

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 COASTAL 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 COASTAL 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.

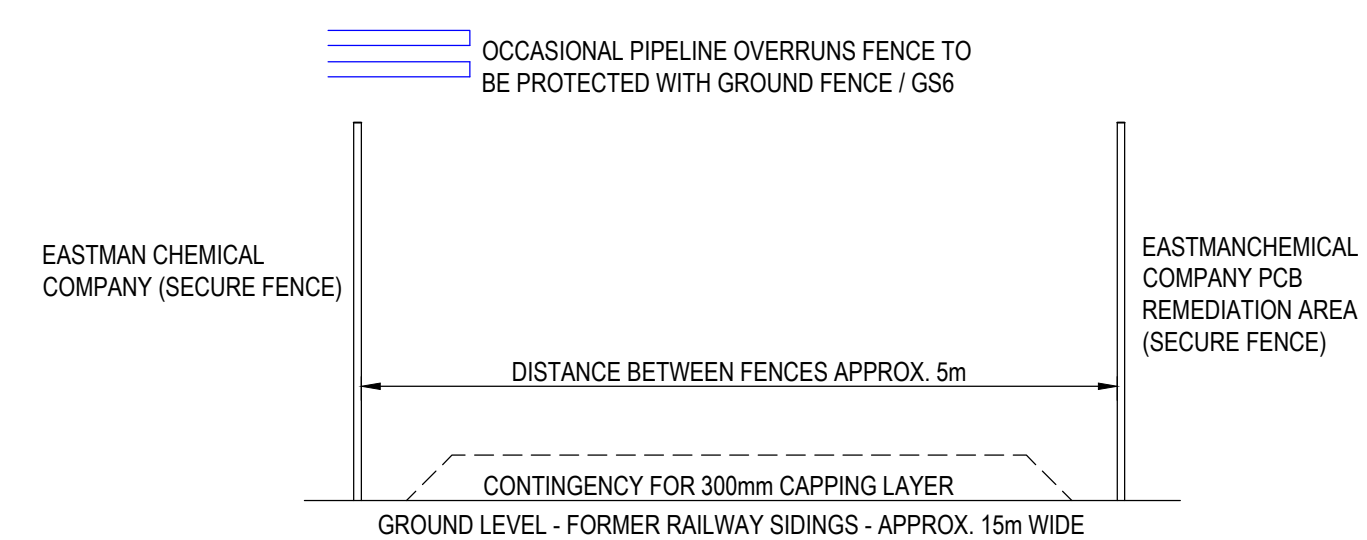
LEGEND:

- PLANNING APPLICATION BOUNDARY
- - - PROPOSED FENCE
- TYPE 'A' EXISTING ADVANCED ACCESS TRACK
- TYPE 'B' PERMANENT ACCESS TRACK
- TN10 TREE WITH MODERATE BAT ROOSTING POTENTIAL

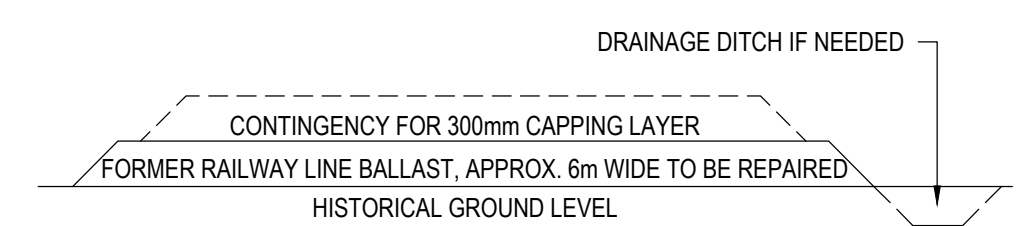
0 5 10 20 Metres
Scale 1:500

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.

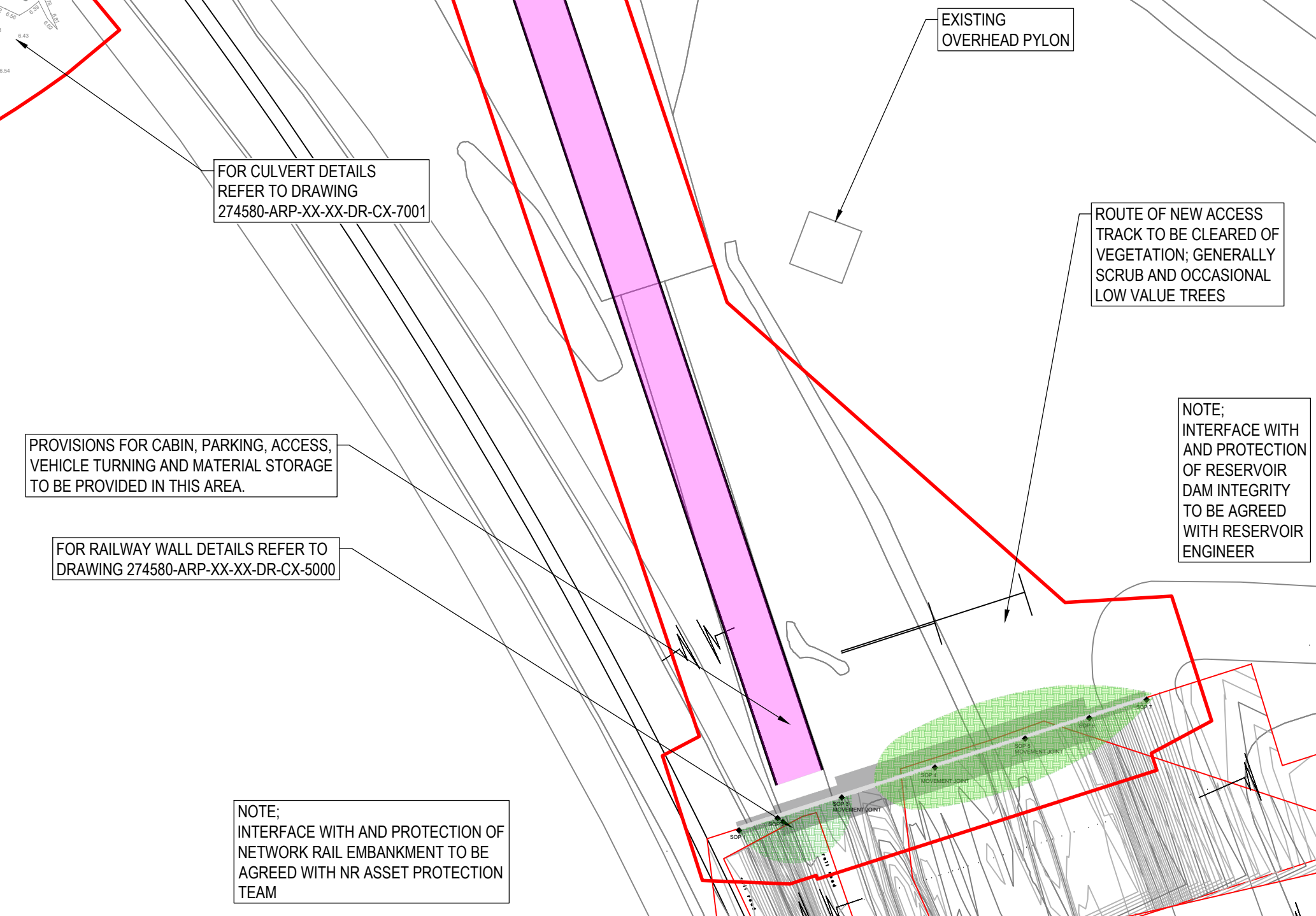
1. ROUTE OF FORMER RAILWAY LINE TO BE CLEARED OF VEGETATION (INCLUDING STUMPS), SLEEPERS AND RAIL REMNANTS.
2. GS6 PROTECTION OF OVERHEAD CABLES NEEDED PLUS OTHER SERVICE PROTECTION AS REQUIRED.
3. ROUTE TO BE VISUALLY INSPECTED FOR DAMAGE.
4. CBR TESTS TO BE UNDERTAKEN ON UN-DAMAGED AREAS TO PROVE COMPETENCY FOR USE AS ACCESS ROUTE.
5. DAMAGED AREAS TO BE REPAIRED BY ECAVIATION AND REPLACEMENT WITH 6F5 CAPPING MATERIAL.
6. CONTINGENCY FOR 5M WIDE, 300MM LAYER OF 6F5 CAPPING TO BE PLACED ACROSS SURFACE ON SLIGHT CROSS FALL TO SHED SURFACE WATER.
7. EXISTING DRAINAGE TO BE ASSESSED ONCE SITE IS CLEARED. CONTINGENCY FOR NEW DRAINAGE DITCH TO BE INSTALLED AND DIRECTED TO EXISTING REEN NETWORK.



TYPICAL ACCESS ROAD CROSS SECTION - TYPE A
SCALE 1:50



TYPICAL DETAIL FOR PERMANENT ACCESS TRACK - TYPE B
SCALE 1:50



P03	FOR PLANNING	KS	JL	RC	25.06.21
P02	FOR PLANNING	SG	JL	RC	05.03.21
P01	DRAFT FOR COMMENT	SG	JL	RC	27.01.21
Rev.	Description	Drawn	Chkd	Appd.	Issue Date

Cyfoeth Naturiol Cymru
Natural Resources Wales

ARUP

Project Name: STEPHENSON STREET FLOOD DEFENCE SCHEME

Drawing Title: RAILWAY WALL ACCESS TRACK SHEET 2 of 2

Subsidiary: FOR PLANNING

Internal Project Number: 274580-00

Drawing Number: 274580-ARP-XX-XX-DR-CX-5002

Scale: AS SHOWN @ A1

Subsidiary Code: S2

Rev: P03