

Standard 1.8m wide footway with bituminous wearing course.
Transition kerb. Marshalls Half Battered HB2 to KM Splay Keykerb, or similar approved.
Marshalls KM Drop End Unit. Colour Charcoal.

Marshalls KM Keykerb laid upside down flush to adjacent Key Channel and Key Block. Colour Charcoal.

Marshalls Key Channel. Colour Brindle.

Bollards.

Bollard, removable and lockable by padlock, to allow access for maintenance.

Highway trees. See Landscape Architect's drawings for details.

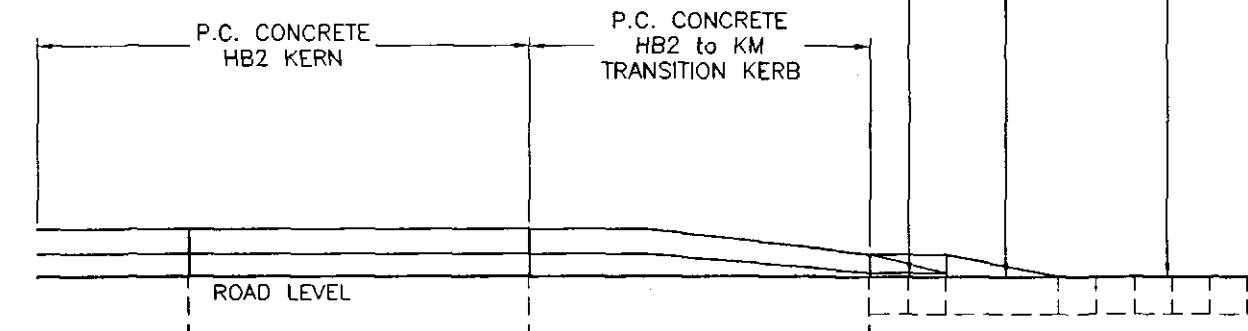
Lamp Column.

See Transition Kerb Detail opposite.

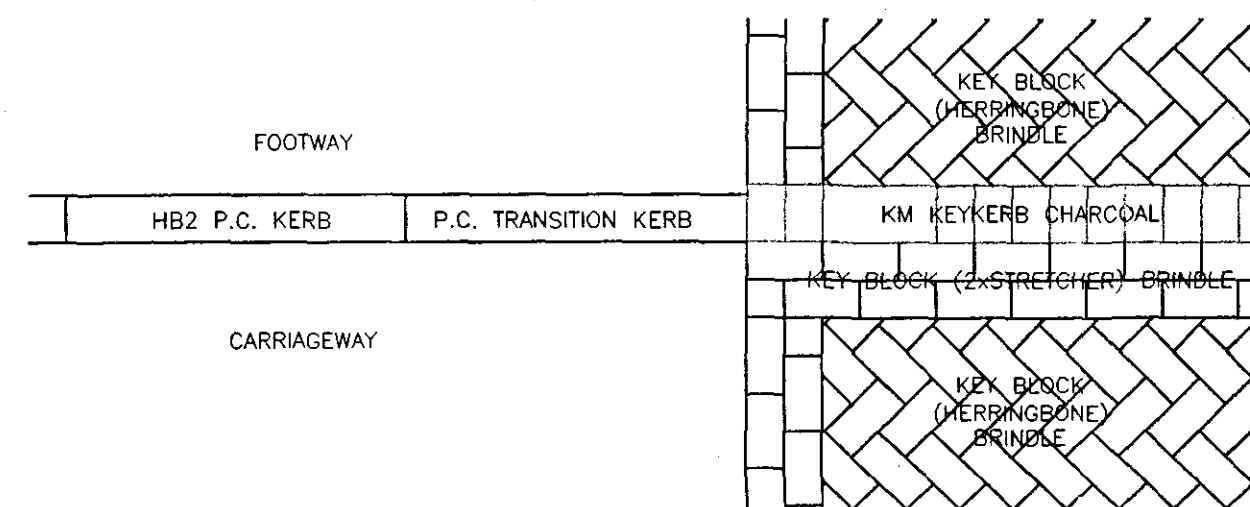


PLAN OF "COURTYARD" FEATURE
Scale 1/200.

Bollard, removable and lockable by padlock, to allow access for maintenance.



ELEVATION



PLAN

TRANSITION KERB DETAIL
Scale 1/20.

DO NOT SCALE

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NOTES

1. This drawing should be read in conjunction with all other Architect's, Engineer's and specialist contractor's details.
2. The position of all existing drainage apparatus should be verified on site prior to the commencement of the works. Any discrepancies should be reported to the Engineer immediately.
3. All dimensions are in metres unless otherwise stated.
4. All works in respect of Public sewerage apparatus shall be subject to the approval of Anglian Water Services Ltd (AWSL).
5. Surface water drainage shall be subject to the approval of the drainage authority and the Environment Agency.
6. The highway layout and all highway materials, construction details and workmanship shall be subject to the approval of Lincolnshire County Council or their Agents. The specification in all respects shall be in accordance with the current "Lincolnshire Design Guide for Residential Areas" and "Development Road Specification and Construction" publications in force in the County at the time of construction.
7. All "Stub" connections to the proposed adoptable drainage to be 150mm ϕ @ 1:150, unless stated otherwise.
8. All gully connections within adoptable highway to be 150mm ϕ concrete encased, all in accordance with the Lincolnshire County Council highways specification.

B	Bollards amended to LCC comments received 26-05-04.	05/04	MD
A	Bollard specification added, channel removed.	05/04	MD
Ref.	Revision	Date	By

Issue

PRELIMINARY

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Project Title
**PROPOSED DEVELOPMENT
BRIDGE ROAD, SUTTON BRIDGE,
LINCOLNSHIRE
FOR CANNON KIRK (UK) LTD**

Drawn	MD	Date	05/04
Scale	AS SHOWN	Checked	

Drawing Title
**COURTYARD FEATURE ROAD
LAYOUT AND DETAILS**

Project No.	03/6382	Drawing No.	114	Revision	B
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Variable Sub base thickness

PC Concrete Block Paving: 200mmx100mmx80mm paving blocks, shall be chamfered and shall comply with BS6717 Part 1. Colour to be "Brindle", to be laid in 45° Herringbone pattern, all to the approval of the L.A. Engineer.

Blocks to be laid on 50mm sharp sand and a 100mm thick layer of GSB Type 1, on a well compacted formation. GSB Type 1 layer to be increased to 175mm thick at vehicular crossing point to plots 8 and 9. Vehicular crossing points to plots 1-7 and 64-85 shall be as carriageway construction.

120mm Base course: 20mm Dense Basecourse to BS 4987. The binder shall be 50 pen bitumen for carriageway.

The design CBR of 1.5% has been used to establish the depth of sub base. The thickness of sub-base material may be increased or decreased within the site to reflect CBR's taken on existing ground during the construction phase, subject to the approval of the L.A. Engineer (refer to Construction Chart 1 L.C.C. "Development Road Specification and Construction." for revised thicknesses).
The 630mm depth is:-
330mm Granular Fill to Clause 6.8 capping
300mm Type 1 Sub-Base.

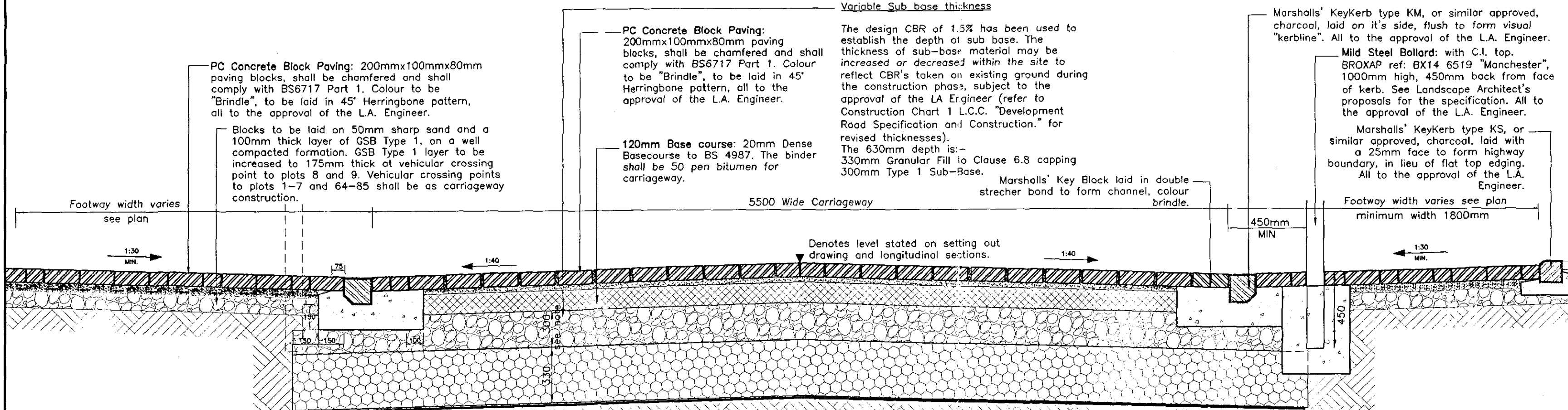
Marshalls' Key Block laid in double stretcher bond to form channel, colour brindle.

Marshalls' KeyKerb type KM, or similar approved, charcoal, laid on it's side, flush to form visual "kerbline". All to the approval of the L.A. Engineer.

Mild Steel Bollard: with C.I. top. BROXAP ref: BX14 6519 "Manchester", 1000mm high, 450mm back from face of kerb. See Landscape Architect's proposals for the specification. All to the approval of the L.A. Engineer.

Marshalls' KeyKerb type KS, or similar approved, charcoal, laid with a 25mm face to form highway boundary, in lieu of flat top edging. All to the approval of the L.A. Engineer.

Footway width varies see plan minimum width 1800mm



Terram 1000 Geofabric or other similar approved laid on prepared formation. Refer to L.A. Engineer during excavation.

TYPICAL SECTION THROUGH "COURTYARD" FEATURE
Scale 1/20

SPCC
Planning & Development
19 OCT 2004
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PLAN