11/24	NM	PB	P1	SZC COMMENTS INCORPORATED	MB
P05	10/09/24	NM	PB	S2	SZC, RSA COMMENTS INCORPORATED	MB
P04	29/05/24	NM	PB	S2	FOR INFORMATION	MB
P03	05/01/24	SB	PB	S6	SZC, RSA COMMENTS INCORPORATED	PB
P02	27/10/23	SB	PB	S3	COMMENTS INCORPORATED	PB
P01	07/09/23	NM	PB	S3	FIRST REVISION	PB

**1st partner** NNB GEN  
**2nd partner** EDF ENERGY

CONTRACTOR COMPANY TRADE NAME : WSP

CONTRACTOR REF. No. SZC-AD0252-WSP-ADHGN-54XXXX-DRW-HCH-000005

CONTRACT NUMBER : WSP\_ASD000-007

CONTRACTOR WBS CODE: AD0252 QRA RELATED Yes  No

**APPLICABILITY:**  
1: Document related to Unit 1  
2: Document related to Unit 2  
9: Document that applies to buildings/systems common to Unit 1 & 2  
0: Documents that relate exclusively to buildings or systems that are common to the whole site (e.g. parking, ancillary buildings...)

NUCL/REP/EPR/UX	BUILDING
SZC (doc: SZ)	000
0 1 2 9	SYSTEM
X	N/A

**SCALE** 1:200  
**SIZE** A1  
**PAGE** 1/1

**DESCRIPTION**  
**PROPOSED GENERAL ARRANGEMENT (SOUTH OF BORDER COT LANE JUNCTION) WICKHAM MARKET SCHEME SHEET 5**

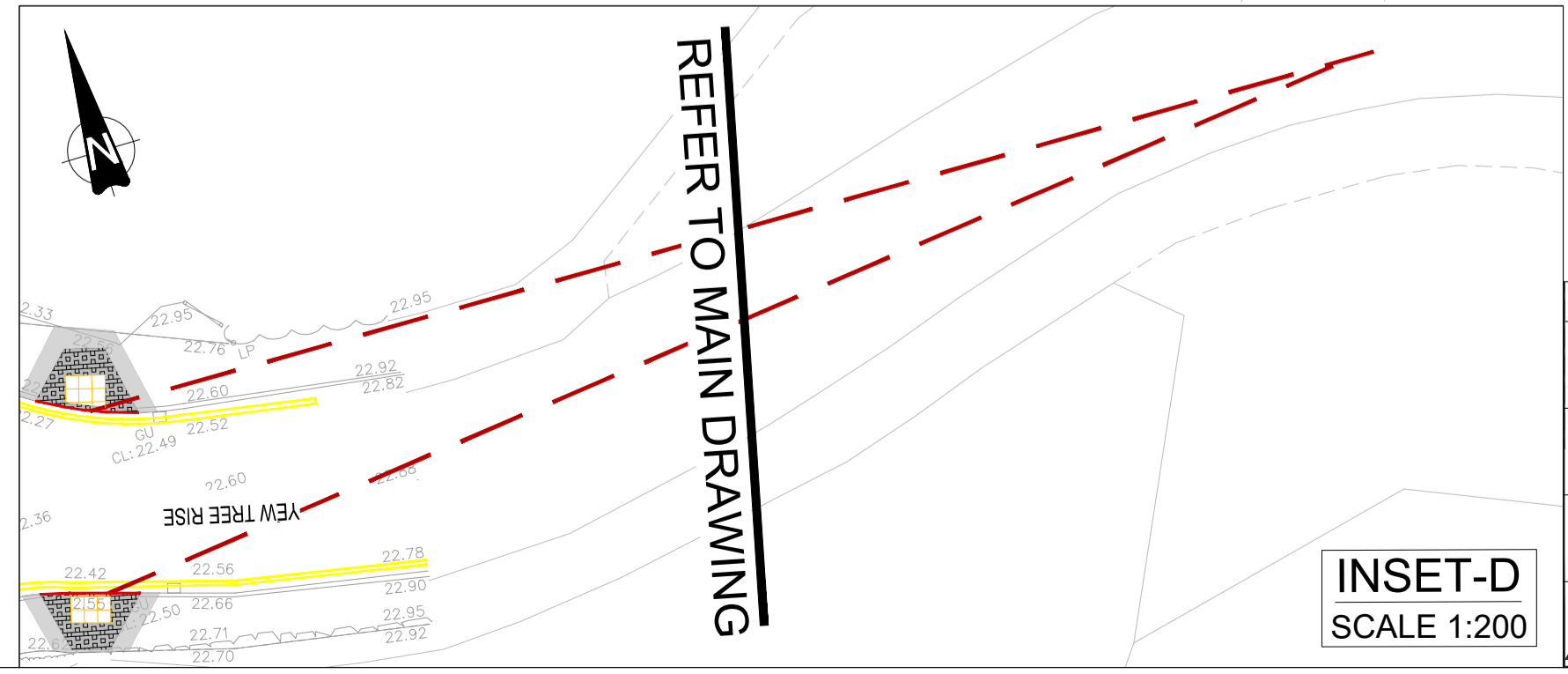
TEAMCENTER DOCUMENT REFERENCE No. **101539640**

**DOCUMENT SUB-TYPE** DRW  
**EDF CLASSIFICATION CODE** N/A

**SUBCONTRACTOR COMPANY TRADE NAME** N/A  
**SUBCONTRACTOR DOCUMENT REF. No** N/A

**INTELLECTUAL PROPERTY OWNERSHIP:** NNB: OWNERSHIP EDF: N/A CONTRACTOR: OWNERSHIP

**UK PROTECTIVE MARKING:** NOT PROTECTIVELY MARKED



**INSET-D**  
SCALE 1:200

**KEY TO HEALTH AND SAFETY SYMBOLS**

	INDICATES A RESIDUAL RISK REQUIRING A COMPULSORY ACTION.
	INDICATES A RESIDUAL RISK FOR INFORMATION.
	INDICATES A RESIDUAL RISK REQUIRING A PROHIBITIVE ACTION.
	INDICATES A RESIDUAL RISK AS A WARNING.