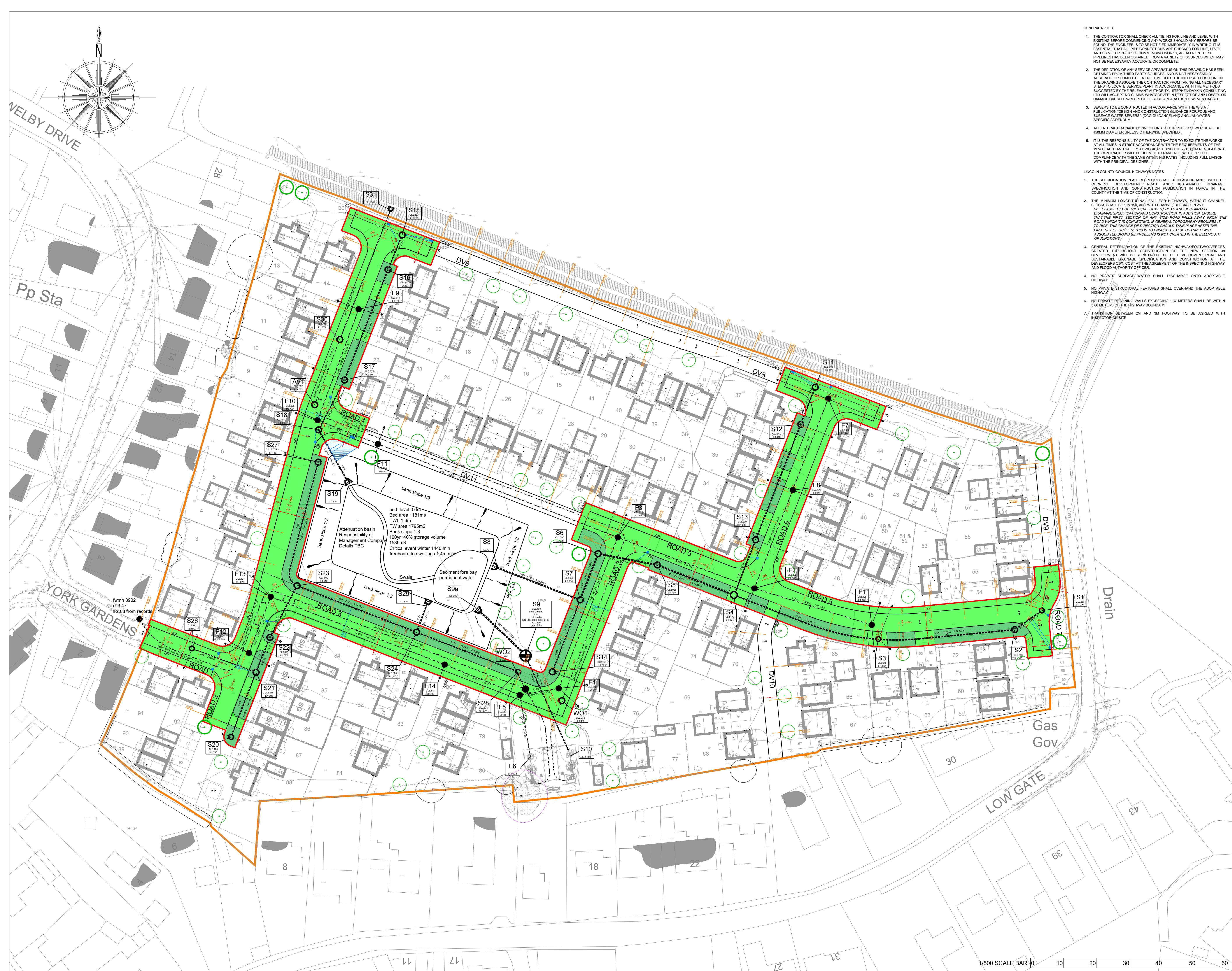




- GENERAL NOTES
1. THE CONTRACTOR SHALL CHECK ALL THE INS FOR LINE AND LEVEL WITH EXISTING BEFORE COMMENCING ANY WORKS SHOULD ANY ERRORS BE FOUND. THE ENGINEER IS TO BE NOTIFIED IMMEDIATELY IN WRITING. IT IS ESSENTIAL THAT ALL PIPE CONNECTIONS ARE CHECKED FOR LINE, LEVEL AND DIAMETER PRIOR TO COMMENCING WORKS. AS DATA ON THESE PIPELINES HAS BEEN OBTAINED FROM A VARIETY OF SOURCES WHICH MAY NOT BE NECESSARILY ACCURATE OR COMPLETE.
 2. THE DEPICTION OF ANY SERVICE APPARATUS ON THIS DRAWING HAS BEEN OBTAINED FROM THIRD PARTY SOURCES, AND IS NOT NECESSARILY ACCURATE OR COMPLETE. AT NO TIME DOES THE INFERRED POSITION ON THE DRAWING ABSOLVE THE CONTRACTOR FROM TAKING ALL NECESSARY STEPS TO LOCATE SERVICE PLANT IN ACCORDANCE WITH THE METHODS SUGGESTED BY THE RELEVANT AUTHORITY. STEPHEN DAYKIN CONSULTING LTD WILL ACCEPT NO CLAIMS WHATSOEVER IN RESPECT OF ANY LOSSES OR DAMAGE CAUSED IN RESPECT OF SUCH APPARATUS, HOWEVER CAUSED.
 3. SEWERS TO BE CONSTRUCTED IN ACCORDANCE WITH THE W.S.A / PUBLICATION DESIGN AND CONSTRUCTION GUIDANCE FOR Foul AND SURFACE WATER SEWERS', (DCS GUIDANCE) AND ANGLIAN WATER SPECIFIC ADDENDUM.
 4. ALL LATERAL DRAINAGE CONNECTIONS TO THE PUBLIC SEWER SHALL BE 150MM DIAMETER UNLESS OTHERWISE SPECIFIED.
 5. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO EXCISE THE WORKS AT ALL TIMES IN STRICT ACCORDANCE WITH THE REQUIREMENTS OF THE 1974 HEALTH AND SAFETY AT WORK ACT AND THE 2015 CDM REGULATIONS. THE CONTRACTOR WILL BE DEEMED TO HAVE ALLOWED FOR FULL COMPLIANCE WITH THE SAME WITHIN HIS RATES, INCLUDING FULL LIAISON WITH THE PRINCIPAL DESIGNER.
- LINCOLN COUNTY COUNCIL HIGHWAYS NOTES
1. THE SPECIFICATION IN ALL RESPECTS SHALL BE IN ACCORDANCE WITH THE CURRENT DEVELOPMENT ROAD AND SUSTAINABLE DRAINAGE SPECIFICATION AND CONSTRUCTION PUBLICATION IN FORCE IN THE COUNTY AT THE TIME OF CONSTRUCTION.
 2. THE MINIMUM LONGITUDINAL FALL FOR HIGHWAYS, WITHOUT CHANNEL BLOCKS SHALL BE 1 IN 150, AND WITH CHANNEL BLOCKS 1 IN 250. SEE CLAUSE 10.1 OF THE DEVELOPMENT ROAD AND SUSTAINABLE DRAINAGE SPECIFICATION AND CONSTRUCTION. IN ADDITION, ENSURE THAT THE FIRST SECTION OF ANY SIDE ROAD FALLS AWAY FROM THE ROAD 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 CHANNE WITH ASSOCIATED DRAINAGE PROBLEMS IS NOT CREATED IN THE BELLMOUTH OF JUNCTIONS.
 3. GENERAL DETERIORATION OF THE EXISTING HIGHWAY/FOOTWAY VERGES CREATED THROUGHOUT CONSTRUCTION OF THE NEW SECTION 38 DEVELOPMENT WILL BE REINSTATED TO THE DEVELOPMENT ROAD AND SUSTAINABLE DRAINAGE SPECIFICATION AND CONSTRUCTION AT THE DEVELOPERS OWN COST AT THE AGREEMENT OF THE INSPECTING HIGHWAY AND FLOOD AUTHORITY OFFICER.
 4. NO PRIVATE SURFACE WATER SHALL DISCHARGE ONTO ADOPTABLE HIGHWAY.
 5. NO PRIVATE STRUCTURAL FEATURES SHALL OVERHANG THE ADOPTABLE HIGHWAY.
 6. NO PRIVATE RETAINING WALLS EXCEEDING 1.37 METERS SHALL BE WITHIN 3.66 METERS OF THE HIGHWAY BOUNDARY.
 7. TRANSITION BETWEEN 2M AND 3M FOOTWAY TO BE AGREED WITH INSPECTOR ON SITE.

- Section 38 Key
- Extent of Proposed Highway
 - Gully and Connections
 - Tactile crossing provision
 - Site Boundary
 - Extent of Public Highway
 - Highway Drain and Manhole
 - Section 104 storm sewer and manhole
 - Section 104 foul sewer and manhole
 - Adoptable grass verge or filter drain included as part of the extent of proposed highway
 - Highway Easement
 - Existing tree to be removed
 - Existing tree to be retained
 - Proposed tree, please see landscaping design by others

LCC NOTE G3.9.7 WHERE TREES ARE TO BE PLANTED WITHIN 5M OF FOOTWAYS OR HIGHWAYS A ROOT BARRIER IS REQUIRED BETWEEN THE TREE ROOT SYSTEM AND THE HIGHWAY STRUCTURE. A PROPRIETARY, HIGH STRENGTH, PHOTO AND BIO DEGRADATION RESISTANT ROOT BARRIER 2MM THICK WITH A MINIMUM WIDTH OF 1.0M SHOULD BE USED. WHERE INDIVIDUAL TREES ARE TO BE PLANTED IN TREE PITS WITH HIGHWAY OR FOOTWAYS ADJACENT, THE USE OF PREFORMED ROOT DIRECTORS MAY BE APPROPRIATE

A	1st iteration LCC S38 comments	14.06.24	SD
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client gleeson			
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