

Section 278 Agreement

Indicates Carriageway

Indicates Footway

Indicates Verge

Indicates Hardlandscaping

Indicates Public & Highway Surface Water Drain

Supporting Drawing Numbers to be read in conjunction with this Agreement Plan:

052/P/081/22 Revision J1

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 back filled 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 highway 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% = 600mm, 2% - 5% = 350MM, > 5% = 125MM (type 1).
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 adoptable 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 back filled 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 adoptable highway shall be grubbed up and the void back filled in layers up to formation level of the carriage way 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 adoptable highway shall be surveyed, probed, traced, rodged, jetted, ctd's, 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 adoptable 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 Engineers 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 temperature 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 2006.
20. The Tactile paving is 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 is to be agreed on site with the Highways Inspector prior to laying slabs.

Surface Course: 40mm thick close graded bitumen macadam to BS 4987-1 : 2003, cl. 7.4, 10mm nominal size
Binder Course: Minimum 50mm Dense, heavy duty and high modulus binder course to BS 4987-1 : 2003 Cl 6.5, 20mm nominal size.
Road-base Course: 100mm thick dense, heavy duty and high modulus base bitumen macadam to BS 4987-1 : 2003 Cl 5.2, 40mm nominal size.
Sub-base Course: Minimum 150mm MOT Type 1/ Type 2 granular material or other material meeting above grading requirements
Capping Course: Type 6F1/6F2 material

Parsonage

New precast concrete kerb to BS 7263 (Hydraulically pressed) on 20mm cement mortar bed and concrete class GEN1 bed and backing

Wearing Course: 25mm Dense Bitumen Macadam (6mm stone)
Base Course: 50mm Dense Bitumen Macadam
Sub-base Course: 150mm MOT Type 1

New Marshalls Blister Paving or similar approved, colour Buff conforming to BS 7263 Part 1, Td 1.3 Type F and shall be Type TAF, to be 400 x 400mm x 50mm thick laid on 30mm compacted sand bedding and a minimum 150mm sub-base course of MOT Type 1/ Type 2 granular material or other material meeting above grading requirements

Section A-A (1:20)

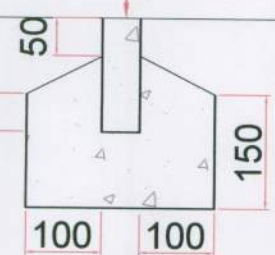
Wearing Course: 25mm Dense Bitumen Macadam (6mm stone)
Base Course: 50mm Dense Bitumen Macadam
Sub-base Course: 150mm MOT Type 1

New precast concrete kerb to BS 7263 (Hydraulically pressed) on 20mm cement mortar bed and concrete class GEN1 bed and backing

Surface Course: 40mm thick close graded bitumen macadam to BS 4987-1 : 2003, cl. 7.4, 10mm nominal size
Binder Course: Minimum 50mm Dense, heavy duty and high modulus binder course to BS 4987-1 : 2003 Cl 6.5, 20mm nominal size.
Road-base Course: 100mm thick dense, heavy duty and high modulus base bitumen macadam to BS 4987-1 : 2003 Cl 5.2, 40mm nominal size.
Sub-base Course: Minimum 150mm MOT Type 1/ Type 2 granular material or other material meeting above grading requirements
Capping Course: Type 6F1/6F2 material

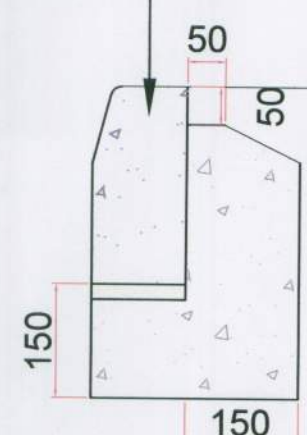
Section B-B (1:20)

New precast concrete kerb to BS 7263 (Hydraulically pressed) with concrete class GEN1 bed and backing



Kerb Detail (1:10)

New precast concrete kerb to BS 7263 (Hydraulically pressed) on 20mm cement mortar bed and concrete class GEN1 bed and backing



Kerb Detail (1:10)

NOTES

This drawing is the property of McAndrew Martin and must not be reproduced in part or whole or used for the execution of works without their permission.

All dimensions to be checked on site prior to commencement of any construction works and McAndrew Martin notified of any discrepancy via the Supervising Officer.

Figured dimensions are to be used in preference to scaled dimensions. However for Planning purposes scaling is permitted.

No deviation from this drawing will be permitted without the express consent of McAndrew Martin via the Supervising officer.

All works are to comply with the current edition of the Building Regulations and British Standards.

BARNHAM WARD

SITE LOCATION PLAN (1:1250)

CLIENT
Mr & Mrs B. A. Lee
Barnham Windmill House
Yapton Road
Barnham
West Sussex
PO22 0BD

PROJECT
Amended proposals for
Units 1 & 5 to form
2No 1 Bedroom Terraced Cottages to
Barnham Windmill
Yapton Road
Barnham
West Sussex
PO22 0BD

DRAWING TITLE

Section 278 Agreement

DATE
24.03.2009

DRAWN BY
MC & LS

SCALE
1:200 & 1:1250

CHECKED BY

AMENDMENTS
B Colours Added for WSCC Purposes
C WSCC Amendments
D Sight Lines Added

DATE
15.06.09
14.07.09
19.05.10

CHECKED BY

DRAWING NO.
091/P/047/05

REVISION
D1

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