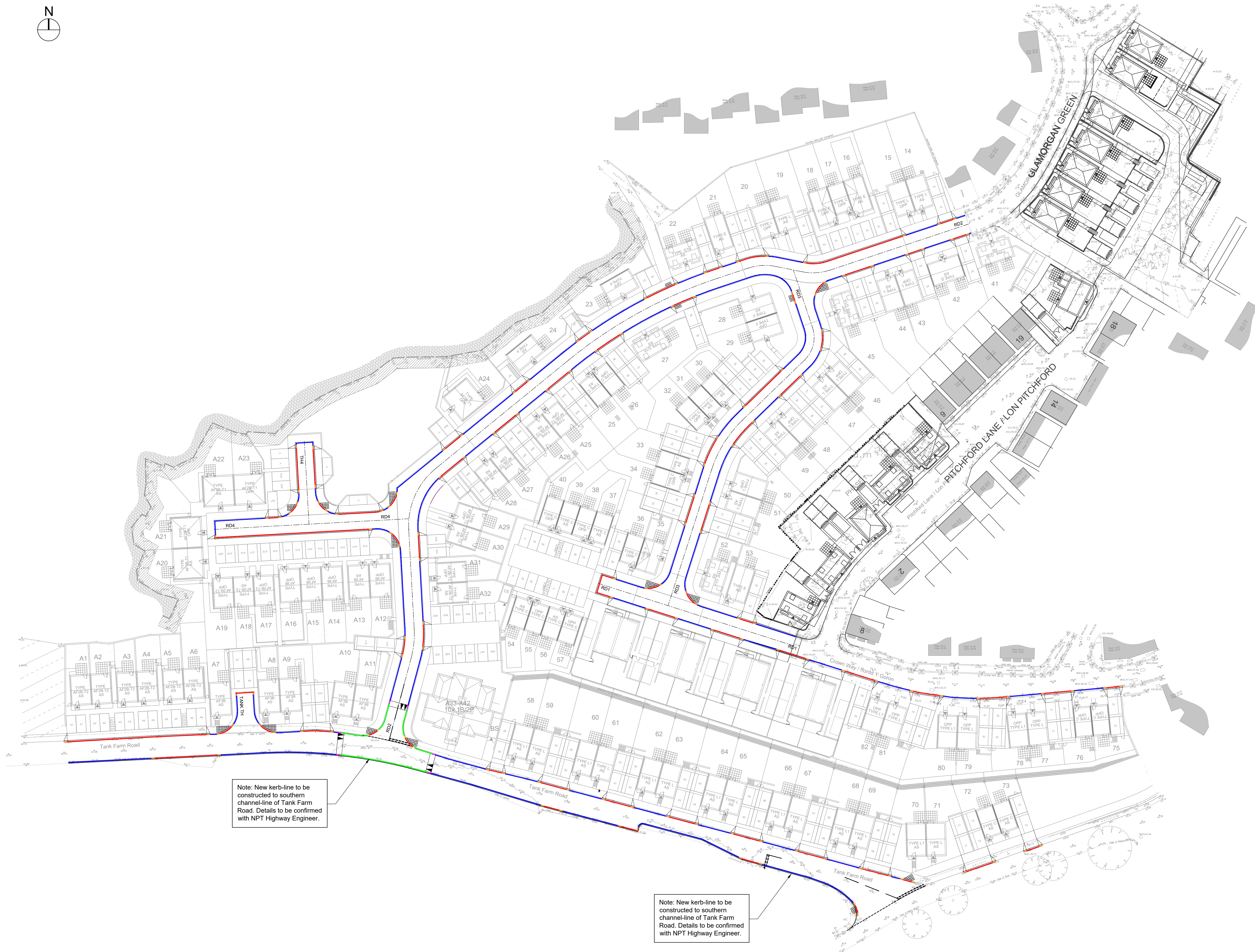
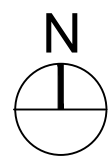




GENERAL NOTES:-

The Contractor is to check and verify all building and site dimensions, levels and sewer invert levels at connection points before work starts. Any discrepancy is to be reported to Spring Design before work commences.

The Contractor is to comply in all respects with current building legislation - Building Standard, Specifications, Building Regulations etc., whether or not specifically stated on this drawing.

The drawing must be read with and checked against any structural, geotechnical or other specialist documentation provided.

This drawing is not intended to show details of foundations, ground conditions or ground contaminants. Each area of ground relied upon to support any structure depicted (including drainage) must be investigated by the Contractor. A suitable method of foundation should be provided allowing for all existing ground conditions. Any suspect or fluid ground, contaminants on or within the ground, should be further investigated by a suitable expert. Any earthwork construction shown indicates typical slopes for guidance only and should be further investigated by a suitable expert.

Where existing trees are shown to be retained they should be subject to a full Arboricultural inspection for safety.

All sewers which are to be the subject of a Section 104 Agreement are to be constructed in accordance with Sewers for Adoption 7th Edition, and to the satisfaction of the adopting sewerage undertaker.

All proposed pipes (gravity) are to be UPVC (Osma Ultrarb).

All outfall levels and existing sewer levels are to be confirmed by the Contractor before works commence.

The existing ground levels along the route of the proposed road are to be confirmed by the Contractor before works commence.

All roads which are to be the subject of a Section 38 Agreement are to be constructed in accordance with the Local Highway Authority's current specification and to the satisfaction of the Local Highway Authority's Engineer.

All construction methods and materials employed are to be in accordance with the current road and bridgeworks specification. All road construction thicknesses are to be confirmed by suitable C.B.R. testing in accordance with Neath Port Talbot C.B.C. requirements.

No responsibility will be taken for any construction work undertaken prior to receipt of technical approvals for the intended construction, or when work is not executed strictly in accordance with the drawings.

Street Lighting designed by Neath Port Talbot C.B.C. See separate documents for specification.

Street Lighting positions to be pegged on Site and agreed by the Local authority prior to erection of each Lighting Column.

A sewer or lateral drain should not be located closer to trees / bushes / shrubs than the canopy width at mature height, except where special protection measures are provided (e.g. use of appropriate barriers or constructed from polyethylene with welded joints).

KEY

- 125 x 255mm HB2 kerb with 125mm upstand
- 125 x 255mm BN2 kerb with 0mm - 6mm upstand (pedestrian crossing), 20mm - 25mm upstand (vehicular crossing)
- Dropper Kerb DL1/LR1 - Half-batter to Bullnose
- 125 x 255mm BN2 kerb with 50mm upstand
- Dropper Kerb BN to BN
- 125 x 255mm TR2/TL2 Transition Kerb - Half-batter to Bullnose
- Vehicular Crossing
- Tactile Crossing

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rev	date	description
A	July 2020	Kerbing added to southern side of Tank Farm Road

by
RMJ

Status:

APPROVAL

Drawn:	RMJ
Checked:	RMJ
Date:	June 2020
Scale:	1:500 (A1)

Client:	Waterstone Homes
Project:	Coed Darcy, Phase 2
Title:	Highway Kerbing Layout
Ref:	2432-731
Rev:	A

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