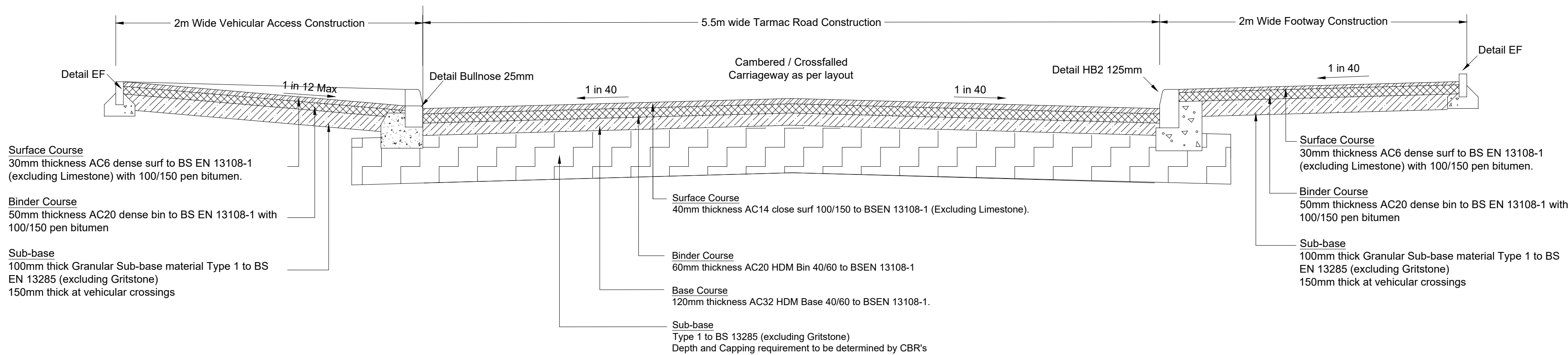
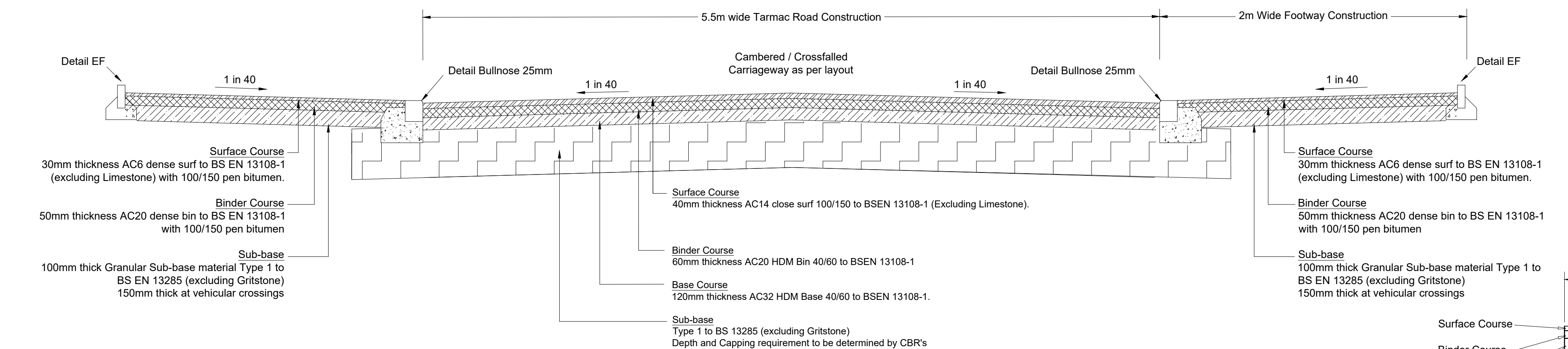
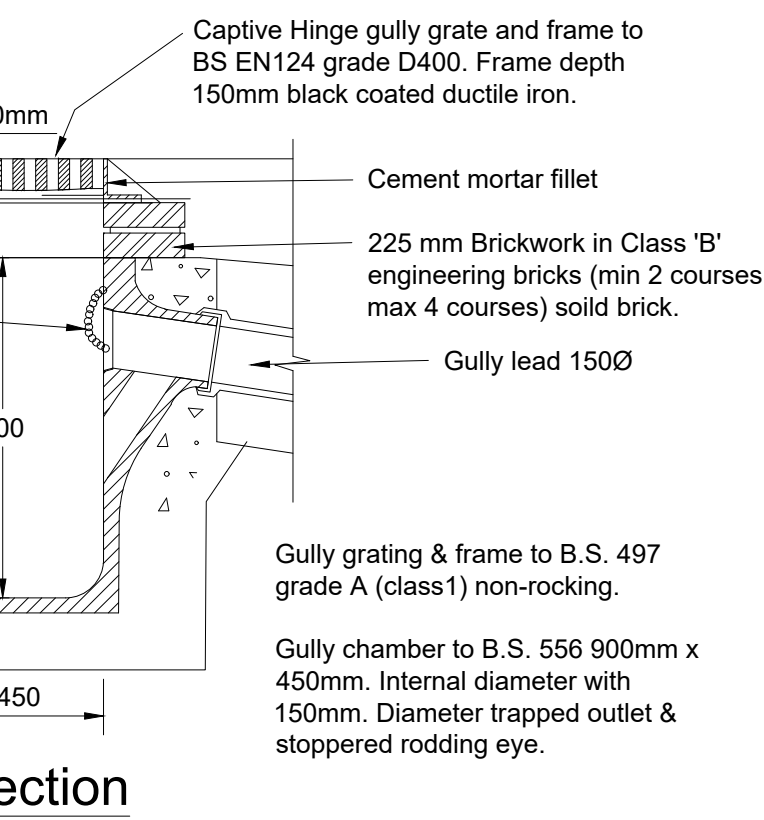
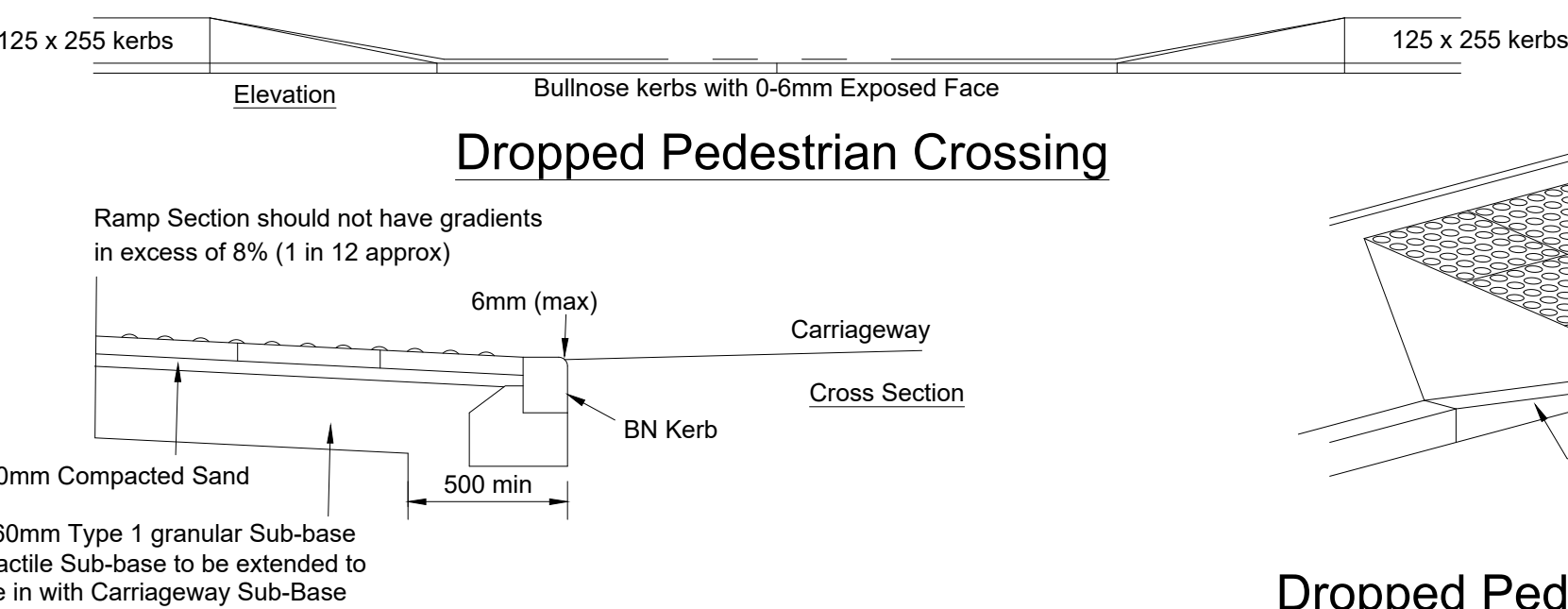
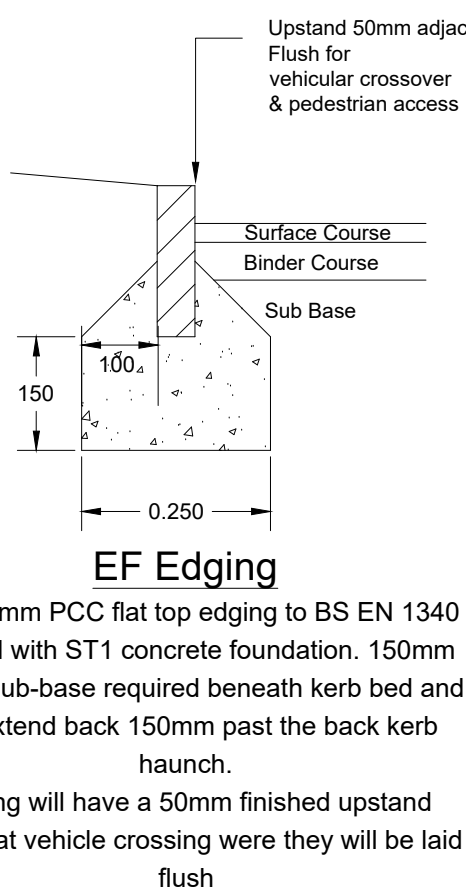
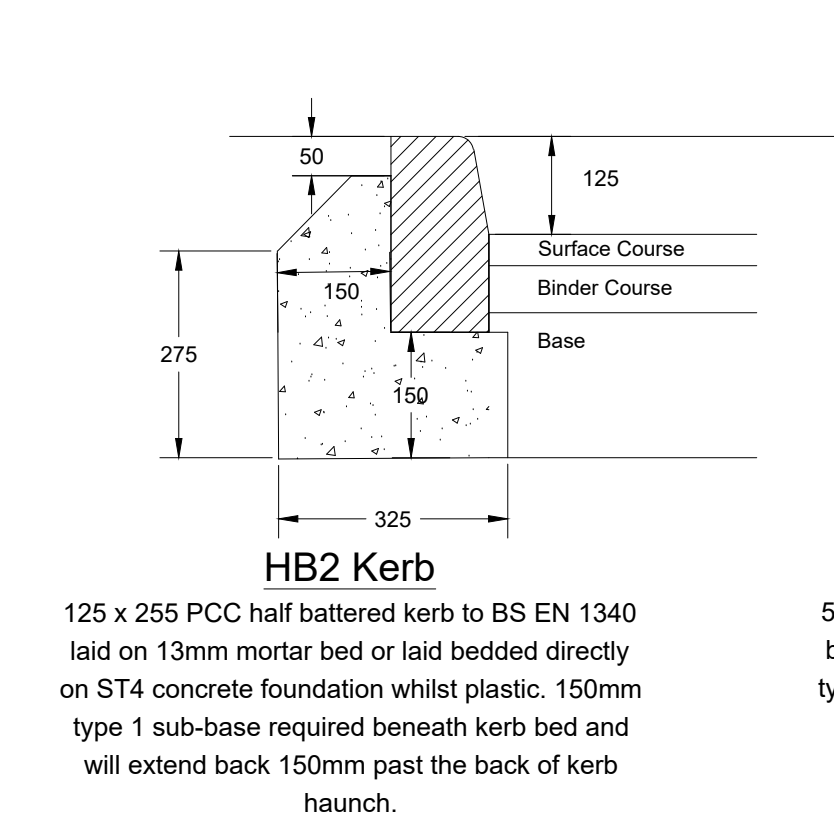
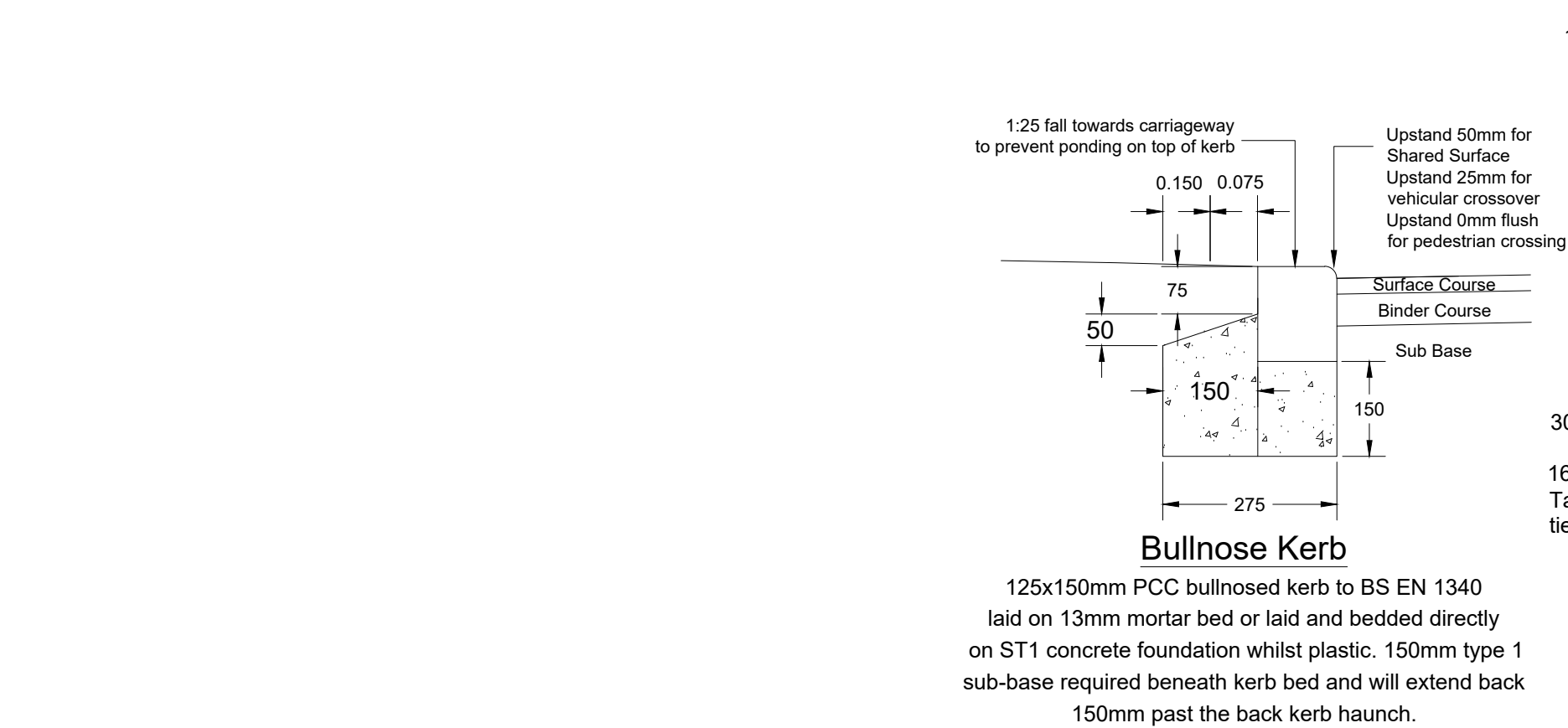




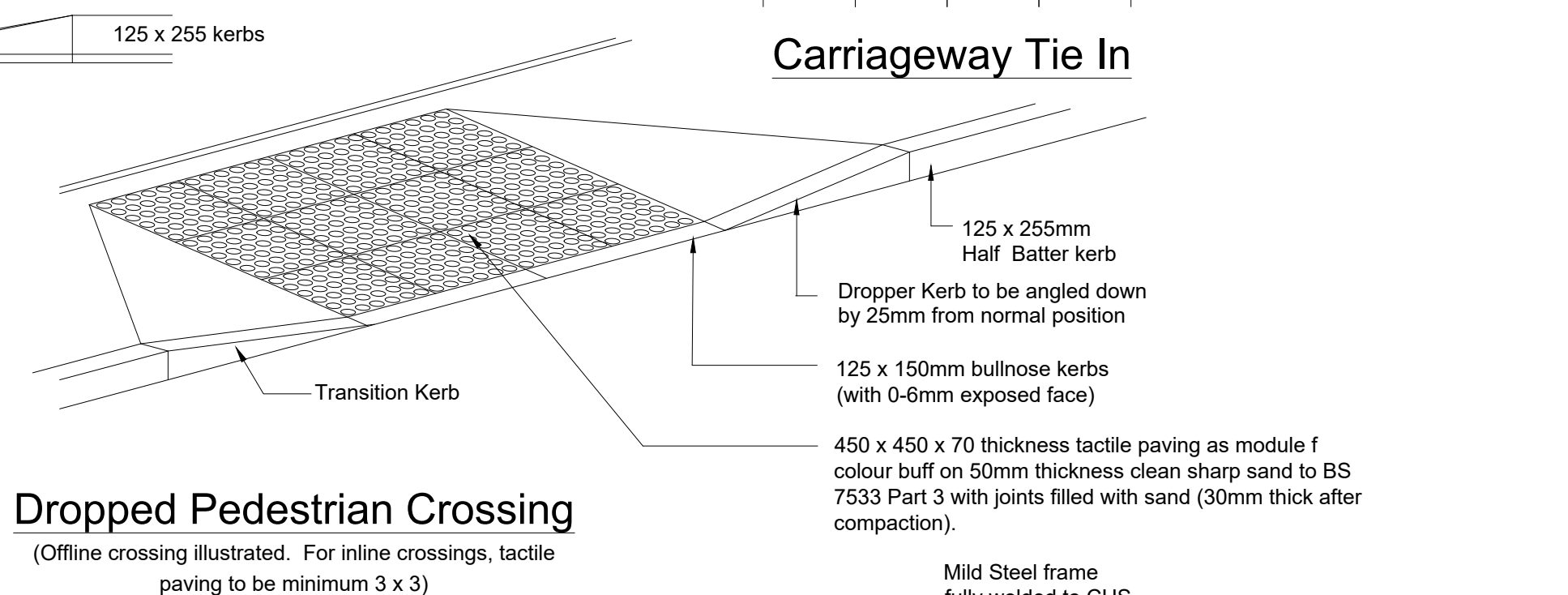
Typical Section Through Tarmac Access Road



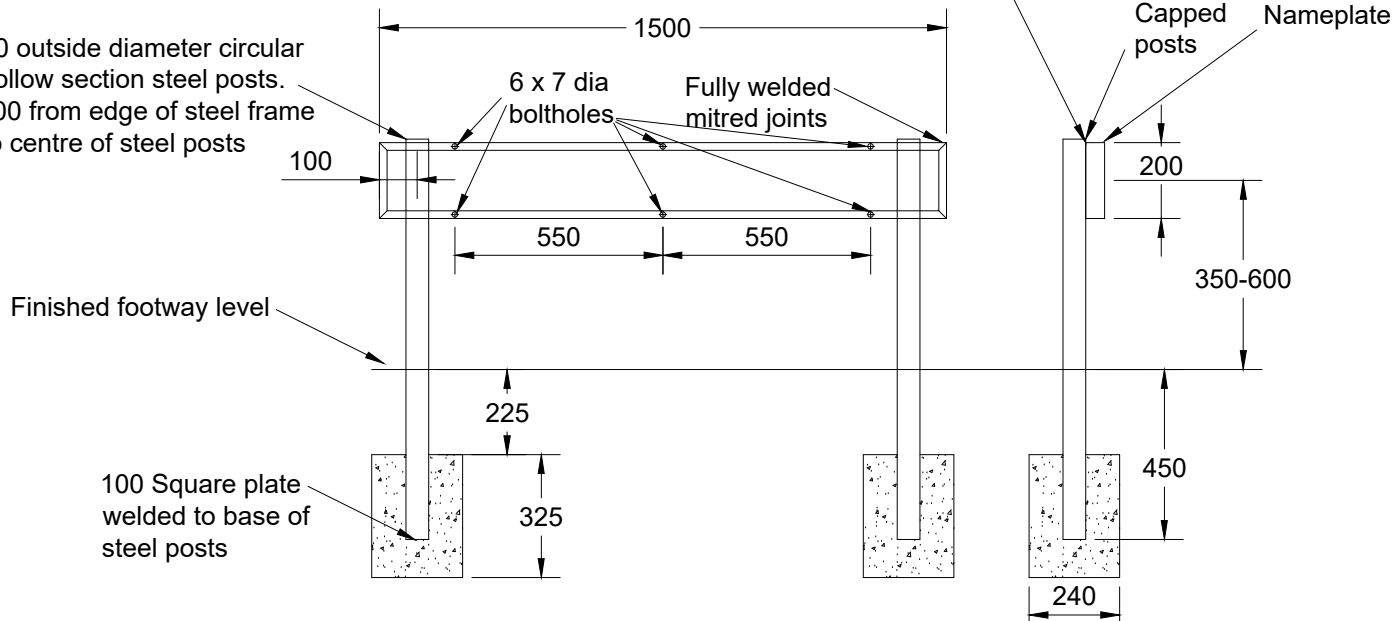
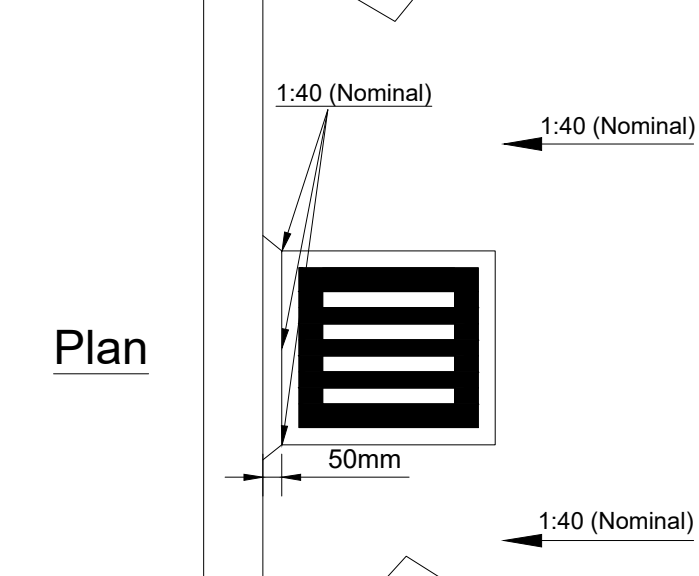
Typical Section Through Raised Tarmac Access Road



Typical Offset Gully Detail



Plan



Street Nameplate Detail 1.5m x 0.2m Sign

Street Nameplate Characteristics:
Material - Aluminium
Height 200 x 450
Length up to a maximum 1500 x 200 high
Height of letter 100. Distance between words 50. Start of first letter from edge 25. Thickness of nameplate not less than 3

Frame to Carry Nameplate:
The welded steel framework made from 38 x 38 x 6 thick steel angles and supplied by the contractor shall be painted with 2 coats of primer, 2 coats of undercoat and 2 coats of gloss.

NOTE:
1. A no through road symbol should be added to the nameplate if the road is a cul-de-sac.
2. All dimensions in millimetres unless noted otherwise.

Sub-base & Capping Thickness	
CBR (%)	
>15	300mm Sub-base
10-15	300mm Sub-base
5-10	300mm Sub-base & 150mm Capping
2-5	300mm Sub-base & 400mm Capping
<2	300mm Sub-base & 600mm Capping

- Notes:
- All material within 450mm of surface shall be non frost susceptible.
 - Capping requires 15% CBR (Sub base 30% CBR)
 - All details required in the construction of adoptable highways are to be in accordance with Kent County Councils manual for streets making it happen.
 - CBR values and calculations are required to determine sub-base thickness.
 - NB: Should proposed access roads be used for construction traffic, please contact Engineer and / or refer to Kent County Council design guidance as construction thickness will differ.

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GENERAL NOTES

- This drawing is to be read in conjunction with relevant architectural and engineering drawings.
- Any discrepancies between the details shown and actual on site conditions to be reported immediately to the engineer prior to commencement of works.
- This drawing is not intended to show details of ground conditions or ground contaminants. Each area of ground relied upon to support any structure depicted (including drainage) must be investigated by the Contractor for any details of ground conditions which do not accord with the anticipated conditions as described in the site investigation report are to be immediately notified to the Engineer, where applicable. Any suspect fluid ground or ground contaminants on or within the ground should be further investigated by a suitable expert. Any earthworks shown indicate typical slopes for guidance only and should be investigated further by a suitable geotechnical expert.
- Where existing trees are shown to be retained they should be subject to a full Arboricultural inspection for safety. All trees are to be planted so as to ensure they are a minimum of 5 metres from buildings and 3 metres from drainage and services, where applicable. A foundation is to be provided to accommodate the proposed tree planting, where applicable.

ADAPTABLE ROADS AND SEWERS

- Roads, footways and parking bays which form part of the highway to be adopted under Section 38 of the Highways Act 1980 shall comply with the requirements of the Adopting Authority.
- Sewers to be adopted under Section 104 of the Water Industries Act 1991 shall comply with the Sewerage Sector Guidance (SSG) "Design & Construction Guidance" with any amendments specified by the Adopting Water Authority.
- All pipes to be used in adoptable sewerage shall be either clayware to BS EN 295 or concrete to BS EN 1916 and BS 5911: Part 1 with Class S bedding unless otherwise stated. With approval of the Adopting Authority solid wall concentric external rib reinforced uPVC pipes complying with the relevant provisions of BS EN 13476 may be used.
- Where cover to a pipe is more than 1200mm under adoptable carriageway the trench shall be filled to formation of the carriageway with well compacted DTP Type 1 material.
- Where cover to a pipe is less than 1200mm under adoptable carriageway it shall be provided with concrete protection in accordance with the specification of the adopting authority and back filled to formation of the carriageway with well compacted DTP Type 1 material. Where concrete bed and surround is specified flexibility of joints is to be maintained by using compressible bitumen impregnated fibreboard at each pipe joint.
- All existing drainage invert levels, diameters and locations are to be checked by the Contractor prior to the commencement of any proposed drainage work. Any difference between actual and drawn details is to be reported to the Engineer immediately.
- Positions of existing services/statutory undertakers apparatus adjacent to or crossing proposed sewers is to be checked by the Contractor prior to starting work.

SECTION 38 NOTES

- Stub and rocker pipes are required where connections are made into, and through manholes, pipes and structures
- All gully gratings shall be and hinged towards the oncoming traffic, have a minimum depth of frame of 100mm and a minimum waterway area of 1020cm², Class 3.11. And shall comply with (BS) EN 124 Class D400
- Only concrete gully pots should be used and these should conform to BS5911 Part 230, dimensions will be 450dia x 760mm deep, Class 3.10 (II).
- Gully connections should be surrounded in concrete for the full length of the connection
- Pre-cast concrete manhole chambers and shafts shall be surrounded by 150mm of ST4 concrete, Class 3.22 (B)
- Manhole covers in carriageways shall have a minimum frame depth of 150mm
- Jet and prove all existing gully connections that are to be reused
- Each gully shall have a separate/individual connection to the sewer

A	Drawing updated to show new bindercourse thickness.	17/07/2023	LB
-	First Issue	03/07/2023	CS
Rev.	Description	Date	By
Drawing Status			
Client			
Project			
Title			
Scale			
Date			
File			

TENDER

SUBJECT TO HIGHWAY AUTHORITY APPROVAL. AMENDMENTS MAY THEREFORE BE REQUESTED.

Westchurch Homes

Louisa Street, Openshaw Greater Manchester

Adoptable Highway Construction Detail Plan

BANNERS GATE

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