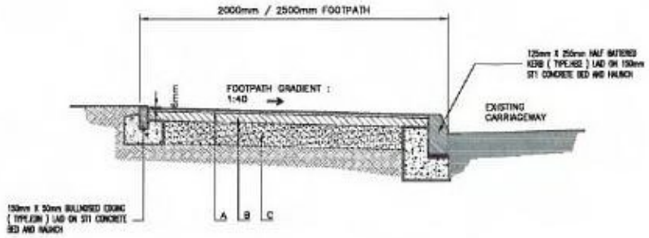


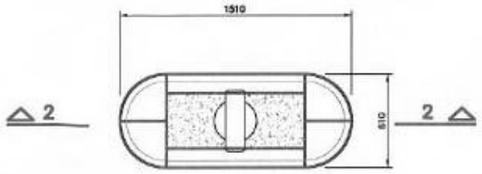
FOOTPATH CONSTRUCTION

A 20mm CONSOLIDATED THICKNESS OF 6mm DENSE ASPHALT CONCRETE SURFACE COURSE 140/220, TO BS EN 13108. (CLAUSE 909). NOTE : GRITSTONE OR BLAST FURNACE SLAG AGGREGATE MATERIAL MUST BE USED.

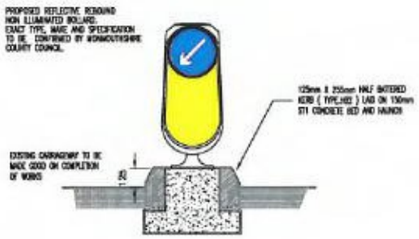
B 60mm CONSOLIDATED THICKNESS OF 20mm DENSE BINDER COURSE ASPHALT CONCRETE 100/150, TO BS EN 13108 (CLAUSE 906).

C 150mm THICK GRANULAR SUB-BASE TYPE 1 MATERIAL TO BS EN 13285 (CLAUSE 803).

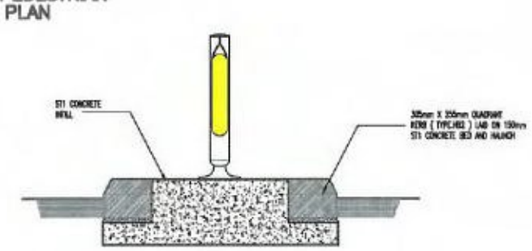
TYPICAL FOOTWAY CONSTRUCTION DETAIL :
CRICK ROAD / B4245



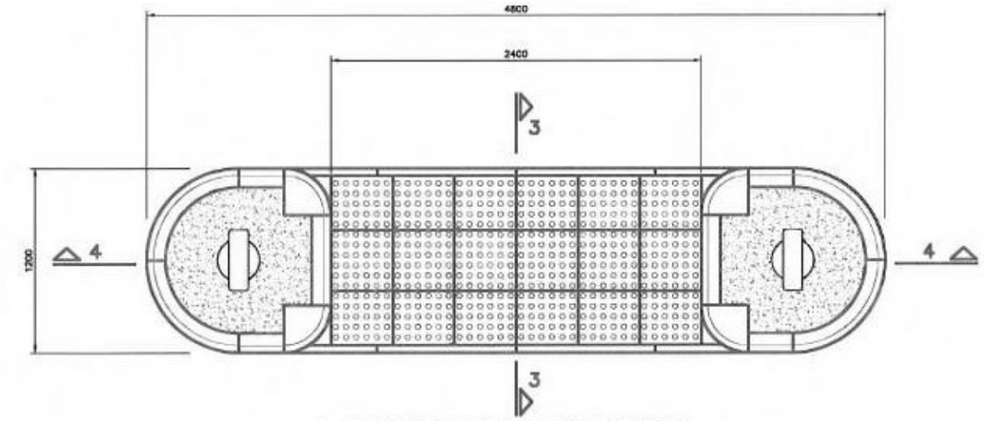
TRAFFIC ISLAND CONSTRUCTION DETAIL :
NON PEDESTRIAN
PLAN



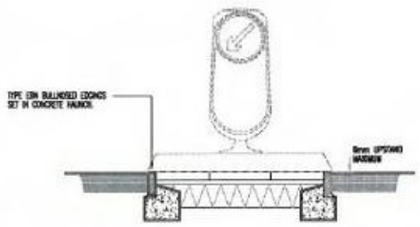
TRAFFIC ISLAND CONSTRUCTION DETAIL :
NON PEDESTRIAN
SECTION 1-1



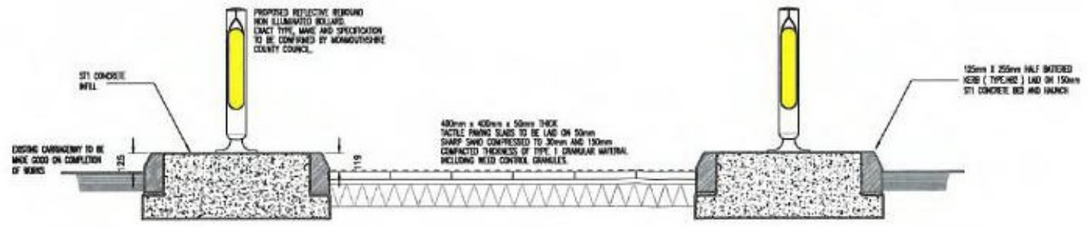
TRAFFIC ISLAND CONSTRUCTION DETAIL :
NON PEDESTRIAN
SECTION 2-2



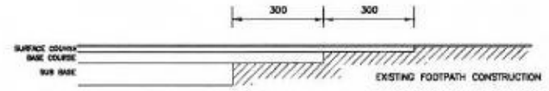
TRAFFIC ISLAND CONSTRUCTION DETAIL :
PEDESTRIAN
PLAN



TRAFFIC ISLAND CONSTRUCTION DETAIL :
PEDESTRIAN
SECTION 3-3



TRAFFIC ISLAND CONSTRUCTION DETAIL :
PEDESTRIAN
SECTION 4-4



a) EXISTING FOOTPATH TO BE CUT BACK TO GIVE CLEAN EDGES.

b) EXISTING EXPOSED BITUMINOUS SURFACES TO BE COATED WITH BITUMINOUS SPRAY, TYPE A1-40 OR K1-40 AT A RATE OF SPREAD OF 0.30 TO 0.50 l/sq.m.

CROSS SECTION THROUGH FOOTPATH CONSTRUCTION TIE IN
[SCALE - 1:10]

NOTES

1. This drawing is copyright.
2. All dimensions are to be checked prior to construction or manufacture. Any discrepancy to be reported to the Engineers immediately.
3. Do not scale this drawing, work to figured dimensions only.

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[redacted]

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Candleston

REV	DATE	BY	REV	DATE	BY	REV	DATE	BY	REV	DATE	BY	REV	DATE	BY	REV	DATE	BY	REV	DATE	BY	REV	DATE	BY	REV	DATE	BY	REV	DATE	BY	REV	DATE	BY	REV	DATE	BY	REV	DATE	BY	REVISIONS

SMART ASSOCIATES
Consulting Civil & Structural Engineers
30 Lambourne Crescent, Cardiff Business Park, Llanishen, Cardiff CF14 5GG TEL: 029 20754021 www.smartassociates.biz

Project Title: PROPOSED DEVELOPMENT AT CRICK ROAD PORTSKEWETT

Drawing Title: SECTION 278 WORKS : STANDARD DETAILS SHEET 1

Scales 1:20 @ A1 | Drawn gw | Checked | Date 02 JUL 2019

Client CANDLESTON HOMES

Architect POWELL DOBSON ARCHITECTS

Drawing Number S.7564-278-09 REV

NOTES

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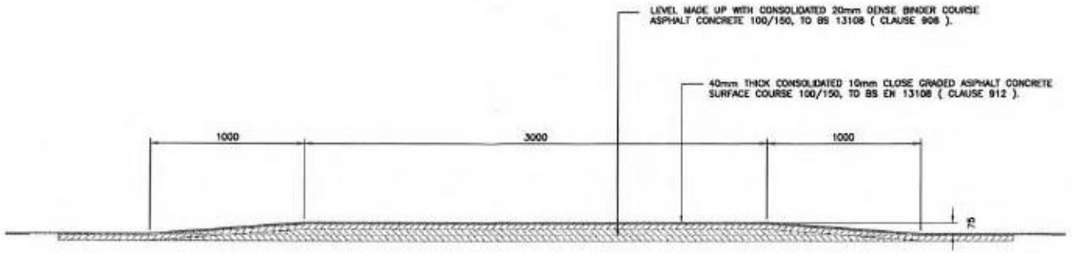
3. Do not scale this drawing, work to figured dimensions only.



TRAFFIC CALMING PLATEAU CONSTRUCTION DETAIL :
CRICK ROAD

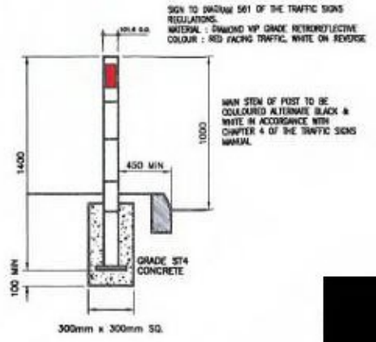
SCHEDULE OF WORKS : TRAFFIC CALMING PLATEAU

1. PLANE OF 40mm OF EXISTING SURFACE COURSE.
2. EXPOSED SURFACE TO BE CLEANED AND PAINTED WITH A THIN AND UNIFORM COAT OF 50 OR 70 PEN HOT BITUMEN OR COLD APPLIED BITUMEN COMPOUND OF A SIMILAR GRADE.
3. APPLY BASE COURSE TO REQUIRED LEVELS.
4. APPLY SURFACE COURSE TO REQUIRED LEVELS.

NOTES :

A. ALL CONSTRUCTION METHODS AND MATERIALS ARE TO BE TO THE LATEST SPECIFICATION FOR HIGHWAY WORKS.

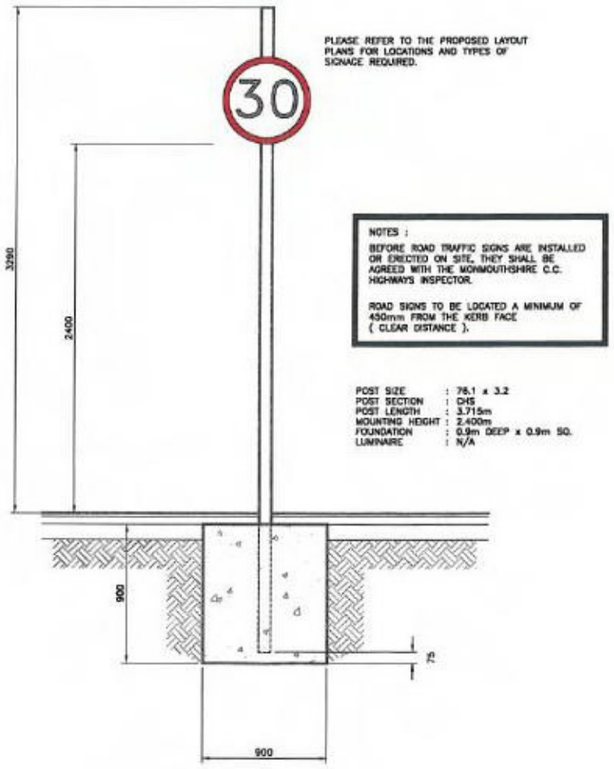
B. NO WORKS TO EXISTING PUBLIC HIGHWAY MAY COMMENCE BEFORE THE REQUIRED ROAD CLOSURE OR APPROVAL FROM MONMOUTHSHIRE COUNTY COUNCIL HIGHWAYS IS IN PLACE.



HAZARD MARKER POST

HAZARD MARKER POST
101.6mm O.D. x 1.5mm MILD STEEL POST - POWDER COATED, RIPPLED FINISH

[redacted]



NOTES :

BEFORE ROAD TRAFFIC SIGNS ARE INSTALLED OR ERECTED ON SITE, THEY SHALL BE AGREED WITH THE MONMOUTHSHIRE C.C. HIGHWAYS INSPECTOR.

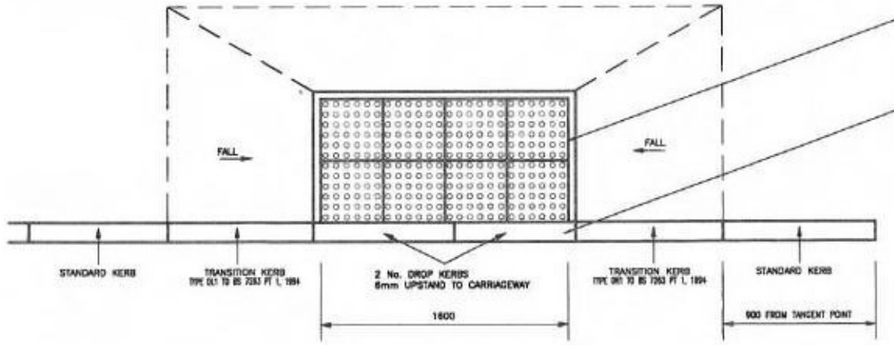
ROAD SIGNS TO BE LOCATED A MINIMUM OF 450mm FROM THE KERB FACE (CLEAR DISTANCE).

POST SIZE	: 76.1 x 3.2
POST SECTION	: CHS
POST LENGTH	: 3.715m
MOUNTING HEIGHT	: 2.400m
FOUNDATION	: 0.9m DEEP x 0.9m SQ.
LUMINAIRE	: N/A

TYPICAL ROAD SIGN POST DETAIL

NOTES

1. TACTILE PAVING SLABS TO BE 400mm X 400mm X 65mm MODULUS SIZE; COLOUR BUFF.
2. TACTILE SURFACE ARRANGEMENT WILL DEPEND ON CROSSING LOCATION & MAY VARY TO THAT SHOWN.
3. DIRECTION OF TACTILE BLISTERS/DOMES SHALL BE ALIGNED TO THE DIRECTION OF CROSSING.
4. TACTILE PAVING IS TO EXTEND ACROSS FULL WIDTH OF CENTRAL KERBS & SHALL NOT EXTEND BEYOND FOOT OF DROPPER KERB.
5. CENTRAL KERBS TO BE MAXIMUM 6mm ABOVE CARRIAGEWAY.
6. NO UTILITY SERVICE CHAMBER COVERS, OPENINGS OR ANY OTHER STREET FURNITURE TO BE LOCATED WITHIN TACTILE PAVING AREA.
7. TACTILE PAVING SLABS TO BE LAID ON 50mm SHARP SAND COMPRESSED TO 30mm AND 150mm COMPACTED THICKNESS OF TYPE 1 GRANULAR MATERIAL INCLUDING WEED CONTROL GRANULES.



CROSSING AT SIDE ROADS SHOULD BE INSET INTO THE ROAD APPROXIMATELY 1.00m BEYOND THE RADIUS KERB. THE TACTILE SURFACE SHOULD BE INSTALLED ACROSS THE FULL WIDTH OF THE DROPPED KERB TO A DEPTH OF 800mm.

UNCONTROLLED TACTILE CROSSING DETAIL

THE PAVED AREA IS TO BE ENCOMPASSED BY EDGINGS THAT ARE INVERTED SUCH THAT THE SQUARE EDGE IS UPPERMOST AND LAID FLUSH WITH THE TACTILES ON A SUITABLE BED AND HAUNCH OF CONCRETE.

NOTE :
DROP KERBS TO BE THE WIDTH OF TACTILES PLUS THE SURROUNDING FLUSH EDGING KERBS. LENGTHS OF DROPPED KERBS TO BE CUT TO SUIT.

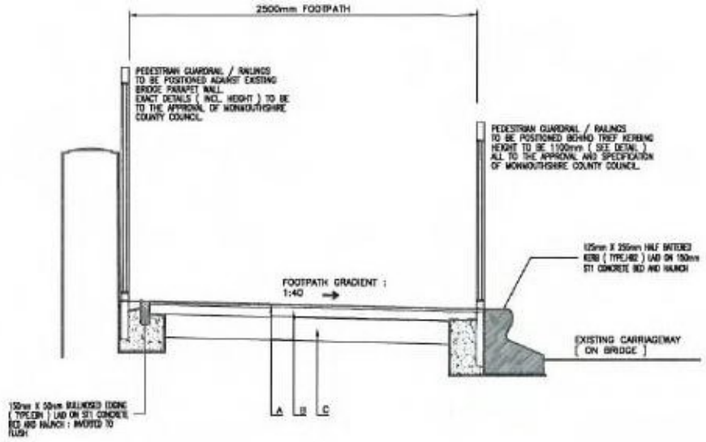
[redacted]

Candleston

REV	DATE	BY	REV	DATE	BY	REV	DATE	BY	REV	DATE	BY	REV	DATE	BY	REV	DATE	BY	REV	DATE	BY	REV	DATE	BY	REV	DATE	BY	REV	DATE	BY	REV	DATE	BY	REV	DATE	BY	REV	DATE	BY	REVISIONS

SMART ASSOCIATES
Consulting Civil & Structural Engineers
30 Lambourne Crescent, Cardiff Business Park, Llanishen, Cardiff CF14 5GG TEL: 029 20754
www.smartassociates

Project Title: PROPOSED DEVELOPMENT AT CRICK ROAD PORTSKEWETT	Drawing Title: SECTION 278 WORKS : STANDARD DETAILS SHEET 2
Scales: 1:20 @ A1	Drawing Number: S.7564–278–10
Drawn: cv Checked: Date: 02 JUL 2019	
Client: CANDLESTON HOMES	
Architect: POWELL DOBSON ARCHITECTS	



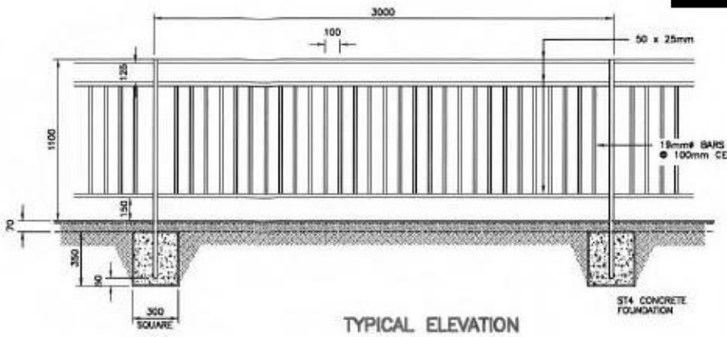
FOOTPATH CONSTRUCTION

A 20mm CONSOLIDATED THICKNESS OF 6mm DENSE ASPHALT CONCRETE SURFACE COURSE 160/220, TO BS EN 13108. (CLAUSE 909). NOTE : GRITSTONE OR BLAST FURNACE SLAG AGGREGATE MATERIAL MUST BE USED.

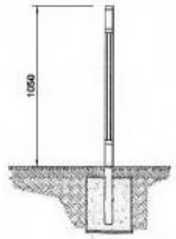
B 60mm CONSOLIDATED THICKNESS OF 20mm DENSE BINDER COURSE ASPHALT CONCRETE 100/150, TO BS EN 13108 (CLAUSE 905).

C 150mm THICK GRANULAR SUB-BASE TYPE 1 MATERIAL TO BS EN 13285 (CLAUSE 803).

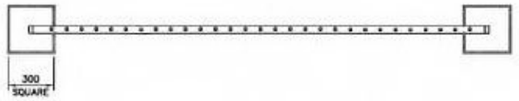
TYPICAL FOOTWAY CONSTRUCTION DETAIL : CRICK ROAD / B4245



TYPICAL ELEVATION



TYPICAL CROSS SECTION



TYPICAL PLAN

CLASS	MINIMUM DESIGN LOADS					
	RAILS	END AND 90° CORNER POSTS		OTHER POSTS		INFILLING
		PARALLEL	NORMAL	PARALLEL	NORMAL	
	N/m	N	N	N	N	N
A	700	700	700	700	1400	500
B	700	700	700	700	1400	1000
C	1400	1400	1400	1400	2800	1000

NOTES

1. ALL DIMENSIONS ARE IN MILIMETRES UNLESS OTHERWISE STATED.
2. GUARDRAILS TO COMPLY WITH BS 3049 CLASS A. MODIFICATIONS CAN BE MADE TO THE STANDARD PANELS TO MEET WITH CLASS B AND CALSS C IF REQUIRED.
3. GUARDRAILS SHALL BE CLASSIFIED ACCORDING TO THE DESIGN LOADS THEY ARE REQUIRED TO CARRY AS GIVEN IN THE TABLE.
4. THE VERTICAL DISTANCE BETWEEN THE TOP OF THE TOP RAIL AND BOTTOM OF THE BOTTOM RAIL SHALL BE 900mm ± 5mm.
5. THE DISTANCE BETWEEN CENTRES OF TWO ADJACENT POSTS SHALL BE 2000mm ± 5mm EXCEPT WHERE A SHORTER DISTANCE IS STATED.
6. FINISH IS TO BE HOT DIP GALVANISED IN ACCORDANCE WITH BS 729.
7. THE SPACE CONTAINED WITHIN THE TOP RAILS, THE BOTTOM RIAL AND THE POSTS SHALL BE FILLED WITH VERTICAL BARS.
8. 50mm x 25mm STEEL SEALED HOLLOW SECTION RAILS AND POSTS, SOLID ROUND INFILL BARS TYPE N35, 18mmø AT 100mm CENTRES ALL HOT DIPPED GALVANISED TO BS 3049. PANELS TO BE PRE SHAPED TO CURVES AND GRADIENT UPRIGHT TO THE VERTICAL. ADJOINING PANELS SECURED BY 2 NO. 64 x 8mm PLATED BOLTS AND WASHERS.

NOTES

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3. Do not scale this drawing, work to figured dimensions only.

KERBING : GENERAL NOTES

i The Proposed Details are for illustrative purposes only and are not to be scaled

ii All precast concrete kerbing, channels, edgings and quadrants shall comply with BS EN 1340 : 2003 and their dimensions unless otherwise stated.

iii All precast concrete kerbing, channels, edgings and quadrants shall be laid in accordance with BS 7533 Part 6 : 1999 unless otherwise instructed by the Highway Authority's Representative.

iv All insitu concrete for foundations & Haunch shall be grade C8 / 8 or ST1 concrete in accordance with BS EN 206 – 1 & BS 8500 – 2 : 2006.

v The foundation thickness shall be increased as necessary to rest on the carriageway sub–base.

vi Concrete edge beams shall have a minimum depth of 150mm & sufficient width to accommodate the unit & the concrete haunch.

vii Where precast concrete kerbs are to be laid on existing concrete edge beam, a hardened concrete foundation / haunch or existing carriageway base. Units shall be bedded down in accordance with BS 522 – 6 : 1999 in a layer of [redacted] thick of 1 : 3 cement and sand mortar (by Volume) backed with C8 / 8 or ST1 concrete haunch.

viii All Precast Concrete Trief kerb units shall have a height of 415mm and a base depth of 380mm.

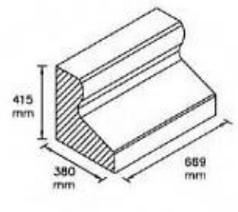
ix The contractor is advised that when installing Trief K units the front face of the Trief Kerb does not alter line of the Standard kerbs, but is built into the foot

x All precast concrete Trief Kerb units shall be laid as follows:–

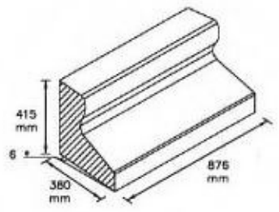
Existing Carriageway :–

Remove kerbs or road edge. Foundation shall have a minimum width of 225mm and a minimum width of 610mm from carriageway edge. The concrete foundations should be scored to assist bonding with the mortar. Bedding and concrete specifications as per new construction above.

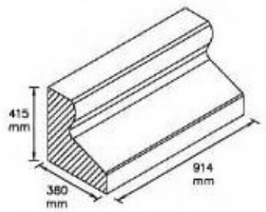
xi Trief taper kerbs are available to make the transition from Standard Trief Kerb Units to match the 915mm Standard Half Battered Kerb (HB2) laid adjoining roadside kerbs which is completed in two units Type L1 / L1 and R1 / R2 respectively.



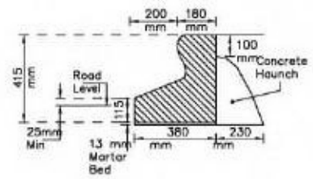
Short Length Trief Kerb



Short Length Trief Kerb with Splayed Ends

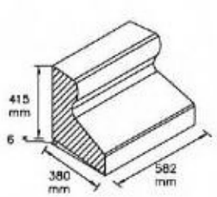


Trief Standard Kerb

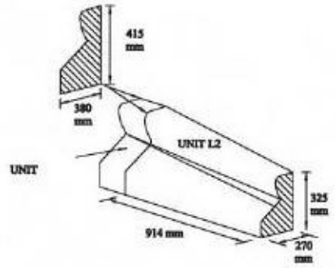


Profiles
CST 2A Profile : for standard applications and carriageway design e.g urban roads, motorway service stations, link roads, main and secondary roads and traffic islands.

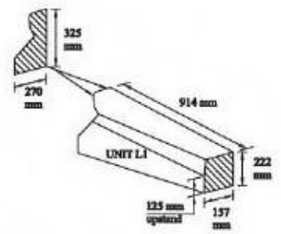
Typical Profile



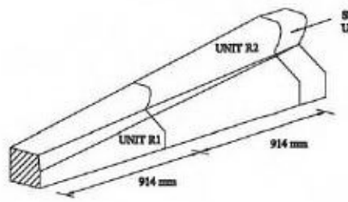
Trief Kerb – Short Length with Splayed Ends



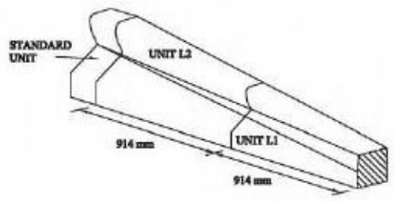
Trief Kerb – Left Hand Taper Unit



Trief Kerb – Left Hand Taper Unit



Trief Kerb – Right Hand Taper Unit



Trief Kerb – Left Hand Taper Unit

[redacted]

[redacted]

[redacted]

Candleston

SMART ASSOCIATES
Consulting Civil & Structural Engineers

SE Lansbourne Crescent Tel: 029 20764281
Cardiff Business Park
Llanishen, Cardiff
CF14 5GG www.smartassociates.biz

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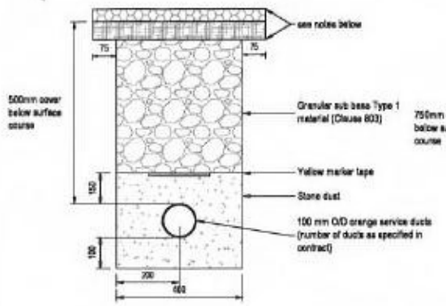
Project Title:
PROPOSED DEVELOPMENT AT CRICK ROAD PORTSKEWETT

Drawing Title:
SECTION 278 WORKS : STANDARD DETAILS SHEET 3

Scales: 1:20 @ A1
Drawn: cv | Checked: | Date: 02 Jul 2019
Client: CANDLESTON HOMES
Architect: POWELL DOBSON ARCHITECTS

Drawing Number: S.7564–278–11 REV

Reinstatement Details For Footways and Vehicle Crossovers



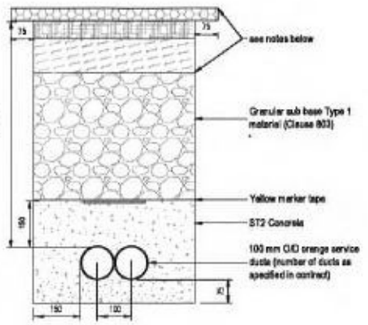
Surfacing materials and thicknesses to be:

1) Continuous with either:
   a) Proposed adjacent materials in contract drawings; or
   b) Existing pavement materials where proposed resurfacing not required;

or, where the above are not specified:

2) 20mm Surface Course - AC6 med surf 160/220 Pen
   60mm Binder Course - AC20 dense bin 100/150 Pen

Reinstatement Details For Carriageways



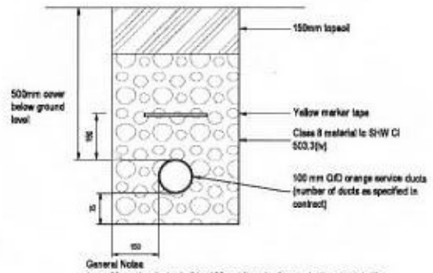
Surfacing materials and thicknesses to be:

1) Continuous with either:
   a) Proposed adjacent materials in contract drawings; or
   b) Existing pavement materials where proposed resurfacing not required;

or, where the above are not specified:

2) 40mm Surface Course - AC14 close surf 100/150 Pen
   60mm Binder Course - AC20 dense bin 100/150 Pen
   110mm Base - AC32 dense base 100/150 Pen

Reinstatement Details For Verges



General Notes:

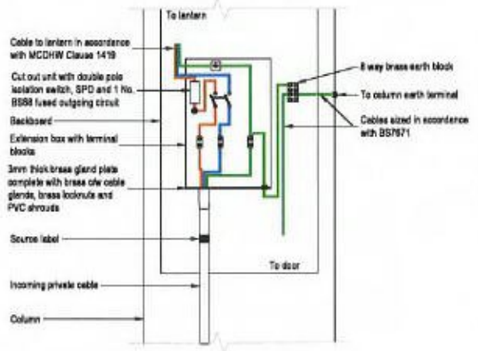
1. All service ducts shall be 100mm diameter thermoplastic material with 5mm thick solid walls
2. Ducts shall be coloured "Orange" and inscribed "Street Lighting" at not more than 1.0 metre intervals.
3. The ducts shall be laid in the trench so that the inscription is uppermost.

Notes

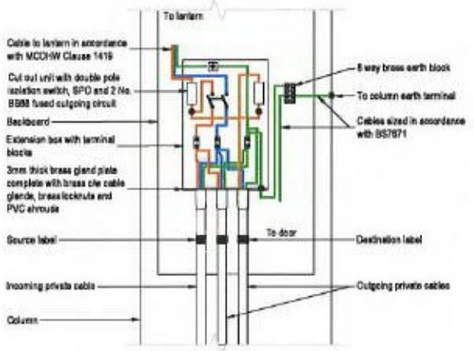
1. The street lighting layout complies with the requirements of BS5489-1 2013 and BS EN 13201-2:2015 Class P4 for Crick Road (reduced by one lighting class due to environmental sensitivity) as varied by SP Radio and Class M5/C5 for B4245 (30mph speed limit).
2. The installation shall comply with the Monmouthshire County Council specification for street lighting and the Manual of Contract Documents for Highway Works. All electrical work shall be carried out by a Highway Electrical Association and HERS approved contractor.
3. All new lighting columns shall be provided with a direct unmetered DNO/ADNO 230V ac 50Hz PME supply. The Contractor shall liaise with the DNO/ADNO to arrange the service connections and determine the proposed ducting routes and trenching required to accommodate the service cables. Ducting shall be black in colour.
4. Lit signs shall be supplied using 3 core XLPE/SWA/PVC cables in accordance with BS5467 with copper conductors and core insulation coloured Brown, Blue and Green/Yellow. The cable sheath shall be embossed with the legend "Street Lighting" at no more than 1000 mm intervals. Cable joints shall be adequately supported at all times and the cables not disturbed for at least 24 hours to ensure a robust seal and prevent resin leakage. Backfilling shall not take place until the completed joint is in a fit condition to withstand any stresses that may be imposed upon it and has been approved by the Supervising Engineer.
5. Private cabling shall be drawn through 100mm diameter thermoplastic ducts coloured orange with 5mm thick solid walls. A yellow warning tape inscribed 'Street Lighting Cable Below' shall be installed 150mm above the service ducts after partially back filling the trench.
6. Road lighting columns shall be of galvanised steel construction with root protection to MCC specification as manufactured by CU Phoseo Ref FR2506T01 & FR2508T01 with flush door, anti-vandal security locks. Columns shall be installed in accordance with the manufacturer's instructions, taking account of local soil conditions and wind factor.
7. Lighting columns shall be fabricated and installed such that when the door is accessed, the operative will face oncoming traffic. Identification numbers shall be painted onto the column using stencilling equipment with the number 75mm in height located 2.4m above ground level in such a position that it can be easily read by passing maintenance personnel (i.e. facing the carriageway angled towards traffic flow). Numbers shown on the drawing are for design reference only. The final maintenance numbers shall be obtained from the Highway Authority.
8. All outputs shall be double pole type with integrated SPD as manufactured by Tolco Ltd (or similar approved) complete with earth terminal for 3 core cables. Cat No. F144PME in lighting columns with 10mm² PVC/PVC tails. Privately fed columns supplying lit traffic signs shall be fitted with twin-fuse outputs. Cutouts shall be secured to the column base compartment backboard with brass round headed wood screws. Cables shall be terminated with type BW cable glands secured to the cutout glandplate with brass locknuts and shrouded with PVC sleeves.
9. The phase and neutral wiring between the cutout and luminaire shall be 3 core flexible "Blue Arctic Grade" 2.5 mm PVC/PVC cable with copper conductors.
10. The main protective conductor between the cutout and the column main earthing terminal shall be 10 mm² PVC insulated cable with copper conductors complying with BS 6004 Table 6491XS.
11. Lighting columns shall be installed at the back of footway or with a minimum setback of 0.8m from the face of column to kerb edge when installed in verge. All locations to be agreed with the supervising engineer before installation.
12. The installation shall be installed, tested and commissioned in accordance with BS7671 "Requirements For Electrical Installations - IET Wiring Regulations (18th edition) with appropriate test certificates issued to the Project Manager on completion of the Works.
13. This drawing shall be used solely for the purpose described in the drawing title, as other details may be inaccurate.

[redacted]

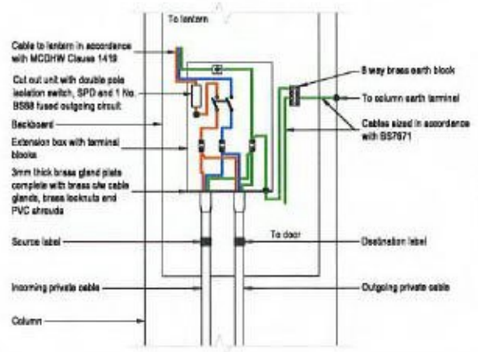
Cable Termination - End of circuit (Private)



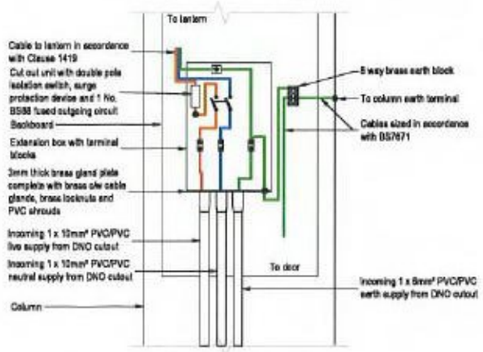
Cable Termination - Looped spur off connection (Private)



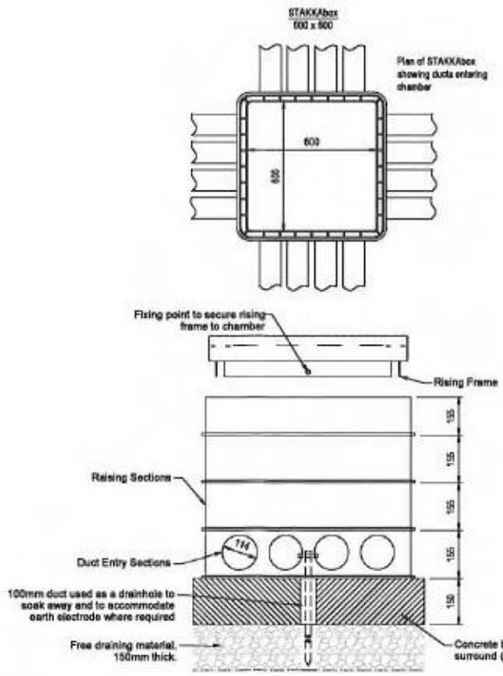
Cable Termination - Looped connection (Private)



Cable Termination - DNO supply



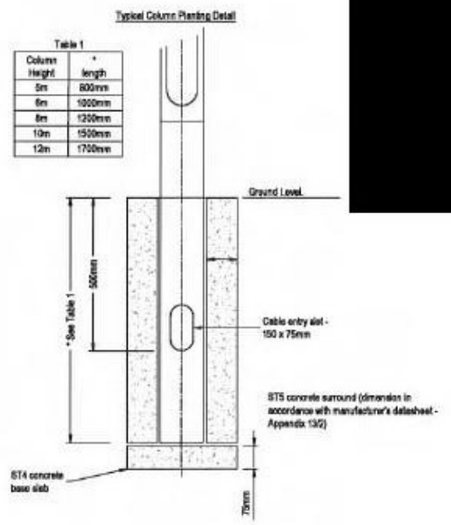
Supply from DNO Cutout (not shown)



Typical Column Planting Detail

Table 1

Column Height	* length
5m	800mm
6m	1000mm
8m	1200mm
10m	1500mm
12m	1700mm



1. The column shall be installed in accordance with the manufacturer's specific instructions.
2. The hole shall be excavated to the depth required for the root of the particular column, keeping the width of the hole to a minimum & creating as little disturbance as possible to the surrounding soil.
3. A concrete or paving slab shall be provided in soft ground to prevent sinking.
4. A pre-formed duct shall be inserted to the cable entry slot for protection of the cable.
5. Where paving or bituminous surfacing is to be applied around the lighting column, the top level of the concrete may be lowered by the thickness of the surfacing.
6. The soil type factor shall be taken from PD6547/EN 40 Part 2. For undetermined or unusual conditions guidance should be sought from a Geotechnical Engineer.

Rev	Drwn	Chkd	Apprd	Description	Date

Purpose of Issue
S2 - Suitable for Information

Classification
Commercial in Confidence

Client
Melin Homes

Project
Crick Road
Portskewett

Drawing
S278 Str[redacted]

Scale @ A1	Drawn	Checked	Approved
1:500	JF	[redacted]R	MB

Project No.
GC/3561

Date
20th February 2020

Drawing Identifier (BS1192 Compliant)
Project - Originator - Zone - Level - File Type - Role - Number
GC3561-CAP-79-XX-DR-E-1302
revision P01

CAPITA
Civil Engineering
St David's House, Pascal Close, St Mellons, Cardiff, CF3 0LW
029 2080 3500
www.capitaproperty.co.uk
Capita Property and Infrastructure Ltd.

DRAFT 20/02/2020

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Provide twin-fused cutout in proposed lighting column to feed lit traffic sign

Luminaire fitted with internal rear shields to minimize backspill of light.

6mm² XLPE/SWA/PVC 3 core cable laid in duct to lit traffic sign.

Crick Road

Isolate, disconnect and remove existing lighting column. Re-locate to back of cycleway/footway. Joint/extend existing cables in duct to new column position. Conductor size to match existing. Supplies to all lit traffic signs fed from existing columns to be maintained.

[redacted]

Area A

B4245

6mm² XLPE/SWA/PVC 3 core cable laid in duct to lit vehicle speed activated sign.

Provide twin-fused cutout in existing lighting column

Area B

TRT Lighting Aspect Luminaire

Area D

Isolate, disconnect and remove existing lighting column. Re-locate to back of cycleway/footway. Joint/extend existing cables in duct to new column position. Conductor size to match existing.

Area C

Column to be setback min 1.0m to verge.

Proposed S38 lighting unit shown for reference

Area D
Area C
Area B
Area A

Key

6.0m galvanised steel lighting column with post-top mounted TRT Lighting Aspect MiniASM4LED/9WGR5/3000*K/420019000010002.31 klm LED luminaire c/w Lucy Zodion SS5 photo-electric 3-pin NEMA cell with switch on/off of 35/18 lux. The driver shall be programmed to MCC variable power switch regime DCS as specified below

6.0m galvanised steel lighting column with post-top mounted TRT Lighting Aspect MiniASM4LED/14W/GR5/Back Shield/3000*K/420014000010001.60 klm LED luminaire c/w Lucy Zodion SS5 photo-electric 3-pin NEMA cell with switch on/off of 35/18 lux. The driver shall be programmed to MCC variable power switch regime DCS as specified below

8.0m galvanised steel lighting column with post-top mounted TRT Lighting Aspect MiniASM4LED/50W/GR5/3000*K/420050000010005.53 klm LED luminaire c/w Lucy Zodion SS5 photo-electric 3-pin NEMA cell with switch on/off of 35/18 lux. The driver shall be programmed to MCC variable power switch regime DCS as specified below

Dark Corridor

Existing lighting unit (re-located)

Existing lighting unit (to remain)

Lit Traffic sign / Vehicle Speed Activated sign

Proposed two way 100mm internal diameter UPVC service duct laid with 750mm depth of cover in carriageways.

Proposed single way 100mm internal diameter UPVC service duct laid with 500mm depth of cover in verge and footways.

Proposed 600mmx600mm Stelldobox Module cable access chamber with BS En124 Class D400 ductile iron cover and frame, constructed c 6 MD. 150mm deep moulded rings on 100mm concrete base with central drainage hole.

MCC Variable Power Switch Regime

Switch Regime	PECU lux level	Time	On Event	On Power %	time	Power %	time	Power %	time	Power %
DCS	35/18	GMT	PEDU	100	20:00	60	0:00	30	06:00	100
DC6	35/18	GMT	PEDU	100	20:00	60	0:00	20	06:00	100
DC7	35/18	GMT	PEDU	100	20:00	60	0:00	0	06:00	100

0.5
1.0 Horizontal Illuminance (contours indicate projected lux values at ground level, excluding the screening effect of buildings, trees, hedges, etc.)
2.0
5.0
10

For specification notes and standard details refer to 1302 drawing

Light Sensitive Areas

Mitigation measures to ensure that retained habitats in and around the site used by protected and notable species (including barn owl, bats, badger sett and other wildlife) will not be adversely effected by artificial light:

1. A reduction in target illuminance by one lighting class
2. MCC dimming profile 60% output 20:00-midnight reducing to 50% output midnight to 06:00 hours
3. Specification of full cut-off directional LED luminaires with no light spill above the horizontal
4. Specification of warm white (3000K) colour temperature luminaires with no UV and a lower blue light content
5. Rear shields specified in sensitive areas to minimize backspill of light.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING:

Prior to commencement of works, the contractor shall undertake an electrical survey to determine supplies to existing columns and maintain supplies to any columns or lit signs unaffected by the works.

Refer to Designers CDM Risk/Hazard Identification Sheet for further information.

IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT

Rev	Drwn	Chkd	Appd	Description	Date

Purpose of Issue
S2 - Suitable for Information

Classification
Commercial in Confidence

Client
Melin Homes

Project
Crick Ro
Portskew

Drawing
S278 St

Scale @ A1
1:500

JF JR MB

Project No.
GC/3561

Date
20th February 2020

Drawing Identifier
GC3561-CAP-79-XX-DR-E-1301

BS1192 Compliant revision
P01

DRAFT 20/02/2020

CAPITA
Civil Engineering
St David's House, Pascal Close, St Mellons, Cardiff CF3 0LW
029 2060 3500
www.capitaproperty.co.uk
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