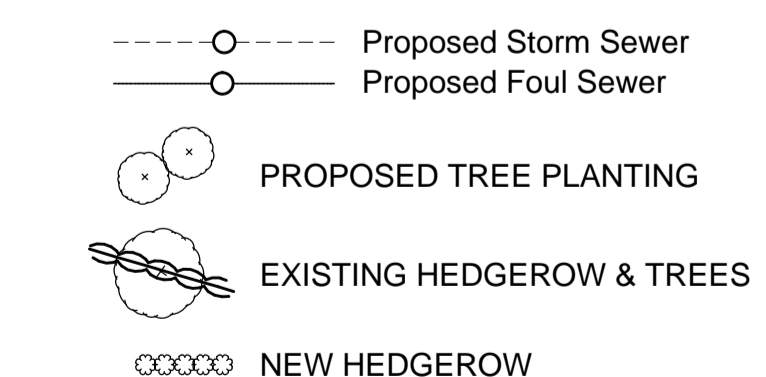


ROAD 1			
CHANGINGE	CL LEVEL	ROAD EDGE LEVEL	BACK OF FOOTWAY LEVEL
0	20.85	20.761	20.564
10	20.35	20.261	20.064
20	20.05	19.961	19.764
30	19.69	19.601	19.404
40	19.25	19.161	18.964
50	18.75	18.661	18.464
60	18.25	18.161	17.964
70	17.85	17.761	17.564
80	17.45	17.361	17.164
90	17.05	16.961	16.764
100	16.65	16.561	16.364
110	16.25	16.161	15.964
120	15.85	15.761	15.564
130	15.45	15.361	15.164
140	15.05	14.961	14.764
150	14.65	14.561	14.364
160	14.25	14.161	13.964
170	13.85	13.761	13.564
180	13.45	13.361	13.164
190	13.05	12.961	12.764
200	12.65	12.561	12.364
210	12.25	12.161	11.964
220	11.85	11.761	11.564
230	11.45	11.361	11.164
240	11.05	10.961	10.764

ROAD 2			
CHANGINGE	CL LEVEL	ROAD EDGE LEVEL	BACK OF FOOTWAY LEVEL
10	17.70	17.631	17.564
20	17.60	17.531	17.464
30	17.50	17.431	17.364
40	17.40	17.331	17.264
50	17.30	17.231	17.164
60	17.20	17.131	17.064
70	17.10	17.031	16.964
80	17.00	16.931	16.864
90	16.90	16.831	16.764
100	16.80	16.731	16.664
110	16.70	16.631	16.564

ROAD 3			
CHANGINGE	CL LEVEL	ROAD EDGE LEVEL	BACK OF FOOTWAY LEVEL
10	18.10	18.031	17.964
20	18.00	17.931	17.864
30	17.90	17.831	17.764
40	17.80	17.731	17.664

DRIVEWAY LEVEL					
SITE NO	LEVEL 5M FROM BACK OF FOOTPATH	SITE NO	LEVEL 5M FROM BACK OF FOOTPATH	SITE NO	LEVEL 5M FROM BACK OF FOOTPATH
1	16.15	11	16.15	21	16.15
2	16.15	12	16.15	22	17.35
3	16.55	13	16.15	23	17.35
4	16.55	14	16.15	24	17.35
5	17.05	15	16.15	25	17.35
6	17.05	16	16.15	26	17.35
7	17.35	17	16.15	27	18.30
8	17.35	18	16.15	28	18.30
9	16.75	19	16.75	29	19.30
10	16.75	20	16.75		



ALL INTERNAL SITE SPLAY AREAS TO REAR OF FOOTWAY TO BE CLASSIFIED AS ADAPTABLE VERGE AND NOT MAPPED INTO ADJOINING PROPERTY

DRIVEWAYS INTO ALL DWELLINGS TO BE 1 IN 12.5 FOR THE FIRST 5 METRES

PROVIDE DROPPED KERB AS INDICATED TO FRONT OF ALL DRIVEWAYS BY DK

LAYOUTS AND GRADIENT
Road gradients shall be in accordance with the approved longitudinal plan and within the following limits.
Development access must be no steeper than 1:25 for the first 10m from the rear edge of the public road.
Development road gradient must be between 1:10 & 1:50.
House driveway gradients must be no steeper than 1:12.5 for the first 5m from the back of the footway or service strip. Footways have a crossfall of 1:40 towards the road.
Service strips shall be flat, and have no obstacles, infringements or trips.
The large "T" turning head must be symmetrical. That is 10m each side of the centre-line of the development road.

BANK
Banks supporting existing or proposed road/footway - maximum gradient 1:2

RETAINING WALLS
Any wall retaining more than 1.0m in height must be approved under the DRD, Roads Service Technical Approval of Structures scheme (TAS), if the wall is abutting an adoptable road or footway, or the existing road or footway. Approval, in principle, is required prior to planning permission being recommended.

FENCES
An approved fence or barrier will be required where the road or footway abuts a steep incline or sudden drop in level.

STREET LIGHTING
Street Lights shall be relocated behind visibility splays and at the back of the footways. The cost of this work is to be borne by the developer. All alterations to Street Lighting to be to the satisfaction of DRD, Roads Service, Street Lighting Section based at County Hall, Omagh.

BT/NIE
BT/NIE poles/mini-pillars shall be relocated at the back of any new footway. The cost of this work is to be borne by the developer.

WATER SERVICE
Water Service approval must be obtained prior to Roads Service recommending approval.

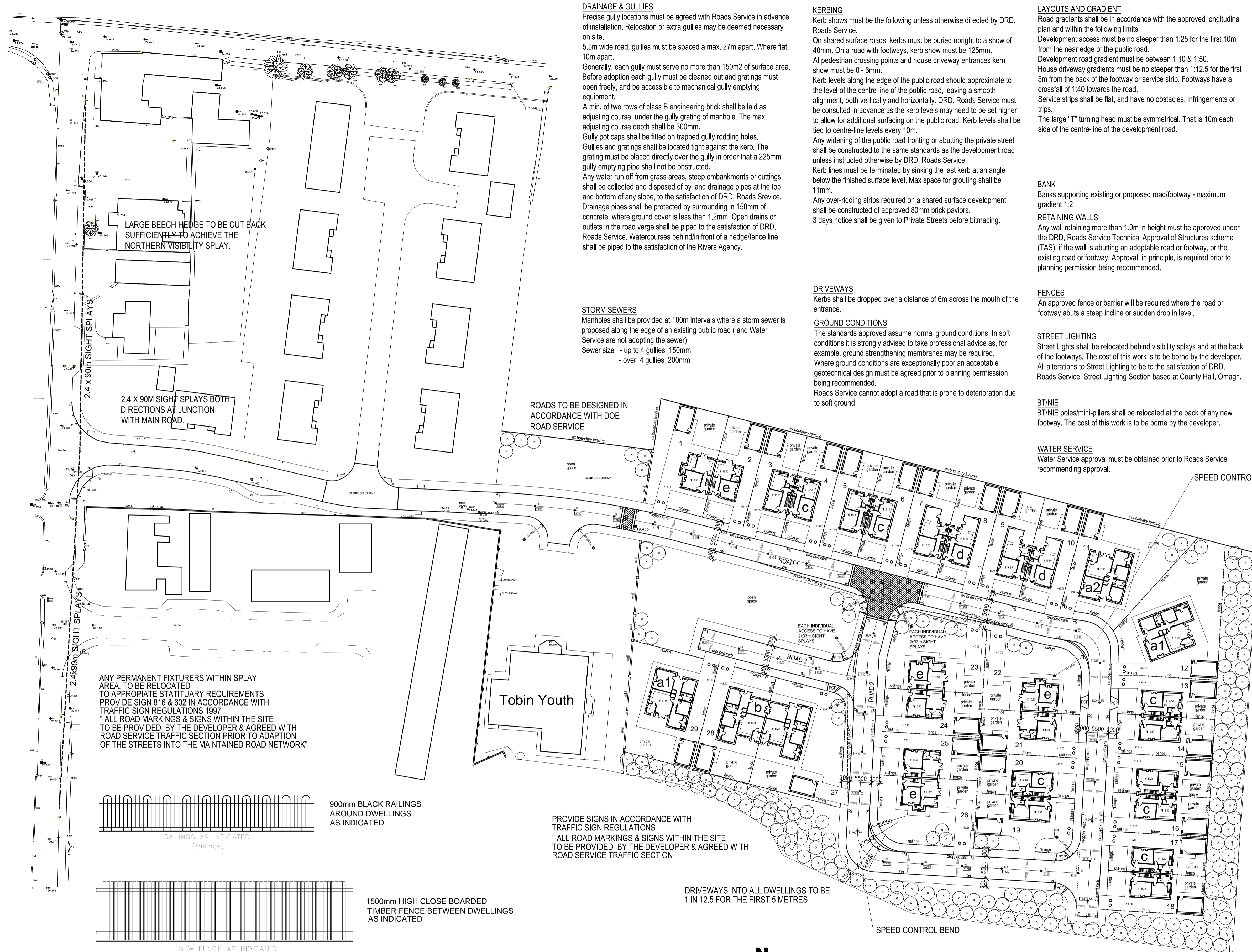
DRAINAGE & GULLIES
Precise gully locations must be agreed with Roads Service in advance of installation. Relocation or extra gullies may be deemed necessary on site.
5.5m wide road, gullies must be spaced a max. 27m apart. Where flat, 10m apart.
Generally, each gully must serve no more than 150m² of surface area. Before adoption each gully must be cleaned out and gratings must open freely, and be accessible to mechanical gully emptying equipment.
A min. of two rows of class B engineering brick shall be laid as adjusting course, under the gully grating of manhole. The max. adjusting course depth shall be 300mm.
Gully pot caps shall be fitted on trapped gully rodding holes.
Gullies and gratings shall be located tight against the kerb. The grating must be placed directly over the gully in order that a 225mm gully emptying pipe shall not be obstructed.
Any water run off from grass areas, steep embankments or cuttings shall be collected and disposed of by land drainage pipes at the top and bottom of any slope, to the satisfaction of DRD, Roads Service. Drainage pipes shall be protected by surrounding in 150mm of concrete, where ground cover is less than 1.2m. Open drains or outlets in the road verge shall be piped to the satisfaction of DRD, Roads Service. Watercourses behind/in front of a hedge/fence line shall be piped to the satisfaction of the Rivers Agency.

KERBING
Kerb shows must be the following unless otherwise directed by DRD, Roads Service.
On shared surface roads, kerbs must be buried upright to a show of 40mm. On a road with footways, kerb show must be 125mm.
At pedestrian crossing points and house driveway entrances kerb show must be 0 - 6mm.
Kerb levels along the edge of the public road should approximate to the level of the centre line of the public road, leaving a smooth alignment, both vertically and horizontally. DRD, Roads Service must be consulted in advance as the kerb levels may need to be set higher to allow for additional surfacing on the public road. Kerb levels shall be tied to centre-line levels every 10m.
Any widening of the public road fronting or abutting the private street shall be constructed to the same standards as the development road unless instructed otherwise by DRD, Roads Service.
Kerb lines must be terminated by sinking the last kerb at an angle below the finished surface level. Max space for grouting shall be 11mm.
Any over-riding strips required on a shared surface development shall be constructed of approved 80mm brick paviors.
3 days notice shall be given to Private Streets before bitmacing.

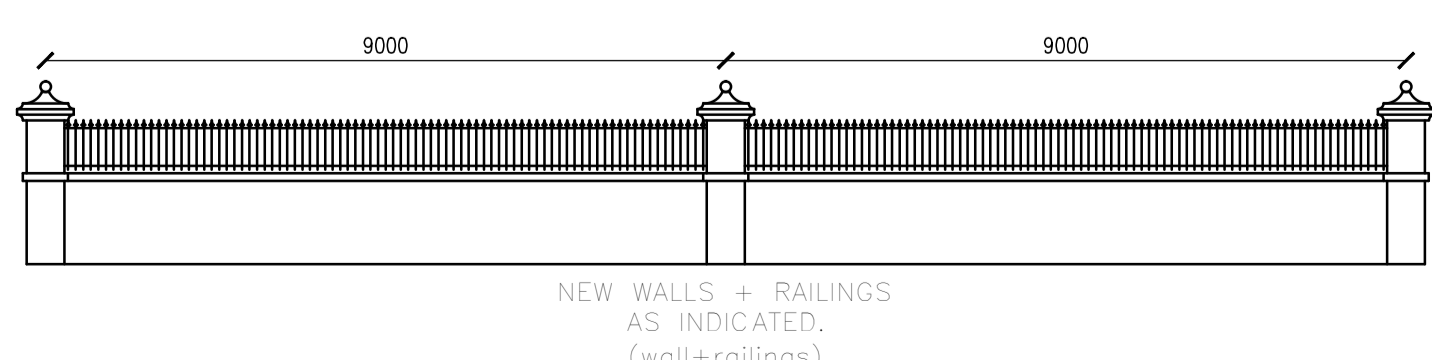
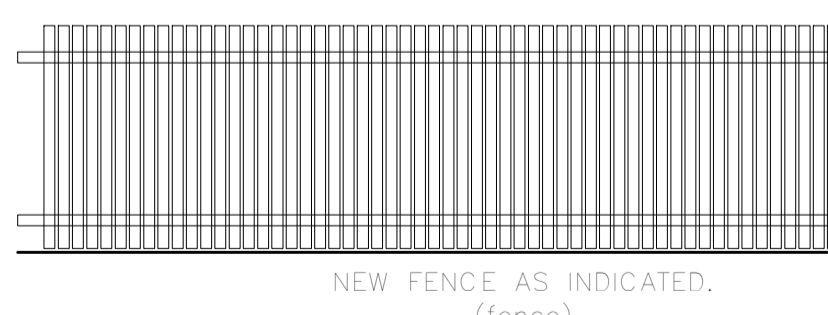
DRIVEWAYS
Kerbs shall be dropped over a distance of 6m across the mouth of the entrance.
GROUND CONDITIONS
The standards approved assume normal ground conditions. In soft conditions it is strongly advised to take professional advice as, for example, ground strengthening membranes may be required. Where ground conditions are exceptionally poor an acceptable geotechnical design must be agreed prior to planning permission being recommended.
Roads Service cannot adopt a road that is prone to deterioration due to soft ground.

STORM SEWERS
Manholes shall be provided at 100m intervals where a storm sewer is proposed along the edge of an existing public road (and Water Service are not adopting the sewer).
Sewer size - up to 4 gullies 150mm
- over 4 gullies 200mm

ROADS TO BE DESIGNED IN ACCORDANCE WITH DOE ROAD SERVICE

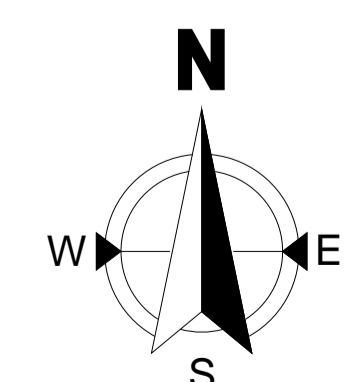


ANY PERMANENT FIXTURES WITHIN SPLAY AREA, TO BE RELOCATED TO APPROPRIATE STATUTORY REQUIREMENTS PROVIDE SIGN 816 & 602 IN ACCORDANCE WITH TRAFFIC SIGN REGULATIONS 1997
* ALL ROAD MARKINGS & SIGNS WITHIN THE SITE TO BE PROVIDED BY THE DEVELOPER & AGREED WITH ROAD SERVICE TRAFFIC SECTION PRIOR TO ADAPTION OF THE STREETS INTO THE MAINTAINED ROAD NETWORK*



PROVIDE SIGNS IN ACCORDANCE WITH TRAFFIC SIGN REGULATIONS
* ALL ROAD MARKINGS & SIGNS WITHIN THE SITE TO BE PROVIDED BY THE DEVELOPER & AGREED WITH ROAD SERVICE TRAFFIC SECTION

DRIVEWAYS INTO ALL DWELLINGS TO BE 1 IN 12.5 FOR THE FIRST 5 METRES



BLOCK	TYPE	NOS	SEDS	PARKING PER DWELLING	TOTAL PARKING REQUIRED
A	DETACHED	3	3	2.5	7.5
B	SEMI DETACHED	2	3	2.25	4.5
C	SEMI DETACHED	12	2	2.25	27
D	SEMI DETACHED	4	3	2.25	9
E	SEMI DETACHED	6	3	2.25	16
TOTAL PARKING REQUIRED					66
AS PER DESIGN 25 SITES WITH 3 PARKING SPACES EACH					75
4 SITES WITH 2 PARKING SPACES EACH					8
TOTAL PARKING AVAILABLE					83

1200 mm O/A HEIGHT TO TOP OF COPING
CONCRETE COPING TO TOP OF WALL
RENDERED FINISH TO MATCH DWELLINGS