



- All adoptable sewer works and material to be in accordance with "Code for Adoption". The Relevant British/European and IWNL's Standards/Requirements/Addendum to the Mechanical and Electrical Specification and Kitemarked.
- Manhole covers shall have a clear opening of 600mm and shall be Class D400 to BS EN 124 with 150mm deep frames in highways.
- Filled ground must be filled and consolidated under the supervision and to the satisfaction of IWNL before any sewer works are carried out.
- IWNL is not obliged to accept filter drain/land drainage run-off into the public sewer network or adoptable drainage system (directly or indirectly). An alternative method of disposal of the land drainage run-off will therefore be required and you will have to liaise with the Local Authority, Land Drainage Section regarding the disposal of the filter drain/land drainage run-off.
- The adoptable sewers should be a minimum of 1m and manholes 0.5m from kerb faces and service margins.
- Sewers must have 5 metres clearance from trees and hedges or the width of the canopy at mature height.
- Sewers to be laid in Class 'S' Bedding (150mm granular bed and surround). Where depth of cover to top of the sewer is less than 1.2m in highways and verges (or less than 300mm in nonvehicular access areas) then a concrete slab should be provided above granular bed and surround.
- Bedding and backfill material to conform to the requirement of Water Industry Specification 4-08-02 (Table A2).
- Adoptable plastic sewer pipes to be BSI Kitemarked (certified to WIS 4-35-01 and BS/EN13476). Adoptable plastic sewer pipes to be laid in maximum 3 metre lengths unless there is a specific operational need to lay longer lengths. Plastic channel sections in manholes are not acceptable and IWNL would require clay ware channel in manholes.
- The minimum crushing strength for clay pipes should be as follows: 100mm dia. 40kN/m, 150mm dia. 40kN/m, 225mm dia. 45kN/m and 300mm dia. 72kN/m. The minimum crushing strength for concrete pipes should be - (Class 120 to EN 1916/BS5911-1:2002). Plastic pipes should conform to WIS 4-35-01 and BS EN13476.
- Where a B125 cover and frame has been approved, this must not be coated in plastic and must have lifting eyes suitably sized to accommodate standard lifting keys. Screw down covers are not acceptable.
- There must be enough clearance at crossovers to accommodate bedding to both pipes, approx. 300mm; if crossover is near the rocker then the clearance needed may need to be increased.
- Cover slabs must carry the BSI kitemark and British Standard number or will be rejected by IWNL inspector. Where the clear opening of the kitemarked product is different to that of the cover and frame, a loading bearing slab should be fitted above the cover slab to bring the size down to 600x600mm for the IWNL specified cover size. Please refer to concrete pipe systems association (cpss), technical bulletin issued autumn 2004 for kitemarked cover slab opening sizes.
- All highway works and material to conform with Barnsley Highways Design specification.
- Gully cover and frames shall be D400 ductile iron and comply with European standard BS EN 124. Those sighted in accessways and mews courts must be suitable for use in pedestrian areas.
- Precast concrete manhole units shall comply with the relevant provisions of BS EN 1917 and BS 5911-3 and shall be manufactured from concrete with a Design Chemical Class DC-4.
- Precast concrete manhole components shall comply with the relevant provisions of BS EN 1917 and BS 5911-3.
- Corbel slabs shall comply with the requirements of BS 5911-3:2010+A1:2014 Table 5 and Figure 6.
- Cover slabs should be installed with a minimum 300mm cover to finished levels to comply with National Specifications.
- CBR's to be undertaken on road formation at 20m intervals, using a 600mm diameter plate and off the line of any drainage trenches. The results of which are to be provided to BMBC Engineer for review.
- All Highway drainage to be CCTV surveyed and provided to BMBC Highways Engineer prior to Part 1 and prior to final surfacing.
- Root barriers required for any trees sited within 3m of the prospectively adoptable highway.
- Aso-drains to be sited 100-200mm from back of adoptable highway. To be filled with tarmac/concrete/block paving to developers preference.
- No unbound material (ie. loose chippings) to be sited within 2m of the prospectively adoptable highway.
- Footpath width to be increased locally where bollards are sited to provide min 1.2m width to both sides of bollard.

**IF COAL SEAMS ARE ENCOUNTERED AND SEEN TO AFFECT ANY CONCRETE HIGHWAY DRAINAGE INFRASTRUCTURE, C20-D4 CONCRETE IS TO BE USED, AND AN APPROPRIATE DESIGN SOLUTION IS TO BE PROVIDED FOR THE ROAD CONSTRUCTION IF DEEMED NECESSARY BY BMBC HIGHWAY ENGINEERS.**

- Key**
- Denotes Proposed Post Top Standard 6 metre steel column with Urbis Axia 3.1 5270 Type 'D' lantern and electronic PECU 25.8 Watts
  - Denotes Column to be removed and disposed of following DNO disconnection

- Notes**
- The Developer/Contractor is responsible for arranging the installation of any new LV mains with the DNO or a IDNO of choice
- Street Lighting Installations will remain the full responsibility of the Developer/Contractor until the Highway Adoption Stage and signed off by Street Lighting Design. This will include any Defects and payment of all Energy Costs until passed over to BMBC Street Lighting at Adoption Stage.
- All setting out and exact positions to be agreed on site by Barnsley Council Street Lighting Design Engineer prior to start. Allow at least 2 clear working days notice to attend site. Contact via email: [streetlightingdesign@barnsley.gov.uk](mailto:streetlightingdesign@barnsley.gov.uk)
- Ensure that 300mm clearance without any services, to allow install of the street column
- A 25AMP double pole cut-out with 6A LST fuse must be installed into each column on the incoming supply. Any other requirements must be confirmed and accepted before the road can be adopted
- New Street Lighting Columns are to be installed within the Footway / Verge is up to either Sub Base or Binder Courses layers and all Edgings (Fin Kerbs) and Road Kerbs MUST be installed to establish line and level of any new Installations.
- If a column installation is urgently needed before this point, one can be installed with a Signature from the site manager. This moves any responsibility for the installation position from BMBC to the Developer

- S38 Key**
- Carriageway (Block paved)
  - Carriageway (Tarmac)
  - Footway
  - Grassed verge
  - Highway drain / gully
  - Tactile pedestrian crossing
  - Land Ownership
  - Highway easement
  - Highway retaining structure
  - S278 Works
  - Tree root barrier
  - Proposed Street Lighting

Rev A Extent of agreement amended to suit BMBC comments 30.01.25 HH

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Project: **SMITHYWOOD LANE & CALVER CLOSE, DODWORTH**

Detail: **SECTION 38 AGREEMENT PLAN - PHASE 2**

Dwn: HN Chkd: Date: JAN 25 Scale: 1:500@A0 Dwg No.: E22/8004/022-02A