

Construction Design and Management (CDM)

Key Residual Risks

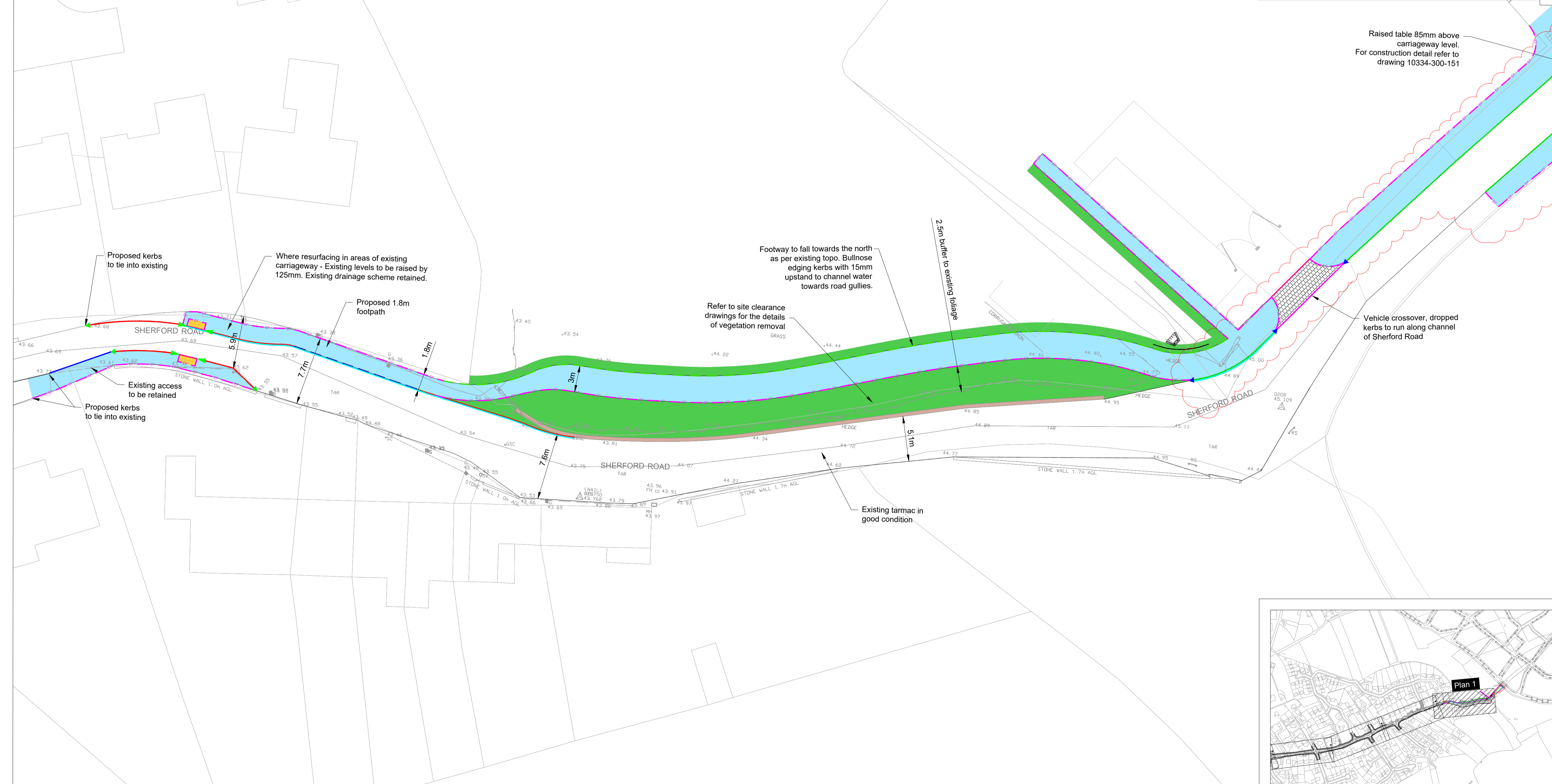
- Contractors entering the site should gain permission from the relevant land owners and/or principle contractor working on site at the time of entry. Contractors shall be responsible for carrying out their own risk assessments and for liaising with the relevant services companies and authorities. Listed below are Site Specific key risks associated with the project.
- 1) Overhead and underground services
 - 2) Street Lighting Cables
 - 3) Working adjacent to water courses and flood plain
 - 4) Soft ground conditions
 - 5) Unchartered services

KEY:

- Pavement type B - Flexible footway construction
- Pavement type C - Block Paving
- Verges
- Existing brick wall
- Tactile paving (BUFF)
- 150x50mm PCC flat top edging (EF) laid flush
- Dropped crossing consisting of transition kerbs and bull nosed centrestone. 0-6mm upstand at pedestrian crossing
- Countryside wide top classic kerb with 125mm upstand with channel
- Countryside dropped kerb 25mm upstand
- Countryside dropped kerb 0-5mm upstand
- HB2 125mm upstand
- CS1 0mm upstand
- ACO Kerbdrain HB255 units
- ACO Kerbdrain HB255 sump unit
- Transition kerb HB2 to BN
- Countryside wide top dropper kerb
- Safety railing
- Bullnose edging kerb with 15mm upstand
- Cut line reinstatement

NOTES:

1. Do not scale from this drawing
2. All dimensions are in metres unless otherwise stated.
3. Brookbanks Consulting Ltd has prepared this drawing for the sole use of the client. The drawing may not be relied upon by any other party without the express agreement of the client and Brookbanks Consulting Ltd. Where any data supplied by the client or from other sources has been used, it has been assumed that the information is correct. No responsibility can be accepted by Brookbanks Consulting Ltd for inaccuracies in the data supplied by any other party. The drawing has been produced based on the assumption that all relevant information has been supplied by those bodies from whom it was requested.
4. No part of this drawing may be copied or duplicated without the express permission of Brookbanks Consulting.
5. All materials, workmanship and highway construction works to be in accordance with the contract specification.
6. No kerbs of less than 300mm length shall be incorporated into the works.
7. At the interface between existing and new kerbs/edgings, carriageways and footways, a suitable neat joint shall be employed and the interface between new and existing made good to the satisfaction of Devon County Council.
8. All existing kerbs/edgings, footways, verges and carriageways that are damaged as a result of the works shall be made good to the satisfaction of Devon County Council. All joints to be saw cut and sealed where appropriate.
9. All existing carriageway, footway, verge and landscape areas which are damaged as a result of the works shall be made good to the satisfaction of Devon County Council.
10. Tactile paving to be laid in accordance with the 'Guidance on the Use of Tactile Paving Surfaces' published by DETR and Devon County Councils requirements.
11. Minimum plane off of 100mm unless otherwise directed by the Devon County Council Representative.
12. In situ CBR at sub formation level to be taken at approx. 25m intervals in accordance with Appendix 1/5 of the specification. In addition, plate bearing tests (equiv. CBRs) are to be undertaken on the sub base formation. Granular sub base with a laboratory value of at least 30% CBR should be achieved prior to laying any bituminous material. Nuclear density tests are to be undertaken on base, binder and surface course layers whilst materials are being laid. An independent UKAS accredited laboratory shall carry out such test to verify values are in accordance with the specification and Devon County Councils requirements.
13. At interfaces between new and existing road construction, joints in bituminous layers must be stepped by 300mm for longitudinal joints and 1m for lateral/transverse joints to the satisfaction of Devon County Council.
14. Testing shall be in accordance with MCHW Highway Specification Appendix 7.
15. Refer to drawing number 10376-300-151 for dropped kerb details at pedestrian crossings.
16. All utility covers within tactile areas shall have recessed covers suitable to accommodate tactile paving and mortar/resin bonding.
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18. In some locations where existing junctions are in poor condition PCC Highways are to review and advise on if this can be achieved before the traffic calming commences



Q	Kerbs amended to RFI 437	PB	JL	SM	05.02.25
P	Kerbdrain units added, status amended	PB	JL	JL	28.05.24
N	Construction Status	JH	JL	RD	11.03.24
M	Updated to internal comments	RD	JL	RD	05.12.23
L	Edging along footpath updated	BM	JL	RD	08.09.23
K	Updated to RSA comments	BM	JL	RD	15.08.23
J	Updated to RSA comments	BM	JL	RD	27.06.23
H	Updated to RSA comments	BM	JL	RD	19.05.23
G	Updated to RSA comments	BM	JL	RD	28.03.23
F	Amended to internal comments	BM	JL	PAB	18.10.22
E	Amended to PCC comments	BM	JL	PAB	23.08.22
D	Amend drawings in front of houses 90-96	MA	JL	PAB	10.06.22
C	Updated to RSA comments	SMG	JL	PAB	24.05.22
B	Amended to MM comments	BM	RM	PAB	06.01.22
A	Updated to suit RSA comments	GG	RM	PAB	07.05.21
-	First Issue	GG	RM	PAB	15.09.20

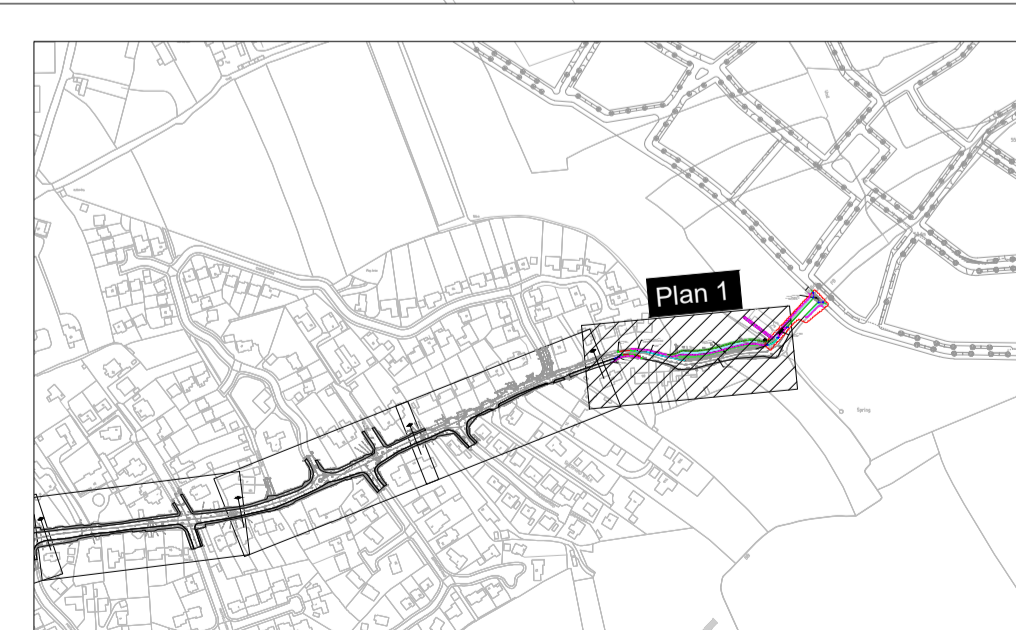
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SHERFORD
BUILDING FUTURES

Sherford New Town
Sherford Road

S278 Agreement
Paving and Kerbing



UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR COMMENCE SITE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT HIS OWN RISK.

Status	Status Date	
Information	Mar 2024	
Drawn	Checked	Date
GG	RM	15.09.20
Scale	Number	Rev
1:250	10334-300-701	Q

