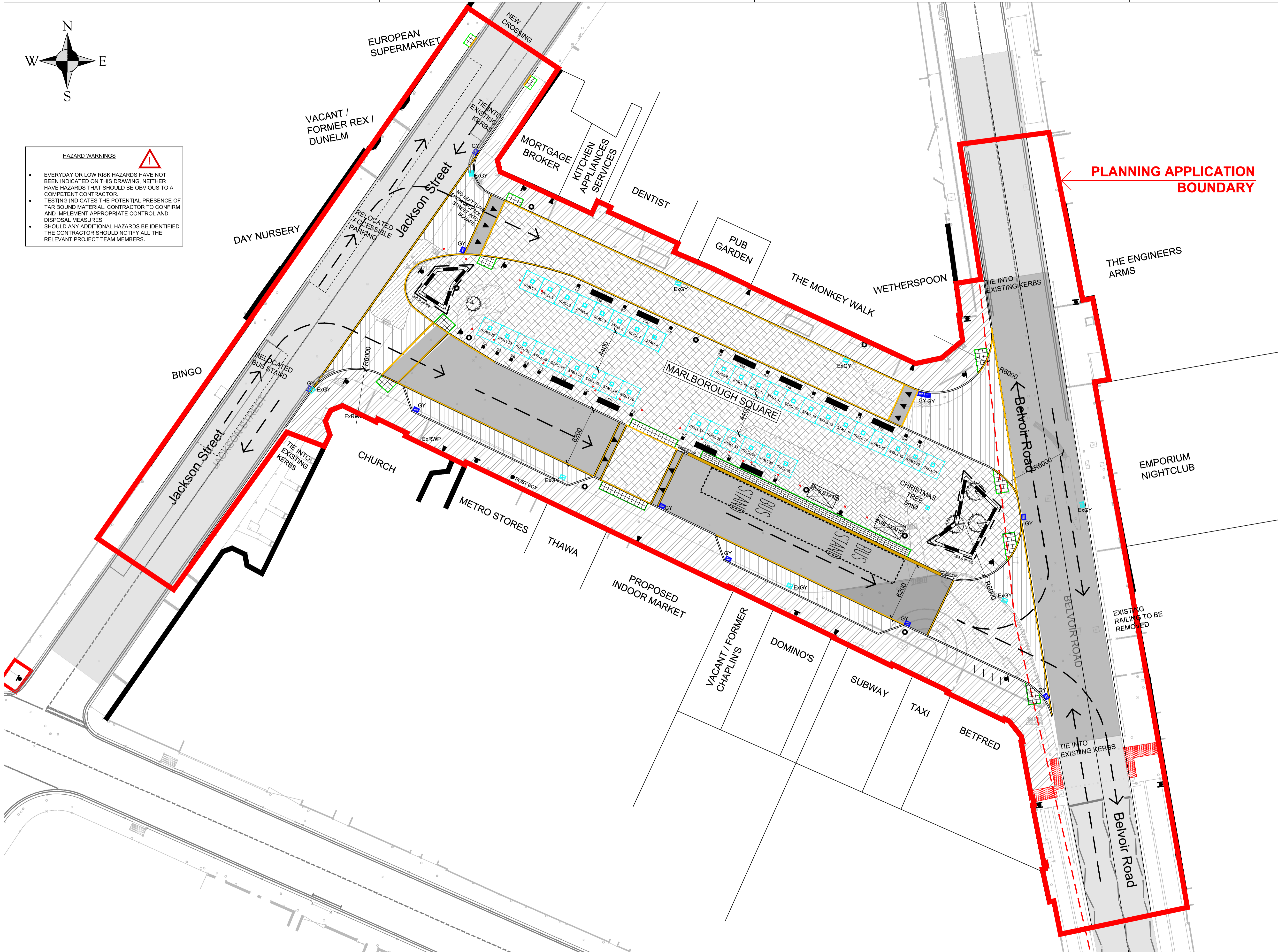


HAZARD WARNINGS

EVERYDAY OR LOW RISK HAZARDS HAVE NOT BEEN INDICATED ON THIS DRAWING. NEITHER HAVE HAZARDS THAT SHOULD BE OBVIOUS TO A COMPETENT CONTRACTOR.

TESTING INDICATES THE POTENTIAL PRESENCE OF TAR BOUND MATERIAL. CONTRACTOR TO CONFIRM AND IMPLEMENT APPROPRIATE CONTROL AND DISPOSAL MEASURES

SHOULD ANY ADDITIONAL HAZARDS BE IDENTIFIED THE CONTRACTOR SHOULD NOTIFY ALL THE RELEVANT PROJECT TEAM MEMBERS.



PLANNING APPLICATION BOUNDARY

- Key:**
- Existing carriageway to remain
 - Existing surface to be milled to an average depth of 40mm K1-40 tack coat to be applied to milled surface and following pavement layers to be applied:
 - AC20 dense bin 100/150 rec binder regulating course (depth to suit)
 - 40mm thickness of 30% 15mm 40/60 pen Hot Rolled Asphalt surface course with 20mm 63 PSV precoated chippings applied
 - VEHICULAR PAVEMENT: Excavate existing surface to proposed formation and following pavement layers to be applied:
 - 350mm subbase Type 1 803 to the MCHW
 - 110mm AC32 base 40/60 rec base course
 - 50mm AC20 dense bin 100/150 rec binder course
 - 40mm thickness of 30% 15mm 40/60 pen Hot Rolled Asphalt surface course with 20mm 63 PSV precoated chippings applied
 - VEHICULAR ACCESSIBLE ZONE: Existing surface to be milled to an average depth of 130mm. K1-40 tack coat to be applied to milled surface and following pavement layers to be applied:
 - 60mm AC20 dense bin 100/150 rec binder regulating course
 - Block paving to Architect's specification laid on 30mm bedding sand (compacted)
 - PEDESTRIAN ZONE: Excavate 205mm of existing make-up and following pavement layers to be applied:
 - 100mm of subbase type 1 803 to the MCHW
 - Block paving to Architect's specification laid on 30mm bedding sand (compacted)
 - PEDESTRIAN ZONE: Existing surface to be milled to an average depth of 100mm and following pavement layers to be applied:
 - Block paving to Architect's specification laid on 30mm bedding sand (compacted)
 - PEDESTRIAN ZONE: K1-40 tack coat to be applied to existing surface and following pavement layers to be applied:
 - AC20 dense bin 100/150 rec binder regulating course
 - Block paving to Architect's specification laid on 30mm bedding sand (compacted)
 - VEHICULAR PAVEMENT: Excavate existing surface to proposed formation and following pavement layers to be applied:
 - 350mm subbase Type 1 803 to the MCHW
 - 110mm AC32 base 40/60 rec base course
 - 50mm AC20 dense bin 100/150 rec binder course
 - Block paving to Architect's specification laid on 30mm bedding sand (compacted)
 - Proposed vehicle to vehicle visibility splay (2.4m x 43m)

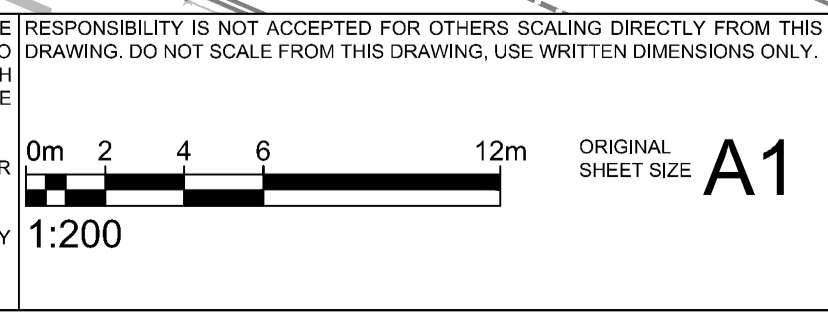
- Notes:**
- All works in accordance with Leicestershire Design Guide unless stated otherwise
 - Vertical faces of joints in surface course shall be saw cut and hot bitumen applied to the exposed face
 - If stripped layers are encountered during milling the milling depth is to be increased to the approval of the Supervisor
 - Any soft spots encountered are to be excavated and backfilled with type 6F5 capping material
 - Refer to Architect's layout and specification for proposed block paving and kerb finishes
 - Where subbase is proposed a minimum design CBR of 2% has been applied. Contractor to confirm CBRs and report to Engineer/Supervisor
 - All works to be carried out to the approval of Leicestershire County Council inspector.
 - All works to comply with the Leicestershire County Council standard drawings and specifications and as detailed on the approved drawings within the notes.

RED LINE BOUNDARY MOVED - SURFACING MAKEUPS CHANGED					
P6	JEG	19 11 2021	SDH	19 11 2021	SDH
REDLINE BOUNDARY AMENDED					
P5	CSB	20 04 2021	SDH	21 04 2021	SDH
UPDATED TO LATEST ARCHITECTS LAYOUT					
P4	CSB	14 04 2020	SDH	21 04 2020	SDH
REV	DRAWN	DATE	CHECKED	DATE	APPROVED

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CLIENT
NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL

PROJECT
MARLBOROUGH SQUARE DEVELOPMENT, COALVILLE

TITLE
PAVED AREAS LAYOUT



SCALES	DISCIPLINE	PROJECT NUMBER
1:200	CIVIL ENGINEER	18-8-1131
DRAWING NUMBER	REV CODE	
HBS-DR-C-(00)-050	P6	
STATUS CODE	PURPOSE OF ISSUE	DRAWN BY
S2	INFORMATION	CSB