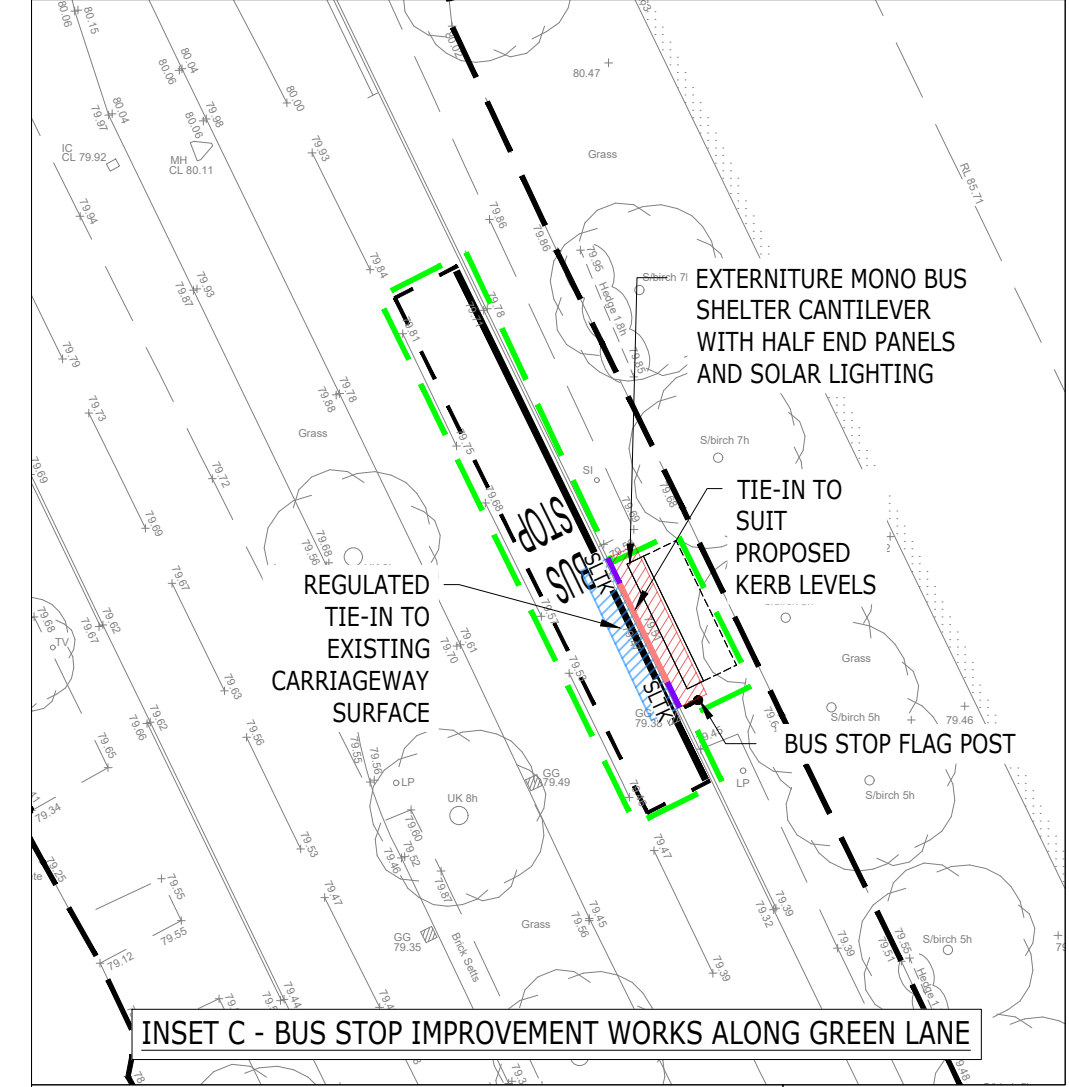
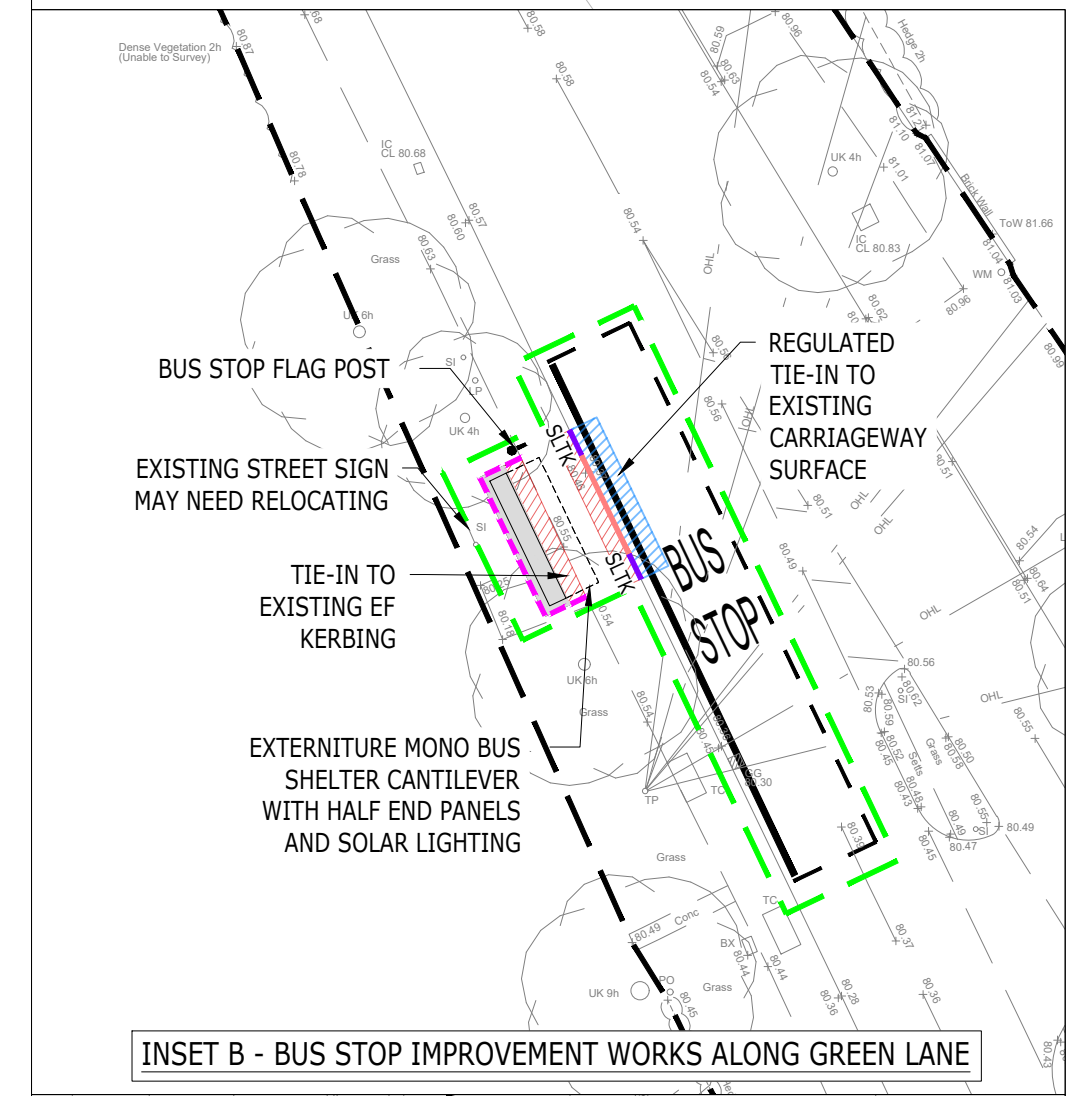
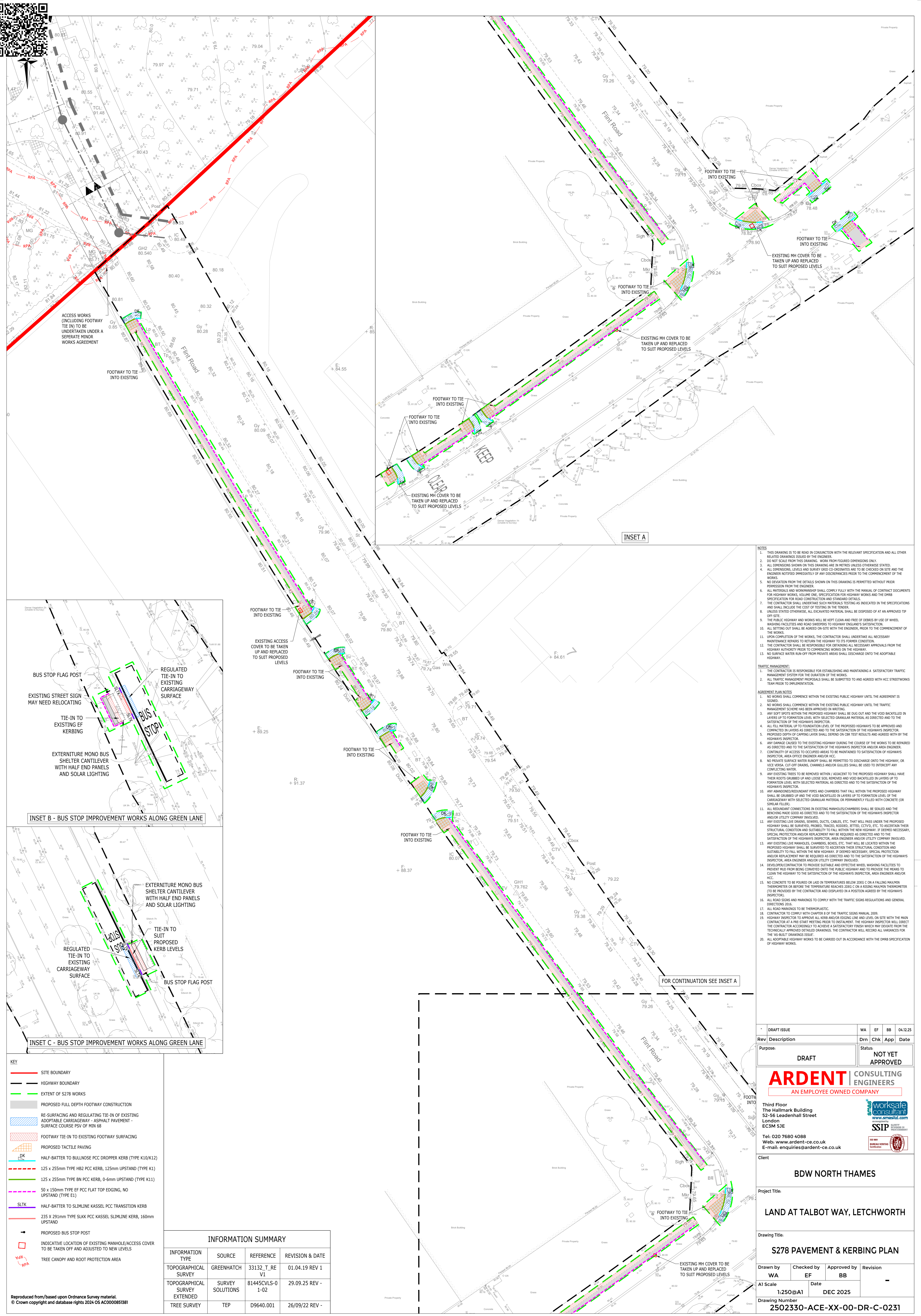




KEY

- SITE BOUNDARY
- HIGHWAY BOUNDARY
- EXTENT OF S278 WORKS
- PROPOSED FULL DEPTH FOOTWAY CONSTRUCTION
- RE-SURFACING AND REGULATING TIE-IN OF EXISTING ADOPTABLE CARRIAGEWAY - ASPHALT PAVEMENT - SURFACE COURSE PSV OF MIN 68
- FOOTWAY TIE-IN TO EXISTING FOOTWAY SURFACING
- PROPOSED TACTILE PAVING
- HALF-BATTER TO BULLNOSE PCC DROPPER KERB (TYPE K10/K12)
- 125 x 255mm TYPE HB2 PCC KERB, 125mm UPSTAND (TYPE K1)
- 125 x 255mm TYPE BN PCC KERB, 0-6mm UPSTAND (TYPE K11)
- 50 x 150mm TYPE EF PCC FLAT TOP EDGING, NO UPSTAND (TYPE E1)
- SLTK HALF-BATTER TO SLIMLINE KASSEL PCC TRANSITION KERB
- 235 X 291mm TYPE SLKK PCC KASSEL SLIMLINE KERB, 160mm UPSTAND
- PROPOSED BUS STOP POST
- INDICATIVE LOCATION OF EXISTING MANHOLE/ACCESS COVER TO BE TAKEN OFF AND ADJUSTED TO NEW LEVELS
- TREE CANOPY AND ROOT PROTECTION AREA

INFORMATION SUMMARY

INFORMATION TYPE	SOURCE	REFERENCE	REVISION & DATE
TOPOGRAPHICAL SURVEY	GREENHATCH	33132_T_RE V1	01.04.19 REV 1
TOPOGRAPHICAL SURVEY EXTENDED	SURVEY SOLUTIONS	81445CVLS-0 1-02	29.09.25 REV -
TREE SURVEY	TEP	D9640.001	26/09/22 REV -

NOTES

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION AND ALL OTHER RELATED DRAWINGS ISSUED BY THE ENGINEER.
- DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
- ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN METRES UNLESS OTHERWISE STATED.
- ALL DIMENSIONS, LEVELS AND SURVEY GRID CO-ORDINATES ARE TO BE CHECKED ON SITE AND THE ENGINEER NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF THE WORKS.
- NO DEVIATION FROM THE DETAILS SHOWN ON THIS DRAWING IS PERMITTED WITHOUT PRIOR PERMISSION FROM THE ENGINEER.
- ALL MATERIALS AND WORKMANSHIP SHALL COMPLY FULLY WITH THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS, VOLUME ONE, SPECIFICATION FOR HIGHWAY WORKS AND THE DMRB SPECIFICATION FOR ROAD CONSTRUCTION AND STANDARD DETAILS.
- THE CONTRACTOR SHALL UNDERTAKE SUCH MATERIALS TESTING AS INDICATED IN THE SPECIFICATIONS AND SHALL INCLUDE THE COST OF TESTING IN THE TENDER.
- UNLESS STATED OTHERWISE, ALL EXCAVATED MATERIAL SHALL BE DISPOSED OF AT AN APPROVED TIP OFF-SITE.
- THE PUBLIC HIGHWAY AND WORKS WILL BE KEPT CLEAN AND FREE OF DEBRIS BY USE OF WHEEL WASHING FACILITIES AND ROAD SWEEPERS TO HIGHWAY ENGLAND'S SATISFACTION.
- ALL SETTING OUT SHALL BE AGREED ON-SITE WITH THE ENGINEER, PRIOR TO THE COMMENCEMENT OF THE WORKS.
- UPON COMPLETION OF THE WORKS, THE CONTRACTOR SHALL UNDERTAKE ALL NECESSARY MAINTENANCE REPAIRS TO RETURN THE HIGHWAY TO ITS FORMER CONDITION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS FROM THE HIGHWAY AUTHORITY PRIOR TO COMMENCING WORKS ON THE HIGHWAY.
- NO SURFACE WATER RUN-OFF FROM PRIVATE AREAS SHALL DISCHARGE ONTO THE ADOPTABLE HIGHWAY.

TRAFFIC MANAGEMENT

- THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING A SATISFACTORY TRAFFIC MANAGEMENT SYSTEM FOR THE DURATION OF THE WORKS.
- ALL TRAFFIC MANAGEMENT PROPOSALS SHALL BE SUBMITTED TO AND AGREED WITH HCC STREETWORKS TEAM PRIOR TO IMPLEMENTATION.

AGREEMENT PLAN NOTES

- NO WORKS SHALL COMMENCE WITHIN THE EXISTING PUBLIC HIGHWAY UNTIL THE AGREEMENT IS SIGNED.
- NO WORKS SHALL COMMENCE WITHIN THE EXISTING PUBLIC HIGHWAY UNTIL THE TRAFFIC MANAGEMENT SCHEME HAS BEEN APPROVED IN WRITING.
- ANY SOFT SPOTS WITHIN THE PROPOSED HIGHWAY SHALL BE DUG OUT AND THE VOID BACKFILLED IN LAYERS UP TO FORMATION LEVEL WITH SELECTED GRANULAR MATERIAL AS DIRECTED AND TO THE SATISFACTION OF THE HIGHWAYS INSPECTOR.
- ALL FILL MATERIAL UP TO FOUNDATION LEVEL OF THE PROPOSED HIGHWAYS TO BE APPROVED AND COMPACTED IN LAYERS AS DIRECTED AND TO THE SATISFACTION OF THE HIGHWAYS INSPECTOR.
- PROPOSED DEPTH OF CAPPING LAYER SHALL DEPEND ON CBK TEST RESULTS AND AGREED WITH BY THE HIGHWAYS INSPECTOR.
- ANY DAMAGE CAUSED TO THE EXISTING HIGHWAY DURING THE COURSE OF THE WORKS TO BE REPAIRED AS DIRECTED AND TO THE SATISFACTION OF THE HIGHWAYS INSPECTOR AND/OR AREA ENGINEER.
- CONTINUITY OF ACCESS TO OCCUPIED AREAS TO BE MAINTAINED TO SATISFACTION OF HIGHWAYS INSPECTOR, AREA OFFICE ENGINEER AND/OR HCC.
- NO PRIVATE SURFACE WATER RUNOFF SHALL BE PERMITTED TO DISCHARGE ONTO THE HIGHWAY, OR VICE VERSA. CUT-OFF DRAINS, CHANNELS AND/OR GULLIES SHALL BE USED TO INTERCEPT ANY CONFLICTING WATER.
- ANY EXISTING TREES TO BE REMOVED WITHIN / ADJACENT TO THE PROPOSED HIGHWAY SHALL HAVE THEIR ROOTS GUBBED UP AND LOOSE SOIL REMOVED AND VOID BACKFILLED IN LAYERS UP TO FORMATION LEVEL WITH SELECTED MATERIAL AS DIRECTED AND TO THE SATISFACTION OF THE HIGHWAYS INSPECTOR.
- ANY ABANDONED/REDUNDANT PIPES AND CHAMBERS THAT FALL WITHIN THE PROPOSED HIGHWAY SHALL BE GUBBED UP AND THE VOID BACKFILLED IN LAYERS UP TO FORMATION LEVEL OF THE CARRIAGEWAY WITH SELECTED GRANULAR MATERIAL OR PERMANENTLY FILLED WITH CONCRETE (OR SIMILAR FILLER).
- ALL REDUNDANT CONNECTIONS IN EXISTING MANHOLES/CHAMBERS SHALL BE SEALED AND THE BENCHING MADE GOOD AS DIRECTED AND TO THE SATISFACTION OF THE HIGHWAYS INSPECTOR AND/OR UTILITY COMPANY INVOLVED.
- ANY EXISTING LIVE DRAINS, SOURCES, DUCTS, CABLES, ETC. THAT WILL PASS UNDER THE PROPOSED HIGHWAY SHALL BE SURVEYED, PROBED, TRACED, RODDED, JETTED, CCTV'D, ETC. TO ASCERTAIN THEIR STRUCTURAL CONDITION AND SUITABILITY TO FALL WITHIN THE NEW HIGHWAY. IF DEEMED NECESSARY, SPECIAL PROTECTION AND/OR REPLACEMENT MAY BE REQUIRED AS DIRECTED AND TO THE SATISFACTION OF THE HIGHWAYS INSPECTOR, AREA ENGINEER AND/OR UTILITY COMPANY INVOLVED.
- ANY EXISTING LIVE MANHOLES, CHAMBERS, ETC. THAT WILL BE LOCATED WITHIN THE PROPOSED HIGHWAY SHALL BE SURVEYED TO ASCERTAIN THEIR STRUCTURAL CONDITION AND SUITABILITY TO FALL WITHIN THE NEW HIGHWAY. IF DEEMED NECESSARY, SPECIAL PROTECTION AND/OR REPLACEMENT MAY BE REQUIRED AS DIRECTED AND TO THE SATISFACTION OF THE HIGHWAYS INSPECTOR, AREA ENGINEER AND/OR UTILITY COMPANY INVOLVED.
- DEVELOPER/CONTRACTOR TO PROVIDE SATISFACTORY AND EFFECTIVE WHEEL WASHING FACILITIES TO PREVENT MUD FROM BEING CONVEYED ONTO THE PUBLIC HIGHWAY AND TO PROVIDE THE MEANS TO CLEAN THE HIGHWAY TO THE SATISFACTION OF THE HIGHWAYS INSPECTOR, AREA ENGINEER AND/OR HCC.
- NO CONCRETE TO BE POURED OR LAD IN TEMPERATURES BELOW 20°C ON A FALLING MAXIMIN THERMOMETER OR BEFORE THE TEMPERATURE REACHES 20°C ON A RISING MAXIMIN THERMOMETER (TO BE PROVIDED BY THE CONTRACTOR AND DISPLAYED IN A POSITION AGREED BY THE HIGHWAYS INSPECTOR).
- ALL ROAD SIGNS AND MARKINGS TO COMPLY WITH THE 'TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016'.
- ALL ROAD MARKINGS TO BE THERMOPLASTIC.
- CONTRACTOR TO COMPLY WITH CHAPTER 8 OF THE 'TRAFFIC SIGNS MANUAL 2009'.
- HIGHWAY INSPECTOR TO APPROVE ALL KERB AND/OR EDGING LINE AND LEVEL ON SITE WITH THE MAIN CONTRACTOR AT A PRE-START MEETING PRIOR TO INSTANTMENT. THE HIGHWAY INSPECTOR WILL DIRECT THE CONTRACTOR ACCORDINGLY TO ACHIEVE A SATISFACTORY FINISH WHICH MAY DEVIATE FROM THE TECHNICALLY APPROVED DETAILED DRAWINGS. THE CONTRACTOR WILL RECORD ALL VARIANCES FOR THE 'AS-BUILT' DRAWINGS ISSUE.
- ALL ADOPTABLE HIGHWAY WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE DMRB SPECIFICATION OF HIGHWAY WORKS.

DRAFT ISSUE	WA	EF	BB	04.12.25	
Rev	Description	Drn	Chk	App	Date
Purpose:	DRAFT		Status:		NOT YET APPROVED

ARDENT CONSULTING ENGINEERS

AN EMPLOYEE OWNED COMPANY

Third Floor
The Hallmark Building
52-56 Ladbroke Hall Street
London
EC3M 5JE

Tel: 020 7680 4088
Web: www.ardent-ce.co.uk
E-mail: enquiries@ardent-ce.co.uk

Client: **BDW NORTH THAMES**

Project Title: **LAND AT TALBOT WAY, LETCHWORTH**

Drawing Title: **S278 PAVEMENT & KERBING PLAN**

Drawn by	Checked by	Approved by	Revision
WA	EF	BB	-
AI Scale	Date		
1:250@A1	DEC 2025		
Drawing Number	2502330-ACE-XX-00-DR-C-0231		