



RIDGE

**PRIVATE HARDSTANDING AS
BUILT APPRAISAL REPORT
PHASE 9 STONEHAM, EASTLEIGH**

HIGHWOOD GROUP LIMITED

NOVEMBER 2022



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November 2022

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SECTION 1

INTRODUCTION

1. INTRODUCTION

1.1. Appointment and Brief

This private hardstanding as-built appraisal report has been prepared on behalf of Highwood Group Limited for a completed development at North Stoneham Park, located off Chestnut Avenue, Eastleigh, SO50 9RU (hereby referred to as the 'Constructed Site').

This document follows an as-built visual inspection survey carried out on Monday 24th October which aimed to inspect all unadopted roads, footpaths and cycle paths and associated ancillaries to ensure that the scheme has been constructed in compliance with the proposals agreed with Eastleigh Borough Council as summarised in the Condition 29 of the Decision Notice for the development which states:

"Written verification by an appropriate consultant confirming that the construction of all unadopted roads, footpaths and cycle paths within the development is in accordance with the approved plans and details shall be provided to the Local Planning Authority prior to first occupation of the 60th dwelling unit.

Reason: to ensure that the development is provided to an appropriate standard."

The site survey was for a visual inspection of all accessible areas of the entire constructed Phase 9 North Stoneham Park, this included taking photo records of any anomalies.



Site Location Plan

1.2. Aims and Objectives

This report has been prepared with reference to the following requirements:

- The as-built assessment must:
 - Provide site records of the entirety of the constructed site.
 - Provide photographic evidence of any identified anomalies.

PRIVATE HARDSTANDING AS BUILT APPRAISAL REPORT

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- Provide photographic evidence of the condition of the development.
- Provide technical comment that the development has been constructed in line with the approved plans.
- The as built assessment does not include:
 - Intrusive investigation, including verification cores, to validate that underlying construction beneath the superficial surfacing.
 - First-hand evidence of the construction process to confirm that best practice was followed during the works.

1.3. Limitations

The purpose of this report as outlined in Section 1.2, together with those related matters specifically referred to therein and it is not intended to be used for any other purposes. The report is for the sole benefit and may only be relied upon by the addressee, to whom we will owe a duty of care. The report and any part of it is confidential to the addressee and should not be disclosed to any third party for any purpose, without the prior written consent of Ridge and Partners LLP as to the form and context of such disclosure. The granting of such consent shall not entitle the third party to place reliance on the report, nor shall it confer any third-party rights pursuant to the Contracts (Rights of Third Parties) Act. The report may not be assigned to any third party.

1.4. Reference Information

The following information has been obtained and interrogated as part of this study:

- ODYSSEY (2020) Revision L Ref. 19-308 032 ENGINEERING LAYOUT PHASE 9 (SHEET 1)
- ODYSSEY (2020) Revision K Ref. 19-308 033 ENGINEERING LAYOUT PHASE 9 (SHEET 2)
- ODYSSEY (2020) Revision J Ref. 19-308 034 ENGINEERING LAYOUT PHASE 9 (SHEET 3)
- ODYSSEY (2020) Revision G Ref. 19-308 029 CONSTRUCTION MAKE UP PHASE 9 (SHEET 1)
- ODYSSEY (2020) Revision L Ref. 19-308 030 CONSTRUCTION MAKE UP PHASE 9 (SHEET 2)
- ODYSSEY (2020) Revision K Ref. 19-308 031 CONSTRUCTION MAKE UP PHASE 9 (SHEET 3)
- ODYSSEY (2020) Revision H Ref. 19-308 011 HIGHWAY CONSTRUCTION DETAILS PHASE 9 (SHEET 1)
- ODYSSEY (2020) Revision E Ref. 19-308 012 HIGHWAY CONSTRUCTION DETAILS PHASE 9 (SHEET 2)
- ODYSSEY (2020) Revision L Ref. 19-308 013 HIGHWAY CONSTRUCTION DETAILS PHASE 9 (SHEET 3)

In addition, the following documents have been consulted:

- Eastleigh Borough Council (November 2011) Quality Places Supplementary Planning Document
- Department for Transport (2007) Manual for Streets
- The Chartered Institution of Highways & Transportation (September 2010) Manual for Streets 2
- Hampshire County Council (April 2022) Highway Technical Guidance Notes (TG)

SECTION 2

PROJECT BACKGROUND

2. PROJECT BACKGROUND

2.1. Site Location and Current Development Status

The Constructed site is located to the south of Chestnut Avenue, Eastleigh, Hampshire. The site is served by Hopper Road, which is an extension of Lewis Road, which joins onto Highwood Avenue which connects to Chestnut Avenue to the north and Stoneham Lane to the east. The site is bound by low-rise residential houses and gardens to the East, to the South and West sits woodland, to the North there is a recreation ground which is currently the site of ongoing development, the northern development extends to the West of the site forming the Western boundary of the Northern half of the Constructed site, refer to the site location plan for context.

The Ordinance Survey (OS) grid reference for the Constructed site is approximately 443519 E, 117704 N and the nearest post code is SO50 9SH.

The development comprises 65 residential properties comprising semidetached, terraced and detached low-rise housing as well as blocks of flats to the southwest. In addition to this the site also includes access roads, car parking areas and amenity spaces.

The development is principally served by adoptable/adopted asphalt and block paved spine roads which connect to private drives and private roads which are principally block paved. The paths serving the houses are typically made of paving slabs, with some of these paths being tarmacked with concrete edgings. A gravel path runs through the green amenity space to the south of the low-rise housing which is bounded by timber edgings. Private parking areas were generally of a block paved construction; however, some were tarmacked as per the approved plans.

The development was largely occupied. Construction works were taking place to the North and West of the Constructed site with construction traffic using the main site road. The main site road was not surfaced owing to the presence of construction traffic and the likely damage this would have caused.

SECTION 3

SURVEY RESULTS

3. SURVEY RESULTS

3.1. Survey Conditions and Limitations

The survey took place on Monday 24th October in the afternoon. One Senior Civil Engineer was present for the survey. The weather was fair at the beginning of the survey, however, conditions worsened throughout the survey with sporadic, often fairly heavy rain and cloud cover. The rain allowed for depressions in the surface to be revealed and demonstrated how well proposed drainage arrangements functioned.

The site was largely occupied at the time of the survey which meant that private areas and enclosed garden areas could not be surveyed. Additionally, the vehicles of many residents were present onsite and were stationed in parking spaces or out on the main site road. Owing to this it was not possible to survey under the cars for any discrepancies, however, the construction across the site was uniform and therefore it isn't expected that any irregularities would be detected.

The purpose of the survey was to inspect unadopted roads, footpaths and cycle paths and therefore a comprehensive survey of adoptable/adopted highways onsite has not been conducted. However, certain elements of the adoptable/adopted highway have been picked up in this report where they interact with or transition into the private spaces that are the subject of this survey. Judgement on the acceptability of such roads is the responsibility of the Highway Authority and shall be subject to their independent appraisal.

The survey commenced in the eastern portion of the site within the parking areas of plots 48-65 (as indicated on the site layout – see Appendix A and Appendix B), the survey then proceeded to the private road in front of plots 30-38, then onto the parking area of plots 29 and 38, then the shared drive of plots 20-28, then onto the parking court containing the parking spaces of plots 6 and 19, then onto the parking court serving plots 1 and 10 and other properties, finally a survey was undertaken of the timber/gravel path within the southern green amenity space.

The survey was restricted to the information provided by Highwood Group, therefore any specification changes that have taken place which are not listed on the drawings would not have been identified during the survey works.

3.2. Survey Observations

Southern Timber/Gravel Footpath

The timber edged gravel footpath to the south of the low-rise housing within the green amenity space was constructed as per the route shown on the Odyssey Layout (see Appendix A and Appendix B). The condition of the path was good and the sides and gravel spread were constructed well.

It was not possible to verify the specification of the timber bollards, however, the bollards were of a robust timber construction with a reflective banding and seemed to be sufficient for their intended use.



Photo 58 – View out onto timber/gravel path

Private Lighting Columns/Illuminated Bollards

Private lighting columns and illuminated bollards could be seen through the private parking areas, roads and drives although these were not explicitly shown on the supplied plans. The lighting columns seemed to be of a similar specification to the lighting columns in the adopted/adoptable highway and offer a betterment to the unlit lighting arrangement presented in the Construction Make Up Plans (19-308 029-31).

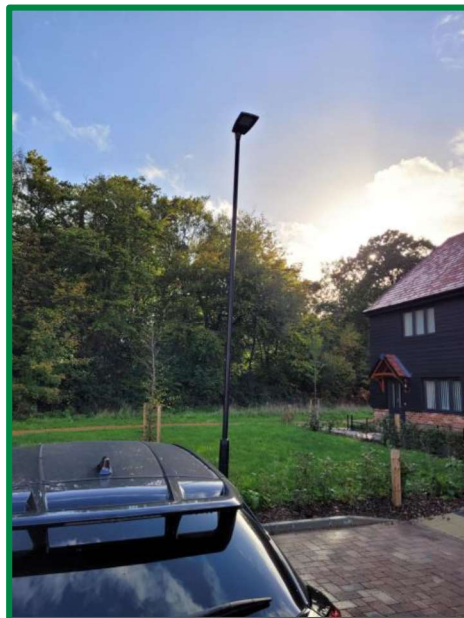


Photo 51 – Private Lighting Column

Parking Numbering

The numbering of the parking on site was found within the parking space spaces, including visitor locations and locations for local residents to use. The correct quantity of spaces has been provided as per the approved plans. The dimensions of the parking spaces were also consistent with those specified on the approved layout.

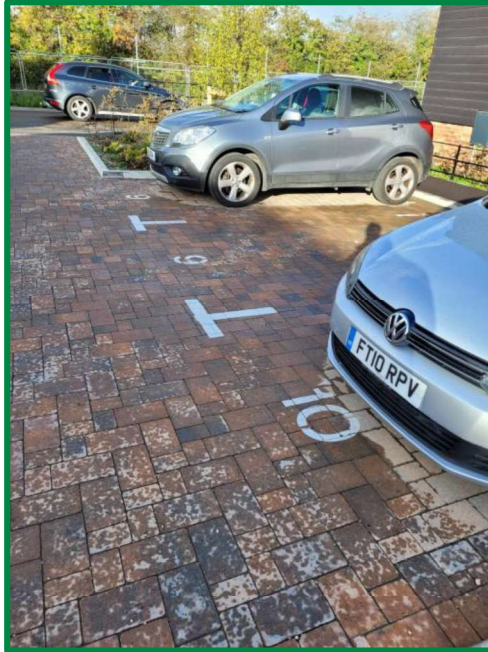


Photo 55 – Parking Space Numbering

Provision of Block Paving/Paving Slabs

Block paving and paving slabs were laid throughout the site in the correctly specified locations and were as per the approved materials. No sign of wear or cracking of private paving was detected during the site visit and all slabs were cut in a clean manner.

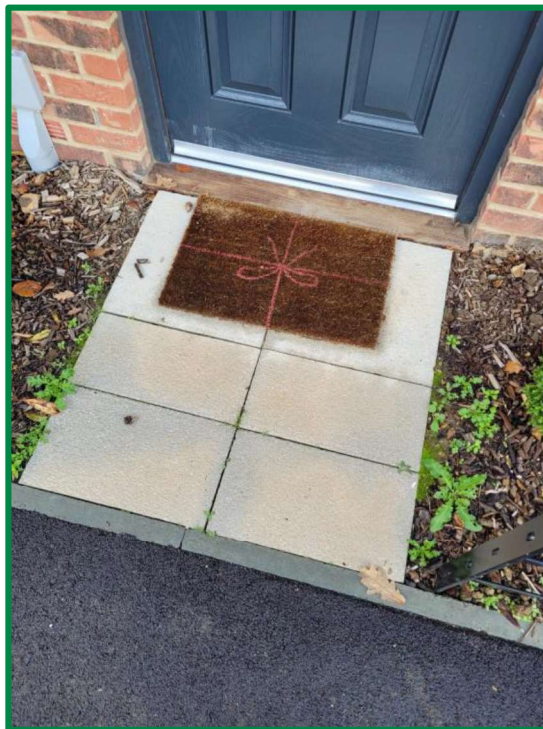


Photo 49 – Paving Slab Cutting

Gully Gratings

The gully gratings installed in the shared surface areas did not appear to be of a pedestrian friendly nature, there is therefore the potential for shoes to get caught in the slots of the grating and for personal items to fall through the slots into the sump below. Although generally the gullies were small in nature it may be prudent to replace the gratings where they are present in close proximity to pedestrian trafficked routes to avoid injury/loss of property.

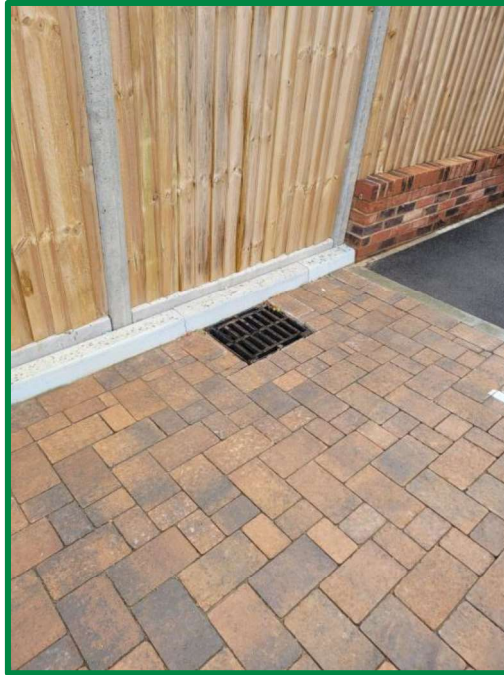


Photo 41 – Gully Gratings Installed

Kerbs Installed

In some instances, the incorrect kerbs were installed which were not appropriate for the location, however, the difference was of little significance and would not present a hazard to pedestrians and disabled users. Additional edgings were installed in multiple locations against the sides of properties; however, this treatment was not shown on the layout. This actually represents an improvement as it provides the surfacer/groundworker with a clean edge with which to lay asphalt, therefore this does should not be a cause for concern. Some edgings were omitted in areas, for example to the side of plot 5's parking, however, the contribution from these edgings would not have been meaningful and therefore their omission is of little consequence. In some instances, full height kerbs have been specified on the layout, despite these kerbs leading onto pedestrian areas, notably, at the crossing through the woods in front of plot 37 and at the visitor parking in front of plot 34, this could present a trip hazard and consideration should be given to replacing these kerbs with pedestrian friendly alternatives.



Photo 32 – Full Height Kerbs Installed

Sediment Accumulation and Localised Depressions

There were a few occurrences through site of localised depressions which were resulting in minor pooling. Generally, the block paved areas were constructed to a very high standard. These areas of pooling are inconsequential and it is understood they will be reviewed in the coming months and years to ensure that the development maintains the high level of living standard created.



Photo 16 – Evidence of Sediment Accumulation

Flush Kerbs Abutting Highways

On a number of transitions between adoptable/adopted highway and private drives/roads a flush kerb was present without any intercepting drainage feature, this will encourage highway runoff onto private areas. To remedy this, upstands should be installed with a drainage feature to ensure that runoff is disposed of appropriately.

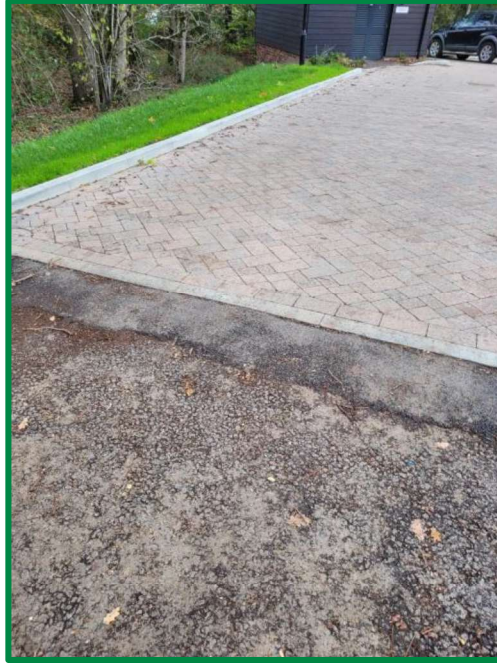


Photo 17 – Flush Kerb onto Private Hardstanding

Path Passing Through the Woods

The path passing through the woods on the opposite side of the road to plots 30-38 does not benefit from dropped kerbs. The path through the woods has been laid in a natural gravel finish with a slightly sloping gradient, this should be seen as a vast improvement over the previous arrangement which had unnecessary steps, corduroys and handrails. The new arrangement allows for easy access for cyclists, prams and pedestrians as was observed during the survey.

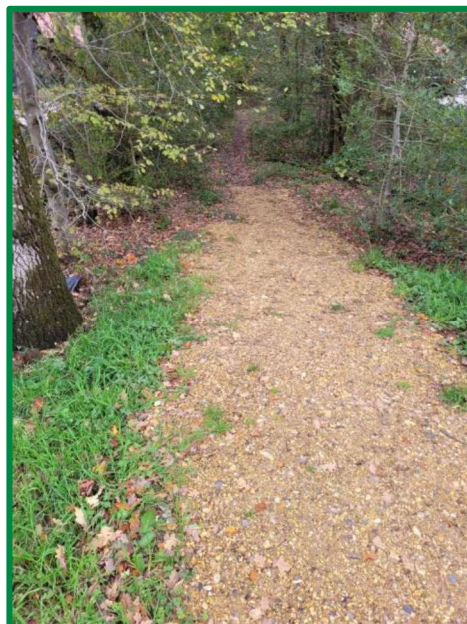


Photo 26 – Path Passing Through the Woods

Rear Access to plots 58-65

The rear access to plots 58-65 differs from the arrangement shown on the layout as the path is wider (1.65m) but contains a small deviation which is not shown on the plans. Although this is the case, the 1.2m wide margin is still maintained at the narrow point and the entrance still meets all grading requirements as per Approved Document M.

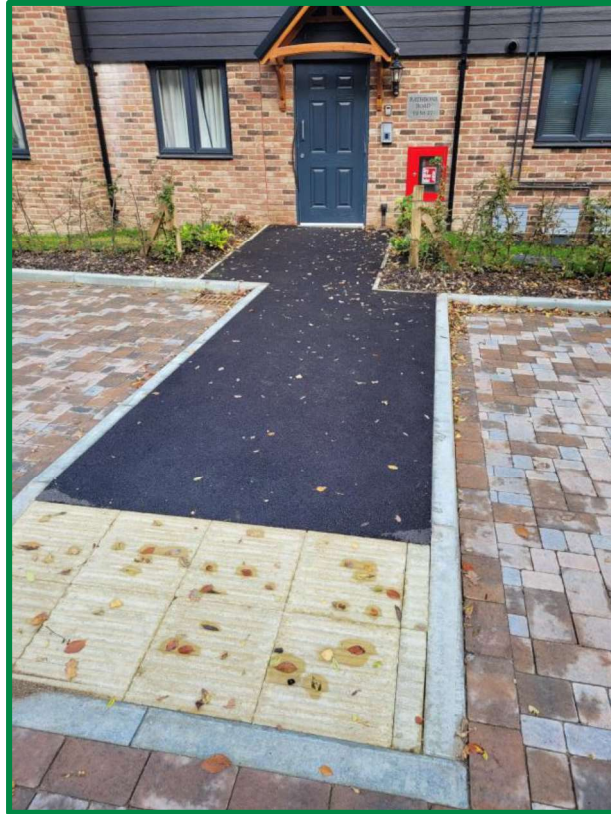


Photo 4 – Plots 58-65 Rear Access

Bollards

In one instance bollards were not installed, this is the case in front of plots 30 and 31. In some instances, the bollards have been replaced with fence posts; however, it is understood that this is as per the approved landscaping layout. The fence posts installed work well aesthetically with the adjoining hedges and do not negatively impact the functionality/safety of the street.



Photo 13 – Bollards Substituted for Fence Posts

SECTION 4

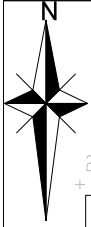
CONCLUSIONS

4. CONCLUSIONS

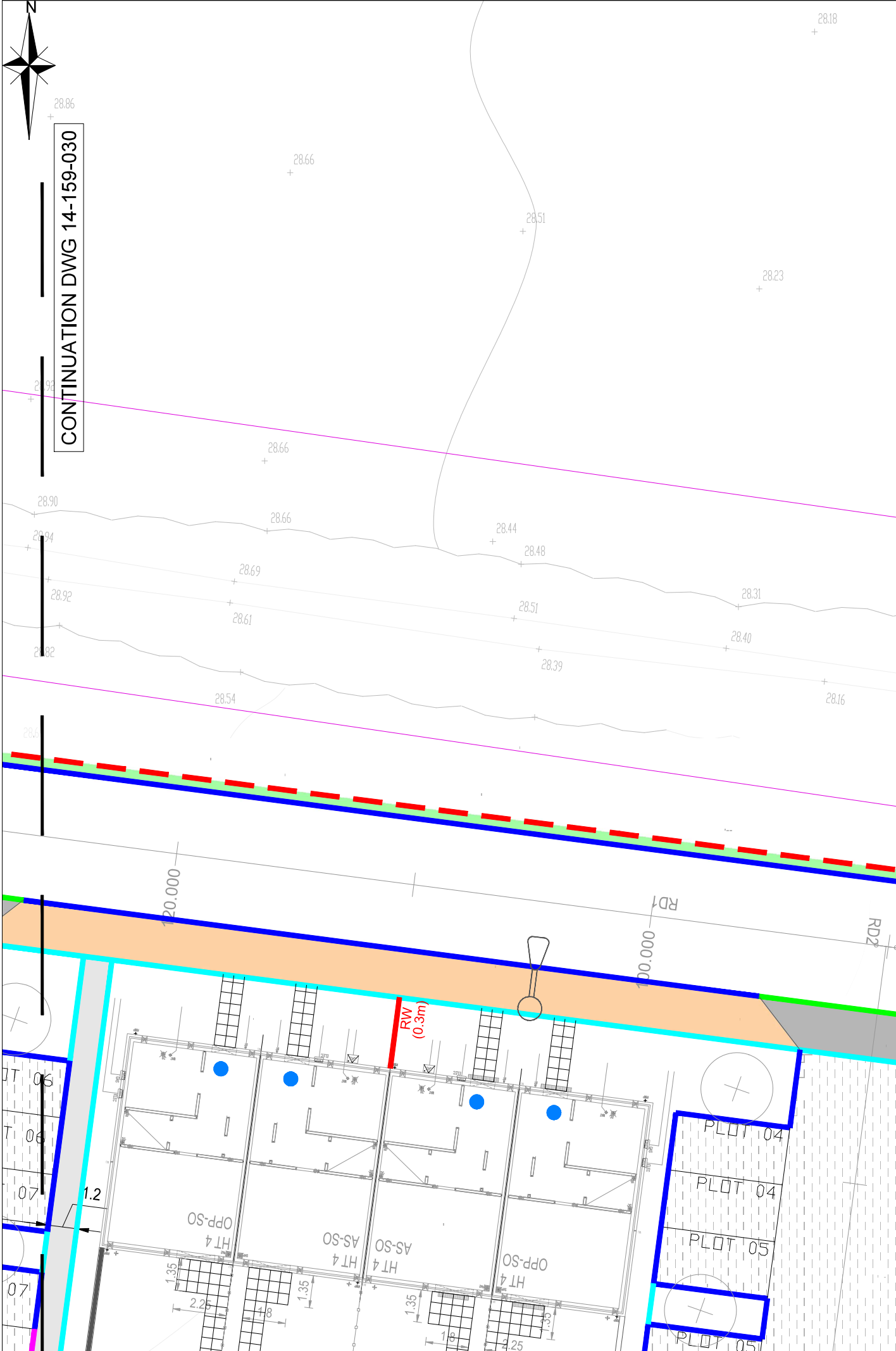
- The scheme consists of 65 residential dwellings served by adoptable/adopted highways as well as private drives, paths and parking areas.
- The construction is generally of a very high quality and is a good fit for the provided plans which it is understood have been agreed with Eastleigh Borough Council.
- Minor variations were detected during the walkover survey; however, where variations were detected, it is deemed that these variations are in fact an improvement for the end user.

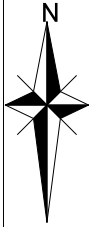
APPENDIX A

ODYSSEY CONSTRUCTION MAKE UP LAYOUTS



CONTINUATION DWG 14-159-030



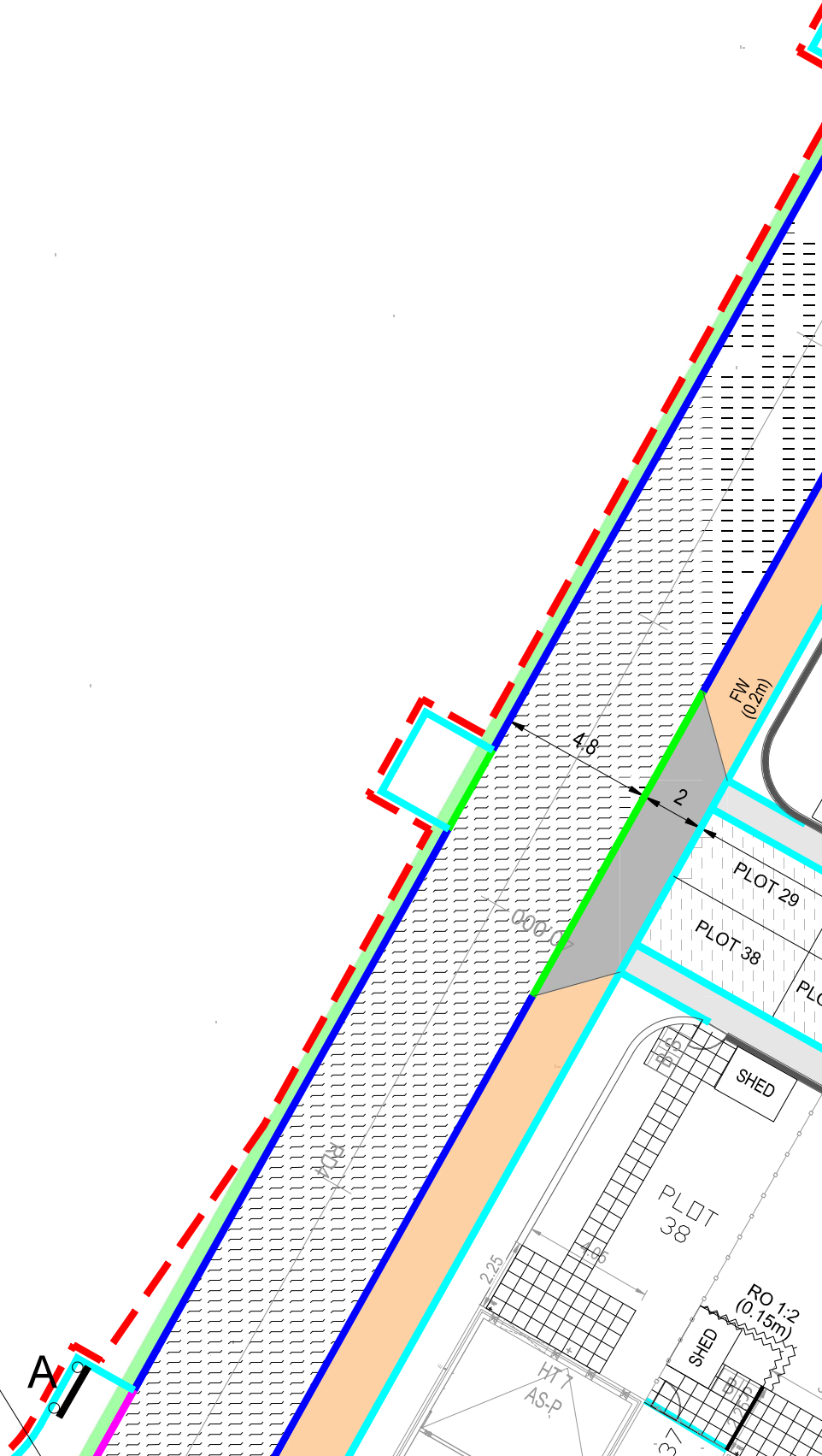


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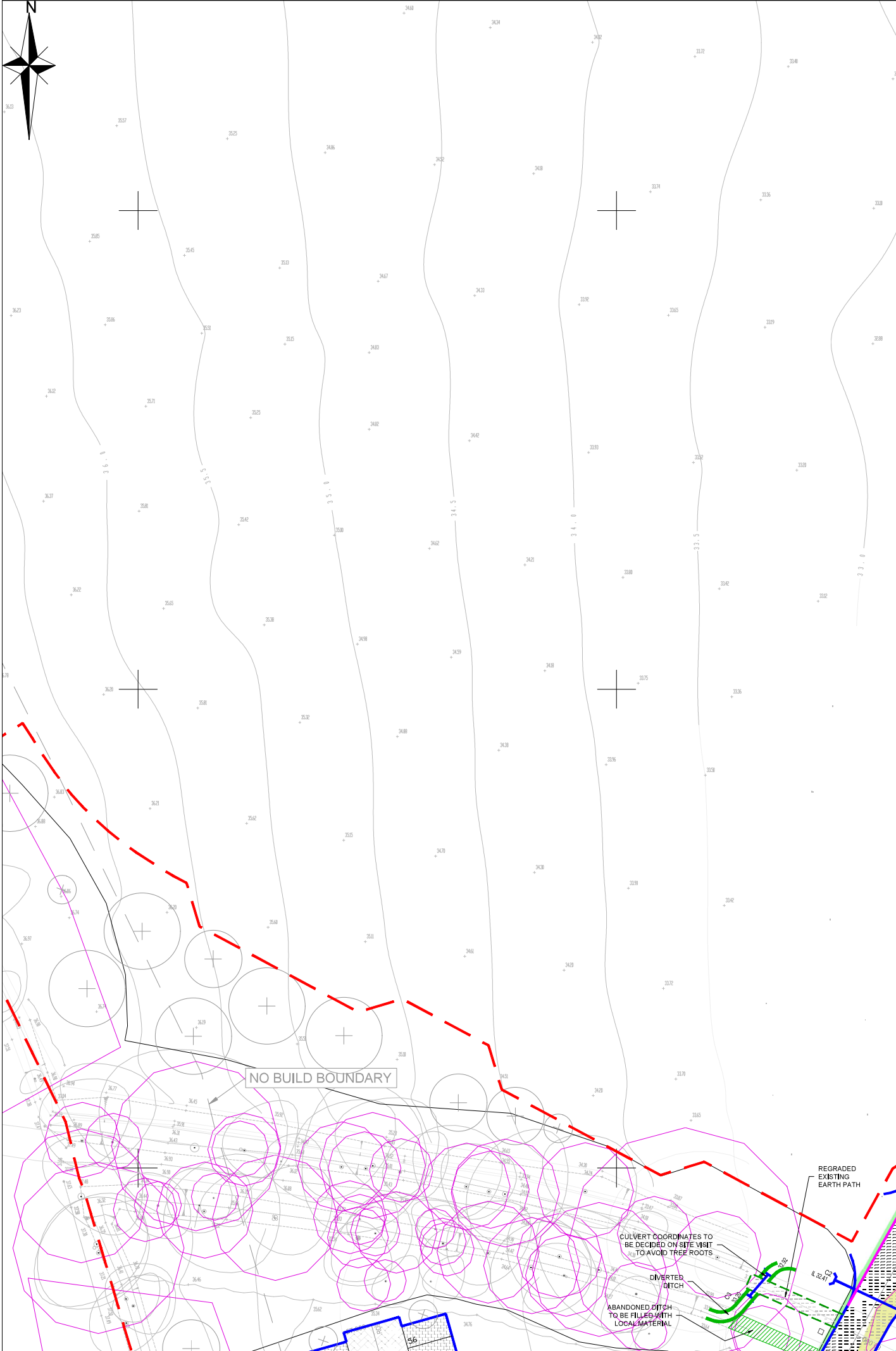
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This topographic map shows a site with a 'NO BUILD BOUNDARY' indicated by a red dashed line. The map includes numerous spot elevations (e.g., 36.01, 35.97, 36.02, 35.88, 36.01, 35.97, 36.04, 36.09, 36.07, 36.03, 36.04, 36.05, 36.06, 36.07, 36.08, 36.09, 36.10, 36.11, 36.12, 36.13, 36.14, 36.15, 36.16, 36.17, 36.18, 36.19, 36.20, 36.21, 36.22, 36.23, 36.24, 36.25, 36.26, 36.27, 36.28, 36.29, 36.30, 36.31, 36.32, 36.33, 36.34, 36.35, 36.36, 36.37, 36.38, 36.39, 36.40, 36.41, 36.42, 36.43, 36.44, 36.45, 36.46, 36.47, 36.48, 36.49, 36.50, 36.51, 36.52, 36.53, 36.54, 36.55, 36.56, 36.57, 36.58, 36.59, 36.60, 36.61, 36.62, 36.63, 36.64, 36.65, 36.66, 36.67, 36.68, 36.69, 36.70, 36.71, 36.72, 36.73, 36.74, 36.75, 36.76, 36.77, 36.78, 36.79, 36.80, 36.81, 36.82, 36.83, 36.84, 36.85, 36.86, 36.87, 36.88, 36.89, 36.90, 36.91, 36.92, 36.93, 36.94, 36.95, 36.96, 36.97, 36.98, 36.99, 37.00, 37.01, 37.02, 37.03, 37.04, 37.05, 37.06, 37.07, 37.08, 37.09, 37.10, 37.11, 37.12, 37.13, 37.14, 37.15, 37.16, 37.17, 37.18, 37.19, 37.20, 37.21, 37.22, 37.23, 37.24, 37.25, 37.26, 37.27, 37.28, 37.29, 37.30, 37.31, 37.32, 37.33, 37.34, 37.35, 37.36, 37.37, 37.38, 37.39, 37.40, 37.41, 37.42, 37.43, 37.44, 37.45, 37.46, 37.47, 37.48, 37.49, 37.50, 37.51, 37.52, 37.53, 37.54, 37.55, 37.56, 37.57, 37.58, 37.59, 37.60, 37.61, 37.62, 37.63, 37.64, 37.65, 37.66, 37.67, 37.68, 37.69, 37.70, 37.71, 37.72, 37.73, 37.74, 37.75, 37.76, 37.77, 37.78, 37.79, 37.80, 37.81, 37.82, 37.83, 37.84, 37.85, 37.86, 37.87, 37.88, 37.89, 37.90, 37.91, 37.92, 37.93, 37.94, 37.95, 37.96, 37.97, 37.98, 37.99, 38.00, 38.01, 38.02, 38.03, 38.04, 38.05, 38.06, 38.07, 38.08, 38.09, 38.10, 38.11, 38.12, 38.13, 38.14, 38.15, 38.16, 38.17, 38.18, 38.19, 38.20, 38.21, 38.22, 38.23, 38.24, 38.25, 38.26, 38.27, 38.28, 38.29, 38.30, 38.31, 38.32, 38.33, 38.34, 38.35, 38.36, 38.37, 38.38, 38.39, 38.40, 38.41, 38.42, 38.43, 38.44, 38.45, 38.46, 38.47, 38.48, 38.49, 38.50, 38.51, 38.52, 38.53, 38.54, 38.55, 38.56, 38.57, 38.58, 38.59, 38.60, 38.61, 38.62, 38.63, 38.64, 38.65, 38.66, 38.67, 38.68, 38.69, 38.70, 38.71, 38.72, 38.73, 38.74, 38.75, 38.76, 38.77, 38.78, 38.79, 38.80, 38.81, 38.82, 38.83, 38.84, 38.85, 38.86, 38.87, 38.88, 38.89, 38.90, 38.91, 38.92, 38.93, 38.94, 38.95, 38.96, 38.97, 38.98, 38.99, 39.00, 39.01, 39.02, 39.03, 39.04, 39.05, 39.06, 39.07, 39.08, 39.09, 39.10, 39.11, 39.12, 39.13, 39.14, 39.15, 39.16, 39.17, 39.18, 39.19, 39.20, 39.21, 39.22, 39.23, 39.24, 39.25, 39.26, 39.27, 39.28, 39.29, 39.30, 39.31, 39.32, 39.33, 39.34, 39.35, 39.36, 39.37, 39.38, 39.39, 39.40, 39.41, 39.42, 39.43, 39.44, 39.45, 39.46, 39.47, 39.48, 39.49, 39.50, 39.51, 39.52, 39.53, 39.54, 39.55, 39.56, 39.57, 39.58, 39.59, 39.60, 39.61, 39.62, 39.63, 39.64, 39.65, 39.66, 39.67, 39.68, 39.69, 39.70, 39.71, 39.72, 39.73, 39.74, 39.75, 39.76, 39.77, 39.78, 39.79, 39.80, 39.81, 39.82, 39.83, 39.84, 39.85, 39.86, 39.87, 39.88, 39.89, 39.90, 39.91, 39.92, 39.93, 39.94, 39.95, 39.96, 39.97, 39.98, 39.99, 40.00, 40.01, 40.02, 40.03, 40.04, 40.05, 40.06, 40.07, 40.08, 40.09, 40.10, 40.11, 40.12, 40.13, 40.14, 40.15, 40.16, 40.17, 40.18, 40.19, 40.20, 40.21, 40.22, 40.23, 40.24, 40.25, 40.26, 40.27, 40.28, 40.29, 40.30, 40.31, 40.32, 40.33, 40.34, 40.35, 40.36, 40.37, 40.38, 40.39, 40.40, 40.41, 40.42, 40.43, 40.44, 40.45, 40.46, 40.47, 40.48, 40.49, 40.50, 40.51, 40.52, 40.53, 40.54, 40.55, 40.56, 40.57, 40.58, 40.59, 40.60, 40.61, 40.62, 40.63, 40.64, 40.65, 40.66, 40.67, 40.68, 40.69, 40.70, 40.71, 40.72, 40.73, 40.74, 40.75, 40.76, 40.77, 40.78, 40.79, 40.80, 40.81, 40.82, 40.83, 40.84, 40.85, 40.86, 40.87, 40.88, 40.89, 40.90, 40.91, 40.92, 40.93, 40.94, 40.95, 40.96, 40.97, 40.98, 40.99, 41.00, 41.01, 41.02, 41.03, 41.04, 41.05, 41.06, 41.07, 41.08, 41.09, 41.10, 41.11, 41.12, 41.13, 41.14, 41.15, 41.16, 41.17, 41.18, 41.19, 41.20, 41.21, 41.22, 41.23, 41.24, 41.25, 41.26, 41.27, 41.28, 41.29, 41.30, 41.31, 41.32, 41.33, 41.34, 41.35, 41.36, 41.37, 41.38, 41.39, 41.40, 41.41, 41.42, 41.43, 41.44, 41.45, 41.46, 41.47, 41.48, 41.49, 41.50, 41.51, 41.52, 41.53, 41.54, 41.55, 41.56, 41.57, 41.58, 41.59, 41.60, 41.61, 41.62, 41.63, 41.64, 41.65, 41.66, 41.67, 41.68, 41.69, 41.7

This topographic map shows a site with a 'NO BUILD BOUNDARY' indicated by a red dashed line. The map includes numerous spot elevations (e.g., 36.01, 35.97, 36.02) and contour lines. A north arrow is located in the top left corner. The bottom right corner features several annotations: 'REGRADED EXISTING EARTH PATH', 'CULVERT COORDINATES TO BE DECIDED ON SITE VISIT TO AVOID TREE ROOTS', 'DIVERTED DITCH', and 'ABANDONED DITCH TO BE FILLED WITH LOCAL MATERIAL'. A blue line labeled 'IL 3247' is also shown. The map is overlaid with a grid of circles and lines, and a blue box labeled '56' is visible in the bottom left corner.

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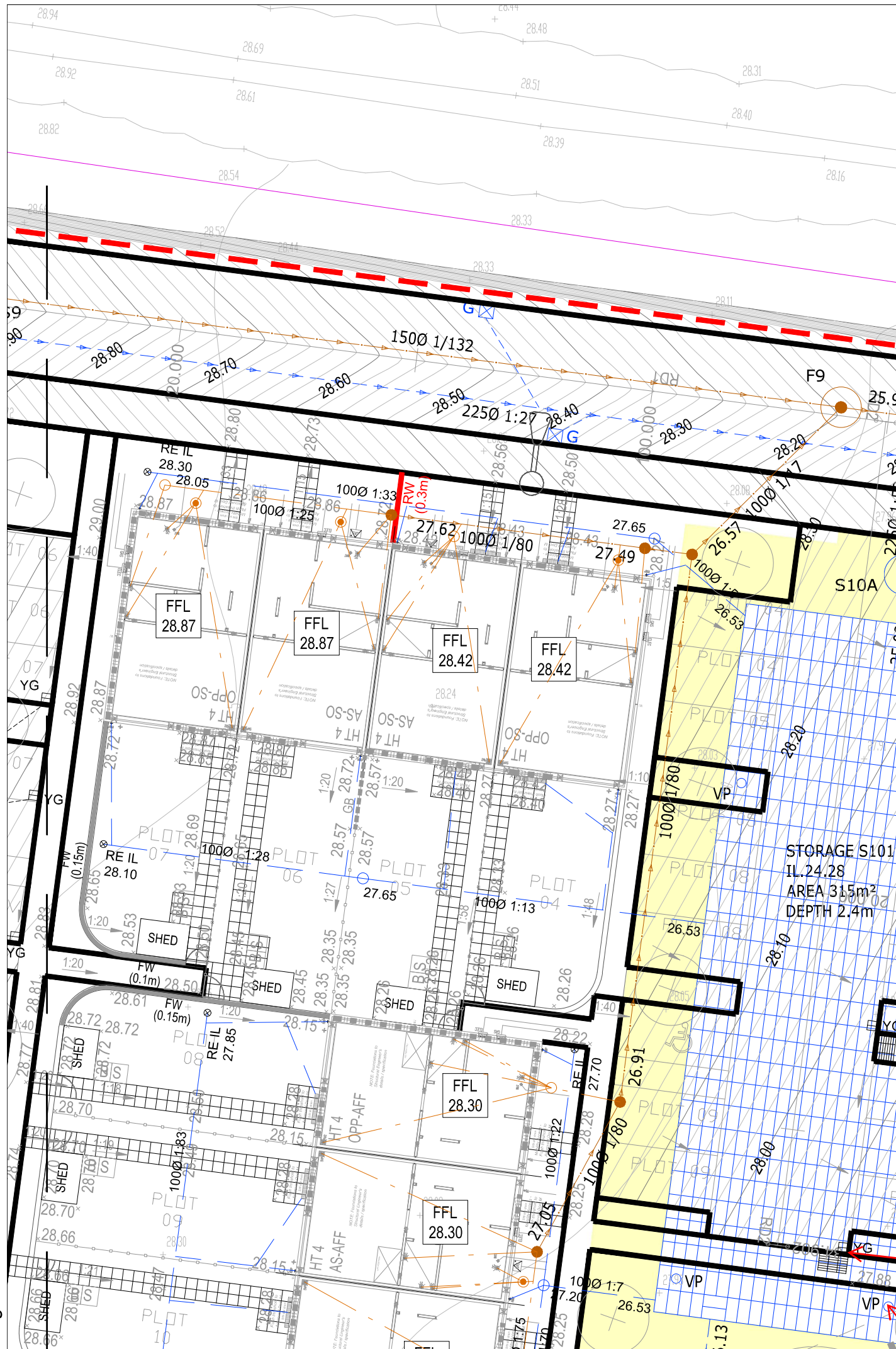
This topographic map shows a site with a 'NO BUILD BOUNDARY' indicated by a red dashed line. The map includes numerous spot elevations (e.g., 36.01, 35.97, 36.21) and contour lines. A north arrow is located in the top left corner. The bottom right corner features several annotations: 'REGRADED EXISTING EARTH PATH', 'CULVERT COORDINATES TO BE DECIDED ON SITE VISIT TO AVOID TREE ROOTS', 'DIVERTED DITCH', and 'ABANDONED DITCH TO BE FILLED WITH LOCAL MATERIAL'. A blue hatched area at the bottom center is labeled '56'.

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APPENDIX B

ODYSSEY ENGINEERING LAYOUTS

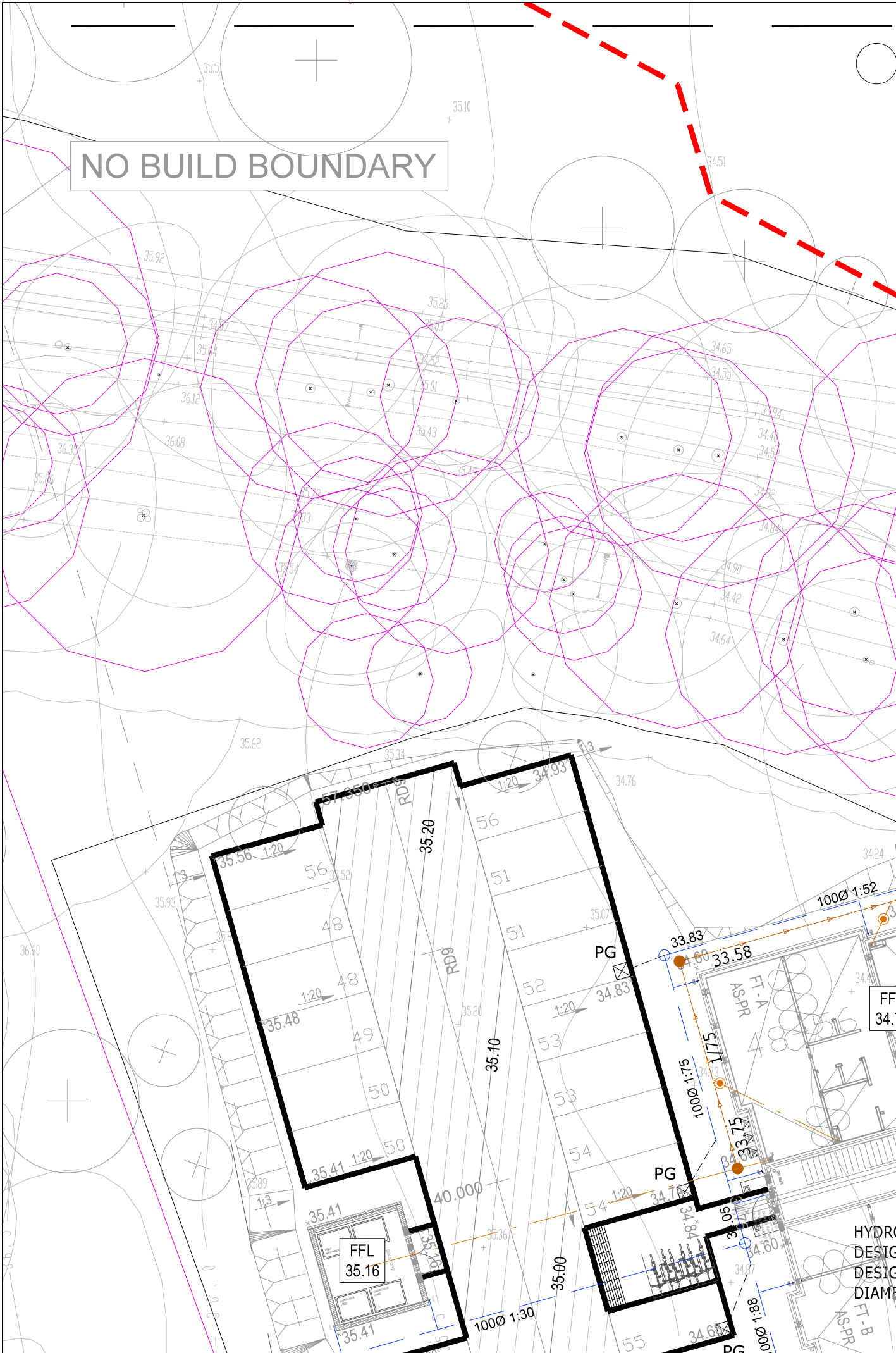




+

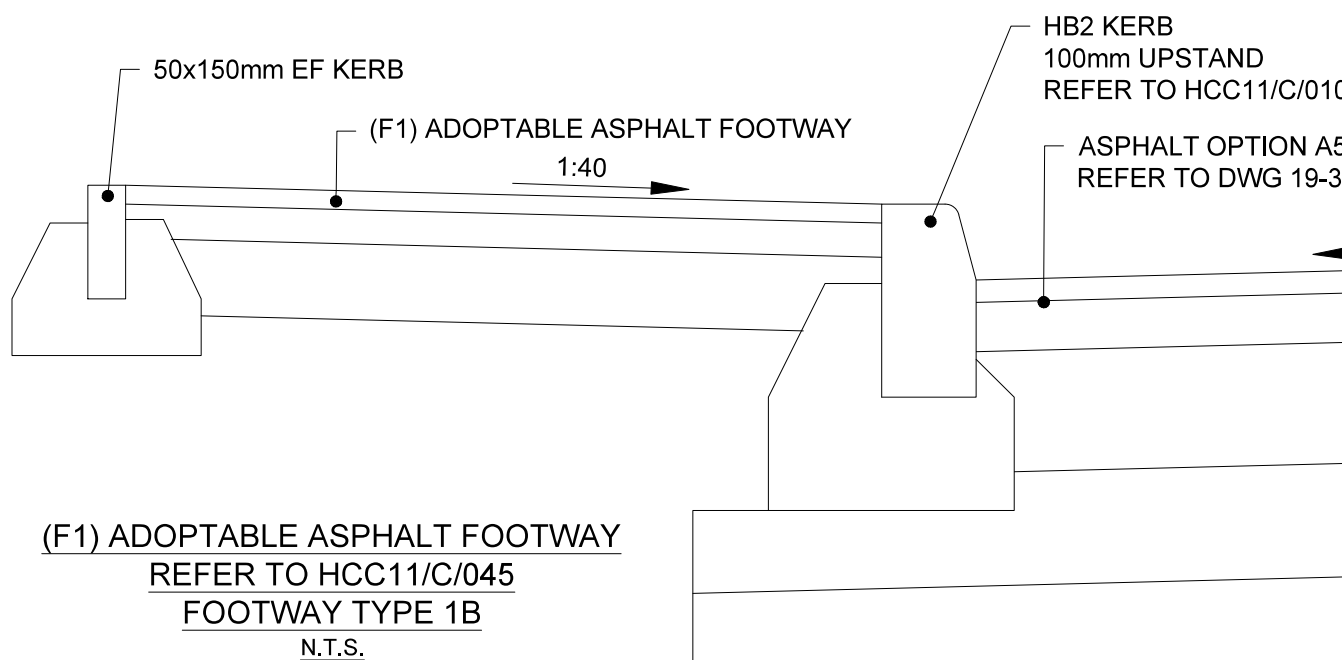
NOTE: For
Stru...

NO BUILD BOUNDARY



APPENDIX C

ODYSSEY HIGHWAY CONSTRUCTION DETAILS



(A3-A5) SECTION THROUGH A
ACCESS ROAD (FULL
N.T.S.

20mm OF AC 6 MED SURF 100/150
SURFACE COURSE TO BS EN 13108-1
HCC11/C/045 FOOTWAY TYPE 1B

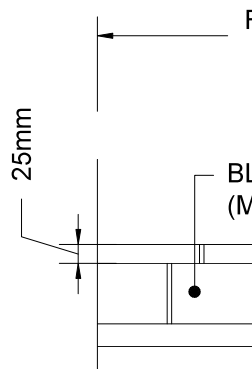
50mm AC20 BIN 160/220 DES TO BS EN13108-1
HCC11/C/045 FOOTWAY TYPE 1B

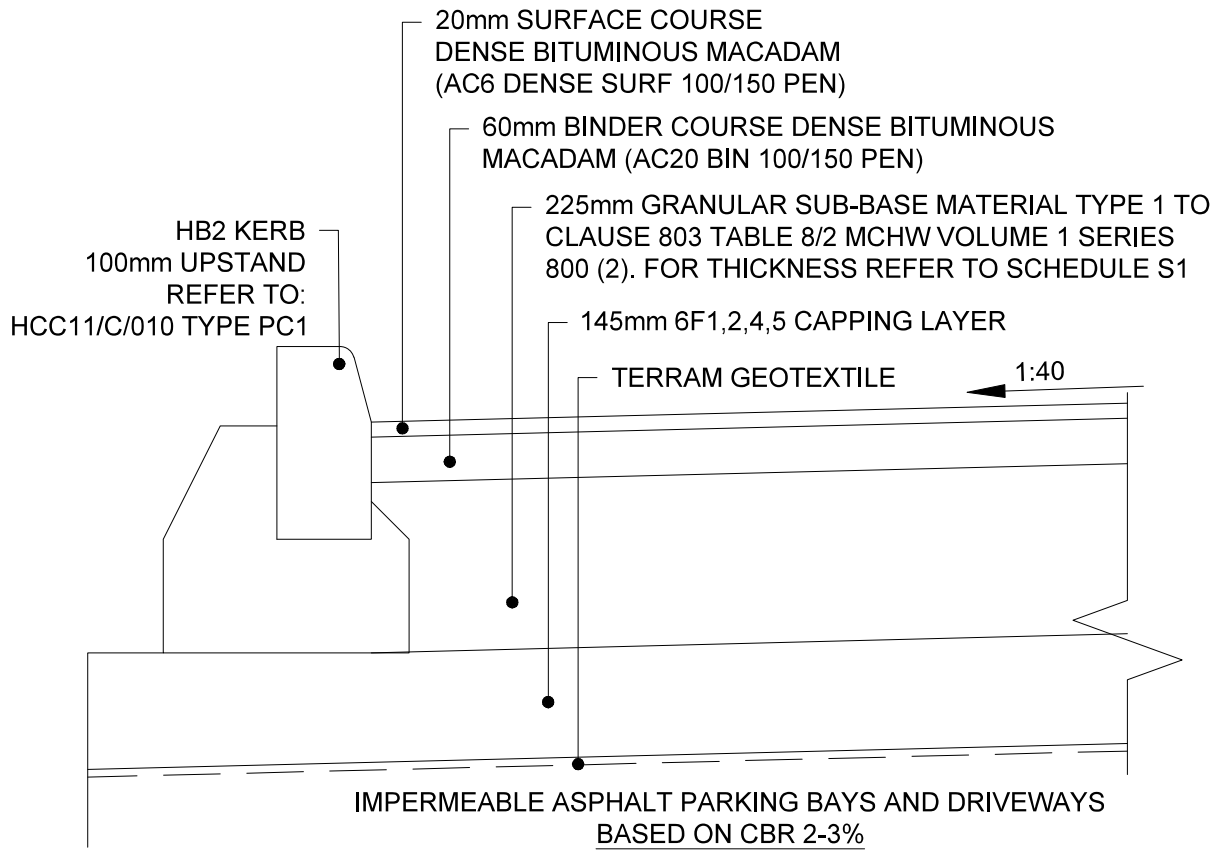
TERRAM GEOTEXTILE FILTER
FABRIC BGT100

100mm TERRAM GEOCELLWEB
FILLED WITH ANGULAR STONE
4/20, REDUCED FINES SUB-BASE

TERRAM GEOTEXTILE FILTER
FABRIC BGT100 OVER
EXISTING GROUND LEVEL

EXISTING GROUND





P1 - PRIVATE PAVEMENT DETAIL

HB2
100mm UPS
REFE
HCC11/C/010 TYP

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE MANUAL FOR CONTRACT DRAWINGS, VOLUME 1, SPECIFICATION FOR HIGHWAY WORKS, HAMPSHIRE COUNTY COUNCIL SPECIFICATION "SEWERS FOR ADOPTION 6TH EDITION - A DESIGN GUIDE FOR DEVELOPERS AND ALL OTHER RELATED DRAWINGS ISSUED.

2. IF THERE IS ANY AMBIGUITY BETWEEN THE SPECIFICATION AND THE DRAWINGS, THE CONTRACTOR SHALL IMMEDIATELY INFORM THE ENGINEER.
ALL DIMENSIONS, LEVELS AND SURVEY GRID COORDINATES ARE TO BE CHECKED ONSITE AND THE ENGINEER NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF THE WORKS.

3. LOCATIONS WHERE CAPPING IS REQUIRED ARE SHOWN ON SCHEDULE 2: PERMITTED CONSTRUCTION MATERIALS.

4. CONTRACTOR TO CONFIRM THE CBR VALUES TO INFORM CONSTRUCTION THICKNESSES.

5 SHOULD THE SUB-GRADE HAVE AN EQUILIBRIUM CBR THICKNESS OF LESS THAN 15%, CAPPING MATERIAL WILL BE REQUIRED UNDER NEW IMPERMEABLE CARRIAGEWAY AT THE THICKNESS SHOWN IN THE TABLE BELOW. FOR ADOPTABLE ROADS AS PER "MANUAL FOR STREETS 2 COMPANION DOCUMENT, PARA. 3.22.3, APPENDIX 3, TABLE B: CAPPING LAYER AND SUB-BASE THICKNESSES"

<u>EQUILIBRIUM CBR VALUE(*)</u>	<u>SUB BASE THICKNESS</u>	<u>CAPPING THICKNESS</u>
<2.50%(**)	150mm	600mm + GEOTEXTILE & GEOGRID (NOTE 5.1)
2-5%	150mm	350mm
5-15%	225mm	NIL
15-30%	150mm	NIL

(*) SOAKED CBR OR EQUIVALENT

(**) AS PER CD225 REVISION 1 / 2020, PARA. 2.4 & 2.7 "WHERE THE DESIGN SUBGRADE SURFACE MODULUS IS LOWER THAN $E=30\text{MPa}$, IMPROVEMENT OF THE SUBGRADE SHALL BE UNDERTAKEN. $E=17.6*(\text{CBR})^{0.64}$

NOTE 2: OPTIONS FOR IMPROVEMENT OF THE SUBGRADE INCLUDE EXCAVATION AND REPLACING BETWEEN 500 TO 1000mm OF THE SOFT SUBGRADE WITH GRANULAR FILL, MECHANICAL STABILISATION (GEOGRIDS AND GEOTEXTILE AND SOIL STABILISATION"

5.1 EXTRACT FROM "MANUAL FOR STREETS 2 COMPANION DOCUMENT, PARA. 3.22.5":

WHERE THE CBR OF THE SUBGRADE AT THE TIME OF CONSTRUCTION IS LESS THAN 2 PER CENT, IRRESPECTIVE OF SOIL TYPE, A GEOTEXTILE SEPARATOR AND GEOGRID WILL BE INCORPORATED WITHIN THE PAVEMENT CONSTRUCTION AS APPROPRIATE TO MINIMISE THE EFFECTS OF CRACKING CAUSED BY CLAY SHRINKAGE. THE ADOPTION OF GEOGRIDS WILL NEED TO BE CAREFULLY CONSIDERED BY COUNTY COUNCIL ADOPTIONS TEAM

WHERE THE SUBGRADE IS FROST SUSCEPTIBLE, THE OVERALL CONSTRUCTION THICKNESS SHOULD NOT GENERALLY BE LESS THAN 450MM, IRRESPECTIVE OF THE SUBGRADE CBR VALUE. WHERE A SITE SPECIFIC FROST INDEX EVALUATION HAS BEEN CARRIED OUT (E-MAIL climate@metoffice.gov.uk QUOTING MEAN ANNUAL FROST INDEX - FEE PAYABLE) IT MAY BE POSSIBLE TO JUSTIFY REDUCING THE MINIMUM COVER TO 350MM

6. PERMITTED CLASSES OF CAPPING LAYERING MATERIAL ARE 6F1.

7. IN CUTTINGS AND EMBANKMENTS THE PROCEDURE TO BE ADOPTED FOR CONSTRUCTION OF CAPPING IS AS SET OUT IN CLAUSES 613.11 AND 613.12

10.9 PROTECTION
ERECT HIGH VIS
DISTANCE OF 1M
FOR THE DURATI
PROTECTED FR
KEPT FREE FRO
SPILLAGE, RUBB

10.10 HANDLING
AGGRESSIVE W
TOPSOIL. PLAN
AND COMPACTI
HARDCORE, RU
TOPSOIL. MULT
IMMEDIATELY A
CONDITION POS
IT IS WETTER TH

10.11 SPREADING
TEMPORARY RO
DEPTH (MAXIMU
DEPTHS AFTER
GRASSED AREA
FRIABLE TEXTU

10.12 FINISHED
ABOVE ADJOIN
TREES: UNCHAN
MULCH: INCLUD

11. FOR TOPSOIL
THE SPECIFICA
ISSUED BY THE
TO THE ENGINE

12. SEEDING SP
TO BE READ WI
GENERAL INFOR

12.1 SEEDED AR
GROWTH AND D
VISIBLE EFFECT
CONTINUOUS G

12.2 CLIMATIC C
GENERAL: CARP
SUITABLE.

12.3 WATERING
THE CONTRACT
TO THE SITE WH
IN THE CASE OF
ALTERNATIVE A
WET FULL DEPT
SEEDLINGS OR
AND CONTINUE

12.4 WATER RES
TIMING: IF WATE
LEGISLATION DO
BEEN CARRIED
OF WATER RES
SECOND CLASS

12.5 NOTICE
GIVE NOTICE R

APPENDIX D

SURVEY MARK UP LAYOUTS



CONTINUATION DWG 14-159-030



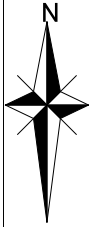
1.2

18

NO EDGING.

CORDU
NEEDLE
CROSS

2



KERBS BADLY
DAMAGED -
ASSUMED
SACRIFICIAL.

NOT CURRENTLY
INSTALLED -
WORKS TAKING
PLACE LOCALLY.

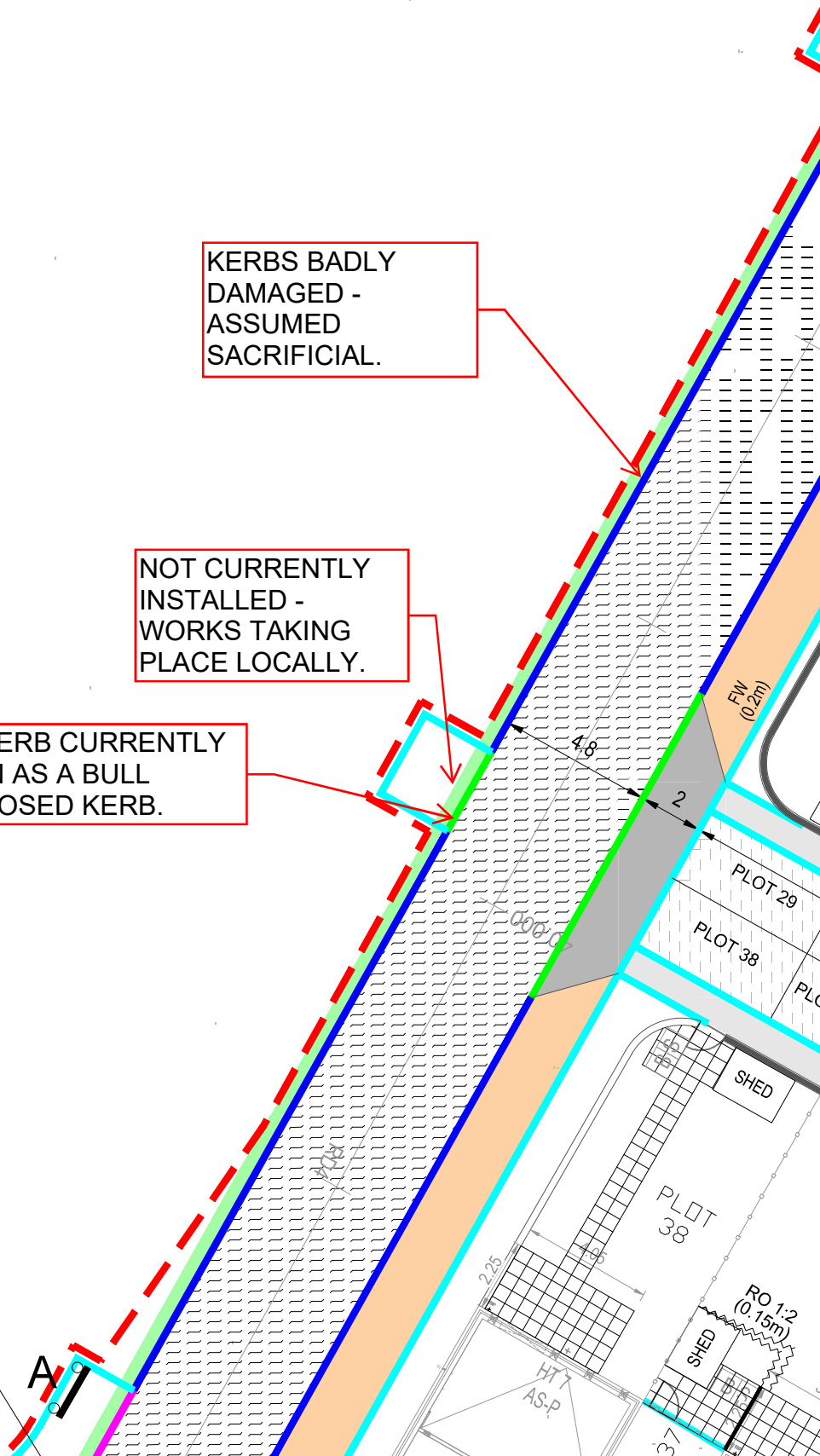
KERB CURRENTLY
IN AS A BULL
NOSED KERB.

1009A
P) 4 (I) 8

04
(I) 2

003A
6 (I) 3

Up.dwg





NO BUILD BOUNDARY

BUILDING DEBRIS
LEFT IN DITCH.

PRIVATE
ILLUMINATED
BOLLARDS

SOME PLOTS ONLY
GET A SPACE
SOME GET TWO -
OWING TO
NUMBER OF
BEDROOMS?

PHOTO 3

PHOTO 2

PHOTO 1

8.2 X CORDUROY'S
NOT NINE.

APPENDIX E

SURVEY PHOTO RECORD

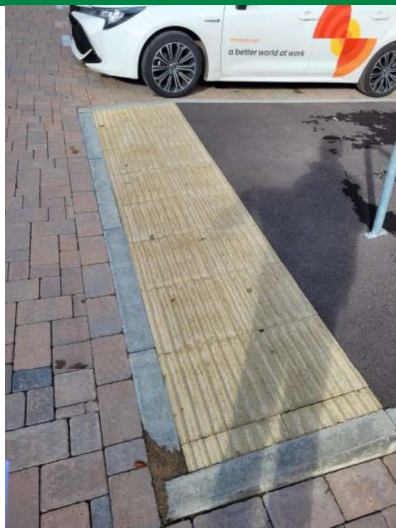


Photo 1

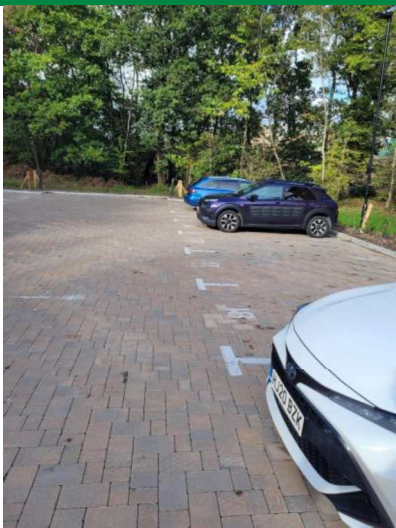


Photo 2

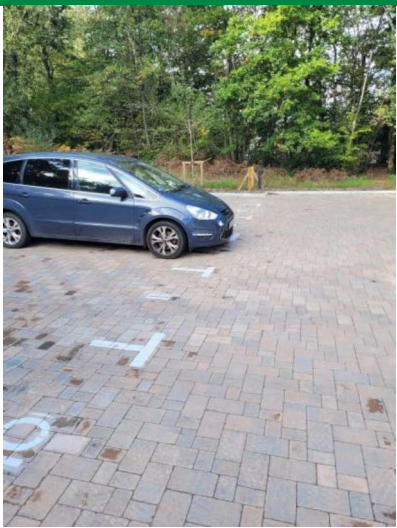


Photo 3

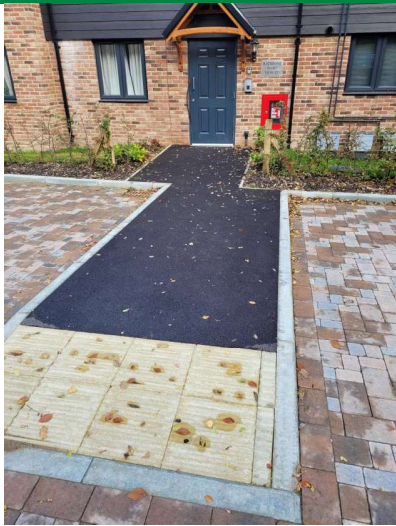


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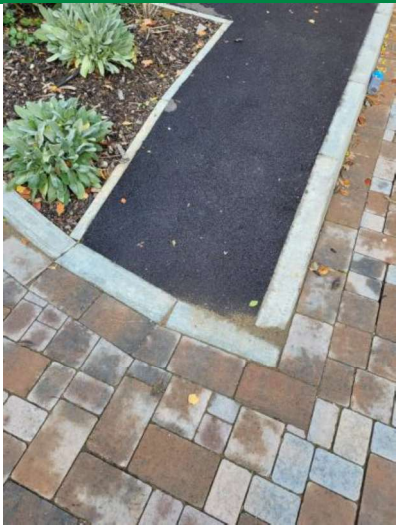


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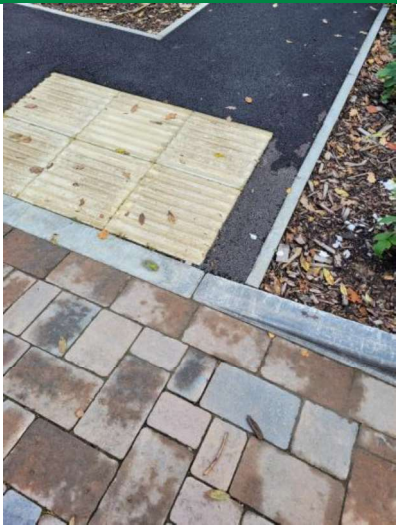


Photo 6



Photo 7



Photo 8



Photo 9

PRIVATE HARDSTANDING AS BUILT
APPRAISAL REPORT

RIDGE

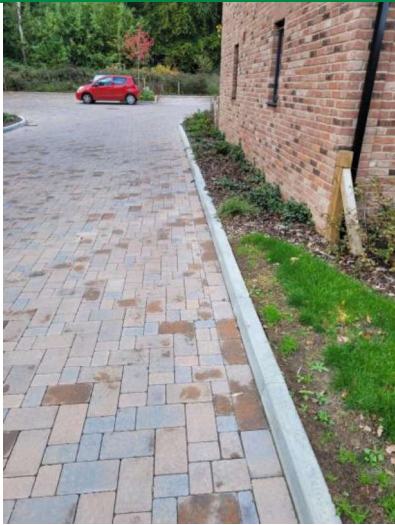


Photo 10



Photo 11



Photo 12



Photo 13



Photo 14



Photo 15



Photo 16



Photo 17



Photo 18

PRIVATE HARDSTANDING AS BUILT
APPRAISAL REPORT

RIDGE



Photo 19



Photo 20



Photo 21

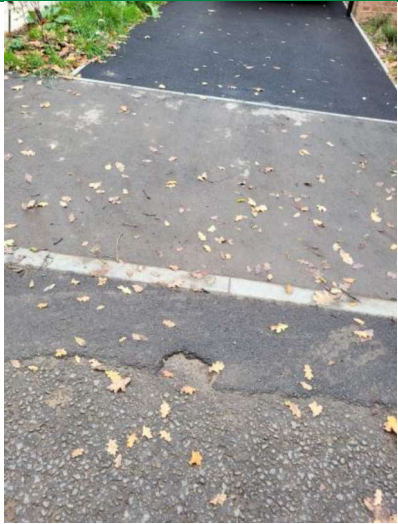


Photo 22



Photo 23



Photo 24

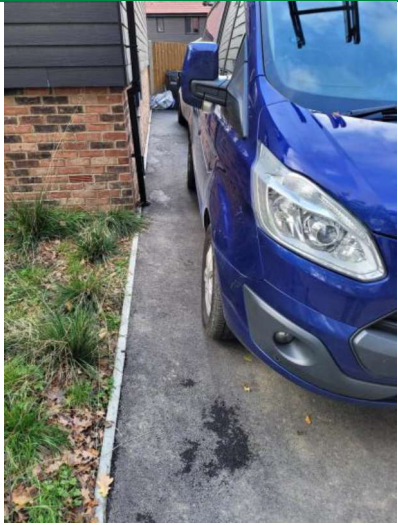


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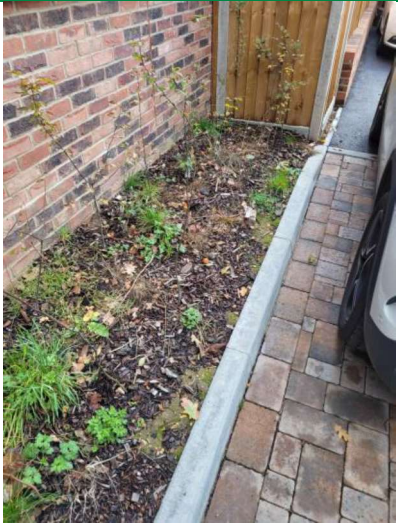


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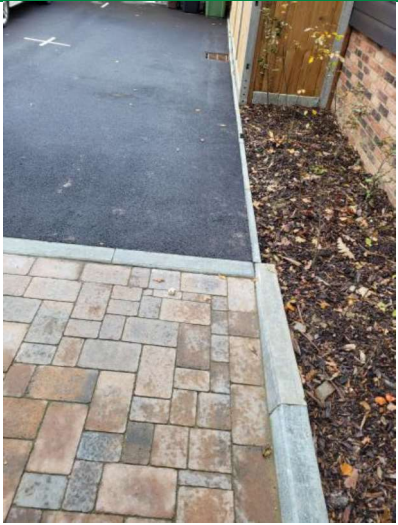


Photo 27



Photo 28

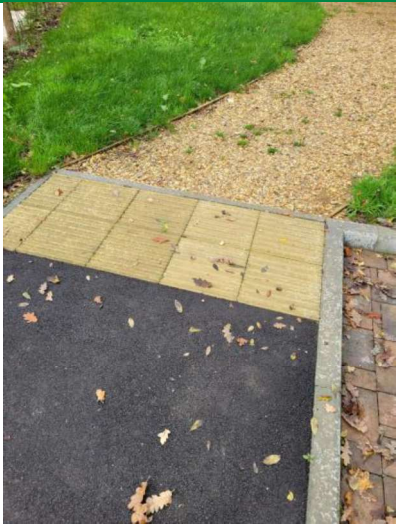


Photo 29



Photo 30



Photo 31

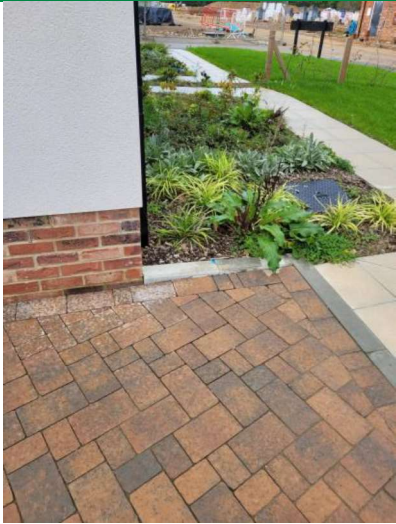


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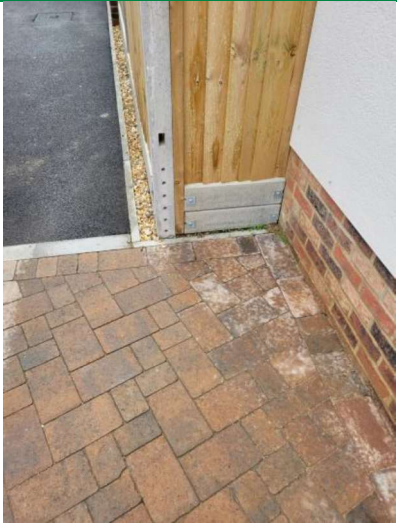


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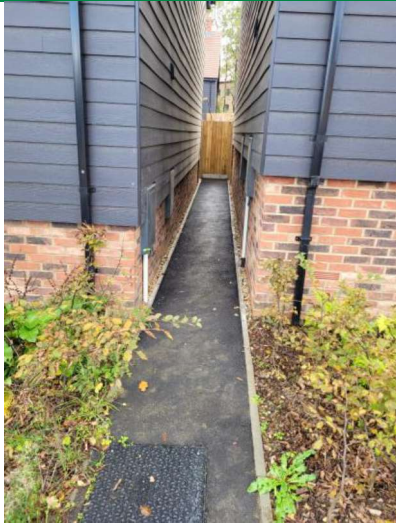


Photo 34



Photo 35



Photo 36

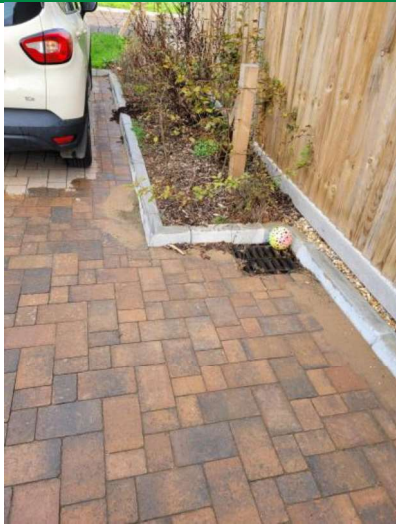


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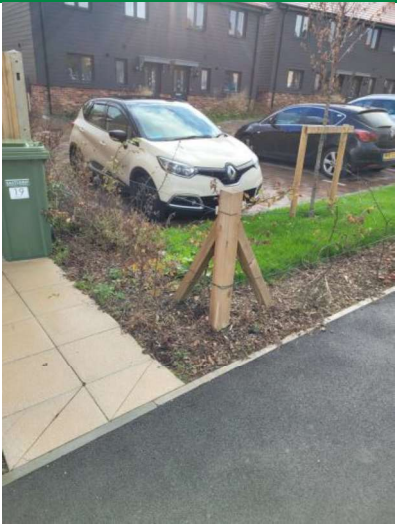


Photo 38



Photo 39

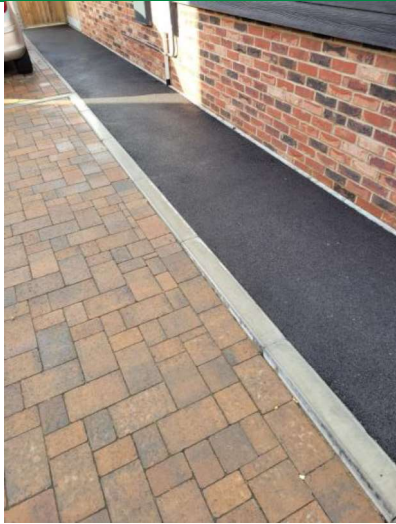


Photo 40



Photo 41

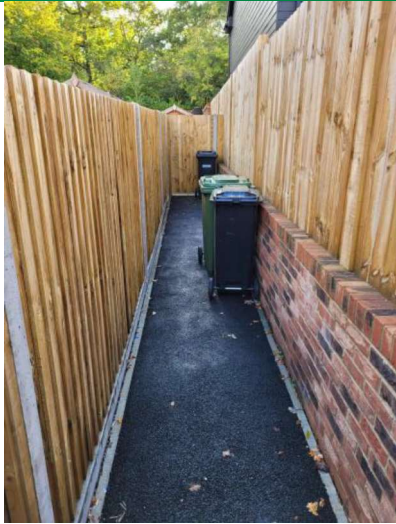


Photo 42



Photo 43



Photo 44



Photo 45



Photo 46



Photo 47



Photo 48



Photo 49



Photo 50

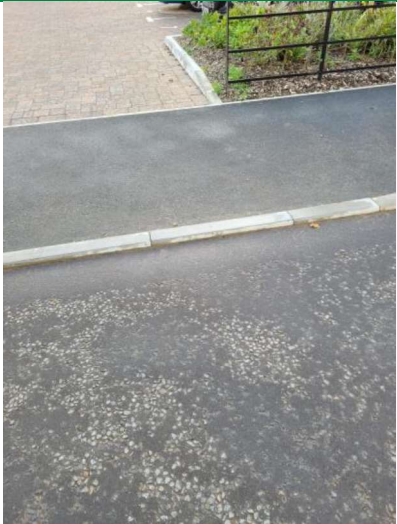


Photo 51



Photo 52



Photo 53



RIDGE



www.ridge.co.uk