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General Notes:

1. DO NOT USE THIS DRAWING IN ISOLATION. This drawing has been prepared as part of a set, and must therefore be read in conjunction with all other drawings. Any discrepancies or design queries must be reported to the engineer prior to completion of tender and commencement of works. Following completion of tender it is assumed that developer and Contractor are in full agreement with the design drawings (with the exception of pre tender queries only).
2. Third party information is used to prepare the engineering design (including, architectural layout, ground investigation, existing utilities records, and specialist design items). The engineering design must therefore be read in conjunction with all third party information prior to commencing work. Queensberry Design Ltd are not responsible for any third party information or details.
3. House type working drawings are to be used in conjunction with the plot setting out drawing.
4. Drawing status will remain preliminary until full technical approval is received from local highway and sewerage undertaker. Works commenced prior to technical approval are done so at risk and may be subject to change.
5. The Contractor is expected to prepare appropriate construction method statements for all aspects of appointed work. This should include any temporary protection works.
6. Land drainage is not permitted to discharge into the public sewer network. Any need for land drainage should be assessed by the ground worker and landscaper during construction and placement of gardens on an individual plot basis. If land drainage designs are required, they should be appointed prior to plot completion.
7. The Contractor is expected to cross check all drainage inverts prior to commencing work, this may involve completion of trial holes if invert levels have been interpolated.
8. The Contractor must monitor the "as built" progress of each construction stage (roads/sewers/plot works/ etc), to enable the next stages of construction to be checked before installation. For this reason the design of, floor levels, external works, retaining walls, and post drainage are to be read as guidance only.

Highways

1. All highway works to be carried out in accordance with the Design Manual for Roads and Bridges (DMRB) the Manual of Contract Documents for Highway Works, Specification for Highway Works (MCHW SHW) and the current local authority highway design guide.
2. All signs and road markings are to be in accordance with the Traffic Signs Regulations & General Directions 2016 (TSRGD), Traffic Signs Manual (TSM) and MCHW SHW series 1200.
3. Highway authority to be notified by the Contractor prior to the commencement of works.
4. All statutory consents opening notices etc. as required under the highways act are to be obtained by the Contractor.
5. Extents of works shown is for guidance only and shall be read against all drawings.
6. Swept paths have been tracked at the fastest speed at which the preferred line can be followed - turning-on-the-spot could reduce the extent of the required path significantly.
7. Positions of existing street furniture are indicative only.
8. Any sign plates, gully pots, gratings & leads to be re-used are subject to a condition assessment and compliance with current standards.
9. All excavation that is not topsoil of hard break out is deemed to be unsuitable Class U1 material.
10. Existing pavements are to be saw cut along proposed kerb line prior to puncturing to ensure structural integrity of remaining pavement maintained.
11. The Contractor shall use a suitably qualified arboriculturist to undertake all survey work for the pre-clearance design and all subsequent site clearance operations with due consideration for specific ash dieback issues. If a suspected infected tree is identified during the course of this work the contractor shall notify the developer and the competent authorities (the Forestry Commission and FERA) immediately before any further work is undertaken.
12. The Contractor shall take all necessary measures to ensure that the debris arising from the demolition and removal processes is adequately contained in order to minimise dust, pollution of the air, and contamination of the adjacent land and watercourses. Paved areas shall be regularly swept clean. Waste materials shall be disposed of only to registered waste carriers to tipping sites licensed under the Control of Pollution Act and in compliance with the Environmental Protection Act.
13. Demolition material arising from the works shall only be disposed of in approved tips.
14. If a bat roost is confirmed, a Natural England Development Licence will be required in advance of demolition and felling.
15. If active bird nests are found, the location must remain undisturbed until young birds have left the nest and the nest is no longer active. If no nests are found, the tree, hedge or area of scrub must be removed within 24 hours. If reptiles are present, appropriate mitigation shall be undertaken prior to any works to satisfy Section 9 of The Wildlife and Countryside Act 1981.
16. Where shown, trees/stumps are required to be removed completely by grinding out or excavating comprehensively below existing ground level, with all visible roots completely grubbed out and cleared beneath proposed formation.
17. Electrical supplies to redundant equipment shall be disconnected and made safe to the satisfaction of the Electricity Supplier and STC. At least 2 weeks' notice shall be given to the Electricity Supplier before disconnections are started. Removal of illuminated signs/columns to be carried out in accordance with the WEEE directive.
18. No existing permanent road signs, markings or studs shall be removed until either:
    a) temporary sign to Clause 1218 of the SHW is erected; or
    b) the road layout is amended with traffic management such that the existing signs, markings and studs become redundant; or
    c) the appropriate permanent signs, markings and studs are erected as shown on this drawing.
19. Where existing road markings are to be permanently removed, it shall be by high pressure water jetting or other approved method. Grit blasting, scabbling or hot air jet blasting shall not be used. Obliteration of road markings using either bituminous or nervous paint will also not be permitted.
20. Explosives shall not be used for works within this contract.
21. Should the Contractor encounter any unexpected hazardous materials during the site clearance, works shall cease on that element of the clearance and the developer informed immediately. The Contractor shall take immediate measures to ensure that members of the public and site operatives do not come into contact with the hazardous materials. Every effort shall be made to prevent liquids reaching aquifers by the placement of geo-membrane blankets. If the materials appear flammable, all sources of ignition shall be extinguished.
22. Position, size and depth of all existing sewers and services shall be established by main Contractor prior to commencement on site.
23. The Contractor shall allow for the protection, temporary and permanent support, and temporary and permanent diversion works, as necessary to all existing services.
24. The Contractor shall allow for keeping sewer trenches and excavations as dry as practicable by pumping from temporary sumps and dewatering as appropriate. The point and method of discharge to be agreed with the drainage authority.
25. In situ and precast concrete units shall have sulphate resisting portland cement to BS 4027, unless agreed otherwise with the adopting authority.
26. Precast concrete products shall comply with the relevant provisions of BS 5911 and be kitemarked.
27. Concrete pipes to be Class H unless noted otherwise.
28. Class X bedding detail shall be provided where cover to the pipe barrel is less than 1.2m in vehicular trafficked areas and 0.75m elsewhere, to all road gully connections and within areas of deep rooting vegetation.
29. Where Class X trench bedding detail is used, the concrete bed and surround shall be discontinued at each pipe joint over the full cross section by means of a shaped compressible filler.
30. Selected backfill material shall consist of uniform material free from stones larger than 40mm, clay lumps larger than 75mm, tree roots, organic matter and frozen soil. Selected backfill material shall be placed in layers not exceeding 225mm, each layer compacted to form a stable trench backfill.
31. General backfill material to be free from stones larger than 40mm. General backfill material is to be placed in layers not exceeding 150mm thickness and each layer compacted by hand. No mechanical compaction of fill material shall be permitted within 300mm above the crown/kerb of the pipe.
32. Backfill to drainage trenches in hard paved areas shall be Type 1 granular sub-base.
33. The Contractor must ensure that any of the existing drainage which is live, is kept clear of debris and that all retained connections are proved and jetted through prior to any connection works and upon completion.
34. Contractor to take measures to protect operatives with respect to the presence of gas in sewer trenches and manholes through the use of gas monitoring equipment and breathing.
35. Road gully grating frames shall be set 0-10mm below finished carriageway surface level.
36. Gully leads that cross the carriageway shall have a minimum cover of 750mm.
37. Gully spacings are in accordance with DMRB CD526 with a nominal allowable flow width against kerb of 0.75m.
38. Any soft spots in the existing pavements shall be dug out and the void backfilled in layers up to formation level with selected granular material.
39. All fill below proposed carriageway construction shall be granular material unless stated otherwise.
40. Road pavements shall be constructed from the permitted design within the appropriate Clauses of MCHW SHW series 700, 800 and 900.
41. The Contractor shall provide temporary ramps in suitable material to make safe and sure of run-ons, run-offs and any longitudinal joint or projecting ironwork during construction.
42. All milling shall be undertaken in accordance with the requirements of MCHW SHW Cl. 709.
43. All bituminous surfaces shall be treated with a hot applied bond coat prior to overlay. A spray tanker shall be utilised for application throughout. Surface preparation, equipment product data sheets, test certificates, blinding material sources all to be in accordance with MCHW SHW Cl. 920 and to the approval of STC (including adequate contingency plans in the event any breakdown).
44. Surface preparation and masking shall be in accordance with Clause 920.6 and, as appropriate, with BBA/HAPAS roads and bridge certificate.
45. Any differences in kerb upstand at the tie-in between proposed and existing are to be taken out over a 3m transition length and upstands at this point are to match existing.
46. Where STI or ST4 concrete is used, it is to be in accordance with BS EN 8500-1 & 2, BS EN 206-1 MCHW SHW Cl. 1101 & 2602.
47. Due to the weight of standard kerb units, full consideration must be given by the Contractor to use of alternative methods of laying including use of short length units or mechanised kerb handling and laying equipment. The Contractor must ensure compliance with health and safety requirements 'manual handling operations regulations 1992 (with HSE L23, as amended 2016)'.
48. Kerbs of less than 300mm in length shall not be incorporated into the works.
49. Areas for seeding are to receive a minimum 150mm topsoil, free from surface stone, weeds and any other debris. Topsoil to be raked smooth and treated with non-residual weed killer and re-seeding fertiliser before seeding.
50. All construction aggregate and granular materials, including type 1 sub-base - and those as part of concrete and asphalt concrete - to be quarry sourced with no use of waste or recycled materials. Bituminous material sizes for road construction to be in accordance with BS EN 13043 and 13242.
51. All road markings are to be in accordance with the Traffic Signs Regulations & General Directions 2016 (TSRGD), Traffic Signs Manual (TSM) and MCHW SHW series 1200.
52. Permanent road markings shall be thermoplastic material or paint in accordance with BS EN 1871.
53. Where proposed road markings tie into existing road markings they shall be correctly aligned in accordance with dimensions shown in the TSRGD.
54. Any road markings removed or covered outside the extents of the main works for traffic management purposes are to be reinstated as existing upon scheme completion.
55. Where road markings are to be laid on existing pavements, redundant road markings are to be removed by appropriate methods.
56. All road markings shall be reflectorised in accordance with SHW Cl. 1212.4, have the performance to Cl. 1212.5 and skid resistance complying with Class S3 to BS EN 1436, Table 7.
57. All temporary signs shall be constructed to the standards for permanent signs, except that the sign face material may be punctured to accommodate fixing.
58. All temporary signs are required to have a date on their reverse by which they should be removed (to be 3 months after installation on site). Text to measure 50mm height and label to be manufactured from one piece of U.V. Stabilised self-adhesive vinyl.

Existing Services

Any existing services which may be affected by the proposed works should be located by means of a hand dig in close liaison with the statutory service authorities. The Contractor shall inform the developer of any services that may affect the proposed design.
Contractor to notify statutory service authorities prior to commencement of work.

As Constructed Information

Refer to General Note 8 above. It is the Contractors responsibility to provide the following as constructed drawings to the developer upon the completion of the works covered by the contract:

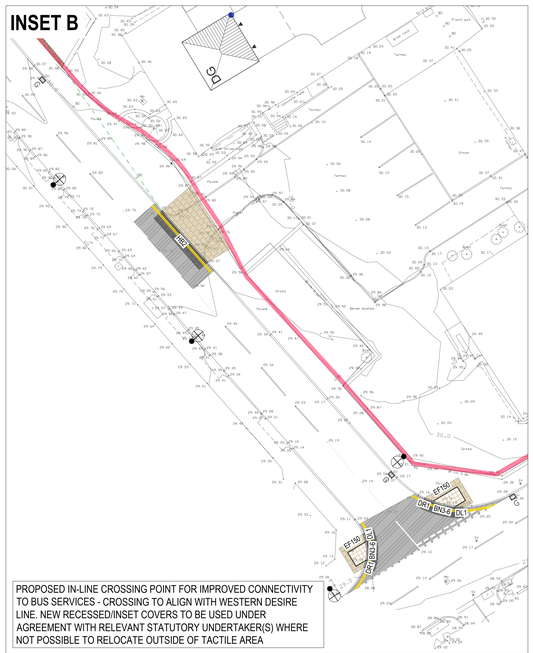
1. Position/co-ordinates of all adoptable manholes.
2. Invert and cover levels of all adoptable manholes.
3. New gully positions and connections.
4. Position and depth of service ducts for water, gas, electric, BT, cable and street lighting, stating size and number of ducts.

INSET A

PROPOSED CROSSING POINT INSET TO MAX. 10.5m CROSSING DISTANCE (FULL INSET NOT POSSIBLE WITH PROPOSED PRIVATE DRIVE POSITION)

EXISTING AFFECTED PARKING DETERRENT BOLLARDS TO BE REMOVED

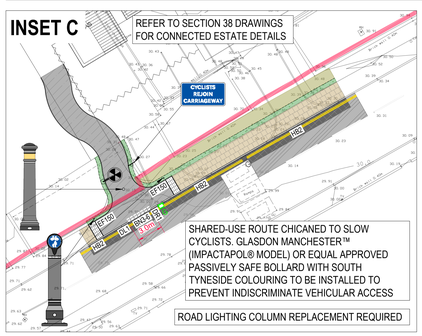
INSET B



PROPOSED IN-LINE CROSSING POINT FOR IMPROVED CONNECTIVITY TO BUS SERVICES - CROSSING TO ALIGN WITH WESTERN DESIRE LINE. NEW RECESSED/INSET COVERS TO BE USED UNDER AGREEMENT WITH RELEVANT STATUTORY UNDERTAKER(S) WHERE NOT POSSIBLE TO RELOCATE OUTSIDE OF TACTILE AREA

INSET C

REFER TO SECTION 38 DRAWINGS FOR CONNECTED ESTATE DETAILS

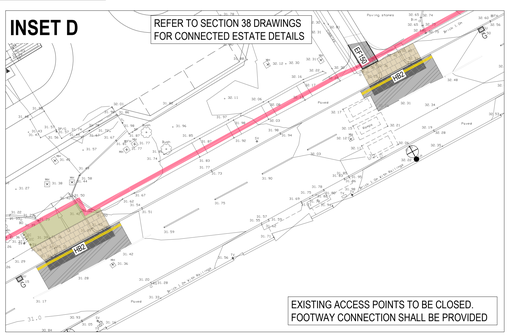


SHARED-USE ROUTE CHICANED TO SLOW CYCLISTS. GLASDON MANCHESTER™ (IMPACTAPOL® MODEL) OR EQUAL APPROVED PASSIVELY SAFE BOLLARD WITH SOUTH TYNESIDE COLOURING TO BE INSTALLED TO PREVENT INDISCRIMINATE VEHICULAR ACCESS

ROAD LIGHTING COLUMN REPLACEMENT REQUIRED

INSET D

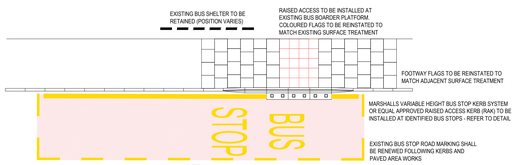
REFER TO SECTION 38 DRAWINGS FOR CONNECTED ESTATE DETAILS



EXISTING ACCESS POINTS TO BE CLOSED. FOOTWAY CONNECTION SHALL BE PROVIDED

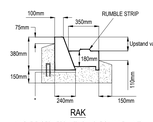
0 6.25 12.5 m

0 31.25 62.5 m



DETAIL 1

NOT TO SCALE



RAK

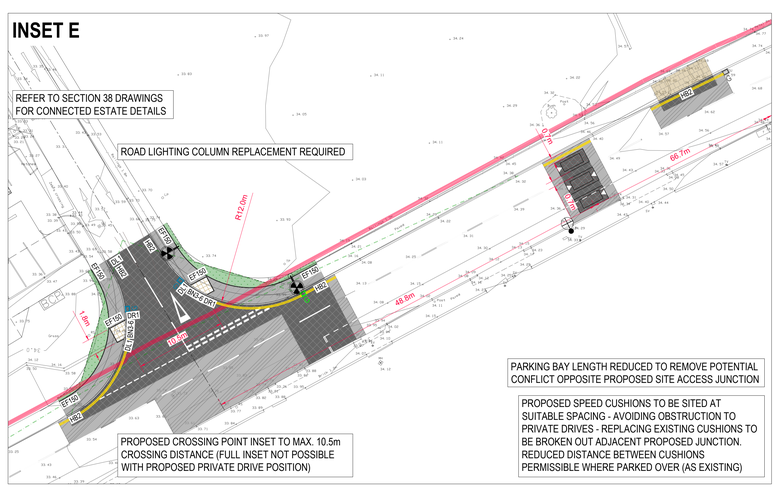
(ANGLE-FACED KERB WITH RUMBLE CHANNEL UNIT)

NOT TO SCALE

INSET E

REFER TO SECTION 38 DRAWINGS FOR CONNECTED ESTATE DETAILS

ROAD LIGHTING COLUMN REPLACEMENT REQUIRED



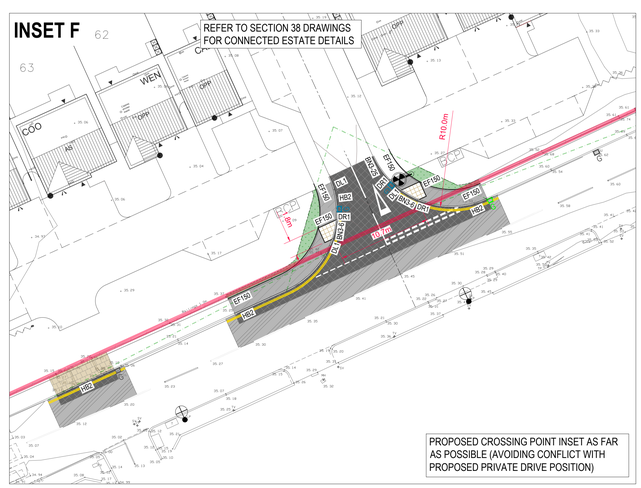
PROPOSED CROSSING POINT INSET TO MAX. 10.5m CROSSING DISTANCE (FULL INSET NOT POSSIBLE WITH PROPOSED PRIVATE DRIVE POSITION)

PARKING BAY LENGTH REDUCED TO REMOVE POTENTIAL CONFLICT OPPOSITE PROPOSED SITE ACCESS JUNCTION

PROPOSED SPEED CUSHIONS TO BE SITED AT SUITABLE SPACING - AVOIDING OBSTRUCTION TO PRIVATE DRIVES - REPLACING EXISTING CUSHIONS TO BE BROKEN OUT ADJACENT PROPOSED JUNCTION. REDUCED DISTANCE BETWEEN CUSHIONS PERMISSIBLE WHERE PARKED OVER (AS EXISTING)

INSET F

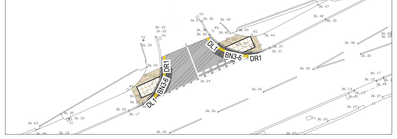
REFER TO SECTION 38 DRAWINGS FOR CONNECTED ESTATE DETAILS



PROPOSED CROSSING POINT INSET AS FAR AS POSSIBLE (AVOIDING CONFLICT WITH PROPOSED PRIVATE DRIVE POSITION)

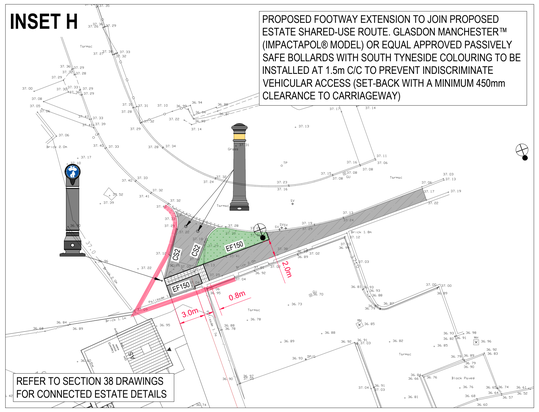
INSET G

PROPOSED IN-LINE CROSSING POINT FOR IMPROVED CONNECTIVITY TO BUS SERVICES - EXISTING WAITING PROHIBITION AND SCHOOL CROSSING PATROL WARNING SIGNAGE TO BE REPOSITIONED AWAY FROM LINE OF CROSSING



INSET H

PROPOSED FOOTWAY EXTENSION TO JOIN PROPOSED ESTATE SHARED-USE ROUTE. GLASDON MANCHESTER™ (IMPACTAPOL® MODEL) OR EQUAL APPROVED PASSIVELY SAFE BOLLARDS WITH SOUTH TYNESIDE COLOURING TO BE INSTALLED AT 1.5m C/C TO PREVENT INDISCRIMINATE VEHICULAR ACCESS (SET-BACK WITH A MINIMUM 450mm CLEARANCE TO CARRIAGEWAY)



Key:

- PROPOSED DRIVER VISIBILITY 15m junction form/peripheral splay on junction approach and 4.5m x 43m/90m splay along major road.
- PROPOSED RAISED ACCESS BUS BOARDER INSTALLATION Refer to DETAIL 1.
- G PROPOSED ROAD GULLY. To connect to the proposed adoptable development network.
- G PROPOSED ROAD GULLY. New channel location with connection to the existing highway network relocated. The alignment of any additional drainage required to make connection shall be determined once positions of existing network and statutory undertakers' apparatus have been confirmed.
- G EXISTING ROAD GULLY. Existing gully position to remain or retained approximately as is, with frame and cover adjusted to suit proposed levels. Connection to existing network retained.
- MIN. MOWN GRASSED VERGE. Topsoil - Seeding with perennial ryegrass slow growth to British Seed House's mix A22 at a rate of 35gm² See Highways Note 49.
- PROPOSED AREA SUITABLE FOR LANDSCAPING
- PROPOSED FULL DEPTH ROAD PAVEMENT CONSTRUCTION TO STC ADOPTABLE STANDARDS
- PROPOSED FULL DEPTH ROAD PAVEMENT CONSTRUCTION TO STC ADOPTABLE STANDARDS (WITH RED CHIPPINGS)
- PROPOSED ROAD PAVEMENT PLANE AND INLAY / OVERLAY OR TIE-IN
- HB2 125mm x 255mm half battered precast concrete kerb with a 100mm upstand.
- BN3-6 125mm x 150mm bull-nosed precast concrete kerb with a 0-6mm upstand.
- BN3-25 125mm x 150mm bull-nosed precast concrete kerb with a 25mm upstand.
- DL1 Dropper (left hand) precast concrete kerb - from HB2 to BN3.
- DR1 Dropper (right hand) precast concrete kerb - from BN3 to HB2.
- EF150 50mm x 150mm flat top edging precast concrete kerb laid flush.
- CS2 125mm x 150mm square channel precast concrete kerb laid flush.
- RAK 1No. 240mm angle-faced precast concrete raised access kerb (with a 160mm upstand) + 2No. two-piece system incorporating 385mm rumble channel units.
- FULL DEPTH FLEXIBLE FOOTWAY CONSTRUCTION TO STC ADOPTABLE STANDARDS
- FLAGGED FOOTWAY TO MATCH EXISTING ADJACENT CONSTRUCTION. 600mm x 600mm x 50mm thk. NATURAL coloured Marshalls Perfecta or equal approved British Standard textured Yorkstone flags conforming to MCHW SHW Cl. 1107, BS EN 1339 and Laid in accordance with BS 7533.
- CORDUROY TACTILE PAVING CONSTRUCTION. 400mm x 400mm x 50mm BUFF coloured Concrete Surface Course to MCHW SHW Cl. 1104, conforming to BS EN 7997 & BS EN 1339. Laid in accordance with BS 7533 & DETR guidance.
- BLISTER TACTILE PAVING CONSTRUCTION. 400mm x 400mm x 50mm BUFF coloured Concrete Surface Course to MCHW SHW Cl. 1104, conforming to BS EN 7997 & BS EN 1339. Laid in accordance with BS 7533 & DETR guidance.
- INDICATIVE PROPOSED LIGHTING COLUMN (DESIGN BY OTHERS). Root mounted, galvanised tubular steel column to STC specification.
- EXISTING LIGHTING COLUMN AND/OR LANTERN TO REMAIN.
- ASSUMED HIGHWAY BOUNDARY EXTENTS (07/9/38 DEMARCATION AT DEVELOPMENT SITE BOUNDARY) - ADOPTED HIGHWAY AND OTHER COUNCIL LAND AND PROPERTY INTERESTS TO BE CONFIRMED

CONTRACTOR TO NOTE THAT MATERIALS TESTING IS REQUIRED THROUGHOUT. REQUIREMENTS TO INCLUDE CURRENT TESTING STANDARDS. TYPICALLY, TESTING WILL INCLUDE FOR FILL, ASPHALT, HOT APPLIED BOND COAT, STRUCTURAL CONCRETE AND ROAD MARKINGS. CBR'S WILL BE REQUIRED AT FORMATION TO DETERMINE CONSTRUCTION MAKE-UP AND TOP OF GRANULAR SUB-BASE TO CONFIRM ADEQUATE COMPACTION. STC RESERVE TO RIGHT TO REQUEST ANY FURTHER TESTING PROCESSES THEY SEE FIT THROUGHOUT THE AGREEMENT WORKS. FREQUENCY OF TESTING WILL BE CONFIRMED AT THE PRE-START MEETING.

EXISTING TOBY'S AND IRONWORK WITHIN RESURFACING AREAS OR WHICH ARE TO BE LIFTED AND RESET TO FINISHED LEVELS ARE TO BE REVIEWED FOR CONDITION. COVERS WHICH ARE DAMAGED OR POLISHED SHALL BE RENEWED ACCORDINGLY AND ALL REPLACEMENTS CARRIED OUT PRIOR TO RESURFACING WORKS. STC ENGINEER TO BE CONSULTED ON IRONWORKS AT ALL TIMES THROUGHOUT SITE CONSTRUCTION WORKS.

CONTRACTOR TO NOTE EARLY CONSULTATION WITH THE STC NETWORK MANAGER IS RECOMMENDED REGARDING TRAFFIC MANAGEMENT ROAD SPACE BOOKING AND TIMING OF THE WORKS. DISCUSSIONS SHOULD INCLUDE POTENTIAL ROAD CLOSURES AND DEPLOYMENT OF TEMPORARY TRAFFIC SIGNALS.

CONSISTENT KERBING & SURFACING MATERIALS SHALL BE INSTALLED FOR CONTINUOUS APPEARANCE AND GRIP LEVELS AT INTERFACE WITH EXISTING PROVISION

Rev.	Date	Revision Details	Drawn	Checked
-	14.07.2025	INITIAL ISSUE. FOR CLIENT COMMENT AND TENDER.	AM	MK

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Client: Avant Homes

Project: South Tyneside College

Title: Site Access and Off-Site Highways Mitigation General Arrangement

Drawn	Checked	Date
AM	MK	JULY 2025

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Scale: 1:250; 1:1250 (@ A0)

Rev: -