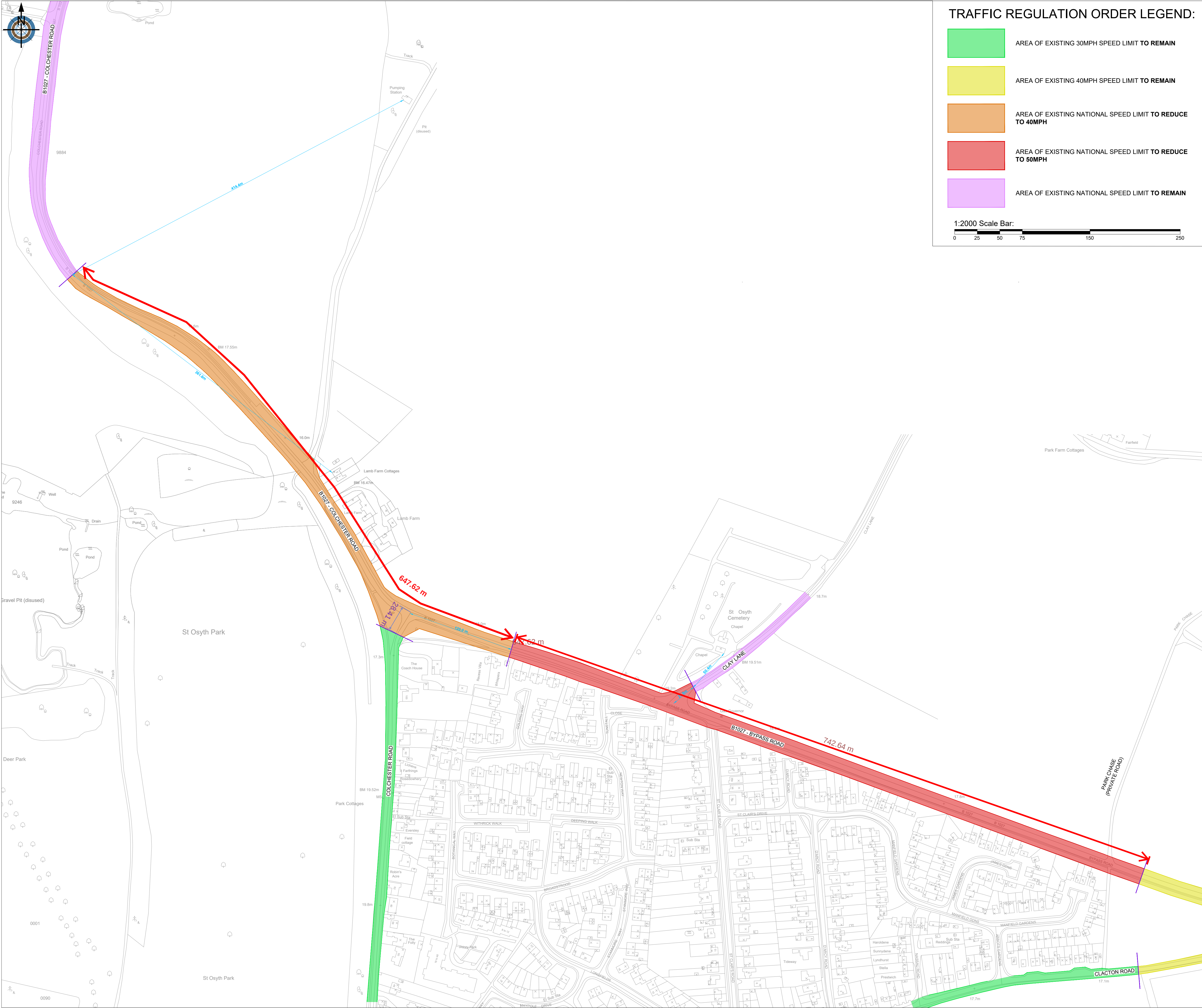




TRAFFIC REGULATION ORDER LEGEND:

- AREA OF EXISTING 30MPH SPEED LIMIT TO REMAIN
- AREA OF EXISTING 40MPH SPEED LIMIT TO REMAIN
- AREA OF EXISTING NATIONAL SPEED LIMIT TO REDUCE TO 40MPH
- AREA OF EXISTING NATIONAL SPEED LIMIT TO REDUCE TO 50MPH
- AREA OF EXISTING NATIONAL SPEED LIMIT TO REMAIN



- NOTES:
- This drawing is to be read in conjunction with GHB series 015/2023 drawings and documents and any other relevant project team documents.
 - Preliminary Issue - This drawing is not to be used for construction or detailed pricing purposes. Any work undertaken before approvals are received (in writing) are at risk of abortive works.
 - This drawing has been produced based upon the following information: Topographical Survey by Ground Scan Surveys (Ref. GHBUL-J-0007 dated 20/11/23) subject to transformation of : Scale x1 and translation (0, 0, 0) about point (0, 0, 0).
 - The contractor is to take extreme care to locate and avoid any existing services.
 - Drainage Installation:
 - All pipe dimensions to be as shown.
 - Sulphate resistant cement to be used in all concrete and concrete products used in main drainage works.
 - Where cover to pipes is less than 1.2 m in trafficked areas and 0.9 m below other hard landscaped areas only rigid pipes with concrete surround/slab protection should be used.
 - Where inspection chambers exceed 350 mm diameter and total depth exceeds 1.2 m, the cover size should be 350 mm x 350 mm (Max.) to restrict access. Where less than 1.2 m depth, optimise access dimensions to improve accessibility.
 - Cover strength to be D400 in carriageways, C250 in lightly trafficked (i.e. pedestrian) areas, B125 elsewhere.
 - The contractor is ascertain the precise position, depth & size of all sewer connections before drain laying commences and report all discrepancies to the engineer.
 - The design infiltration rate to be confirmed by representative testing to BRE DG365 prior to construction and all discrepancies reported to the engineer.
 - The contractor is to ensure that all excavations for proposed drainage works are not undermining existing or proposed adjacent foundations.
 - Carriageway Installation:
 - All roadworks and adoptable storm water drainage to be undertaken in strict accordance with the current Essex Highways Development Construction Manual (Oct 2021) and agreed on site by the Essex Highways Engineer.
 - Verification of formation subgrade CBR required prior to installation of subbase. Refer to engineer if less than design value of: (6 % - TBC)
 - All works to the formation subgrade is to be completed in strict accordance with SHW Series 600. All preparation of the formation is to be completed to SHW Clause 616 and must account for any soft spots or damage caused to the subgrade prior to the installation of sub-base material.
 - Foundation design to DMRB CD 225 (Restricted Class 2)
 - In-situ testing of subbase is not required at top of granular material to confirm if foundation stiffness achieved.
 - All compaction of granular material to SHW Clause 802 unless stated otherwise.

P2	06/06/25	Revised to Accommodate Essex Highways Comments	ARC	DJB	
P1	26/03/24	Initial Issue	ARC	DJB	
Rev	Rev Date	Description	Drawn	Chk'd	

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Client:

CITY & COUNTRY	
Project:	
WELLWICK B1027 COLCHESTER ROAD ST OSYTH, ESSEX	
Drawing Title:	
SECTION 278 PROPOSED SPEED LIMIT ADJUSTMENTS TRO PLAN	
Status:	FOR APPROVAL
Scale:	1:2000 @ A1
Created:	MAY 2025
DWG Reference:	015-2023.DWG
Drawing Number:	015/2023/232
Revision:	P2

PH = Preliminary, CH = Construction, ABH = As Built