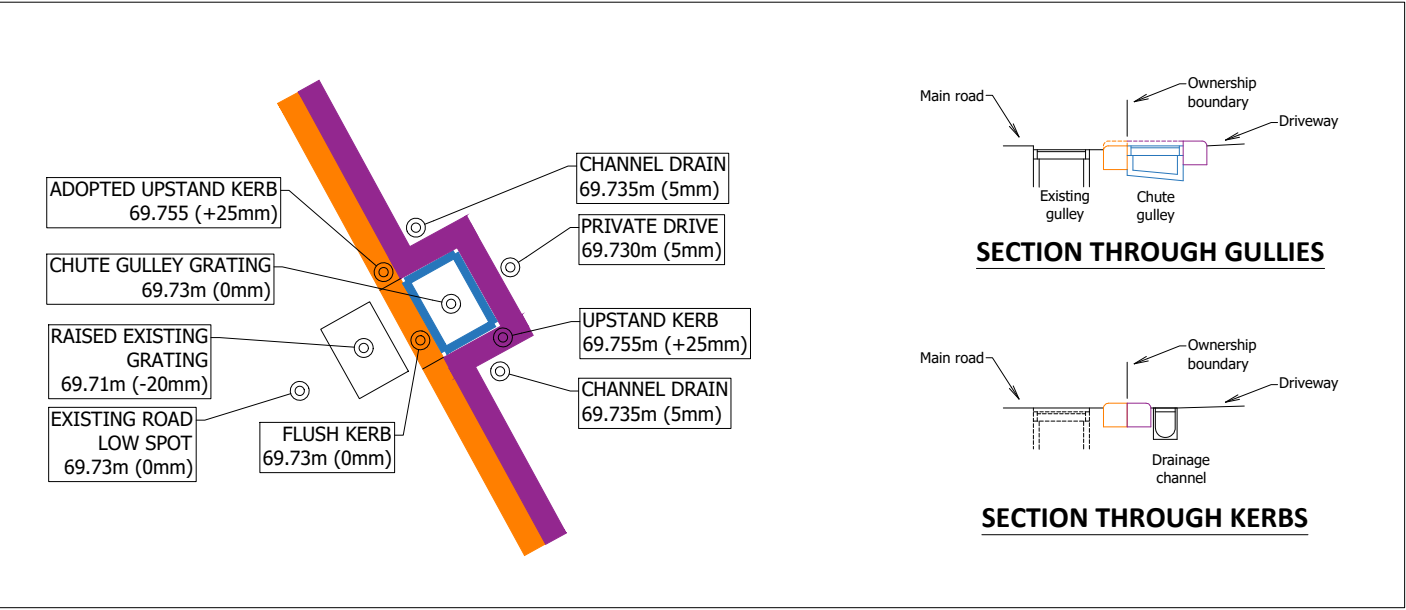
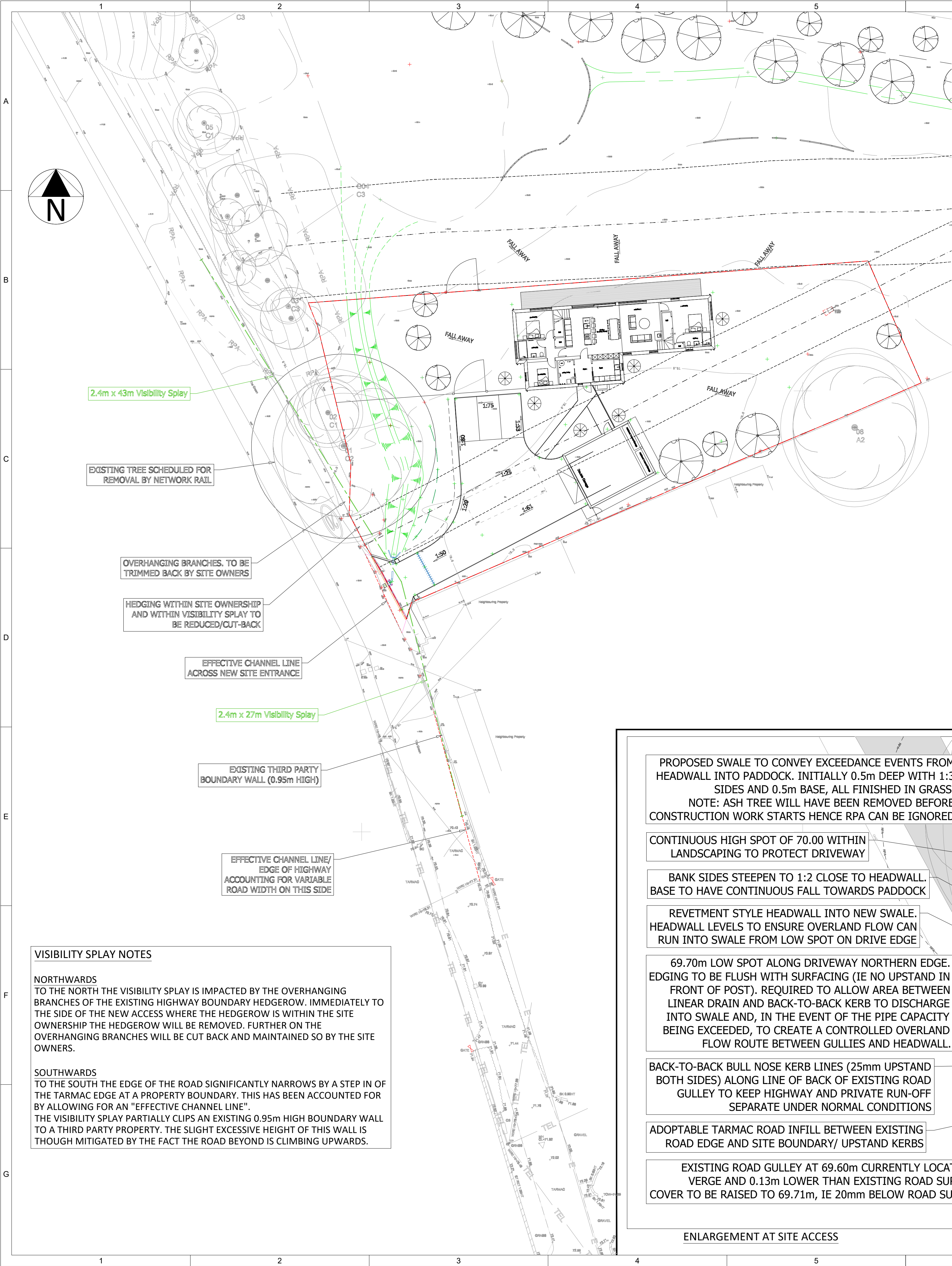




DETAILED LEVELS DIFFERENCES AROUND GULLIES

KEY:

[68.50]	EXISTING LEVEL
+ 68.15	PROPOSED LEVEL
	PROPOSED FALL
	EXISTING ADOPTED HIGHWAY (WILTSHIRE COUNTY HIGHWAYS)
	PROPOSED ADOPTED HIGHWAY (NEW ASPHALT CONSTRUCTION)
	SITE OWNERSHIP BOUNDARY
	PROPOSED ADOPTED BULLNOSE KERB (25mm UPSTAND, FACING HIGHWAY SIDE)
	PROPOSED PRIVATED BULLNOSE KERB (25mm UPSTAND, FACING DWELLING SIDE)
	PRIVATE CHANNEL DRAINAGE
	EFFECTIVE CHANNEL LINE
	VISIBILITY SPLAY

VISIBILITY SPLAY NOTES

NORTHWARDS
TO THE NORTH THE VISIBILITY SPLAY IS IMPACTED BY THE OVERHANGING BRANCHES OF THE EXISTING HIGHWAY BOUNDARY HEDGEROW. IMMEDIATELY TO THE SIDE OF THE NEW ACCESS WHERE THE HEDGEROW IS WITHIN THE SITE OWNERSHIP THE HEDGEROW WILL BE REMOVED. FURTHER ON THE OVERHANGING BRANCHES WILL BE CUT BACK AND MAINTAINED SO BY THE SITE OWNERS.

SOUTHWARDS
TO THE SOUTH THE EDGE OF THE ROAD SIGNIFICANTLY NARROWS BY A STEP IN OF THE TARMAC EDGE AT A PROPERTY BOUNDARY. THIS HAS BEEN ACCOUNTED FOR BY ALLOWING FOR AN "EFFECTIVE CHANNEL LINE". THE VISIBILITY SPLAY PARTIALLY CLIPS AN EXISTING 0.95m HIGH BOUNDARY WALL TO A THIRD PARTY PROPERTY. THE SLIGHT EXCESSIVE HEIGHT OF THIS WALL IS THOUGH MITIGATED BY THE FACT THE ROAD BEYOND IS CLIMBING UPWARDS.

PROPOSED SWALE TO CONVEY EXCEEDANCE EVENTS FROM HEADWALL INTO PADDOCK. INITIALLY 0.5m DEEP WITH 1:3 SIDES AND 0.5m BASE, ALL FINISHED IN GRASS. NOTE: ASH TREE WILL HAVE BEEN REMOVED BEFORE CONSTRUCTION WORK STARTS HENCE RPA CAN BE IGNORED

CONTINUOUS HIGH SPOT OF 70.00 WITHIN LANDSCAPING TO PROTECT DRIVEWAY

BANK SIDES STEEPEN TO 1:2 CLOSE TO HEADWALL. BASE TO HAVE CONTINUOUS FALL TOWARDS PADDOCK

REVTMENT STYLE HEADWALL INTO NEW SWALE. HEADWALL LEVELS TO ENSURE OVERLAND FLOW CAN RUN INTO SWALE FROM LOW SPOT ON DRIVE EDGE

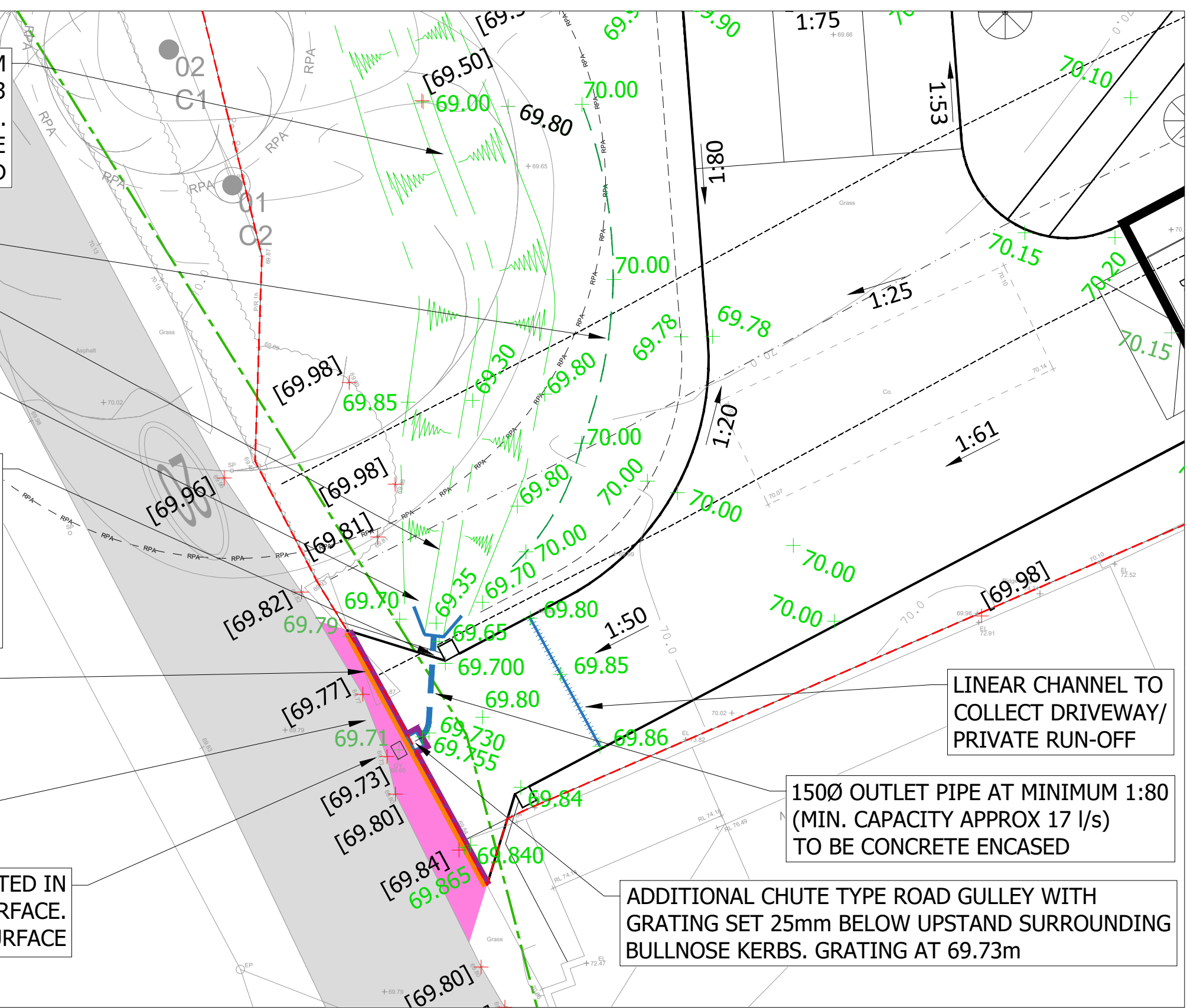
69.70m LOW SPOT ALONG DRIVEWAY NORTHERN EDGE. EDGING TO BE FLUSH WITH SURFACING (IE NO UPSTAND IN FRONT OF POST). REQUIRED TO ALLOW AREA BETWEEN LINEAR DRAIN AND BACK-TO-BACK KERB TO DISCHARGE INTO SWALE AND, IN THE EVENT OF THE PIPE CAPACITY BEING EXCEEDED, TO CREATE A CONTROLLED OVERLAND FLOW ROUTE BETWEEN GULLIES AND HEADWALL.

BACK-TO-BACK BULL NOSE KERB LINES (25mm UPSTAND BOTH SIDES) ALONG LINE OF BACK OF EXISTING ROAD GULLY TO KEEP HIGHWAY AND PRIVATE RUN-OFF SEPARATE UNDER NORMAL CONDITIONS

ADOPTABLE TARMAC ROAD INFILL BETWEEN EXISTING ROAD EDGE AND SITE BOUNDARY/ UPSTAND KERBS

EXISTING ROAD GULLY AT 69.60m CURRENTLY LOCATED IN VERGE AND 0.13m LOWER THAN EXISTING ROAD SURFACE. COVER TO BE RAISED TO 69.71m, IE 20mm BELOW ROAD SURFACE

ENLARGEMENT AT SITE ACCESS



LINEAR CHANNEL TO COLLECT DRIVEWAY/ PRIVATE RUN-OFF

1500 OUTLET PIPE AT MINIMUM 1:80 (MIN. CAPACITY APPROX 17 l/s) TO BE CONCRETE ENCASED

ADDITIONAL CHUTE TYPE ROAD GULLY WITH GRATING SET 25mm BELOW UPSTAND SURROUNDING BULLNOSE KERBS. GRATING AT 69.73m

C	VISIBILITY SPLAYS DISTANCES UPDATED TO WC HIGHWAYS REQUIREMENTS. NOTE ADDED.	02/01/26	SW	SW
B	ENTRANCE LEVELS REVISED	08/12/25	SW	SW
A	PLANNING SUBMISSION	05/11/25	SW	SW
-	WORK IN PROGRESS	31/10/25	JJ	SW
REV.	DESCRIPTION	Date	BY	CHK

DESIGN BY:



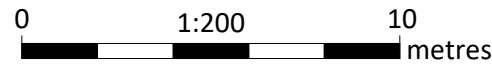
CLIENT:

JOEL FIGOV

DRAWING STATUS:

PLANNING APPLICATION

SCALE @ A1:



PROJECT:

LAND AT THE GREEN, GREAT CHEVERALL, WILTSHIRE

TITLE:

SITE ENTRANCE DESIGN

PROJECT No:
19966

DRAWING No:
TUM-PL-XXX-0280

REV:
C