

THE FOLLOWING KEY RESIDUAL HEALTH AND SAFETY RISKS HAVE NOT BEEN ELIMINATED BY DESIGN AND ARE IDENTIFIED BELOW:

- REFER TO DESIGN RISK ASSESSMENT, REF 2023097-DRA

SAFE METHODS AND SYSTEMS OF WORK REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE FOLLOWING SPECIFICATION:
2023097-PCE-XX-XX-SP-C-001 SITE PREPARATION AND EARTHWORKS

LEGEND

- TARMAC ACCESS ROAD**
- 30mm STONE MASTIC ASPHALT SURF 40/60
 - 70mm AC20 DENSE BINDER 40/60
 - 90mm AC32 DENSE BASE 40/60
 - 150mm TYPE 1 SUBBASE
 - 260mm 6F2 (TBC ON RECEIPT OF CBR'S)
- TARMAC CARPARK ROAD**
- 30mm STONE MASTIC ASPHALT SURF 40/60
 - 70mm AC20 DENSE BINDER 40/60
 - 350mm TYPE 1 SUBBASE
- PERMEABLE TARMAC**
(PROPRIETARY SYSTEM TO BE PROPOSED BY CONTRACTOR WITH LAYER)
- PERMEABLE TARMAC (PROPRIETARY PRODUCT)
 - 300mm VOIDED SUBBASE (TYPE 1X) WRAPPED IN GEOTEXTILE (PERMEABLE MEMBRANE TOP, IMPERMEABLE TO SIDES AND BASE)
- TARMAC FOOTPATH**
- 20mm DENSE BITUMEN MACADAM (6mm NS)
 - 60mm DENSE BITUMEN MACADAM (20mm NS)
 - 100mm TYPE 1 GRANULAR SUBBASE
- SOFT LANDING SCAPING TO ARCHITECT'S DETAILS**
- MOTORCYCLE STORE**
- 175mm THK CONCRETE SLAB TO DESIGNATED MIX PAV2 TO BS5500 WITH 2No. LAYERS A393 (1 TOP + 1 BOTTOM)
 - 1200g POLYETHYLENE SLIP MEMBRANE, MIN LAP 300mm
 - 225mm TYPE 1 SUBBASE
- CYCLE STORE**
- 175mm THK CONCRETE SLAB TO DESIGNATED MIX PAV2 TO BS5500 WITH 2No. LAYERS A393 (1 TOP + 1 BOTTOM)
 - 1200g POLYETHYLENE SLIP MEMBRANE, MIN LAP 300mm
 - 225mm TYPE 1 SUBBASE
- BNB** = BULLNOSE KERB 125 x 150 6mm UPSTAND
- BN2P** = BULLNOSE KERB 125 x 150 (SEE DETAIL)
- CS2** = 150 x 125 CHANNEL BLOCK FROM PRE CAST HYDRAULICALLY PRESSED CONCRETE (FLUSH)
- TK** = TRANSITION PIECE BN TO HB
- HB2** = HALF BATTERED KERB (100mm UPSTAND)
- DK** = DROPPED KERB
- EF** = FLAT TOP EDGING FROM PRE CAST HYDRAULICALLY PRESSED CONCRETE
- +** = DENOTES EXISTING LEVELS TAKEN FROM TOPOGRAPHICAL SURVEY
- +127.000** = DENOTES PROPOSED LEVELS

NOTE:

KERB RADI LESS THAN 12m SHALL BE FORMED USING PRE-FORMED RADIUS KERBS. OTHERWISE STRAIGHTS OF NOT LESS THAN 300mm LONG SHOULD BE USED WITH MITRE CUTS.

ALL KERBS SHALL BE BUTT JOINTED

KERBS SHALL BE LAID TO THE DESIGN LEVEL +/- 6mm

FULL LENGTHS OF KERB PIECES SHALL BE USED WHERE POSSIBLE. IF PIECING UP IS REQUIRED UNITS SHALL NOT BE OUT TO LESS THAN HALF THEIR LENGTH

TOLERANCES

SUB-BASE TO RECEIVE BASE ROAD-BASE +/- 30mm

BASE (ROADBASE) TO RECEIVE BINDER COURSE +/- 15mm

BINDER COURSE TO RECEIVE SURFACE COURSE +/- 6mm

BINDER COURSE TO RECEIVE SURFACE COURSE ON AREAS OTHER THAN ROADS E.G. CAR PARKS, +/- 10mm

SURFACE COURSE +/- 6mm

THE SUM OF THE DEVIATIONS IN THE LEVELS OF DIFFERENT PAVEMENTS LAYERS SHALL NOT RESULT IN A REDUCTION OF THE REQUIRED DESIGN THICKNESS BY MORE THAN 8.5% OR IN THE OVERALL SURFACE COURSE THICKNESS BY MORE THAN 5mm

0 ISSUED FOR COMMENT MQ MG MG 15/03/24

REV. REVISION NOTES BY CHK APP. DATE

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CLIENT: JLL DESIGN AND BUILD

PROJECT TITLE: NEW PARKING PROVISIONS
CATERPILLAR UK LTD
PECKLETON LANE, DESFORD

DRAWING TITLE: CARPARKS 1-3
EXTERNAL WORKS

SCALE: AS SHOWN SHEET SIZE: A0

DRAWING BY: MQ CHECKED BY: MG APPROVED BY: MG DATE: 15/03/24

DRAWING STATUS: COMMENT

PROJECT / DRAWING NUMBER: 2023097-PCE-XX-XX-DR-C-002

REVISION: 0

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