

NOTES

- All setting out to be in accordance with the Architects drawings. Any discrepancies between the Engineers and the Architects drawings to be referred to the Architect before proceeding. Dimensions must not be scaled.
- All levels are in metres above ordnance datum.
- The Contractor is to comply full with CDM regulations in the course of constructing the works.
- At the commencement of the works, the Contractor is to carry out trial pits and liaise with utility companies in order to establish the exact position of all existing utility plant in the vicinity of the works and take adequate precautions for their protection.
- The Contractor is to refer to Health and Safety Executive 'Note 47 - Avoiding Danger from Underground Services' and 'Document G56 - Avoiding Danger from Overhead Electric Lines.'
- The Contractor is responsible for the traffic safety and management associated with the construction of the works. Works will not commence on the existing highway until their traffic management proposals have been agreed with Southend Borough Council.
- Where the works involve the obstruction of a footway, the Contractor will provide an alternative safe footway properly signposted, guarded and lit.

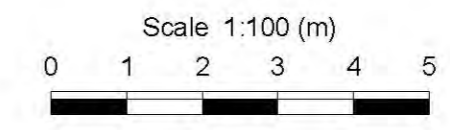
- Where one-way traffic is unavoidable, traffic will be controlled by a proper system of vehicle-actuated traffic signals or manual stop / go signs and during the hours of darkness, by a proper system of vehicle-actuated traffic signals, all to the approval of Southend Borough Council.
- Works on or adjacent to existing public highway will be executed in accordance with the Traffic Safety Code for Road Works and Traffic Signs Manual: Chapter 8.
- The Contractor will ascertain the CBR value of the subgrade in order to determine the required sub-base / capping thickness.
- Prior to laying any material, the subgrade must be inspected and any soft spots removed and filled with 6F2 capping material.
- 65mm Minimum thickness tactile paving, coloured buff will be incorporated at all pedestrian crossings in accordance with the Department for Transport and Regions document 'Guidance on the Use of Tactile Paving Surfaces' (DETR No. 1998)
- All signs and road markings will be in accordance with the 'Traffic Signs Regulations and General Directions 2016'. (TSRGD 2016)
- All excavation and backfilling work in the existing highway to be in accordance with the provisions of the New Street

- Works Act 1991 or that specified on the working drawings.
- All highways works to be carried out in accordance with Southend Borough Council's highway standards, to the satisfaction of the Highway Authority Section 278 Inspector and in accordance with the Specification for Highway Works.
- Gullies, gully connections, drains, manholes, catch pit, soakaways, headwalls and other drainage structures intended to convey only highway water are to be constructed in accordance with the specification of Southend Borough Council and to the satisfaction of the Highway Inspector.
- Where existing junctions and accesses are to remain in operation within the works during the construction process, the Contractor will ensure that access to these units remains available at all times.
- Highways in the vicinity of the works must be kept free from mud, debris and dust falling from vehicles or wheels of vehicles connected with the works. Where the deposits of debris and mud are unavoidable, warning signs must be displayed whilst work is in progress and affected carriageways / footways must be regularly cleaned.
- Prior to the construction of any drainage works, the Contractor is to confirm the invert levels of existing manholes and sewers. Any variations from the designed levels shown on the drawings must be reported to the

- Drainage Engineer in advance of construction works commencing. All new sewer runs to be laid upstream of the outfall location.
- All manhole / valves / inspection covers in existing carriageway to be adjusted to suit design levels.
 - All drain and sewer pipes to be laid soffit to soffit, unless shown otherwise.
 - All adoptable drainage pipes will have 360° Class S granular bed and surround. However, any pipes below adoptable carriageway with less than 1.2m of cover (90mm in verges and untrafficked areas), will be Class Z surrounded with 150mm of ST4 concrete with flexible joints.
- Source:
- Topographical survey by Randal Surveys LLP Drawing No. 11938/TM/1G
 - Proposed site layout by ADP Architecture Drawing No. ESQ2 A-0910 Revision 1
 - Architectural floor plans by ADP Architecture Drawing No. ESQ2 A-1000, A-1001 Revision 1

IDENTIFIES RISKS DURING THE CONSTRUCTION PROCESS ON THE DRAWINGS:

NOTE: The list below and notes on the drawing identify risks which are deemed to be unusual, abnormal, residual or unexpected to a competent contractor carrying out the works. These notes relate to risks which we have been unable to design out.



This drawing is the property of AKSWard Limited. The drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the written consent of AKSWard Limited.

Do NOT scale from this drawing. AKSWard takes no responsibility for errors during photographic reproduction or printing. Any discrepancies are to be reported to the engineer immediately.

GENERAL NOTES

CARRIAGEWAY CONSTRUCTION

- BLOCK PAVING**
- 80mm Charcon Andover / Vianova Block Pavors to Architect's Details laid in 45° herringbone Pattern
 - 30mm KIn dried sand bedding layer
 - 165mm AC32 Dense base 40/60 rec to BS EN 13108 - 1:2016
 - 150mm Type 1 sub-base to Clause 803 and 806
 - 300mm 6F2 Capping material

CARRIAGEWAY TIE-IN CONSTRUCTION

- HOT ROLLED ASPHALT (HRA)**
- 40mm HRA 30/14F surf 40/60 rec, with 20mm pre-coated chippings, to comply with BS EN 13108 - 4:2016
 - 60mm AC20 Dense bin 40/60 rec to BS 13108 - 1:2016
 - 165mm AC32 Dense base 40/60 rec to BS EN 13108 - 1:2016

FOOTWAY CONSTRUCTION

- BLOCK PAVING**
- 80mm Charcon Andover / Vianova Block Pavors to Architect's Details laid in 45° herringbone Pattern
 - 30mm KIn dried sand bedding layer
 - 165mm AC32 Dense base 40/60 rec to BS EN 13108 - 1:2016
 - 150mm Type 1 sub-base to Clause 803 and 806
 - 300mm 6F2 Capping material

KEY

- HB2 Proposed Marshall's 125x255mm precast concrete half batter kerb, type HB2, laid with 125mm upstand or equivalent
- EF Proposed Marshall's 50x150mm precast concrete edging kerb, Type EF, laid flush with adjacent surfaces or equivalent
- DK Proposed Marshall's 100x150mm precast concrete bullnose kerb, type BN, laid with 0-6mm upstand or equivalent
- SC Proposed Marshall's 150x100mm precast concrete square channel kerb, type SC, laid flush with adjacent surfaces or equivalent
- +17.40 Proposed level
- Proposed road gully. Refer to drawing 9250 for details.
- Proposed ditched channel. Refer to drawing 9201 for details.
- Proposed drainage channel. Refer to drawing 9201 for details.



P01 Preliminary issue A/JC GT 22/05/19

Rev	Amendment	Drn	Cvld	Date

Drp Status: **PRELIMINARY** S3

AKSWard[®]

CONSTRUCTION CONSULTANTS

- Seacourt Tower
West Way
Oxford
OX2 0JJ
- London
Hitchin
Oxford
Southampton
Birmingham
- Tel: 01865 240071
Fax: 01865 248006
e-mail: oxford@aksward.com
web: www.aksward.com

Project: **The Forum, Elmer Square Southend on Sea Essex**

Title: **Engineering Layout**

Reviewed Scheme: G Taylor Date: 22 May 19

Reviewed Final: Date:

Scales at A1: 1:100 Project No: **L181070**

Project Ref: Originator Zone Level Type Role Drp No. Rev.