

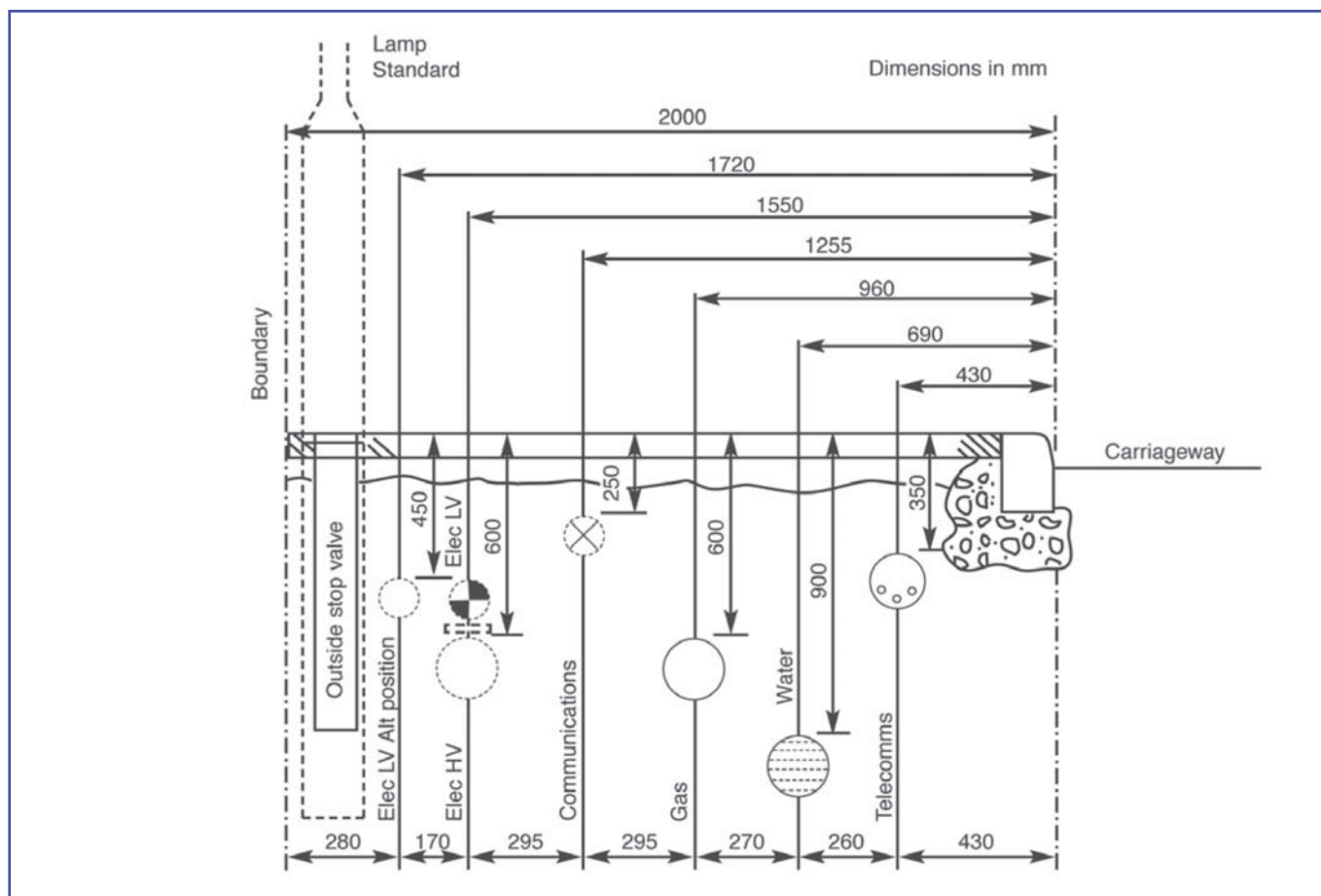
2.19 Statutory and Other Services

New estate roads should be designed to accommodate services and liaison with all statutory undertakers and communications providers should be done at the earliest stage possible to ensure that their equipment is installed in an efficient manner and as much as possible to comply with the recommendations of the National Joint Utilities Group

Publication number 7 (NJUG 7, 2003) a diagram of which is shown below.

UDP Reference
DRI Design
DR4 Environment

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Although this idea is not always possible it is important to ensure that services do not conflict.

All categories of estate road should have either footways or service strips in which services will be located. The Highway Authority will not adopt land the sole purpose of which is to contain services. Any land must have a justifiable connection with the highway and be clearly adoptable as highway.

The laying of apparatus within the carriageway will not generally be permitted although at junctions and in the case of public sewers exceptions are clearly unavoidable.

Service strips shall be dedicated to the Highway Authority as part of the public highway. The Highway Authority will not object to the adjoining householder maintaining the service strip provided they do not erect walls, fences or structures or plant deep-rooted plants or any plant, which can exceed a height of 600mm.

The Developer shall ensure that service strips are clear of trees, walls and hedges. Any trees shall be located so that their root systems when mature will neither damage apparatus, nor be damaged during the laying and maintenance of apparatus. Root deflection barriers should be used. Developers should consult the Local Planning Authority regarding any Tree Preservation Orders and should act in accordance with BS 5837: 1991 during construction works.

Service strips shall be delineated from private property by Highway Boundary concrete marker blocks.

When selecting routes for services, dual mains installations should be the norm to prevent carriageway crossings weakening the road structure and preventing the need to dig up the carriageway.