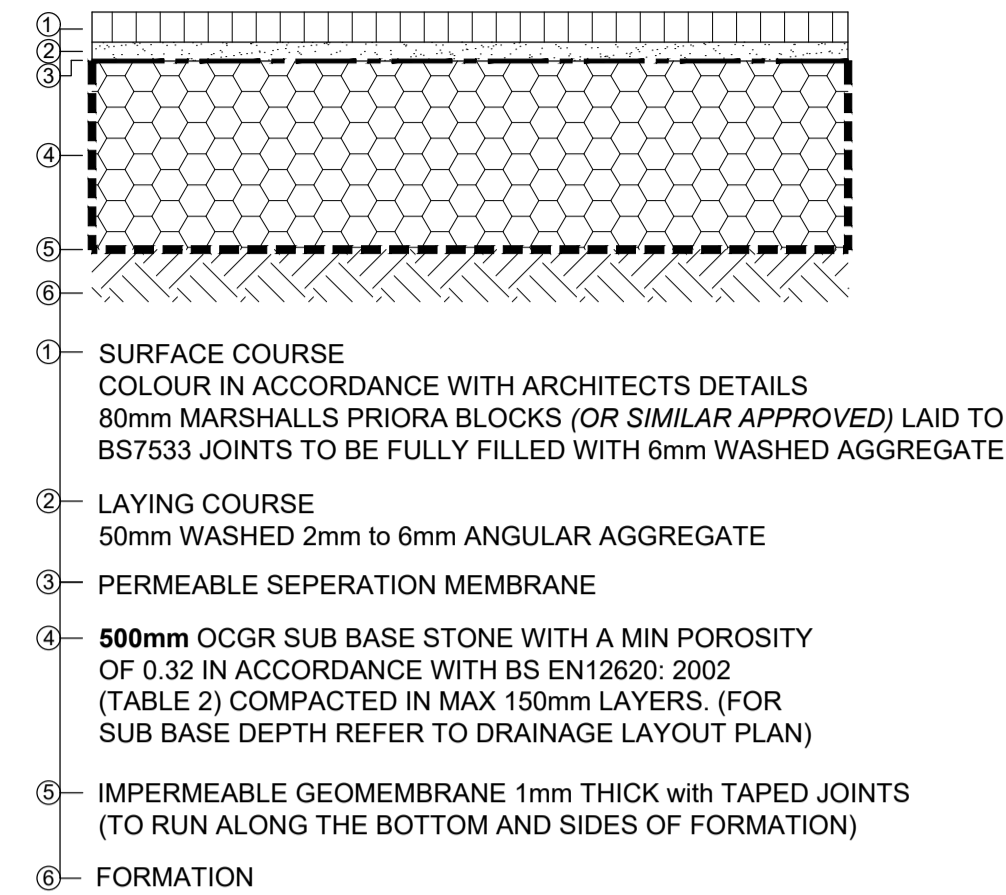


NOTES

- KERBS TO BE INSTALLED PRIOR TO LAYING BASE COURSE. SHOULD THE SIDES OF THE EXCAVATION DOWN TO FORMATION LEVEL BE UNSTABLE, THE KERB BEDDING IS TO BE TAKEN 150mm BELOW FORMATION LEVEL.

80mm PERMEABLE BLOCK PAVED  
PARKING BAY CONSTRUCTION  
PB1,PB2,PB3 & PB6

S1

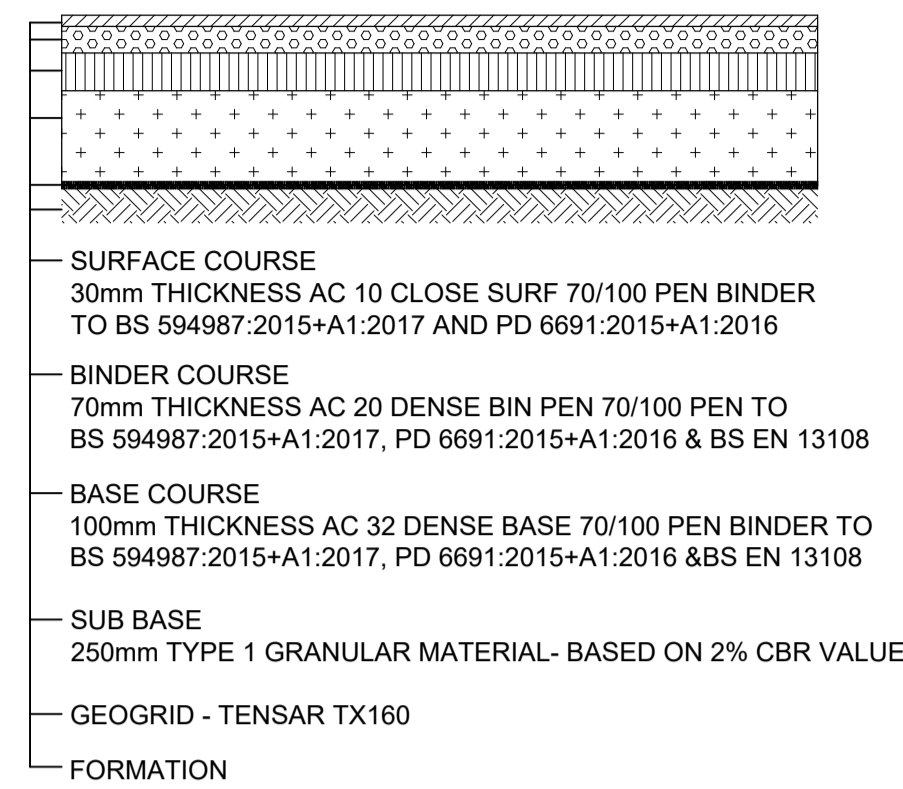


NOTES

- KERBS TO BE INSTALLED PRIOR TO LAYING BASE COURSE. SHOULD THE SIDES OF THE EXCAVATION DOWN TO FORMATION LEVEL BE UNSTABLE, THE KERB BEDDING IS TO BE TAKEN 150mm BELOW FORMATION LEVEL.

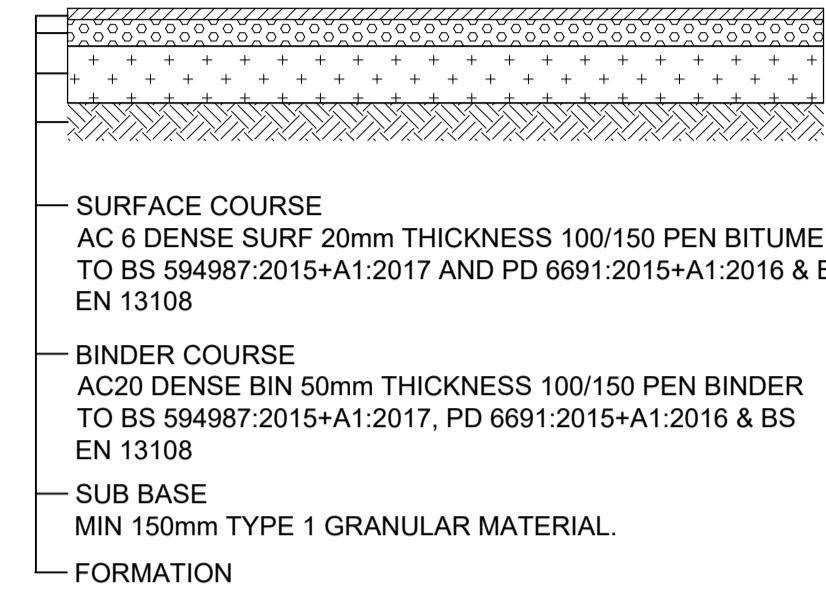
80mm PERMEABLE BLOCK PAVED  
PARKING BAY CONSTRUCTION  
PB4,PB5

S2



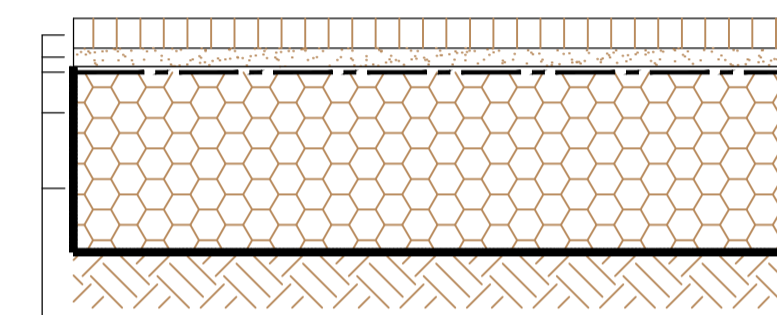
VEHICLE GRADE ASPHALT  
CONCRETE

S4



PEDESTRIAN GRADE ASPHALT  
CONCRETE

S5



BODPAVE 85 PAVER CELLS FILLED WITH FREE DRAINING ANGULAR AGGREGATE WITHIN THE RANGE OF 4mm TO 15mm BS EN13242 \*

LAYING COURSE  
50mm WASHED 2mm to 6mm FREE DRAINING ANGULAR AGGREGATE

PERMEABLE SEPERATION MEMBRANE

500mm DEPTH OPEN GRADED CRUSHED ROCK (OCGR) SUB BASE STONE WITH A MIN POROSITY OF 0.32 IN ACCORDANCE WITH BS EN12620: 2002 (TABLE 2)

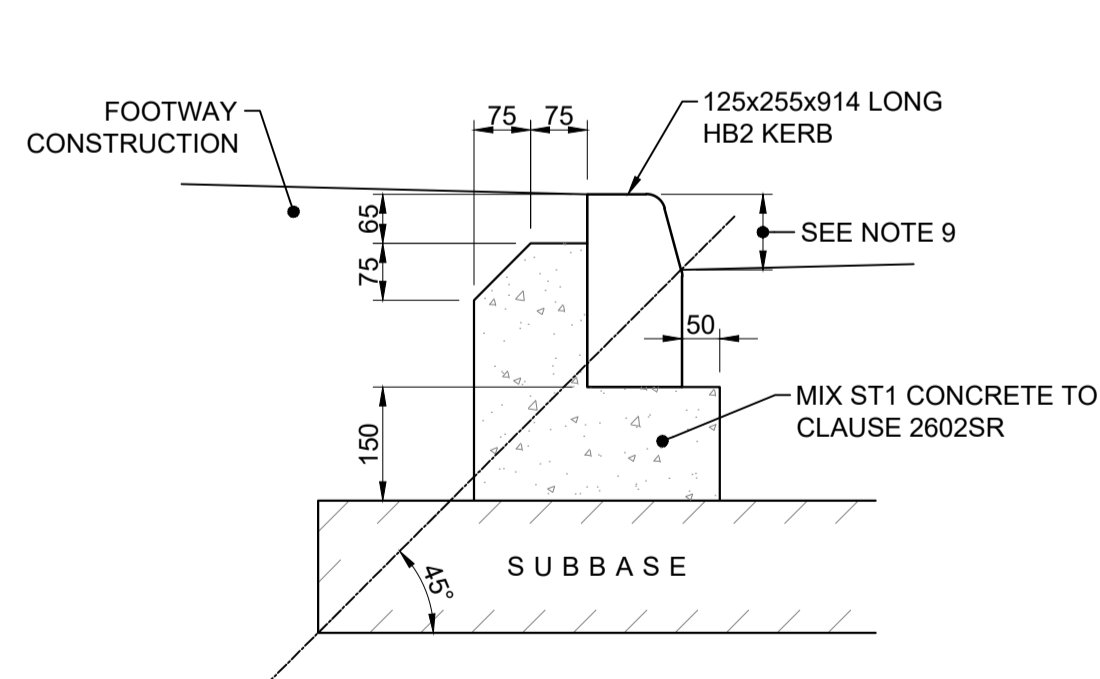
IMPERMEABLE GEOMEMBRANE 1mm THICK with TAPED JOINTS (TO RUN ALONG THE BOTTOM AND SIDES OF FORMATION)

FORMATION

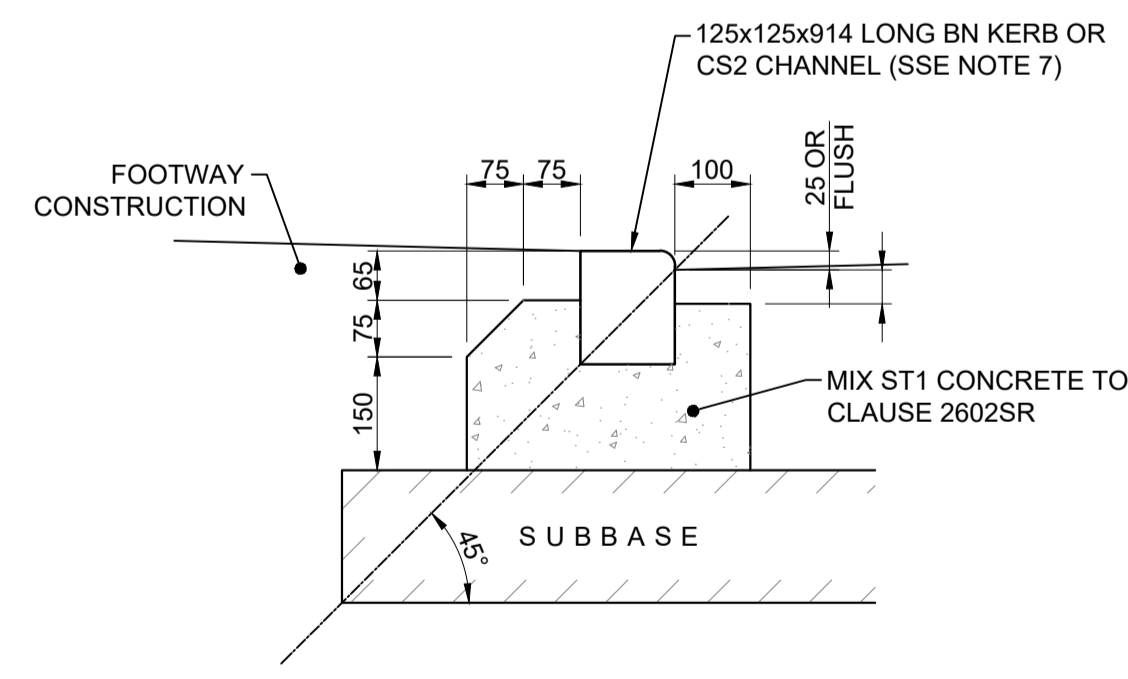
CBR VALUE	SUB-BASE + CAPPING		SUB-BASE ONLY
	SUB-BASE	6F1 CAPPING	
0 - < 2%	Refer to Engineer	Refer to Engineer	Refer to Engineer
2% - < 3%	150mm	600mm	Refer to Engineer
3% - < 5%	150mm	330mm	280mm
5% - < 10%	-	-	225mm
10% - < 15%	-	-	180mm
>15%	-	-	150mm

GRAVEL PARKING BAY  
SUB BASE ATTENUATION  
TYPICAL DETAIL  
SCALE 1:20

S3



KERB TYPE PC1  
SCALE 1:10



KERB TYPE PC3 (25 UPSTAND)  
KERB TYPE PC4 (FLUSH)  
SCALE 1:10

- ALL DIMENSIONS ARE IN MILLIMETRES.
- KERBS SHALL BE PRECAST CONCRETE KERBS COMPLYING WITH BS EN 1340.  
WEATHERING RESISTANCE: CLASS 3  
BENDING STRENGTH: CLASS 2  
ABRASION RESISTANCE: CLASS 3.  
SLIP/SKID RESISTANCE: MIN P.P.T.V. 45 TO BS 7932.
- MIX ST1 CONCRETE KERB BEDDING TO CLAUSE 2602SR SHALL BE LAID ON SUBBASE AND SHALL BE A MINIMUM THICKNESS OF 150. SUBBASE SHALL BE EXCAVATED WHERE NECESSARY TO ACHIEVE 150 THICKNESS. RECOMPACT DISTURBED SUBBASE PRIOR TO CONSTRUCTION OF KERB BASE.
- WHERE EXCAVATION INTO EXISTING CARRIAGEWAY IS REQUIRED A TRENCH SHALL BE EXCAVATED OF SUFFICIENT DEPTH AND WIDTH TO ACCOMMODATE THE COMPLETE BED AND BACKING OF THE KERB TYPE SCHEDULED. (SEE DWG No HCC9/M/010)
- AS DESCRIBED IN CLAUSE 1101, SUB-CLAUSE 1, KERBS MAY BE LAID AND BEDDED ON MORTAR OR LAID DIRECTLY ONTO STILL PLASTIC CONCRETE BED AS ILLUSTRATED HERE.
- THE APPROPRIATE 914 LONG PRECAST CONCRETE TRANSITION KERB SHALL BE INSTALLED AT EACH CHANGE IN KERB TYPE, TIE-INS TO EXISTING AND AT TERMINATIONS.
- UNLESS SPECIFIED ELSEWHERE FOR KERB TYPE PC4 (FLUSH) 125 x 150 x 914 CS2 SQUARE CHANNELS TO BE USED.
- THE MINIMUM LENGTH OF ANY CUT KERB SHALL BE 450.
- THE KERB UPSTAND FOR TYPES PC1 AND PC2 SHALL BE 100 UNLESS OTHERWISE STATED, EXCEPT OVER BRIDGES WHERE IT SHALL BE 75 ALONG THE LENGTH OF THE PARAPET.

NOTES

EXTERNAL WORKS GENERAL

- HB2 KERB UPSTANDS TO BE 100mm. FOR BN KERB UPSTANDS REFER TO DRAWING LEGEND. EF EDGINGS TO BE USED AT THE BACK OF FOOTWAYS/VERGES.
- KERBS SHALL BE PRECAST CONCRETE KERBS COMPLYING WITH BS EN 1340 AND THE FOLLOWING:  
WEATHERING RESISTANCE: CLASS 3  
BENDING STRENGTH: CLASS 2  
ABRASION RESISTANCE: CLASS 3.  
SLIP/SKID RESISTANCE: MIN P.P.T.V. 45 TO BS 7932.
- ALL FOOTWAYS WITH A WIDTH GREATER THAN 1.8m ARE TO BE MACHINE LAID.
- MIX ST1 CONCRETE KERB BEDDING TO CLAUSE 2602SR SHALL BE LAID ON SUBBASE AND SHALL BE A MINIMUM THICKNESS OF 150. SUBBASE SHALL BE EXCAVATED WHERE NECESSARY TO ACHIEVE 150 THICKNESS. RECOMPACT DISTURBED SUBBASE PRIOR TO CONSTRUCTION OF KERB BASE.
- WHERE EXCAVATION INTO EXISTING CARRIAGEWAY IS REQUIRED A TRENCH SHALL BE EXCAVATED OF SUFFICIENT DEPTH AND WIDTH TO ACCOMMODATE THE COMPLETE BED AND BACKING OF THE KERB TYPE SCHEDULED. REFER TO THE LOCAL HIGHWAYS AUTHORITIES STANDARD DETAILS.
- AS DESCRIBED IN CLAUSE 1101, SUB-CLAUSE 1, KERBS MAY BE LAID AND BEDDED ON MORTAR OR LAID DIRECTLY ONTO STILL PLASTIC CONCRETE BED AS ILLUSTRATED HERE.
- THE APPROPRIATE 914mm LONG PRECAST CONCRETE TRANSITION KERB SHALL BE INSTALLED AT EACH CHANGE IN KERB TYPE, TIE-INS TO EXISTING AND AT TERMINATIONS.
- THE MINIMUM LENGTH OR ANY CUT KERB SHALL BE 450mm.
- SOFT SPOTS IN THE FORMATION ARE TO BE REMOVED AND REPLACED WITH SUITABLE MATERIAL.
- ALL EXISTING MANHOLE COVERS, GULLYS ETC. ARE TO BE RAISED TO SUITE PROPOSED LEVELS.
- RE-GRADING AND EMBANKMENTS ARE TO HAVE A MAXIMUM SLOPE GRADIENT OF 1:3.
- ALL PROPOSED SIGNING AND LINING, AND ANY EXISTING TO REINSTATE, IS TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016 AND TO THE SATISFACTIONS OF THE HIGHWAYS INSPECTOR.
- NO BLOCKS/SLABS WITH A UNIT WEIGHT IN EXCESS OF 20kg TO BE USED.
- KERBS IN EXCESS OF 20kg ARE TO BE MACHINE LAID.

PO2	DETAIL S3 ADDED	14.10.25	LW	N.K	LW
PO1	PLANNING ISSUE	19.09.25	LW	N.K	LW
REV	AMENDMENTS	DATE	CAD	CHK	APPD



BIO DOT

CLIENT

JOB TITLE  
ERECTION OF A COMMERCIAL BUILDING  
(WITHIN USE CLASS E(G)). PARKING, LANDSCAPING AND OTHER ASSOCIATED WORK

DRAWING TITLE  
PROPOSED EXTERNAL DETAILS  
SHEET 1 of 1

DRAWN	ENGINEER	CHECKED	APPROVED
N.K	L.W	J.S	L.W
DATE	SCALE @ A1	SCALE @ A1	STATUS
19.09.2025	1:100 @ A1	1:100 @ A1	A
JOB No.	DRAWING No.	REV.	
P27002	LRW/XX/XX/DR/C/7705	P02	

PLANNING

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