

DO NOT SCALE



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:

- CONSTRUCTION: N/A
- MAINTENANCE/CLEANING: N/A
- DECOMMISSIONING/DEMOLITION: N/A

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

- NOTES:
- DO NOT SCALE FROM THIS DRAWING.
 - ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
 - ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM.
 - FOR PSD SPECIFIC NOTES REFER TO DRAWING INSERT.
 - PROPOSED FINISHED ROAD LEVELS DO NOT ACCOUNT FOR SPEED CUSHIONS.
 - VISIBILITY SPLAY REQUIREMENTS TAKEN FROM DCAN 15: EXTERNAL ACCESS VISIBILITY Y-DISTANCES OF 72m TO THE NORTH AND 61.5m TO THE SOUTH INTERPOLATED FROM DESIGN SPEEDS OF 40kph NB AND 51kph SB FOLLOWING A SPEED SURVEY UNDERTAKEN ON THE QUARTERLANDS ROAD. INTERNAL VISIBILITY Y-DISTANCE OF 33m (TANGENTS) REFER TO LEADERS.
 - CONSULTATIONS WITH STATUTORY BODIES AND UTILITY DIVERSIONS SUBJECT TO CONFIRMATION AT DETAILED DESIGN.
 - FOR PSD SPECIFIC NOTES, REFER TO DRAWING INSERT

LEGEND:

- PROPOSED ROAD LAYOUT
- PROPOSED CENTRELINE
- HOUSING LAYOUT
- TOPOGRAPHICAL SURVEY
- OS MAPPING
- VISIBILITY SPLAYS (INTERNAL & EXTERNAL, REFER TO LEADERS & NOTE 6)
- DRIVEWAY VISIBILITY SPLAYS
- ARTICLE 3(4C)
- CARRIAGEWAY TO BE ADOPTED
- VERGE TO BE ADOPTED
- SERVICE STRIP TO BE ADOPTED
- INCURTLAGE PARKING
- SHARED SURFACE ENTRANCE RUMBLE STRIP
- PLANNING BOUNDARY
- PROPOSED DIMENSION
- EXISTING DIMENSION
- CHAINAGE & PROPOSED ROAD LEVEL
- PROPOSED LEVEL
- PROPOSED FINISHED FLOOR LEVEL
- PROPOSED STORMWATER GULLY
- CAMBER / CROSSFALL
- PEDESTRIAN CROSSING POINT (PCP)
- PROPOSED STORM DRAINAGE

LIGNON & PARTNERS
 CIVIL ENGINEERS
 AREA PLANNING OFFICE
 RECEIVED
 11 MAY 2023
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Rev.	Date	Description	By	Chk'd	App'd
P04	06/02/23	UPDATES FOLLOWING DFI CONSULTATION	MMcN	DT	DM
P03	21/10/22	REVISED LAYOUT	LG	DT	DM
P02	18/07/22	UPDATES FOLLOWING DFI ROADS CONSULTATION RESPONSE (28/04/2022)	SP	DT	DM
P01	29/10/21	FIRST ISSUE - FOR PLANNING	MMcN	DT	DM

Drawing Status: **FOR PLANNING** Suitability: **S2**

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Client: **CARVILL DEVELOPMENTS LTD**

Project Title: **RESIDENTIAL DEVELOPMENT QUARTERLANDS ROAD DRUMBEG**

Drawing Title: **PRIVATE STREETS DETERMINATION**

Scale	Designed	Drawn	Checked	Authorised
Original Size	Date	Date	Date	Date
1:500	MMcN	AC	DT	DM
A1	08/10/2021	11/10/2021	22/10/2021	25/10/2021
Drawing Number	5208230-ATK-QLR-ZZ-DR-D-0001			Revision
				P04

CONSTRUCTION DETAILS
 STANDARD CONSTRUCTION DETAILS FOR PRIVATE STREET WORKS CAN BE FOUND IN THE PRIVATE STREETS DEVELOPERS PACK. REFER TO [HTTPS://WWW.INFRASTRUCTURE-NI.GOV.UK/PUBLICATIONS/PRIVATE-STREETS-STANDARD-CONSTRUCTION-DRAWINGS](https://www.infrastructure-ni.gov.uk/publications/private-streets-standard-construction-drawings) CONSTRUCTION DETAILS AND SPECIFICATIONS FOR WORKS CARRIED OUT ON THE PUBLIC ROAD NETWORK SHALL BE IN ACCORDANCE WITH THE DESIGN MANUAL FOR ROADS AND BRIDGES. ALL ROAD WORKS TO BE IN ACCORDANCE WITH THE PRIVATE STREETS (CONSTRUCTION) REGULATIONS (NORTHERN IRELAND) 1994 AND THE PRIVATE STREETS (CONSTRUCTION) (AMENDMENT) REGULATIONS (NORTHERN IRELAND) 2001, UNLESS OTHERWISE AGREED IN WRITING WITH DFI ROADS.

DRAINAGE DISCHARGE CONSENTS
 THIS PLANNING APPROVAL DOES NOT GIVE AUTHORITY TO DISCHARGE ANY DRAINAGE INTO A DFI-ROADS DRAINAGE SYSTEM.

DRAINAGE & GULLIES
 PRECISE GULLY LOCATIONS MUST BE AGREED WITH DFI - ROADS IN ADVANCE OF INSTALLATION. RELOCATED OR EXTRA GULLIES MAY BE DEEMED NECESSARY ON SITE. ADEQUATE MEASURES SHALL BE TAKEN TO PREVENT SURFACE WATER RUN OFF FROM PRIVATE AREAS, VERGES AND EMBANKMENTS FLOWING ONTO THE PUBLIC/ADOPTABLE FOOTWAY AND CARRIAGEWAY.

LAYOUTS AND GRADIENT
 Service strips shall be flat, and have no obstacles, infringements or trips.
 THE WIDTH OF SINGLE DRIVEWAYS TO BE 3.2m MINIMUM; (3.6m FOR A HOUSE SPECIFICALLY DESIGNED FOR ALLOCATION TO A WHEELCHAIR USER), DOUBLE DRIVEWAYS TO BE 5.3m WIDE MINIMUM.
 800mm CLEARANCE STRIPS AT REAR OF PARKING SPACES TO BE KEPT FREE OF ALL OBSTRUCTION AND DELINEATED SEPARATELY FROM THE FOOTPATH.
 500mm CLEARANCE STRIPS AT SIDE OF PARKING SPACES TO BE KEPT FREE OF ALL OBSTRUCTION AND DELINEATED SEPARATELY FROM THE FOOTPATH.
 ROAD GRADIENTS SHALL BE IN ACCORDANCE WITH THE APPROVED LONGITUDINAL PLAN AND WITHIN THE FOLLOWING LIMITS (1:10 & 1:150).
 DEVELOPMENT ACCESS MUST BE NO STEEPER THAN 1:25 FOR THE FIRST 10m FROM THE NEAR EDGE OF THE PUBLIC ROAD.
 THE GRADIENT OF PRIVATE DRIVEWAYS SHALL NOT EXCEED 1 IN 12.5 FOR A DISTANCE OF 5.0 METRES BACK FROM THE ROAD EDGE OR BACK OF THE PUBLIC FOOTPATH, WHICHEVER IS APPROPRIATE.
 FOOTWAYS HAVE A CROSSFALL OF 1:40 TOWARDS THE ROAD.
 SERVICE STRIPS SHALL BE FLAT, AND HAVE NO OBSTACLES, INFRINGEMENTS OR TRIPS.

RETAINING WALLS
 ANY STRUCTURES WHICH ALSO INCLUDE WALLS RETAINING MORE THAN 1.0m IN HEIGHT MUST BE APPROVED UNDER THE DFI ROADS TECHNICAL APPROVAL OF STRUCTURES SCHEME (TAS), IF THE STRUCTURE OR WALL IS ABUTTING OR WITHIN 6 METRES OF AN ADOPTABLE ROAD OR FOOTWAY, OR THE EXISTING ROAD OR FOOTWAY. APPROVAL, IN PRINCIPLE, IS REQUIRED PRIOR TO ANY BUILDING WORKS COMMENCING.

GROUND CONDITIONS
 THE STANDARDS APPROVED ASSUME NORMAL GROUND CONDITIONS. WHERE GROUND CONDITIONS ARE UNCERTAIN OR SOFT POCKETS ARE IDENTIFIED, GEOTECHNICAL CERTIFICATION IN ACCORDANCE WITH THE DESIGN MANUAL FOR ROADS AND BRIDGES SHALL BE REQUIRED.

FENCES
 AN APPROVED FENCE OR BARRIER WILL BE REQUIRED WHERE THE ROAD OR FOOTWAY ABUTS A STEEP INCLINE OR SUDDEN DROP IN LEVEL.

STREET LIGHTING
 EXISTING STREET LIGHTING COLLUMNS SHALL BE RELOCATED BEHIND VISIBILITY SPLAYS AND AT THE BACK OF NEW OR RECONSTRUCTED FOOTWAYS AND VERGES. THE COST OF THIS WORK IS TO BE BORNE BY THE DEVELOPER. ALL NEW STREET LIGHTING OR ALTERATIONS TO STREET LIGHTING SHALL BE AGREED WITH DFI-ROADS STREET LIGHTING SECTION BASED AT HYDEBANK, BELFAST.

STATUTORY SERVICES
 STATUTORY SERVICE POLES/MINI-PILLARS SHALL BE RELOCATED AT THE BACK OF NEW OR RECONSTRUCTED FOOTWAYS AND VERGES OR BEHIND THE SIGHTLINES IF GREATER. THE COST OF THIS WORK IS TO BE BORNE BY THE DEVELOPER.

TRAFFIC SIGNS / ROAD MARKINGS
 ALL TRAFFIC SIGNS AND ROAD MARKINGS ARE TO BE PROVIDED IN ACCORDANCE WITH TRAFFIC SIGNS MANUAL CHAPTER 5 (2018), THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016 AND THE ROAD TRAFFIC REGULATIONS (NORTHERN IRELAND) ORDER 1997 AND TO THE SATISFACTION OF DFI - ROADS PRIOR TO ADOPTION. THE COST OF THE PROVISION OF TRAFFIC SIGNS AND ROAD MARKINGS IS TO BE BORNE BY THE DEVELOPER.

KERBLING
 KERB LEVELS SHALL BE AGREED WITH DFI-ROADS PRIOR TO ANY WORKS COMMENCING ON THE PUBLIC ROAD NETWORK.

NEW CARRIAGEWAY
 EXTENTS AND LIMITS OF BITUMINOUS RESURFACING, POSITION OF BITUMINOUS SURFACE COURSE JOINTS AND NEW CROWN LINES SHALL BE AGREED AND APPROVED BY TRANSPORT NI PRIOR TO ANY WORKS COMMENCING ON THE PUBLIC ROAD NETWORK. ANY BITUMINOUS LONGITUDINAL JOINTS ASSOCIATED WITH THE WORKS SHALL BE KEPT CLEAR FROM THE WHEEL TRACKS OF VEHICULAR TRAFFIC.
 NY DFI - ROADS STORM DRAIN IN THE EXISTING FOOTWAY OR VERGE THAT IS AFFECTED BY ROAD WIDENING SHALL BE RELOCATED BEHIND THE NEW ROAD EDGE OR KERB. ROAD GULLIES SHALL BE RELOCATED TO THE NEW ROAD EDGE. ALL ROAD DRAINAGE DETAILS AND WORKS TO BE AGREED WITH DFI - ROADS PRIOR TO WORKS COMMENCING.
 THE DEVELOPER IS RESPONSIBLE FOR LIAISING WITH THE STATUTORY BODIES IN RELATION TO ANY SERVICES IN THE VICINITY OF ANY PROPOSED WORKS

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