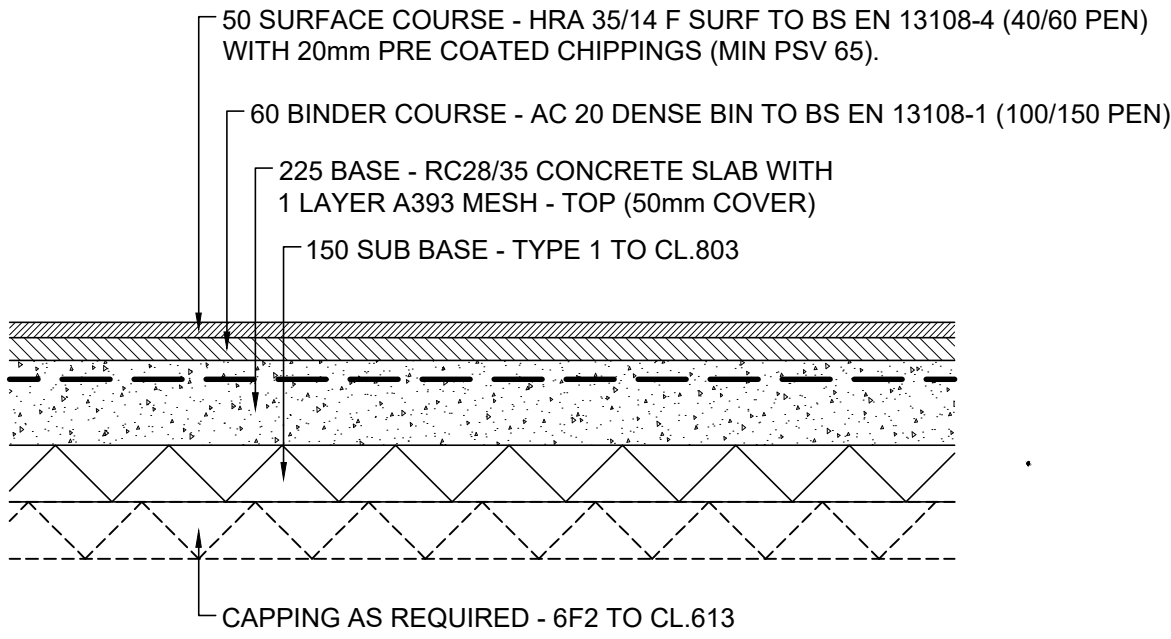


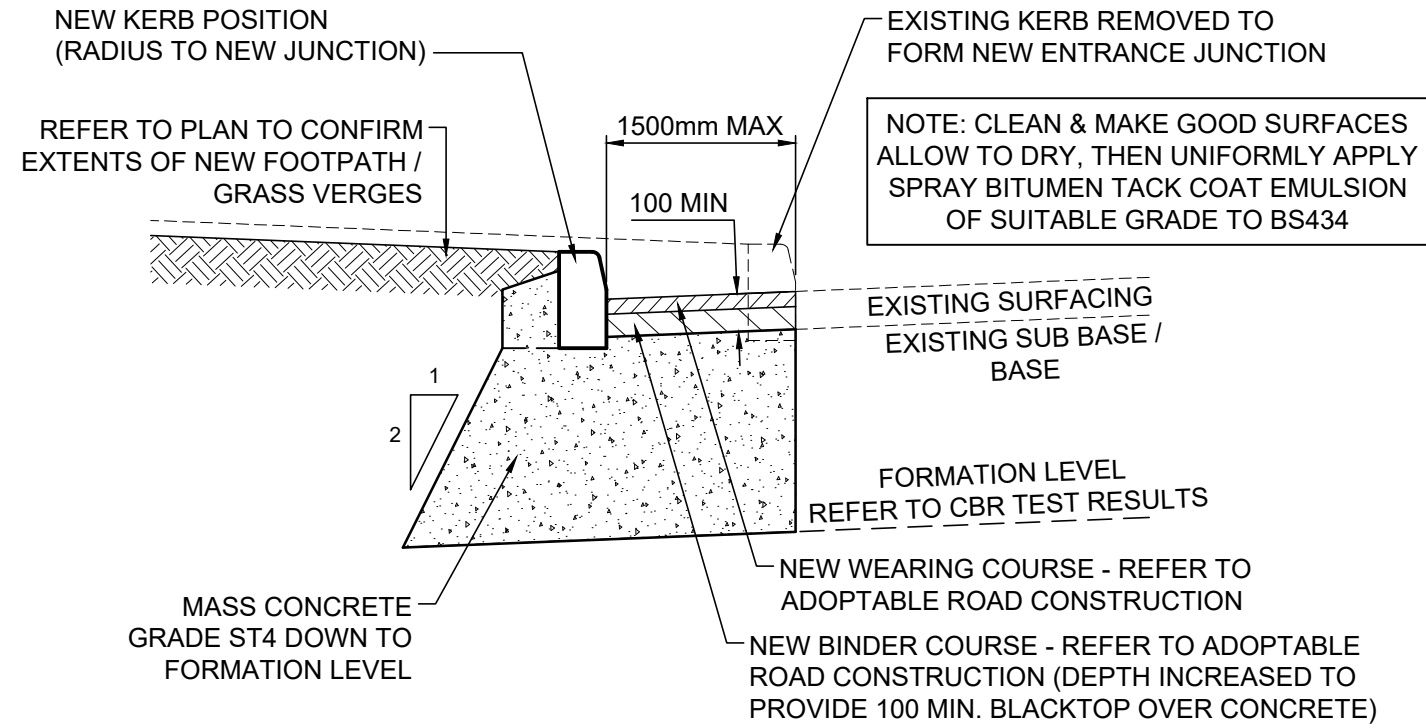


NEW SITE ACCESS
ROAD CONSTRUCTION
SCALE 1:20

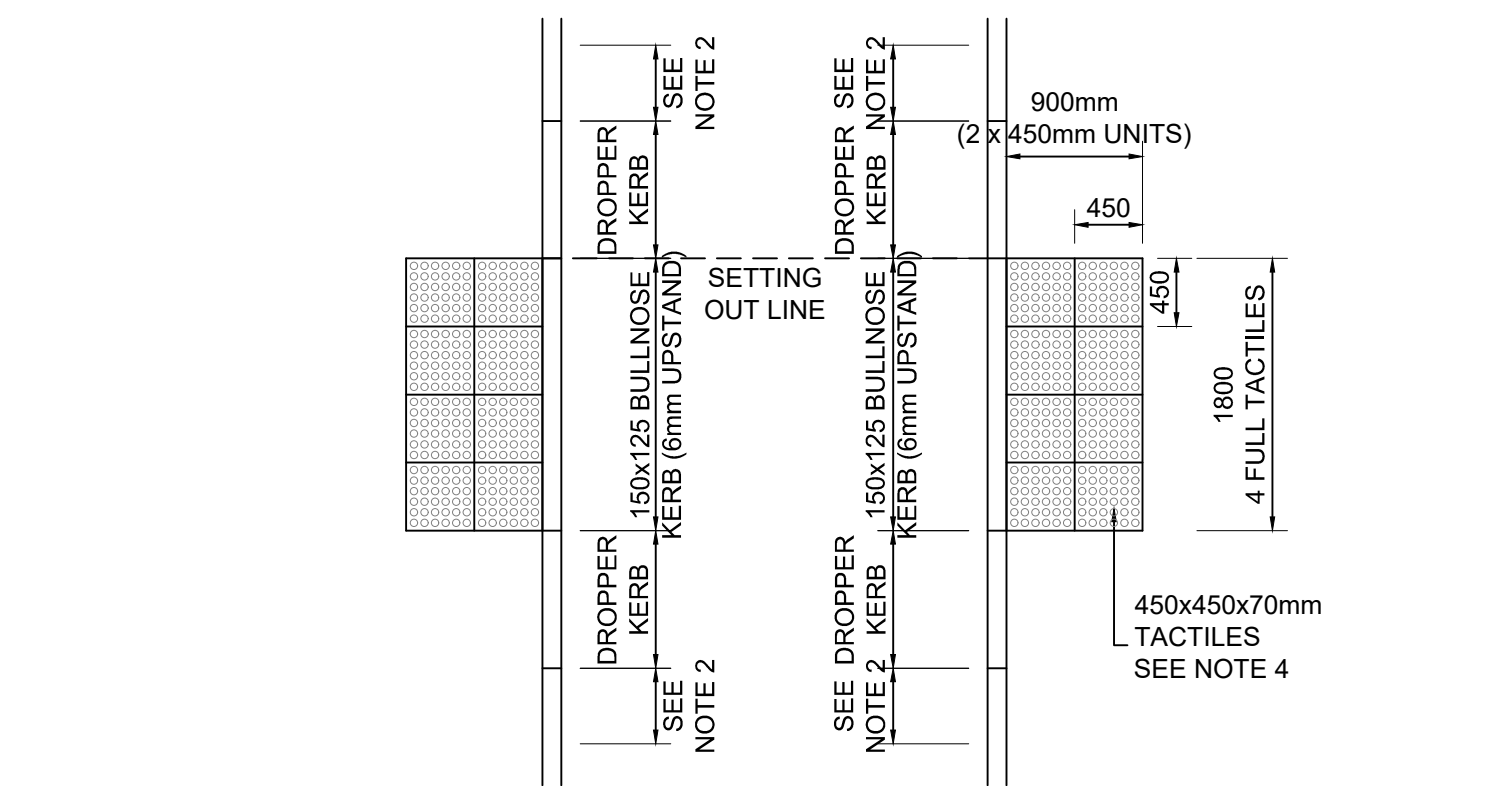
NOTE: WHERE THE CBR OF THE SUBGRADE IS < 5%, A CAPPING LAYER OR AN INCREASED SUB-BASE THICKNESS SHALL BE PROVIDED. REFER TO THE TABLE BELOW FOR THE CAPPING LAYER / INCREASED SUB-BASE THICKNESSES.

SUBGRADE CBR (%)	CAPPING LAYER THICKNESS (mm)	SUB-BASE THICKNESS (mm)	KMBC STANDARD MIN SUB-BASE THICKNESS (mm)
< 2	600	150	-
2 - 2.5	450	150	-
2.5 - 3	-	-	350
3 - 4	-	-	300
4 - 5	-	-	260
> 5	-	-	230

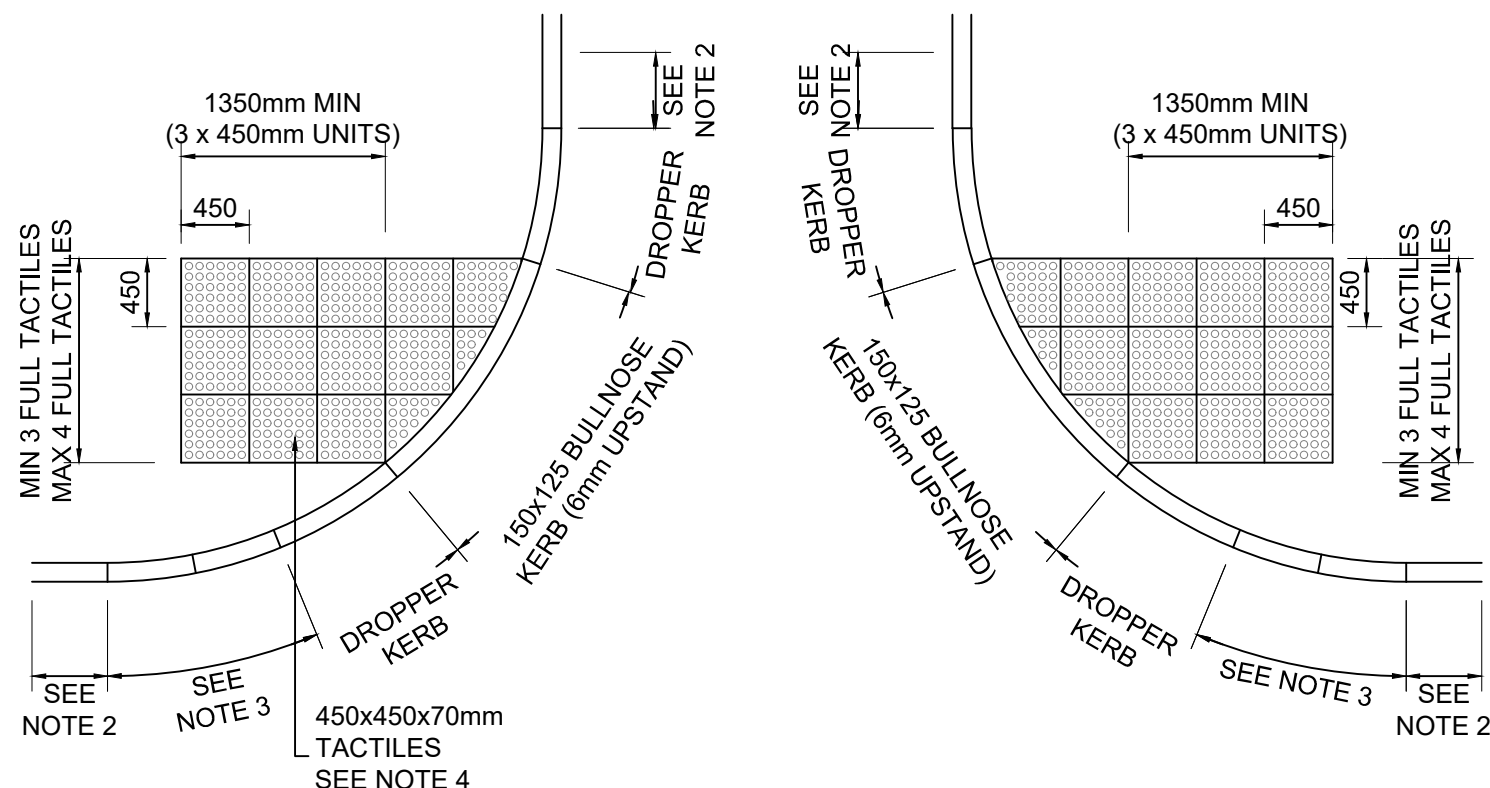
CAPPING LAYER TABLE



SECTION THROUGH NARROW ROAD
AREAS AT NEW JUNCTION
WHERE DISTANCE FROM EXISTING KERB AND NEW KERB <1500mm
SCALE 1:20

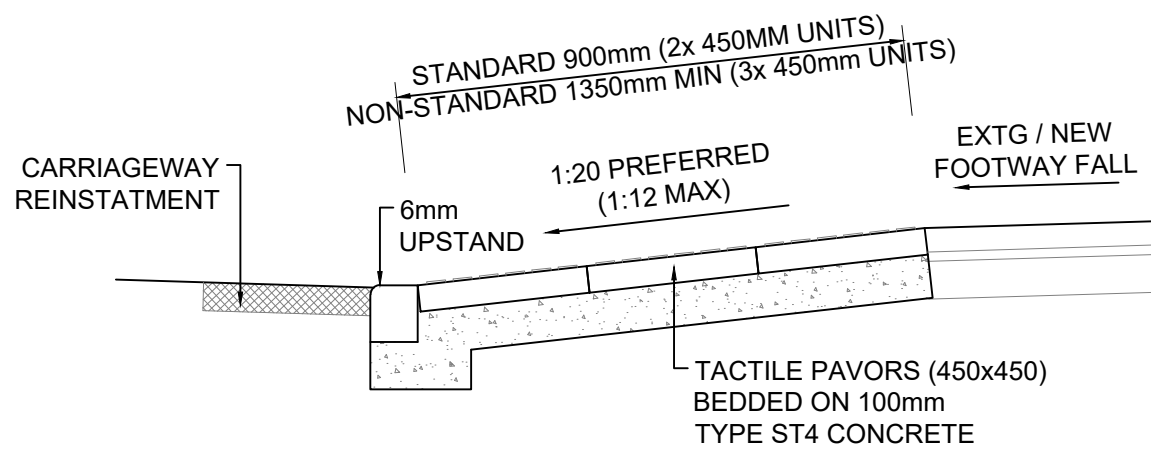


STANDARD UNCONTROLLED IN LINE
TACTILE CROSSING DETAIL
SCALE 1:50

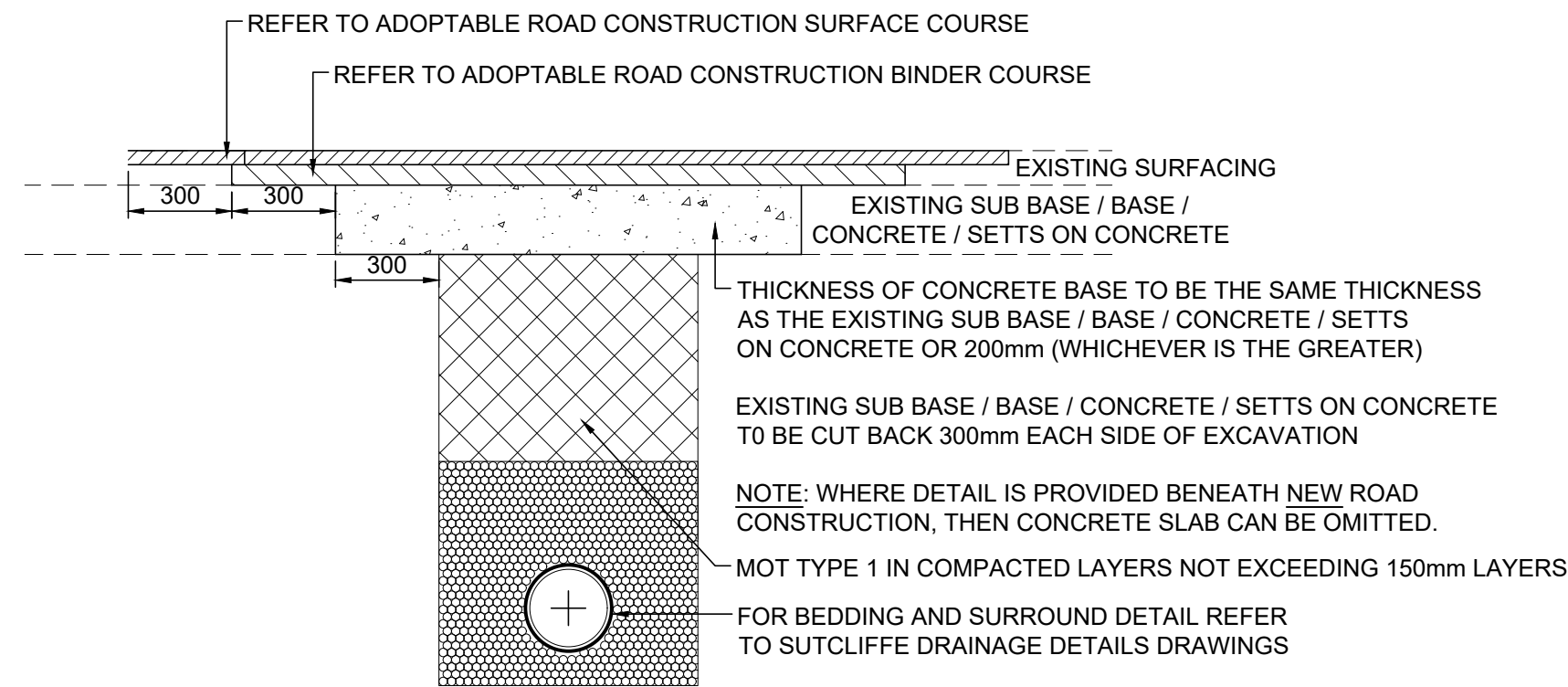


NON-STANDARD UNCONTROLLED IN LINE
TACTILE CROSSING DETAIL
SCALE 1:50

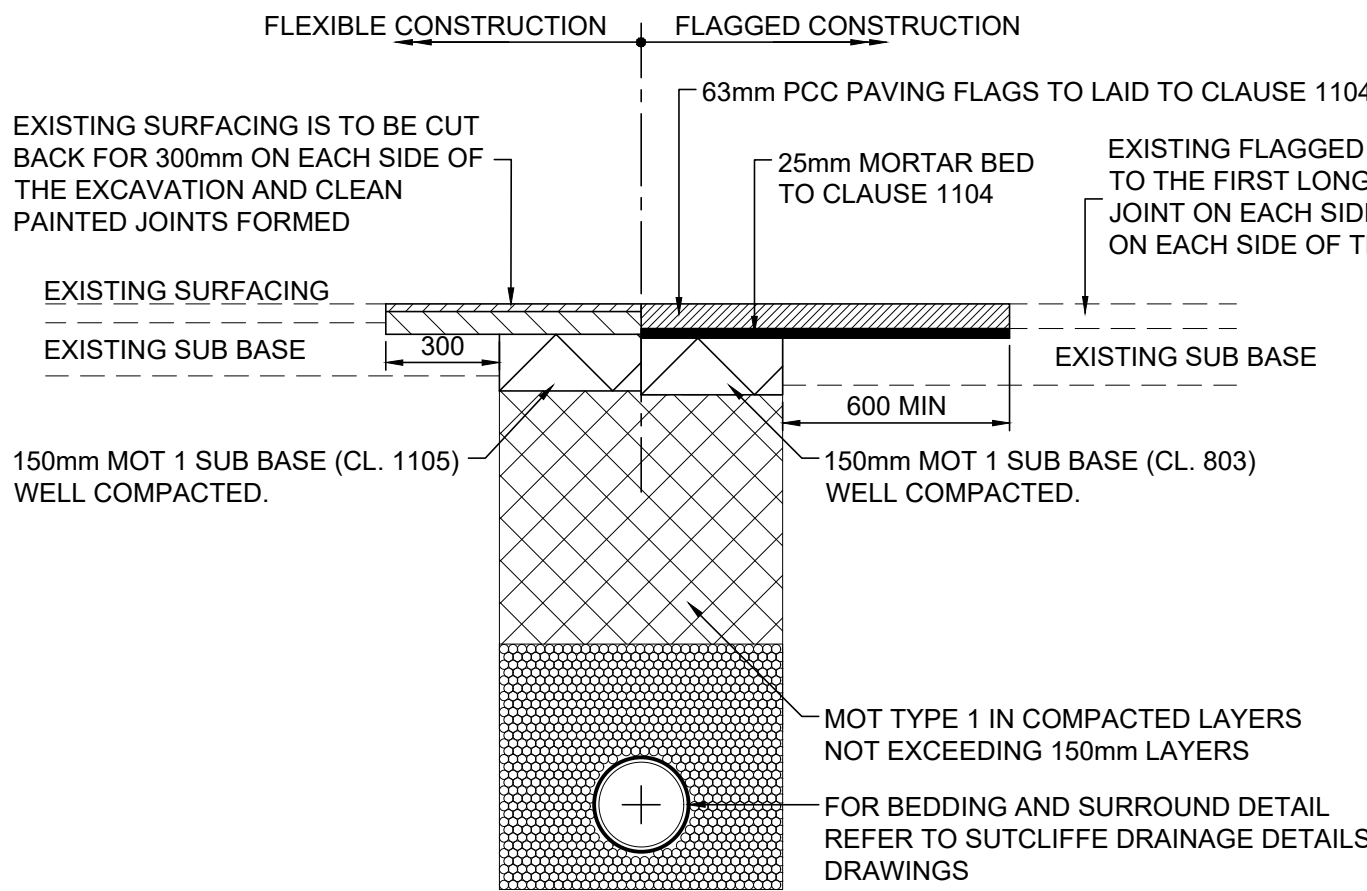
- NOTES:
1. LENGTH OF DROPPER KERBS MAY BE INCREASED TO ACCOMMODATE STEEP FOOTPATH FALLS
 2. EXISTING KERB TO BE TAKEN UP, CUT AND RE-BEDDED TO ALLOW FOR NEW DROP KERB.
 3. NO KERBS OR PCC PAVING UNITS TO BE CUT TO LESS THAN 1/3 OF THEIR ORIGINAL LENGTH OR 300mm IN LENGTH. PAVING UNITS NEED TO BE CUT TO ELIMINATE THE NEED FOR CONCRETE INFILLS AND FLAGS BEING LAID WHICH ARE LESS THAN 1/3 OF THEIR ORIGINAL SIZE
 4. TACTILE PAVING SURFACES TO BE LAID IN ACCORDANCE WITH DfT PUBLICATION 'GUIDANCE ON THE USE OF TACTILE PAVING SURFACES'
 5. BUFF BLISTER TACTILE PAVING TO BE USED AT UNCONTROLLED CROSSING POSITIONS.
 6. ANY MAKE UP IN PAVED CONSTRUCTION TO BE IN CUT FLAGS FROM EXISTING FOOTWAY. CONCRETE INFILL ONLY TO BE USED WITH THE INSTRUCTION OF LOCAL AUTHORITY HIGHWAYS ENGINEER ON SITE.
 7. BLISTERS ON TACTILE PAVING MUST ALIGN IN DIRECTION WITH BLISTERS ON OPPOSITE SIDE OF ROAD.
 8. ALL KERBS AND CHANNELS ARE TO BE TRANSPORTED AND POSITIONED BY MECHANICAL MEANS AS RECOMMENDED BY CURRENT LEGISLATION INCLUDING THE MANUAL HANDLING REGULATIONS 1992 AS AMENDED 2004.
 9. EACH CROSSING LOCATION IS TO BE ASSESSED FOR THE PROVISION OF A GULLEY ON THE UPSTREAM SIDE. CRITERIA TO INCLUDE EXISTING FOOTWAY AND CARRIAGEWAY FALLS AND THE LOCATION OF ANY EXISTING DRAINAGE TO TIE INTO.



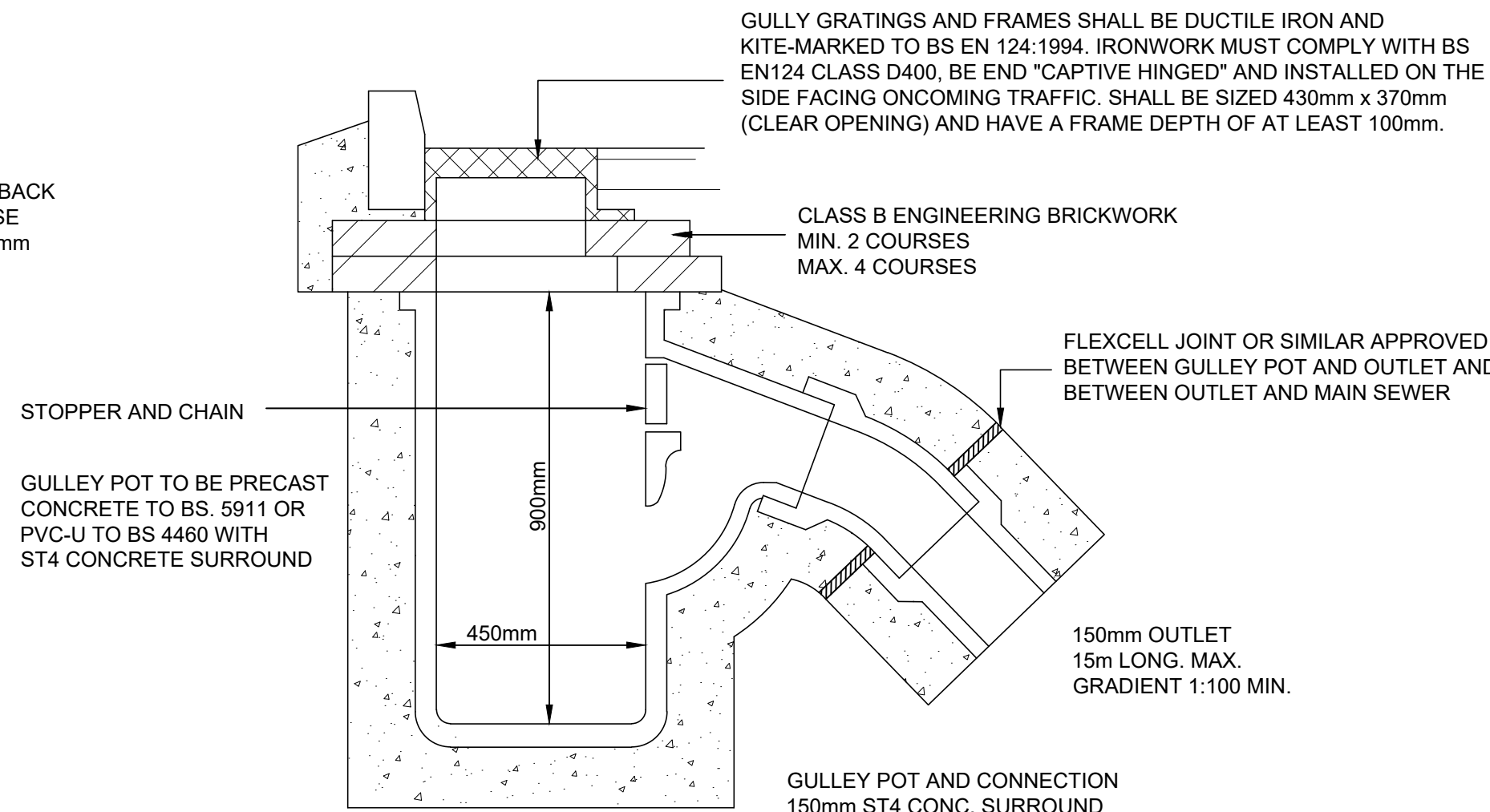
SECTION THROUGH IN LINE
UNCONTROLLED TACTILE CROSSING
SCALE 1:20



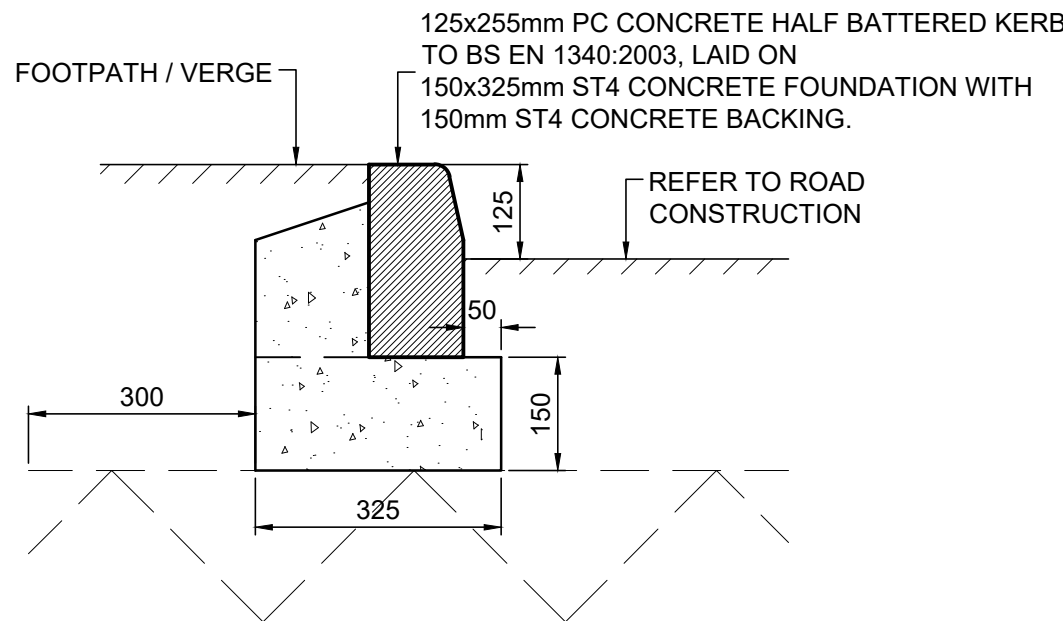
PERMANENT TRENCH REINSTATEMENT
(HIGHWAY)
(BACKFILLING TO TRENCH - PIPES AND DUCTS)
SCALE 1:20



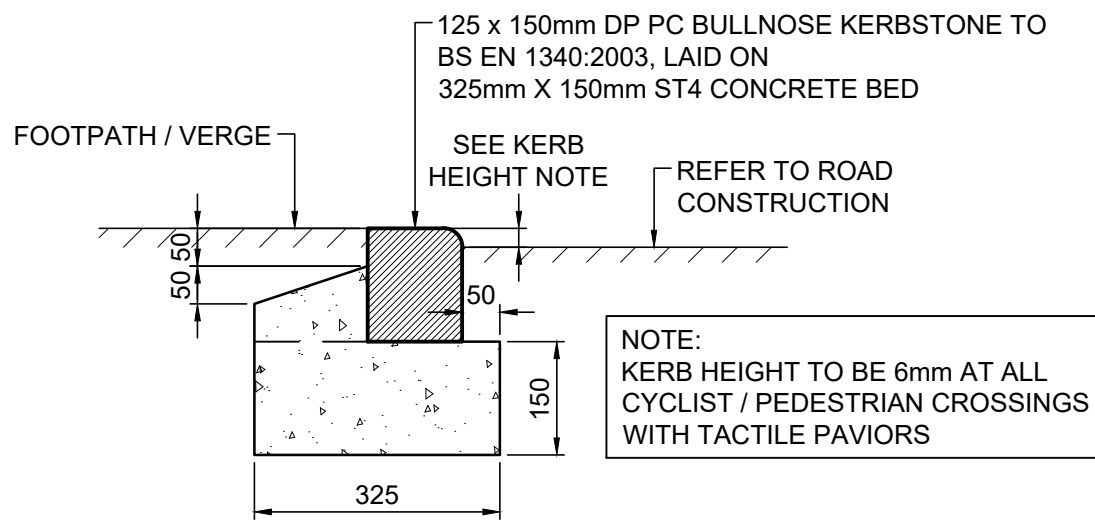
PERMANENT TRENCH REINSTATEMENT
(FOOTPATHS)
(BACKFILLING TO TRENCH - PIPES AND DUCTS)
SCALE 1:20



TYPICAL ROAD GULLEY DETAIL
SCALE 1:20



HALF BATTERED KERB
SCALE 1:10



BULLNOSE KERB
SCALE 1:10

NOTE:
KERB HEIGHT TO BE 6mm AT ALL CYCLIST / PEDESTRIAN CROSSINGS WITH TACTILE PAVIORS

GENERAL NOTES			
A1.1	THIS DRAWING TO READ IN CONJUNCTION WITH ALL RELEVANT STRUCTURAL AND ARCHITECTURAL DRAWINGS AND SPECIFICATIONS.		
A1.2	ALL DIMENSIONS TO BE CHECKED ON SITE BY THE CONTRACTOR / FABRICATOR PRIOR TO COMMENCEMENT OF WORKS.		
A1.3	ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.		
A1.4	ALL WORKS TO BE CARRIED OUT IN STRICT ACCORDANCE WITH THE ENGINEER'S SPECIFICATIONS. RELEVANT BRITISH STANDARDS AND WHERE APPLICABLE LOCAL AUTHORITIES REQUIREMENTS.		
A1.5	ALL MATERIALS TO BE MARKED WITH BSI KITE MARK WHERE APPLICABLE.		
PROPOSED HIGHWAY WORKS			
HW1.1	ALL HIGHWAY WORKS TO BE DESIGNED AND CONSTRUCTED TO THE APPROVAL OF THE LOCAL AUTHORITY HIGHWAYS DEPARTMENT		
HW1.2	ALL ROAD OPENING NOTICES ETC... AS REQUIRED UNDER THE HIGHWAYS ACTS ARE TO BE OBTAINED PRIOR TO COMMENCEMENT OF WORKS ON SITE. ALL WORKS ARE TO BE INSPECTED BY THE LOCAL AUTHORITY, NHBC, OR NWWA AS APPLICABLE.		
HW1.3	THE DEVELOPER SHALL NOT COMMENCE ANY WORK WHICH AFFECTS THE PUBLIC HIGHWAY UNTIL ALL THE APPROVED TRAFFIC SAFETY AND MANAGEMENT MEASURES NECESSITATED BY THE WORKS ARE IN PLACE.		
HW1.4	THE DEVELOPER SHALL MAINTAIN ACCESS TO AND ALONG ALL EXISTING FOOTWAYS, PRIVATE ACCESSSES, PUBLIC RIGHTS OF WAY AND PROPOSED CROSSINGS OF THE WORKS THROUGHOUT THE CONSTRUCTION PHASE.		
HW1.5	ALL MATERIALS SHALL BE TRANSPORTED & LAID IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE APPROPRIATE CURRENT BRITISH STANDARD FOR THAT MATERIAL		
HW1.6	ALL GULLIES TO BE PROTECTED FROM SILT DURING THE CONSTRUCTION PROCESS WITH A LAYER OF HESSIAN SHEETING PLACED UNDER THE GULLY GRATING. THE HESSIAN SHALL BE CLEANED AND MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.		
HW1.7	REFER TO SEPARATE DRAWINGS FOR ALL KERB / ROAD / FOOTPATHS NOTES AND DETAILS. REFER TO DRAWING ISSUE SHEET FOR A FULL LIST OF DRAWINGS.		

DESIGN CONTINGENCY

FOR COST PURPOSES THE CONTRACTOR IS TO INCLUDE THE FOLLOWING CONTINGENCY (% OF PRIMARY CIVILS DESIGN COST) AT THE RELEVANT PROJECT STATUS INDICATED ON THE DRAWING.

RIBA STAGE 2 - CONCEPT DESIGN - 25%
RIBA STAGE 3 - SPATIAL COORDINATION - 15%
RIBA STAGE 4 - TECHNICAL DESIGN - 10%
RIBA STAGE 5 - PRODUCTION INFORMATION - 5%

Rev	PRELIMINARY ISSUE	11.06.25	AJB	AD
Rev	Description	Date	By	Chkd
Drawing Status				
PRELIMINARY DRAWING				
 Sutcliffe		Structural & Civil Engineering Geotechnical & Environmental Investigations Building Surveying Pre Planning Services		
Liverpool Road Office 0151 775 1235		Manchester Office 0161 115 1500		North Wales Office 01793 644 071
				
Client GREEN CIRCLE ESTATES LTD				
Project KIRKBY VALLEY GOLF CLUB LIVERPOOL PROPOSED NEW ENTRANCE				
Drawing Title SECTION 50 PHASE 1 CONSTRUCTION DETAILS				
Date JUNE 2025	Drawn By AJB	Checked By AD		
Scale at A1 AS SHOWN	Project Number 34781	Status	Revision P01	
Sheet Number 34781-SUT-ZZ-XX-DR-C-6560				