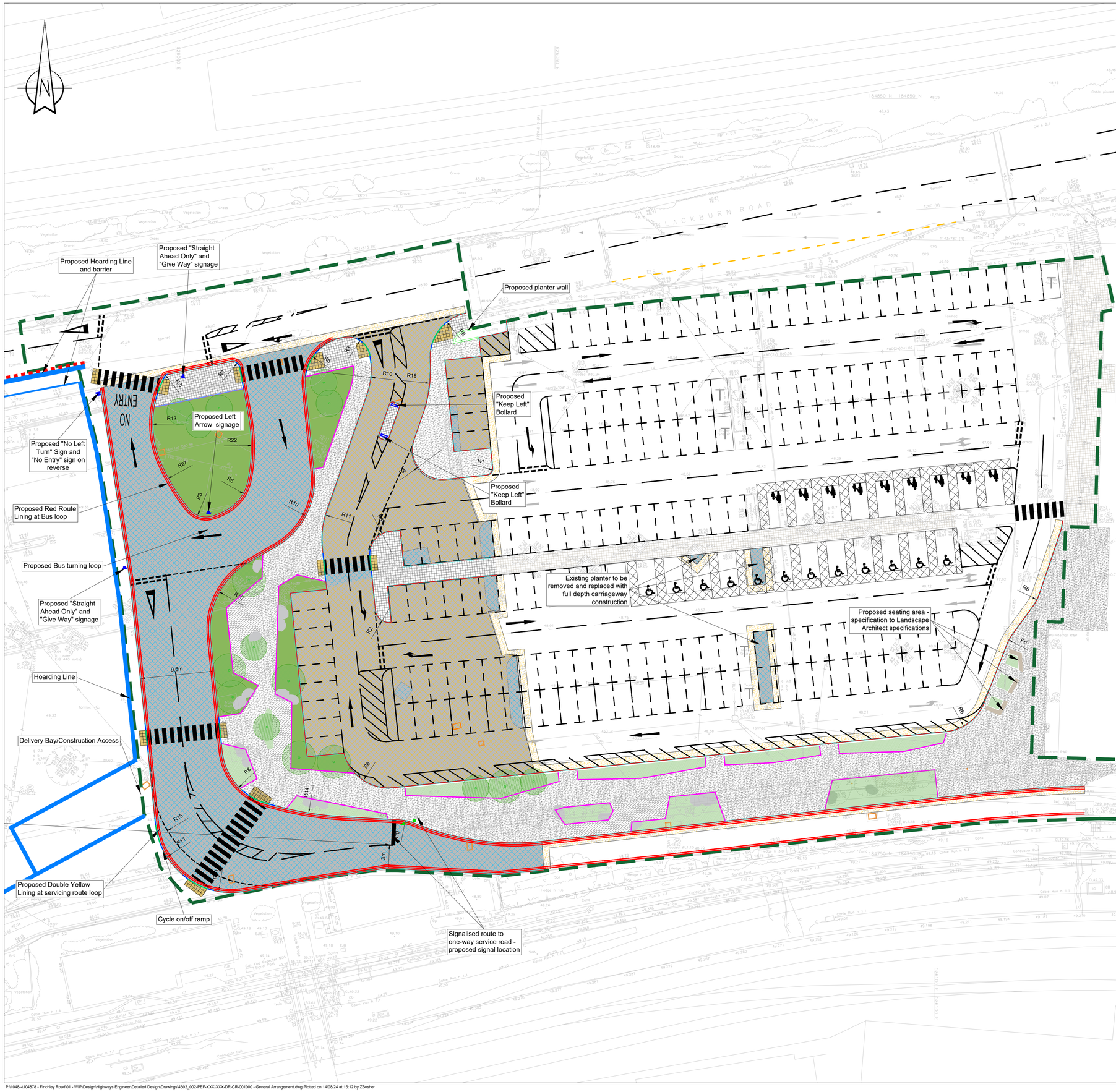

Proposed full depth flexible carriageway construction (upto 10 msa);

London Asphalt Specification (November 2007) Section 8, Road Type 2 - Material Selection Option 1

- Surface Course: 45mm HRA 35/14 F surf des 40/60 WTR1
- Binder Course: 60mm of AC20 dense bin 40/60 to Clause 906
- Base Course:150mm of AC32 HDM base 40/60 to comply with clause PD 6691 Table B11
- Sub-Base: 320mm min of Type 1 granular material to comply with Clause 803 MCHW.

NOTES

- Design thickness based on an assumed 5% CBR and Table 6 IAN73/06 sub-base only option. Design approach to be agreed with with the London Borough Council.
- On-site testing and coring will be required. Contractor is to allow in his rates for CBR test and coring to be carried out to confirm exact results.
- Testing regime is to be agreed with the London Borough Council.
- Use of capping will be subject to CBR test results. If required, it is to be type 6F1 or 6F2 where the material is excavated from within the site. Type 6f4 or 6f5 where material is to be imported.
- The placing and compaction of the bituminous mixes must comply with Clause 903 of the Specification of Highway Works.
- All longitudinal and transverse construction joints between proposed and existing are to be saw cut and stepped as shown on London Highways Alliance Contract Drawings LHAC 700.01 - Resurfacing overall depth greater than or less than 100mm.
- Minimum overall construction depth of pavement design to be 450mm due to frost susceptibility.
- The contractor is responsible for ensuring that the sub-grade is not exposed to inclement weather. Sub-grade only design shall only be used where there is adequate drainage a and favourable weather at the time of construction.

Refer to drawing 104878-PEF-ZZ-XX-DR-D-02610 - Standard Details.

Table 6 – Road Pavement Foundations
IAN 73/06 Rev 1 (2009) Class 2 Restricted Design Options

Subbase Layer Only		Subbase & Capping Layer			
CBR	Type 1 mm	CBR	Type 1 mm	Capping mm	Total
2.50%	450	2.50%	350	250	600
3%	420	3.00%	320	240	560
4%	360	4%	265	225	490
5%	320	5%	240	210	450
6%	310	6%	220	200	420
7%	290	7%	210	195	405
8%	270	8%	200	185	385
9%	260	9%	190	180	370
10%	245	10%	180	175	355
11%	235	11%	170	170	340
12%	225	12%	165	160	325
13%	215	13%	160	155	315
14%	210	14%	155	150	305
15%	200	15%	150	150	300

Notes: If CBR is less than 2.5% then Ground Stabilisation is required.

Proposed plane and overlay flexible carriageway construction:

- Surface Course: 45mm HRA 35/14 F surf des 40/60 WTR1
- Binder Course: 60mm of AC20 dense bin 40/60 to Clause 906
- Base Course:As regulating Course AC32 HDM base 40/60 to comply with clause PD 6691 Table B11

Refer to drawing 104878-PEF-ZZ-XX-DR-D-02610 - Standard Details.

Proposed PCC Kerb (Type BN or match existing), 125mm x 255mm, 125mm Upstand on ST2 concrete backing to London Highways Alliance Contract Drawing LHAC 1100.10 - Typical Arrangement for Kerbs.

Refer to drawing 104878-PEF-ZZ-XX-DR-D-02610 - Construction Details.

Proposed PCC Bullnose Kerb (Type BN), 125mm x 150mm HB2, 0-6mm mm Upstand on ST2 concrete backing to London Highways Alliance Contract Drawings LHAC 1100.10 - Typical Arrangement for Kerbs and LHAC 1100.03 - Typical Arrangement of Tactile Surface for Uncontrolled Crossing Points.

Refer to drawing 104878-PEF-ZZ-XX-DR-D-02610 - Construction Details.

Proposed Transition Kerbs, Type BN with 125mm upstand to Dropped kerb Type BN with 0-6mm upstand on ST2 concrete backing to London Highways Alliance Contract Drawing LHAC 1100.10 - Typical Arrangement for Kerbs.

Refer to drawing 104878-PEF-ZZ-XX-DR-D-02610 - Construction Details

Proposed PCC Edging (Type EF / Square top) laid Flush, 50mm x 150mm, on ST2 concrete backing to London Highways Alliance Contract Drawing LHAC 1100.10 - Typical Arrangement for Kerbs.

Refer to drawing 104878-PEF-ZZ-XX-DR-D-02610 - Construction Details

Proposed Marshalls 400mm x 400mm x 65mm Smooth Natural Chamfered to existing specifiaitons.

- Surface Course: 65mm Smooth 400mm x 400mm x 65mm Marshalls Conservation Flag
- Bedding: 25mm Sand Cement 1:6
- Binder Course: 100mm of AC20 dense bin 100/150
- Subbase: Existing to remain

Beige Resin Bound Gravel Footway

- 45mm depth Natural colour resin bound aggregate 3mm - 6mm
- Base: 150mm Type 1
- Geotextile Membrane
- Subbase: Existing to remain

Self binding Gravel Footway

- 45mm deep Self Binding aggregate 3mm - 6mm
- Base: 150mm Type 1
- Geotextile Membrane
- Subbase: Existing to remain

NOTES :

GENERAL

1. Do not scale from drawing.
2. All dimensions are in metres (A.O.D.), unless stated otherwise.
3. This drawing to be read & printed in colour.
4. This drawing is to be read in conjunction with all other relevant contract drawings (electrical, mechanical, public health & architectural drawings & the specification).
5. The contractor should site check all existing dimensions shown. any discrepancies on this drawing identified by the contractor should be brought to the attention of the engineer prior to construction on site
6. The contractor shall conform to all statutory authority requirements, checking with the employer/client to identify both below ground and overhead services. Contractor to fully comply with all CDM, H&S and party wall acts that are current. all BS references are to current editions.
7. Where the contractor undertakes or engages a third party to undertake temporary works design, or varies the Pell Frischmann design in any way, then the contractor will take full responsibility and liability for all design aspects, including a design risk assessment. The contractor shall inform Pell Frischmann of any proposed variances to the design.
8. Unless shown otherwise all items of street furniture, covers and frames, trees, bushes, wall etc. are to remain.
9. No private areas to drain on to areas already adopted or being offered for adoption and no private surface water drainage to be discharged into any highway gully. highway surface water drain, manhole or soakaway maintained by Local Highway Authority.

DISCLAIMERS

10. The information contained in this drawing is based on Topographical survey drawing '40070T-01-01 - E' undertaken by Plowman Craven dated 15.04.19 provided by others and Pell Frischmann shall not be liable for any inaccuracies or deficiencies.
11. This drawing is based on ARUP drawings '2277813-SK063 - C - Pedestian Route Phase 1 Construction' and '2277813-SK064 - C - Pedestian Route Phase 1 Complete' dated 20.05.22 provided by others and Pell Frischmann shall not be liable for any inaccuracies or deficiencies.
12. Lighting design for road, car park is shown indicatively and to be undertaken by Others.
13. All works are to comply with the current Manual For Streets Guidance or otherwise agreed with relevant highway authority.
14. All works shown in this drawing are subject to approval of relevant highway authority.

CDM (RISKS & HAZARDS)

15. Prior to commencement of construction the contractor is to liaise with all relevant statutory undertakers and protect / divert apparatus and to protect the workforce during the works. Any damage caused to the apparatus to be the responsibility of the contractor.
16. Contractor to undertake their own statutory plant checks on site prior to the commencement of excavation exercise.
17. The contractor is to make sure that any excavation should be adequately covered at night to protect both public and wildlife from becoming trapped.
18. Appropriate health and safety measures should be adhered to while working in close proximity to the existing overhead power lines.
19. Contractor to ensure where lamp columns are to remain they are to be made stable during construction.
20. Contractor to allow in his rates for electricity board service connection to proposed signs.
21. In compliance with CDM 2015 Pell Frischmann has followed it's design risk management process for hazard elimination and risk reduction in developing the design shown on this and associated drawings. there are no abnormal or unusual residual risks associated with the design. any other residual risks are those that would normally be expected by competent persons or contractors engaged on work of this nature or type.

KEY :

- Site Boundary
- Existing stats cover/box adjusted to suit proposed levels or to be relocated
- Proposed Signal
- Proposed reflective bollard with TSRGD Dia. 610 by Ensign by Glasdon or similar approved.
- Proposed Kerb (dropped at pedestrian crossings)
- Proposed Edging
- Proposed Tactile Paving, arranged in accordance with DETR guidance (colour buff); 400x400x65mm. Colour Buff on 30mm sand/cement mortar bed, on 150mm C7.5- concrete base on 100mm Type 1 sub-base to London Highways Alliance Contract Drawings LHAC 1100.13 - Section A-A and LHAC 1100.03 - Typical Arrangement of Tactile Surface for Uncontrolled Crossing Points.

  Refer to drawing 104878-PEF-ZZ-XX-DR-D-02610 - Standard Details.
- Saw cut and break out existing carriageway surface course and binder for carriageway tie in, 900mm wide.
- Proposed swale - Top soiling / Low Level Planting (0.5m wide strip at the back of proposed footways), 150mm depth grass seed & 150mm topsoil
- Proposed shrub and ornamental planting - to Landscape Architect specifications

REV	DESCRIPTION	DRN	CHK	APP	DATE
P04	Layout updated following comments from Arup 13.08.24	ZB	MF	MF	14.08.24
P03	Layout updated to HTA Proposals	ZB	MF	MF	09.08.24
P02	Car parking delineation amended	HL	MF	MF	09.05.23
P01	First Issue	HL	MF	MF	26.04.23

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Client

Landsec

Project

O2 FINCHLEY ROAD

Drawing Title

DETAILED CAR PARK GENERAL ARRANGEMENT

	Name	Date
Drawn	HL	Dec 2022
Designed	HL	Dec 2022
Checked	MF	Dec 2022
Approved	MF	Dec 2022

Scale 1:250 @ A1

File No. 4602_002-PEF-XXX-XXX-DR-CR-001000 - General Arrangement.dwg

Drawing Status S2

Drawing No. 4602_001-PEF-XXXX-DR-CR-001000

Revision P04