WYGATE PARK, SPALDING

FURTHER INFORMATION IN RESPECT OF JUNCTION PROPOSALS BY MILLARD CONSULTING

AMENDED PLAN
Ref. A1

SHDC
Planning & Development
23 SEP 2009
Ref: 0531-09

SEPTEMBER 2009

DOC REF: 11090/PP/09-09/2848

WYGATE PARK, SPALDING

FURTHER INFORMATION IN RESPECT OF JUNCTION PROPOSALS BY MILLARD CONSULTING

SEPTEMBER 2009

REPORT REFERENCE: 11090/PP/09-09/2848

CLIENT: Broadgate Homes

ENGINEER: Millard Consulting
The Atrium
St George's Street
Norwich
NR3 1AB

Tel: 01603 610916
Fax: 01603 620631

Report Prepared By:

.....
P Porter, IEng, AMICE, MIHT

Report Checked By:

.....
T Doyle, BEng (Hons), MSc, MIHT

COPYRIGHT

The contents of this document must not be copied or reproduced in whole or part without the written consent of Millard Consulting or the Client.

REGISTRATION OF AMENDMENTS

Revision and Date	Amendment Details	Revision Prepared By	Revision Approved By

CONTENTS

1. INTRODUCTION

2. RESPONSE TO QUERIES RAISED BY LINCOLNSHIRE COUNTY COUNCIL

3. CONCLUSIONS

APPENDICES

A. OSCADY PRO ANALYSIS

PLANS

11090/03/01A GENERAL JUNCTION LAYOUT

11090/03/11-22 VEHICLE TRACKING DIAGRAMS – LARGE RIGID VEHICLE

11090/03/23-34 VEHICLE TRACKING DIAGRAMS – PANTECHNICON

11090/03/35-40 VEHICLE TRACKING DIAGRAMS – 16.5m ARTICULATED VEHICLE

1.0 INTRODUCTION

1.1 Following a meeting in May 2009 between Broadgate Homes, Lincolnshire County Council (LCC) and Millard Consulting Engineers (MCE), MCE were instructed to produce a design for the improvement of the Wygate Park/Pinchbeck Road junction.

1.2 The brief given to MCE was to produce an acceptable design and 'value engineer' it to identify any areas where cost savings could be made whilst ensuring that the proposals fell within the design standards. The design produced would also require adequate traffic capacity and would operate satisfactorily.

1.3 The design was undertaken based on the brief given and comments received at the meeting in May 2009 and submitted to LCC on 8 July 2009. Further information in the form of swept path analysis was requested by LCC and provided in mid August 2009.

1.4 Following the supply of additional information, LCC has raised additional queries. This report responds to the queries raised and identifies the reasons for their inclusion in the MCE designs.

2.0 RESPONSE TO QUERIES RAISED BY LINCOLNSHIRE COUNTY COUNCIL (LCC)

2.1 This section of the report identifies the individual queries raised and provides further information and reasons for the acceptability of the MCE design.

2.2 In general, the LCC queries are based on three conclusions in that the design;

a) Fails to provide pedestrian crossing facilities
b) Fails to meet design criteria
c) Fails to accommodate the turning circles of vehicles negotiating the junction

These points are addressed and responded to below.

Supporting Information

2.3 LCC have stated that the application for condition compliance only included a layout drawing without supporting information.

2.4 The layout drawing alone was submitted to the planning authority since the supporting information had previously been submitted to the highway authority (LCC) who would determine the acceptability of the proposals. This included;

a) Layout plan based on site survey provided by LCC
b) Operational analysis of the proposals based on traffic data supplied by LCC
c) Staging details for signal operation
d) Explanatory note

2.5 Since these details were already in the hands of and under examination by LCC, it was not considered necessary to burden the planning authority with additional paperwork.

2.6 LCC further claim that the genesis of the design has been to avoid the BT cabinet on the north-west corner of the junction which has compromised highway design criteria and the ability of vehicles to pass safely through the junction.

2.7 As stated earlier, the MCE brief was to prepare a design and then carry out a 'value engineering' exercise to ensure that maximum value was gained from the improvement. The basis of value engineering is to review the design put forward to ensure that the best value for money is obtained from an improvement whilst ensuring that it still complies with operational and design requirements.

2.8 The suggestion that the design put forward does not comply with the design standards is refuted and further individual comments made by LCC are dealt with later in this document. Likewise, the question of vehicle turning circles is also considered later.

Vehicle Swept Path Analysis

2.9 LCC have raised three points on the swept path analysis. Firstly they comment that there appears to be a conflict between opposing movements in the swept paths. Secondly LCC have suggested that they do not represent the correct vehicle types and finally indicate that the vehicles chosen overrun the footways.

2.10 The comment that swept paths through the junction conflict is confusing since reference to the phasing diagram for the signals clearly shows that conflicting movements cannot occur unless one driver breaks the law and drives through a red light. The swept path analysis had been shown on composite drawings in order to reduce the paper provided in support of the application. Each swept path is however, shown on individual drawings attached to this document.

2.11 The vehicles used in the analysis are a rigid heavy goods vehicle, pantechnicon (removal van) and an articulated vehicle. Although an articulated vehicle has been analysed, this is not an appropriate vehicle to be routed through a residential area (Woolram Wygate arm). However, in recognition that there may be a need for occasional movements of this type, it has been analysed.

2.12 Following the comments made by LCC, the island on Pinchbeck Road (south) has been moved back slightly and because of this, new swept path analyses are included for each vehicle type.

2.13 It will be seen from the analyses that the rigid heavy goods vehicle can undertake all manoeuvres through the junction without the wheels overrunning the kerbs on to the footway. The manoeuvres from Woolram Wygate to Sherwood Drive and Pinchbeck Road (south) to Sherwood Drive will involve some overhang of the vehicle body on the footway. This is however, a function of the width of Sherwood Drive and in an attempt to keep clear of the traffic lane at the stop line.

2.14 In reality, the traffic from Sherwood Drive is extremely light and the incidence of a turning vehicle meeting traffic waiting at the Sherwood Drive stop line very low. Consequently the HGV driver is more likely to take an easier track than that shown on the drawings which would avoid the need for body overhang on the footway.

2.15 The vehicle tracking diagram for a large pantechnicon is shown on drawings 11090/03/23 to 11090/03/34 inclusive. A large pantechnicon vehicle has been used in this analysis as it would represent the manoeuvres taken by a typical removals vehicle. It should also be remembered that this vehicle is larger than a refuse collection vehicle and will therefore be more onerous in terms of

road space required for manoeuvres. Therefore, any movement undertaken by a pantechnicon can be undertaken more easily by a refuse collection vehicle.

2.16 It will be seen from the enclosed drawings that every manoeuvre through the junction can be made by the pantechnicon without overrunning or overhanging any of the kerb lines.

2.17 Drawing numbers 11090/03/35 to 11090/03/40 included herein show the tracked vehicle paths for a 16.5m articulated vehicle. In preparing these diagrams, no allowance has been made for the movement of this vehicle into or out of Sherwood Drive. Sherwood Drive is a narrow (4.5m wide) cul-de-sac that could not accept the movement of such a vehicle without special measures (such as police assistance). The tracking diagram for this movement has therefore not been produced.

2.18 It will be seen from the enclosed drawings that all other movements through the junction are possible with a 16.5m articulated vehicle without any part of the vehicle crossing the kerb lines. It is therefore concluded that the junction has adequate operational capability for all vehicles which are likely to pass through it.

2.19 One of the points raised by LCC was the scale of the diagram presented. Within this response, larger scale individual movement drawings have been produced. However, should LCC still consider these of too small a scale, digital copies that may be increased to a larger scale can be provided. Similarly, should the analysis of other vehicle types be required, this can also be provided although it should be remembered that the most onerous vehicles are included herein.

Footways

2.20 The LCC queries criticise that only a 2m width of footway is used as a minimum throughout the design.

2.21 The existing footways away from the junction are all of 2m minimum width. The provision made is therefore consistent with the existing. In addition, this is classified as an acceptable minimum width at paragraph 7.4 of Highways Agency Standard TA 90/02.

2.22 LCC have also commented that the 2m minimum width on the corner adjacent to the access to the children's play area (north west corner) would not be acceptable if pedestrian guardrail were required as a result of any road safety audits. Firstly, there is no pedestrian guardrail at any point around the existing junction nor are we aware of any plans to introduce it. Clearly therefore, this is not currently seen as a priority by the highway authority. Secondly, reference to Highway Agency Standard TA 57/87 (paragraph 4.1.3) will show that where pedestrian guard railing is introduced, a minimum footway width of 1.2m should be retained. This can be achieved in the design put forward.

2.23 However, should any road safety audit insist that the recommended Highways Agency Standards are exceeded, it would be a simple matter to construct a short length of 2m wide footway across the grassed area behind the BT cabinet to ensure that the width across this corner of the junction is maintained. This would however, depend on third party land acquisition in the same manner as the LCC scheme.

Lane Widths

2.24 LCC comment that a lane width of 3.5m on the northbound exit from the junction is too narrow Highway Agency Design Standard TD 50/04 specifically states at paragraph 2.22 that lane widths should be between 3.0m and 3.65m for each entry lane. The standard does not specify a minimum entry width as tapers are normally used to allow the two traffic lanes at a stop line to merge into one In this case, however, there is no merging traffic to consider and a single lane exit width of 3.5m would be sufficient as there is only one traffic lane passing through it and is also consistent with the entry lane width.

2.25 Notwithstanding the above, the revised design appended to this document also allows for a 1.5m island width as requested by LCC.

2.26 LCC have also suggested that the operational analysis of the junction is not acceptable due to the use of OSCADY as apposed to their 'preferred' analytical programme LINSIG.

2.27 First, it should be understood that the analysis package used by MCE was OSCADY PRO. This is no the same as programme OSCADY. Both programmes are Highways Agency sponsored analysis programmes written by the Transport Research Laboratory. However, the original programme OSCADY was a stage based programme which based its analysis on a fixed staging for the junction OSCADY PRO on the other hand is phase based in the same manner as LCC's preferred programme LINSIG.

2.28 Another reason that MCE prefer the use of OSCADY PRO is that the traffic profile used in the analysis is based on a gaussian distribution. Under a guassian distribution, the volume of traffic crossing the stop line will be artificially increased over a period of time and therefore the queuing and delay effects will be compounded. This replicates the situation normally occurring on the public highway. LINSIG on the other hand assumes a flat traffic profile throughout the peak hour with equal volumes of traffic crossing the stop line throughout the hour. Since both programmes assume the same total volume of traffic throughout the peak hour, it naturally follows that OSCADY PRO with its increasing and decreasing volumes of traffic will present a worst case analysis in comparison to LINSIG.

2.29 The final reason for the adoption of OSCADY PRO is that it has been written specifically for the Highways Agency and practitioners throughout the UK. It therefore follows that it complies with all the relevant design standards and is acceptable to the major highway body in the UK for use on all UK public highways. LINSIG on the other hand is a commercially produced analysis package that is not universally accepted by all local authorities in the UK. Notwithstanding this, as yet MCE have not been able to determine any cases where LINSIG would give a worse case than OSCADY PRO and therefore have chosen to use OSCADY PRO since this is a true 'industry standard' programme.

Analysis Input Parameters

2.30 LCC further claim the OSCADY PRO input to be incorrect as infinite lane lengths have been assumed on the south bound approach.

2.31 In an attempt to produce directly compatible analysis, MCE have also reviewed the LCC LINSIG input. This also uses an infinite lane length on the south bound approach. Therefore, to indicate that the OSCADY PRO input is incorrect is to say that the LCC LINSIG input is also incorrect.

2.32 Comparison of the results of both analyses will show that the stop line saturation flows in the MCE analysis are virtually the same as those used by LCC further confirming the similarity of the input parameters used.

Pedestrian Crossing Facilities

2.33 At the meeting in May, the provision of pedestrian crossing facilities was discussed and it was agreed that the most appropriate location for these would be on the pedestrian desire line from Woolram Wygate to the hospital as this is likely to be the most used route.

2.34 The new hospital is sited to the north east of the junction. The most likely desire line would therefore cross Pinchbeck Road somewhat north of the junction. It was therefore agreed at the meeting that a 'stand alone' pedestrian crossing (of a type to be agreed later) could be provided to the north of the junction on Pinchbeck Road. For this reason, no pedestrian facilities are allowed for in the MCE analysis.

Drawing Notes

2.35 LCC claim that the caveats given on the drawings are warning of a potential for additional land take which would negate the acceptability of the design.

2.36 The notes included on MCE drawing 11090/03/01 are standard notes used on all MCE drawings and no specific notes relating to this junction have been included.

2.37 Notwithstanding the above, it stands to reason that the minimal carriageway widening identified in the MCE design would make little difference in the new kerb levels in comparison to existing levels as the widening would be undertaken at existing cross falls. It therefore stands to reason that the back of footway levels will be unaffected in terms of change of level to existing.

Conditions 7 and 8 of Planning Permission

2.38 The queries raised by LCC in respect of this matter are confusing. MCE interpret these comments to indicate that the planning conditions were imposed because the junction design presented at the appeal was not based on a measured site survey nor was the design fully accepted by LCC. It has been further suggested by LCC that the design presented should be sufficiently progressed to allow the junction to be constructed without the need for fundamental changes and that MCE drawing 11090/03/01 does not meet that test.

2.39 Firstly, the drawing is presented on an OS base that has been verified using the measured site survey provided by LCC. This measured site survey showed that the carriageway lines and boundaries given on the MCE drawing (which had previously been checked by MCE on site) were concurrent with the LCC survey.

2.40 Secondly, the design has been based on traffic volumes provided by LCC and, as can be seen from above, has complied with the nationally accepted engineering design standards.

2.41 Thirdly, as also elaborated above, the design can be implemented with no fundamental design changes through to the construction phase.

2.42 Bearing in mind the above, it is considered that the MCE design is within the spirit of these two conditions since it is also very similar to the layout put forward in the Transport Assessment (and discussed at the planning appeal) and does not involve the acquisition of land outside the ownership of the applicant or the county council.

OSCADY PRO

GUI Version: 1.3 [16/04/09]
Analysis Program Version: v1.3 23/03/2009

Copyright (c) 2006-09, by TRL and UCL, 2006-09. All rights reserved.All copyright, trade marks and other intellectual property rights subsisting in or used in connection withthe Software (including but not limited to all images and other identifiable materialrelating to the Software) are and remain the sole property of the Licensor.

For sales and distribution information, program advice and maintenance, contact:

TRL Limited
Crowthorne House
Nine Mile Ride
Wokingham, Berks.
RG40 3GA, UK

Tel: +44 (0)1344 770758
Fax: +44 (0)1344 770864
E-mail: software@trl.co.uk
Web: www.trlsoftware.co.uk

The user of this computer program for the solution of an engineering problem is in no way relieved of their responsibility for the correctness of the solution

File: F:\Projects\11090\Miscellaneous\Calcs\OSCADYPro\DWG11090-03-01_NO_PED+LINSATarmA+DoubleCycle.osc
Report generation date: 11/09/2009 14:37:03

Summary

Data Errors and Warnings

Severity	Area	Description
Warning	Sequences	Sequence 1 contains Stage 5 followed by Stage 1, but no phases end in Stage 5. Treat results with caution; Stage 5 may not appear in the final sequence.
Warning	Sequences	Sequence 2 contains Stage 5 followed by Stage 1, but no phases end in Stage 5. Treat results with caution; Stage 5 may not appear in the final sequence.

File Description

Title	Wygate Park
Date	24/04/2009
Location	Spalding
Driving Side	Left
Identifier	
Client	Broadgate
Jobnumber	
Enumerator	D Palmer
Status	Preliminary
Description	

Run Options

Run Evaluation Set	No
Evaluation Only	No
Optimise Critical Cycle TimeOnly	No
Use Horizontal Queues	Yes
Favour Continuous Green	No
Phase Timings Fuzziness (s)	0.5
Integer Phase Timings	Yes
Phase Snapping Distance (s)	0
Automatic Lane Turning Props	Yes
Automatic Vehicle Props	No

OSCADY PRO

GUI Version: 1.3 [16/04/09]
Analysis Program Version: v1.3 23/03/2009

Copyright (c) 2006-09, by TRL and UCL, 2006-09. All rights reserved.All copyright, trade marks and other intellectual property rights subsisting in or used in connection withthe Software (including but not limited to all images and other identifiable materialrelating to the Software) are and remain the sole property of the Licensor.

For sales and distribution information, program advice and maintenance, contact:

TRL Limited
Crowthorne House
Nine Mile Ride
Wokingham, Berks.
RG40 3GA, UK

Tel: +44 (0)1344 770758
Fax: +44 (0)1344 770864
E-mail: software@trl.co.uk
Web: www.trlsoftware.co.uk

The user of this computer program for the solution of an engineering problem is in no way relieved of their responsibility for the correctness of the solution

File: F:\Projects\11090\Miscellaneous\Calcs\OSCADYPro\DWG11090-03-01_NO_PED+LINSATarmA+DoubleCycle.osc
Report generation date: 11/09/2009 14:41:24

Summary

Data Errors and Warnings

Severity	Area	Description
Warning	Sequences	Sequence 1 contains Stage 5 followed by Stage 1, but no phases end in Stage 5. Treat results with caution; Stage 5 may not appear in the final sequence.
Warning	Sequences	Sequence 2 contains Stage 5 followed by Stage 1, but no phases end in Stage 5. Treat results with caution; Stage 5 may not appear in the final sequence.

File Description

Title	Wygate Park
Date	24/04/2009
Location	Spalding
Driving Side	Left
Identifier	
Client	Broadgate
Jobnumber	
Enumerator	D Palmer
Status	Preliminary
Description	

Run Options

Run Evaluation Set	No
Evaluation Only	No
Optimise Critical Cycle TimeOnly	No
Use Horizontal Queues	Yes
Favour Continuous Green	No
Phase Timings Fuzziness (s)	0.5
Integer Phase Timings	Yes
Phase Snapping Distance (s)	0
Automatic Lane Turning Props	Yes
Automatic Vehicle Props	No

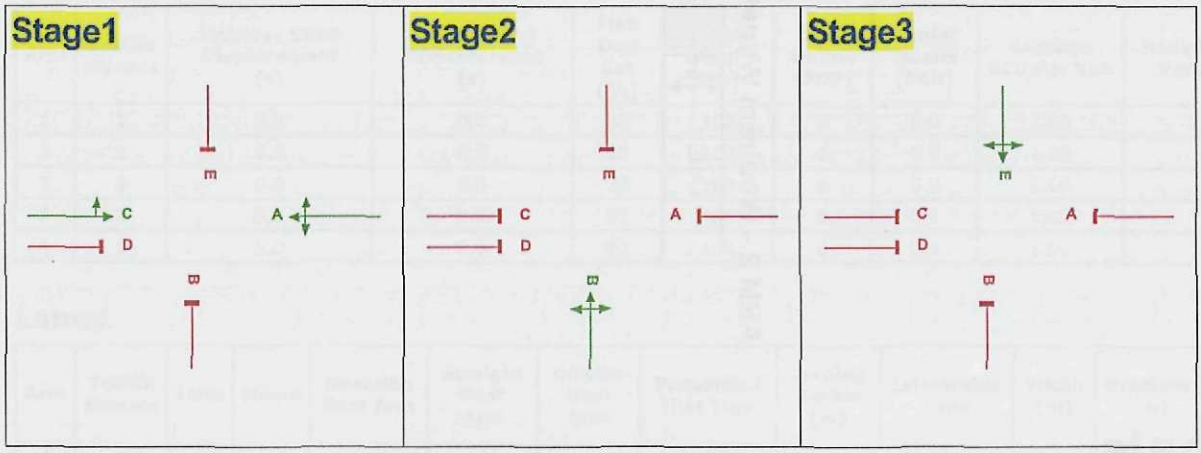
Intergreen Matrix

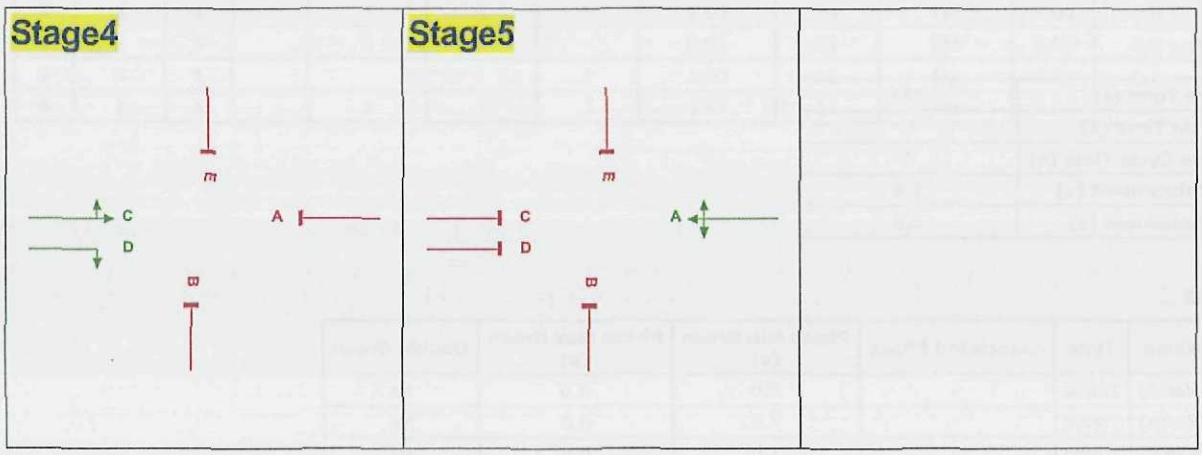
		To				
		A	B	C	D	E
From	A	-	5		5	6
	B	7	-	7	5	5
	C		6	-		6
	D	5	7		-	5
	E	6	5	6	5	-

Stages

Stage	Stage Min Green (s)	Phases In This Stage	Use To Generate Sequences
1	7.0	A,C	Yes
2	7.0	B	Yes
3	7.0	E	Yes
4	7.0	C,D	Yes
5	6.0	A	Yes

Stage Diagrams





Sequences

Sequence	Name	Stages In This Sequence
1		5,1,4,2,3
2		5,1,4,3,2

Constraints

(No constraints)

Traffic

Note:*Traffic flows are only shown for selected demand sets. Resultant flows are the sums of the selected demand sets adjusted by the global traffic scaling factor, and are shown as the arrival rates in the final results tables.*

Configuration

Traffic Scaling Factor	1.00
Time Period (min)	90
Time Segment Length (min)	15
Signal Optimiser Flows	Average
PCUs per Heavy Vehicle	2.00

Demand Sets

Name	Selected	Time Start	Time End	Profile Type	Use Relationship	Relationship
2015AM (Jacobs Option E)	Yes	07:45	09:15	ODTAB	No	D1
2015PM (Jacobs Option E)	No	16:45	18:15	ODTAB	No	D1
2015AM (Broadgate-No Hosp)	No	07:45	09:15	ODTAB	No	D1
2015PM (Broadgate-No Hosp)	No	16:45	18:15	ODTAB	No	D1

Demand Set1 - 2015 AM (Jacobs Option E)

ODTAB Data (PCU/hr during central 60 min peak period)

		To			
		Arm 1	**Arm 2**	**Arm 3**	**Arm 4**
From	**Arm 1**	-	198	484	10
	Arm 2	336	-	267	10
	Arm 3	519	143	-	10
	Arm 4	10	10	10	-

Average pedestrian flow on each pedestrian stream (if applicable): 100 ped/hr

Traffic flows (PCU/hr)

Arm	Traffic Stream	Phase	07:45-08:00	08:00-08:15	08:15-08:30	08:30-08:45	08:45-09:00	09:00-09:15
1 - B1356 Pinchbeck Road (South)	1	A	519	620	759	759	620	519
2 - Woolram Wygate	1	B	464	554	679	679	554	464
3 - B1356 Pinchbeck Road (North)	1	C	393	469	575	575	469	393
3 - B1356 Pinchbeck Road (North)	2	D	106	126	155	155	126	106
4 - Sherwood Drive	1	E	22	27	33	33	27	22

Turning Proportions

Arm	Left Movement Percentage	Straight Movement Percentage	Right Movement Percentage
1 - B1356 Pinchbeck Road (South)	29	70	1
2 - Woolram Wygate	44	2	55
3 - B1356 Pinchbeck Road (North)	1	77	21
4 - Sherwood Drive	33	33	33

Results

Note:*Duplicate solutions are not shown.*

Sequence2; Objective: MAXIMUM CAPACITY

Errors and Warnings

Code	Describtion
W13	Stage 5 is non-maximal since it is possible for phase C to be included in it. If this stage is required to appear, the settings may not be optimal.
W28	Stage 5 appears in the results as a pseudo-stage. (The relevant phases appear as part of another stage, or in an interstage)

Summary

Cycle Time (s)	Practical Reserve Capacity (%)	Rate of Delay (PCU)	Weighted Rate of Delay (PCU)	Geometric Delay (PCU-min)
120.0	3.78	28.13	28.13	70.6

- *Cycle Time is the minimum cycle time that meets all safety criteria whilst optimising this objective.*
- *PRC is the lowest value encountered over all streams.*
- *Rate of delay is the sum of each stream's rate of delay.*

Stage Timings

Stage	Start Time (s)	Duration (s)	End Time (s)
1	20.0	23.0	43.0
4	48.0	7.0	55.0
3	61.0	7.0	68.0
2	73.0	47.0	0.0

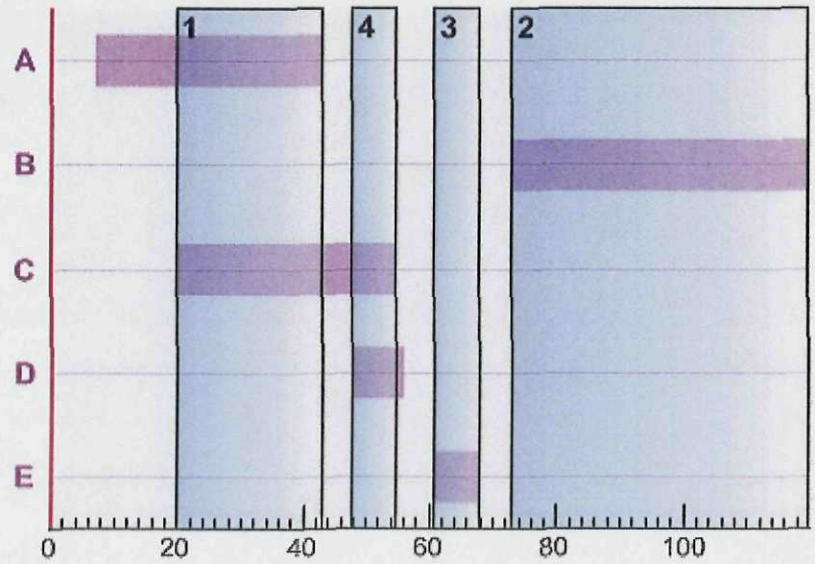
Phase Timings

Phase	Start Time (s)	Duration (s)	End Time (s)	Filter Arrow Time (s)	Indicative Arrow Start (s)	Indicative Arrow Duration (s)	Start Time (s) (2nd green)	Duration (s) (2nd green)	End Time (s) (2nd green)
A	7	36.0	43						
B	73	47.0	0						
C	20	35.0	55						
D	48	8.0	56						
E	61	7.0	68						

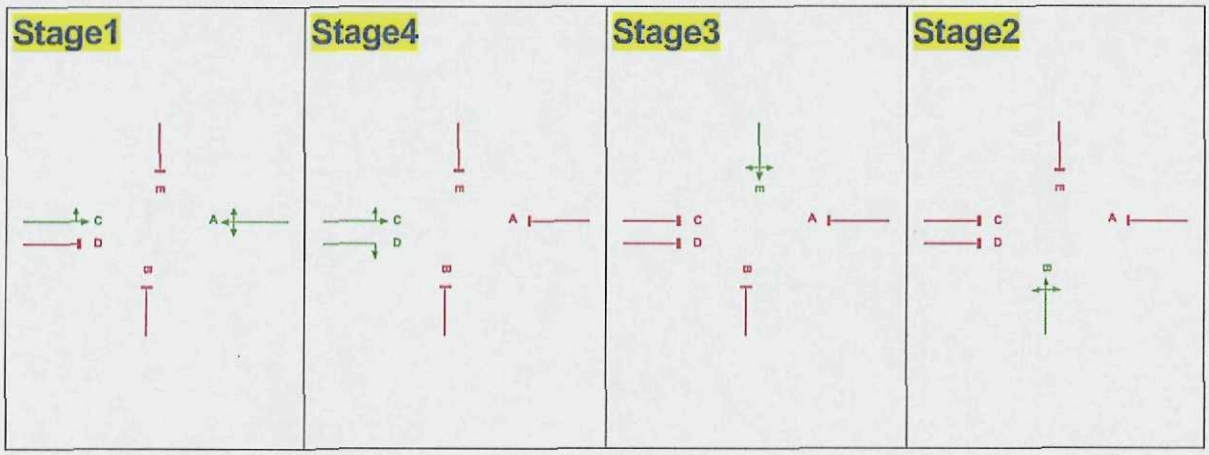
Phase Delays

Type	Phase	Terminating Stage	Starting Stage	Absolute Delay (s)	Relative Delay (s)
Losing	D	4	3	1.00	
Gaining	C	2	1	20.00	13.00

Phase Timings Diagram



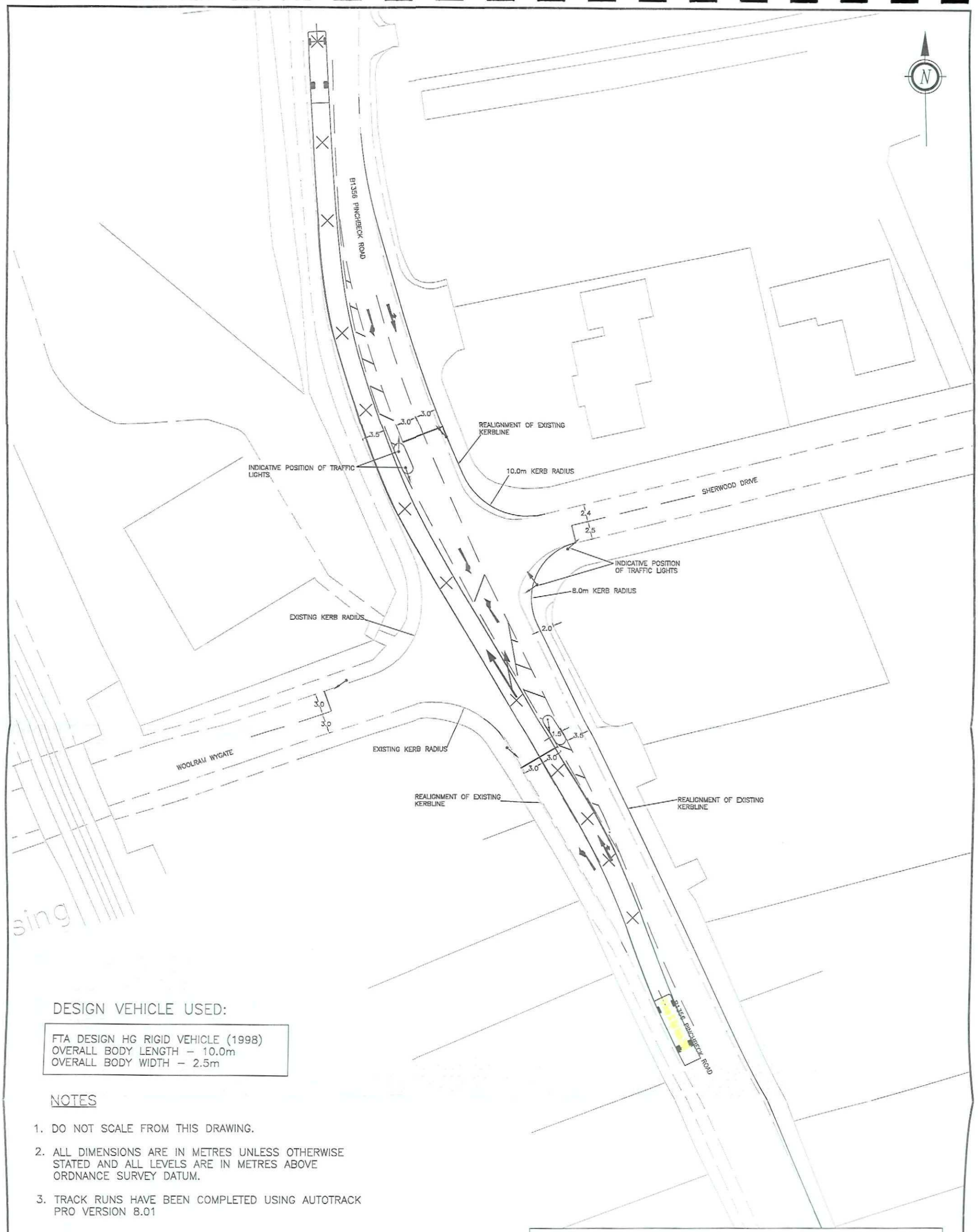
Final Stage Sequence



Traffic Stream Details

Arm	Traffic Stream	Arrival Rate (PCU/hr)	Controlling Phase	Effective Green (s)	Average Delay (s)	Rate of Delay (PCU)	Degree of Saturation (%)	Practical Reserve Capacity (%)	Queue at End of Green (PCU)	Queue at End of Red (PCU)	Uniform Queue (PCU)	Geometric Delay (PCU-min)
1	1	633	A	37.50	49.47	8.70	81.02	11.08	2.34	18.95	16.61	23.00
2	1	566	B	48.50	44.25	6.96	80.81	11.37	2.27	14.94	12.68	27.70
3	1	479	C	36.50	55.41	7.37	82.36	9.27	2.50	14.79	12.29	16.30
3	2	129	D	9.50	130.34	4.67	86.72	3.78	3.07	7.14	4.06	2.00
4	1	27	E	8.50	57.41	0.43	21.72	314.38	0.04	0.88	0.84	1.60

PLANS



DESIGN VEHICLE USED:

FTA DESIGN HG RIGID VEHICLE (1998)
OVERALL BODY LENGTH – 10.0m
OVERALL BODY WIDTH – 2.5m

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM.
3. TRACK RUNS HAVE BEEN COMPLETED USING AUTOTRACK PRO VERSION 8.01

© CROWN COPYRIGHT. ALL RIGHTS RESERVED. T A MILLARD Ltd LICENCE NUMBER AL100005494

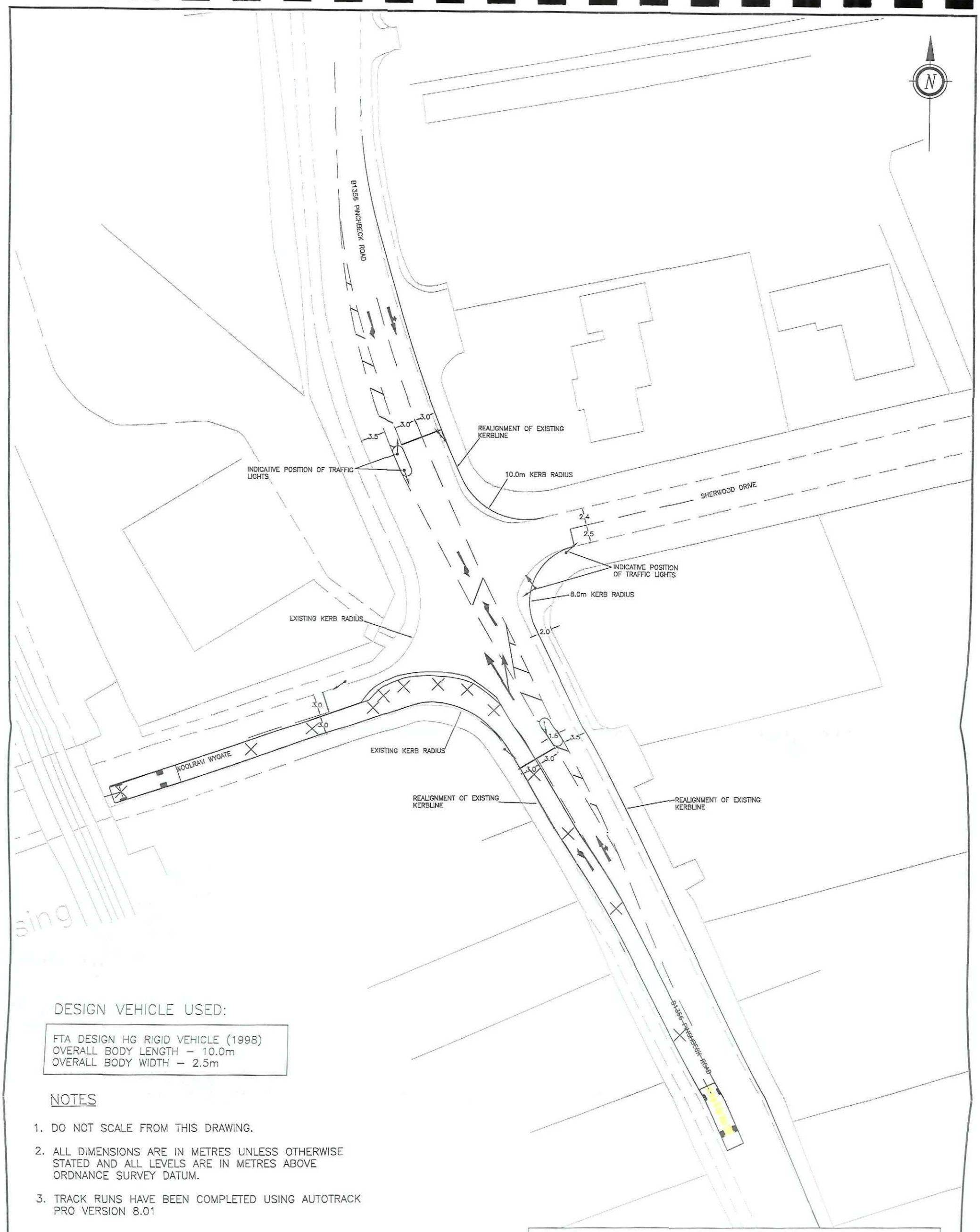
REV	AMENDMENT DETAILS	DRAWN	APPROVED	DATE

PROJECT: WYGATE PARK	DESIGNED AND DRAWN BY: RD; APPROVED BY: ; CHECKED BY: PP	SCALE: 1:500
DRAWING TITLE: REVISED JUNCTION LAYOUT FTA HG RIGID VEHICLE	DRAWING STATUS:	DATE: 15.09.09
	CAD REFERENCE FILE NUMBER: 11090_03_011_	
CLIENT: BROADGATE HOMES	DRAWING NUMBER: 11090/03/11	REVISION:

T A Millard East Anglia Limited
The Atrium Merchant's Court St George's Street Norwich NR3 1AB
telephone 01603 610916 facsimile 01603 620631 email norwich@tamillard.co.uk
www.tamillard.co.uk

Millard Consulting
offices at Perth, Ipswich, Sevenoaks and Nuneaton

ORIGINAL SHEET SIZE A3V



DESIGN VEHICLE USED:

FTA DESIGN HG RIGID VEHICLE (1998)
OVERALL BODY LENGTH – 10.0m
OVERALL BODY WIDTH – 2.5m

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM.
3. TRACK RUNS HAVE BEEN COMPLETED USING AUTOTRACK PRO VERSION 8.01

© CROWN COPYRIGHT. ALL RIGHTS RESERVED. T A MILLARD Ltd LICENCE NUMBER AL100005494

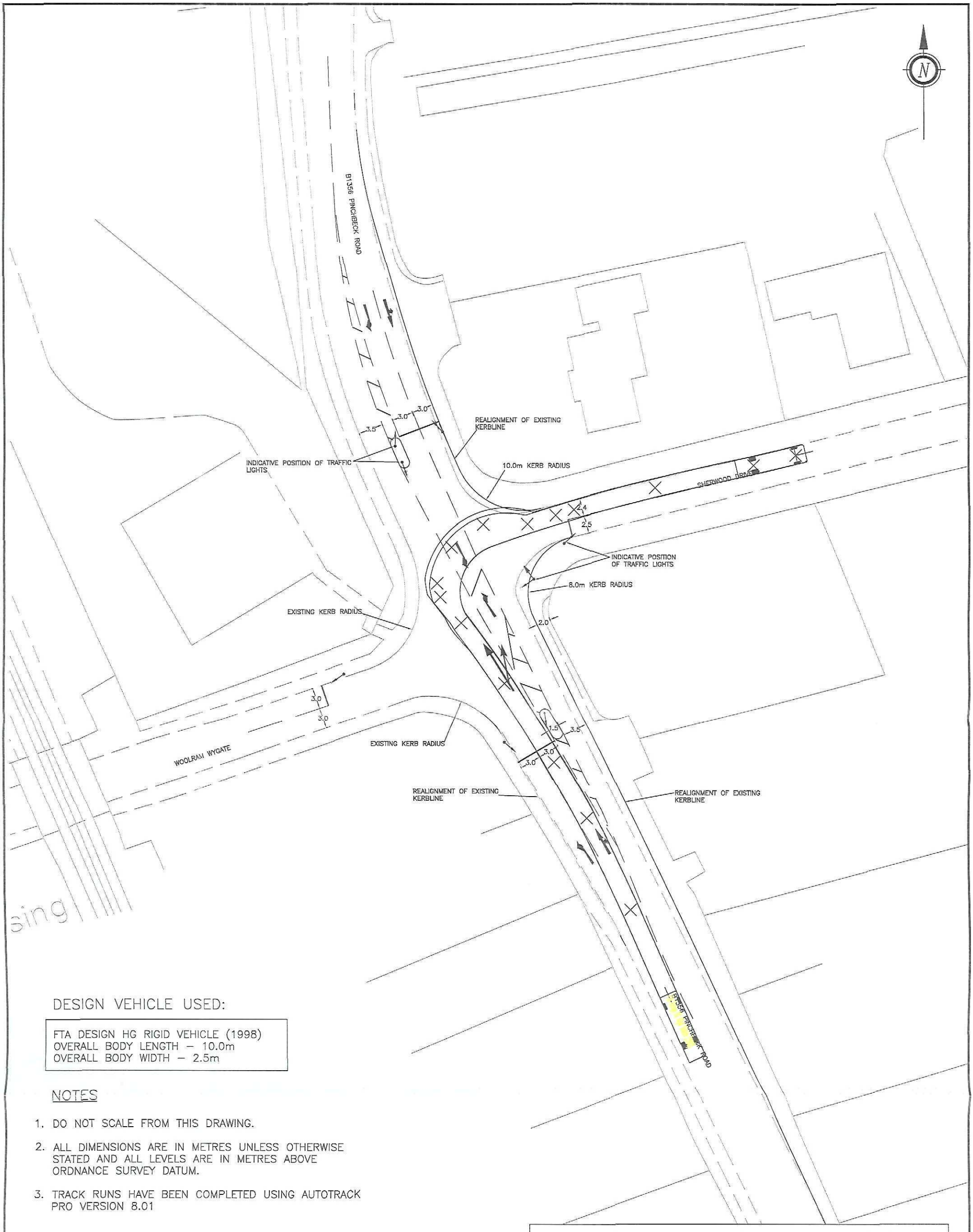
REV	AMENDMENT DETAILS	DRAWN	APPROVED	DATE

PROJECT: WYGATE PARK	DESIGNED AND DRAWN BY: RD	SCALE: 1:500
	APPROVED BY:	CHECKED BY: PP
DRAWING TITLE: REVISED JUNCTION LAYOUT FTA HG RIGID VEHICLE	DRAWING STATUS:	DATE: 15.09.09
	CAD REFERENCE FILE NUMBER: 11090_03_012_	
CLIENT: BROADGATE HOMES	DRAWING NUMBER: 11090/03/12	REVISION:

T A Millard East Anglia Limited
The Atrium Merchant's Court St George's Street Norwich NR3 1AB
telephone 01603 610916 facsimile 01603 620631 email norwich@tamillard.co.uk
www.tamillard.co.uk

Millard Consulting
offices at Perth, Ipswich, Sevenoaks and Nuneaton

ORIGINAL SHEET SIZE A3V



DESIGN VEHICLE USED:

FTA DESIGN HG RIGID VEHICLE (1998)
OVERALL BODY LENGTH – 10.0m
OVERALL BODY WIDTH – 2.5m

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM.
3. TRACK RUNS HAVE BEEN COMPLETED USING AUTOTRACK PRO VERSION 8.01

© CROWN COPYRIGHT. ALL RIGHTS RESERVED. T A MILLARD Ltd LICENCE NUMBER AL100005494

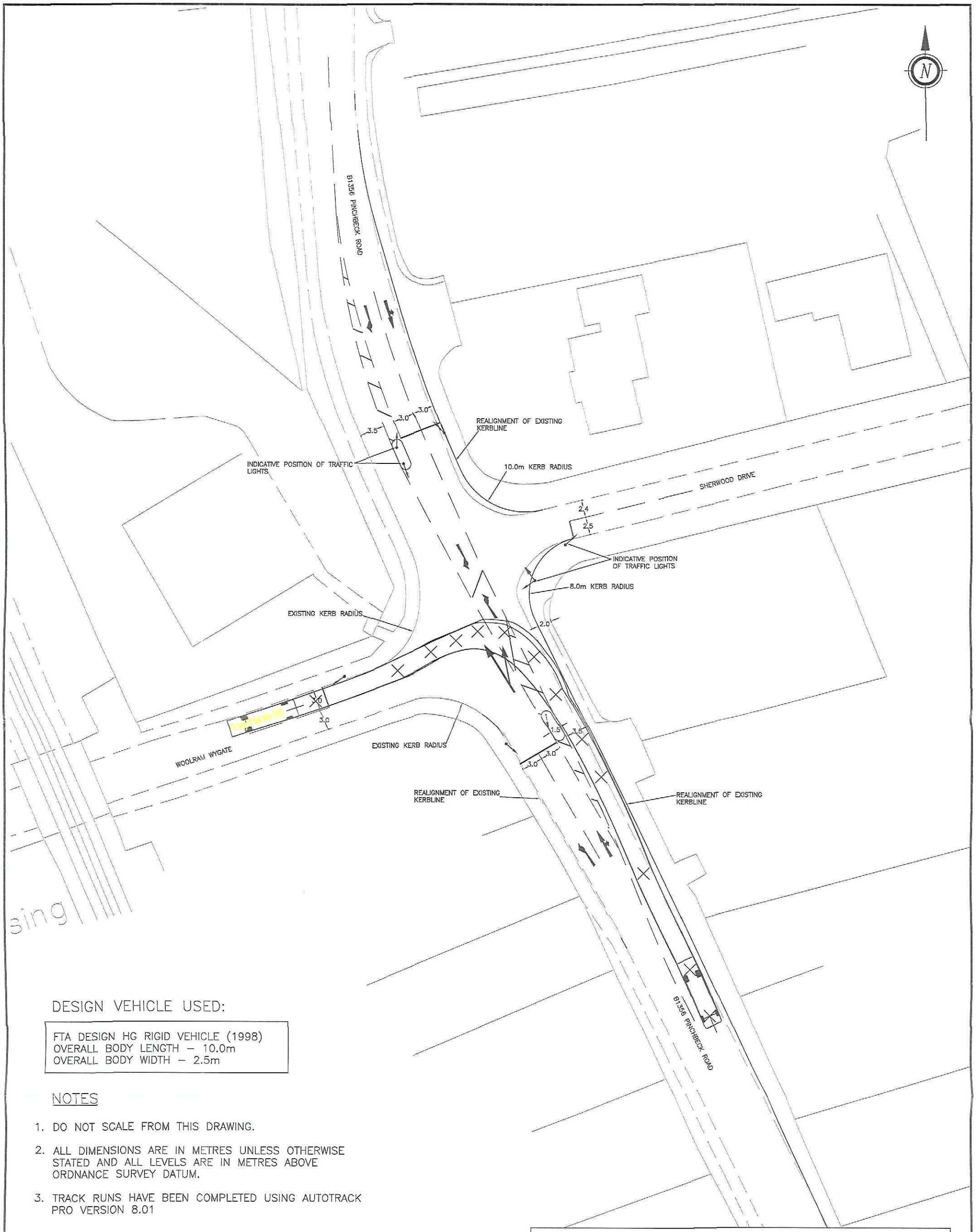
REV	AMENDMENT DETAILS	DRAWN	APPROVED	DATE

PROJECT: WYGATE PARK	DESIGNED AND DRAWN BY: RD; APPROVED BY: ; CHECKED BY: PP	SCALE: 1:500
DRAWING TITLE: REVISED JUNCTION LAYOUT FTA HG RIGID VEHICLE	DRAWING STATUS:	DATE: 15.09.09
	CAD REFERENCE FILE NUMBER: 11090_03_013_	
CLIENT: BROADGATE HOMES	DRAWING NUMBER: 11090/03/13	REVISION:

T A Millard East Anglia Limited
The Atrium Merchant's Court St George's Street Norwich NR3 1AB
telephone 01603 610916 facsimile 01603 620631 email norwich@tamillard.co.uk
www.tamillard.co.uk

Millard Consulting
offices at Perth, Ipswich, Sevenoaks and Nuneaton

ORIGINAL SHEET SIZE A3V



DESIGN VEHICLE USED:

FTA DESIGN HG RIGID VEHICLE (1998)
OVERALL BODY LENGTH – 10.0m
OVERALL BODY WIDTH – 2.5m

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM.
3. TRACK RUNS HAVE BEEN COMPLETED USING AUTOTRACK PRO VERSION 8.01

© CROWN COPYRIGHT. ALL RIGHTS RESERVED. T A MILLARD Ltd LICENCE NUMBER AL100005494

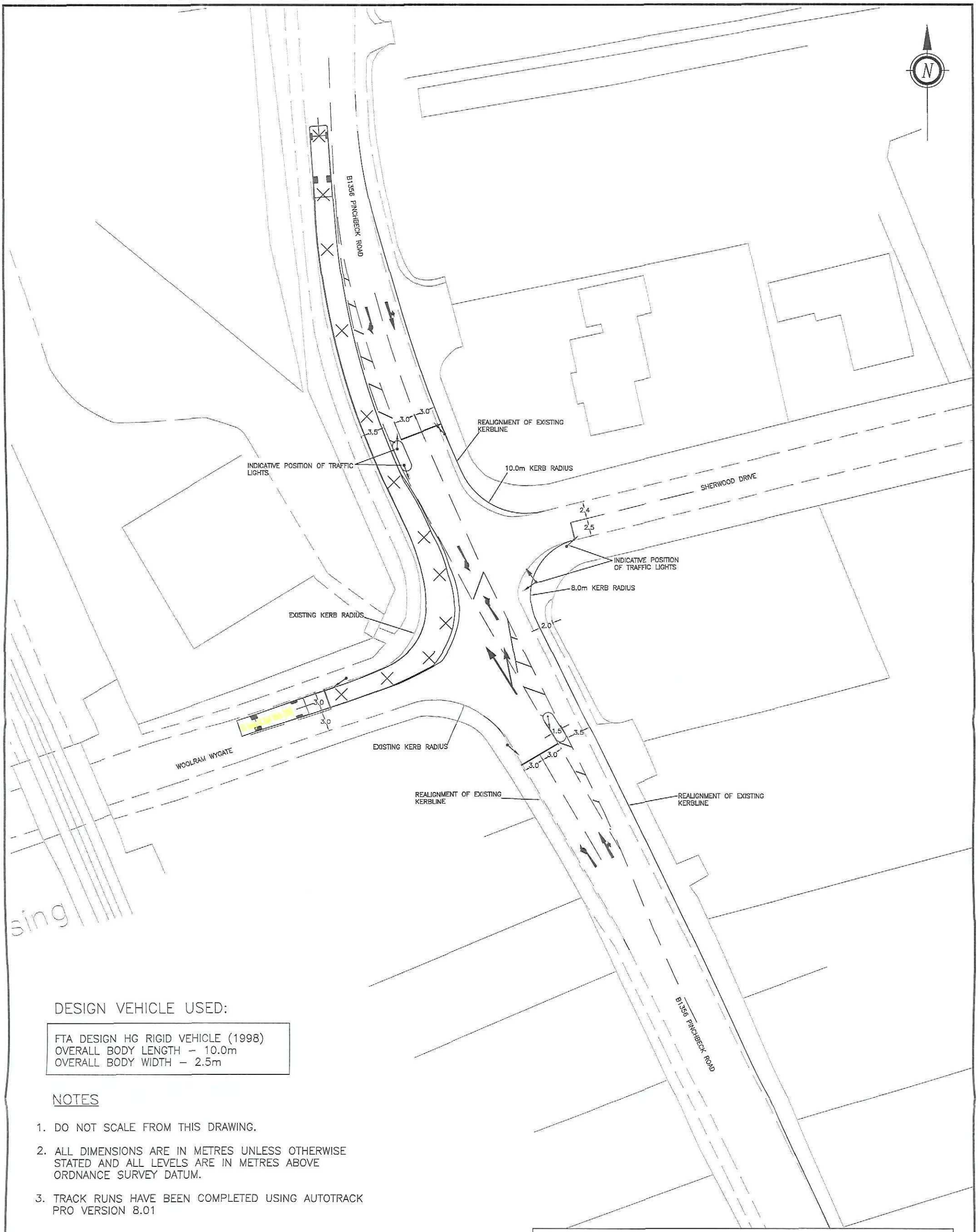
REV	AMENDMENT DETAILS	DRAWN	APPROVED	DATE

PROJECT: WYGATE PARK	DESIGNED AND DRAWN BY: RD	SCALE: 1:500
	APPROVED BY:	CHECKED BY: PP
DRAWING TITLE: REVISED JUNCTION LAYOUT FTA HG RIGID VEHICLE	DRAWING STATUS:	DATE: 15.09.09
	CAD REFERENCE FILE NUMBER: 11090_03_014_	
CLIENT: BROADGATE HOMES	DRAWING NUMBER: 11090/03/14	REVISION:

T A Millard East Anglia Limited
The Atrium Merchant's Court St George's Street Norwich NR3 1AB
telephone 01603 610916 facsimile 01603 620631 email norwich@tamillard.co.uk
www.tamillard.co.uk

Millard Consulting
offices at Perth, Ipswich, Sevenoaks and Nuneaton

ORIGINAL SHEET SIZE A3V



DESIGN VEHICLE USED:

FTA DESIGN HG RIGID VEHICLE (1998)
OVERALL BODY LENGTH – 10.0m
OVERALL BODY WIDTH – 2.5m

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM.
3. TRACK RUNS HAVE BEEN COMPLETED USING AUTOTRACK PRO VERSION 8.01

© CROWN COPYRIGHT. ALL RIGHTS RESERVED. T A MILLARD Ltd LICENCE NUMBER AL100005494

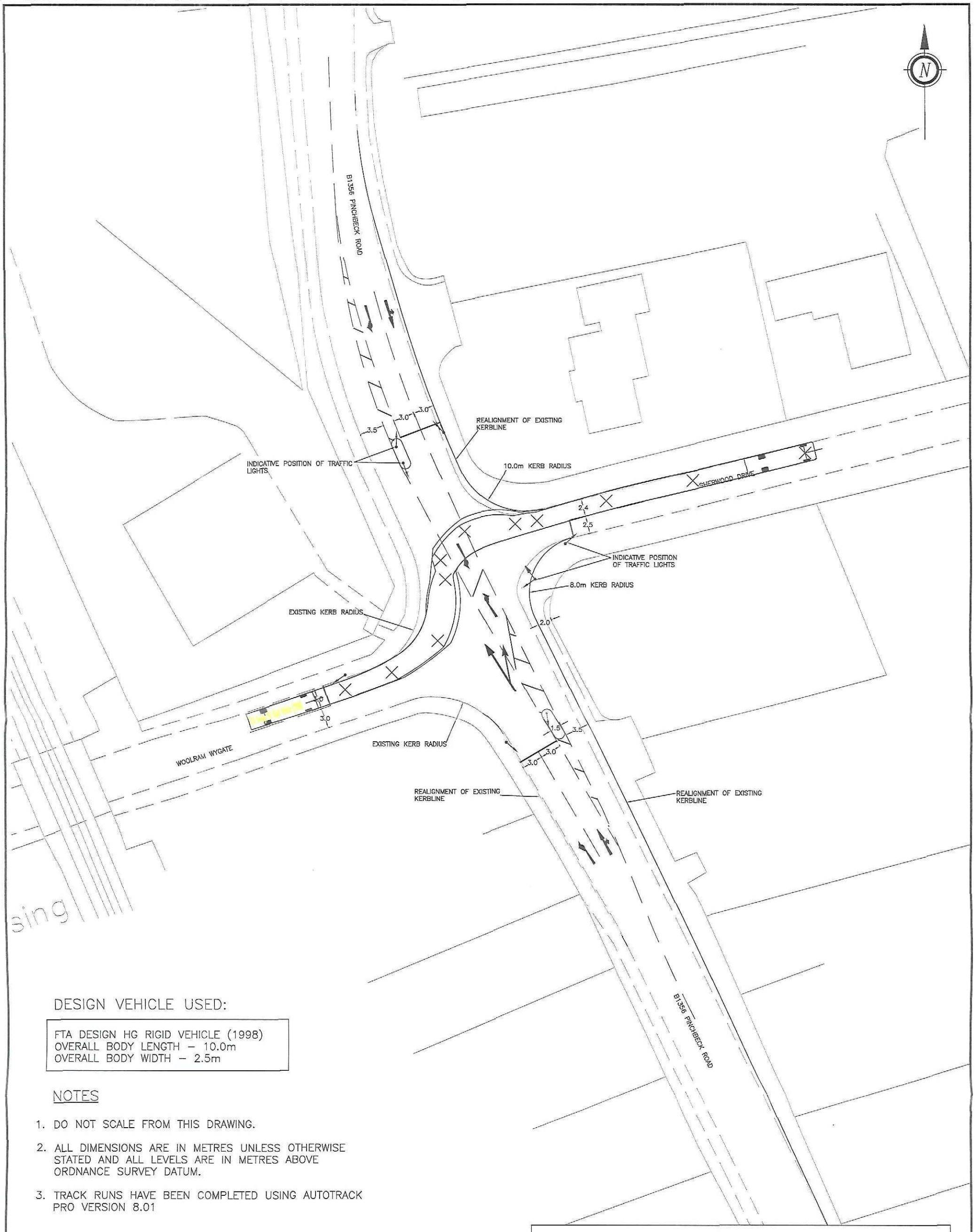
REV	AMENDMENT DETAILS	DRAWN	APPROVED	DATE

PROJECT: WYGATE PARK	DESIGNED AND DRAWN BY: RD; APPROVED BY: ; CHECKED BY: PP	SCALE: 1:500
DRAWING TITLE: REVISED JUNCTION LAYOUT FTA HG RIGID VEHICLE	DRAWING STATUS:	DATE: 15.09.09
	CAD REFERENCE FILE NUMBER: 11090_03_015_	
CLIENT: BROADGATE HOMES	DRAWING NUMBER: 11090/03/15	REVISION:

T A Millard East Anglia Limited
The Atrium Merchant's Court St George's Street Norwich NR3 1AB
telephone 01603 610916 facsimile 01603 620631 email norwich@tamillard.co.uk
www.tamillard.co.uk

Millard Consulting
offices at Perth, Ipswich, Sevenoaks and Nuneaton

ORIGINAL SHEET SIZE A3V



DESIGN VEHICLE USED:

FTA DESIGN HG RIGID VEHICLE (1998)
OVERALL BODY LENGTH – 10.0m
OVERALL BODY WIDTH – 2.5m

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM.
3. TRACK RUNS HAVE BEEN COMPLETED USING AUTOTRACK PRO VERSION 8.01

© CROWN COPYRIGHT. ALL RIGHTS RESERVED. T A MILLARD Ltd LICENCE NUMBER AL100005494

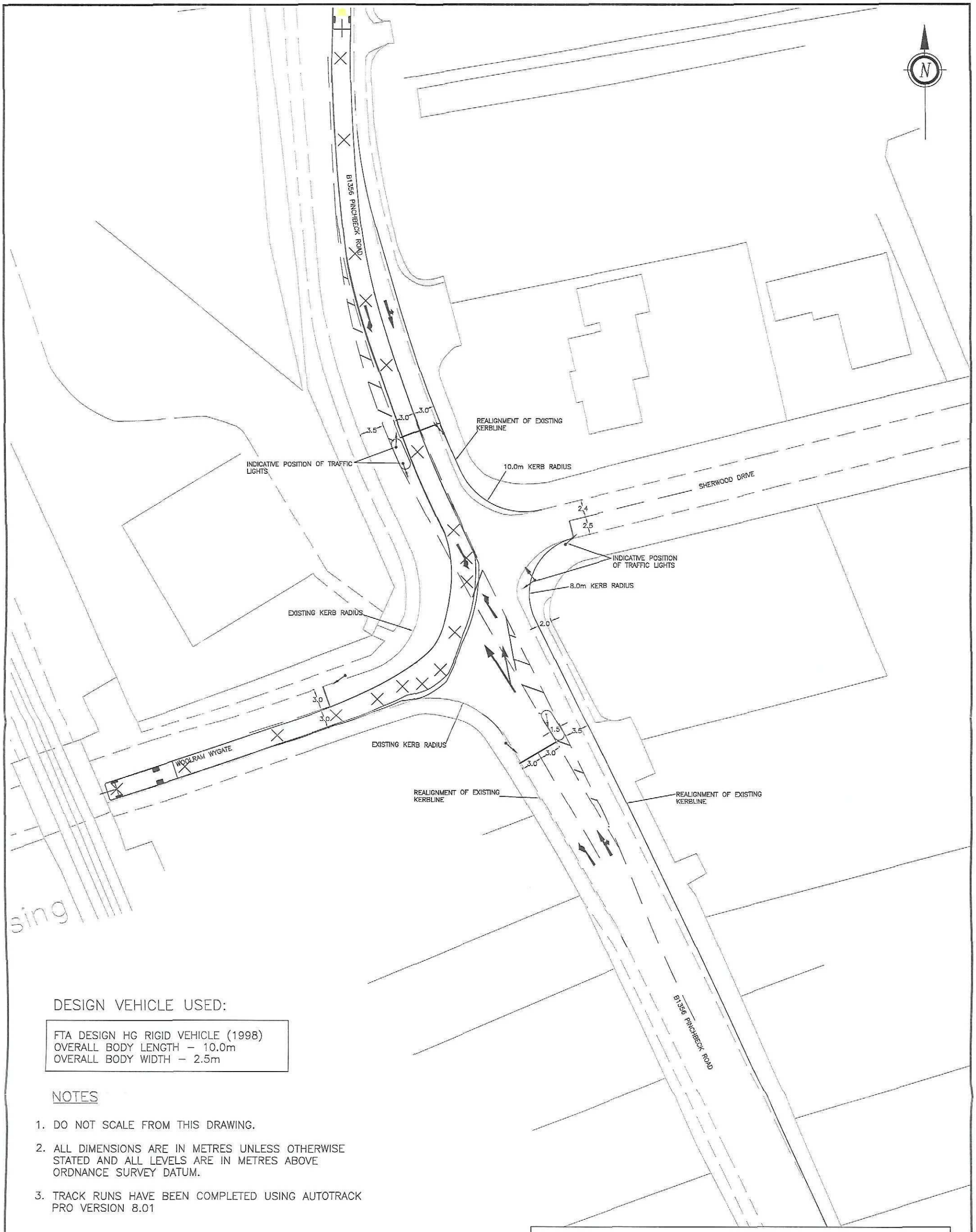
REV	AMENDMENT DETAILS	DRAWN	APPROVED	DATE

PROJECT: WYGATE PARK	DESIGNED AND DRAWN BY: RD	SCALE: 1:500
	APPROVED BY:	CHECKED BY: PP
DRAWING TITLE: REVISED JUNCTION LAYOUT FTA HG RIGID VEHICLE	DRAWING STATUS:	DATE: 15.09.09
	CAD REFERENCE FILE NUMBER: 11090_03_016_	
CLIENT: BROADGATE HOMES	DRAWING NUMBER: 11090/03/16	REVISION:

T A Millard East Anglia Limited
The Atrium Merchant's Court St George's Street Norwich NR3 1AB
telephone 01603 610916 facsimile 01603 620631 email norwich@tamillard.co.uk
www.tamillard.co.uk

Millard Consulting
offices at Perth, Ipswich, Sevenoaks and Nuneaton

ORIGINAL SHEET SIZE A3V



DESIGN VEHICLE USED:

FTA DESIGN HG RIGID VEHICLE (1998)
OVERALL BODY LENGTH – 10.0m
OVERALL BODY WIDTH – 2.5m

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM.
3. TRACK RUNS HAVE BEEN COMPLETED USING AUTOTRACK PRO VERSION 8.01

© CROWN COPYRIGHT. ALL RIGHTS RESERVED. T A MILLARD Ltd LICENCE NUMBER AL100005494

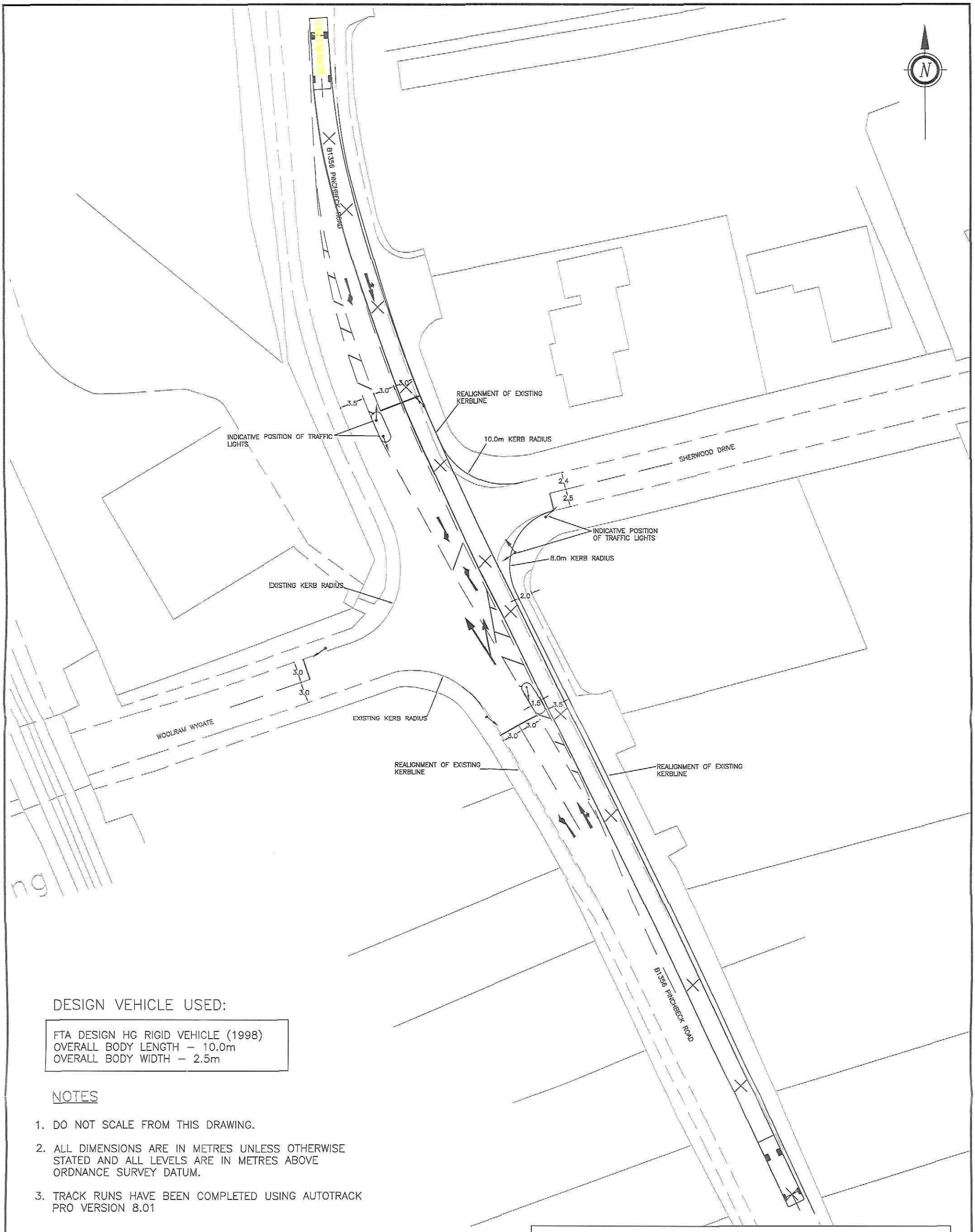
REV	AMENDMENT DETAILS	DRAWN	APPROVED	DATE

PROJECT: WYGATE PARK	DESIGNED AND DRAWN BY: RD APPROVED BY / CHECKED BY: PP	SCALE: 1:500
DRAWING TITLE: REVISED JUNCTION LAYOUT FTA HG RIGID VEHICLE	DRAWING STATUS	DATE: 15.09.09
	CAD REFERENCE FILE NUMBER: 11090_03_017_	
CLIENT: BROADGATE HOMES	DRAWING NUMBER: 11090/03/17	REVISION:

T A Millard East Anglia Limited
The Atrium Merchant's Court St George's Street Norwich NR3 1AB
telephone 01603 610916 facsimile 01603 620631 email norwich@tamillard.co.uk
www.tamillard.co.uk

Millard Consulting
offices at Perth, Ipswich, Sevenoaks and Nuneaton

ORIGINAL SHEET SIZE A3V



DESIGN VEHICLE USED:

FTA DESIGN HG RIGID VEHICLE (1998)
OVERALL BODY LENGTH – 10.0m
OVERALL BODY WIDTH – 2.5m

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM.
3. TRACK RUNS HAVE BEEN COMPLETED USING AUTOTRACK PRO VERSION 8.01

© CROWN COPYRIGHT. ALL RIGHTS RESERVED. T A MILLARD Ltd LICENCE NUMBER AL100005494

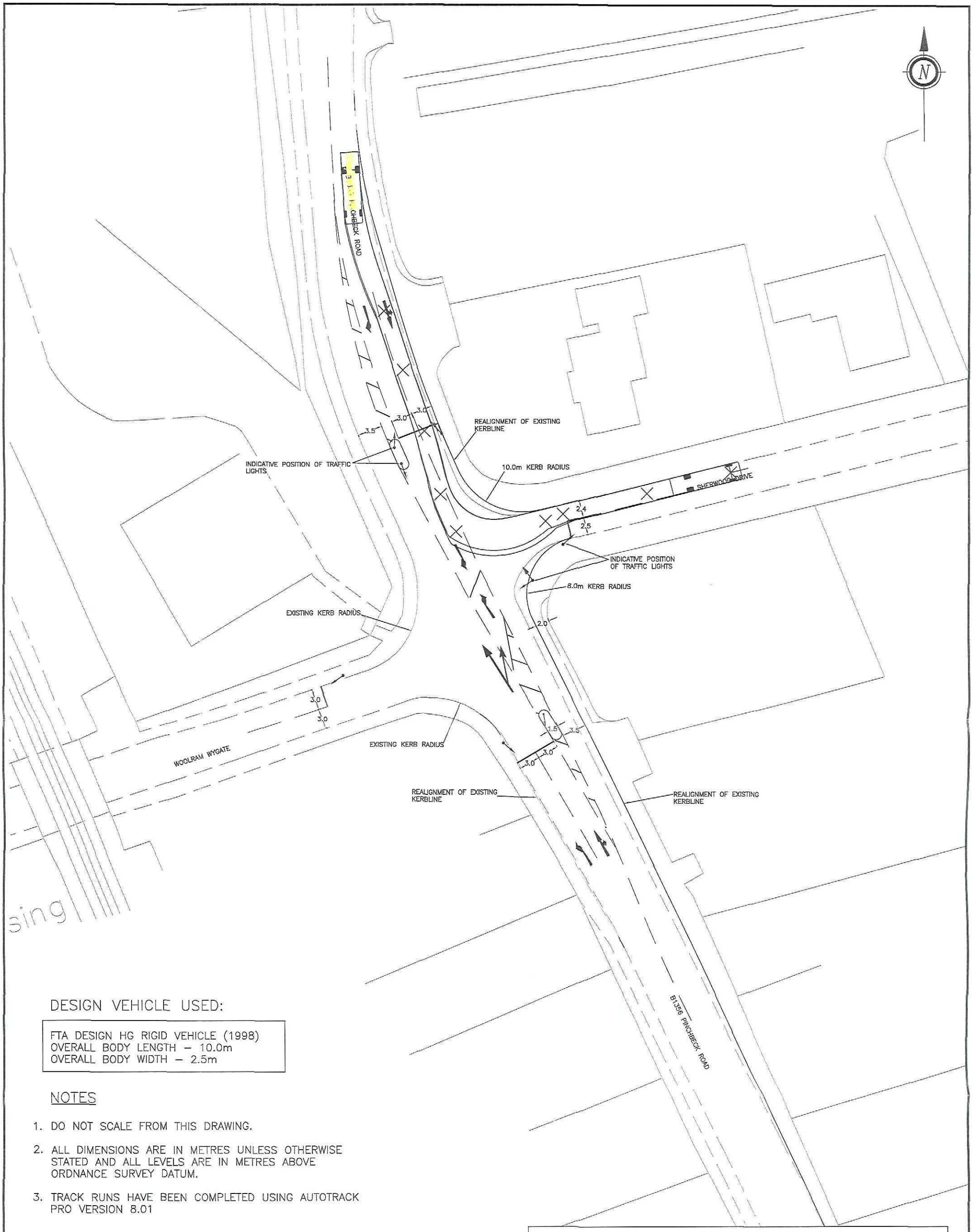
REV	AMENDMENT DETAILS	DRAWN	APPROVED	DATE

PROJECT: WYGATE PARK	DESIGNED AND DRAWN BY: RD; APPROVED BY: ; CHECKED BY: PP	SCALE: 1:500
DRAWING TITLE: REVISED JUNCTION LAYOUT FTA HG RIGID VEHICLE	DRAWING STATUS:	DATE: 15.09.09
	CAD REFERENCE FILE NUMBER: 11090_03_018_	
CLIENT: BROADGATE HOMES	DRAWING NUMBER: 11090/03/18	REVISION:

T A Millard East Anglia Limited
The Atrium Merchant's Court St George's Street Norwich NR3 1AB
telephone 01603 610916 facsimile 01603 620631 email norwich@tamillard.co.uk
www.tamillard.co.uk

Millard Consulting
offices at Perth, Ipswich, Sevenoaks and Nuneaton

ORIGINAL SHEET SIZE A3V



DESIGN VEHICLE USED:

FTA DESIGN HG RIGID VEHICLE (1998)
OVERALL BODY LENGTH – 10.0m
OVERALL BODY WIDTH – 2.5m

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM.
3. TRACK RUNS HAVE BEEN COMPLETED USING AUTOTRACK PRO VERSION 8.01

© CROWN COPYRIGHT. ALL RIGHTS RESERVED. T A MILLARD Ltd LICENCE NUMBER AL100005494

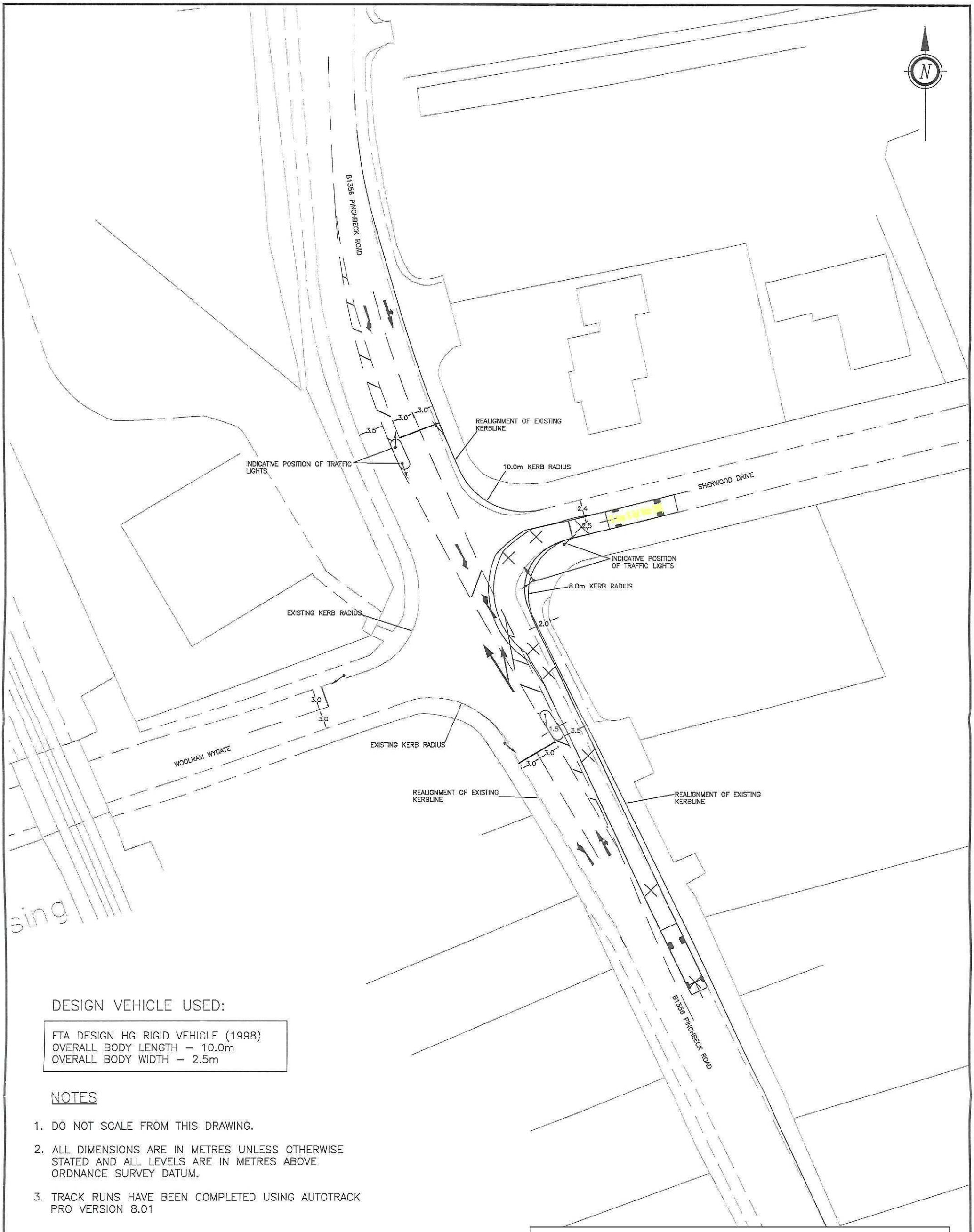
REV	AMENDMENT DETAILS	DRAWN	APPROVED	DATE

PROJECT: WYGATE PARK	DESIGNED AND DRAWN BY: RD	APPROVED BY:	CHECKED BY: PP	SCALE: 1:500
DRAWING TITLE: REVISED JUNCTION LAYOUT FTA HG RIGID VEHICLE	DRAWING STATUS:		DATE: 15.09.09	
	CAD REFERENCE FILE NUMBER: 11090_03_019_			
CLIENT: BROADGATE HOMES	DRAWING NUMBER: 11090/03/19		REVISION:	

T A Millard East Anglia Limited
The Atrium Merchant's Court St George's Street Norwich NR3 1AB
telephone 01603 610916 facsimile 01603 620631 email norwich@tamillard.co.uk
www.tamillard.co.uk

Millard Consulting
offices at Perth, Ipswich, Sevenoaks and Nuneaton

ORIGINAL SHEET SIZE A3V



DESIGN VEHICLE USED:

FTA DESIGN HG RIGID VEHICLE (1998)
OVERALL BODY LENGTH – 10.0m
OVERALL BODY WIDTH – 2.5m

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM.
3. TRACK RUNS HAVE BEEN COMPLETED USING AUTOTRACK PRO VERSION 8.01

© CROWN COPYRIGHT. ALL RIGHTS RESERVED. T A MILLARD Ltd LICENCE NUMBER AL100005494

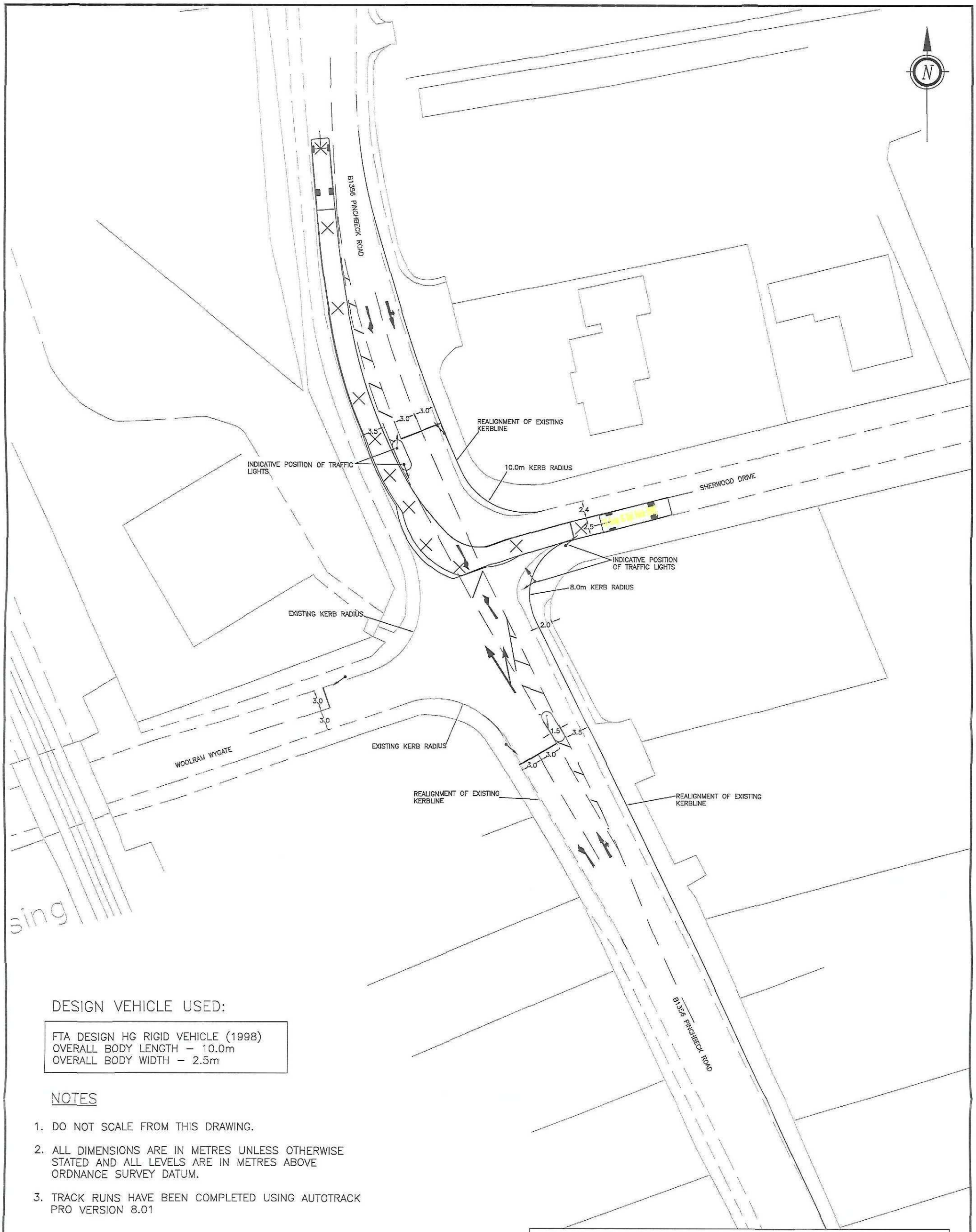
REV	AMENDMENT DETAILS	DRAWN	APPROVED	DATE

PROJECT: WYGATE PARK	DESIGNED AND DRAWN BY: RD	SCALE: 1:500
	APPROVED BY:	CHECKED BY: PP
DRAWING TITLE: REVISED JUNCTION LAYOUT FTA HG RIGID VEHICLE	DRAWING STATUS:	DATE: 15.09.09
	CAD REFERENCE FILE NUMBER: 11090_03_020_	
CLIENT: BROADGATE HOMES	DRAWING NUMBER: 11090/03/20	REVISION:

T A Millard East Anglia Limited
The Atrium Merchant's Court St George's Street Norwich NR3 1AB
telephone 01603 610916 facsimile 01603 620631 email norwich@tamillard.co.uk
www.tamillard.co.uk

Millard Consulting
offices at Perth, Ipswich, Sevenoaks and Nuneaton

ORIGINAL SHEET SIZE A3V



DESIGN VEHICLE USED:

FTA DESIGN HG RIGID VEHICLE (1998)
OVERALL BODY LENGTH – 10.0m
OVERALL BODY WIDTH – 2.5m

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM.
3. TRACK RUNS HAVE BEEN COMPLETED USING AUTOTRACK PRO VERSION 8.01

© CROWN COPYRIGHT. ALL RIGHTS RESERVED. T A MILLARD Ltd LICENCE NUMBER AL100005494

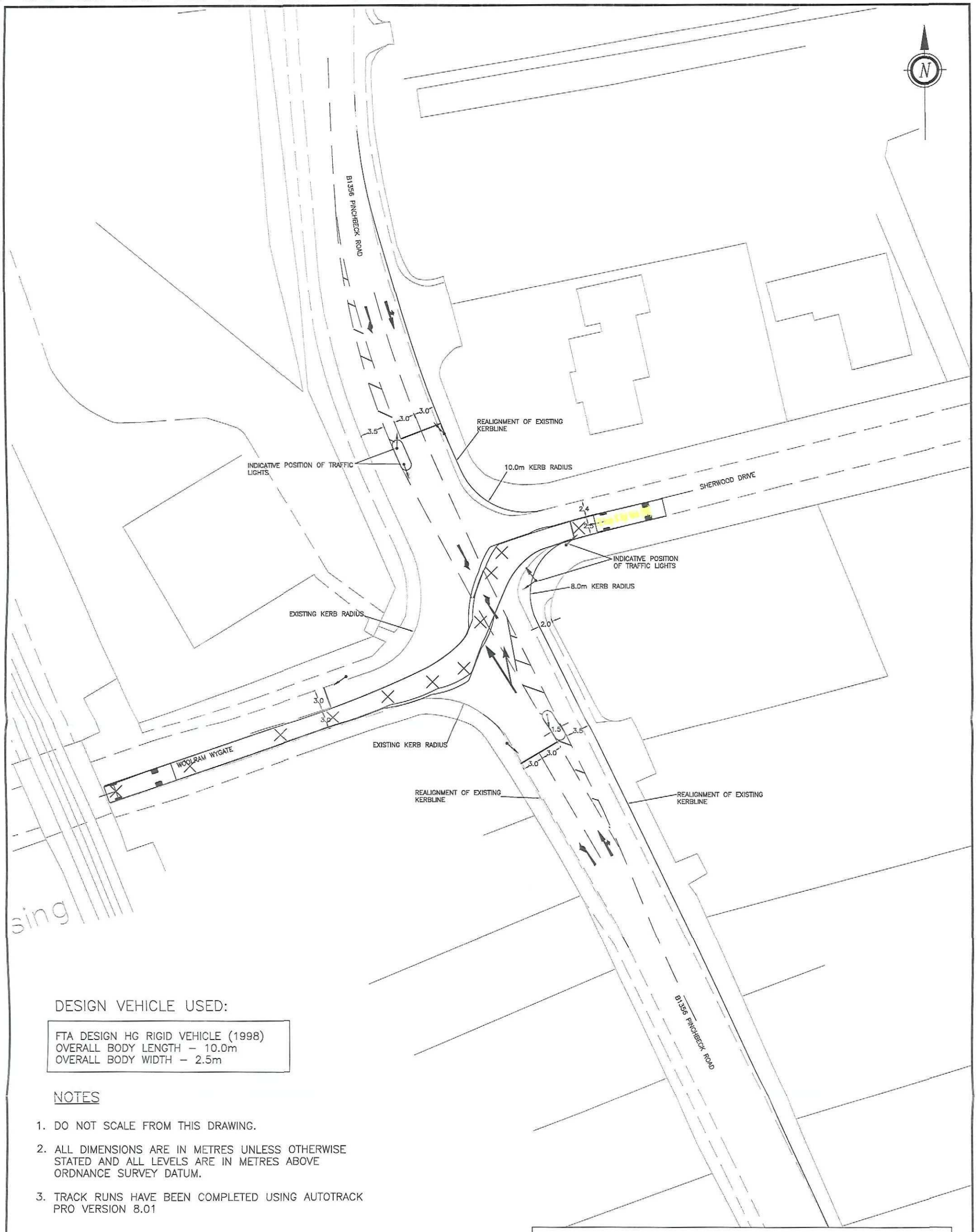
REV	AMENDMENT DETAILS	DRAWN	APPROVED	DATE

PROJECT: WYGATE PARK	DESIGNED AND DRAWN BY: RD	SCALE: 1:500
	APPROVED BY: / CHECKED BY: PP	
DRAWING TITLE: REVISED JUNCTION LAYOUT FTA HG RIGID VEHICLE	DRAWING STATUS:	DATE: 15.09.09
	CAD REFERENCE FILE NUMBER: 11090_03_021_	
CLIENT: BROADGATE HOMES	DRAWING NUMBER: 11090/03/21	REVISION:

T A Millard East Anglia Limited
The Atrium Merchant's Court St George's Street Norwich NR3 1AB
telephone 01603 610916 facsimile 01603 620631 email norwich@tamillard.co.uk
www.tamillard.co.uk

Millard Consulting
offices at Perth, Ipswich, Sevenoaks and Nuneaton

ORIGINAL SHEET SIZE A3V



DESIGN VEHICLE USED:

FTA DESIGN HG RIGID VEHICLE (1998)
OVERALL BODY LENGTH – 10.0m
OVERALL BODY WIDTH – 2.5m

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM.
3. TRACK RUNS HAVE BEEN COMPLETED USING AUTOTRACK PRO VERSION 8.01

© CROWN COPYRIGHT. ALL RIGHTS RESERVED. T A MILLARD Ltd LICENCE NUMBER AL100005494

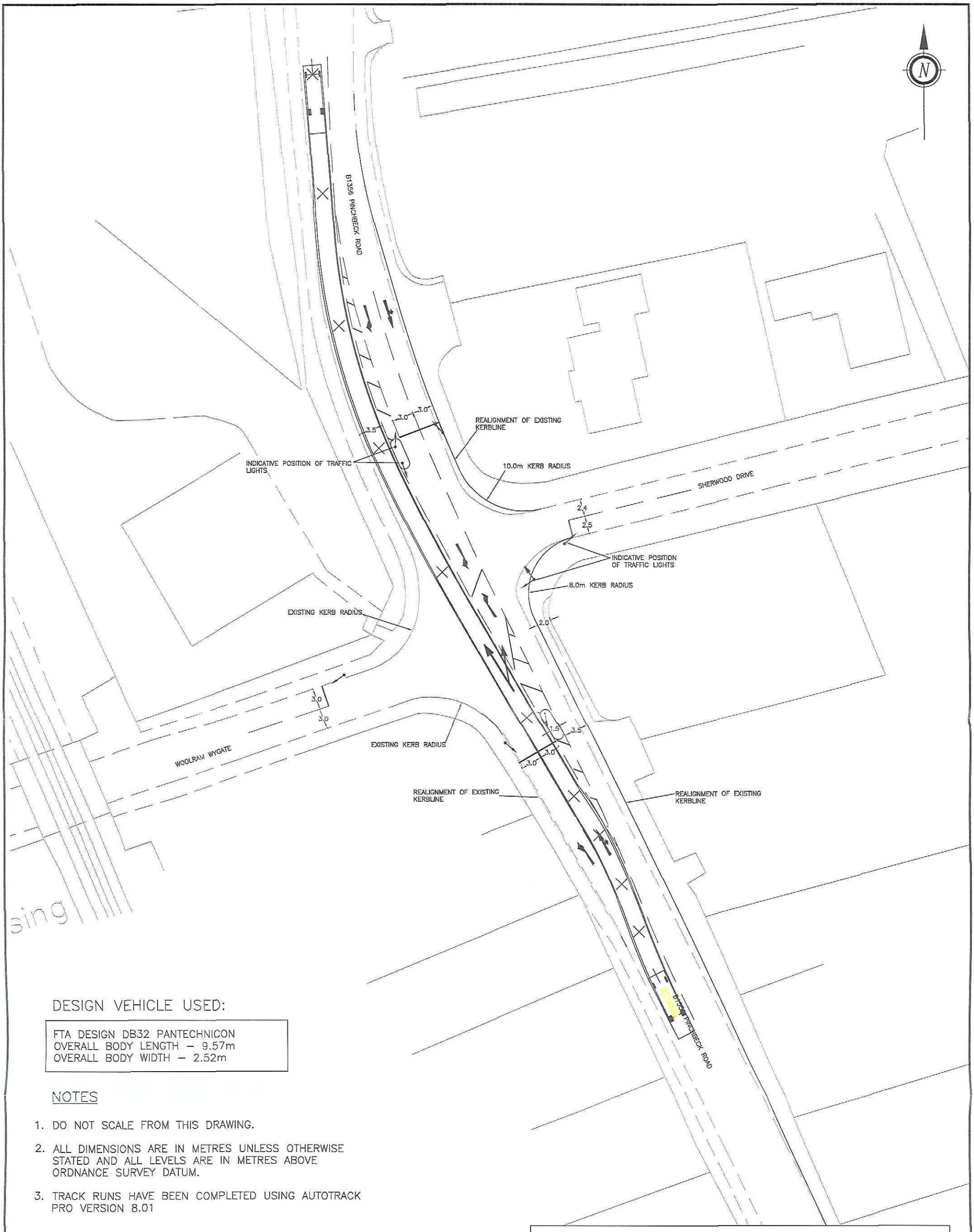
REV	AMENDMENT DETAILS	DRAWN	APPROVED	DATE

PROJECT: WYGATE PARK	DESIGNED AND DRAWN BY: RD	SCALE: 1:500
	APPROVED BY:	CHECKED BY: PP
DRAWING TITLE: REVISED JUNCTION LAYOUT FTA HG RIGID VEHICLE	DRAWING STATUS:	DATE: 15.09.09
	CAD REFERENCE FILE NUMBER: 11090_03_022_	
CLIENT: BROADGATE HOMES	DRAWING NUMBER: 11090/03/22	REVISION:

T A Millard East Anglia Limited
The Atrium Merchant's Court St George's Street Norwich NR3 1AB
telephone 01603 610916 facsimile 01603 620631 email norwich@tamillard.co.uk
www.tamillard.co.uk

Millard Consulting
offices at Perth, Ipswich, Sevenoaks and Nuneaton

ORIGINAL SHEET SIZE A3V



DESIGN VEHICLE USED:

FTA DESIGN DB32 PANTECHNICON
OVERALL BODY LENGTH – 9.57m
OVERALL BODY WIDTH – 2.52m

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM.
3. TRACK RUNS HAVE BEEN COMPLETED USING AUTOTRACK PRO VERSION 8.01

© CROWN COPYRIGHT. ALL RIGHTS RESERVED. T A MILLARD Ltd LICENCE NUMBER AL100005494

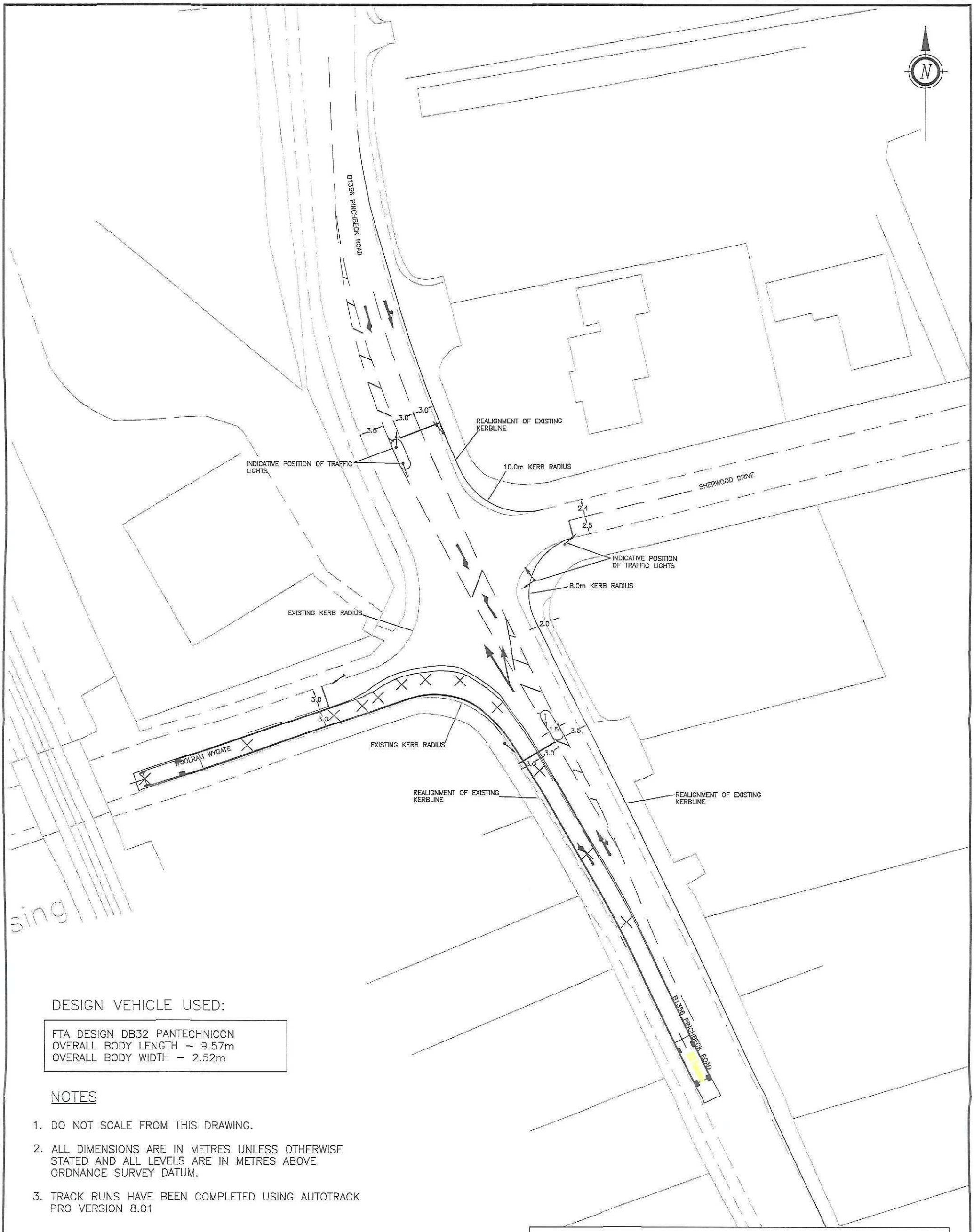
REV	AMENDMENT DETAILS	DRAWN	APPROVED	DATE

PROJECT: WYGATE PARK	DESIGNED AND DRAWN BY: RD	SCALE: 1:500
	APPROVED BY:	CHECKED BY: PP
DRAWING TITLE: REVISED JUNCTION LAYOUT FTA DB32 PANTECHNICON VEHICLE	DRAWING STATUS:	DATE: 15.09.09
	CAD REFERENCE FILE NUMBER: 11090_03_023_	
CLIENT: BROADGATE HOMES	DRAWING NUMBER: 11090/03/23	REVISION:

T A Millard East Anglia Limited
The Atrium Merchant's Court St George's Street Norwich NR3 1AB
telephone 01603 610916 facsimile 01603 620631 email norwich@tamillard.co.uk
www.tamillard.co.uk

Millard Consulting
offices at Perth, Ipswich, Sevenoaks and Nuneaton

ORIGINAL SHEET SIZE A3V



DESIGN VEHICLE USED:

FTA DESIGN DB32 PANTECHNICON
OVERALL BODY LENGTH – 9.57m
OVERALL BODY WIDTH – 2.52m

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM.
3. TRACK RUNS HAVE BEEN COMPLETED USING AUTOTRACK PRO VERSION 8.01

© CROWN COPYRIGHT. ALL RIGHTS RESERVED. T A MILLARD Ltd LICENCE NUMBER AL100005494

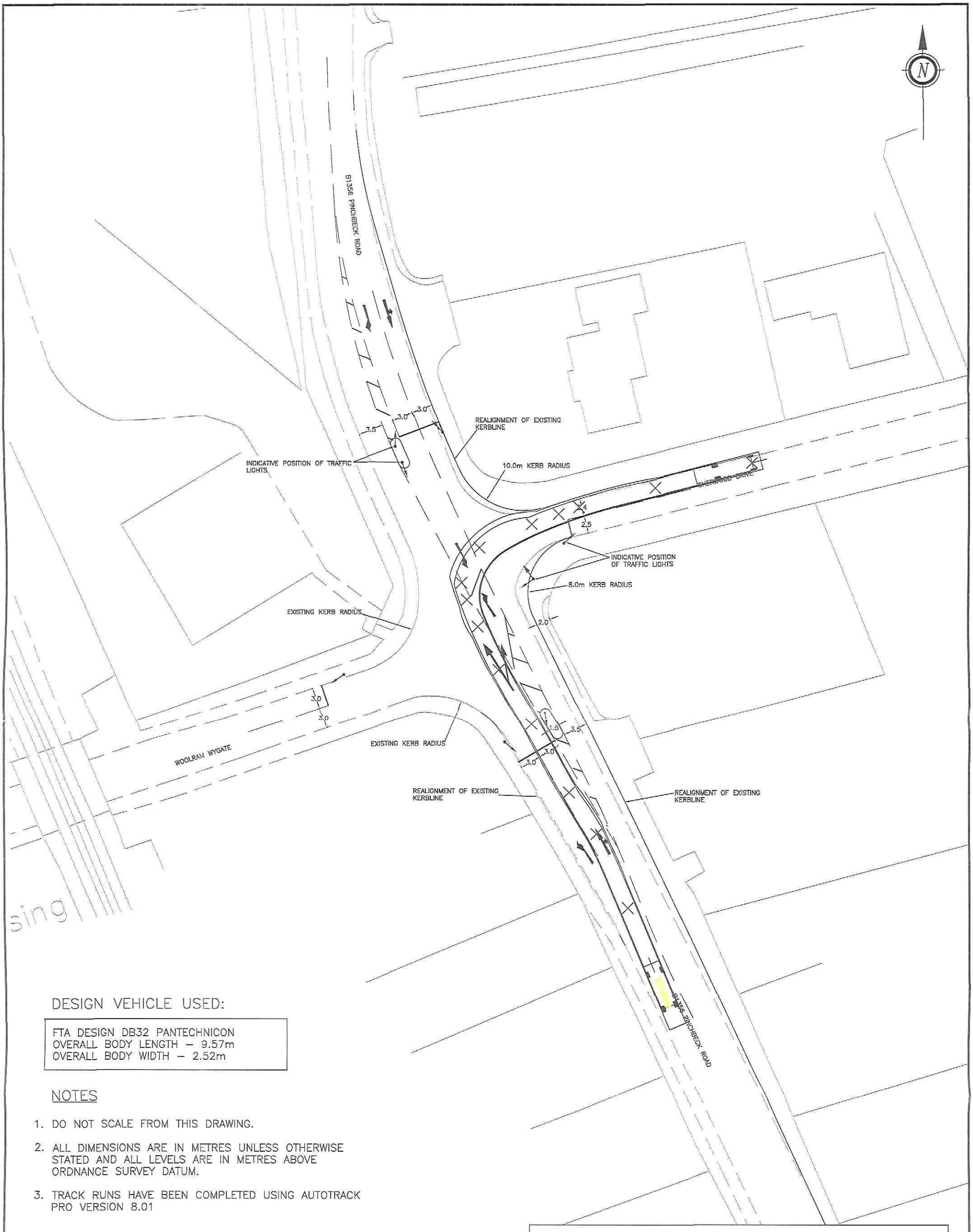
REV	AMENDMENT DETAILS	DRAWN	APPROVED	DATE

PROJECT: WYGATE PARK	DESIGNED AND DRAWN BY: RD; APPROVED BY: ; CHECKED BY: PP	SCALE: 1:500
DRAWING TITLE: REVISED JUNCTION LAYOUT FTA DB32 PANTECHNICON VEHICLE	DRAWING STATUS:	DATE: 15.09.09
	CAD REFERENCE FILE NUMBER: 11090_03_024_	
CLIENT: BROADGATE HOMES	DRAWING NUMBER: 11090/03/24	REVISION:

T A Millard East Anglia Limited
The Atrium Merchant's Court St George's Street Norwich NR3 1AB
telephone 01603 610916 facsimile 01603 620631 email norwich@tamillard.co.uk
www.tamillard.co.uk

Millard Consulting
offices at Perth, Ipswich, Sevenoaks and Nuneaton

ORIGINAL SHEET SIZE A3V



DESIGN VEHICLE USED:

FTA DESIGN DB32 PANTECHNICON
OVERALL BODY LENGTH – 9.57m
OVERALL BODY WIDTH – 2.52m

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM.
3. TRACK RUNS HAVE BEEN COMPLETED USING AUTOTRACK PRO VERSION 8.01

© CROWN COPYRIGHT. ALL RIGHTS RESERVED. T A MILLARD Ltd LICENCE NUMBER AL100005494

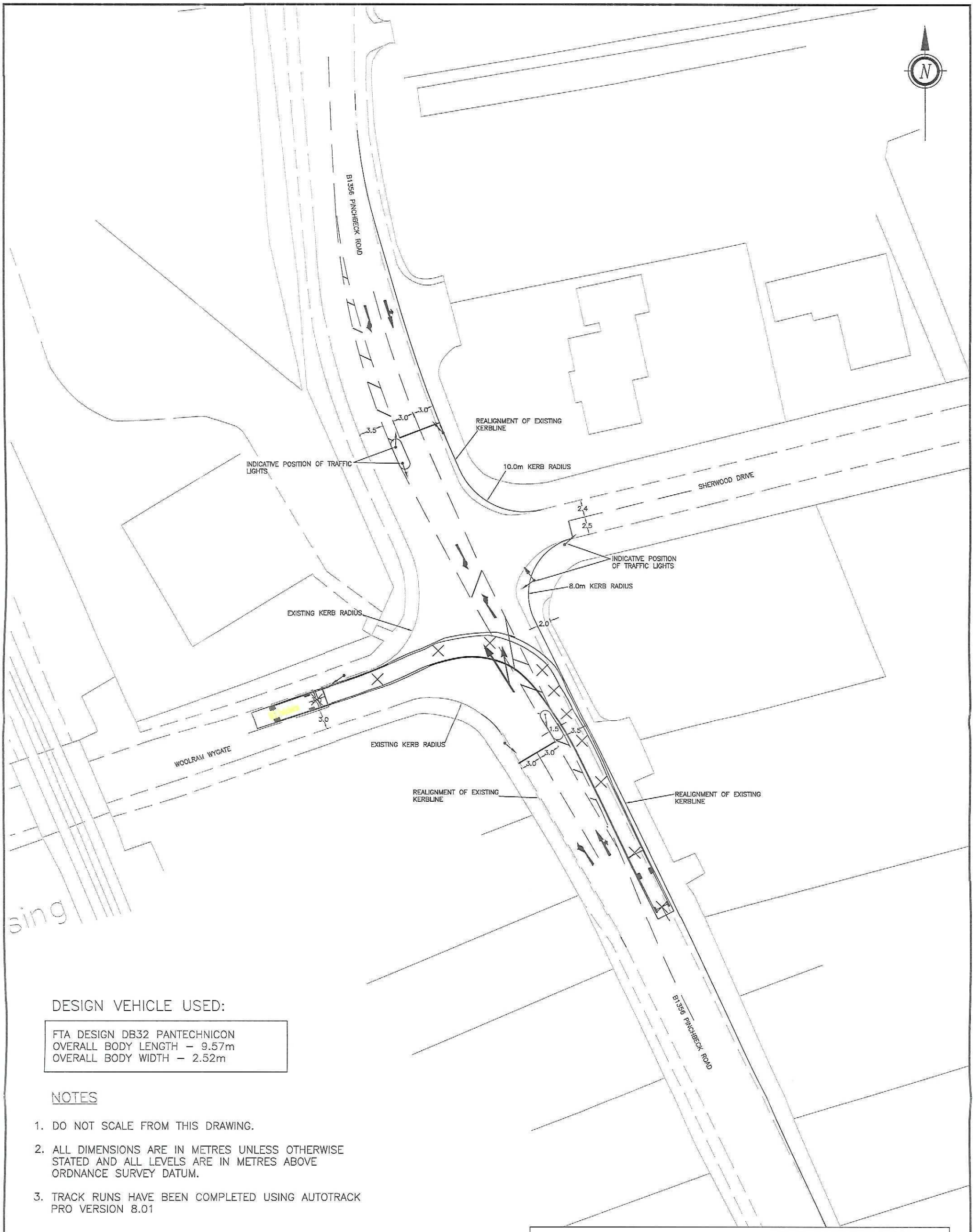
REV	AMENDMENT DETAILS	DRAWN	APPROVED	DATE

PROJECT: WYGATE PARK	DESIGNED AND DRAWN BY: RD; APPROVED BY: ; CHECKED BY: PP	SCALE: 1:500
DRAWING TITLE: REVISED JUNCTION LAYOUT FTA DB32 PANTECHNICON VEHICLE	DRAWING STATUS:	DATE: 15.09.09
	CAD REFERENCE FILE NUMBER: 11090_03_025_	
CLIENT: BROADGATE HOMES	DRAWING NUMBER: 11090/03/25	REVISION:

T A Millard East Anglia Limited
The Atrium Merchant's Court St George's Street Norwich NR3 1AB
telephone 01603 610916 facsimile 01603 620631 email norwich@tamillard.co.uk
www.tamillard.co.uk

Millard Consulting
offices at Perth, Ipswich, Sevenoaks and Nuneaton

ORIGINAL SHEET SIZE A3V



DESIGN VEHICLE USED:

FTA DESIGN DB32 PANTECHNICON
OVERALL BODY LENGTH – 9.57m
OVERALL BODY WIDTH – 2.52m

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM.
3. TRACK RUNS HAVE BEEN COMPLETED USING AUTOTRACK PRO VERSION 8.01

© CROWN COPYRIGHT. ALL RIGHTS RESERVED. T A MILLARD Ltd LICENCE NUMBER AL100005494

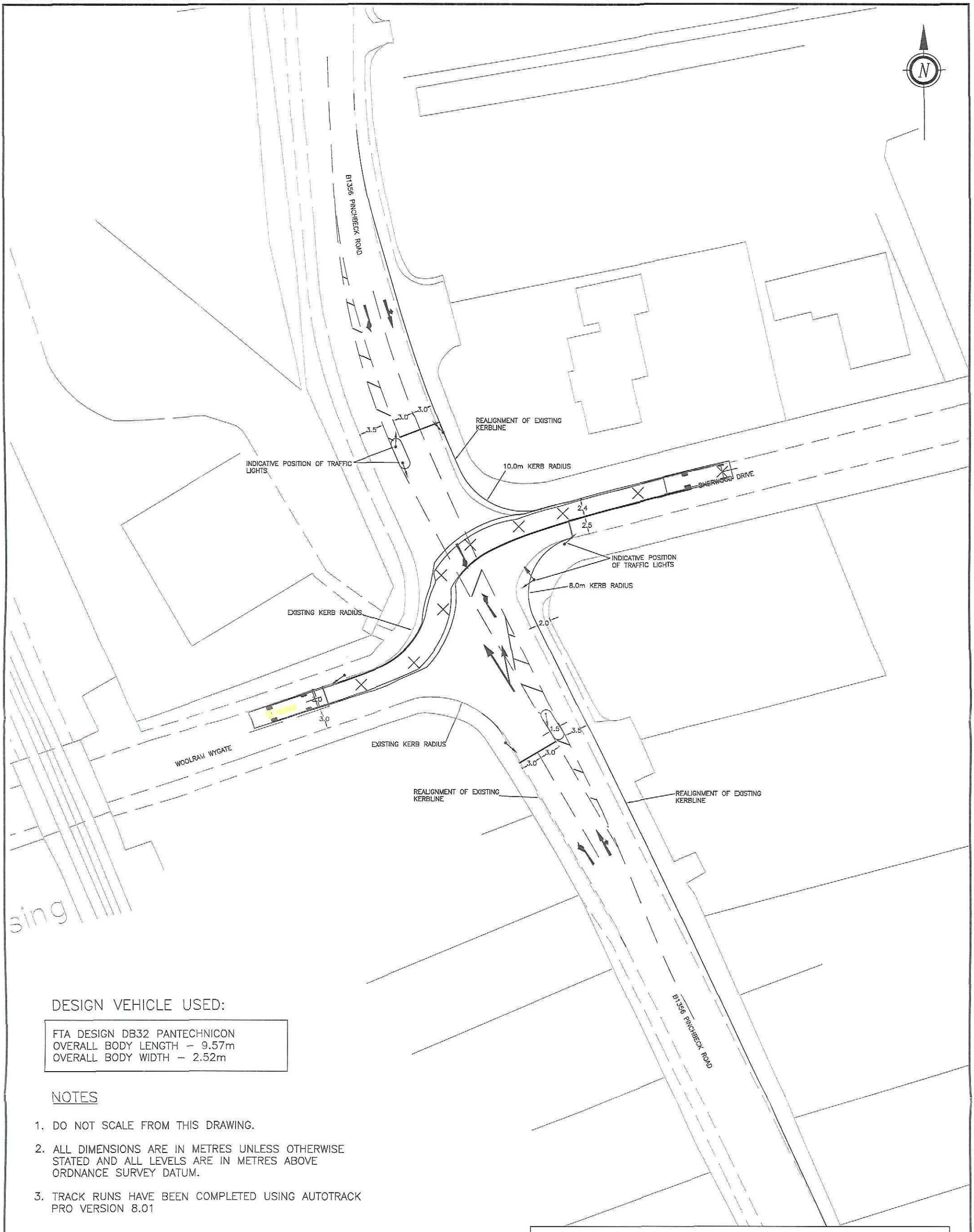
REV	AMENDMENT DETAILS	DRAWN	APPROVED	DATE

PROJECT: WYGATE PARK	DESIGNED AND DRAWN BY: RD; APPROVED BY: ; CHECKED BY: PP	SCALE: 1:500
DRAWING TITLE: REVISED JUNCTION LAYOUT FTA DB32 PANTECHNICON VEHICLE	DRAWING STATUS:	DATE: 15.09.09
	CAD REFERENCE FILE NUMBER: 11090_03_026_	
CLIENT: BROADGATE HOMES	DRAWING NUMBER: 11090/03/26	REVISION:

T A Millard East Anglia Limited
The Atrium Merchant's Court St George's Street Norwich NR3 1AB
telephone 01603 610916 facsimile 01603 620631 email norwich@tamillard.co.uk
www.tamillard.co.uk

Millard Consulting
offices at Perth, Ipswich, Sevenoaks and Nuneaton

ORIGINAL SHEET SIZE A3V



DESIGN VEHICLE USED:

FTA DESIGN DB32 PANTECHNICON
OVERALL BODY LENGTH – 9.57m
OVERALL BODY WIDTH – 2.52m

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM.
3. TRACK RUNS HAVE BEEN COMPLETED USING AUTOTRACK PRO VERSION 8.01

© CROWN COPYRIGHT. ALL RIGHTS RESERVED. T A MILLARD Ltd LICENCE NUMBER AL100005494

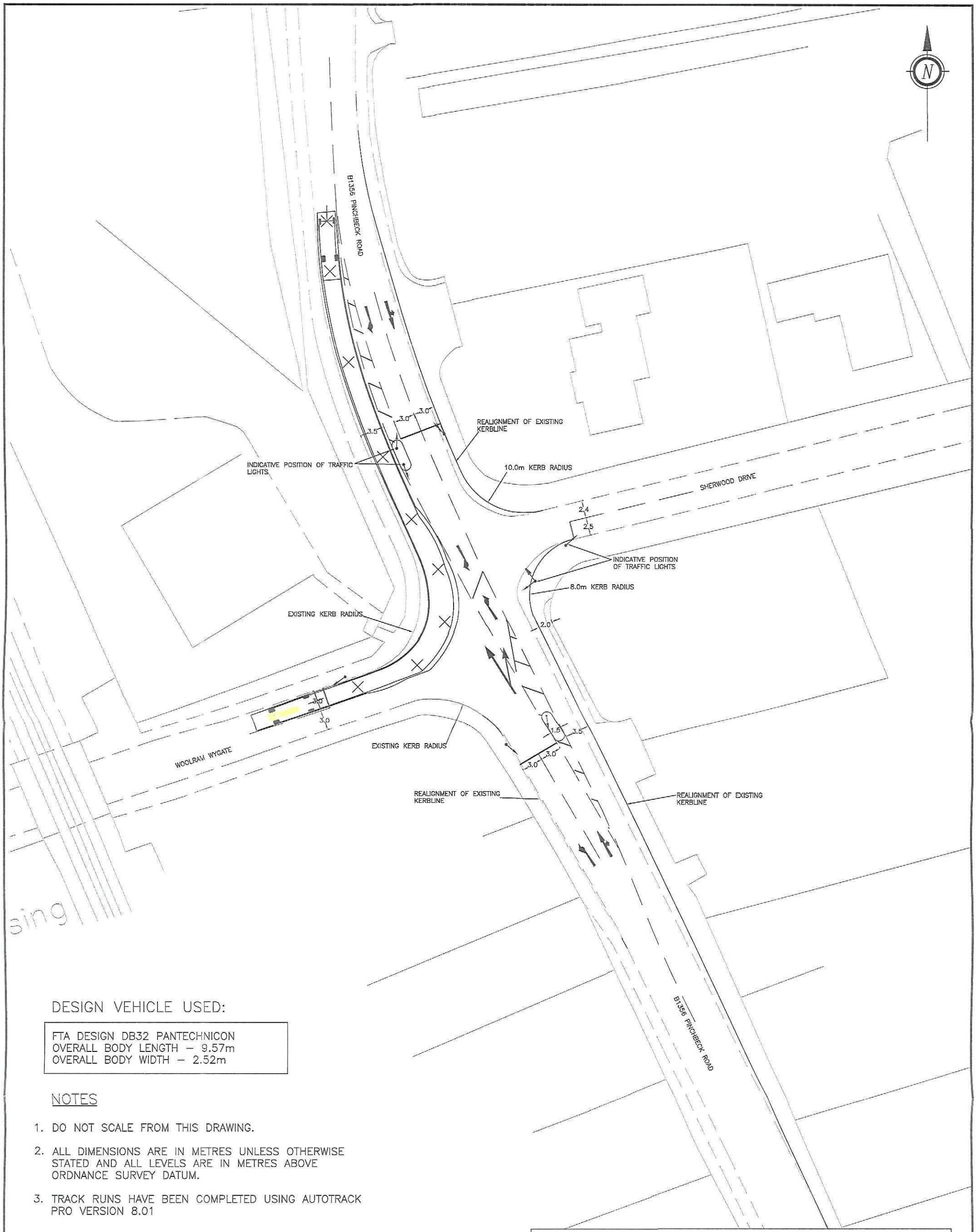
REV	AMENDMENT DETAILS	DRAWN	APPROVED	DATE

PROJECT: WYGATE PARK	DESIGNED AND DRAWN BY: RD; APPROVED BY: ; CHECKED BY: PP	SCALE: 1:500
DRAWING TITLE: REVISED JUNCTION LAYOUT FTA DB32 PANTECHNICON VEHICLE	DRAWING STATUS:	DATE: 15.09.09
	CAD REFERENCE FILE NUMBER: 11090_03_027_	
CLIENT: BROADGATE HOMES	DRAWING NUMBER: 11090/03/27	REVISION:

T A Millard East Anglia Limited
The Atrium Merchant's Court St George's Street Norwich NR3 1AB
telephone 01603 610916 facsimile 01603 620631 email norwich@tamillard.co.uk
www.tamillard.co.uk

Millard Consulting
offices at Perth, Ipswich, Sevenoaks and Nuneaton

ORIGINAL SHEET SIZE A3V



DESIGN VEHICLE USED:

FTA DESIGN DB32 PANTECHNICON
OVERALL BODY LENGTH – 9.57m
OVERALL BODY WIDTH – 2.52m

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM.
3. TRACK RUNS HAVE BEEN COMPLETED USING AUTOTRACK PRO VERSION 8.01

© CROWN COPYRIGHT. ALL RIGHTS RESERVED. T A MILLARD Ltd LICENCE NUMBER AL100005494

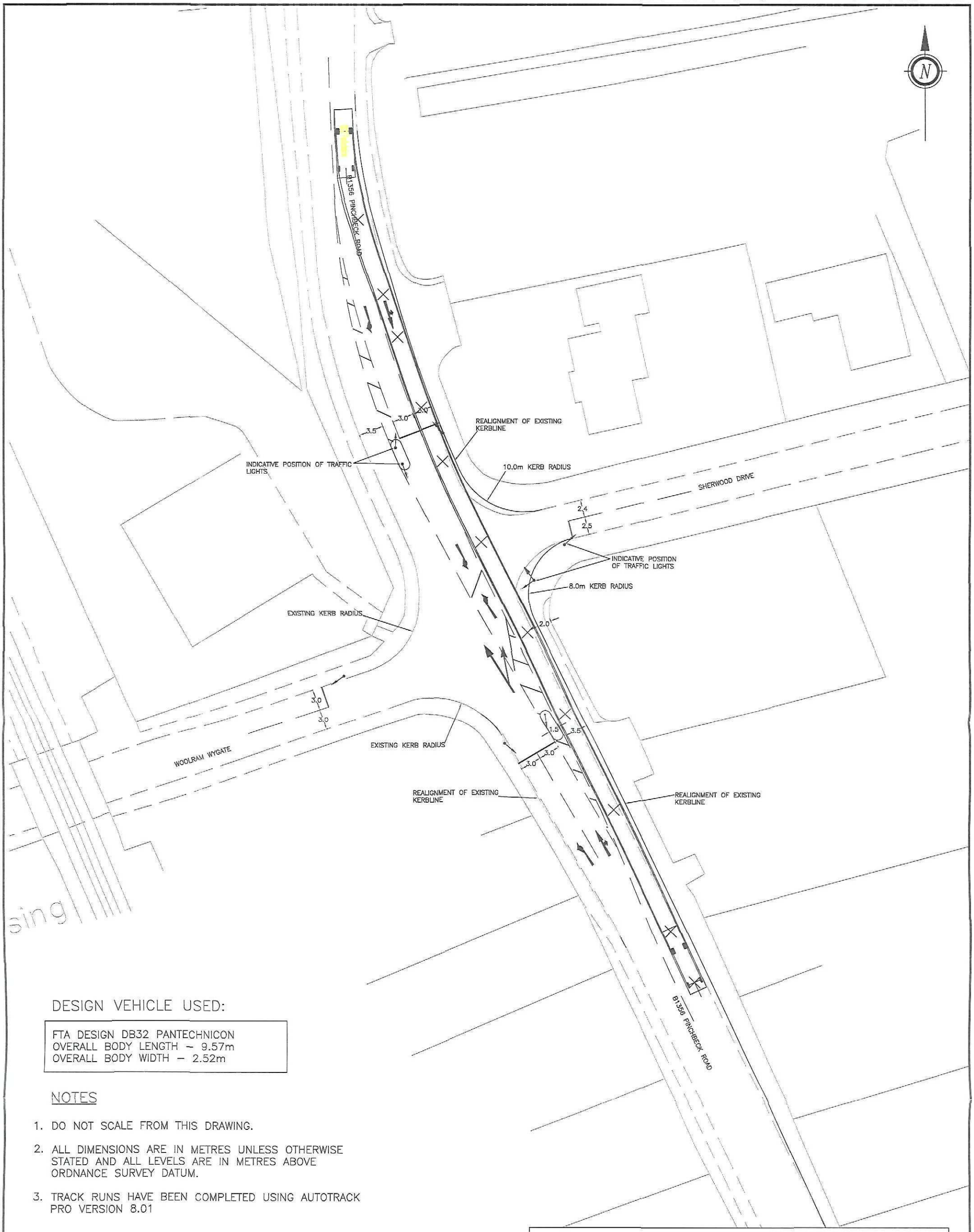
REV	AMENDMENT DETAILS	DRAWN	APPROVED	DATE

PROJECT: WYGATE PARK	DESIGNED AND DRAWN BY: RD; APPROVED BY: ; CHECKED BY: PP	SCALE: 1:500
DRAWING TITLE: REVISED JUNCTION LAYOUT FTA DB32 PANTECHNICON VEHICLE	DRAWING STATUS:	DATE: 15.09.09
	CAD REFERENCE FILE NUMBER: 11090_03_028_	
CLIENT: BROADGATE HOMES	DRAWING NUMBER: 11090/03/28	REVISION:

T A Millard East Anglia Limited
The Atrium Merchant's Court St George's Street Norwich NR3 1AB
telephone 01603 610916 facsimile 01603 620631 email norwich@tamillard.co.uk
www.tamillard.co.uk

Millard Consulting
offices at Perth, Ipswich, Sevenoaks and Nuneaton

ORIGINAL SHEET SIZE A3V



DESIGN VEHICLE USED:

FTA DESIGN DB32 PANTECHNICON
OVERALL BODY LENGTH – 9.57m
OVERALL BODY WIDTH – 2.52m

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM.
3. TRACK RUNS HAVE BEEN COMPLETED USING AUTOTRACK PRO VERSION 8.01

© CROWN COPYRIGHT. ALL RIGHTS RESERVED. T A MILLARD Ltd LICENCE NUMBER AL100005494

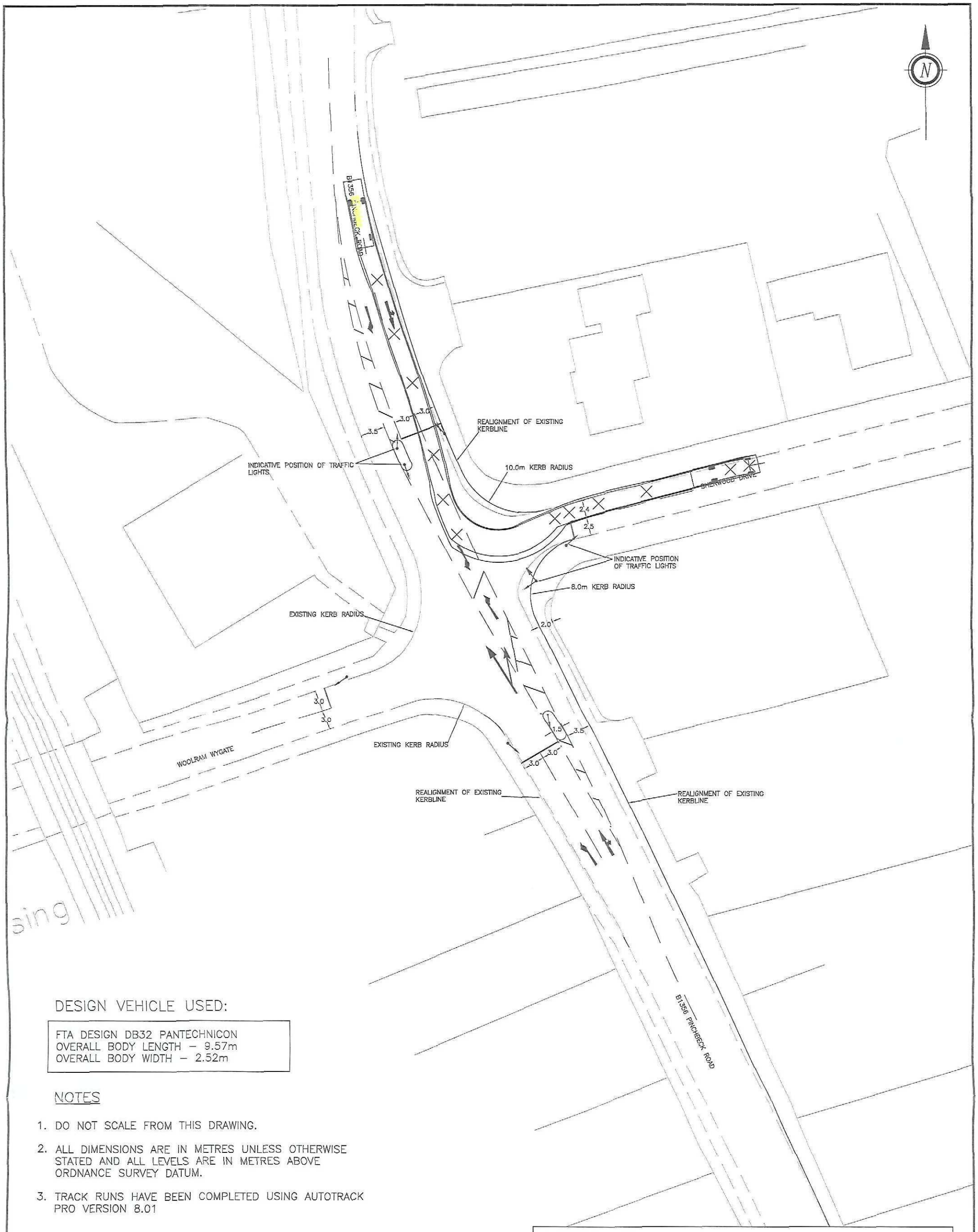
REV	AMENDMENT DETAILS	DRAWN	APPROVED	DATE

PROJECT: WYGATE PARK	DESIGNED AND DRAWN BY: RD	SCALE: 1:500
	APPROVED BY:	CHECKED BY: PP
DRAWING TITLE: REVISED JUNCTION LAYOUT FTA DB32 PANTECHNICON VEHICLE	DRAWING STATUS:	DATE: 15.09.09
	CAD REFERENCE FILE NUMBER: 11090_03_029_	
CLIENT: BROADGATE HOMES	DRAWING NUMBER: 11090/03/29	REVISION:

T A Millard East Anglia Limited
The Atrium Merchant's Court St George's Street Norwich NR3 1AB
telephone 01603 610916 facsimile 01603 620631 email norwich@tamillard.co.uk
www.tamillard.co.uk

Millard Consulting
offices at Perth, Ipswich, Sevenoaks and Nuneaton

ORIGINAL SHEET SIZE A3V



DESIGN VEHICLE USED:

FTA DESIGN DB32 PANTECHNICON
OVERALL BODY LENGTH – 9.57m
OVERALL BODY WIDTH – 2.52m

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM.
3. TRACK RUNS HAVE BEEN COMPLETED USING AUTOTRACK PRO VERSION 8.01

© CROWN COPYRIGHT. ALL RIGHTS RESERVED. T A MILLARD Ltd LICENCE NUMBER AL100005494

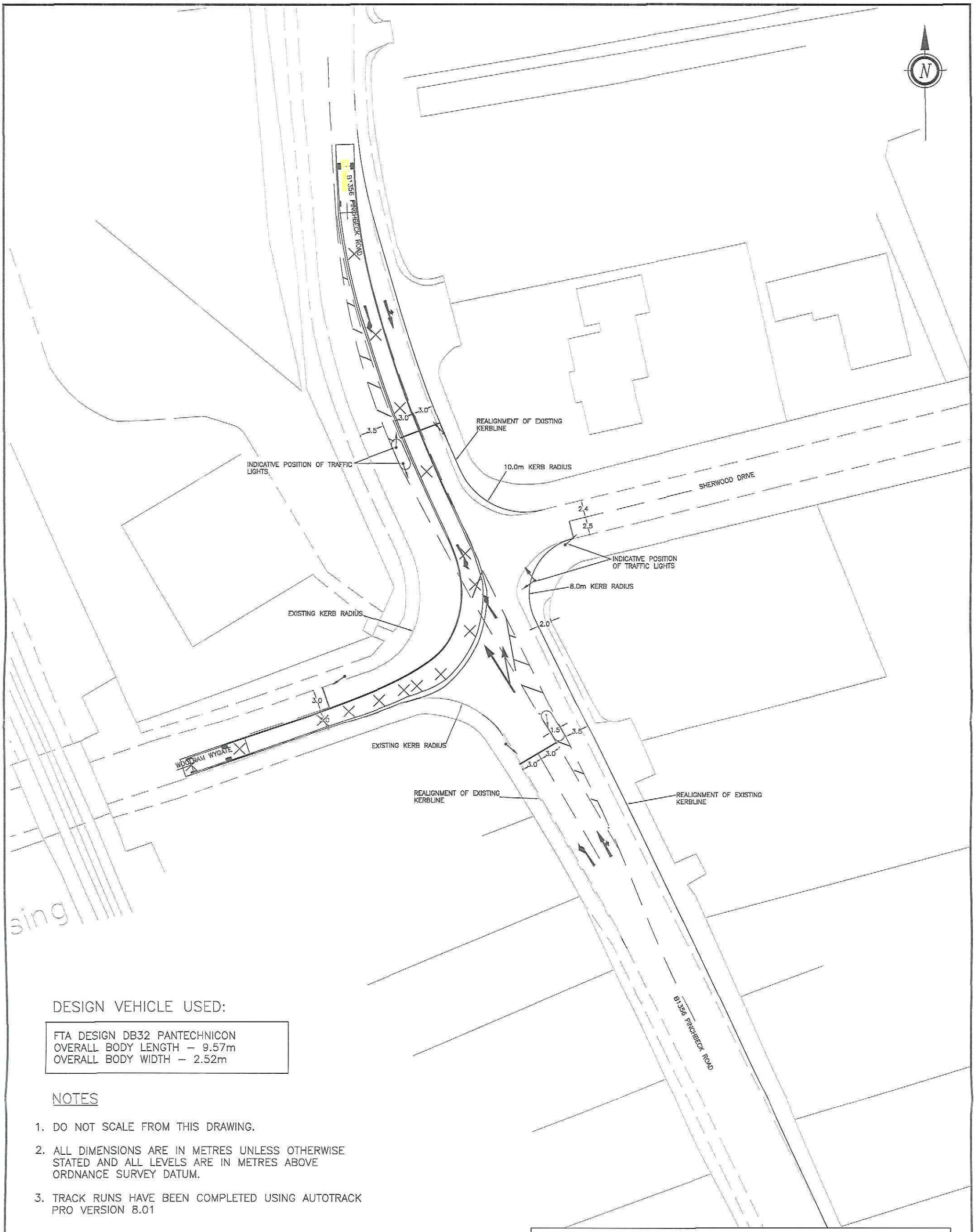
REV	AMENDMENT DETAILS	DRAWN	APPROVED	DATE

PROJECT: WYGATE PARK	DESIGNED AND DRAWN BY: RD; APPROVED BY: ; CHECKED BY: PP	SCALE: 1:500
DRAWING TITLE: REVISED JUNCTION LAYOUT FTA DB32 PANTECHNICON VEHICLE	DRAWING STATUS:	DATE: 15.09.09
	CAD REFERENCE FILE NUMBER: 11090_03_030_	
CLIENT: BROADGATE HOMES	DRAWING NUMBER: 11090/03/30	REVISION:

T A Millard East Anglia Limited
The Atrium Merchant's Court St George's Street Norwich NR3 1AB
telephone 01603 610916 facsimile 01603 620631 email norwich@tamillard.co.uk
www.tamillard.co.uk

Millard Consulting
offices at Perth, Ipswich, Sevenoaks and Nuneaton

ORIGINAL SHEET SIZE A3V



DESIGN VEHICLE USED:

FTA DESIGN DB32 PANTECHNICON
OVERALL BODY LENGTH – 9.57m
OVERALL BODY WIDTH – 2.52m

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM.
3. TRACK RUNS HAVE BEEN COMPLETED USING AUTOTRACK PRO VERSION 8.01

© CROWN COPYRIGHT. ALL RIGHTS RESERVED. T A MILLARD Ltd LICENCE NUMBER AL100005494

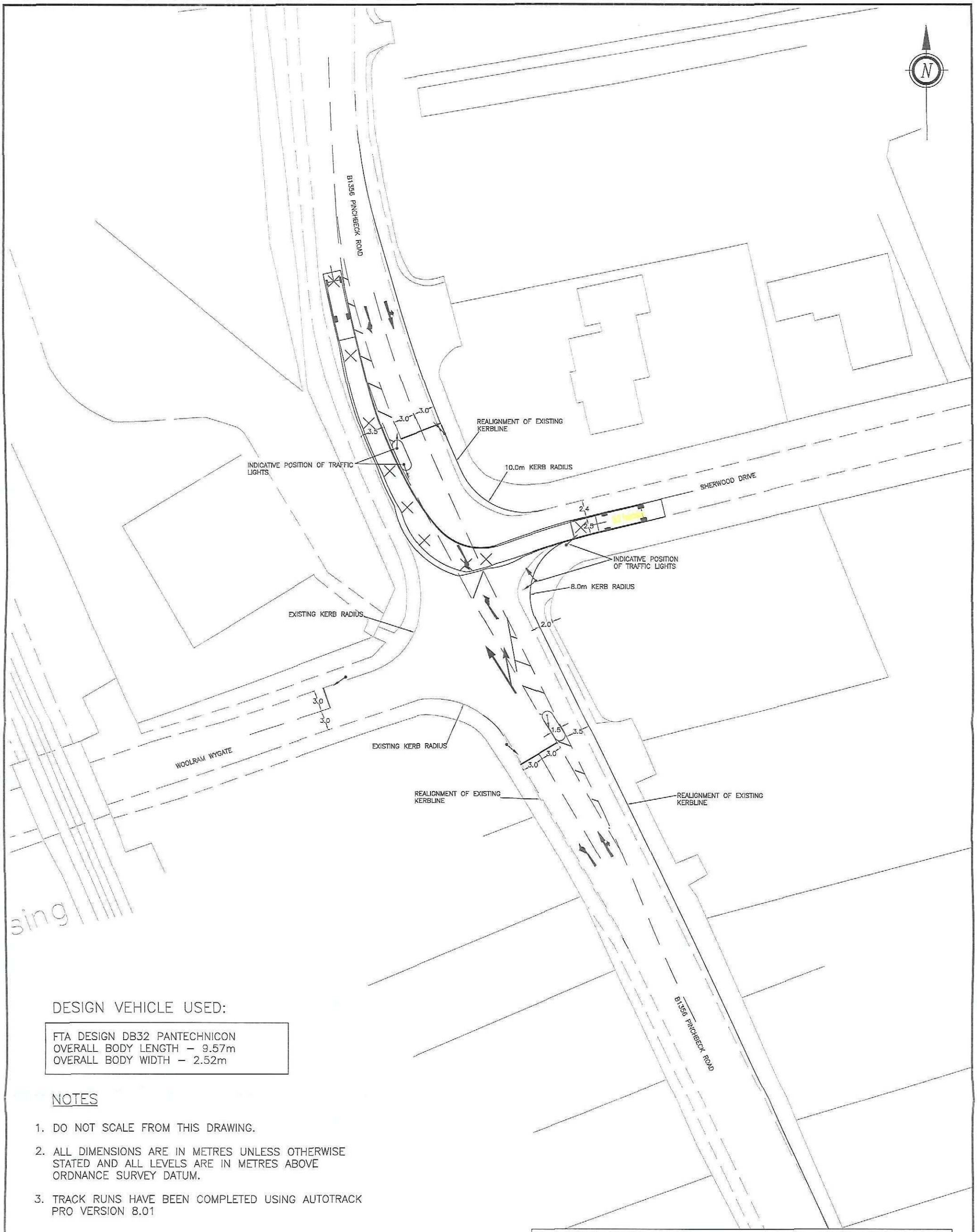
REV	AMENDMENT DETAILS	DRAWN	APPROVED	DATE

PROJECT: WYGATE PARK	DESIGNED AND DRAWN BY: RD; APPROVED BY: ; CHECKED BY: PP	SCALE: 1:500
DRAWING TITLE: REVISED JUNCTION LAYOUT FTA DB32 PANTECHNICON VEHICLE	DRAWING STATUS:	DATE: 15.09.09
	CAD REFERENCE FILE NUMBER: 11090_03_031_	
CLIENT: BROADGATE HOMES	DRAWING NUMBER: 11090/03/31	REVISION:

T A Millard East Anglia Limited
The Atrium Merchant's Court St George's Street Norwich NR3 1AB
telephone 01603 610916 facsimile 01603 620631 email norwich@tamillard.co.uk
www.tamillard.co.uk

Millard Consulting
offices at Perth, Ipswich, Sevenoaks and Nuneaton

ORIGINAL SHEET SIZE A3V



DESIGN VEHICLE USED:

FTA DESIGN DB32 PANTECHNICON
OVERALL BODY LENGTH – 9.57m
OVERALL BODY WIDTH – 2.52m

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM.
3. TRACK RUNS HAVE BEEN COMPLETED USING AUTOTRACK PRO VERSION 8.01

© CROWN COPYRIGHT. ALL RIGHTS RESERVED. T A MILLARD Ltd LICENCE NUMBER AL100005494

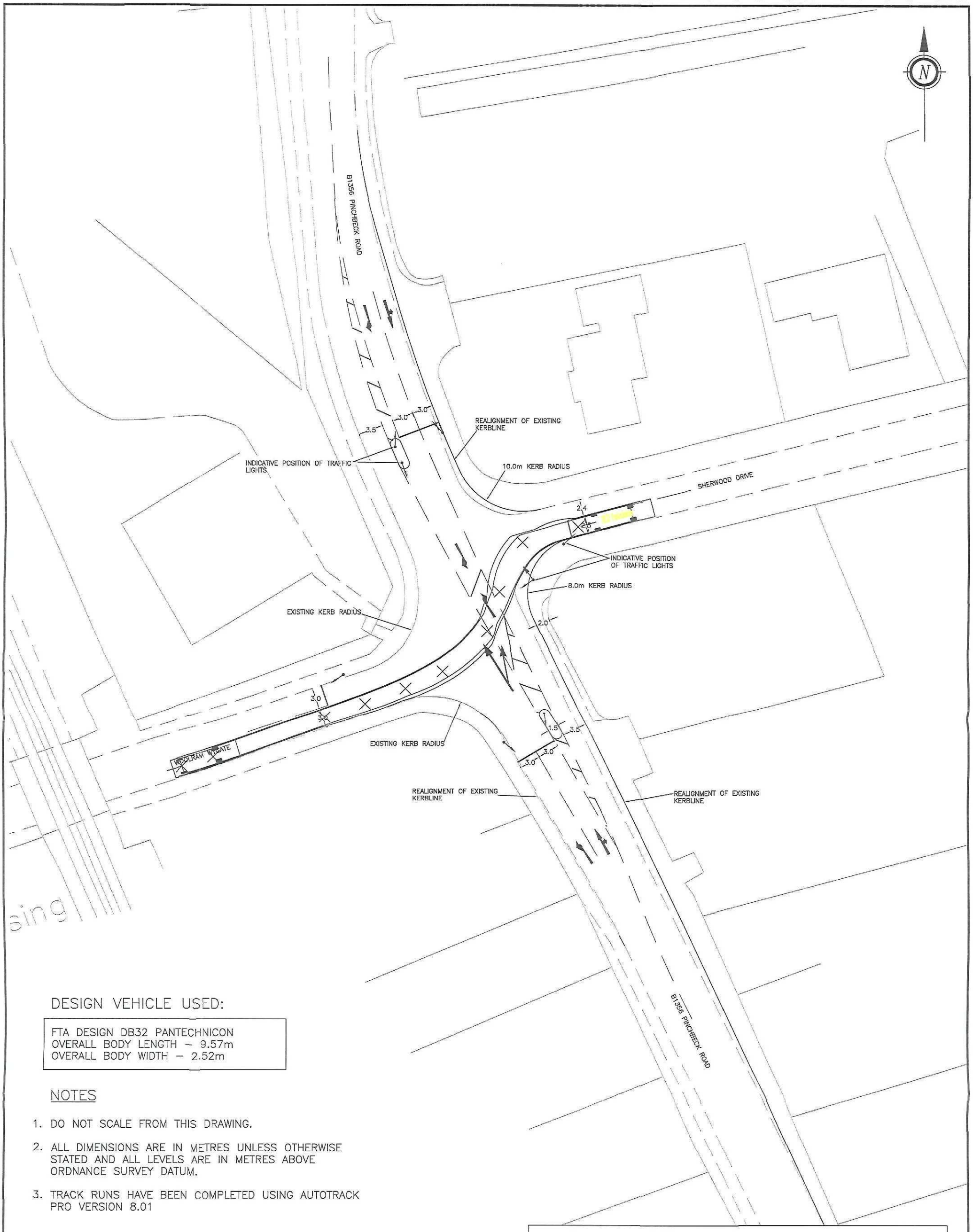
REV	AMENDMENT DETAILS	DRAWN	APPROVED	DATE

PROJECT: WYGATE PARK	DESIGNED AND DRAWN BY: RD; APPROVED BY: ; CHECKED BY: PP	SCALE: 1:500
DRAWING TITLE: REVISED JUNCTION LAYOUT FTA DB32 PANTECHNICON VEHICLE	DRAWING STATUS:	DATE: 15.09.09
	CAD REFERENCE FILE NUMBER: 11090_03_032_	
CLIENT: BROADGATE HOMES	DRAWING NUMBER: 11090/03/32	REVISION:

T A Millard East Anglia Limited
The Atrium Merchant's Court St George's Street Norwich NR3 1AB
telephone 01603 610916 facsimile 01603 620631 email norwich@tamillard.co.uk
www.tamillard.co.uk

Millard Consulting
offices at Perth, Ipswich, Sevenoaks and Nuneaton

ORIGINAL SHEET SIZE A3V



DESIGN VEHICLE USED:

FTA DESIGN DB32 PANTECHNICON
OVERALL BODY LENGTH – 9.57m
OVERALL BODY WIDTH – 2.52m

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM.
3. TRACK RUNS HAVE BEEN COMPLETED USING AUTOTRACK PRO VERSION 8.01

© CROWN COPYRIGHT. ALL RIGHTS RESERVED. T A MILLARD Ltd LICENCE NUMBER AL100005494

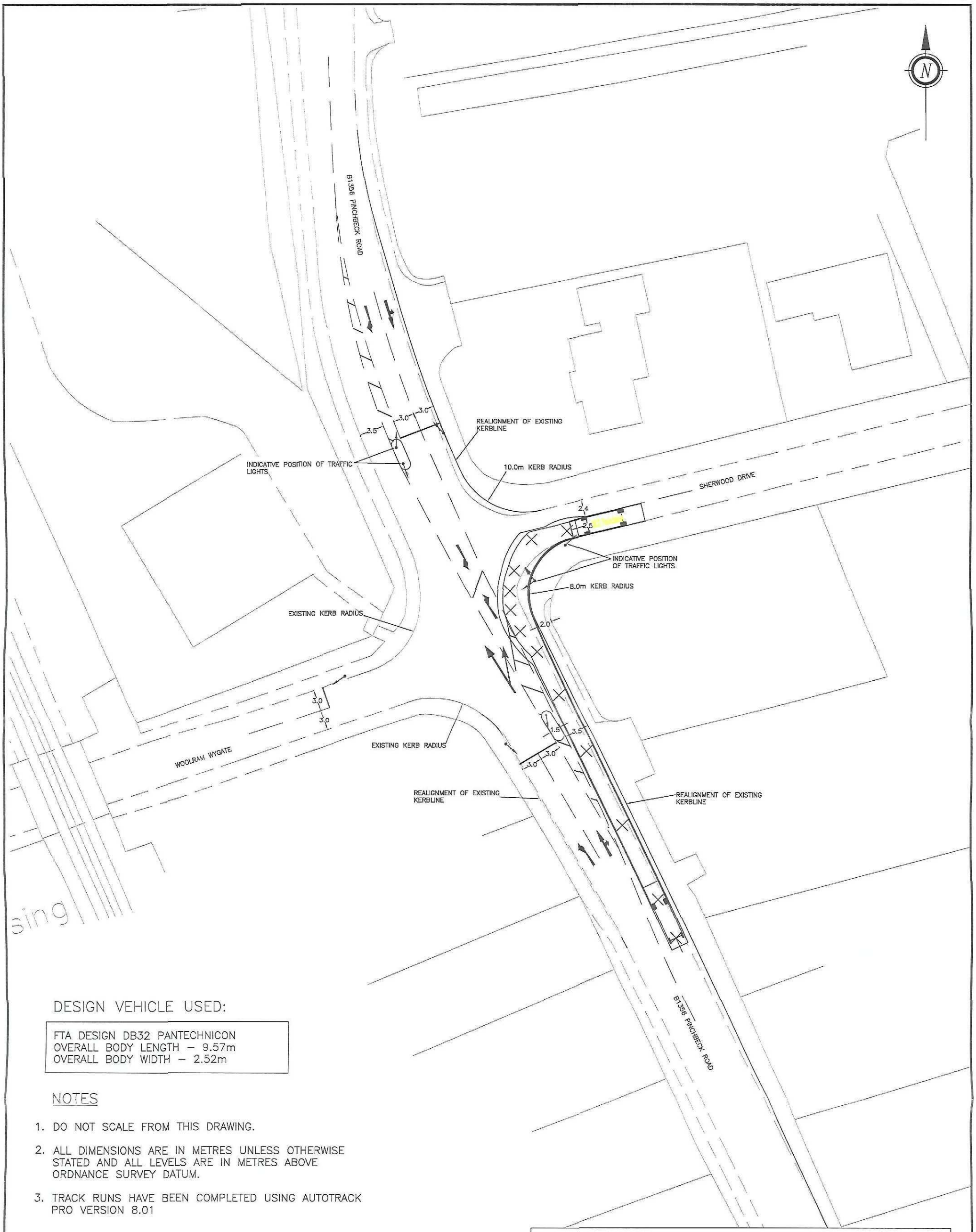
REV	AMENDMENT DETAILS	DRAWN	APPROVED	DATE

PROJECT: WYGATE PARK	DESIGNED AND DRAWN BY: RD APPROVED BY: / CHECKED BY: PP	SCALE: 1:500
DRAWING TITLE: REVISED JUNCTION LAYOUT FTA DB32 PANTECHNICON VEHICLE	DRAWING STATUS	DATE: 15.09.09
	CAD REFERENCE FILE NUMBER: 11090_03_033_	
CLIENT: BROADGATE HOMES	DRAWING NUMBER: 11090/03/33	REVISION

T A Millard East Anglia Limited
The Atrium Merchant's Court St George's Street Norwich NR3 1AB
telephone 01603 610916 facsimile 01603 620631 email norwich@tamillard.co.uk
www.tamillard.co.uk

Millard Consulting
offices at Perth, Ipswich, Sevenoaks and Nuneaton

ORIGINAL SHEET SIZE A3V



DESIGN VEHICLE USED:

FTA DESIGN DB32 PANTECHNICON
OVERALL BODY LENGTH – 9.57m
OVERALL BODY WIDTH – 2.52m

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM.
3. TRACK RUNS HAVE BEEN COMPLETED USING AUTOTRACK PRO VERSION 8.01

© CROWN COPYRIGHT. ALL RIGHTS RESERVED. T A MILLARD Ltd LICENCE NUMBER AL100005494

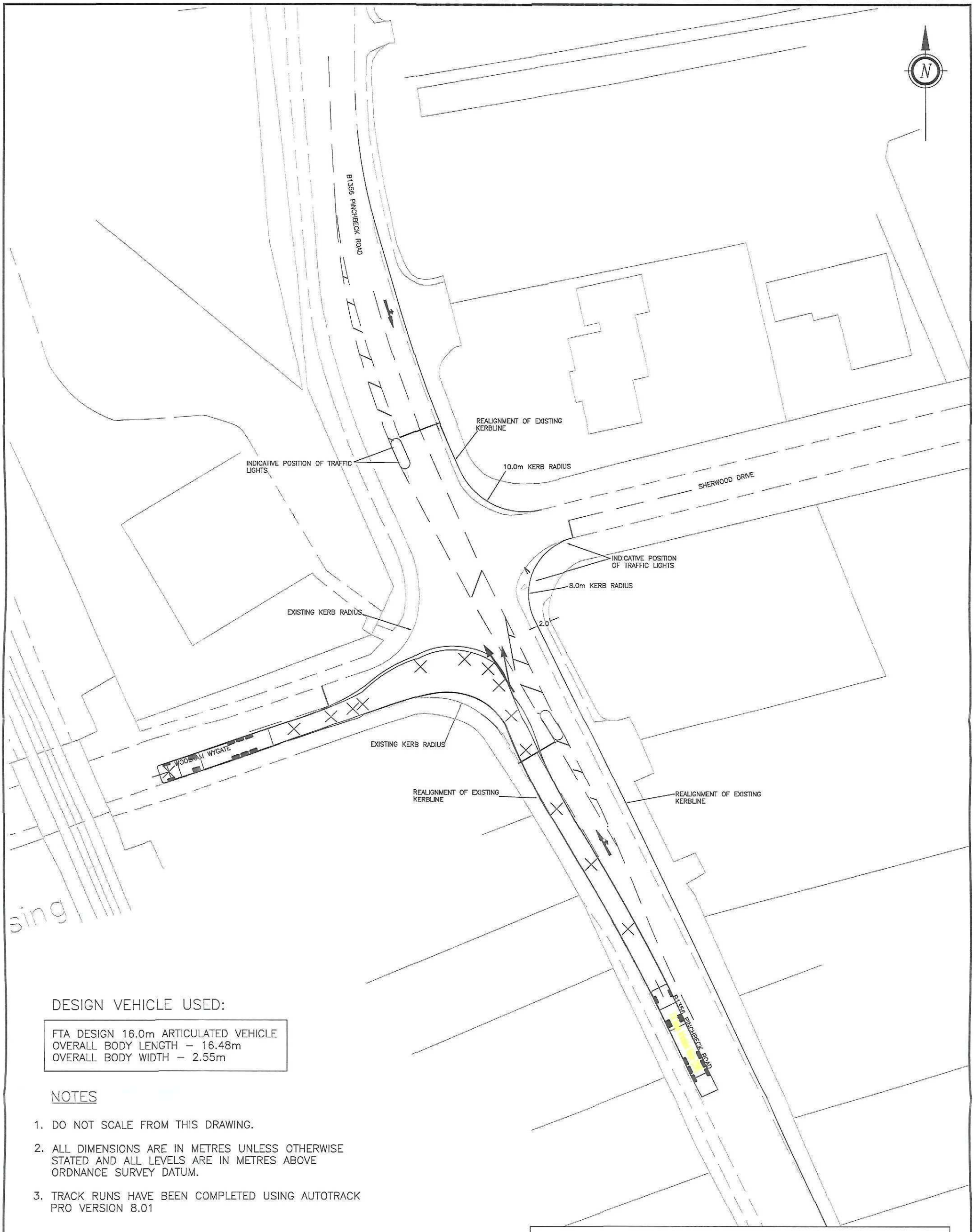
REV	AMENDMENT DETAILS	DRAWN	APPROVED	DATE

PROJECT: WYGATE PARK	DESIGNED AND DRAWN BY: RD	APPROVED BY:	CHECKED BY: PP	SCALE: 1:500
DRAWING TITLE: REVISED JUNCTION LAYOUT FTA DB32 PANTECHNICON VEHICLE	DRAWING STATUS:		DATE: 15.09.09	
	CAD REFERENCE FILE NUMBER: 11090_03_034_			
CLIENT: BROADGATE HOMES	DRAWING NUMBER: 11090/03/34		REVISION:	

T A Millard East Anglia Limited
The Atrium Merchant's Court St George's Street Norwich NR3 1AB
telephone 01603 610916 facsimile 01603 620631 email norwich@tamillard.co.uk
www.tamillard.co.uk

Millard Consulting
offices at Perth, Ipswich, Sevenoaks and Nuneaton

ORIGINAL SHEET SIZE A3V



DESIGN VEHICLE USED:

FTA DESIGN 16.0m ARTICULATED VEHICLE
OVERALL BODY LENGTH – 16.48m
OVERALL BODY WIDTH – 2.55m

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM.
3. TRACK RUNS HAVE BEEN COMPLETED USING AUTOTRACK PRO VERSION 8.01

© CROWN COPYRIGHT. ALL RIGHTS RESERVED. T A MILLARD Ltd LICENCE NUMBER AL100005494

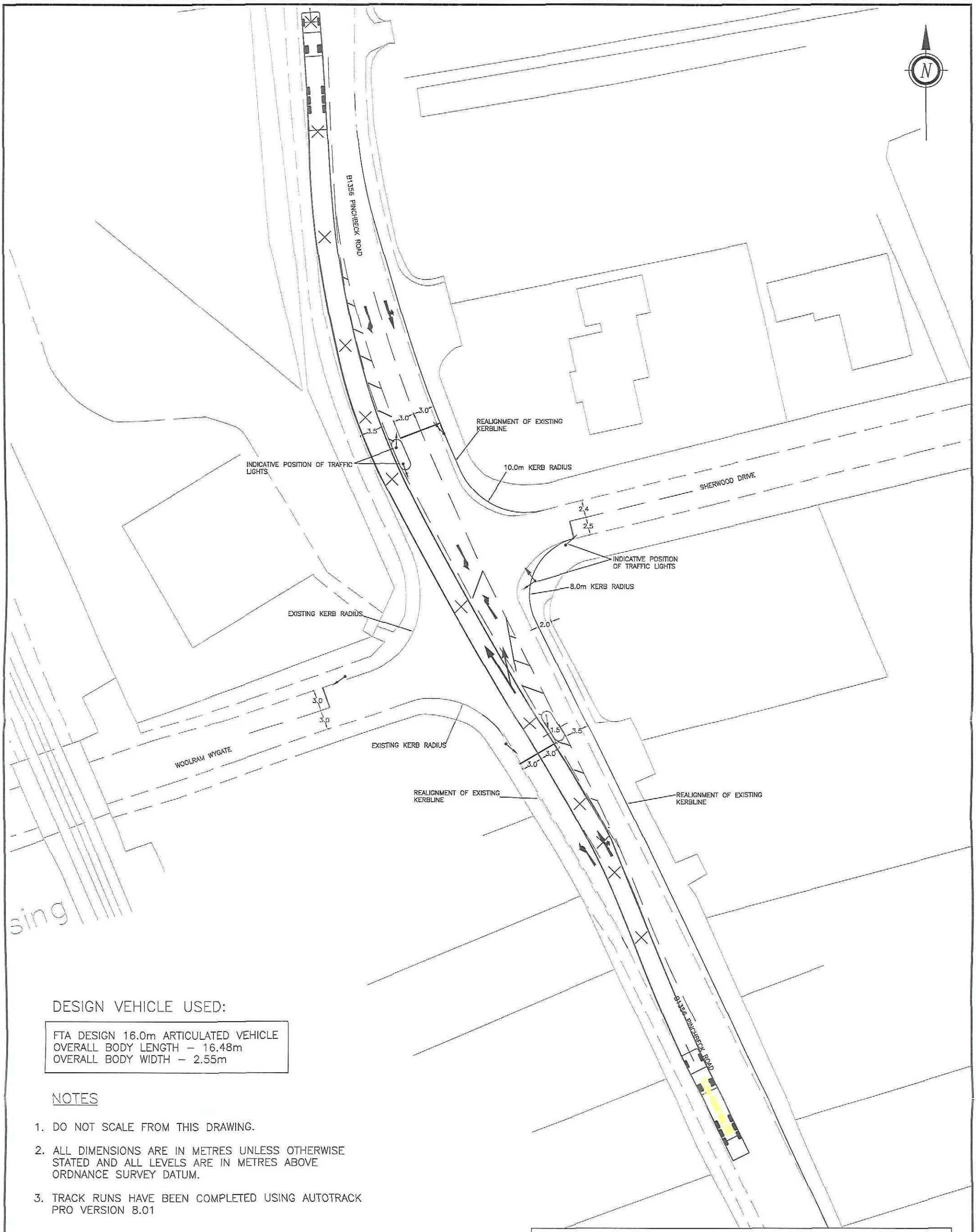
REV	AMENDMENT DETAILS	DRAWN	APPROVED	DATE

PROJECT: WYGATE PARK	DESIGNED AND DRAWN BY: RD; APPROVED BY: ; CHECKED BY: PP	SCALE: 1:500
DRAWING TITLE: REVISED JUNCTION LAYOUT FTA 16.0m ARTICULATED VEHICLE	DRAWING STATUS:	DATE: 15.09.09
	CAD REFERENCE FILE NUMBER: 11090_03_035_	
CLIENT: BROADGATE HOMES	DRAWING NUMBER: 11090/03/35	REVISION:

T A Millard East Anglia Limited
The Atrium Merchant's Court St George's Street Norwich NR3 1AB
telephone 01603 610916 facsimile 01603 620631 email norwich@tamillard.co.uk
www.tamillard.co.uk

Millard Consulting
offices at Perth, Ipswich, Sevenoaks and Nuneaton

ORIGINAL SHEET SIZE A3V



DESIGN VEHICLE USED:

FTA DESIGN 16.0m ARTICULATED VEHICLE
OVERALL BODY LENGTH – 16.48m
OVERALL BODY WIDTH – 2.55m

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM.
3. TRACK RUNS HAVE BEEN COMPLETED USING AUTOTRACK PRO VERSION 8.01

© CROWN COPYRIGHT. ALL RIGHTS RESERVED. T A MILLARD Ltd LICENCE NUMBER AL100005494

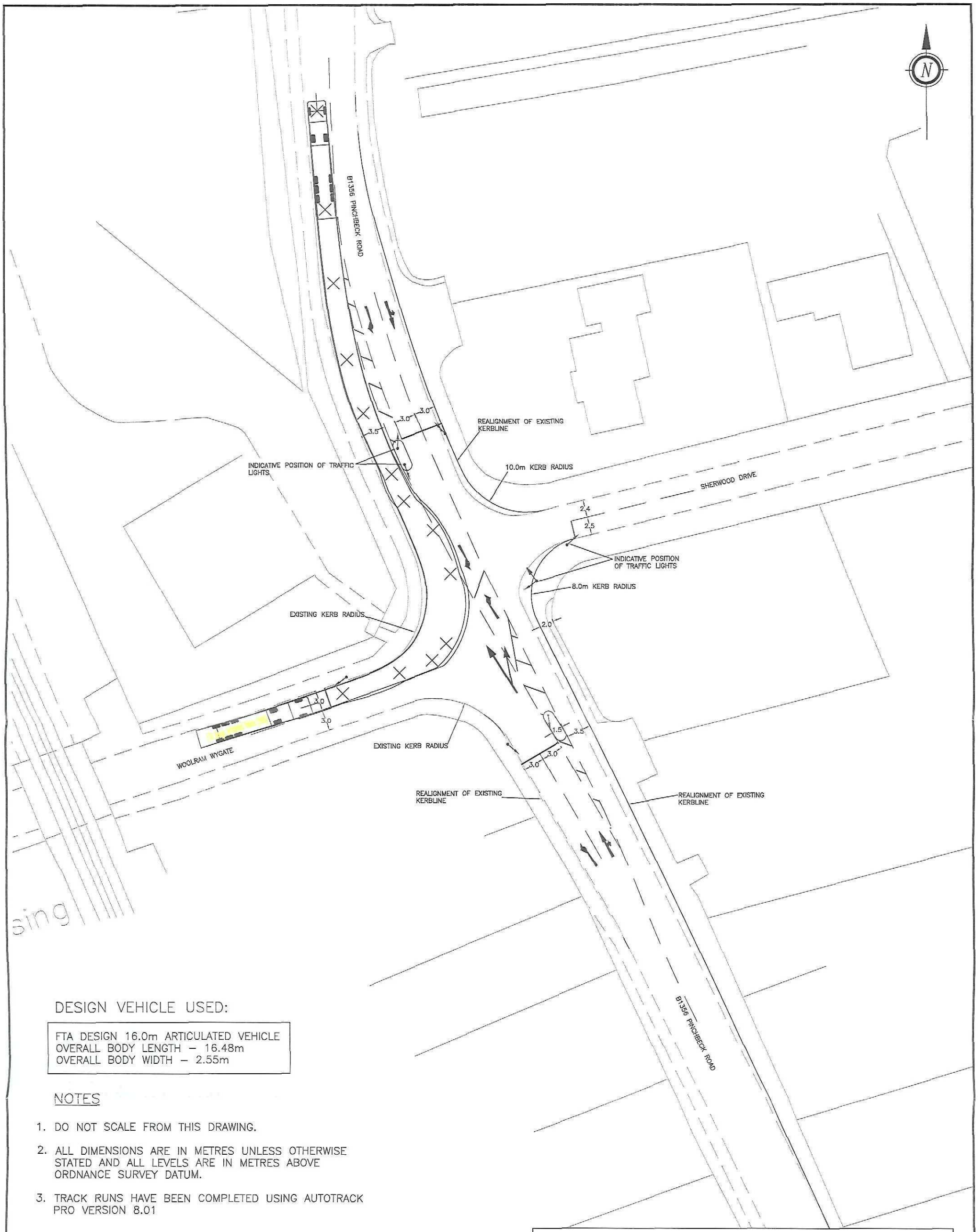
REV	AMENDMENT DETAILS	DRAWN	APPROVED	DATE

PROJECT: WYGATE PARK	DESIGNED AND DRAWN BY: RD	SCALE: 1:500
	APPROVED BY: / CHECKED BY: PP	
DRAWING TITLE: REVISED JUNCTION LAYOUT FTA 16.0m ARTICULATED VEHICLE	DRAWING STATUS:	DATE: 15.09.09
	CAD REFERENCE FILE NUMBER: 11090_03_036_	
CLIENT: BROADGATE HOMES	DRAWING NUMBER: 11090/03/36	REVISION:

T A Millard East Anglia Limited
The Atrium Merchant's Court St George's Street Norwich NR3 1AB
telephone 01603 610916 facsimile 01603 620631 email norwich@tamillard.co.uk
www.tamillard.co.uk

Millard Consulting
offices at Perth, Ipswich, Sevenoaks and Nuneaton

ORIGINAL SHEET SIZE A3V



DESIGN VEHICLE USED:

FTA DESIGN 16.0m ARTICULATED VEHICLE
OVERALL BODY LENGTH – 16.48m
OVERALL BODY WIDTH – 2.55m

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM.
3. TRACK RUNS HAVE BEEN COMPLETED USING AUTOTRACK PRO VERSION 8.01

© CROWN COPYRIGHT. ALL RIGHTS RESERVED. T A MILLARD Ltd LICENCE NUMBER AL100005494

REV	AMENDMENT DETAILS	DRAWN	APPROVED	DATE

PROJECT: WYGATE PARK	DESIGNED AND DRAWN BY: RD	APPROVED BY:	CHECKED BY: PP	SCALE: 1:500
DRAWING TITLE: REVISED JUNCTION LAYOUT FTA 16.0m ARTICULATED VEHICLE	DRAWING STATUS:		DATE: 15.09.09	
	CAD REFERENCE FILE NUMBER: 11090_03_037_			
CLIENT: BROADGATE HOMES	DRAWING NUMBER: 11090/03/37		REVISION:	

T A Millard East Anglia Limited
The Atrium Merchant's Court St George's Street Norwich NR3 1AB
telephone 01603 610916 facsimile 01603 620631 email norwich@tamillard.co.uk
www.tamillard.co.uk

Millard Consulting
offices at Perth, Ipswich, Sevenoaks and Nuneaton

ORIGINAL SHEET SIZE A3V

B1356 PINCHBECK ROAD

REALIGNMENT OF EXISTING KERBLINE

3.0

3.0

3.5

INDICATIVE POSITION OF TRAFFIC LIGHTS

10.0m KERB RADIUS

SHERWOOD DRIVE

2.4

2.5

INDICATIVE POSITION OF TRAFFIC LIGHTS

8.0m KERB RADIUS

EXISTING KERB RADIUS

2.0

3.0

3.0

WOOLRAM WYGATE

EXISTING KERB RADIUS

1.5

3.5

3.0

3.0

REALIGNMENT OF EXISTING KERBLINE

REALIGNMENT OF EXISTING KERBLINE

B1356 PINCHBECK ROAD

sing

DESIGN VEHICLE USED:

FTA DESIGN 16.0m ARTICULATED VEHICLE
OVERALL BODY LENGTH – 16.48m
OVERALL BODY WIDTH – 2.55m

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM.
3. TRACK RUNS HAVE BEEN COMPLETED USING AUTOTRACK PRO VERSION 8.01

© CROWN COPYRIGHT. ALL RIGHTS RESERVED. T A MILLARD Ltd LICENCE NUMBER AL100005494

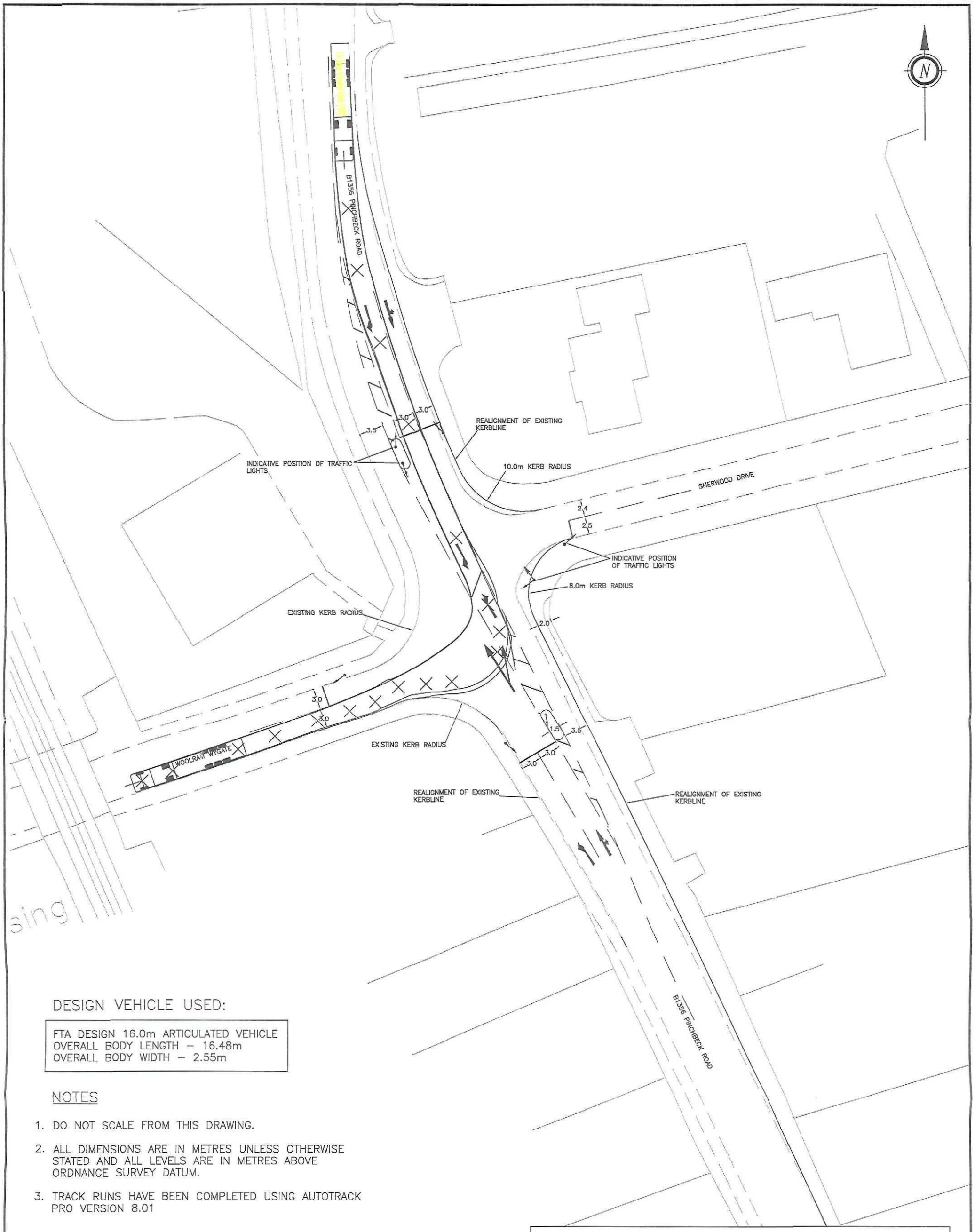
REV	AMENDMENT DETAILS	DRAWN	APPROVED	DATE

PROJECT: WYGATE PARK	DESIGNED AND DRAWN BY: RD	SCALE: 1:500
	APPROVED BY / CHECKED BY: PP	
DRAWING TITLE: REVISED JUNCTION LAYOUT FTA 16.0m ARTICULATED VEHICLE	DRAWING STATUS	DATE: 15.09.09
	CAD REFERENCE FILE NUMBER: 11090_03_038_	
CLIENT: BROADGATE HOMES	DRAWING NUMBER: 11090/03/38	REVISION

T A Millard East Anglia Limited
The Atrium Merchant's Court St George's Street Norwich NR3 1AB
telephone 01603 610916 facsimile 01603 620631 email norwich@tamillard.co.uk
www.tamillard.co.uk

Millard Consulting
offices at Perth, Ipswich, Sevenoaks and Nuneaton

ORIGINAL SHEET SIZE A3V



DESIGN VEHICLE USED:

FTA DESIGN 16.0m ARTICULATED VEHICLE
OVERALL BODY LENGTH – 16.48m
OVERALL BODY WIDTH – 2.55m

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM.
3. TRACK RUNS HAVE BEEN COMPLETED USING AUTOTRACK PRO VERSION 8.01

© CROWN COPYRIGHT. ALL RIGHTS RESERVED. T A MILLARD Ltd LICENCE NUMBER AL100005494

REV	AMENDMENT DETAILS	DRAWN	APPROVED	DATE

PROJECT: WYGATE PARK	DESIGNED AND DRAWN BY: RD; APPROVED BY: ; CHECKED BY: PP	SCALE: 1:500
DRAWING TITLE: REVISED JUNCTION LAYOUT FTA 16.0m ARTICULATED VEHICLE	DRAWING STATUS:	DATE: 15.09.09
	CAD REFERENCE FILE NUMBER: 11090_03_039_	
CLIENT: BROADGATE HOMES	DRAWING NUMBER: 11090/03/39	REVISION:

T A Millard East Anglia Limited
The Atrium Merchant's Court St George's Street Norwich NR3 1AB
telephone 01603 610916 facsimile 01603 620631 email norwich@tamillard.co.uk
www.tamillard.co.uk

Millard Consulting
offices at Perth, Ipswich, Sevenoaks and Nuneaton

ORIGINAL SHEET SIZE A3V

B1356 PINCHBECK ROAD

REALIGNMENT OF EXISTING KERBLINE

3.0

3.0

3.5

INDICATIVE POSITION OF TRAFFIC LIGHTS

10.0m KERB RADIUS

SHERWOOD DRIVE

2.4

2.5

INDICATIVE POSITION OF TRAFFIC LIGHTS

8.0m KERB RADIUS

2.0

EXISTING KERB RADIUS

3.0

3.0

WOOLRAM WYGATE

EXISTING KERB RADIUS

1.5

3.5

3.0

3.0

REALIGNMENT OF EXISTING KERBLINE

REALIGNMENT OF EXISTING KERBLINE

B1356 PINCHBECK ROAD

DESIGN VEHICLE USED:

FTA DESIGN 16.0m ARTICULATED VEHICLE
OVERALL BODY LENGTH – 16.48m
OVERALL BODY WIDTH – 2.55m

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM.
3. TRACK RUNS HAVE BEEN COMPLETED USING AUTOTRACK PRO VERSION 8.01

© CROWN COPYRIGHT. ALL RIGHTS RESERVED. T A MILLARD Ltd LICENCE NUMBER AL100005494

REV	AMENDMENT DETAILS	DRAWN	APPROVED	DATE

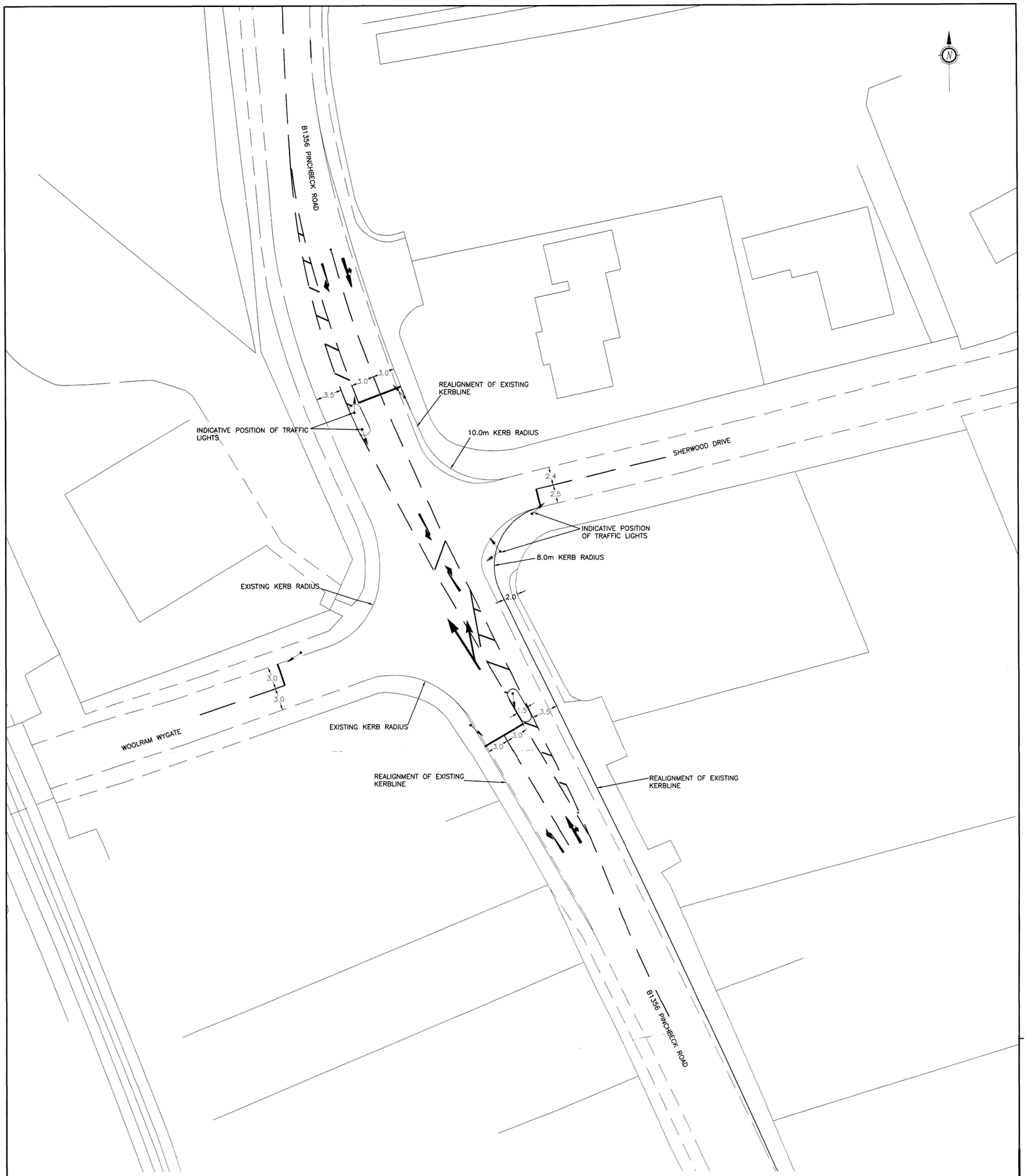
PROJECT: WYGATE PARK	DESIGNED AND DRAWN BY: RD		SCALE: 1:500
	APPROVED BY:	CHECKED BY: PP	
DRAWING TITLE: REVISED JUNCTION LAYOUT FTA 16.0m ARTICULATED VEHICLE	DRAWING STATUS:		DATE: 15.09.09
	CAD REFERENCE FILE NUMBER: 11090_040_		
CLIENT: BROADGATE HOMES	DRAWING NUMBER: 11090/03/40		REVISION:

T A Millard East Anglia Limited
The Atrium Merchant's Court St George's Street Norwich NR3 1AB
telephone 01603 610916 facsimile 01603 620631 email norwich@tamillard.co.uk
www.tamillard.co.uk

Millard Consulting
offices at Perth, Ipswich, Sevenoaks and Nuneaton

ORIGINAL SHEET SIZE A3V

Norwich
The Atrium
Merchants Court
St. George's Street
Norwich
Norfolk
NR3 1AB
t 01603 610916
f 01603 620631
e norwich@millardconsulting.co.uk



? CROWN COPYRIGHT. ALL RIGHTS RESERVED. T A MILLARD Ltd LICENCE NUMBER AL100005494

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. NO VERTICAL INFORMATION HAS BEEN TAKEN INTO ACCOUNT IN THE PRODUCTION OF THIS DRAWING THEREFORE THE EXTENT OF WORKS MAY INCREASE.
3. THE POSITION OF THE HIGHWAY BOUNDARY HAS BEEN ASSUMED, BASED ON THIRD PARTY INFORMATION PROVIDED BY THE CLIENT.
4. THE POSITION, TYPE AND EXTENT OF WHITE LINING AND TRAFFIC SIGNALS ARE INDICATIVE ONLY.
5. THIS DESIGN HAS BEEN BASED ON O.S. DATA. A FINAL DESIGN WOULD BE DEPENDENT ON A 3D TOPOGRAPHICAL SURVEY TO ORDANANCE DATUM BEEN COMPLETED WHICH MAY AFFECT THE EXTENT OF WORKS.
6. THIS DRAWING IS NOT INTENDED FOR CONSTRUCTION PURPOSES AND IS INTENDED TO DEMONSTRATE A JUNCTION DESIGN TO THE RELEVENT DESIGN STANDARDS BUT IS SUBJECT TO HIGHWAY AUTHORITY APPROVAL

REV	AMENDMENT DETAILS	DRAWN	APPROVED	DATE
A	AMEND LAYOUT TO ACCOMODATE REVISED ISLANDS	RD	PP	17.09.09

PROJECT: WYGATE PARK	DESIGNED AND DRAWN BY: RD	SCALE: 1:250
	APPROVED BY: CHECKED BY: NJH	
DRAWING TITLE: PROPOSED JUNCTION IMPROVEMENT	DRAWING STATUS	DATE: 13.05.09
	CAD REFERENCE FILE NUMBER: 11090_03_001A	
CLIENT: BROADGATE HOMES	DRAWING NUMBER: 11090/03/01	REVISION: A

T A Millard East Anglia Limited
The Atrium Merchants Court St George's Street Norwich NR3 1AB
telephone 01603 610916 **facsimile** 01603 620631 **email** norwich@tamillard.co.uk
www.tamillard.co.uk

Millard Consulting Engineers
offices at Perth,Ipswich,Sevenoaks and Nuneaton

ORIGINAL SHEET SIZE A1V