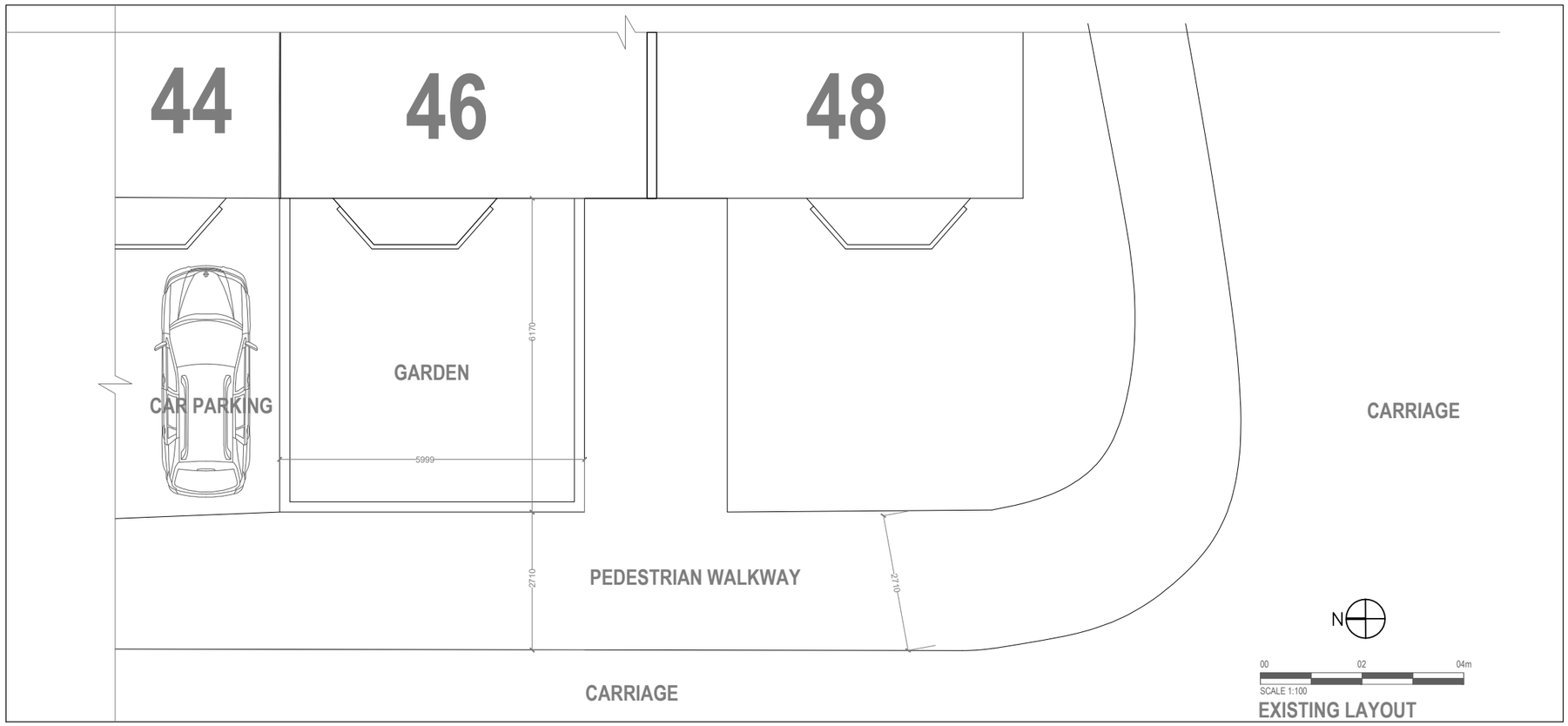


PROPOSED LAYOUT



EXISTING LAYOUT

DESCRIPTION:

No dimensions to be scaled from this drawing.

All dimensions to be verified on site.

Where discrepancies occurs between specifications and drawings, the designer must be notified.

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GENERAL NOTES:

All works are to be carried out in accordance with the National Building Rey 1990 (and subsequent admensions) and to the approval of the local authority building control.

The contractor shall ensure that all materials and workmanship meet the relevant code of practice and to meet the manufacturer's standards

The contractor is to allow for ensuring a neat, watertight and structurally sound construction and to carry out all necessary tests and inspection on completion of works.

The contractor is to protect and make good all areas and surfaces disturbed by the work ms to the client satisfaction.

The contractor is to locate and identify all existing surfaces and protect them during the work

The quotation must also be allowed for adapting and extending the services to allow new fittings and appliances, work to be undertaken in accordance with the statutory authorities requirement.

The contractor shall indemnify the employer against all public liabilities in connection with the work and cause the client with the minimum of inconvenience.

The contractor shall keep the site tidy at all times and remove debris from site daily and on completion.

The contractor shall be responsible for checking all dimensions on site when work commences and to bring any discrepancies to the designer's attention. ALL DIMENSIONS MUST BE TAKEN ON SITE. DESIGN TO BE CONFIRMED BY BUILDING CONTROL PRIOR TO INSTALLATION.

VEHICLE CROSSOVER / DROPPED KERB GENERAL NOTES

1. GENERAL

The proposed works comprise the formation and/or alteration of a vehicular crossover and dropped kerb to provide safe vehicle access between the public highway and the application property.

All works affecting the public highway shall be carried out in accordance with the requirements and specifications of the Local Highway Authority, and no works shall commence within the adopted highway until all necessary approvals, licences and consents have been obtained.

The final construction specification, materials, kerb details and reinstatement requirements shall be agreed with the Local Highway Authority prior to commencement.

2. DISTANCE FROM ROAD JUNCTION

The proposed vehicle crossover should generally maintain a minimum clearance of approximately 10.0 metres from the road junction, subject to the requirements of the Local Highway Authority.

The distance should normally be measured from the tangent point of the junction kerb radius, being the point where the straight kerb begins to curve into the adjoining road, to the nearest edge of the proposed vehicular crossover.

Where the property fronts a classified, strategic, heavily trafficked or higher-speed road, the Highway Authority may require a greater separation distance, potentially 15.0 metres or more, depending upon the individual highway circumstances.

Any reduced junction clearance shall be subject to assessment and approval by the Local Highway Authority having regard to road classification, traffic speed, traffic volume, junction geometry, pedestrian movements and highway safety.

3. CLASSIFIED ROAD CONSIDERATIONS

Where the crossover provides access directly onto a classified road, additional highway and planning considerations may apply.

The drawings should clearly identify:

* Distance from the proposed crossover to the nearest junction;
* Width of the existing carriageway;
* Width of the existing footway/verge;
* Width of the proposed crossover;
* Existing and proposed kerb positions;
* Available visibility in both directions;
* Position of existing street furniture, trees, lighting columns, utility covers and drainage; and
* Proposed on-site vehicle parking and manoeuvring arrangements.

All relevant dimensions should be shown clearly on the proposed site/highway plan.

4. VISIBILITY SPLAYS

Adequate visibility shall be provided and maintained from the proposed vehicular access.

Drivers leaving the property should have sufficient visibility of approaching vehicles, cyclists and pedestrians in both directions.

The required visibility splay shall be determined having regard to the actual or appropriate design speed of the road, surrounding highway conditions and the requirements of the Local Highway Authority.

Visibility splays shall, as far as reasonably practicable, remain free from walls, fences, planting, signage or other obstructions that could materially restrict visibility.

5. PEDESTRIAN VISIBILITY

Particular consideration shall be given to pedestrian safety where vehicles cross the existing footway.

The crossover shall be arranged so that a driver leaving the property has reasonable visibility of pedestrians approaching from either side before entering or crossing the footway.

Boundary walls, gates, fences and landscaping adjacent to the access should not create an unacceptable obstruction to pedestrian visibility.

6. CROSSOVER WIDTH

The crossover width shall be sufficient to allow vehicles to enter and leave the property safely without unnecessary overrun onto adjacent footway areas.

The final width shall be subject to Local Highway Authority approval.

The crossover should not be unnecessarily widened where this would result in excessive loss of on-street parking, affect existing highway features or reduce pedestrian safety.

PAGE 2 – CONSTRUCTION, DRAINAGE & HIGHWAY SAFETY NOTES

7. DROPPED KERB

Existing kerbs shall be carefully removed where required and replaced with approved dropped kerbs and transition kerbs in accordance with the Local Highway Authority's standard construction details.

Kerb transitions shall provide a smooth connection between the existing full-height kerb and the proposed dropped crossing.

The finished installation shall not create an unacceptable trip hazard or obstruction within the pedestrian route.

8. FOOTWAY / CROSSOVER CONSTRUCTION

The existing footway construction within the proposed vehicle crossover shall be strengthened or reconstructed as required to withstand normal vehicle loading.

Construction depth, sub-base, surfacing materials and reinstatement shall comply with the specification required by the Local Highway Authority.

Existing paving, asphalt or other surfacing disturbed by the works shall be properly reinstated and tied into the surrounding highway construction.

9. PEDESTRIAN ROUTE

A safe and reasonably continuous pedestrian route shall be maintained across the frontage.

The proposed crossover should minimise unnecessary changes in footway level and avoid creating excessive crossfall or uneven surfaces that could adversely affect pedestrians, wheelchair users or persons with reduced mobility.

The detailed highway construction shall be subject to approval by the Local Highway Authority.

10. SURFACE WATER DRAINAGE

Surface water from the private driveway or forecourt shall not be intentionally discharged onto the public highway.

The proposed driveway shall be graded and drained appropriately within the site.

Where required, suitable drainage measures such as a channel drain or other approved system shall be installed within the property boundary to intercept surface water before it reaches the public footway or carriageway.

Any new or replacement hard surfacing shall comply with applicable planning and drainage requirements.

11. DRIVEWAY GRADIENT

The driveway gradient shall provide a safe and practical transition between the private property and highway.

The finished profile should avoid vehicle grounding and should not direct surface water towards the public highway.

Exact levels shall be confirmed on site before construction.

12. GATES

Where entrance gates are proposed, they should normally be positioned so that they do not open outward across the public footway or highway.

The arrangement should allow safe access and should not create an obstruction or hazard to pedestrians or other highway users.

13. STREET FURNITURE AND UTILITIES

Before commencement, the location of existing services and highway features shall be confirmed.

Particular attention shall be given to:

* Street lighting columns;
* Highway signs and posts;
* Utility cabinets;
* Inspection chambers and manholes;
* Telecommunications equipment;
* Fire hydrants;
* Existing highway drainage;
* Street trees and tree pits; and
* Parking or traffic-control equipment.

Any necessary relocation or alteration shall require the prior approval of the relevant authority or statutory undertaker.

14. VEHICLE MANOEUVRING

Where shown on the approved drawings, sufficient space shall be maintained within the site to enable appropriate vehicle parking and manoeuvring.

Vehicles should enter and leave the site in a manner acceptable to the Local Highway Authority, particularly where the access is located on a classified or heavily trafficked road.

15. CONSTRUCTION SAFETY

Works within or immediately adjacent to the public highway shall be undertaken by suitably competent and authorised contractors.

Appropriate temporary barriers, signing, guarding and pedestrian management shall be provided during the works.

The public highway shall be maintained in a safe condition throughout construction.

16. HIGHWAY AUTHORITY APPROVAL

The proposed crossover shown on the architectural/planning drawings is indicative of the intended access arrangement.

The detailed crossover construction, kerb specification, footway strengthening, drainage, levels and highway reinstatement shall be undertaken in accordance with the Local Highway Authority's approved details and conditions.

The contractor shall verify all dimensions and existing site/highway conditions before commencing works.

IMPORTANT: No works shall be undertaken within the adopted public highway until the necessary Highway Authority approval has been obtained.

TPES
建筑绘图

CLIENT'S SIGNATURE:

NAME:

DATE:

SIGNATURE: _____

TOWN PLANNING:
Town Planning & Energy Solutions UK Ltd
5 Brayford Square,
Stepney Green
London
England
E1 0SG

Tel No : +447309696906 Fax :
Email : tpesdesign@yahoo.com

Name: Arthur Ng Signature:

Amendment:

Rev.	Date	Particulars	By
00	28.09.2026	Proposed layout and elevation	SS

PROJECT TITLE:

Proposed Vehicle Crossover and Associated Dropped Kerb to Provide Vehicular Access at 46 Cowley Road

DRAWING TITLE :

PROPOSED LAYOUT AND ELEVATION

Scale: AS SHOWN

Drawn by: Shivani Shivakumar

Date: Sept 2026

Checked by:

Project No:

Area Cod:

DRAWING NO.: UB8_2LU_03

REVISION.: