

P/2018/00438
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KEY

KERB DETAIL A (KDA) -		TYPE HB2 (125mm upstand) - <i>DETAIL A</i>
KERB DETAIL B (KDB) -		TYPE BN (25mm upstand) Drop Kerb - <i>DETAIL B</i>
KERB DETAIL C (KDC) -		TYPE EF (0mm upstand) - <i>DETAIL C</i>
KERB DETAIL D (KDD) -		TYPE BN (0-6mm upstand) - <i>DETAIL D</i>
KERB DETAIL E (KDE) -		TRANSITION KERB (TYPE HB to BN)
KERB DETAIL F (KDF) -		255 X 125 SQUARE CHANNEL KERB LAID FLUSH
RAMP DETAIL -		
TACTILE PAVING, COLOUR BUFF		PC
RUMBLE STRIP -		
FOOTWAY CONSTRUCTION -		
CARRIAGEWAY CONSTRUCTION 'Asphalt'		- To SCC Specification
BLOCK PAVED - CARRIAGEWAY		- With Infiltration Sub-Base
BLOCK PAVED - VEHICLE CROSSING		
GRASS VERGE -		
POROUS PAVED - DRIVEWAY		

- GENERAL NOTES**
- FOR SPECIFICATION OF ROAD BASE, PAVING, KERBING AND ALL OTHER DETAILS REFER TO STAFFORDSHIRE COUNTY COUNCILS DESIGN GUIDE.
 - DRAWING TO BE READ IN ACCORDANCE WITH HIGHWAY CONSTRUCTION DETAILS.
 - THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DESIGN DRAWINGS AND OTHER INFORMATION.
 - CBR TESTS TO BE CONDUCTED AT 40m INTERVALS. FINAL SUB-BASE AND CAPPING REQUIREMENTS TO BE AGREED WITH ENGINEER, PRIOR TO COMMENCEMENT OF WORKS.
 - DROPPED KERBS AND TACTILE PAVING, IN ACCORDANCE WITH CURRENT DEPARTMENT FOR TRANSPORT GUIDANCE NOTE ON THE USE OF TACTILE PAVING.
 - SUBJECT TO SITE CONDITIONS, PROPOSED BITUMINOUS CONSTRUCTION AT TIE IN LOCATIONS SHALL BE INCREASED (WHERE NECESSARY) TO MATCH EXISTING SITUATION.
 - MINIMUM GRADE OF CONCRETE TO BE USED IN THE HIGHWAY TO BE ST4.
 - ALL CONCRETE USED IN THE HIGHWAY MUST BE MECHANICALLY COMPACTED BY POKER.
 - CORES WILL BE REQUIRED TO ASCERTAIN THE CONDITION AND MAKEUP OF EXISTING CARRIAGEWAY.

The Contractor is to check and verify all building and site dimensions, levels and sewer invert levels at connection points before work starts. The Contractor is to comply in all respects with current Building Legislation, British Standard Specifications, Building Regulations, Construction (Design & Management) Regulations, Party Wall Act, etc. whether or not specifically stated on this drawing. This drawing must be read with and checked against any structural, geotechnical or other specialist documentation provided. This drawing is not intended to show details of foundations, ground conditions or ground contaminants. Each area of ground relied upon to support any structure depicted (including drainage) must be investigated by the Contractor. A suitable method of foundation should be provided allowing for existing ground conditions. Any suspect or fluid ground, contaminants on or within the ground, should be further investigated by a suitable expert. Any earthwork constructions shown indicate typical slopes for guidance only & should be further investigated by a suitable expert. Where existing trees / structures are to be retained they should be subject to a full specialist inspection for safety. All trees are to be planted so as to ensure they are a minimum of 5 metres from buildings. A suitable method of foundation is to be provided to accommodate the proposed tree planting.

Residential & Commercial Engineering Limited do not accept any responsibility for any losses (financial or otherwise) to any Client or third party arising out of the Clients (the Client) Developer or Contractor but not limited thereto) non-compliance with above mentioned provisions.

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Rev	Description	Date	Drawn	Check
A	Porous block paving added to driveways of Plots 1 & 2.	18.09.17	SM	#

Revisions:



Drawing Status:
 S111 - Subject to Technical Approval from Staffordshire CC Highways
 S106 - Subject to Technical Approval from Severn Trent Water
 S108 - Developer to complete application/approval with STW.
 Consent to Discharge - Developer to complete application/approval with SCC Land Drainage Team

Client:
Lioncourt Homes

Project:
Tatenhill Lane, Branston

Title:
Kerbing & Materials Plan

Job Number: RACE/LH/TLB	Scale: 1:500 @ A1
Drawing No. ENG_170	Date: June '17
Revision: A	Drawn by: JL
	Checked by: SM

Contact us :
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Branston Water Park

Approximate extent of existing pumping station crossing the site. Pumping main shown grey where it to be diverted and the possible diversion route shown in red - subject to all necessary approvals.