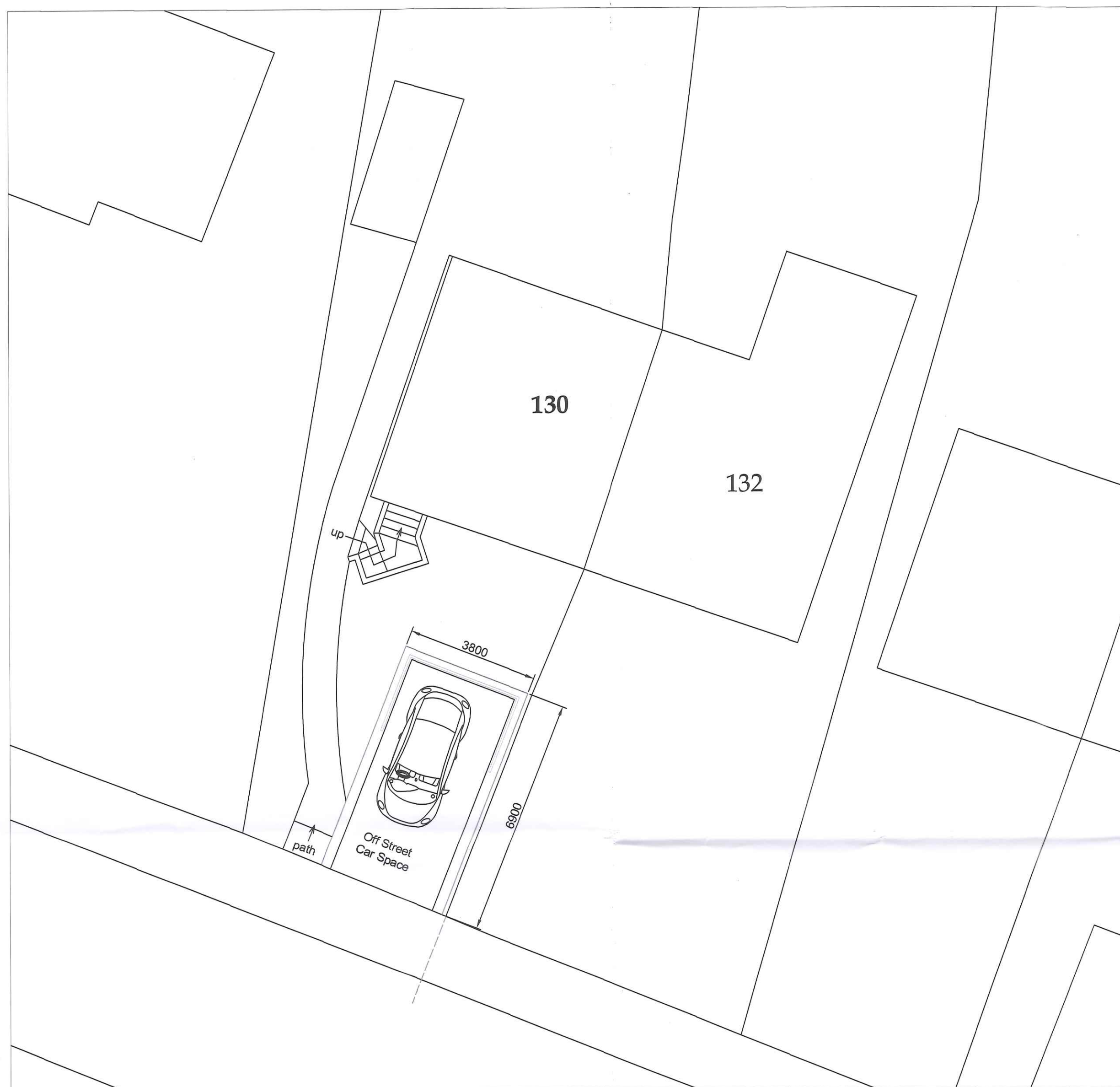
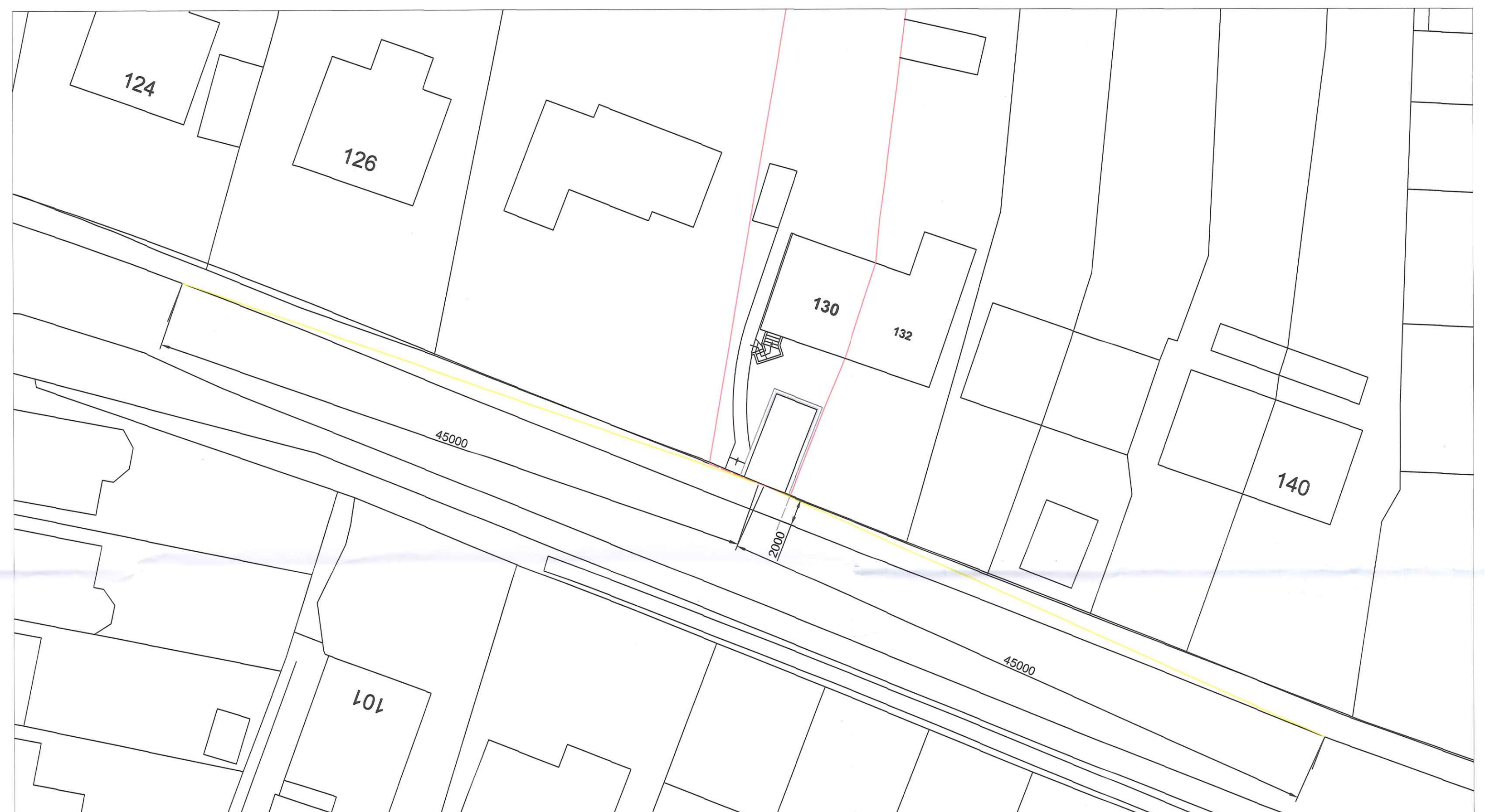


Proposed Plan View



**Proposed Car Parking Space
And New Pedestrian Access
At
130 Spital Lane
Chesterfield**

S41 0HN
DWG2 Scale 1:100 & 1:250 @ A1



Site Location Plan - Vision Splays To The Highway

As Derbyshire County Council Guidance, the plan indicates that driver viability splays of 45m taken at a point central to the new access, 2m back from the junction with the highway (30mph speed limit) and the Pedestrian viability splay 2m*2m 45degrees is achievable.

The surface of the new hard-standing will be laid to tarmac with a acc drainage channel at the junction with the foot path discharging to a soak-away within the curtilage of the property.

Kerbs

New Kerbs used for the proposed crossing will be pre-cast concrete to BS EN 13369:2018 and laid true to line and level bedded on minimum 150mm thick by 350mm wide concrete bed backed up with 150mm C21 concrete. The kerbs used for the crossing will be 125*150mm drop kerbs between 250 to 150mm single taper kerbs (minimum 4 dropped kerbs between 2 taper kerbs). All existing kerbs, bedding & backing material effected by the crossing will be grubbed up and removed from site to a licensed disposal facility.

Edgings

Pre cast concrete edgings as BS EN 13369:2018 150*50MM will be used at the back edge of the foot path/ junction with the new vehicular access. The edgings will be laid on a minimum 50mm thick by 350mm wide C21 concrete bed with minimum 100mm of the same material for backing up.

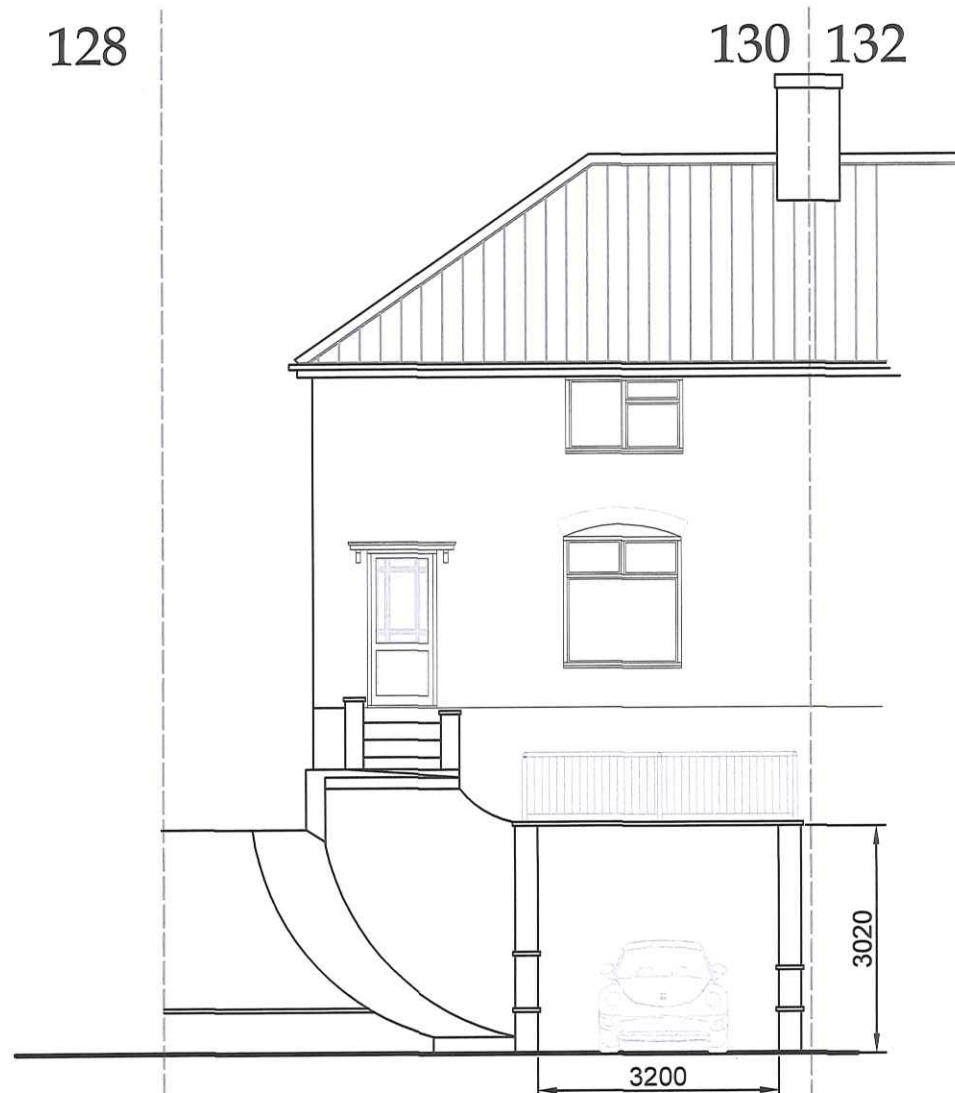
New Crossing Build Up

The existing footpath will be cut back and levels reduced to the formation level to accommodate the new finished levels, the cross fall to the new footway will be 1 in 40 (no backfall to the property), the build up is as follows;

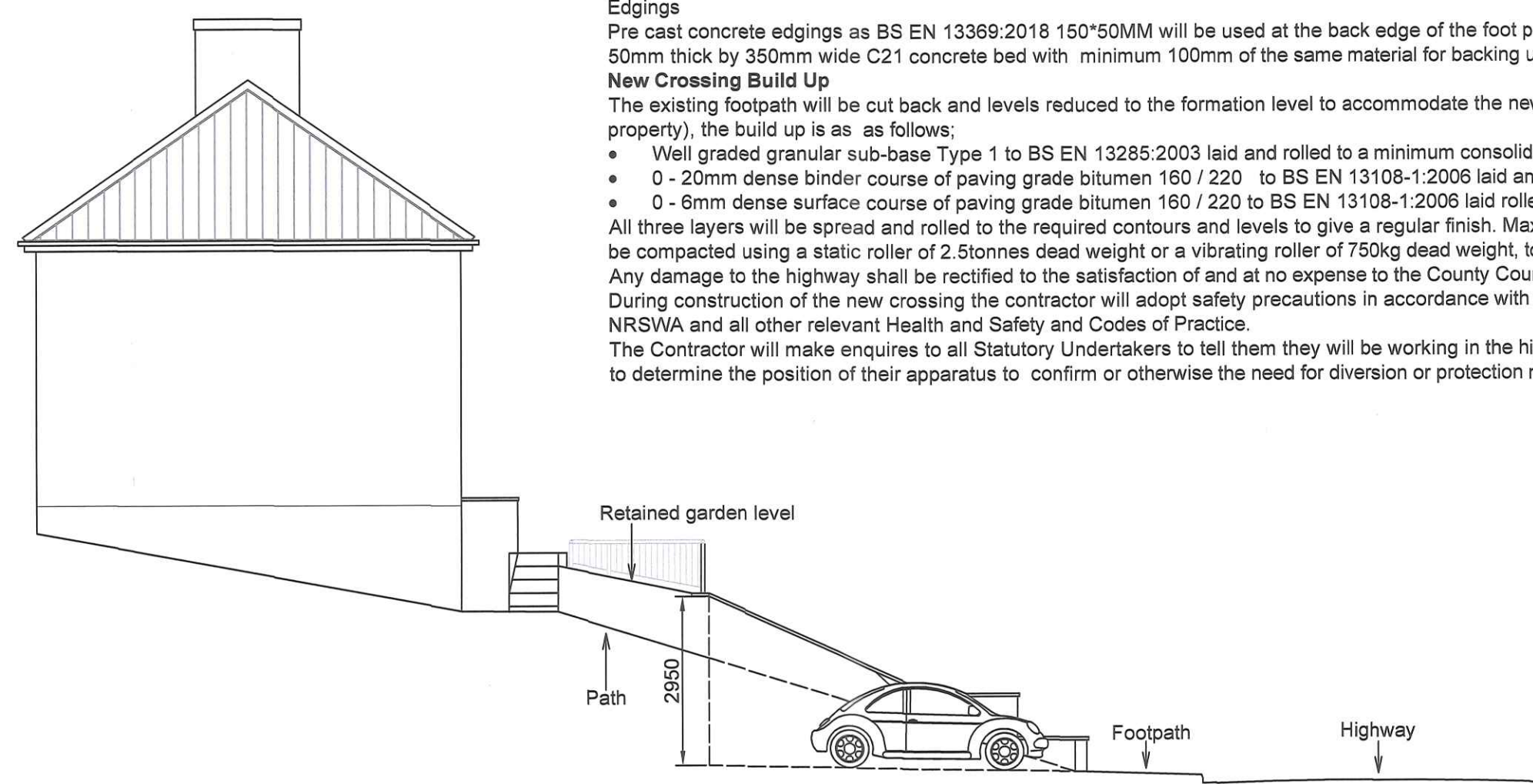
- Well graded granular sub-base Type 1 to BS EN 13285:2003 laid and rolled to a minimum consolidated thickness of 225mm.
 - 0 - 20mm dense binder course of paving grade bitumen 160 / 220 to BS EN 13108-1:2006 laid and rolled to a minimum consolidated thickness of 50mm
 - 0 - 6mm dense surface course of paving grade bitumen 160 / 220 to BS EN 13108-1:2006 laid rolled and consolidated to a minimum thickness of 20mm.
- All three layers will be spread and rolled to the required contours and levels to give a regular finish. Max depressions under a 3m long straight edge are 3mm at surface finish. Each layer will be compacted using a static roller of 2.5tonnes dead weight or a vibrating roller of 750kg dead weight, to the required thickness directly after they are laid.
- Any damage to the highway shall be rectified to the satisfaction of and at no expense to the County Council.
- During construction of the new crossing the contractor will adopt safety precautions in accordance with Chapter 8 of the Traffic Signs Manual, The Health and Safety At Work Act 1974 , NRSWA and all other relevant Health and Safety and Codes of Practice.
- The Contractor will make enquires to all Statutory Undertakers to tell them they will be working in the highway by virtue of permission given under Section 184 (9) of the highways act 1980 and to determine the position of their apparatus to confirm or otherwise the need for diversion or protection measures.

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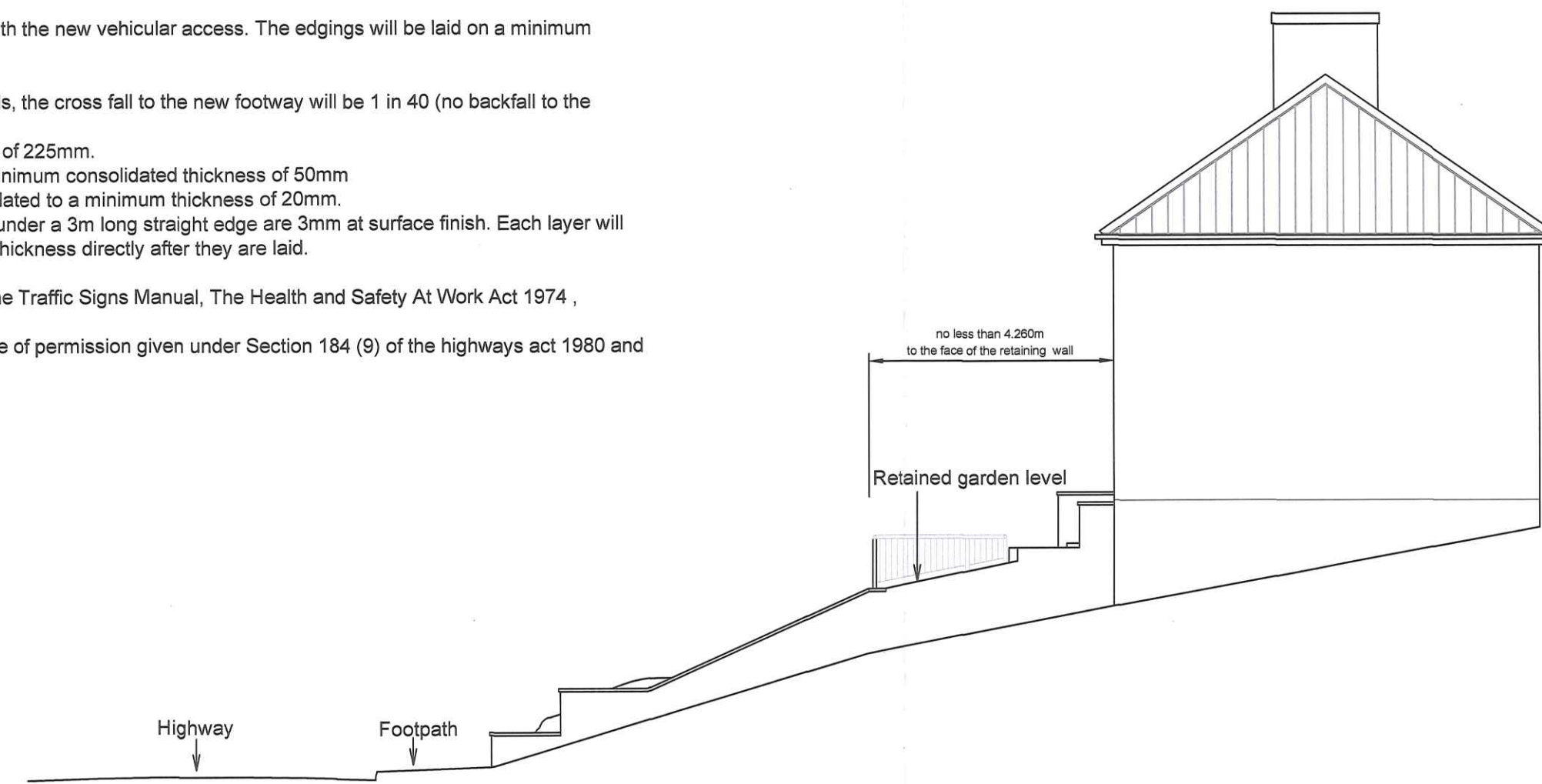
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Proposed Front Elevation



Proposed Side Elevation



Proposed Side Elevation