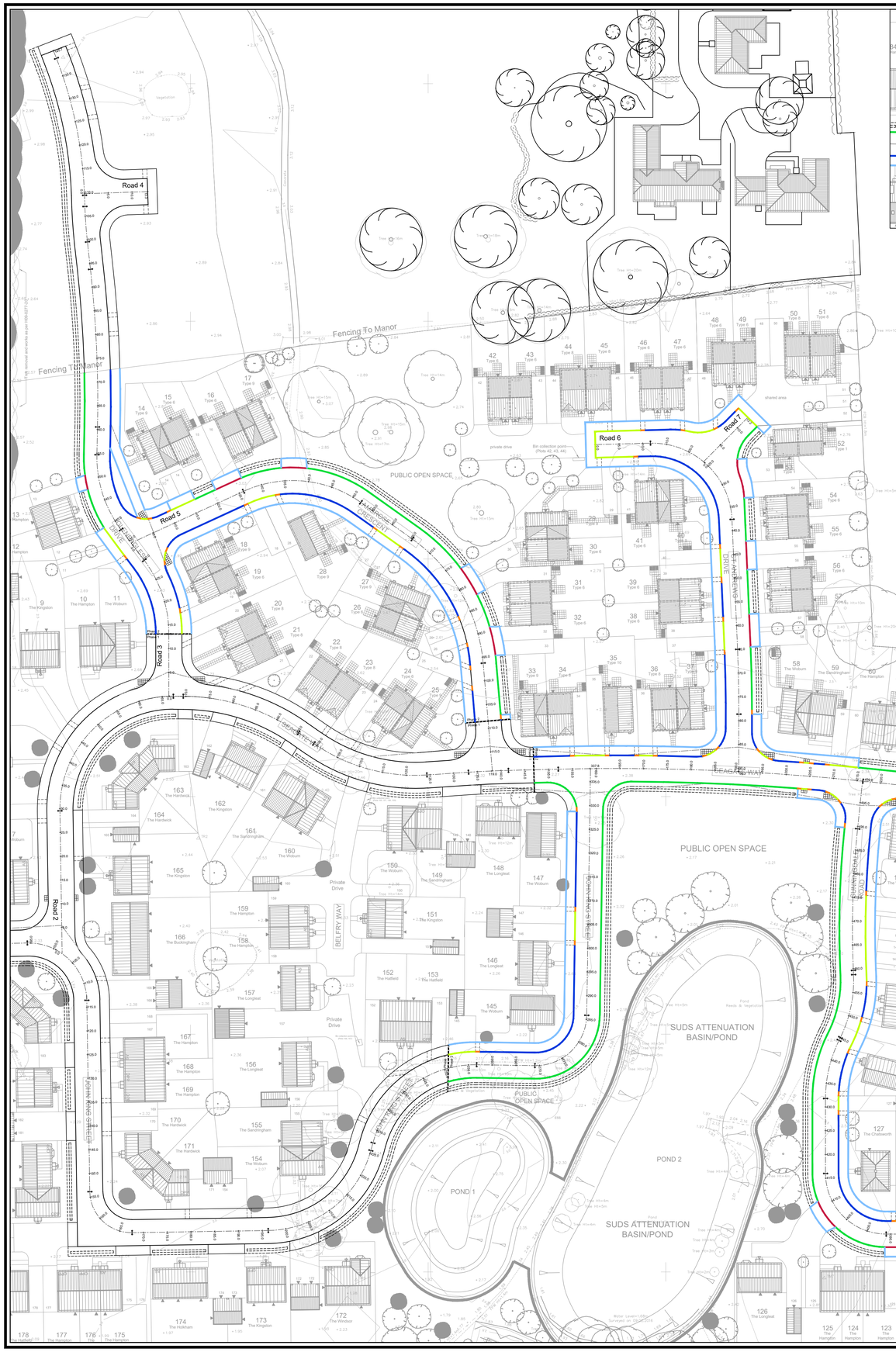
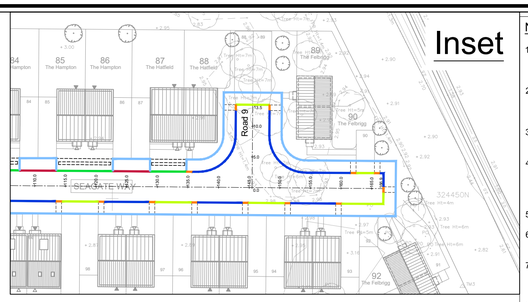






Notes

1. The Contractor is responsible at all times for carrying out their work strictly in accordance with the Health and Safety at Work Act 1974 and the CDM Regulations 2015. The Contractor shall be deemed to have allowed for full compliance with the same within their price.
2. The Contractor is responsible for checking all highway and drainage tie-in work with existing for line and level before commencing work. Any discrepancies or errors shall be reported to the engineer in writing immediately.
3. All accommodation works necessary to establish a satisfactory link between existing and new work will have been allowed for in the Contractors price.
4. It is the responsibility of the Contractor to locate any service apparatus in the vicinity of the works and he will be deemed to have allowed for all hand digging and locating of service apparatus in their price. The Developer and Engineer will accept no claims whatsoever in respect of any loss or damage caused in respect of such apparatus, however caused.
5. All materials for use in the contract are to be BSI kitemarked.
6. All concrete and mortar that is to be buried shall be sulphate resisting unless soil and groundwater tests prove that no sulphates are present.
7. The Contractor is responsible for arranging a meeting with the Water Authority and Highway Authority Clerks of works to ascertain any variations that are relevant to thier development prior to work commencing.
8. The Contractor is responsible for ensuring that all works are to the satisfaction of the highway authority engineer and will have included for any necessary testing in their price.
9. The Contractor is to liaise with the Highway Authority Engineer, affording them reasonable notice to inspect the works during construction.
10. The Contractor is to ensure that any traffic management required to undertake the works is approved by the Highway Authority prior to these works commencing.
11. The Contractor is to comply with the New Roads and Streetworks Act 1991 for all works in the public highway.
12. All adoptable highway work shall be constructed in accordance with the Highway Authority's Specification and Design Guide. Their drawing is intended for guidance only and must be read in conjunction with the above document which will supersede their drawing in the event of a conflict.
13. Their drawing is to be read in conjunction with all other relevant engineers, architects and specialist design drawings and details. Any discrepancies or errors found shall be reported to the engineer in writing immediately.
14. All dimensions shown are in millimetres unless noted otherwise and all levels and coordinates relate to topographical survey information.
15. Do not scale from their drawing, if in doubt ask.
16. Site Preparation
    The site is to be cleared of all rubbish, undergrowth and unwanted matter. Vegetable matter shall be stripped and any roots grubbed up. All material to be disposed to a tip provided by the Contractor unless otherwise agreed in the Specification/Contract.

    Unless laboratory information states otherwise, all existing carriageway construction is deemed to contain tar-bound material and needs to be dealt with accordingly.
17. Excavation
    The Contractor will be responsible for all necessary dewatering and trench support to execute the work in a satisfactory manner and will be deemed to have included for the same within their price.
18. Drainage
    For drainage construction details see the specific drainage drawing/s.
19. Road Construction
    During construction, if bituminous layers are trafficked or become contaminated prior to the next layer being laid, a bond coat must be applied. A bond coat shall be applied prior to the laying of a new asphalt layer on any bound substrate.

    Bitumen emulsion bond coats to conform to BS EN 13108 with minimum cohesion in accordance with BS EN 13808:2013, Table 4, Class 4. The bond coat shall have BBA/HAPAS accreditations and comply with BS 594987:2015 and A1:2017.
20. Service Apparatus
    The depiction of any service apparatus on ttheir or any other 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 apparatus in accordance with the methods suggested by the highway authority. The Developer and Engineer will accept no claims whatsoever in respect of any losses or damage caused in respect of such apparatus, however caused.

    The Contractor shall be deemed to have allowed for locating of service apparatus by hand digging in their price.
21. Signing and Road Markings
    All signing for road markings works shall be in accordance with TSRGD 2016, the relevant Traffic Signs Manual chapter/s, and Safety at Streetworks and Roadworks Code of Practice.
22. Inspections
    The Contractor shall be deemed to have included for any necessary testing, trial holing and liaison with the highway and LLFA authorities within their price.

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Kerb and Edging Key

- Precast Concrete HB2 kerb with 125mm Upstand
- Precast Concrete HB2-BN transition kerb 125-25mm upstand
- Precast Concrete BN kerb with 25mm upstand, flush at pram crossings
- Precast Concrete Reversed BN kerb with 0mm upstand, 25mm upstand to swale edge
- 150 x 150 mm channel blocks delineate surface changes
- Precast Concrete EF edging kerb
- Precast Concrete channel square kerb (CS) laid flush

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 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.
3. "General deterioration of the existing highway/footway/verges created through 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 and the agreement of the inspecting Highway and Flood Authority Officer."
4. "No private surface water shall discharge onto the adoptable highway."
5. "No private structural features shall overhang the adoptable highway."
6. "No private retaining walls exceeding 1.37 metres shall be within 3.66 metres of the highway boundary."
7. Any made ground beneath the line of the proposed highway should be removed and replaced with a suitably engineered fill. Please note the slightly elevated levels of contamination within the made ground on site.

0 5m 10m 20m 30m 40m

Scale 1:500

Rev	Description	Date	Drawn	Checked
A	Updated to suit latest Phase 2 layout	14:08:26	MS	LAM

Drawing Approval Status:-

N/A Section 104 N/A Section 38 N/A Section 278

FOR TENDER

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Project:
Damgate, Holbeach

Drawing Description:
Phase 2
Highway Kerb Layout

Client:
Seagate Homes
Pudding Lane
Pinchbeck, Spalding
Lincolnshire
PE11 3TJ

Drawing Number:
E4237/705/A

Client Reference:

Scale:
1:500 @ A1
1:1000 @ A3

Designed By:	Drawn By:	Checked By:
AG	JAG	AG
Date: 18.07.24	Date: 18.07.24	Date: 25.07.24

afaq ISO 9001 Quality — UKAS MANAGEMENT SYSTEMS 022 — Certified by Afnor UK

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