



1. CONTRACTOR TO ESTABLISH LOCATIONS OF ALL EXISTING SERVICES PRIOR TO COMMENCING. STATS DIVERSIONS TO BE CO-ORDINATED BY OTHERS WHERE NECESSARY.
2. EXISTING TREES TO BE PROTECTED WHERE EXCAVATIONS RUN CLOSE.
3. ALSO REFER TO WSCC STANDARD DRAWING S278/38/07 FOR DETAILS.
4. DESIGN SUBJECT TO APPROVAL BY WSCC COUNTY COUNCIL HIGHWAYS.

	Bridleway Construction
	Buff coloured road surfacing
	Timber Edging



1 30mm thick 'Buff' Coloured Close graded asphalt concrete surface course, 10mm aggregate, 100/150. In accordance with BS EN 13108-4:2006.

2 100mm thick subgrade

3 100mm thick subgrade

Diagram illustrating the cross-section of a tree well construction. The layers from top to bottom are:

- Treated Timber Edging
- 38mm limestone gravel (6 - 10mm) surface over celweb
- 25mm overfill of Clean Angular Stone
- Type 4/20 Clean Angular Stone

Additional labels include:

- Trexet Geotextile Separation Fabric
- Existing Ground
- Cellweb Tree Root

BRIDLEWAY CONSTRUCTION - NO DIG CONSTRUCTION
(Gravel infill)

1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations , record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to construction and shall satisfy himself that it is safe to proceed and that the assessments are accurate. Any discrepancies shall be notified to gta prior to works commencing.
2. Tender or billing drawings shall not be used for construction or the ordering of materials.
3. Do not scale. All dimensions and levels to be site confirmed.
4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements
5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.

6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. The contractor shall be responsible for obtaining the necessary approvals for these approvals is considered wholly at the Clients risk, gta hold no responsibility for resulting abortive works or costs.

1. No works shall commence within the existing public highway until the Agreement is signed.
2. Any soft spots within the proposed highway shall be dug out and the voids backfilled with selected granular material 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 Highways Inspector.
4. All work to be directed 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.
5. Continuity of access to occupied areas to be maintained to satisfaction of the Highways Inspector, Area Engineer and/or Local Authority.
6. 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).
7. All abandoned/redundant manholes/chambers that are affected by the works shall be sealed and the benching made good as directed and to the satisfaction of the Highways Inspector and/or utility company involved.
- 7.1. All drains, sewers, ducts, cables, etc., that will pass under the proposed highway shall be surveyed, probed, traced, recorded, jessed, cutty'd, etc., to ascertain their structural condition and suitability to fall within the new highway. If deemed necessary, special protection and/or replacement shall be directed and to the satisfaction of the Highways Inspector, Area Engineer and/or Utility Company involved.
8. 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 shall be directed and to the satisfaction of the Highways Inspector, Area Engineer and/or Utility Company involved.
9. Developer/Contractor to provide suitable and effective wheel washing facilities to prevent any dirt being carried 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.
10. No concrete to be poured or laid in temperatures below 2degC on a falling thermometer or when the temperature reaches 2degC Contractor to ensure that concrete to be poured is at least 10degC and to be deposited in a position agreed by the Highways Inspector).
11. All road signs and markings to comply with the Traffic Signs Manual.
12. All road markings to be thermoplastic.
13. Compliance with the Traffic Signs Manual 2009.
14. Refer to WSCC 278/38 Highway Agreement Standard Details drawings 01-36 and revision thereof.
15. Highways Inspector to approve all kerbs and/or edging line and level on all new works to be installed.
16. The Highway Inspector will direct the contractor accordingly to achieve a satisfactory finish which may deviate from the technically approved detail drawings. The contractor will record all variances for the 'as-built' drawings issue'.
17. All 'acceptable' highway works to be carried out in accordance with the County of Durham and City of Sunderland Highways and Highways Super County Council Standard Details - both available on the Internet."

P2	Updated to comments	08.03.2022	JMW	LS
P1	INITIAL ISSUE	03.03.2022	JMW	LS
Rev	Amendments	Date	Dsn	Chk

Status	PRELIMINARY
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Client

THE NATIONAL TRUST

Architect

Project
SLINDON ESTATE, FONTWELL

Title	S278 GENERAL ARRANGEMENT
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Date	MARCH 2022	Scale @ A1	as shown
Clients Ref.		Project Ref.	11605



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Drawing Number	Rev.
11605/1001	P2