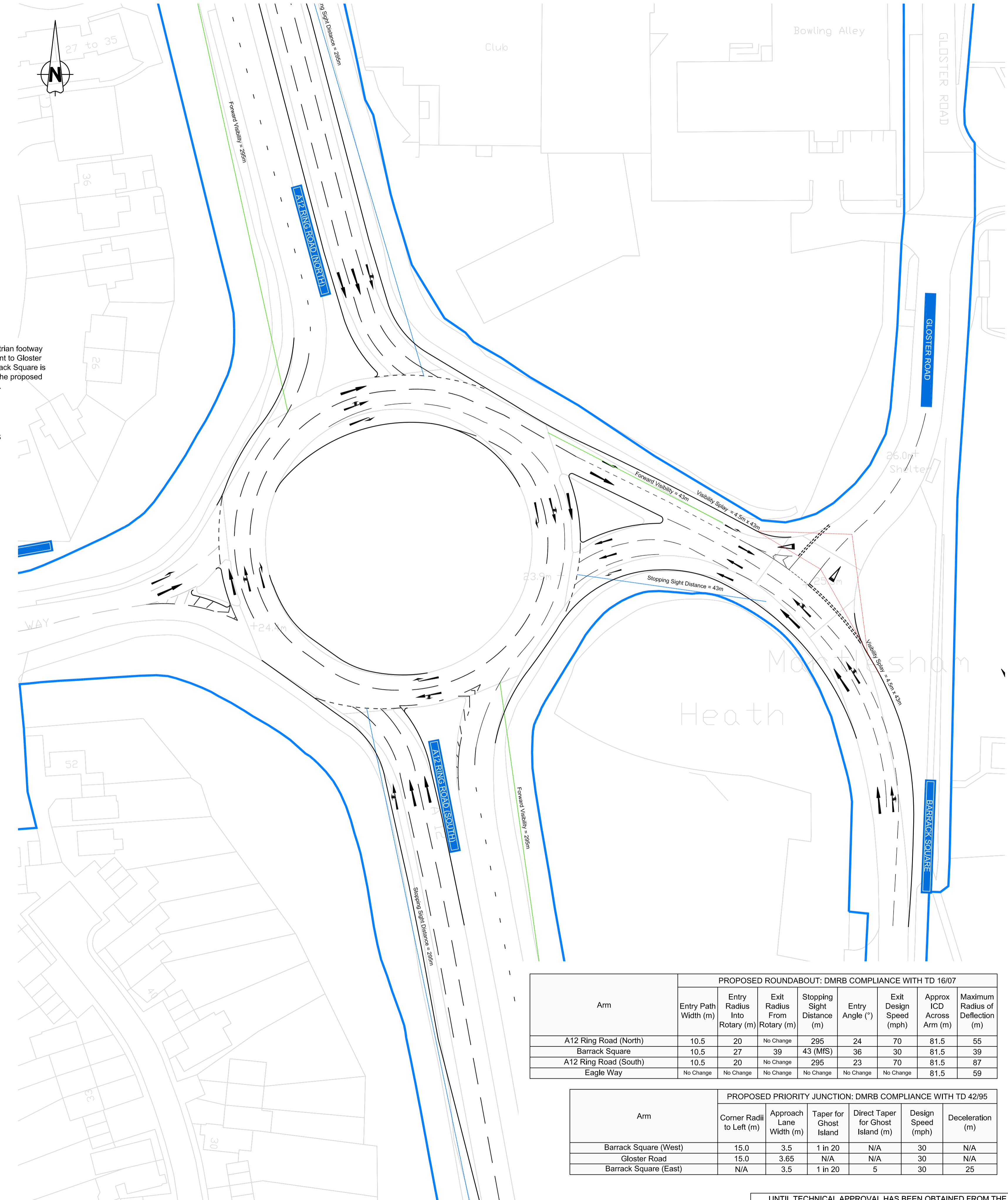


Visibility Splays
Scale: 1:2000



Context Plan
Scale: 1:10000



Indicative Junction Layout
Scale: 1:500

Construction Design and Management (CDM) Key Residual Risks
 Contractors entering the site should gain permission from the relevant land owners and/or principle contractor working on site at the time of entry. Contractors shall be responsible for carrying out their own risk assessments and for liaising with the relevant services companies and authorities. Listed below are Site Specific key risks associated with the project.

- 1) Overhead and underground services
- 2) Street Lighting Cables
- 3) Working adjacent to water courses and flood plain
- 4) Soft ground conditions
- 5) Working adjacent to live highways and railway line
- 6) Unchartered services
- 7) Existing buildings with potential asbestos hazards

NOTES:

1. Do not scale from this drawing
2. All dimensions are in metres unless otherwise stated.
3. Brookbanks Consulting Ltd has prepared this drawing for the sole use of the client. The drawing may not be relied upon by any other party without the express agreement of the client and Brookbanks Consulting Ltd. Where any data supplied by the client or from other sources has been used, it has been assumed that the information is correct. No responsibility can be accepted by Brookbanks Consulting Ltd for inaccuracies in the data supplied by any other party. The drawing has been produced based on the assumption that all relevant information has been supplied by those bodies from whom it was requested.
4. No part of this drawing may be copied or duplicated without the express permission of Brookbanks Consulting.
5. The junctions, roundabouts and links have been designed in accordance with the following DMRB standards:
 - TA 23/81: Junctions and Accesses - Determination of Size of Roundabouts and Major-Minor Junctions
 - TD 9/93: Highway Link Design;
 - TD 16/07: The Geometric Design of Roundabouts.
 - TD 42/95: The Geometric Design of Major-Minor Priority Junctions.

KEY:

- Site Boundary
- Highway Boundary
- Stopping Sight Distance on Approach
- Forward Visibility on Exit
- Visibility Splay across Junction

D Amendments to circulatory carriageway and barack square junction	GG DN DN 13.09.17
C Amendments for traffic modelling.	MDM LW PAB 26.06.17
B Further amendments for deflection.	MDM DN PAB 15.06.17
A Amendments as per client's requests.	MDM LW PAB 03.03.17
- First Issue	- - - 28.02.17

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Carlyle Land Ltd and
 Commercial Estates Group
 Land South and East of
 Aداstral Park, Ipswich

Off-site Highway Mitigation:
 Aداstral Park Roundabout
 and Gloster Road Mitigation

Arm	PROPOSED ROUNDABOUT: DMRB COMPLIANCE WITH TD 16/07							
	Entry Path Width (m)	Entry Radius Into Rotary (m)	Exit Radius From Rotary (m)	Stopping Sight Distance (m)	Entry Angle (°)	Exit Design Speed (mph)	Approx ICD Across Arm (m)	Maximum Radius of Deflection (m)
A12 Ring Road (North)	10.5	20	No Change	295	24	70	81.5	55
Barrack Square	10.5	27	39	43 (MFS)	36	30	81.5	39
A12 Ring Road (South)	10.5	20	No Change	295	23	70	81.5	87
Eagle Way	No Change	No Change	No Change	No Change	No Change	No Change	81.5	59

Arm	PROPOSED PRIORITY JUNCTION: DMRB COMPLIANCE WITH TD 42/95					
	Corner Radii to Left (m)	Approach Lane Width (m)	Taper for Ghost Island	Direct Taper for Ghost Island (m)	Design Speed (mph)	Deceleration (m)
Barrack Square (West)	15.0	3.5	1 in 20	N/A	30	N/A
Gloster Road	15.0	3.65	N/A	N/A	30	N/A
Barrack Square (East)	N/A	3.5	1 in 20	5	30	25

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR COMMENCE SITE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT HIS OWN RISK.

Status	Approval	Checked	LW	Date	Feb 2017
Drawn	MDM	Number	10391-HL-23	Rev	28.02.2017
Scale	As Shown	Number	D	Rev	

