

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:

- 1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
3. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM.
4. FOR PSD SPECIFIC NOTES REFER TO DRAWING INSERT.
5. PROPOSED FINISHED ROAD LEVELS DO NOT ACCOUNT FOR SPEED CUSHIONS.
6. 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-DISTANCES OF 33m (TANGENTS) REFER TO LEADERS.
7. THE AREA BOUND AT SITES 1-2, 7-8 AND 16-17 BY DRIVEWAY VISIBILITY SPLAYS SHALL BE KEPT CLEAR TO PROVIDE A LEVEL SURFACE NO HIGHER THAN 250mm ABOVE THE LEVEL OF THE ADJOINING CARRIAGEWAY TO PROVIDE ADEQUATE VISIBILITY SPLAYS FROM THE AFOREMENTIONED SITES. NO WALLS OR FENCES SHALL BE ERRECTED, NOR HEDGES, NOR FORMAL ROWS OF TREES OR PLANTING GRASS FLOWERS OR SHRUBS WITH A SHALLOW ROOT SYSTEM AND A MATURE HEIGHT OF LESS THAN 250mm MAY BE PLANTED WITHIN THIS HATCHED AREA.
8. CONSULTATIONS WITH STATUTORY BODIES AND UTILITY DIVERSIONS SUBJECT TO CONFIRMATION AT DETAILED DESIGN.
9. FOR PARKING SCHEDULE REFER TO ARCHITECTS' PROPOSED SITE PLAN'.
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
IN-CURTILAGE 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 NETWORK (TO BE ADOPTED BY NI WATER)

Revision table with columns: Rev, Date, Description, By, Chkd, App'd. Includes entries for site layout amendments and updates.

FOR PLANNING S2

SNC-LAVALIN and ATKINS logos and contact information for The Vantage, 32-36 Great Victoria Street, Belfast BT2 7BA.

Client: CARVILL DEVELOPMENTS LTD

Project Title: RESIDENTIAL DEVELOPMENT QUARTERLANDS ROAD DRUMBEG

Drawing Title: PRIVATE STREETS DETERMINATION. Scale: 1:500. Drawing Number: 5208230-ATK-QLR-ZZ-DR-D-0001. Revision: P06.



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-construction-details-and-specifications-for-works-carried-out-on-the-public-road-network-which-are-in-accordance-with-the-design-manual-for-roads-and-bridges.
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 ADAPTABLE 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, (3.0m FOR A HOUSE SPECIFICALLY DESIGNED FOR ALLOCATION TO A WHEELCHAIR USER), DOUBLE DRIVEWAYS TO BE 5.0m 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 ADAPTABLE 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 COLUMNS 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.
KERBLINGS
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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