



ALL INFORMATION SHOWN ON THIS DRAWING FOR UNDERGROUND SERVICES/STATUTORY UNDERTAKERS' PLANT IS APPROXIMATE AND IS PROVIDED FOR THE CONTRACTOR'S INFORMATION ONLY. IT SHOULD NOT BE RELIED ON FOR EXCAVATION OR ANY OTHER WORKS PURPOSES AND CONTRACTORS MUST SATISFY THEMSELVES OF THEIR LOCATIONS PRIOR TO THE COMMENCEMENT OF WORKS.

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1. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECT AND ENGINEERING DETAILS, DRAWINGS AND SPECIFICATIONS.
2. ANY DISCREPANCIES SHOULD BE REPORTED TO THE ARCHITECT AND/OR ENGINEER IMMEDIATELY, SO THAT CLARIFICATION CAN BE SOUGHT PRIOR TO THE COMMENCEMENT OF WORK.

3. GENERALLY CROSS FALLS TO ADOPTED HIGHWAY AND FOOTWAY TO BE 1 IN 40.
4. PARKING AREAS TO HAVE M2 KERBS WITH 100mm UPSTANDS & BN KERBS WITH 50mm UPSTANDS. EBN EDGINGS TO BE 100mm ADJACENT TO LANDSCAPED AREAS AND EF EDGINGS ADJACENT TO HARD SURFACED AREAS.
5. ROAD CONSTRUCTION HAS BEEN DESIGNED TO AN ABSOLUTE CURB VALUE OF 2% AND IS TO BE CONFIRMED ON-SITE BY CONTRACTOR PRIOR TO CONSTRUCTION.
6. SOFT SPOTS IN THE FORMATION ARE TO BE REMOVED AND REPLACED WITH SUITABLE MATERIAL.
7. ALL EXISTING MANHOLE COVERS, GULLYS, ETC., TO BE RAISED TO SUIT NEW LEVELS.
8. RE-GRADING AND HIGHWAY EMBANKMENTS ARE TO HAVE A MAXIMUM SLOPE GRADIENT OF 1:3. SLOPE GRADIENTS IN GARDENS TO BE RESTRICTED TO 1 IN 12.
9. ALL PROPOSED SIGNS AND LINES, AND ANY SIGNPOSTS TO BE RE-INSTALLED IS TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016 AND TO THE SATISFACTION OF THE HIGHWAYS INSPECTOR.
10. NO BLOCKS/SLABS WITH A UNIT WEIGHT IN EXCESS OF 20KG TO BE USED.
11. KERBS IN EXCESS OF 20KG TO BE MACHINE LAID

REFER TO DRAWING xxxxx-xxx-XX-XX-DR-C-xxxx FOR DETAILS

PERMEABLE SURFACE WITH STORAGE SUB-BASE

+ 00.000 SURFACE LEVEL
FALL → FALL IN SURFACE AND GRADIENT



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REV		DATE		DESCRIPTION				ISSUED	
CLIENT FALCON HOMES									
ARCHITECT SLOANE & BROWN									
PROJECT TITLE UPPER BOGNOR ROAD BOGNOR REGIS WEST SUSSEX									
DATE OF FIRST ISSUE MAR 2022				SCALE @ A1 1:100		SCALE @ A3 1:200			
PROJECT TECHNICIAN / ENGINEER J. MARSH				PROJECT LEAD ENGINEER S. BAKER					
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