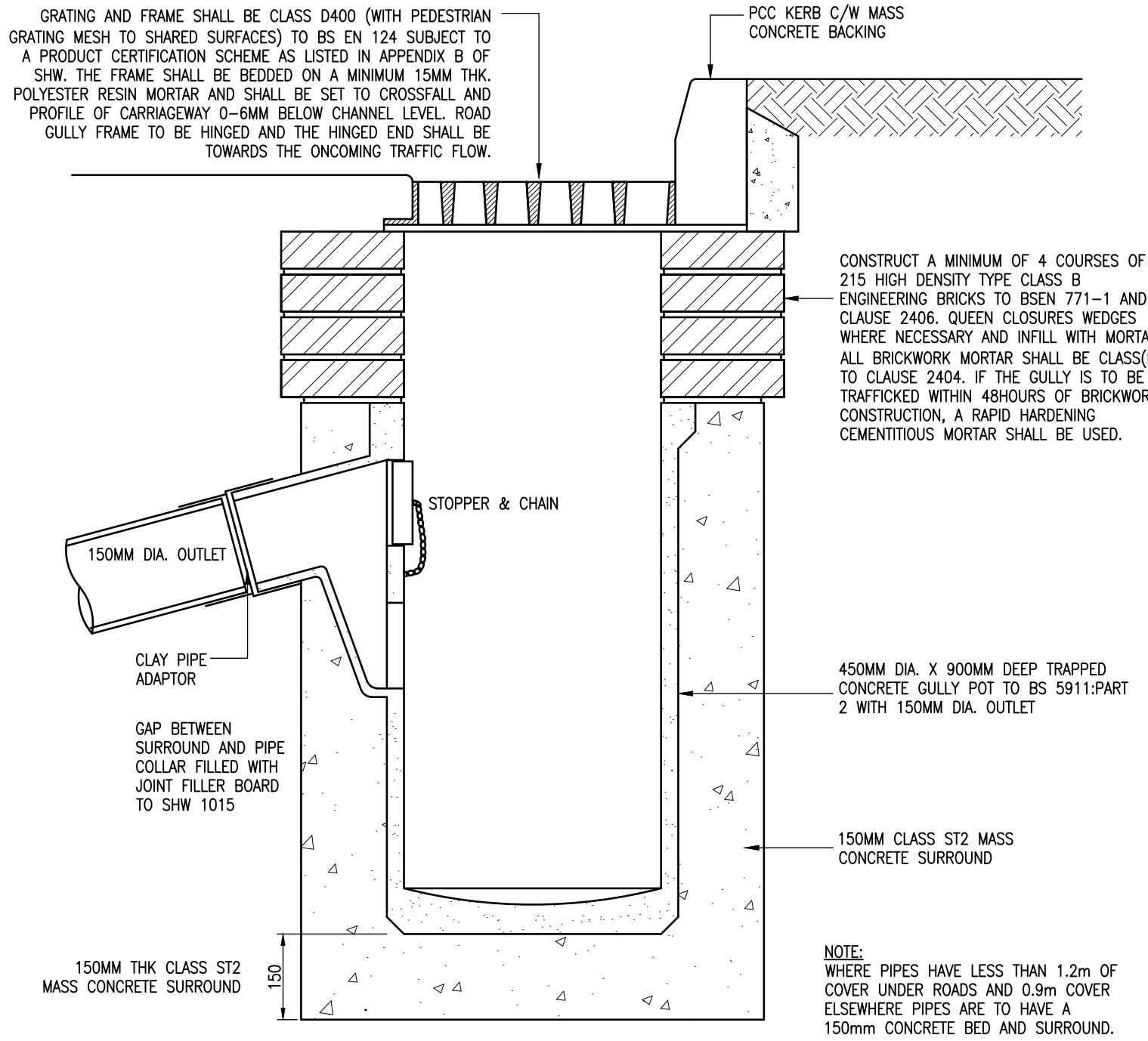


KERB NOTES:

1. KERBS SHALL BE PRECAST CONCRETE KERBS COMPLYING WITH BS EN 1340 AND CLAUSE 1101 OF SPECIFICATION FOR HIGHWAY WORKS.
2. MIX ST2 CONCRETE KERB BEDDING SHALL BE LAID ON SUB-BASE AND SHALL BE A MINIMUM THICKNESS OF 150mm. SUB-BASE SHALL BE EXCAVATED WHERE NECESSARY TO ACHIEVE 150mm THICKNESS. RECOMPACT DISTURBED SUB-BASE PRIOR TO CONSTRUCTION OF KERB BASE. FOR FOOTWAYS, FOOTPATHS AND CYCLEWAYS EDGING TYPES WILL GENERALLY BE 50mm x 150mm BEDDED AND SURROUNDED WITH CONCRETE ST2.
3. WHERE EXCAVATION INTO EXISTING CARRIAGEWAY IS REQUIRED, A TRENCH SHALL BE EXCAVATED OF SUFFICIENT DEPTH AND WIDTH TO ACCOMMODATE THE COMPLETE BASE, BED AND BACKING OF THE KERB TYPE SCHEDULED WHILST PROVIDING SUFFICIENT SPACE FOR THE NECESSARY USE OF MECHANICAL LIFTING APPARATUS.
4. WHERE IT IS REQUIRED TO LAY KERBS TO RADII LESS THAN 12 METRES, HYDRAULICALLY PRESSED RADIUS KERBS TO THE APPROPRIATE RADIUS SHALL BE USED AND CONSIDERATION SHALL BE GIVEN TO THE USE OF SHORTER KERBS WHERE THE ALIGNMENT REQUIRES SUCH KERBS TO ACHIEVE A SATISFACTORY LINE WITHOUT LARGE JOINTS. GRANITE KERBS MAY BE REQUIRED IN CONSERVATION AREAS.
5. THE MAXIMUM GAP BETWEEN KERBS SHALL BE 3mm. ANY GAP WIDER THAN 3mm SHALL BE FLUSH POINTED WITH CEMENT MORTAR.
6. THE APPROPRIATE 914mm LONG PRECAST CONCRETE TRANSITION KERB SHALL BE INSTALLED AT EACH CHANGE IN KERB TYPE, TIE-INS TO EXISTING AND TERMINATIONS.
7. INSTALLATION OF DOWEL BARS MAY ALSO BE INSTRUCTED BY THE ENGINEER AT LOCATIONS WHERE STANDARD KERBS ARE CONSIDERED TO BE VULNERABLE TO DAMAGE CAUSED BY VEHICLE IMPACT.
8. THE MINIMUM LENGTH OF ANY CUT KERB SHALL BE 450mm.
9. THE KERB UPSTANDS SHALL BE 100mm UNLESS OTHERWISE STATED.

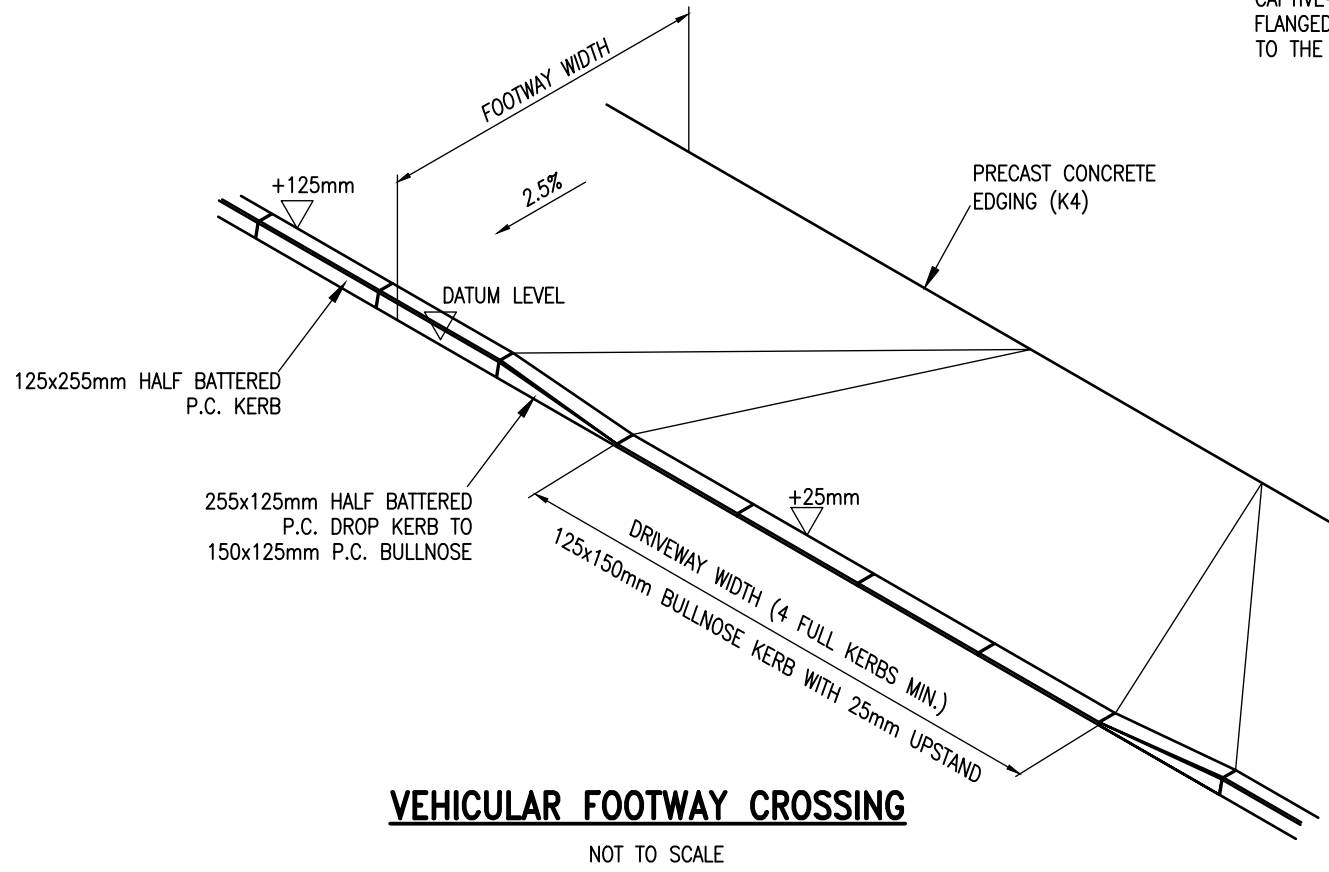


P.C.C. ROAD GULLY DETAIL (KCC)

NOT TO SCALE

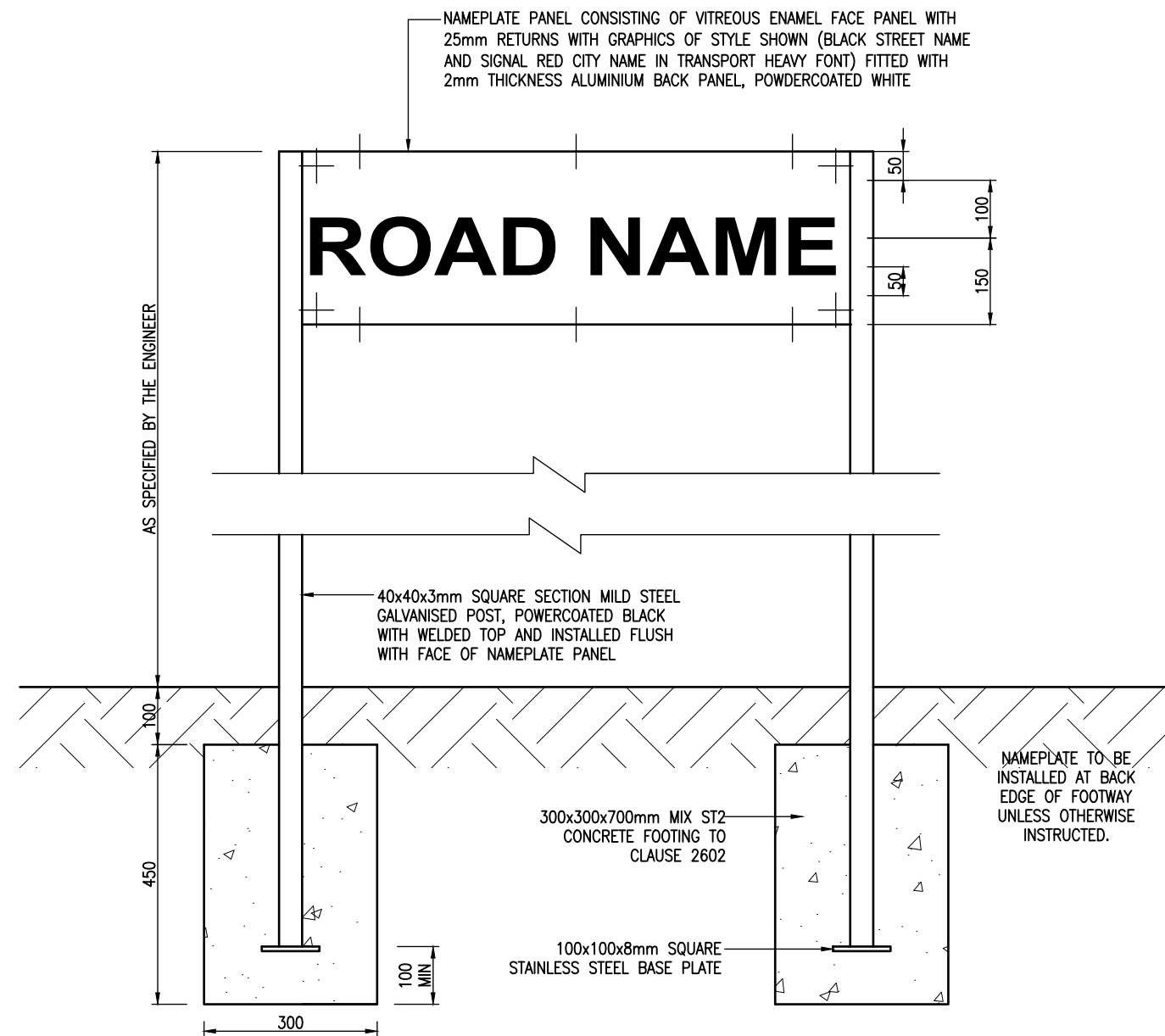
NOTE

GULLY GRATINGS AND FRAMES SHALL BE OF DUCTILE IRON AND COMPLY WITH THE REQUIREMENTS OF BS EN 124, CLASS D400. THEY SHALL BE KITEMARKED OR AN APPROVED EQUIVALENT. PROTECTION SHALL BE BY BITUMEN COATING OR BY AN EQUIVALENT APPROVED METHOD. GRATINGS SHALL BE OF THE CAPTIVE-HINGE, NON-ROCKING TYPE WITH MINIMUM DIMENSIONS OF 370 X 430mm. FRAMES SHALL BE FLANGED ON 3 SIDES ONLY AND HAVE A MINIMUM OVERALL DEPTH OF 150mm. FRAMES SHALL BE SET TO THE CROSSFALL OF THE CARRIAGEWAY WITH THE TOP SURFACE 6mm BELOW FINISHED ROAD LEVEL.



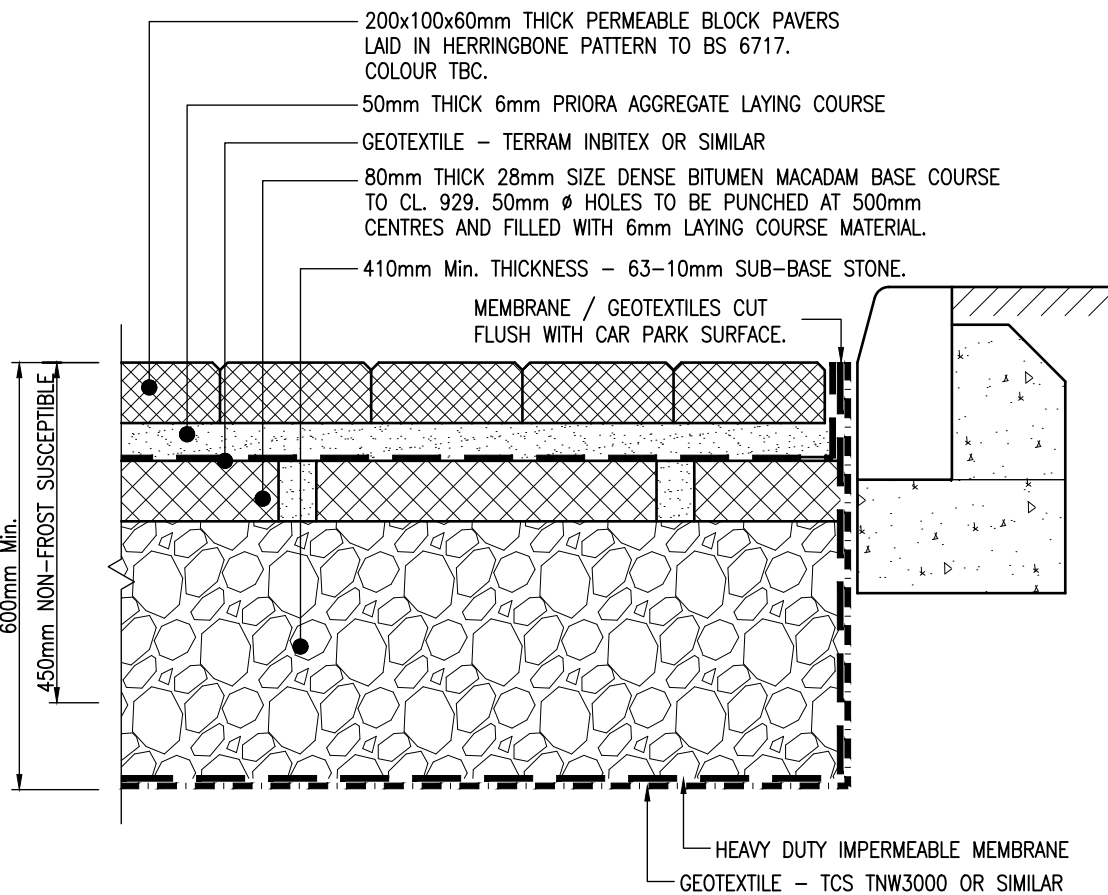
VEHICULAR FOOTWAY CROSSING

NOT TO SCALE



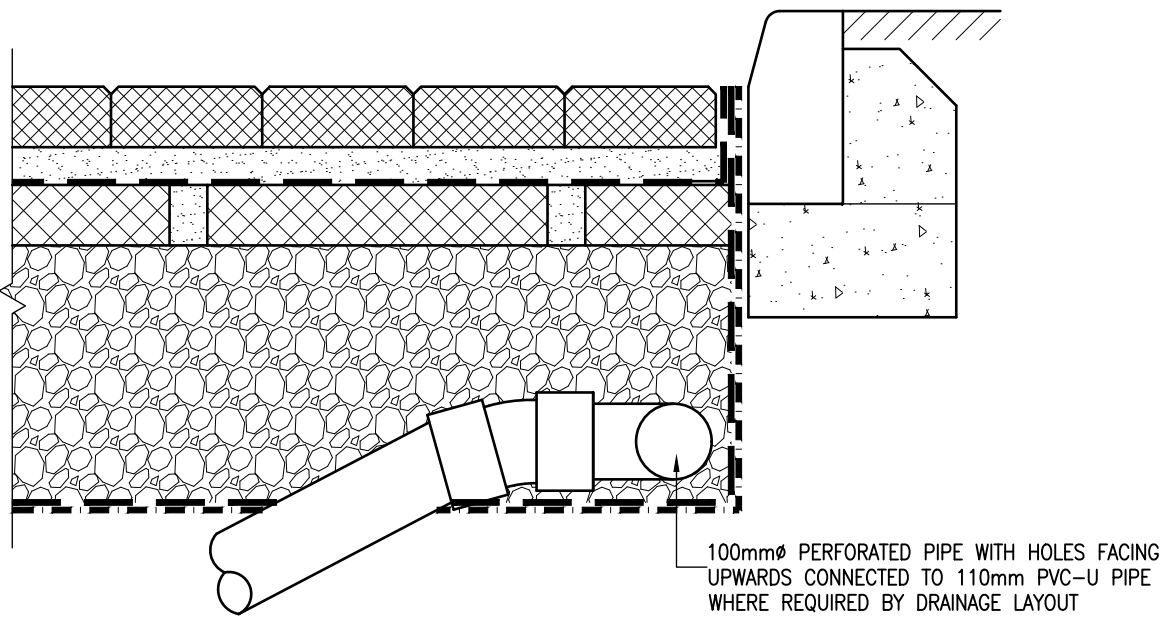
POST FIXED METAL STREET NAMEPLATE

SCALE 1:10



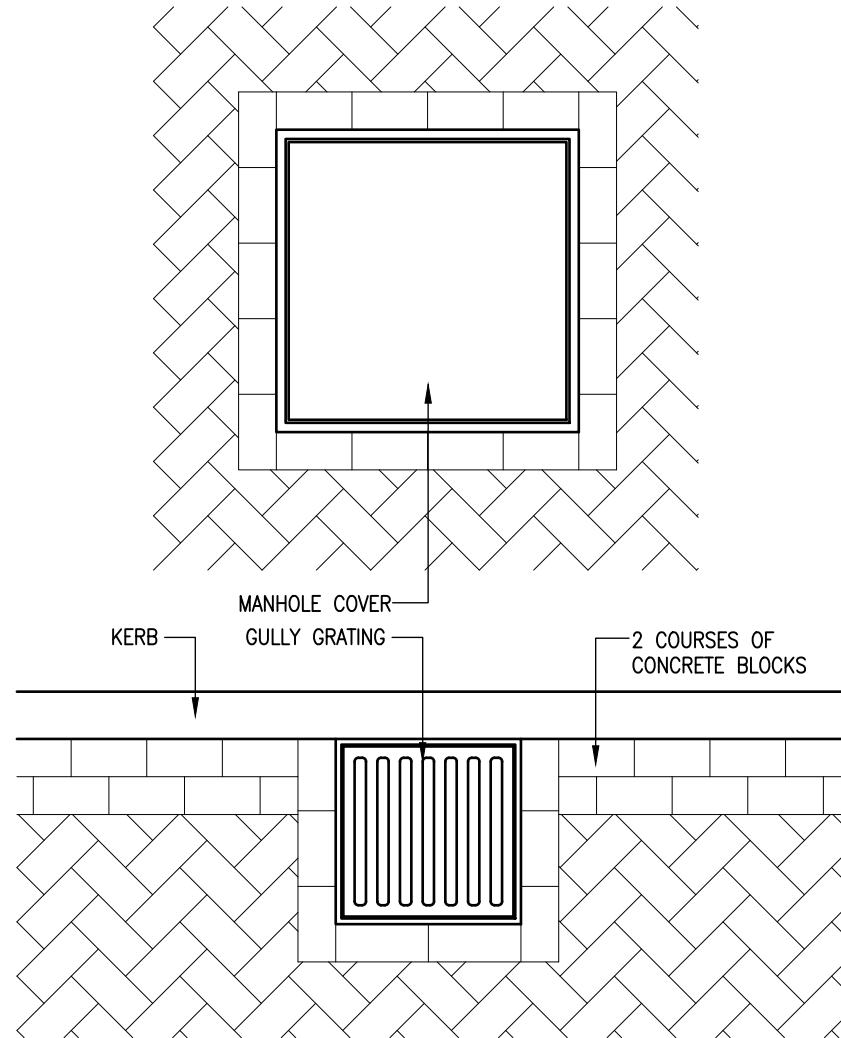
TANKED PERMEABLE BLOCK PAVED PARKING BAYS
PAVING TYPE P9

SCALE 1:10



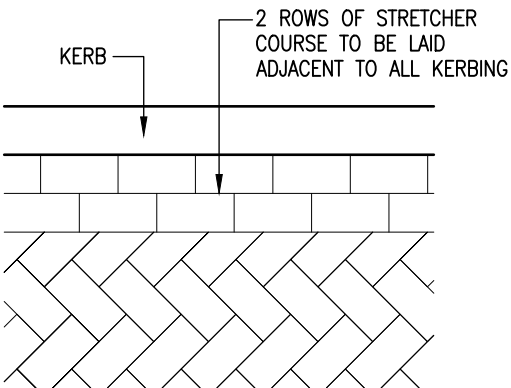
TYPICAL PERMEABLE PAVING OUTLET DETAIL

SCALE 1:10



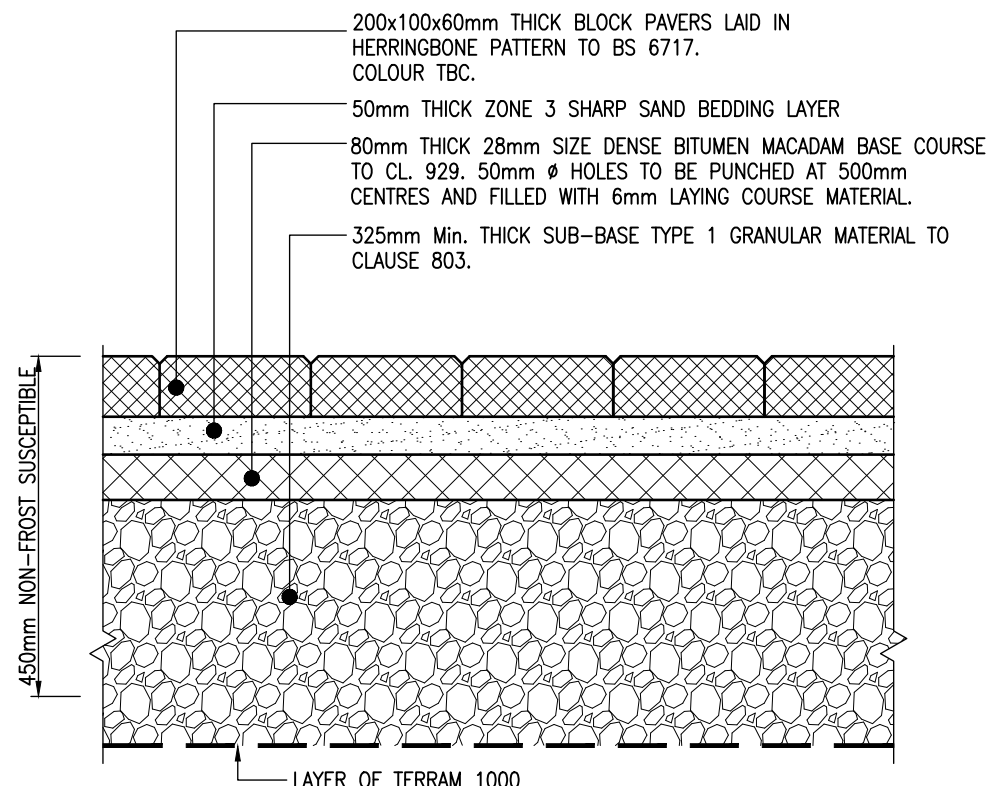
BLOCK PAVING AROUND IRONWORK

SCALE 1:20



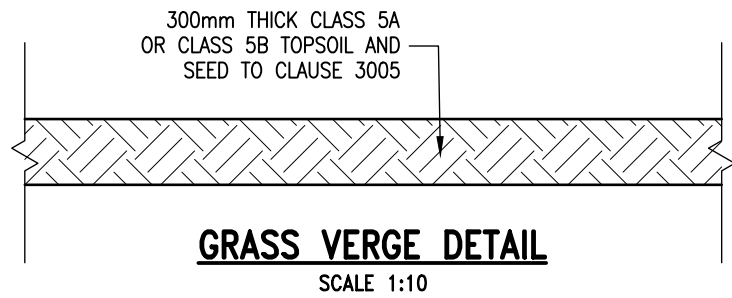
45° HERRINGBONE
BLOCK PAVING PATTERN

NOT TO SCALE



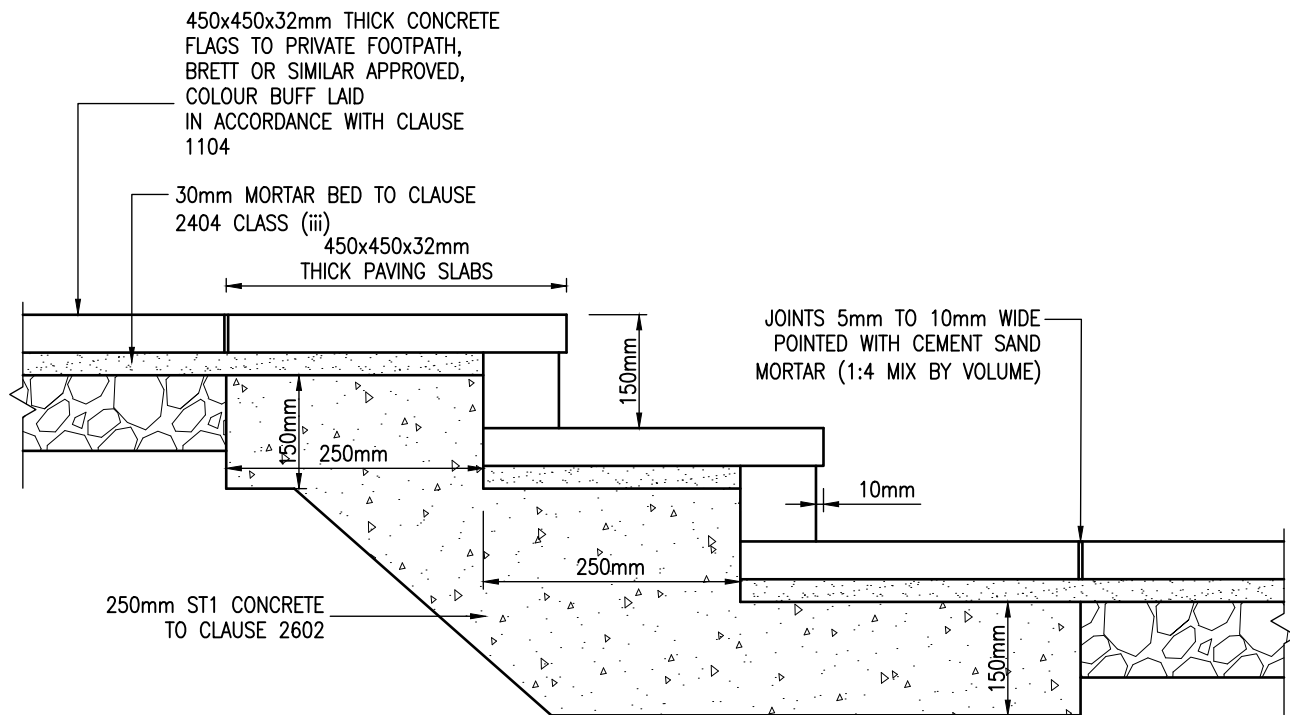
STANDARD BLOCK PAVED PARKING BAYS
PAVING TYPE P7

SCALE 1:10



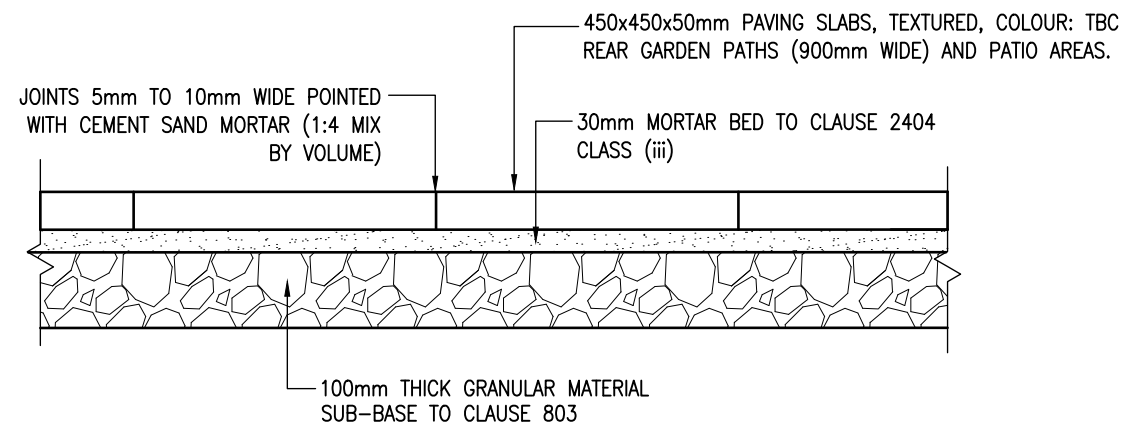
GRASS VERGE DETAIL

SCALE 1:10



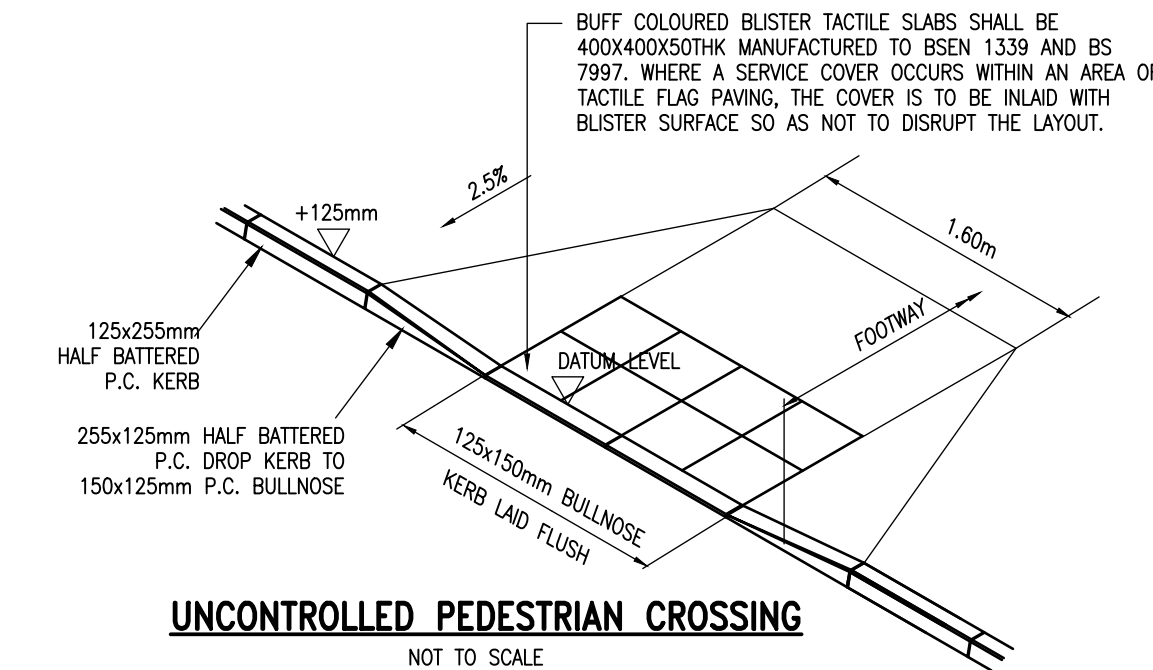
PRIVATE PATH STEP DETAIL

SCALE 1:10



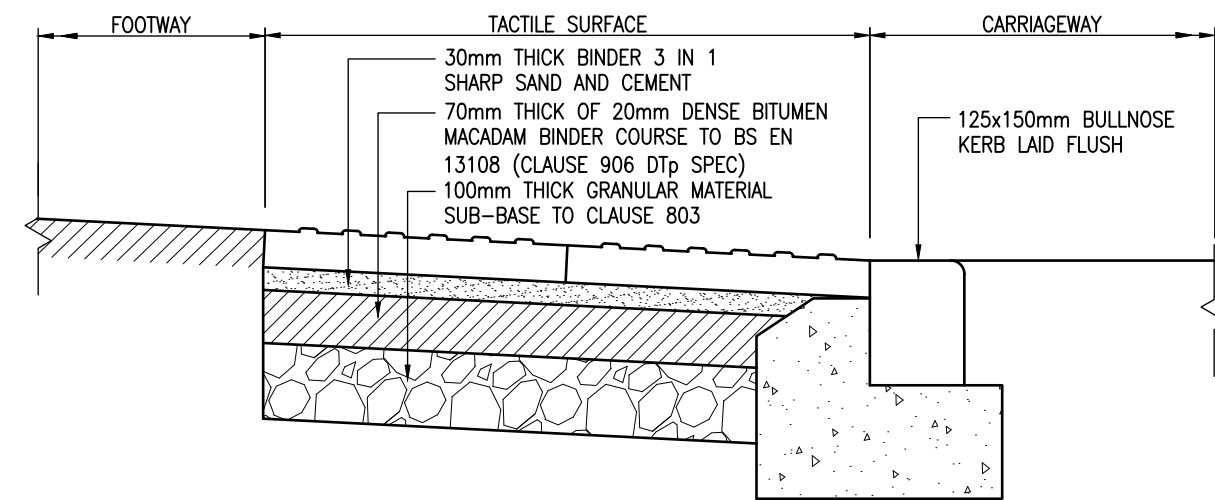
PAVING SLAB FOOTPATH / PATIO
PAVING TYPE P10

SCALE 1:10

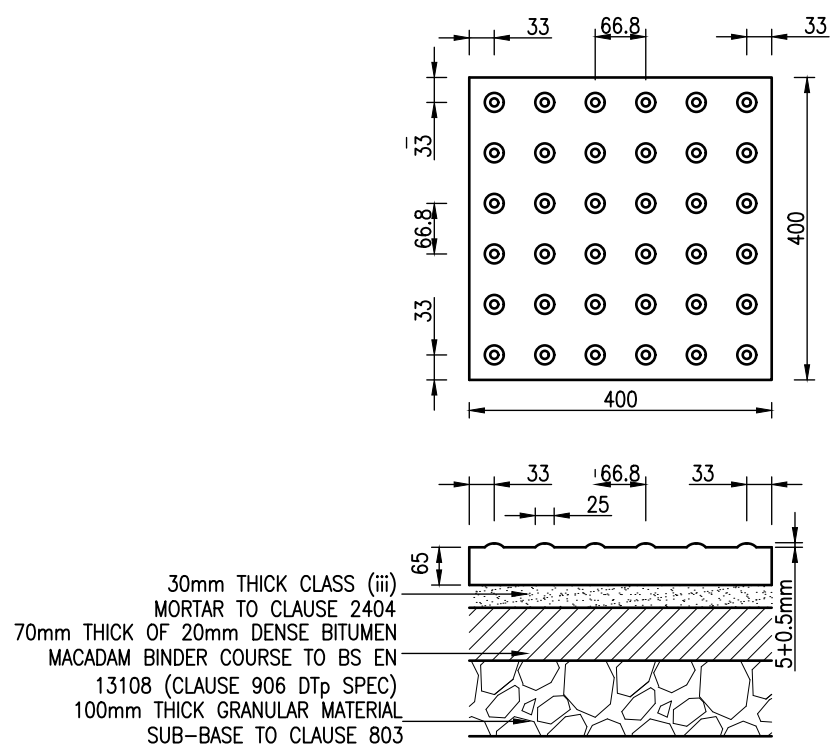


UNCONTROLLED PEDESTRIAN CROSSING

NOT TO SCALE



TACTILE PAVING BEDDING DETAIL



PLAN AND PROFILE OF TACTILE PAVING

NOT TO SCALE

Construction Design and Management (CDM) Key Residual Risks

Contractors entering the site should gain permission from the relevant land owners and/or principle contractor working on site at the time of entry. Contractors shall be responsible for carrying out their own risk assessments and for liaising with the relevant services companies and authorities. Listed below are Site Specific key risks associated with the project.

1. Overhead and underground services
2. Street lighting cables
3. Working adjacent to water courses and flood plain
4. Soft ground conditions
5. Working adjacent to live highways
6. Uncharted services

NOTES:

1. Do not scale from this drawing.
2. All dimensions are in millimetres unless otherwise stated.
3. Brookbanks Consulting Ltd has prepared this drawing for the sole use of the client. The drawing may not be relied upon by any other party without the express agreement of the client and Brookbanks Consulting Ltd. Where any data supplied by the client or from other sources has been used, it has been assumed that the information is correct. No responsibility can be accepted by Brookbanks Consulting Ltd for inaccuracies in the data supplied by any other party. The drawing has been produced based on the assumption that all relevant information has been supplied by those bodies from whom it was requested.
4. No part of this drawing may be copied or duplicated without the express permission of Brookbanks Consulting Ltd.

P01 24.07.2026 Initial issue

PJ

Stonebond.

Project Title:
Bartons Road, Havant

Project Number:
GUI005

Drawing Title:
Road Construction Details
Sheet 2 of 2

Revision Notes:
Initial issue

Drawing Number:
GUI005-BBK-XX-XX-DR-C-91-221

Rev:
P01