



Private Finishes Key

Permeable Paving - Access Road (In Accordance with Interpave Specification)

Traffic category 6, up to 70 standard axes per day (0.5MSA) - moderate commercial vehicular traffic.

Surface Course

80mm thick permeable paving blocks, laid herringbone pattern.

Bedding course

50mm thick, clean crushed stone within the range 2-6.3mm (2/6.3 Gc 80/20) graded to comply with BS7533-13 and aggregates in accordance with BS EN 13242:2007

Separating Layer

Teram T1000GT, laid once cores have been backfilled.

Binder Course

100mm of 20mm dense binder course, 40/60 pen bitumen, designed mix (AC20 dense bin 40/60 des) to PD6691 Annex B. If it is intended that this is to be trafficked by construction traffic then binder thickness to be increased to 100mm and be either AC20 dense bin 40/60 or AC32 dense bin 40/60. Binder to be thoroughly cleaned and cored just prior to laying of separating layer, bedding course and blocks; cores to be 75mm dia. on a 750mm orthogonal grid. Cores to be filed with type 3 or laying course aggregate.

Sub-base - set at a general level of 2.150m AOD (nominal fall to perf. pipe)
420mm min. thick type 3 aggregate (0/40mm), grading to comply with BS7533-13 and aggregates in accordance with BS EN 13242:2007. It is critical that the durability requirements stated in Interpave's specifications are adhered to.

Tanking Membrane

Tanking membrane to be Marshalls MM380 Tanking Membrane, complete with Marshalls Tanking Tape and 110/160mm top hat units as required. Protection fleece to be provided between the tanking membrane and sub-grade/capping, top of membrane and sides.

The construction is based on a CBR value at formation of 3%, and this must be confirmed by the developer. If the CBR is below 3% a minimum of 500mm of unbound f41 or f42 capping materials as defined in table 6/1 of the Highway Agency's 'Specification for Highway Works - Series 600 - Earthworks'. To provide a working platform of at least 15% CBR. It is recommended that a trial area is undertaken to check that sufficient capping is used.

Geo-textile

1 Layer of Teram T1000GT. If the CBR is less than 3% then a geo-grid may need to be incorporated and potentially include capping.

Asphalt Car Parking Areas (In Accordance with MPA Specification)

Public car parks or areas where risks of indentation, tight turning or on-the-spot power assisted maneuvering, or stray use by heavier vehicles are present.

Surface Course

30mm of AC 10 close surf PD 6691 Annex B (see note 1b). Binder grade 100/150

Binder course

60mm of AC 20 close surf PD 6691 Annex B, Binder grade to be 100/150.

Sub-base - set at a general level of 2.150m AOD (nominal fall to perf. pipe)
600mm min. thick Type 3 aggregate (0/40mm), grading to comply with BS7533-13 and aggregates in accordance with BS EN 13242:2007. It is critical that the durability requirements stated in Interpave's specifications are adhered to.

Tanking Membrane

Tanking membrane to be Marshalls MM380 Tanking Membrane, complete with Marshalls Tanking Tape and 110/160mm top hat units as required. Protection fleece to be provided between the tanking membrane and sub-grade/capping, top of membrane and sides.

The construction is based on a CBR value at formation of 3%, and this must be confirmed by the developer. If the CBR is below 3% a minimum of 250mm of unbound f41 or f42 capping materials as defined in table 6/1 of the Highway Agency's 'Specification for Highway Works - Series 600 - Earthworks'. To provide a working platform of at least 15% CBR. It is recommended that a trial area is undertaken to check that sufficient capping is used.

Geo-textile

1 Layer of Teram T1000GT. If the CBR is less than 3% then a geo-grid may need to be incorporated and potentially include capping.

Asphalt Delivery Areas (In Accordance with MPA Specification)

Area subject to medium weight lorries carrying up to approx. 5 tonnes payload and similar weight vehicles.

Surface Course

30mm of SMA 10 surf PD 6691 Annex D, Binder grade to be 40/60.

Binder Course

60mm of AC 20 close surf PD 6691 Annex B, Binder grade to be 100/150.

Base Course

100mm of AC 32 close surf PD 6691 Annex B, Binder grade to be 100/150.

Sub-base - set at a general level of 2.150m AOD (nominal fall to perf. pipe)
500mm min. thick Type 3 aggregate (0/40mm), grading to comply with BS7533-13 and aggregates in accordance with BS EN 13242:2007. It is critical that the durability requirements stated in Interpave's specifications are adhered to.

Tanking Membrane

Tanking membrane to be Marshalls MM380 Tanking Membrane, complete with Marshalls Tanking Tape and 110/160mm top hat units as required. Protection fleece to be provided between the tanking membrane and sub-grade/capping, top of membrane and sides.

The construction is based on a CBR value at formation of 3%, and this must be confirmed by the developer. If the CBR is below 3% a minimum of 350mm of unbound f41 or f42 capping materials as defined in table 6/1 of the Highway Agency's 'Specification for Highway Works - Series 600 - Earthworks'. To provide a working platform of at least 15% CBR. It is recommended that a trial area is undertaken to check that sufficient capping is used.

Geo-textile

1 Layer of Teram T1000GT. If the CBR is less than 3% then a geo-grid may need to be incorporated and potentially include capping.

Private Footway (To NHBC standards)

Pedestrians Only

Surface Course

20mm compacted thickness of AC 6 (0/6mm size to clause 7.5) dense bitumen macadam (100/150 pen paving grade bitumen) with crushed rock to BS 4987 (group 3 mix).

Binder Course

60mm compacted thickness of AC 20 (0/20mm size to clause 6.5) dense bitumen macadam (100/150 pen paving grade bitumen) with crushed rock to BS 4987 (group 2 mix).

Sub-base

350mm thick granular Sub-Base Type 1 in accordance with Cl. 801 and 803 of the SHW specification, laid and compacted to clause 802.

Geo-textiles to formation

1 Layer of Teram T1000GT. If the CBR is less than 3% then a geo-grid may need to be incorporated and potentially include capping.

3.085 Proposed levels - generally to the inside of the kerbface

Do not scale directly from this drawing. All discrepancies are to be brought to the attention of the below office.

The copyright to this drawing is owned by studio 11 architecture.

The General Contractor is to check all dimensions on site and report discrepancies to the designer.

The details and information shown hereon relating to existing underground drains, main services, cables, etc., and existing structural details, are as obtained by normal survey observation method. Although all reasonable effort has been made, no guarantee can be made or given for the completeness or accuracy of this information.

Notes:

- All drawings to be read in conjunction with Structural Engineers Drawings.
- All dimensions are in metres unless noted otherwise.
- All discrepancies, of any nature to be reported back to the office stated in the title block.
- If in doubt, ask!
- Drainage to be constructed in accordance with building regulations part H and manufacturers guidance.
- Details to be read in conjunction with all other relevant drawings.
- Setting out to be in accordance with the Architectural plans.
- All proprietary items to be installed in strict accordance with the manufacturers instructions and recommendations.
- All works to be carried out in accordance with the current British Standards, Codes for practice and Building Regulations.
- All block-work and external finish colours to be specified by the technologist.
- Other than for laying and compaction, under no circumstances is the type 3 permeable/storage stone layer to be trafficked by construction vehicles.
- The thickness of the type 3 permeable/storage stone layer has been determined using both the minimum thicknesses and also the required depth to provide the necessary storage.
- All topsoil and vegetation to be removed prior to laying of geotextile and sub-base. Sub-base thickness to be increased to suit if required.
- All soft spots to be removed and replaced with compacted type 1 to formation levels.
- Developer to confirm stated pavement loading categories.
- Pavement designs are based on a CBR of 3%, but this must be confirmed by the developer at formation level. If the CBR is lower than 3% then a capping layer is to be provided. A trial area should be provided to ensure the capping layer is capable of providing a working platform of 15%. If this cannot be achieved the capping will need to be thickened or geo-grid incorporated.
- All material located within 450mm of final pavement levels are to be non-frost susceptible.
- Contractor to make all necessary provision for location and protection of existing services.
- All permeable blockwork to be laid in a herringbone pattern. Blocks less than a third in length should be avoided.
- Blockwork around iron works to have a single stretcher surrounding the item.
- It is recommended that the contractor carries out a test area in a suitably sized water tight container to check that 30% voids can be achieved.

For Tender

A 07/02/24 S11 Drawing updated to suit overall site layout change
REVISION DATE DRAWN DESCRIPTION



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PROJECT Proposed Commercial development at Marsh Lane, Boston

DRAWING Proposed External Works General Arrangement Sheet 2 of 2

DRAWN	PROJECT DESIGNER	PROJECT DIRECTOR
BJ	KB	KB
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