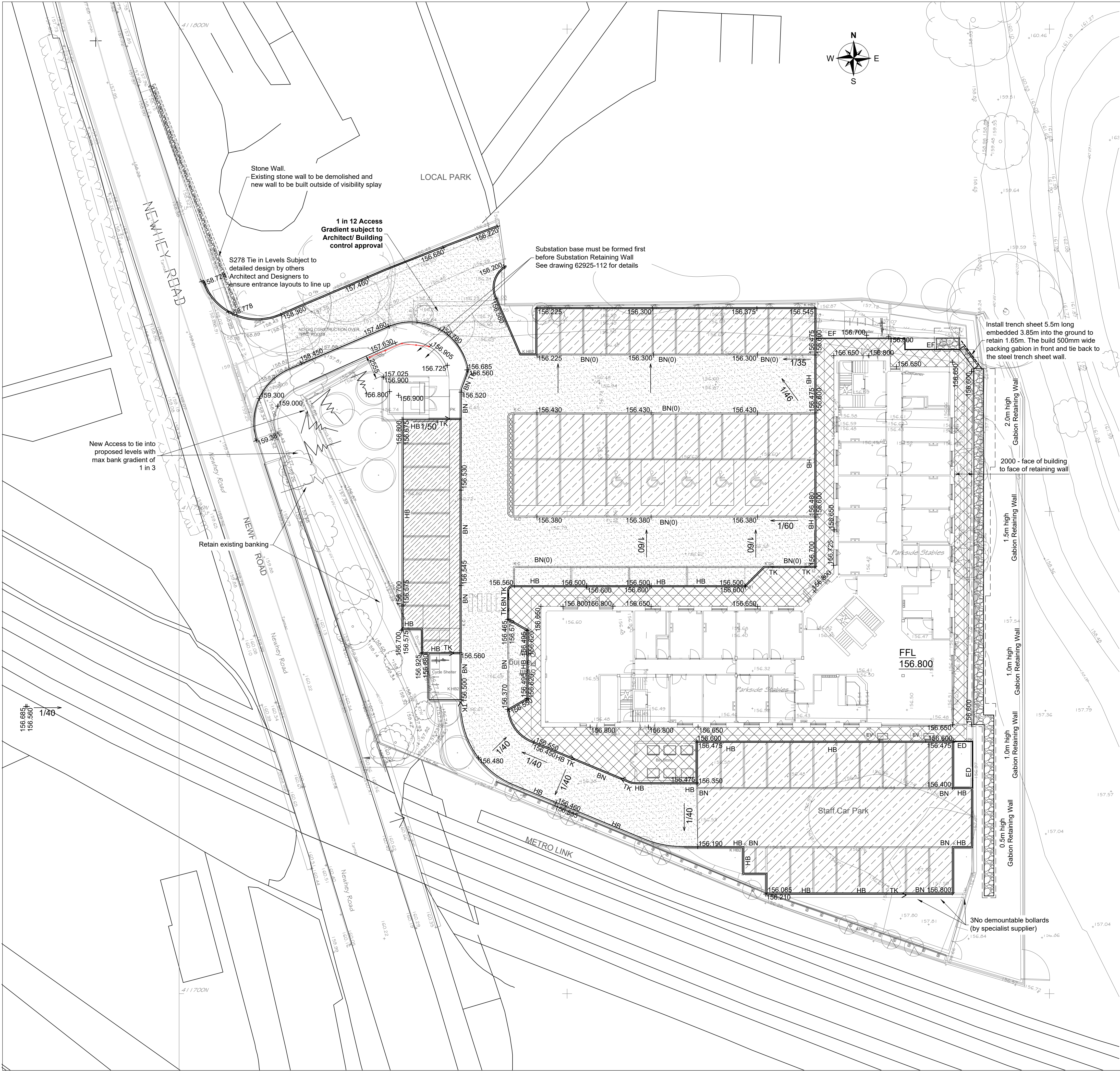




External Works Legend:

- Existing Levels
- New Levels
- Slope
- HB Half Batter Kerb
- TK Transition Kerb
- BN Bullnose Kerb
- TP Tactile Paving
- ED Edging Kerb
- New Tarmac Car Park Aisles
- New Permeable Asphalt Areas - Type C. Tanked
- New Tarmac Footpath

NO site visit has been made to inspect variations and this drawing has been prepared based upon the best of our knowledge and information provided by the Contractor and Architect.

- External Works:
- Prior to any works being carried out within or immediately adjacent to the public highway, a scheme for the safe control of traffic and pedestrians is to be agreed with the Highway Authority and implemented
 - Any utilities shown on this drawing are indicative only. It is the Contractor's responsibility to trace and indicate the precise location and nature of all services.
 - The Developer/Contractor shall be responsible for liaison with the Statutory Undertakers and other cable service companies for the provision of all required services, diversion.
 - Special care is to be taken when excavating in the vicinity of existing tress, it is not intended that any tree roots should be severed or damaged and specialist advice should be sought when major roots present a problem.
 - The formation of all surfaces shall be trimmed, rolled and treated with a glyphosate based weedkiller in accordance with the manufacturers instructions prior to laying the sub-base
 - All in situ concrete shall be Designated Concrete GEN3 produced in accordance with BS 8500-2006.
 - In all instances sulphate resisting cement is to be used.
 - Half Battered and Splayed kerbs face shall be 125mm above the channel level. Bullnosed kerb shall be 0-6mm above wearing course for pedestrian crossing and 25mm for vehicular access
 - The minimum depth of concrete below all kerbs shall be 150mm. Kerbs shall be laid on a 10-40mm bed of Class 1 cement mortar unless laid with the foundation in one operation.
 - Adequate bond must be made between foundation and haunch if laid in more than one operation. Preferred method of bonding to be by means of steel U-bars reinforcement, any other method to be approved by PRP.
 - Mortar joints between kerbs not to be provided unless specified. Gaps between kerbs to be 1 to 2mm.
 - The sub-grade shall be prepared to falls to ensure that construction thickness' remain uniform, Following trimming of the sub-grade it shall be protected against the ingress of water, failure to do so will seriously weaken the sub-grade.
 - All soft spots shall be excavated and replaced with compacted sub-base material
 - The minimum total carriageway construction thickness shall not be less than 450mm.
 - All materials used in top 450mm of carriageway construction shall be non-frost susceptible.

C12	22/02/2023	Trench sheet shown	GAJ/ TC
C11	15/02/2023	FINAL CONSTRUCTION ISSUE	KMV/ TC
C10	10/01/2023	Levels Revised	MAS/ JM
C9	26/09/2022	Access Road Levels adjusted. Substation Position revised	MAS/ JM
C8	09/08/2022	Retaining wall revised. Levels updated. Gabion walls revised	GAJ/ JM
C7	20/07/2022	Retaining and gabion wall added	GAJ/ JM
C6	15/07/2022	Layout updated - Substation retaining wall revised to correct position	MAS/ JM
C5	14/07/2022	Layout updated - Kerbing amended. Substation retaining wall added	MAS/ JM
C4	27/05/2022	Scale amended	MAS/ JM
C3	20/05/2022	Farmers access & Gabion wall added	JD / JM
C2	06/05/2022	Levels dropped 200mm to accommodate reduced FFL. Gabion Wall Extended. Parking bay reduced to reflect Sub-station position	MAS/ JM
Rev	Date	Description	By / Chk

PRP:
consulting engineers & surveyors

Catherine House
Old Harborough Road
Brixworth, NN6 9BX

Telephone: 01604 889 870
northampton@prp.uk.com
www.prp.uk.com

Leicester
Northampton
London

engineering excellence | creating advantage

Client:
United Healthcare Developments Ltd

Architect:
PRP

Project:
Proposed Healthcare Centre
Newhey Road, Milnrow
Rochdale OL16 4JF

Title:
External Works Drawing

Status:
FINAL CONSTRUCTION

Engineer: MAS

Date: Aug 2021

Drawn: MAS

Scales @ A1:

Checked: JM

1:200

Project No: 62925

Drg No: 110

Rev: C12

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