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CDM (Construction Design and Management Regulations 2015):

1. If you do not fully understand the risks involved during the construction of the items indicated on this drawing ask your manager, health & safety advisor or a member of the design team before proceeding.
2. Existing services may exist on-site. The contractor shall liaise with all relevant service companies and arrange for all services to be located, marked and protected.
3. Drainage works may involve deep excavations and/or heavy plant/materials.
4. The contractor shall read and understand the Ground Investigation Report and be aware of and potential variations in soil conditions over the site.
5. The potential for danger to the general public and site personnel exists from works in the public highway. The contractor shall liaise with the highway authority (Lincolnshire County Council) and ensure safe method of working is maintained at all times.
6. Existing drainage pipes may be asbestos cement or fibre reinforced pipes, or concrete pipes containing asbestos fibre. Contractor to ensure competent staff adequately trained are engaged in the works, and disposal of any affected material is undertaken in line with current legislation and good practice guidelines.
7. The contractor is to be aware that overhead cables may cross the site.
8. The contractor is to be aware that works may involve working adjacent to or in existing watercourses.
9. Works may involve working in close proximity to an existing water main. The contractor is to ensure that this is fully located and protected during the works.

1. The specification in all respects shall be in accordance with the Lincolnshire County Council Development Road and Sustainable Drainage Specification and Construction.
2. Within the catchment of traditional drainage design, the minimum longitudinal fall for highways, without channel blocks shall be 1 in 150, and with channel blocks 1 in 250.

   See Clause 10.1 of the Development road and Sustainable Drainage Specification and Construction. In addition, ensure that the first section of any side road falls away from the road to which it is connecting. If general topography requires it to rise, this change of direction should take place after the first set of gullies. This is to ensure a false channel with associated drainage problems is not created in the bellmouth of junctions.
3. General deterioration of the existing highway/footway/verges created through construction of the new Section 38 Development will be reinstated to the current Development Road and Sustainable Drainage Specification and Construction at the developers' own cost at the agreement of the inspecting Development Management Officer.
4. No Private surface water shall discharge onto the adoptable highway.
5. No private, structural features shall overhang the adoptable highway.
6. No private retaining walls exceeding 1.37m shall be within 3.66m of the highway boundary.

Rev	Date	Remarks
B	22.03.22	Drawing Updated To Suit LCC & AWS Comments.
A	11.02.22	Drawing Updated To Suit LCC & AWS Comments.

Status: FOR INFORMATION

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Project: Residential Development off South Street, Swineshead, Boston, Lincs. For SL Developments

Title: Section 38 Proposed Kerb Arrangement

Date	Nov. '21	Scale	1:250 @A1
Drawn	MP	Checked	SRC
Design	SRC	File Name	11221-31

DRG No. 11221/31 Rev B

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