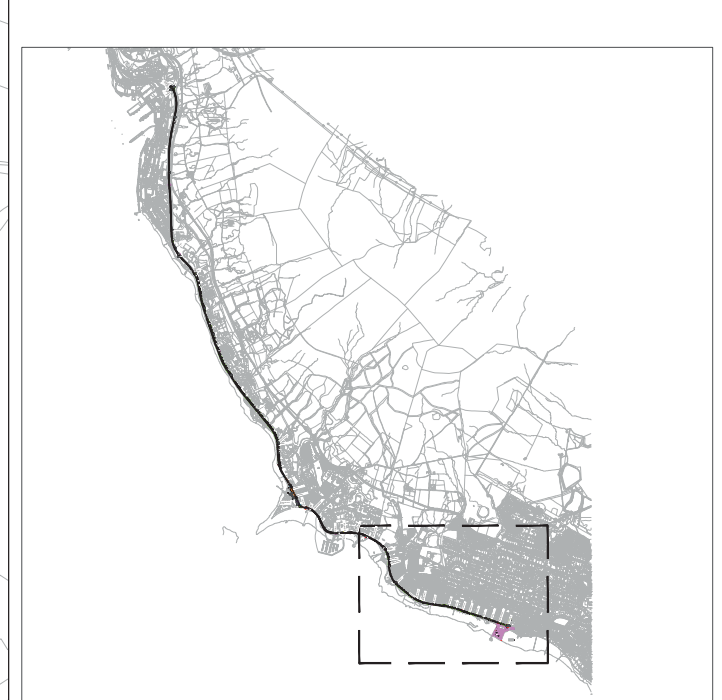


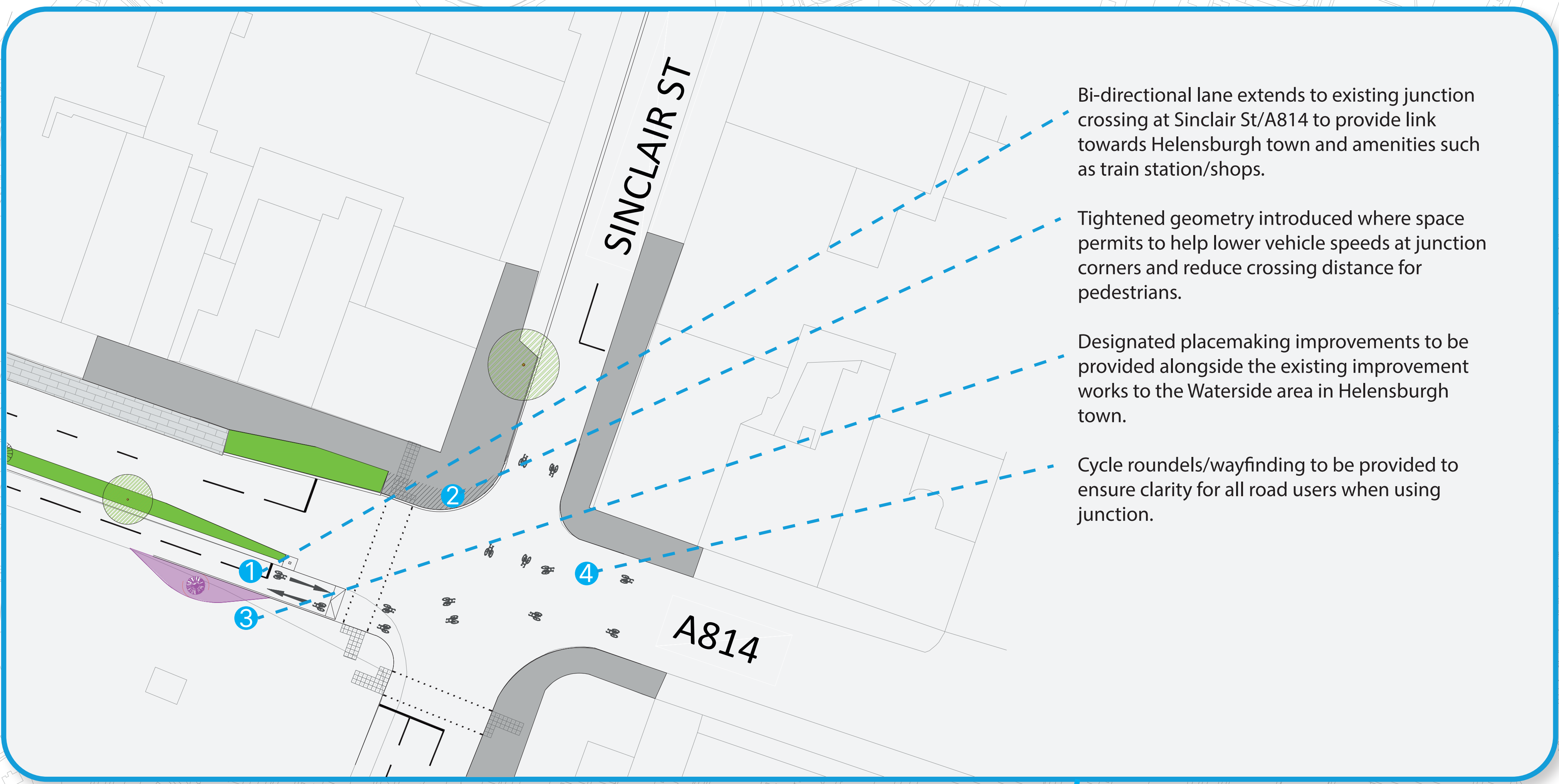
STANDARD NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEER'S DRAWINGS AND THE SPECIFICATIONS.
2. THIS DRAWING SHOULD NOT BE SCALED.
3. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR ON SITE.
4. ALL DISCREPANCIES SHOULD BE REPORTED TO C.A./E.A. PRIOR TO THE COMMENCEMENT OF WORKS.

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- LEGEND
- CURRENT ON-SITE DEVELOPMENT LAYOUT (AS PER DRAWINGS BY HIRST ARCHITECTS JANUARY 2021)
  - PROPOSED RAIN GARDEN/SOFT LANDSCAPING - APPROXIMATELY 408m<sup>2</sup>
  - PROPOSED NEW ASPHALT CARRIAGEWAY SURFACING
  - PROPOSED NEW FOOTWAY SURFACING
  - PROPOSED NEW SETTED PARKING BAY
  - EXISTING SETTED PARKING BAY
  - PROPOSED TREE WITH CLEAR STEM HEIGHT OF MIN. 2.5m TO MAINTAIN REQUIRED VISIBILITY.
  - BUS SHELTER
  - PROPOSED PLACEMAKING AREA
  - EXISTING WALL TO BE RETAINED
  - EXISTING WALL TO BE REMOVED
  - NEW WALL TO BE INSTALLED
  - EXISTING WALL RE-ALIGNED

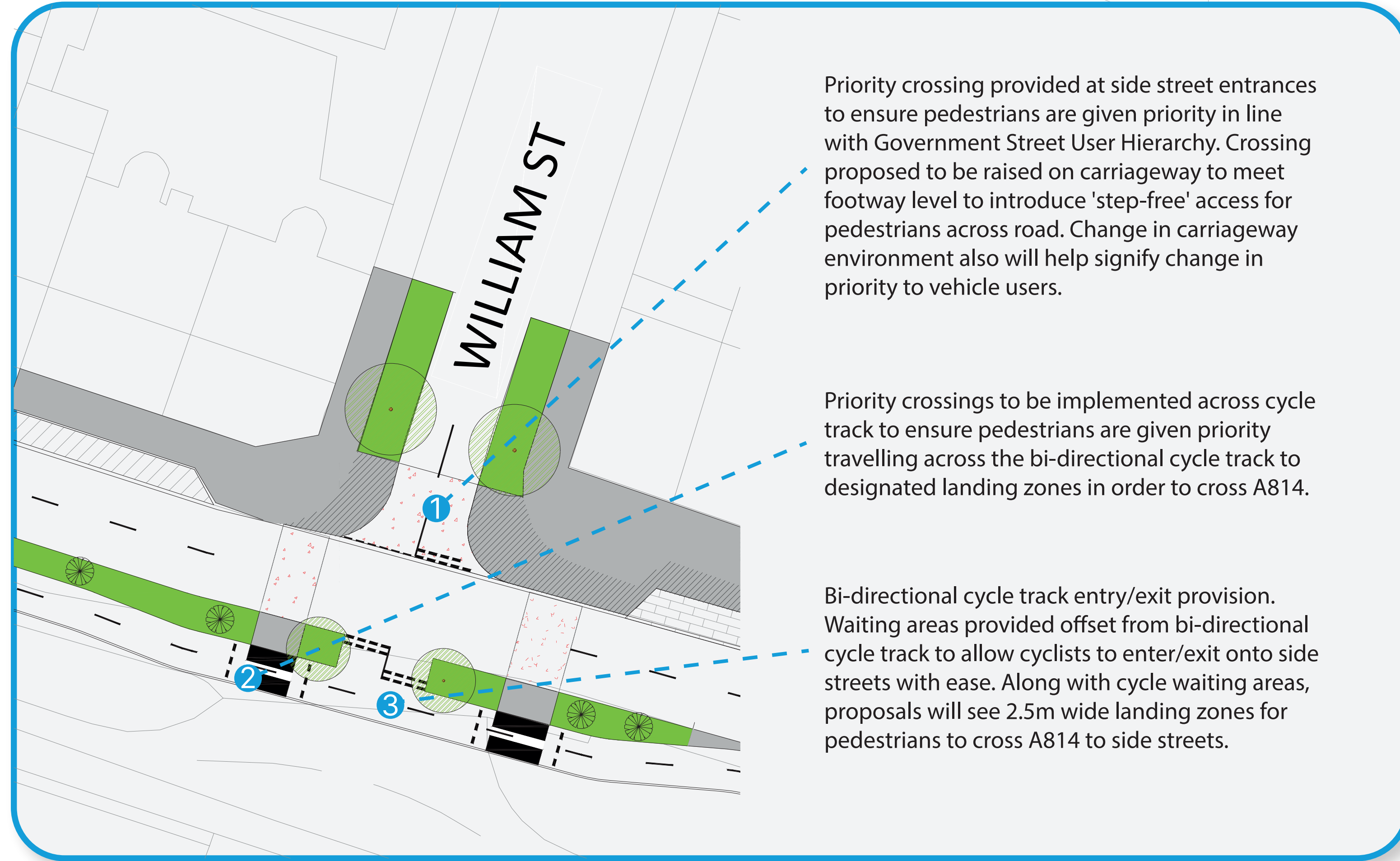
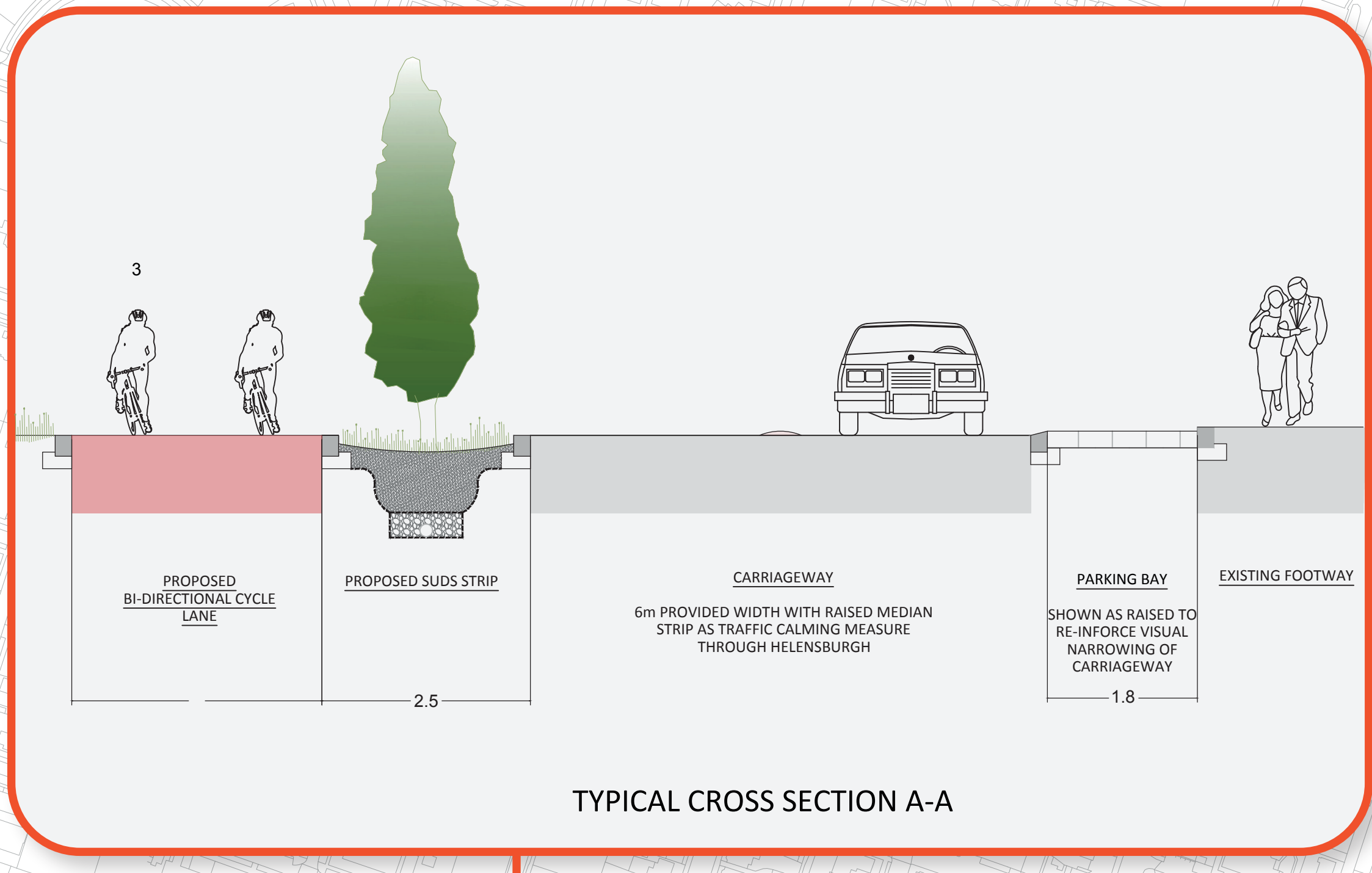


Bi-directional lane extends to existing junction crossing at Sinclair St/A814 to provide link towards Helensburgh town and amenities such as train station/shops.

Tightened geometry introduced where space permits to help lower vehicle speeds at junction corners and reduce crossing distance for pedestrians.

Designated placemaking improvements to be provided alongside the existing improvement works to the Waterside area in Helensburgh town.

Cycle roundels/wayfinding to be provided to ensure clarity for all road users when using junction.



Priority crossing provided at side street entrances to ensure pedestrians are given priority in line with Government Street User Hierarchy. Crossing proposed to be raised on carriageway to meet footway level to introduce 'step-free' access for pedestrians across road. Change in carriageway environment also will help signify change in priority to vehicle users.

Priority crossings to be implemented across cycle track to ensure pedestrians are given priority travelling across the bi-directional cycle track to designated landing zones in order to cross A814.

Bi-directional cycle track entry/exit provision. Waiting areas provided offset from bi-directional cycle track to allow cyclists to enter/exit onto side streets with ease. Along with cycle waiting areas, proposals will see 2.5m wide landing zones for pedestrians to cross A814 to side streets.



DATE	REV	DESCRIPTION	DRAWN	CHECKED
18.05.23	002	INFORMATION	SG	MS
09.05.23	001	INFORMATION	SG	MS

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PROJECT  
**HELENSBURGH TO HMNB CLYDE PH1 STAGE 3**

TITLE  
**GENERAL ARRANGEMENT FOR STAGE 3 CONSULTATION SHEET 1**

DATE	REV	DESCRIPTION	DRAWN	CHECKED
1700-04	001	INFORMATION	SG	MS

1700-04-CIV-XX-XX-D-C-00011 P02

FILE LOCATION PATH: P:\PROJECTS\HOT\1700-04 HELENSBURGH TO HMNB CLYDE PH1\001\BING\CONSULTATION\1700-04-CIV-XX-XX-D-C-00011-14 CONSULTATION.DWG