

The Contractor is to check and verify in conjunction with the Architects details all setting out points, building and site dimensions, levels and sewer invert levels at connection points and ensure that they are fully conversant with the contents and requirements of the site investigation report before work starts. The Contractor is to comply in all respects with current building legislation, British Standard Specifications, Building Regulations etc, whether or not specifically stated on this drawing.

This drawing is not intended to show details of ground conditions or ground contaminants. Each area of ground referred to in this drawing (including drainage) must be investigated by the Contractor any areas of formation for said structures 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.

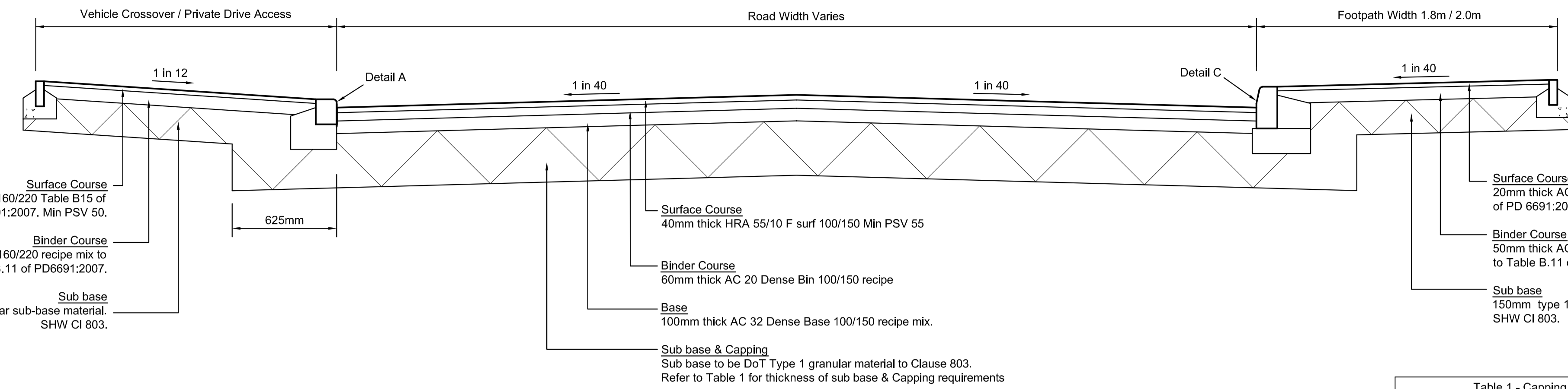
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**GENERAL NOTES**

- This drawing is to be read in conjunction with relevant architectural and engineering drawings.
- Levels indicated in blocks are Finished floor levels and are 150mm above adjacent finished ground levels unless otherwise shown.
- Levels of the existing road at the point of tie-in with proposed site road must be checked prior to commencement of works.
- Any discrepancies between the details shown and actual on site conditions to be reported immediately to the engineer prior to commencement of works.

**ADOPTABLE ROADS AND SERVICES**

- 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 Water Authorities Association "Sewers for Adoption 6th Edition" with any amendments specified by the Adopting Water Authority.
- All pipes to be used in adoptable sewerage shall be either dayware 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.



**Surface Course**  
20mm thick AC 6 Dense surf 160/220 Table B15 of PD 6691:2007, Min PSV 50.

**Binder Course**  
50mm thick AC 20 Dense Bin 160/220 recipe mix to Table B.11 of PD6691:2007.

**Sub base**  
200mm type 1 granular sub-base material, SHW CI 803.

**Surface Course**  
40mm thick HRA 55/10 F surf 100/150 Min PSV 55

**Binder Course**  
60mm thick AC 20 Dense Bin 100/150 recipe

**Base**  
100mm thick AC 32 Dense Base 100/150 recipe mix.

**Sub base & Capping**  
Sub base to be DoT Type 1 granular material to Clause 803. Refer to Table 1 for thickness of sub base & Capping requirements

**Surface Course**  
20mm thick AC 6 Dense surf 160/220 Table B15 of PD 6691:2007, Min PSV 50.

**Binder Course**  
50mm thick AC 20 Dense Bin 160/220 recipe mix to Table B.11 of PD6691:2007.

**Sub base**  
150mm type 1 granular sub-base material, SHW CI 803.

**Table 1 - Capping Layer Requirements**

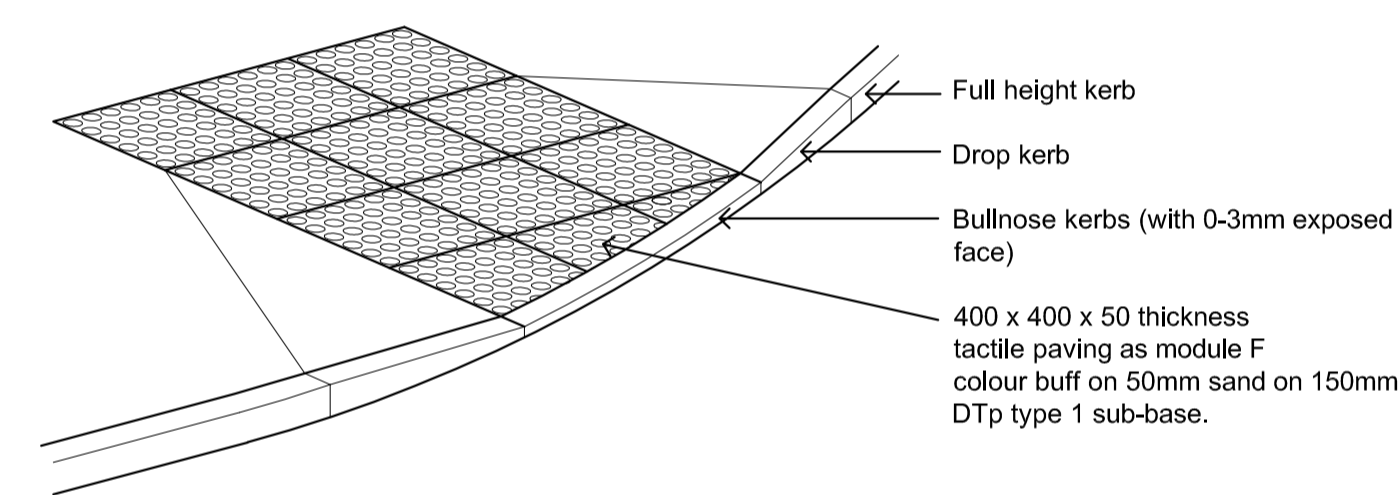
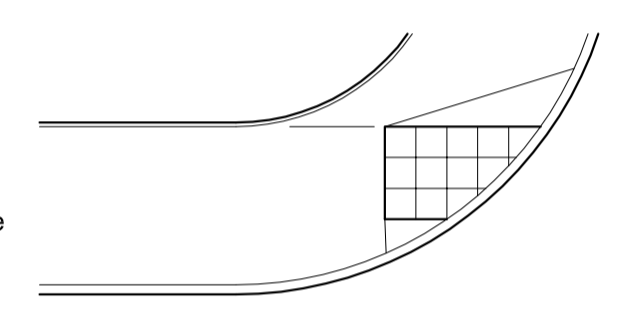
Subgrade CBR	Sub base thickness	Capping thickness
More than 15%	150mm	-
5% - 15%	225mm (2 layers)	-
2% - 5%	150mm	350mm
<2%	150mm	600mm

Sub base material shall be manufactured to comply with MCDHW Clause 801 & Clause 803.

Capping layer shall comply with MCDHW Clause 801 Table 6/1 class 6F2, 6F3 or 6F5 and be compacted following the requirements of table 6/4 method 6.

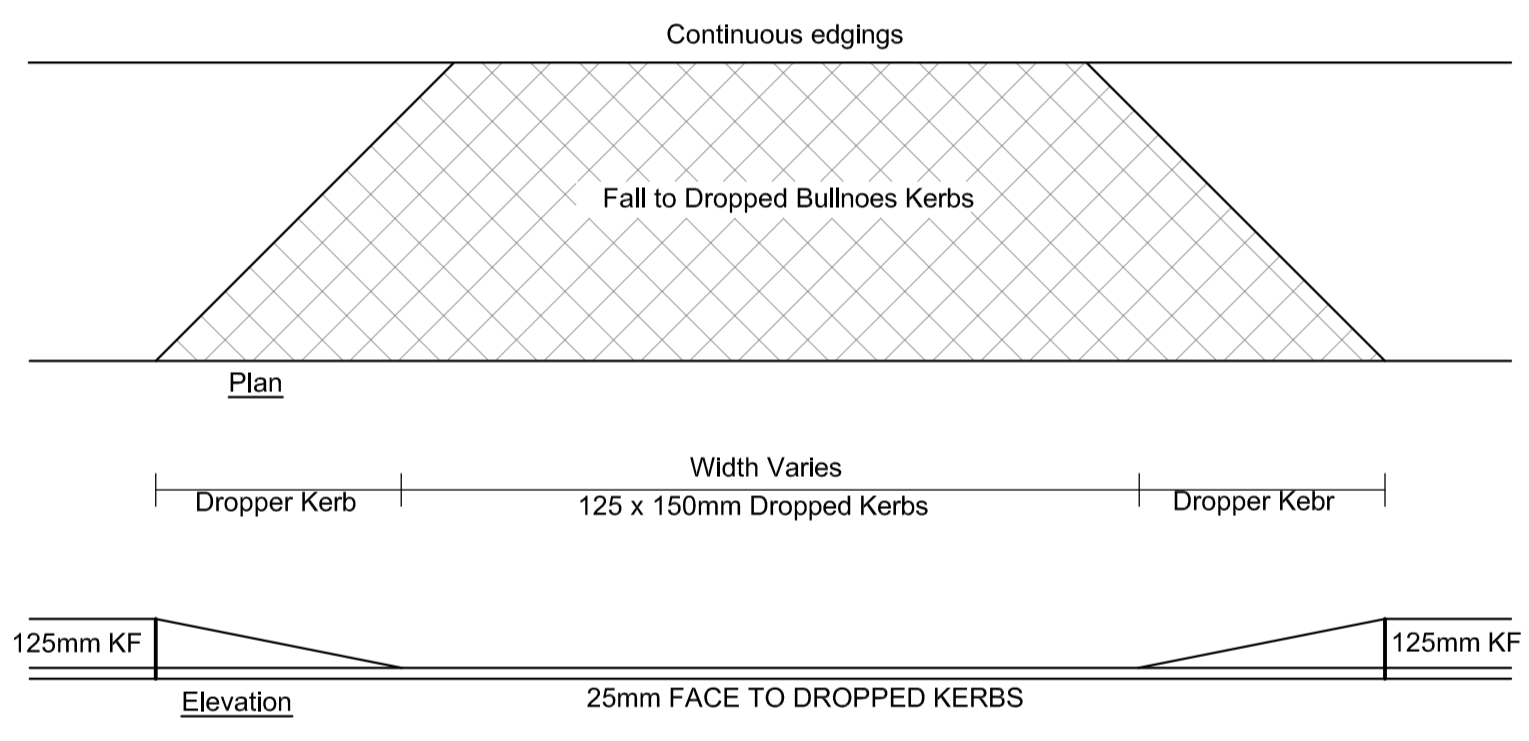
**Minor Residential Road**

Note: Tactile paviors are to be aligned with the direction of crossing. The crossing normally comprises nine uncut tactile paviors in three rows with cut tactile paviors laid to rear of kerb as required.

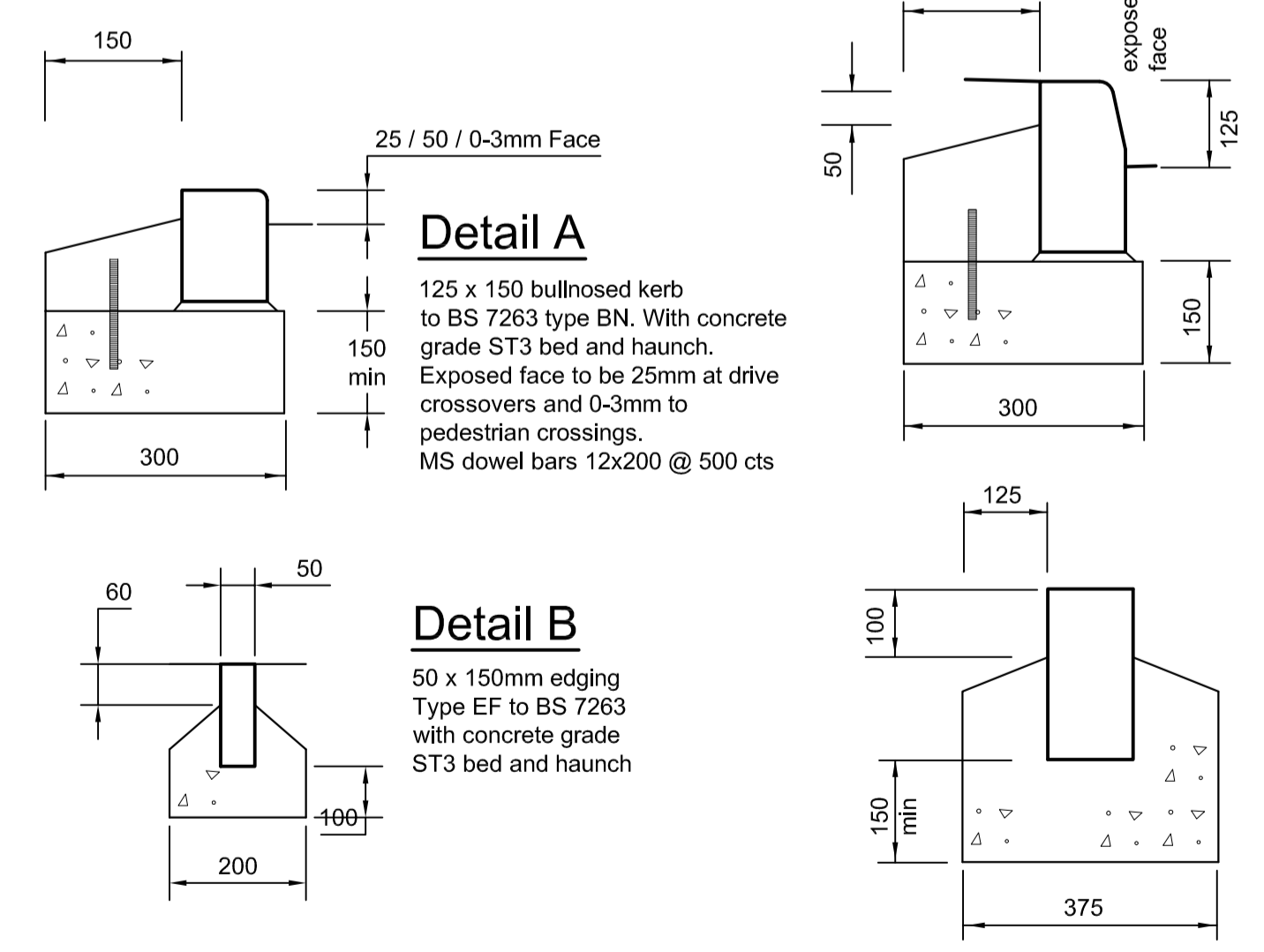
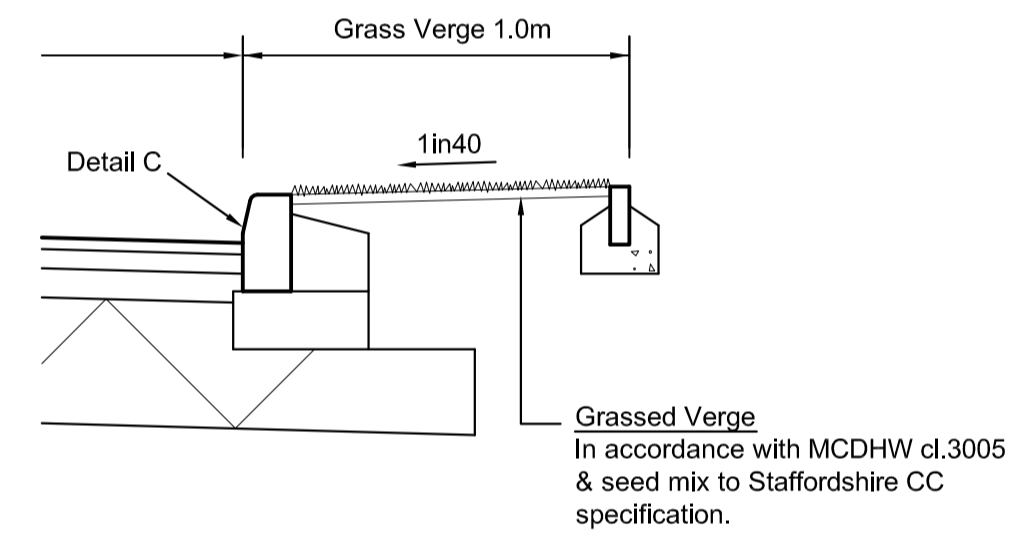


**In Line Uncontrolled Pedestrian Crossing**

For further information see Guidance on the use of Tactile Paving Surfaces (DETR 1998)



**Vehicle Crossing Details**



**Kerb Types**

P/2014/01663  
Received 23/12/14

**PRELIMINARY DRAWING**  
SUBJECT TO APPROVAL

Rev.	Description	Date	By

Client: **East Staffordshire Borough Council**

Project: **Pennycroft Lane Uttoxeter**

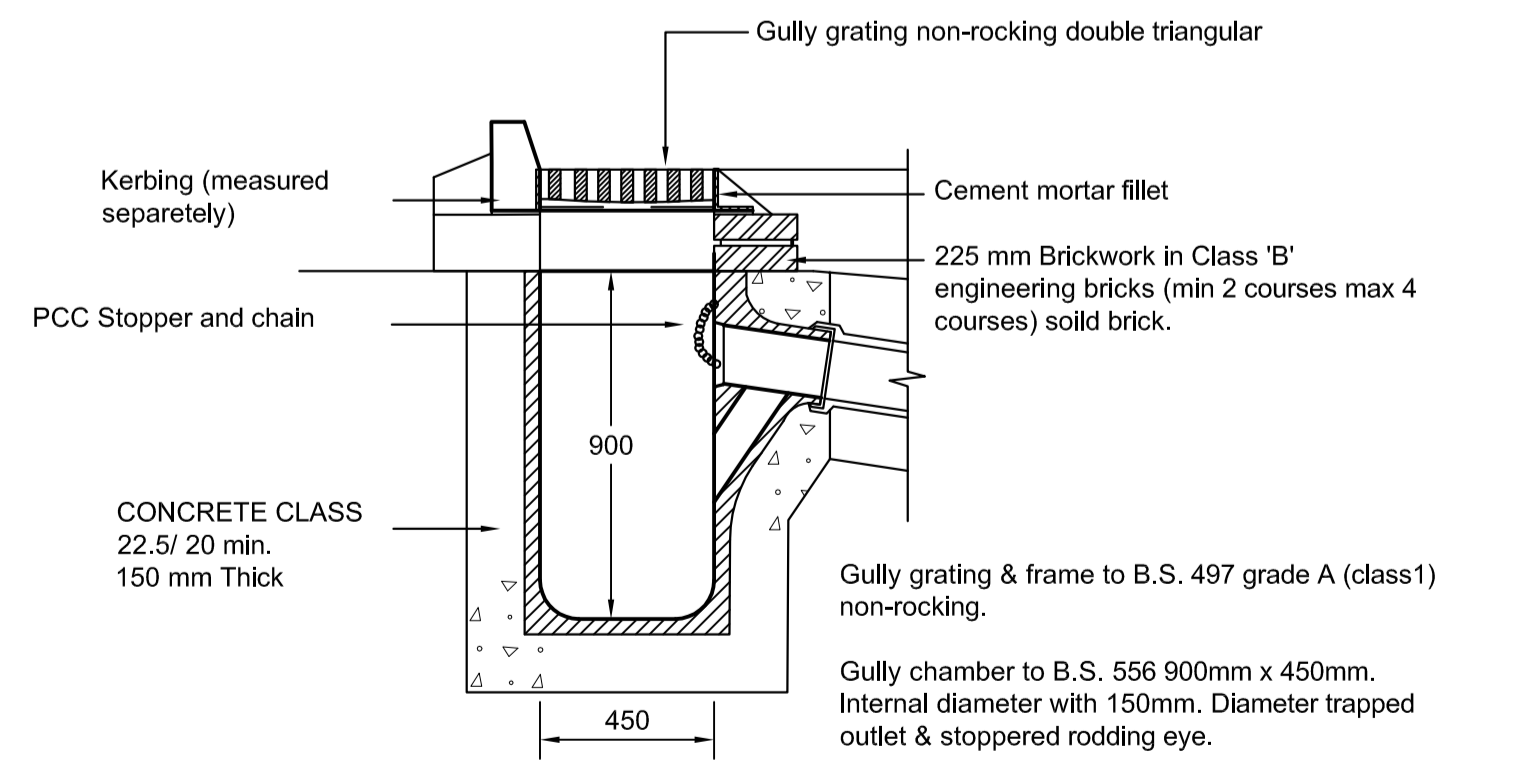
Title: **Construction Details Adoptable Highways**

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Scale	Not To Scale	Drawn	LJ
Date	November 2014	Checked	SCM
File	14102/dwgs/civils	Drawing	14102 / 300

**Typical Tie-In (where applicable)**

Extent and method of tie in to be agreed on site with Staffs CC Clerk of works prior to construction on site.



**Typical Road Gully**