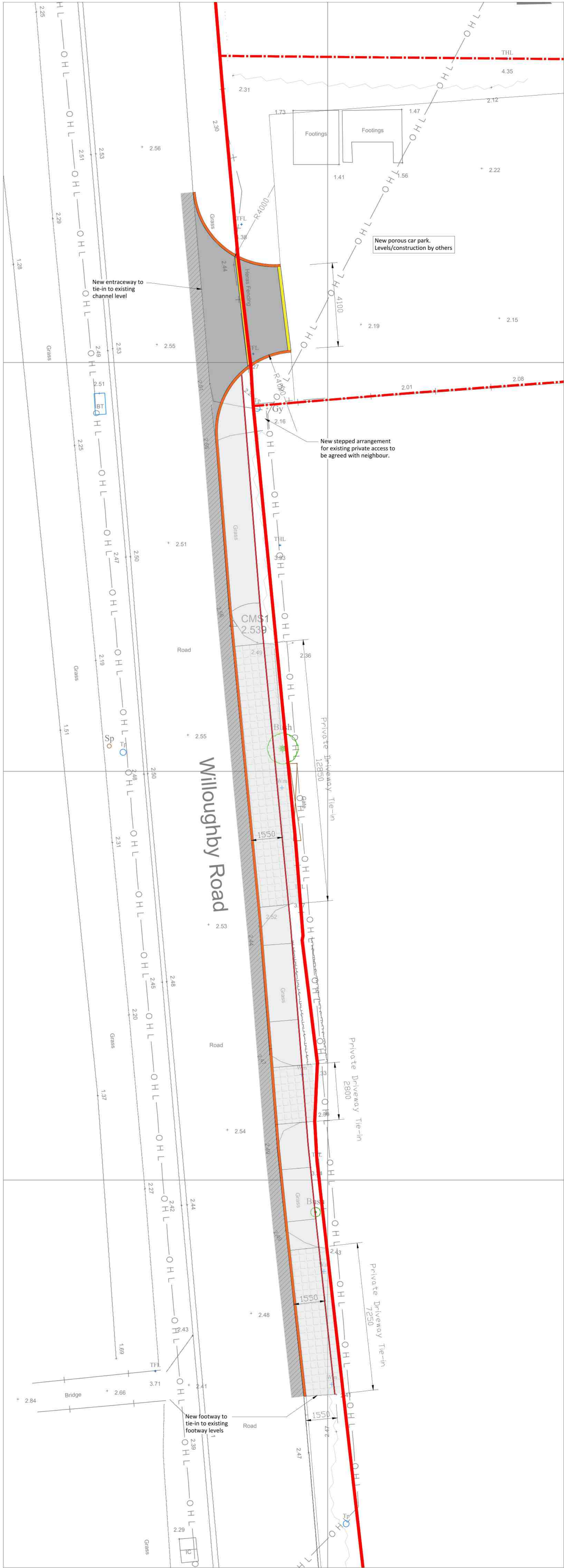




Proposed Visibility Splays
Scale 1:250



Section 278 General Arrangement
Scale 1:100

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General Notes

1. Do not scale this drawing.
2. All dimensions are in millimeters unless stated otherwise.
3. This drawing is to be read in conjunction with all other relevant drawings & specifications.
4. All proprietary items to be installed in strict compliance with manufacturers instructions and recommendations.
5. No works shall commence on site until approval has been obtained from all relevant Agencies / Authorities.
6. All dimensions referred to in this drawing must be verified.

Lincolnshire County Council Highways Notes

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 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 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 1.37 metres shall be within 3.66 metres of the highway boundary.
7. BN kerbs to be installed with 25mm upstand to vehicular cross-overs and 6mm at pedestrian crossing points.

Existing services in the vicinity of the entranceway to be investigated via hand-dug trial pits to determine location and depth of services. Findings to be reported to the Designer to allow protection measures to be specified and agreed with the LCC Highways Engineer

Highways Key

- Normal Flexible Carriageway Construction - Chart 4
- Normal Flexible Footway Construction
- Light Duty Vehicular Cross-over Construction
- Extent of highway tie-in (refer to detail)
- Bull nose kerb (BN)
125 x 150 (25mm upstand)
- Channel kerb (CS1)
150 x 150
- Footway edge kerb (EF)
50 x 150
- Site boundary
- Highway boundary
- Visibility Splay

CONSTRUCTION DESIGN AND MANAGEMENT REGULATIONS 2015

THE CONTRACTORS ATTENTION IS DRAWN TO THE ADBNORMAL RISKS IDENTIFIED BELOW, ANNOTATED ON THE DRAWING AND EXPLAINED IN THE ASSOCIATED DESIGN RISK REGISTERS.

YOU MUST NOT DO

HAZARD OR DANGER

YOU MUST DO

CAUTION

ABNORMAL RISKS IDENTIFIED:
Unidentified buried services/obstructions

SUBJECT TO APPROVAL OF BUILDING CONTROL OFFICER PRIOR TO COMMENCEMENT OF WORKS

P02	Light Duty Cross-overs Indicated. Key Updated	21.10.2023
P01	For Technical Approval	10.10.2023
REV	DESCRIPTION	DATE
CLIENT		
PROJECT		
TITLE		
SCALE		
PROJECT.		
PROJECT		
STATUS		
DRAWN		
APPROVED		