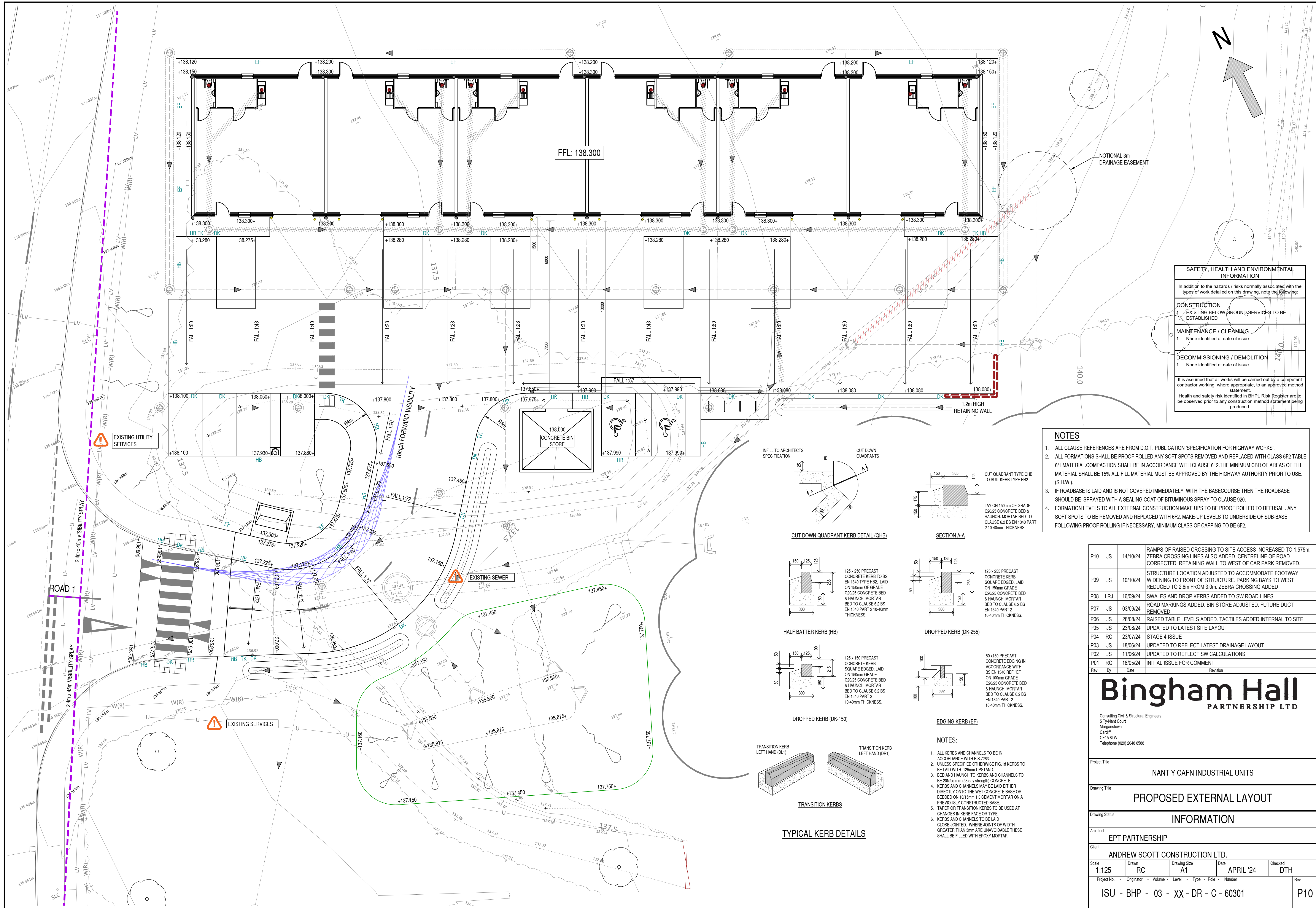
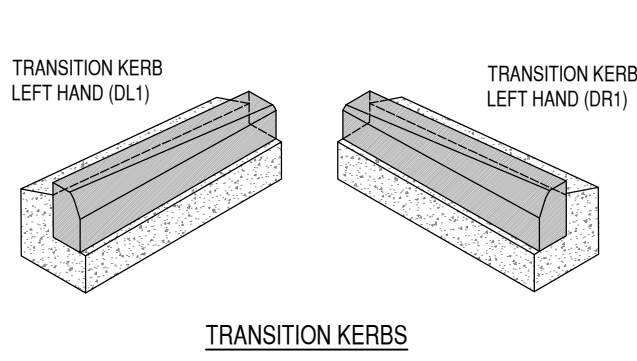
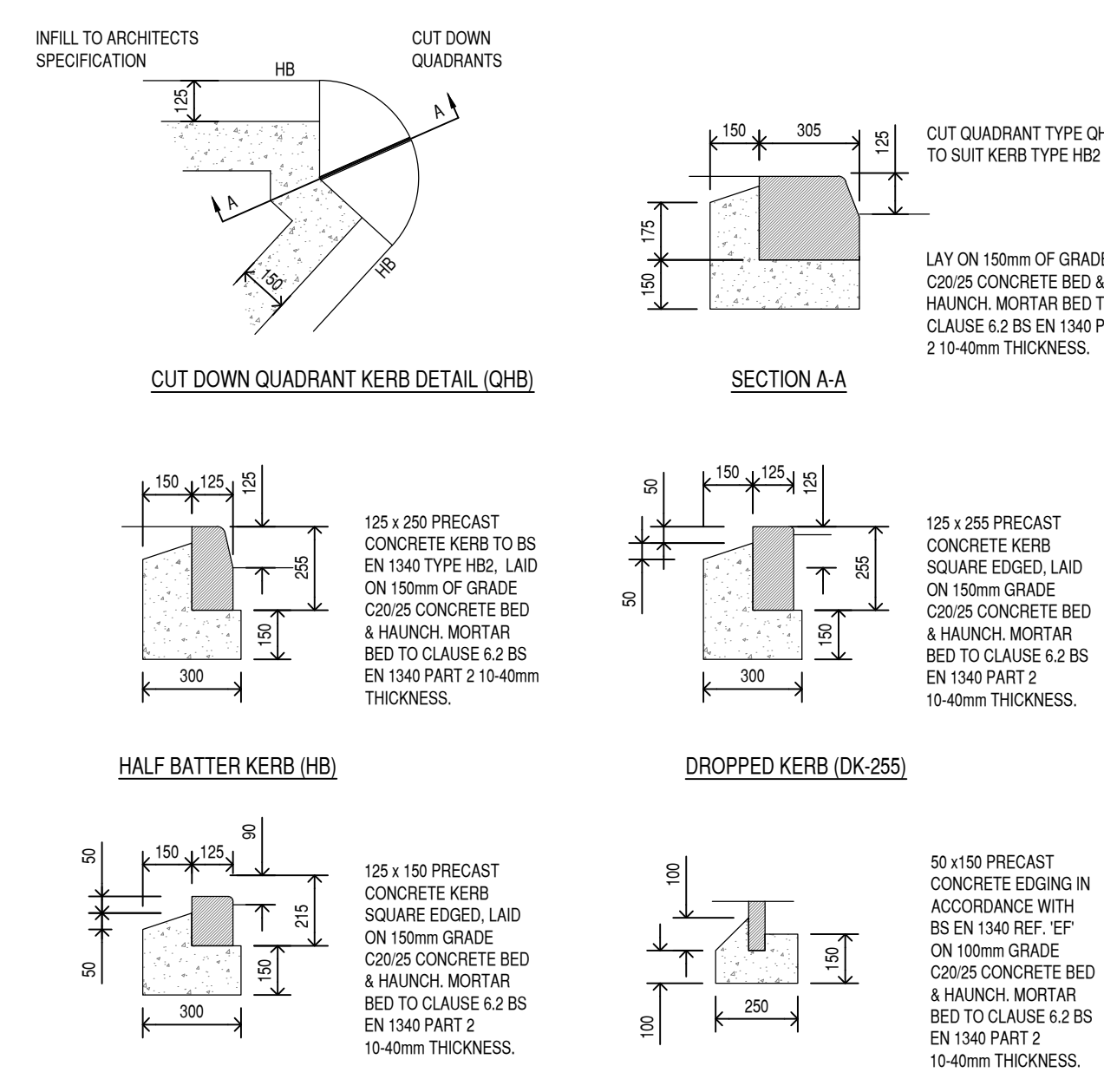




SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION	
In addition to the hazards / risks normally associated with the types of work detailed on this drawing, note the following:	
CONSTRUCTION	1. EXISTING BELOW GROUND SERVICES TO BE ESTABLISHED
MAINTENANCE / CLEANING	1. None identified at date of issue.
DECOMMISSIONING / DEMOLITION	1. None identified at date of issue.
It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement.	
Health and safety risk identified in BHPL Risk Register are to be observed prior to any construction method statement being produced.	

- NOTES**
- ALL CLAUSE REFERENCES ARE FROM D.O.T. PUBLICATION 'SPECIFICATION FOR HIGHWAY WORKS'.
 - ALL FORMATIONS SHALL BE PROOF ROLLED ANY SOFT SPOTS REMOVED AND REPLACED WITH CLASS 6F2 TABLE 6/1 MATERIAL. COMPACTION SHALL BE IN ACCORDANCE WITH CLAUSE 612. THE MINIMUM CBR OF AREAS OF FILL MATERIAL SHALL BE 15%. ALL FILL MATERIAL MUST BE APPROVED BY THE HIGHWAY AUTHORITY PRIOR TO USE. (S.H.W.).
 - IF ROADBASE IS LAID AND IS NOT COVERED IMMEDIATELY WITH THE BASECOURSE THEN THE ROADBASE SHOULD BE SPRAYED WITH A SEALING COAT OF BITUMINOUS SPRAY TO CLAUSE 920.
 - FORMATION LEVELS TO ALL EXTERNAL CONSTRUCTION MAKE UPS TO BE PROOF ROLLED TO REFUSAL. ANY SOFT SPOTS TO BE REMOVED AND REPLACED WITH 6F2. MAKE-UP LEVELS TO UNDERSIDE OF SUB-BASE FOLLOWING PROOF ROLLING IF NECESSARY. MINIMUM CLASS OF CAPPING TO BE 6F2.



- NOTES:**
- ALL KERBS AND CHANNELS TO BE IN ACCORDANCE WITH B.S.7263.
 - UNLESS SPECIFIED OTHERWISE FIG.14 KERBS TO BE LAID WITH 125mm UPSTAND.
 - BED AND HAUNCH TO KERBS AND CHANNELS TO BE 20N/sq.mm (28 day strength) CONCRETE.
 - KERBS AND CHANNELS MAY BE LAID EITHER DIRECTLY ONTO THE WET CONCRETE BASE OR BEDDED ON 10:15mm 1:3 CEMENT MORTAR ON A PREVIOUSLY CONSTRUCTED BASE.
 - TAPER OR TRANSITION KERBS TO BE USED AT CHANGES IN KERB FACE OR TYPE.
 - KERBS AND CHANNELS TO BE LAID CLOSE-JOINTED. WHERE JOINTS OF WIDTH GREATER THAN 5mm ARE UNAVOIDABLE THESE SHALL BE FILLED WITH EPOXY MORTAR.

P10	JS	14/10/24	RAMPS OF RAISED CROSSING TO SITE ACCESS INCREASED TO 1.575m, ZEBRA CROSSING LINES ALSO ADDED. CENTRELINE OF ROAD CORRECTED. RETAINING WALL TO WEST OF CAR PARK REMOVED.
P09	JS	10/10/24	STRUCTURE LOCATION ADJUSTED TO ACCOMMODATE FOOTWAY WIDENING TO FRONT OF STRUCTURE. PARKING BAYS TO WEST REDUCED TO 2.6m FROM 3.0m. ZEBRA CROSSING ADDED
P08	LRJ	16/09/24	SWALES AND DROP KERBS ADDED TO SW ROAD LINES.
P07	JS	03/09/24	ROAD MARKINGS ADDED. BIN STORE ADJUSTED. FUTURE DUCT REMOVED.
P06	JS	28/08/24	RAISED TABLE LEVELS ADDED. TACTILES ADDED INTERNAL TO SITE
P05	JS	23/08/24	UPDATED TO LATEST SITE LAYOUT
P04	RC	23/07/24	STAGE 4 ISSUE
P03	JS	18/06/24	UPDATED TO REFLECT LATEST DRAINAGE LAYOUT
P02	JS	11/06/24	UPDATED TO REFLECT SW CALCULATIONS
P01	RC	16/05/24	INITIAL ISSUE FOR COMMENT
Rev	By	Date	Revision

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Project Title

NANT Y CAFN INDUSTRIAL UNITS

Drawing Title

PROPOSED EXTERNAL LAYOUT

Drawing Status

INFORMATION

Architect

EPT PARTNERSHIP

Client

ANDREW SCOTT CONSTRUCTION LTD.

Scale	1:125	Drawn	RC	Drawing Size	A1	Date	APRIL '24	Checked	DTH
Project No.	ISU - BHP - 03 - XX - DR - C - 60301	Originator		Volume		Level		Type	
Rev		Role		Number					

P10