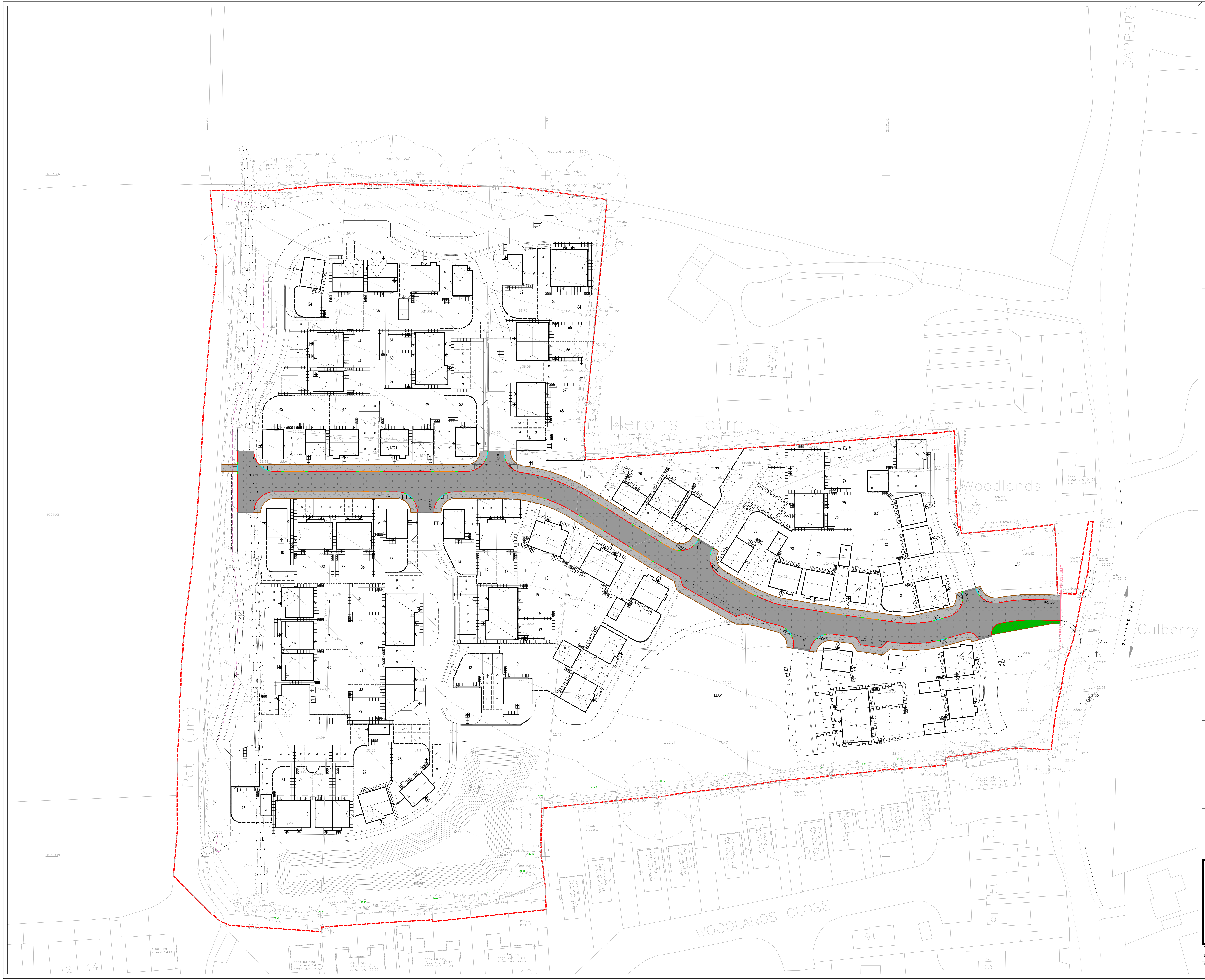

The Contractor is to check and verify in conjunction with the Architects details all setting out points, building and site dimensions, levels and sewer invert levels at connection points and ensure that they are fully conversant with the contents and requirements of the site investigation report before work starts. The Contractor is to comply in all respects with current building legislation, British Standard Specifications, Building Regulations etc.,whether or not specifically stated on this drawing.

This drawing is not intended to show details of ground conditions or ground contaminants. Each area of ground relied upon to support any structure depicted (including drainage) must be investigated by the Contractor any areas of formation for said structures which do not accord with the anticipated conditions as described in the site investigation report are to be immediately notified to the Engineer, where applicable. Any suspect fluid ground or ground contaminants on or within the ground should be further investigated by a suitable expert. Any earthworks shown indicate typical slopes for guidance only and should be investigated further by a suitable geotechnical expert. Where existing trees are shown to be retained they should be subject to a full Arboricultural inspection for safety. All trees are to be planted so as to ensure they are a minimum of 5 metres from buildings and 3 metres from drainage and services, where applicable. A foundation is to be provided to accommodate the proposed tree planting, where applicable.

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GENERAL NOTES

- This drawing is to be read in conjunction with relevant architectural and engineering drawings.
- Levels indicated in blocks are Finished floor levels and are 150mm above adjacent finished ground levels unless otherwise shown.
- Levels of the existing road at the point of tie-in with proposed site road must be checked prior to commencement of works.
- Any discrepancies between the details shown and actual on site conditions to be reported immediately to the engineer prior to commencement of works.

WSCC AGREEMENT PLAN NOTES;

1. No works shall commence within the existing public highway until the Agreement is signed and the Traffic Management Scheme has been approved in writing.
2. 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.
3. 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 Highway Inspector.
4. Proposed depth of capping layer shall depend on CBR test results and agreed with by the Highways Inspector:- CBR <2% = 600mm, 2%-5% = 350mm, >5%=125mm Type 1).
5. Any damage caused to the existing highway during the course of the works to be repaired as directed and to the satisfaction of the Highway Inspector and / or Area Engineer.
6. Continuity of access to occupied areas to be maintained to satisfaction of Highway Inspector, Area Office Engineer and / or Local Authority.
7. 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 Highway Inspector.
8. Any abandoned / redundant pipes and chambers that fall within the proposed highways shall be grupped 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).
9. All redundant connection in existing manholes . chambers shall be sealed and the benching made good as directed and to the satisfaction of the Highway Inspector and/or utility company involved
10. 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 Highway Inspector, Area Engineer and / or Utility Company involved.
11. 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 Highway Inspector, Area Engineer and / or Utility Company involved.
12. Developer / Contractor to provide suitable and effective wheel washing facilities to prevent mud from being conveyed onto public highway and to provide the means to clean the highway to the satisfaction of the Highways Inspector, Area Engineer and / or Local Authority.
13. No concrete to be pured or laid in temperatures below 2°c on a falling max / min thermometer or before the temperature reaches 2°c on a rising max / min thermometer (to be provided by the Contractor and displayed in position agreed b the Highways Inspector).
14. All road signs and markings to comply with the Traffic Signs Manual. All road markings to be thermoplastic.
15. Contractor to comply with Chapter 8 of the Traffic Signs Manual 2006.
16. Tactile paving to comply with the Guidance on the use of Tactile Paving Surfaces 1998. The actual layout of tactile paving to be agreed on sire with the Highways Inspector prior to laying slabs.
17. 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.

Highway Design based on a CBR value of 2% then provide the depth of Capping and Sub-Base required for this percentage from the Highways Con Details.

Kerbing & Surface Finishes Legend:

Kerbing

▬ **HB2 Kerb**
- 125mm Exposed Face
- Used for the adoptable carriageway
- Refer to WSCC standard detail S278/38/02

▬ **BN Kerb**
- 25mm Exposed Face
- Used for vehicular crossovers
- Refer to WSCC standard detail S278/38/02

▬ **BN Kerb**
- 0-6mm Exposed Face
- Used for pedestrian crossings
- Refer to WSCC standard detail S278/38/02

▬ **EF Edging**
- Flush with any adjacent building material
- Used for the rear of footway, demarcation of grass verges & pedestrian crossings
- Refer to WSCC standard detail S278/38/02
-

▬ **Transitional Kerb**
- Should be used for the transition of kerb types and differences in the exposed face

▦ **Pedestrian Crossing**
- 400mm x 400mm x 50mm tactile paviours
- Suitable BN kerb to be provided for the road channel side
- Refer to WSCC standard detail S278/38/18

═ **Double Row Granite Sett**
- Used for boundary demarcation
- Refer to WSCC standard detail S278/38/03

Surface Finishes

▨ **Impermeable Tarmac Road**
(Refer to WSCC standard detail S278/38/21)

▨ **Impermeable Tarmac Footway / Vehicular Crossover**
(Refer to WSCC standard detail S278/38/04 & 07)

🟩 **Grass Verge**
(Refer to WSCC standard detail S278/38/09)

General

⬚ Site Boundary

Rev.	Description	Date	By
B	Updated to suit S38 comments.	20.04.2021	CS
A	Verges added as per Section 38 Agreement Plan.	20.10.2020	CB
-	First Issue	18.10.2020	CB

Drawing Status

PRELIMINARY

Subject to Client approval as part of ongoing consultations and design check, amendments may therefore be requested.

Client

PERSIMMON
Together, we make a home

Project

A77 Dappers Lane,
Angmering

Title

Adoptable Kerbing and Finishes Plan

BANNERS GATE
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Scale	A1 @ 1:500	Drawn	CB
Date	October 2020	Checked	DA
File	20079 / dwgs / civils / current	Drawing	20079 / 141 B

ARUN DISTRICT COUNCIL A/85/21/DOC