

# GENERAL NOTES FOR ALL DEVELOPMENT DRAWINGS

- This drawing is to be read in conjunction with all relevant approved Architects/Planning/Designers drawings and details.
- Construction details for adopted roads to be in accordance with:-
  - Lancashire County Council specifications for 'Design Aid for Housing, Industrial and Commercial Estate Roads. The Developer is advised that he should obtain his own copy of this publication for his information, to ensure full compliance with the Authorities requirements for Adoption, a "pdf" copy of the document can be provided by the Adopting Engineer if required.
  - The Design Manual for Roads and Bridges - incorporating all current amendments.
- The Contractor shall comply with the following:-
  - All operations should be carried out in accordance with the General Health and Safety Policy of the Developer as required by Sections 2 of the Health and Safety at Work Act 1974 and in particular the Construction (General Provisions) Regulations.
  - The Local Authority and service companies are to be notified prior to commencement of work on site.
  - Prior to construction the actual positions and depths of services likely to be affected by the works should be established by means of hand dig in close liaison with the service companies. The Contractor shall immediately advise the Adopting Engineer of any services exposed which may affect the design.
  - All operatives working on the highway must have street works accreditation. Which must be first checked and approved by the Highways Authority Area Office prior to the appropriate Section 50 Licence being issued to permit works to commence.
- The Contractor and/or Developer are entirely responsible for compliance with the Health and Safety at Work Act. He shall be specifically responsible for all temporary works and for the stability of the affected land and structures.
- CBR values to be determined on site with the Highways Authority at the time of construction and CBR testing carried out as necessary by an independent UKAS laboratory. This will be required on formation level, capping layer and sub-base layers at a minimum spacing of 15m and/or as instructed by the Adopting Engineer.
- The Contractor shall check all road and pavement levels before commencing the permanent adoptable works. The Adopting Engineer shall be informed immediately if any levels do not tie-in or will lead to areas of standing water. If this occurs the Developer will have to correct such problems, at his own cost, after first agreeing the necessary remedial measures required with the Adopting Engineer.
- Clauses for materials refer to the latest DTP specification for highway works published by HMSO.
- Vertical steps in the existing carriageway are to be formed by saw cutting.
- Nuclear density tests must be undertaken on all layers of the road and base course layers by an independent UKAS accredited laboratory whilst the materials are being laid.
- All bituminous materials are to be machine laid unless otherwise directed by the Engineer.
- No limestone aggregate to be permitted in any wearing courses whether permanent wearing course or temporary.
- Recycled material can only be used with the approval of the Adopting Engineer.
- All highway works must be signed and guarded in accordance with Chapter 8.
- All materials to be kite marked where applicable.
- All existing kerbing and footway to the entrance of the site shall be renewed and made good to the satisfaction of the Adopting Engineer.
- All final wearing courses must only be laid once construction operations on site have been completed, this being done in one continuous operation without any breaks/joints or as agreed with the Adopting Engineer.  
All permanent kerbing shall not be installed until the final wearing course is ready for laying and all permanent kerb lines must first be approved in writing by the Adopting Engineer accordingly. All delivery tickets will be provided for all wearing course material laid.
- Delivery tickets must be provided for other materials used in the construction process where requested by the Adopting Engineer.
- No loose bound materials to be used adjacent to the Adoptable Highway.
- Any retaining walls, embankments/abutments or any other structure used to support the adoptable highway within 4m to it and greater than 1.5m in height will need to be checked and structurally approved by the Authority prior to construction. These may need to be adopted by the Authority with an appropriate commuted sum being paid.
- No boundary fences or walls will be adopted by the Authority. Under no circumstances should these be used to retain the adoptable highway in any way.
- No private gates/doors/windows/or other projections to open onto the adoptable highway.
- All private driveways falling towards the adoptable highway are to have continuous cut off drainage to the rear of the concrete footway edgings to prevent surface water from these areas flowing onto the adoptable road.
- All ironwork within block paved areas is to be a minimum of 150mm deep.
- Service margins to remain clear of all planting, walls, fences etc including any other obstructions deemed unacceptable by the Adopting Engineer.
- The grassed service margins are to be maintained by the frontages where applicable with the appropriate restrictive covenants being inserted into the title/conveyance documentation relating to the properties concerned. Copies of the title/conveyance documents will need to be provided for checking by LCC Legal Department prior to the issue of the Part 2 certificate by the Adopting Engineer.
- Where private shared drives/accesses serve more than two properties street name plates will need to be erected within the private curtilages to state "Private Drive/Access" as applicable.
- All street name plates are to be installed in accordance with LCC's Street Naming and Numbering Requirements and Specifications. All name plates provided to roads which are cul-de-sacs and/or are not a through route should have the appropriate "T" symbol where required and as applicable.
- Where disabled access needs to be provided to private properties and the adoptable highway needs to be adapted and altered to facilitate this the Adopting Engineer must be informed and this must be done in full consultation with them. All costs associated with such works are to be borne by the Developer.



# GENERAL NOTES

- DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL RELEVANT SPECIFICATIONS, ENGINEERS, ARCHITECTS & SERVICES DRAWINGS, INCLUDING APPROVED BUILDERS WORK DRAWINGS. CONTRACTOR TO NOTIFY ENGINEER OF DISCREPANCIES BETWEEN STRUCTURAL DRAWINGS AND SPECIFICATIONS OR OTHER DRAWINGS.
- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
- DO NOT SCALE FROM THIS DRAWING. WORK TO DIMENSION OR CO-ORDINATES PROVIDED. ALL LEVELS ARE IN METRES AT ALL DIMENSIONS ARE IN MILLIMETRES, UNLESS OTHERWISE NOTED. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS, SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY.

**KEY**

- SECTION 38 - EXTENT OF NEW ADOPTED HIGHWAY WORKS
- SECTION 38 - EXTENT OF NEW SERVICE MARGIN
- PROPOSED SURFACE WATER SEWER DRAIN
- PROPOSED ROAD GULLY AND HIGHWAY DRAIN
- PROPOSED HIGHWAY DRAIN
- SITE BOUNDARY
- PROPOSED STREET NAME SIGN

NOTE: STREET LIGHTNING DESIGN TO BE CONFIRMED

P2	24.10.17	LED	PG	TENDER ISSUE			
P1	18.10.17	LED	PG	PRELIMINARY ISSUE			
No	DATE	DRAWN	REV'D	ENG.	AMENDMENT		
STATUS		PURPOSE OF ISSUE					
D2		TENDER					

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CLIENT		CHIPPING HOMES LTD	
PROJECT		CHURCH RAIKE, CHIPPING	
DRAFTER	MD	ENGINEER	PG
TITLE			
S38 HIGHWAYS WORKS GA SHEET 2 OF 2			
SCALE	SHEET	DRAWING No	REV
1:250	A1	3081-SHD-00-ZR-C-0201	P2