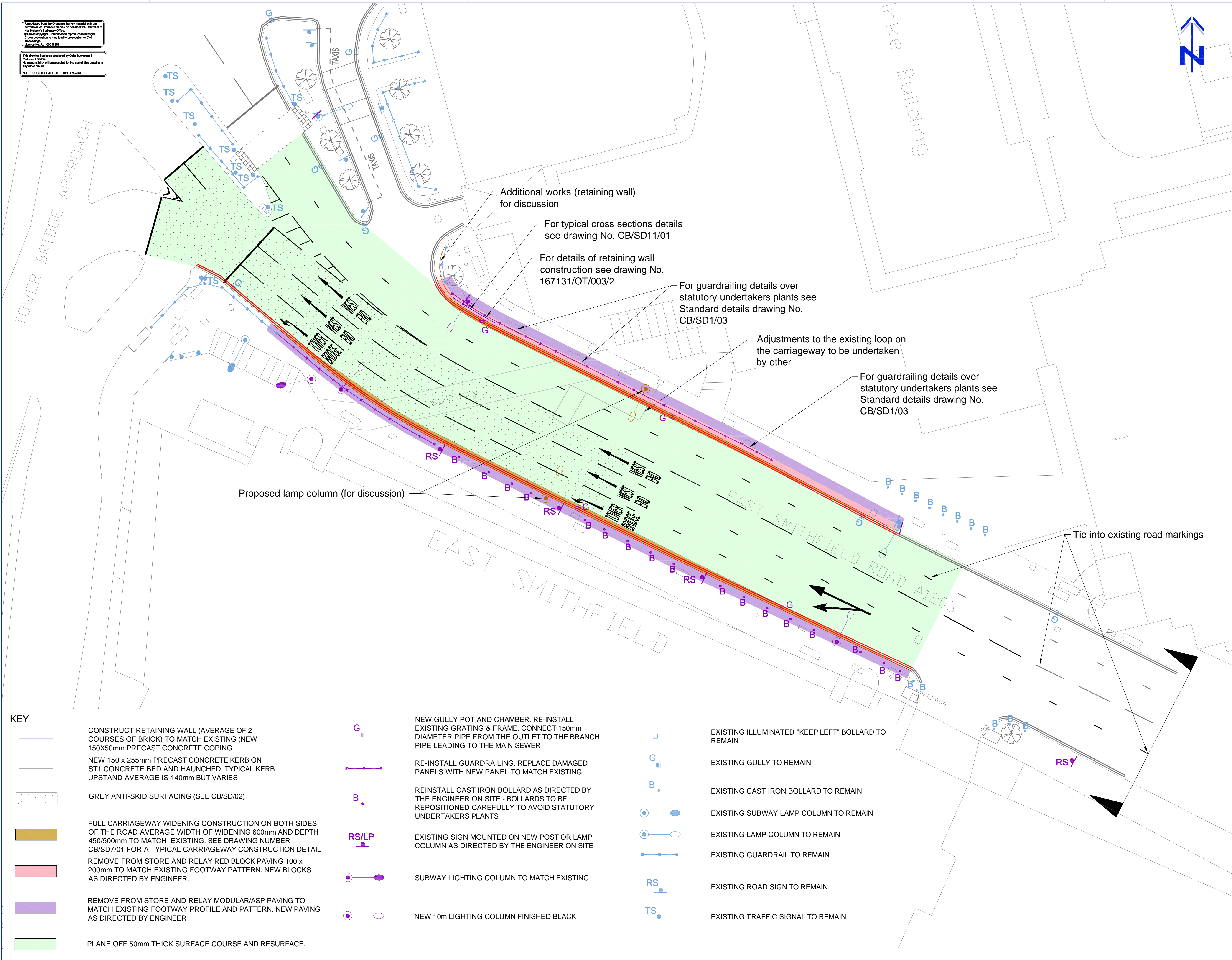


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NOTE: DO NOT SCALE OFF THIS DRAWING.



Notes

- All measurements are in metres and taken from site, unless otherwise stated.
- Any discrepancies are to be reported to the site engineer prior to construction.
- Drawing to be read in conjunction with the following drawings:  
167131/OT/002 Site clearance  
167131/OT/003/1 Setting out  
167131/OT/003/2 Cross section  
167131/OT/004 Signs and roadmarking  
167131/OT/005 Street lighting
- This drawing is to be read in conjunction with the following standard details:  
CB/SD1/01 - On site information board.  
CB/SD3/01 - Fencing and Guardrail details  
CB/SD5/03 - Gully & Grating cover  
CB/SD7/01 - Carriageway widening, narrowing & reinstatement.  
CB/SD7/02 - Flexible paving construction.  
CB/SD11/01 - Kerb types, foundation & channel details  
CB/SD11/04 - Rigid footway construction. Alternative types of modular paving  
CB/SD11/05 - Dropped kerb and tactile paving details.  
CB/SD12/01 - Traffic signs  
CB/SD12/02 - Street Lighting.  
CB/SD12/03 - Non-illuminated bollards
- It is the contractors responsibility to check and verify the location of the existing statutory services prior to construction. Particular attention is drawn to the current "New roads and street works act 1991".
- New kerbs shall match existing.
- All road markings shall be screed applied thermoplastic material with performance characteristics generally in accordance with BS EN 1436.
- All road markings shall be reflectorised by means of spherical glass beads to BS EN 1424 premixed during compounding and additionally by spherical glass beads to BS EN 1423 wet surface applied during application.
- Remove all existing road markings that conflict with the new layout.
- All stats covers and frames affected by works shall be raised or lowered to new levels.
- All street furniture shall be mounted at least 0.45m from the kerb line. The minimum vertical clearance for signs shall be 2.1m
- Prior to the application of carriageway surface treatments, any necessary carriageway repairs should be carried out as directed by the engineer
- Traffic Management measures during construction are to be agreed with the Police, Highway Authorities and London Buses prior to work commencing on site. Sufficient lead in period is to be allowed, for the making and publishing of any temporary traffic management orders required. Traffic Management arrangements shall be in accordance with Chapter 8 of the Traffic Signs Manual.
- Traffic signs, up to 0.3m², can be mounted on light columns, subject to prior approval of the relevant highway authority. Engineering advice is to be sought if it is proposed to fix large signs to lighting columns.
- Where trees are present, and are to remain on site, a tree precautionary area shall be set at an area equal to the radius, calculated by the girth of the tree at chest height times 4.
- Where excavation takes place within the tree precautionary area, the following methods should be used:
  - dig by hand - do not excavate with machinery
  - try not to damage fine roots
  - do not cut roots over 25 mm diameter
  - where necessary, prune roots using hand saw or secateurs, making a clean cut, and make as small a wound as possible.
- Where reinstatement takes place within the tree precautionary area, the following shall be observed:
  - voids around the roots must be back filled with inert granular materials mixed with topsoil or sharp sand
  - if present, the root barrier should be reinstated to its original condition
  - the use of heavy mechanical plant should be avoided
  - careless damage to trunks and branches of trees should be avoided
  - do not lean equipment or materials against trees

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Client

CANARY WHARF GROUP

Job Title

JUNCTION APPROACH  
CARRIAGEWAY WIDENING  
EAST SMITHFIELD

Drawing Title

GENERAL ARRANGEMENT

Des:	Dm:	Chkd:	Appd:	Job No:	First Issued:	Scale:
A.L.C.	J.L.	S.K.	S.K.	16713-01-1	DEC '09	1:200@A1
Org No:						Rev.
						167131/OT/001

KEY

- CONSTRUCT RETAINING WALL (AVERAGE OF 2 COURSES OF BRICK) TO MATCH EXISTING (NEW 150X50mm PRECAST CONCRETE COPING.
- GREY ANTI-SKID SURFACING (SEE CB/SD/02)
- FULL CARRIAGEWAY WIDENING CONSTRUCTION ON BOTH SIDES OF THE ROAD AVERAGE WIDTH OF WIDENING 600mm AND DEPTH 450/500mm TO MATCH EXISTING. SEE DRAWING NUMBER CB/SD7/01 FOR A TYPICAL CARRIAGEWAY CONSTRUCTION DETAIL
- REMOVE FROM STORE AND RELAY RED BLOCK PAVING 100 x 200mm TO MATCH EXISTING FOOTWAY PATTERN. NEW BLOCKS AS DIRECTED BY ENGINEER.
- REMOVE FROM STORE AND RELAY MODULAR/ASP PAVING TO MATCH EXISTING FOOTWAY PROFILE AND PATTERN. NEW PAVING AS DIRECTED BY ENGINEER
- PLANE OFF 50mm THICK SURFACE COURSE AND RESURFACE.
- NEW GULLY POT AND CHAMBER. RE-INSTALL EXISTING GRATING & FRAME. CONNECT 150mm DIAMETER PIPE FROM THE OUTLET TO THE BRANCH PIPE LEADING TO THE MAIN SEWER
- RE-INSTALL GUARDRAILING. REPLACE DAMAGED PANELS WITH NEW PANEL TO MATCH EXISTING
- REINSTALL CAST IRON BOLLARD AS DIRECTED BY THE ENGINEER ON SITE - BOLLARDS TO BE REPOSITIONED CAREFULLY TO AVOID STATUTORY UNDERTAKERS PLANTS
- EXISTING SIGN MOUNTED ON NEW POST OR LAMP COLUMN AS DIRECTED BY THE ENGINEER ON SITE
- SUBWAY LIGHTING COLUMN TO MATCH EXISTING
- NEW 10m LIGHTING COLUMN FINISHED BLACK
- EXISTING ILLUMINATED "KEEP LEFT" BOLLARD TO REMAIN
- EXISTING GULLY TO REMAIN
- EXISTING CAST IRON BOLLARD TO REMAIN
- EXISTING SUBWAY LAMP COLUMN TO REMAIN
- EXISTING LAMP COLUMN TO REMAIN
- EXISTING GUARDRAIL TO REMAIN
- EXISTING ROAD SIGN TO REMAIN
- EXISTING TRAFFIC SIGNAL TO REMAIN