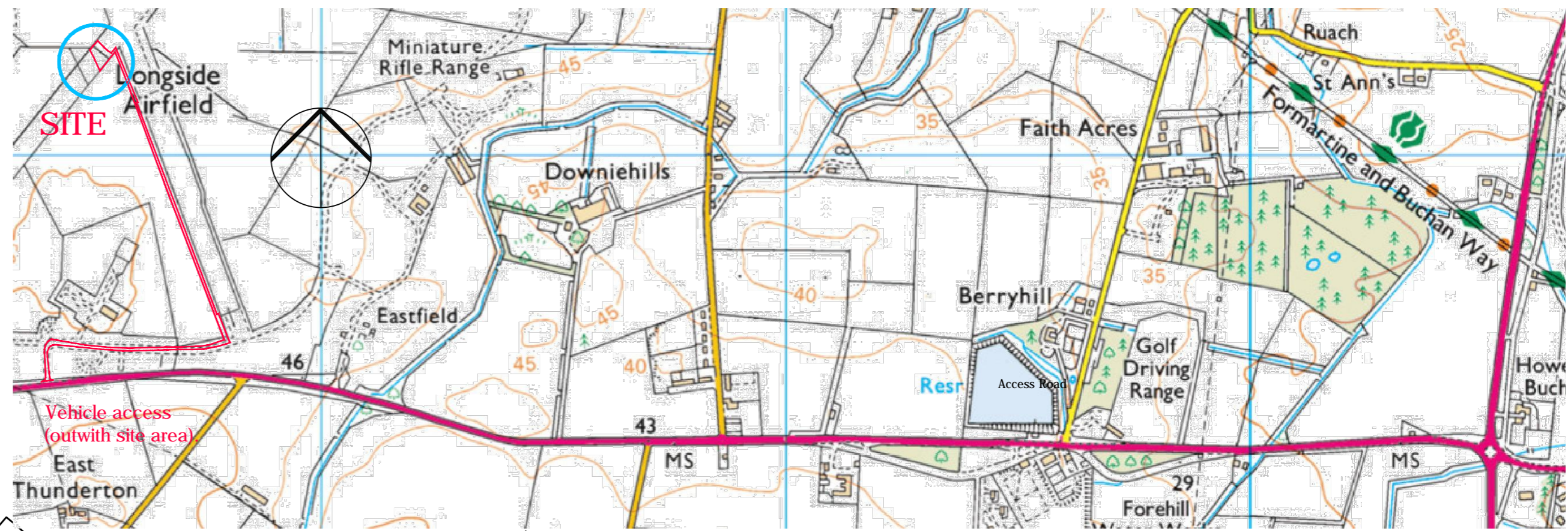
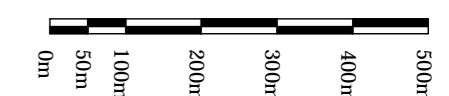


**SITE LAYOUT PLAN**  
SCALE 1:200

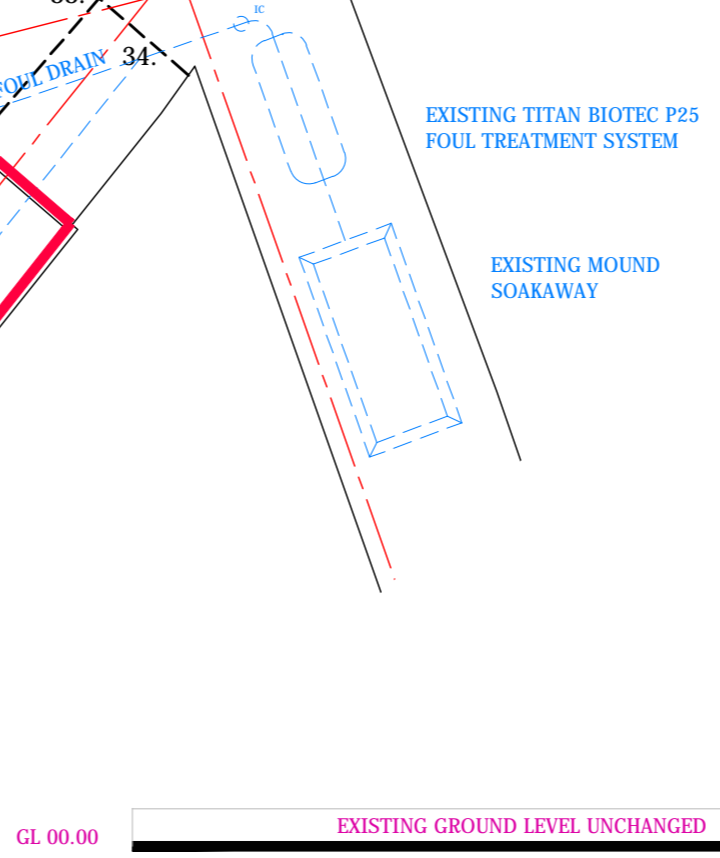
**ACCESSIBLE CAR PARKING AND ACCESSIBLE ROUTES: 4.1.1.4.1.3, 4.1.4.4.1.5.4.1.6.**  
 Accessible parking to be constructed where shown on a firm, level surface (with a gradient of not more than 1 in 50). Space to be clearly marked with the international symbol of access, and provided access to an accessible route to the principal entrance from the accessible car parking spaces. The accessible route to be: level with a gradient of not more than 1 in 50. Any cross-fall on any part of an accessible route should not exceed 1 in 40. The surface of the accessible route should be firm, uniform and of a material and finish that will permit ease in manoeuvring. It should provide a degree of traction that will minimise the possibility of slipping taking into account both anticipated use and environmental conditions. The surface of an accessible route, should have a profile that will not offer a trip hazard or result in standing water. It should be installed in accordance with a code of practice relevant to the material, where such exists. Access route to the entrance will from the accessible parking space should have a minimum surface width of 1.8m, and should lead to a level landing 1500mm sq at the main entrance, clear of door swing.



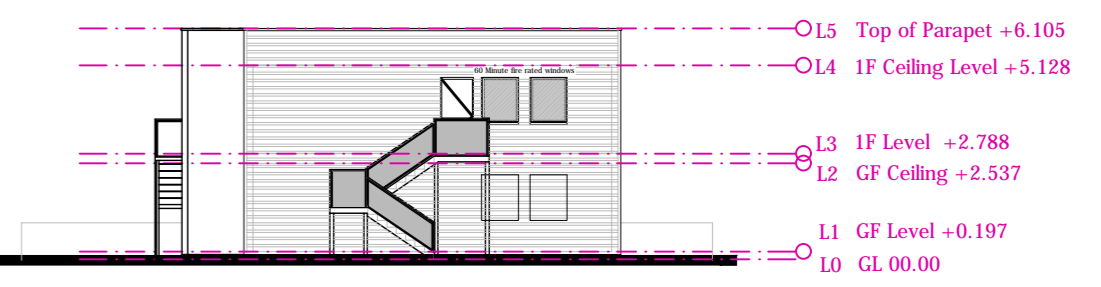
**SITE LOCATION PLAN**  
SCALE 1 : 10,000



| SCHEDULE OF AREAS                  | AREA (m <sup>2</sup> ) |
|------------------------------------|------------------------|
| Site Area ( Delineated red)        | 1.742.00               |
| Administration Building (GI)       | 575.50                 |
| Parking Spaces (includes overflow) | 34                     |
| Disabled                           | 1                      |
| Occupants                          | 30                     |
| Male                               | 25                     |
| Female                             | 5                      |



**SECTION X - X**  
SCALE 1:200



Any work on existing drainage system to be carried out in full accordance with the manufactures printed instructions and to full sight and satisfaction of the local authority. All 100mm upvc drains laid to min. 1:60 fall. Rodding Access positioned at changes in direction. Drains to be laid min. 1.0m from building where possible and backfilled with granular material, drains less than 1.0m must be above foundation level. All drains to be sleeved and linted where they pass through walls. Manual entry into a drain or sewer should be kept to a minimum, remote equipment should be used where possible. All drainage in marley upvc or e/a. All drains to be surrounded in 5-10mm pea gravel. All drainage outside of building to be in 752-3: 1997 (amendment 2), bs en 752-4:1998 and bs en 1610: 1998.

**RODDING ACCESS**  
To terminate a finished ground level and be housed in a pre cast concrete chamber.

**INSPECTION CHAMBER**  
Refer to engineer

**MANHOLE CONSTRUCTION**  
Refer to engineer

**RAINWATER SYSTEMS**  
Any work on existing surface water drainage to be tested in accordance with BS. EN 1610: 1998 and constructed and installed in accordance with the recommendations described in BS EN 12056-3: 2000, & securely fixed in accordance with manufacturers details. Rain water connected to existing surface water drainage tails and to existing surface water sewer system.

| rev | date     | description                            | by | chkd by |
|-----|----------|--|----|---------|
| A   | 27/11/23 | RED LINE ADJUSTED (SITE LOCATION PLAN) | AA | AA      |

Client: Independent Offfield Services

Project: Refurbishment of Existing Administration Building at Longside Airfield, Peterhead.

Drawing Title: SITE LAYOUT-CAR PARK & ADMIN BUILDING

Stage: PLANNING Date: NOV 2023

Project No: 4934 Drawing No: PLO1 Revision: A

Scale: NOTED Drawn: AA Size: A2

Checked:

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