



The Contractor is to make sure that all work is completed in accordance with the technical details of the drawings and the dimensions, levels and notes and to make any amendments to the drawings as required. The Contractor is to be responsible for the correct interpretation of the drawings and to make any amendments to the drawings as required. The Contractor is to be responsible for the correct interpretation of the drawings and to make any amendments to the drawings as required. The Contractor is to be responsible for the correct interpretation of the drawings and to make any amendments to the drawings as required.

GENERAL NOTES

- This drawing is to be used in conjunction with relevant architectural and engineering drawings.
- Levels indicated in blocks are Finished floor levels and are 150mm above adjacent finished ground levels unless otherwise stated.
- Levels of the existing ground surface are shown at the point of their intersection with the proposed side road level to be checked prior to commencement of work.
- Where excavation is required, the depth of excavation shall be indicated on the drawing and the depth of excavation shall be checked prior to commencement of work.
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ADAPTABLE ROADS AND SEWERS

- Roads, highways and parking areas which form part of the highway to be adopted under Section 38 of the Highways Act 1980 shall comply with the requirements of the Adopting Authority.
- Sewers to be adopted under Section 104 of the Water Industry Act 1991 shall comply with the Water Adoptions Association Design & Construction Guidelines For Sewer & Surface Water Sewers Under Code For Adoption - 2007 with any amendments specified by the Adopting Water Authority.
- All pipes to be used in adopted drainage shall be made of material approved by the Adopting Authority.
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Kerbing & Surface Finishes Legend:

Kerbing

- HB2 Kerb
 - 150mm Exposed Face
 - Used for the adoptable carriageway
- BN Kerb
 - 150mm Exposed Face
 - Used for vehicular crossovers
- EF Edging
 - Flush with any adjacent building material
 - Used for the rear of footway, demarcation of grass verges & pedestrian crossings
- CS1 Channel Block
 - Should be used for the demarcation of two differing types of road / footway construction or to assist with drainage
- Transitional Kerb
 - Should be used for the transition of kerb types and differences in the exposed face
- Pedestrian Crossing
 - 500mm x 400mm x 150mm tactile paving
 - Suitable BN kerbs to be provided for the road channel side
- Tarmac Ramp

Surface Finishes

- Impermeable Tarmac Road
- Impermeable Tarmac Footway / Vehicular Crossover
- Impermeable Block Paved Road
- Grass Verge

General

- Site Boundary

Rev.	Description	Date	By
D	K&F plan updated to suit latest planning layout.	28/10/2024	SH
C	K&F plan updated to suit latest planning layout.	27/10/2024	LJ
B	K&F plan updated to suit latest planning layout.	27/10/2023	LJ
A	K&F plan amended to suit client comments.	10/02/2023	LJ
1	First Issue	20/01/2023	LJ

Drawing Status: **PLANNING**

Please note while these drawings are the client's for their purposes, drawings are subject to the Bury Highways approval as part of ongoing consultations and design checks. Amendments may therefore be requested.

Client: **MORRIS**

Project: **Papermills, Bury, Lancashire**

Title: **Adoptable Kerbing and Surface Finishes Layout Plan - Sheet 1 of 2**

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