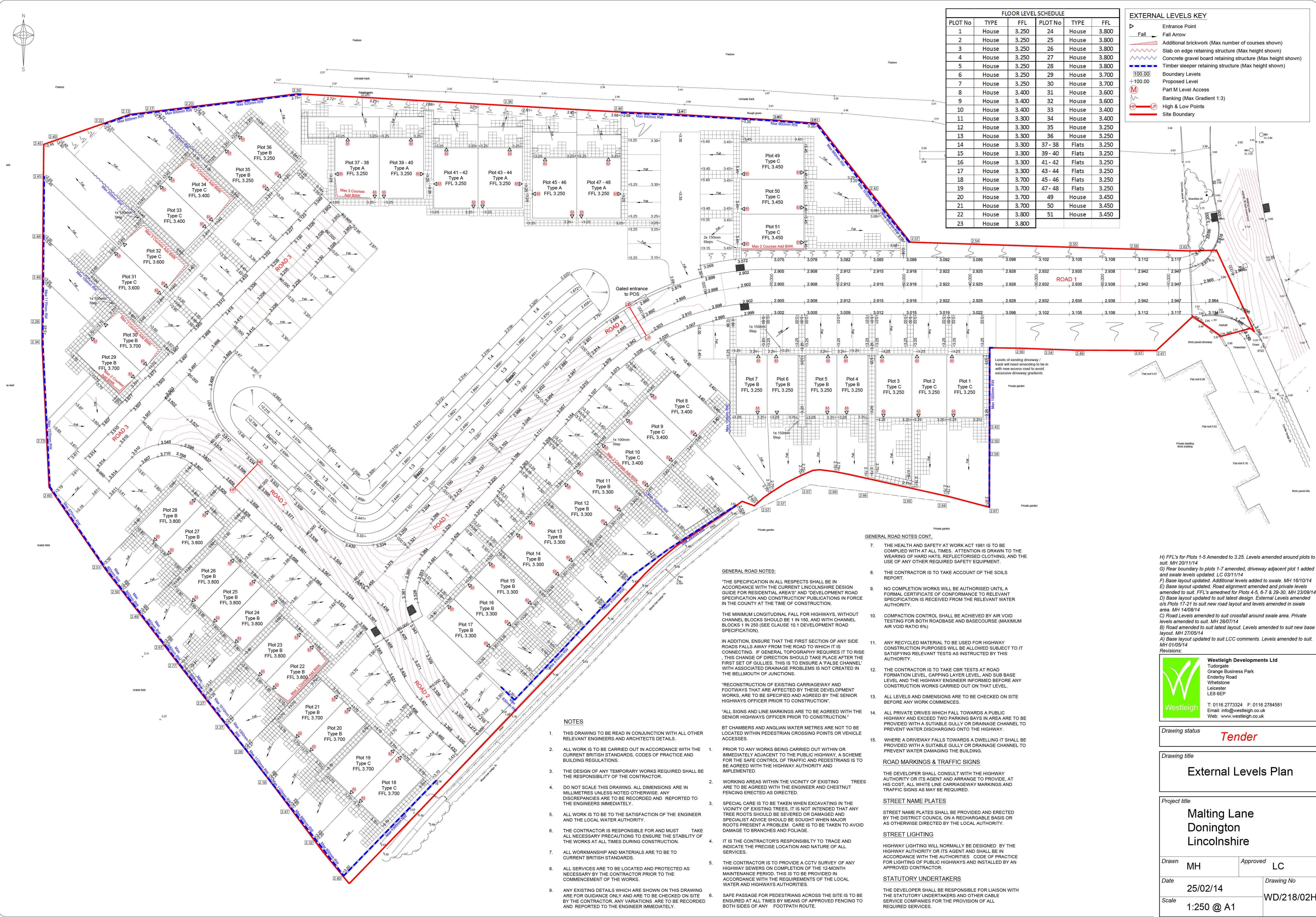
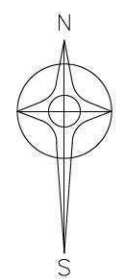




FLOOR LEVEL SCHEDULE					
PLOT No	TYPE	FFL	PLOT No	TYPE	FFL
1	House	3.250	24	House	3.800
2	House	3.250	25	House	3.800
3	House	3.250	26	House	3.800
4	House	3.250	27	House	3.800
5	House	3.250	28	House	3.800
6	House	3.250	29	House	3.700
7	House	3.250	30	House	3.700
8	House	3.400	31	House	3.600
9	House	3.400	32	House	3.600
10	House	3.400	33	House	3.400
11	House	3.300	34	House	3.400
12	House	3.300	35	House	3.250
13	House	3.300	36	House	3.250
14	House	3.300	37 - 38	Flats	3.250
15	House	3.300	39 - 40	Flats	3.250
16	House	3.300	41 - 42	Flats	3.250
17	House	3.300	43 - 44	Flats	3.250
18	House	3.700	45 - 46	Flats	3.250
19	House	3.700	47 - 48	Flats	3.250
20	House	3.700	49	House	3.450
21	House	3.700	50	House	3.450
22	House	3.800	51	House	3.450
23	House	3.800			

EXTERNAL LEVELS KEY	
	Entrance Point
	Fall Arrow
	Additional brickwork (Max number of courses shown)
	Slab on edge retaining structure (Max height shown)
	Concrete gravel board retaining structure (Max height shown)
	Timber sleeper retaining structure (Max height shown)
	Boundary Levels
	Proposed Level
	Part M Level Access
	Banking (Max Gradient 1:3)
	High & Low Points
	Site Boundary

GENERAL ROAD NOTES CONT.

- THE HEALTH AND SAFETY AT WORK ACT 1981 IS TO BE COMPLIED WITH AT ALL TIMES. ATTENTION IS DRAWN TO THE WEARING OF HARD HATS, REFLECTORISED CLOTHING, AND THE USE OF ANY OTHER REQUIRED SAFETY EQUIPMENT.
- THE CONTRACTOR IS TO TAKE ACCOUNT OF THE SOILS REPORT.
- NO COMPLETION WORKS WILL BE AUTHORISED UNTIL A FORMAL CERTIFICATE OF CONFORMANCE TO RELEVANT SPECIFICATION IS RECEIVED FROM THE RELEVANT WATER AUTHORITY.
- COMPACTION CONTROL SHALL BE ACHIEVED BY AIR VOID TESTING FOR BOTH ROADBASE AND BASECOURSE (MAXIMUM AIR VOID RATIO 6%).
- ANY RECYCLED MATERIAL TO BE USED FOR HIGHWAY CONSTRUCTION PURPOSES WILL BE ALLOWED SUBJECT TO IT SATISFYING RELEVANT TESTS AS INSTRUCTED BY THIS AUTHORITY.
- THE CONTRACTOR IS TO TAKE CBR TESTS AT ROAD FORMATION LEVEL, CAPPING LAYER LEVEL, AND SUB BASE LEVEL AND THE HIGHWAY ENGINEER INFORMED BEFORE ANY CONSTRUCTION WORKS CARRIED OUT ON THAT LEVEL.
- ALL LEVELS AND DIMENSIONS ARE TO BE CHECKED ON SITE BEFORE ANY WORK COMMENCES.
- ALL PRIVATE DRIVES WHICH FALL TOWARDS A PUBLIC HIGHWAY AND EXCEED TWO PARKING BAYS IN AREA ARE TO BE PROVIDED WITH A SUITABLE GULLY OR DRAINAGE CHANNEL TO PREVENT WATER DISCHARGING ONTO THE HIGHWAY.
- WHERE A DRIVEWAY FALLS TOWARDS A DWELLING IT SHALL BE PROVIDED WITH A SUITABLE GULLY OR DRAINAGE CHANNEL TO PREVENT WATER DAMAGING THE BUILDING.

ROAD MARKINGS & TRAFFIC SIGNS

THE DEVELOPER SHALL CONSULT WITH THE HIGHWAY AUTHORITY OR ITS AGENT AND ARRANGE TO PROVIDE, AT HIS COST, ALL WHITE LINE CARRIAGEWAY MARKINGS AND TRAFFIC SIGNS AS MAY BE REQUIRED.

STREET NAME PLATES

STREET NAME PLATES SHALL BE PROVIDED AND ERECTED BY THE DISTRICT COUNCIL ON A RECHARGEABLE BASIS OR AS OTHERWISE DIRECTED BY THE LOCAL AUTHORITY.

STREET LIGHTING

HIGHWAY LIGHTING WILL NORMALLY BE DESIGNED BY THE HIGHWAY AUTHORITY OR ITS AGENT AND SHALL BE IN ACCORDANCE WITH THE AUTHORITIES' CODE OF PRACTICE FOR LIGHTING OF PUBLIC HIGHWAYS AND INSTALLED BY AN APPROVED CONTRACTOR.

STATUTORY UNDERTAKERS

THE DEVELOPER SHALL BE RESPONSIBLE FOR LIAISON WITH THE STATUTORY UNDERTAKERS AND OTHER CABLE SERVICE COMPANIES FOR THE PROVISION OF ALL REQUIRED SERVICES.

GENERAL ROAD NOTES:

"THE SPECIFICATION IN ALL RESPECTS SHALL BE IN ACCORDANCE WITH THE CURRENT LINCOLNSHIRE DESIGN GUIDE FOR RESIDENTIAL AREAS" AND "DEVELOPMENT ROAD SPECIFICATION AND CONSTRUCTION" PUBLICATIONS IN FORCE IN THE COUNTY AT THE TIME OF CONSTRUCTION.

THE MINIMUM LONGITUDINAL FALL FOR HIGHWAYS, WITHOUT CHANNEL BLOCKS SHOULD BE 1 IN 150, AND WITH CHANNEL BLOCKS 1 IN 250 (SEE CLAUSE 10.1 DEVELOPMENT ROAD SPECIFICATION).

IN ADDITION, ENSURE THAT THE FIRST SECTION OF ANY SIDE ROADS FALLS AWAY FROM THE ROAD TO WHICH IT IS CONNECTING. IF GENERAL TOPOGRAPHY REQUIRES IT TO RISE, THIS CHANGE OF DIRECTION SHOULD TAKE PLACE AFTER THE FIRST SET OF GULLIES. THIS IS TO ENSURE A 'FALSE CHANNEL' WITH ASSOCIATED DRAINAGE PROBLEMS IS NOT CREATED IN THE BELLMOUTH OF JUNCTIONS.

"RECONSTRUCTION OF EXISTING CARRIAGEWAY AND FOOTWAYS THAT ARE AFFECTED BY THESE DEVELOPMENT WORKS, ARE TO BE SPECIFIED AND AGREED BY THE SENIOR HIGHWAYS OFFICER PRIOR TO CONSTRUCTION".

"ALL SIGNS AND LINE MARKINGS ARE TO BE AGREED WITH THE SENIOR HIGHWAYS OFFICER PRIOR TO CONSTRUCTION."

BT CHAMBERS AND ANGLIAN WATER METRES ARE NOT TO BE LOCATED WITHIN PEDESTRIAN CROSSING POINTS OR VEHICLE ACCESSES.

PRIOR TO ANY WORKS BEING CARRIED OUT WITHIN OR IMMEDIATELY ADJACENT TO THE PUBLIC HIGHWAY, A SCHEME FOR THE SAFE CONTROL OF TRAFFIC AND PEDESTRIANS IS TO BE AGREED WITH THE HIGHWAY AUTHORITY AND IMPLEMENTED.

WORKING AREAS WITHIN THE VICINITY OF EXISTING TREES ARE TO BE AGREED WITH THE ENGINEER AND CHESTNUT FENCING ERECTED AS DIRECTED.

SPECIAL CARE IS TO BE TAKEN WHEN EXCAVATING IN THE VICINITY OF EXISTING TREES. IT IS NOT INTENDED THAT ANY TREE ROOTS SHOULD BE SEVERED OR DAMAGED AND SPECIALIST ADVICE SHOULD BE SOUGHT WHEN MAJOR ROOTS PRESENT A PROBLEM. CARE IS TO BE TAKEN TO AVOID DAMAGE TO BRANCHES AND FOLIAGE.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO TRACE AND INDICATE THE PRECISE LOCATION AND NATURE OF ALL SERVICES.

THE CONTRACTOR IS TO PROVIDE A CCTV SURVEY OF ANY HIGHWAY SEWERS ON COMPLETION OF THE 12-MONTH MAINTENANCE PERIOD. THIS IS TO BE PROVIDED IN ACCORDANCE WITH THE REQUIREMENTS OF THE LOCAL WATER AND HIGHWAYS AUTHORITIES.

SAFE PASSAGE FOR PEDESTRIANS ACROSS THE SITE IS TO BE ENSURED AT ALL TIMES BY MEANS OF APPROVED FENCING TO BOTH SIDES OF ANY FOOTPATH ROUTE.

NOTES

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ENGINEERS AND ARCHITECTS DETAILS.
- ALL WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE CURRENT BRITISH STANDARDS, CODES OF PRACTICE AND BUILDING REGULATIONS.
- THE DESIGN OF ANY TEMPORARY WORKS REQUIRED SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- DO NOT SCALE THIS DRAWING. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ANY DISCREPANCIES ARE TO BE RECORDED AND REPORTED TO THE ENGINEERS IMMEDIATELY.
- ALL WORK IS TO BE TO THE SATISFACTION OF THE ENGINEER AND THE LOCAL WATER AUTHORITY.
- THE CONTRACTOR IS RESPONSIBLE FOR AND MUST TAKE ALL NECESSARY PRECAUTIONS TO ENSURE THE STABILITY OF THE WORKS AT ALL TIMES DURING CONSTRUCTION.
- ALL WORKMANSHIP AND MATERIALS ARE TO BE TO CURRENT BRITISH STANDARDS.
- ALL SERVICES ARE TO BE LOCATED AND PROTECTED AS NECESSARY BY THE CONTRACTOR PRIOR TO THE COMMENCEMENT OF THE WORKS.
- ANY EXISTING DETAILS WHICH ARE SHOWN ON THIS DRAWING ARE FOR GUIDANCE ONLY AND ARE TO BE CHECKED ON SITE BY THE CONTRACTOR. ANY VARIATIONS ARE TO BE RECORDED AND REPORTED TO THE ENGINEER IMMEDIATELY.

- H) FFL's for Plots 1-5 Amended to 3.25. Levels amended around plots to suit. MH 20/11/14
- G) Rear boundary to plots 1-7 amended, driveway adjacent plot 1 added and swale levels updated. LC 03/11/14
- F) Base layout updated. Additional levels added to swale. MH 16/10/14
- E) Base layout updated. Road alignment amended and private levels amended to suit. FFL's amended for Plots 4-5, 6-7 & 29-30. MH 23/09/14
- D) Base layout updated to suit latest design. External Levels amended o/s Plots 17-21 to suit new road layout and levels amended in swale area. MH 14/08/14
- C) Road Levels amended to suit crossfall around swale area. Private levels amended to suit. MH 28/07/14
- B) Road amended to suit latest layout. Levels amended to suit new base layout. MH 27/05/14
- A) Base layout updated to suit LCC comments. Levels amended to suit. MH 01/05/14
- Revisions:

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Drawing status **Tender**

Drawing title **External Levels Plan**

Project title **Malting Lane
Donington
Lincolnshire**

Drawn	MH	Approved	LC
Date	25/02/14	Drawing No	WD/218/02H
Scale	1:250 @ A1		