A1

NOTES

1. This drawing is to be read in conjunction with all other Bright Plan Civils drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
2. Bright Plan Civils accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
3. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain. The main contractor is responsible for checking all information on site prior to work commencing and taking due care whilst undertaking the works.
5. All dimensions to be checked on site. All details and dimensions relating to sub-contractors work must be checked and agreed between the sub-contractor or supplier and the general contractor.
6. The electronic information from this drawing can not be guaranteed as dimensionally drawn exact. Figured dimensions must be used for setting out and detailing. Bright Plan Civils logos and company information must be removed from copies if information is re-used.
7. The main contractor is responsible for the design of all temporary works, and is also responsible for the safe maintenance and stability of existing buildings at all times.
8. The main contractor is responsible for dealing with all occurrences of ground water during the construction period.
9. The contractor must comply with all current legislation relating to health & safety.
10. All products specified shall be installed in strict accordance with the manufacturers recommendations and instructions. If there are discrepancies between that information and the details on any Bright Plan Civils drawings, the manufacturers instructions must be used.

RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, note the following:

1. Buried services. Contractor to refer to record drawings and use CAT to locate existing services.
2. Working in live traffic. Contractor to ensure traffic management is designed, erected and maintained to protect the workforce and the public.
3. Working adjacent to existing watercourse. Contractor to ensure existing watercourse is protected from construction detritus and barrier off to protect the workforce if required.

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement

BPC S278 DRAWINGS:

D1757-17-1D	S278 Agreement, General Arrangement
D1757-17-2D	S278 Agreement, Kerbing and Construction Details
D1757-17-3E	S278 Agreement, Markings and Signs
D1757-17-4D	S278 Agreement, Levels and Contours
D1757-17-5F	S278 Agreement, Horizontal and Vertical Alignments
D1757-17-6F	S278 Agreement, Existing Services
D1757-17-9	Site Location Plan
D1757-17-10D	S278 Agreement Plan

Rev.	Amendments	Date
D	Existing ditch works revised to accord with OWC	17/05/2021
C	Tactile crossing shown south of Hook Lane	02/11/2020
B	Tactile crossing at Hook Lane noted as existing, pedestrian crossing location on Lidsey Road revised.	02/09/2020
A	Road gullies at bellmouth adjusted	14/05/2020

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Drawing Status: APPROVED FOR CONSTRUCTION

Client: Thakeham Client Limited

Project: Land at Lidsey Road, Woodgate, West Sussex

Drawing Title: S278 Agreement General Arrangement

Scale	Date	Drawn By	Checked By
1:200	Apr' 2020	LDF	MJA

Drawing No.: D1757-17-1 Rev.: D

WSCC Notes:

1. No works shall commence within the existing public highway until the Agreement is signed.
2. No works shall commence within the existing public highway until the Traffic Management Scheme has been approved in writing.
3. Any soft spots within the proposed highway shall be dug out and the void backfilled in layers up to formation level with selected granular material as directed and to the satisfaction of the Highways Inspector.
4. All fill material up to foundation level of the proposed highways to be approved and compacted in layers as directed and to the satisfaction of the Highways Inspector
5. Proposed depth of capping layer shall depend on CBR test results and agreed with by the Highways Inspector - CBR < 2% = Bespoke Design, 2% - 2.5% = 600mm, 2.5% - 5% = 350mm, > 5% = 100mm. Refer to WSCC S278/38/21 for table selector.
6. Any damage caused to the existing highway during the course of the works to be repaired as directed and to the satisfaction of the Highways Inspector and/or Area Engineer.
7. Continuity of access to occupied areas to be maintained to satisfaction of Highways Inspector, Area Office Engineer and/or Local Authority.
8. No private surface water runoff shall be permitted to discharge onto the highway, or vice versa. Cut-off drains, channels and/or gullies shall be used to intercept any conflicting water.
9. Any existing trees to be removed within / adjacent to the proposed highway shall have their roots grubbed up and loose soil removed and void backfilled in layers up to formation level with selected material as directed and to the satisfaction of the Highways Inspector.
10. Any new trees within 3.0m of the proposed highway shall have their roots restrained by root barriers as directed and to the satisfaction of the Highways Inspector.
11. Any abandoned/redundant pipes and chambers that fall within the proposed highway shall be grubbed up and the void backfilled in layers up to formation level of the carriageway with selected granular material or permanently filled with concrete (or similar filler).
12. All redundant connections in existing manholes/chambers shall be sealed and the benching made good as directed and to the satisfaction of the Highways Inspector and/or utility company involved.
13. Any existing live drains, sewers, ducts, cables, etc. that will pass under the proposed highway shall be surveyed, probed, traced, rodded, jetted, cctv'd, etc. to ascertain their structural condition and suitability to fall within the new highway. If deemed necessary, special protection and/or replacement may be required as directed and to the satisfaction of the Highways Inspector, Area Engineer and/or Utility Company involved.
14. Any existing live manholes, chambers, boxes, etc. that will be located within the proposed highway shall be surveyed to ascertain their structural condition and suitability to fall within the new highway. If deemed necessary, special protection and/or replacement may be required as directed and to the satisfaction of the Highways Inspector, Area Engineer and/or Utility Company involved.
15. Developer/Contractor to provide suitable and effective wheel washing facilities to prevent mud from being conveyed onto the public highway and to provide the means to clean the highway to the satisfaction of the Highways Inspector, Area Engineer and/or Local Authority.
16. No concrete to be poured or laid in temperatures below 2deg C on a falling max/min thermometer or before the temperature reaches 2deg C on a rising max/min thermometer (to be provided by the Contractor and displayed in a position agreed by the Highways Inspector).
17. All road signs and markings to comply with the Traffic Signs Manual.
18. All road markings to be thermoplastic.
19. Contractor to comply with Chapter 8 of the Traffic Signs Manual 2009.
20. Tactile paving to comply with the Guidance on the use of Tactile Paving Surfaces 1998. Tactile Pedestrian Crossings to have a 6mm (maximum) upstand (not flush). The actual layout of tactile paving to be agreed on site with the Highways Inspector prior to laying slabs.
21. Refer to WSCC 278/38 Highway Agreement Standard Details drawings 01-22 and revision thereof.
22. All adoptable highway works to be carried out in accordance with the DfT Specification of Highway Works or as amended by the West Sussex County Council S278/38 Standard Details - both available on the WSCC Website.
23. Highway Inspector to approve all kerb and/or edging line and level on site with the main contractor at a PRE-START MEETING prior to instalment. The Highway Inspector will direct the contractor accordingly to achieve a satisfactory finish which may deviate from the technically approved detailed drawings. The contractor will record all variances for the 'as-built' drawings issue'.

MAIN ROAD POSTED SPEED LIMIT = 30mph

STREET LIGHTING WORKS = RELOCATION OF EXISTING COLUMNS TO NEW BACK OF FOOTWAY.

ROAD MARKINGS = ALTEARTIONS TO CREATE RIGHT TURN POCKERT FOR ACCESS TO NEW DEVELOPMENT. REINSTATE EXISTING WHERE AFFECTED BY WORKS. NEW BUS STOP CAGES.

ROAD SIGNS = RELOCATE TO BACK OF NEW FOOTWAY, TAKE DOWN EXISTING BUS STOP SIGNS AND DISPOSE, ERECT NEW BUS STOP SIGNS AND SHELTERS.

DRAINAGE WORKS = EXISTING GULLIES TO BE RELOCATED. EXISTING GULLY TO BE REMOVED. NEW GULLIES TO BE INSTALLED. ALL EXISTING GULLIES IN VICINITY OF WORKS TO BE CLEANED.

ARUN DISTRICT COUNCIL AU/19/0020/DC