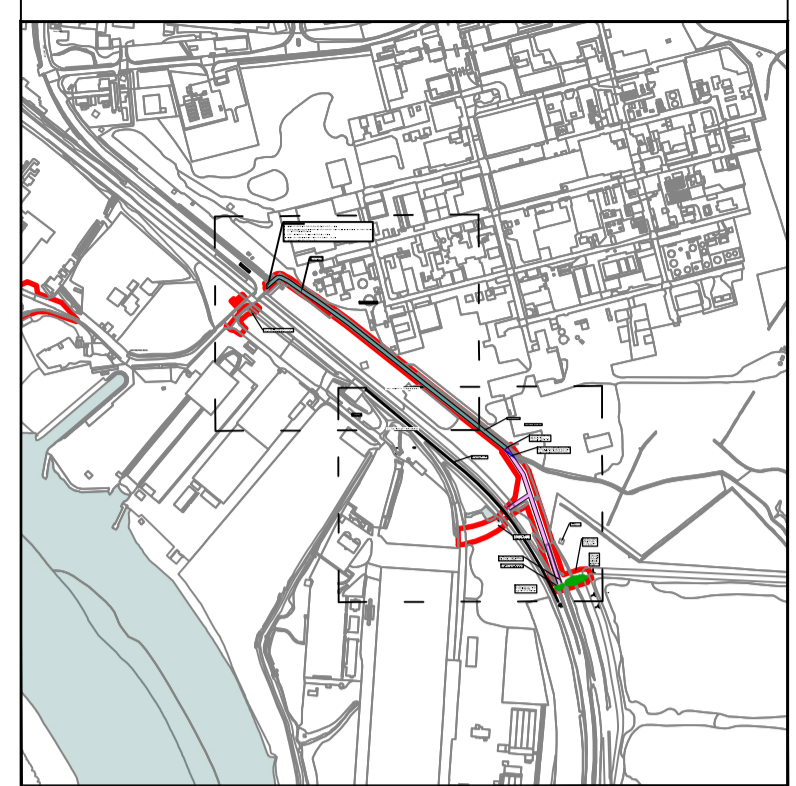




- ACCESS ENTRANCE IMPROVEMENTS**
1. EXISTING BOLLARDS TO BE TAKEN DOWN TO STORAGE AND RE-ERECTED ON COMPLETION.
 2. ENTRANCE TO BE WIDENED BEYOND EXISTING FENCE LINE TO ACCOMMODATE CONSTRUCTION TRAFFIC. THIS WILL REQUIRE SITE CLEARANCE OF VEGETATION AND TAKING DOWN EXISTING FENCE LINES.
 3. EXTENT OF WIDENING SUBJECT TO DETAILED DESIGN AND VEHICLE TRACKING.
 4. EXISTING FENCES TO BE REINSTATED LIKE FOR LIKE UPON COMPLETION OF THE WORKS.
 5. GATED ACCESS TO SITE CONTROLLED BY BANKSMEN.

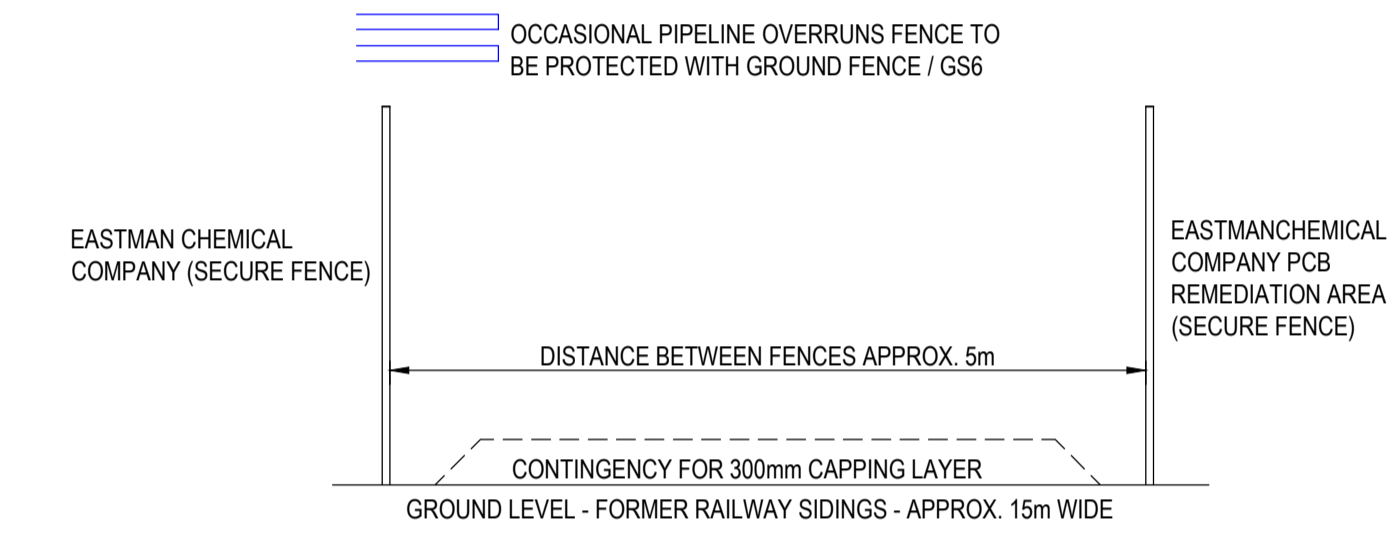
1. EXISTING PATH APPROXIMATELY 5M WIDE WITH SECURE FENCES/ GATES ON BOTH SIDES.
2. SERVICES KNOWN TO EXIST ABOVE AND BELOW GROUND THAT WILL NEED INVESTIGATION AND PROTECTION.
3. ROUTE TO BE CLEARED OF VEGETATION FENCE TO FENCE - GENERALLY SCRUB AND OCCASIONAL LOW VALUE TREES (SILVER BIRCH).
4. GROUND TO BE INSPECTED AFTER CLEARANCE, CBR TESTED REINFORCED WITH IMPORTED AGGREGATE.
5. CONTINGENCY FOR 300MM CAPPING LAYER ON SLIGHT CROSS FALL TO SHED SURFACE WATER IF NEEDED (TO BE REMOVED ON COMPLETION).
6. TEMPORARY DIVERSION TO PROW/ COASTAL PATH TO BE AGREED WITH SUSTRANS, NEWPORT PROW OFFICER AND NRW (COASTAL PATH).
7. ALTERNATIVE ARRANGEMENT TO KEEP PATH OPEN USING BANKSMAN AND 5MPH SPEED LIMIT TO SAFELY SHUTTLE VEHICLES ALONG ROUTE.



KEY PLAN
SCALE 1:10,000

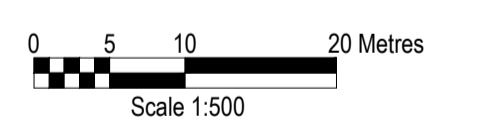
GENERAL NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS, SPECIFICATIONS AND CONTRACT DOCUMENTS. NOTIFY THE PROJECT MANAGER OF ANY DISCREPANCIES.
2. ALL DIMENSIONS IN MILLIMETERS AND ALL LEVELS IN METERS ABOVE ORDNANCE DATUM UNLESS NOTED OTHERWISE.
3. DO NOT SCALE FROM DRAWING.
4. THE DETAILS SHOWN ON THIS DRAWING RELATE TO GAINING VEHICULAR ACCESS TO THE PROPOSED RAILWAY SITE FLOOD WALL AS SHOWN ON DRAWING 274580-ARP-XX-XX-DR-CX-5000. ACCESS WILL BE REQUIRED DURING CONSTRUCTION OF THE WALL AND ALSO FOR FUTURE MAINTENANCE AND INSPECTION OF THE FLOOD WALL BY NRW (TYPICALLY TWICE A YEAR).
5. THE NORTHERN MOST SECTION OF THE ACCESS TRACK FOLLOWS AN EXISTING TRACK WHICH FORMS PART OF THE WALES COAST PATH. WORKS ARE REQUIRED TO THE EXISTING TRACK AS DESCRIBED IN DETAIL TYPE A FOR CONSTRUCTION ACCESS ONLY. ON COMPLETION OF CONSTRUCTION OF THE FLOOD WALL THE EXISTING TRACK WILL BE REINSTATED. THE EXISTING TRACK WILL BE SUITABLE FOR FUTURE MAINTENANCE ACCESS BY NRW.
6. THE SOUTHERN MOST SECTION OF THE ACCESS TRACK DEVIATES AWAY FROM THE WALES COAST PATH AND FOLLOWS THE ALIGNMENT OF A HISTORIC RAILWAY LINE. THIS SECTION OF THE TRACK WILL BE LEFT IN PLACE AS A PERMANENT TRACK FOR FUTURE MAINTENANCE ACCESS BY NRW AS SHOWN ON DETAIL TYPE B.



TYPE A - TYPICAL DETAIL FOR TEMPORARY USE OF WALES COAST PATH DURING CONSTRUCTION
SCALE 1:50

- LEGEND:**
- PLANNING APPLICATION BOUNDARY
 - TYPE 'A' ACCESS TRACK



P02	FOR PLANNING	SG	JL	RC	12.03.21
P01	DRAFT FOR COMMENT	SG	JL	RC	27.01.21
Rev.	Description	Drawn	Chkd	Appd.	Issue Date



Project Name:		STEPHENSON STREET FLOOD DEFENCE SCHEME	
Drawing Title:		RAILWAY ACCESS TRACK SHEET 1 of 2	
Suitability Code:		S2	
FOR PLANNING		S2	
Internal Project Number:	Scale:	Rev.	
274580-00	AS SHOWN @ A1	P02	
Drawing Number:		274580-ARP-XX-XX-DR-CX-5001	