



Legend

- Site Boundary
- Adopted Macadam Carriageway
- Adopted Macadam Footway
- Adopted Carriageway Tie-in
(Exact extent to be verified onsite by highway inspector)
- Adopted Grass Verge
- Private Road
(Finish to be confirmed)
- Visibility Splay
2.4 x 4.5m Unless otherwise noted
Visibility splay to be clear of any obstructions higher than 600mm. Site entrance widened to provide hard surface for 2.4m x 25m visibility splay.
- Proposed Adopted Highway Gully
Gullies to have pedestrian safe gratings

- Notes**
1. Do not scale, refer to figured dimensions only.
 2. All materials used in connection with this design must:
 - not be deleterious to health & safety or adversely affect durability of the construction, and
 - where applicable, be in accordance with current British Standards, Codes of Practice and good building practice.
 3. Construction to be in accordance with DCC *Highways in Residential and Commercial Estates Design Guide*.
 4. All concreting work to be in accordance with the National Structural Concrete Specification, 4th Edition.
 5. Mortar bed shall comply with SHW Clause 2404 and may be omitted providing the kerbing is laid no later than 2 hours after the placing of concrete bed (whilst still plastic).
 6. Concrete kerb types shall comply with BS EN 1340 and the UK National Annex.
 7. The use of sand derived from the processing of china clay is not permitted, nor is the laying of blocks direct onto sub-base within the carriageway.
 8. On all carriageways where SMA is used, this shall be gritted using clean 3mm crushed quartzite or approved 3mm steel slag complying with the grading requirements in Table 2. This shall be applied evenly during the initial rolling at a metered rate of 0.6 - 1.0kg per square metre. The excess will be thoroughly removed on the completion of final rolling and before opening to traffic.
 9. Tack coat should be applied to the clean, dry or barely damp surface prior to laying successive courses of bituminous material i.e between base and binder course added.
 10. Any previously excavated trail pits within the adoptable road and footway areas must be treated as soft spots and excavated out down to the underlying natural stratum
 11. Should the roads be constructed during less favourable site and/or weather conditions consultation with DCC mat lab and the highway agreement officer should be sought to confirm the requirements for the road construction.
 12. When preparing the formation level any made ground, contaminated material, organic rich, odorous, topsoil or topsoil like material should be removed from the formation. Where trees/hedgerow are removed below the adoptable road they should be excavated out along with all root and organic material and replaced with properly compacted accepted granular fill.
 13. Where imported capping material is used it will need appropriate certification and must be classified as non frost susceptible.

P03 Layout updated	KKT/MJH	05/07/23
P02 Design updated to revised planning layout	RC/KKT	17.05.23
- FOR COMMENT	KKT/MJH	13.12.22
Rev Description	By / Chk'd / App'd	Date



Client
VERTO HOMES

Project
PINHOE II

Drawing Title
HIGHWAY LAYOUT

Purpose of Issue FOR COMMENT		Status S1
Project No. 33276	Scale @ A1 1:250	Date DEC 22
Revision P03	Drawn By KKT	Check By MJH
Approved By MJH		