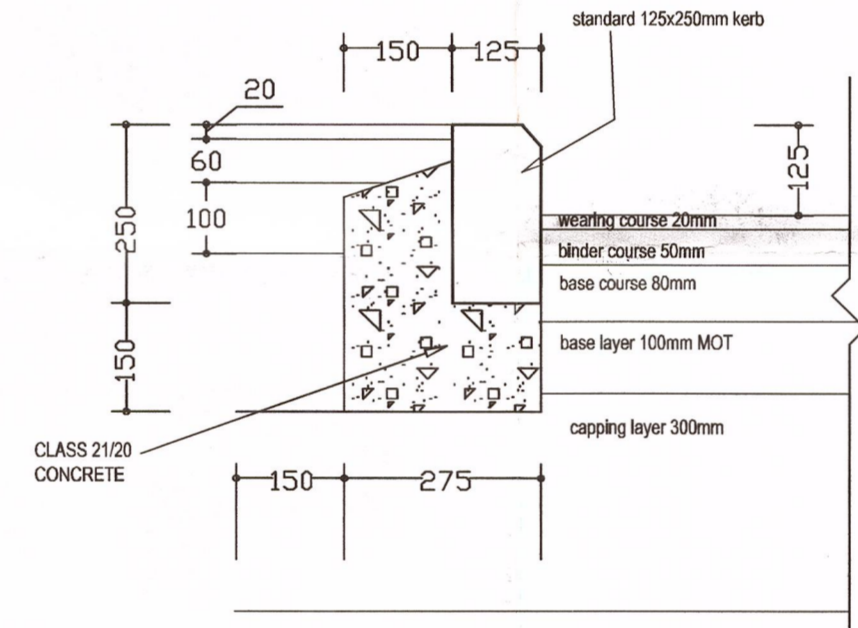


timber fencing, typical detail 1:20



GENERAL KERB DETAIL 1:10

All kerb faces typically 125mm upstand with tapered kerbs either side of tactile paving zone and flush kerb between them.

- +121.336 proposed level
- +121.336 existing level from Topographical survey
- surface finishes to car park and parking areas
  - 20mm thick 6mm sized dense bitmac wearing course
  - 50mm thick dense bitmac binder course on
  - 80mm thick dense bitmac base course on
  - 100mm type 1 MOT on 300mm capping layer
- Parking bay and traffic calming rumble strips to be by way of 200x100x65mm charcoal coloured block paver laid flush at 1m centres to parking, red coloured block paver laid 25mm proud in a continuous strip to rumble strips.
- Road gully connected to surface water drainage system, to inside Farrar details and specification
- surface finishes to footway areas only
  - 20mm thick 6mm sized dense bitmac wearing course
  - 40mm thick dense bitmac binder course on
  - 150mm well compacted stone layer

FOR LANDSCAPING SEE SEPARATE DRAWING

320150276P

**nicol thomas**

| Rev | Date   | Details   |
|-----|--------|---|
| A   | 4-3-15 | FFL revised, levels added with falls, gullies indicated, dims to net wall added, park division blocks indicated |
| B   | 6-3-15 | FFL revised.  |
|     |        |   |
|     |        |   |
|     |        |   |

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|                                 |                     |     |                |
|---------------------------------|---------------------|-----|----------------|
| Client:                         | KEEPMOAT            |     |                |
| Job:                            | KIRKLANDS, CHIPPING |     |                |
| Drawing title:                  | SITE LAYOUT         |     |                |
| Drawing Number:<br>(Job number) | M3792               | 100 | Revision:<br>B |
| Scale:                          | 1:100@A1            |     |                |
| Date:                           | FEB 15              |     |                |
| Drawn by/ checked by:           | MCS                 |     |                |