NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.

2. PERMANENT REINSTATEMENT TO BE MEASURED SEPERATELY.

3. GRADE ST4 CONCRETE AS BACKFILL TO TRENCHES TO BE SEMI-DRY MIX COMPACTED. BY MEANS OF A VIBRATING PLATE COMPACTOR/TRENCH RAMMER IN LAYERS NOT GREATER THAN 200mm.

4. SELECTED BACKFILL TO BE COMPACTED BY MEANS OF A VIBRATING PLATE COMPACTOR/TRENCH RAMMER IN LAYERS NOT GREATER THAN 200mm.

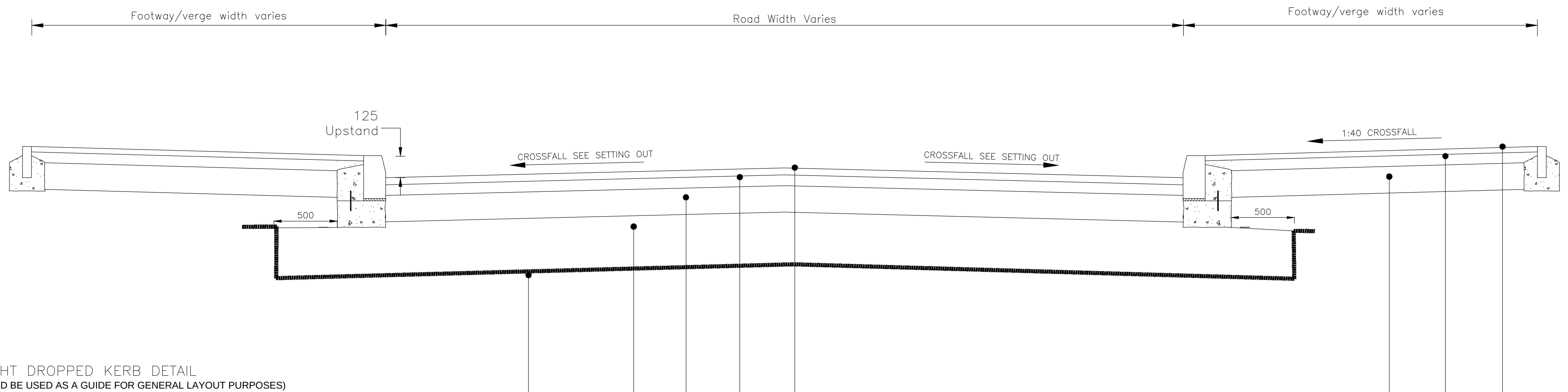
5. THE EDGE OF ALL TRENCHES TO BE SAW CUT, MINIMUM DEPTH OF 40mm.

6. ALL DUCTS TO BE 100mmØ, AND ARE TO BE COMPLETE WITH 6mmØ POLYPROPELENE DRAWROPE SECURED AT BOTH ENDS.

7. THE DUCTING SHALL BE H.D.P.E (5mm WALL THICKNESS) AND SHALL BE CLEARLY MARKED(STREET LIGHTING/TRAFFIC SIGNALS) AS APPROPRIATE; OR FLEXIBLE WITH A RIBBED M.D.P.E.OUTER PROFILE AND A SMOOTH L.D.P.E. INNER BORE.

8. THE DUCTING SHALL CONFORM TO A DENSITY OF 0.9/cm3 DIN53479 WITH A BREAKINGPOINT OF 23-30N/mm2 DIN53455. THE DUCTING SHALL BE COMPATIBLE WITH THE APPROVED ACCESS CHAMBERS PRE-TREPANED KNOCKOUT. WHERE THE DUCTS NEED TO BE JOINED A MANUFACTURER APPROVED CONNECTOR MUST BE USED AND APPROVED BY THE OVERSEEING ORGANISATION.

TYPICAL CARRIAGEWAY CONSTRUCTION DETAIL


Footway/verge width varies
Road Width Varies
Footway/verge width varies
125
Upstand
CROSSFALL SEE SETTING OUT
CROSSFALL SEE SETTING OUT
1:40 CROSSFALL
500
500

FULL DEPTH CARRIAGEWAY CONSTRUCTION-(NO LIMESTONE AGGREGATE TO BE USED IN SURFACE COURSES OR ANY SURFACES TO BE TEMPORARILY TRAFFICKED). ALL MATERIALS TO BE LAID AND TRANSPORTED IN ACCORDANCE WITH THE SHW. BITUMINOUS SPRAY TO BE APPLIED IN ACCORDANCE WITH CLAUSE 920 OF THE SHW.

SURFACE: 40MM THICK HRA 35/14 SURF 40/60 DES 20MM PRECOATED CHIPPINGS PSV MIN 60 TO BS EN 13108.

BINDER: 60MM THICK AC 20 DENSE BIN 40/60 REC TO BS EN 13108.

BASE: 150MM THICK AC32 BASE 40/60 REC TO BS EN 13108.

SUB BASE: MIN 150MM THICK SUB-BASE (SUBJECT TO ON-SITE CBR RESULTS-PLEASE REFER TO TABLE ON D004) IN TYPE 1 GRANULAR MATERIAL. LAID AND COMPACTED TO THE SPECIFICATION FOR HIGHWAY WORKS CLAUSES 701, 801, & 803.

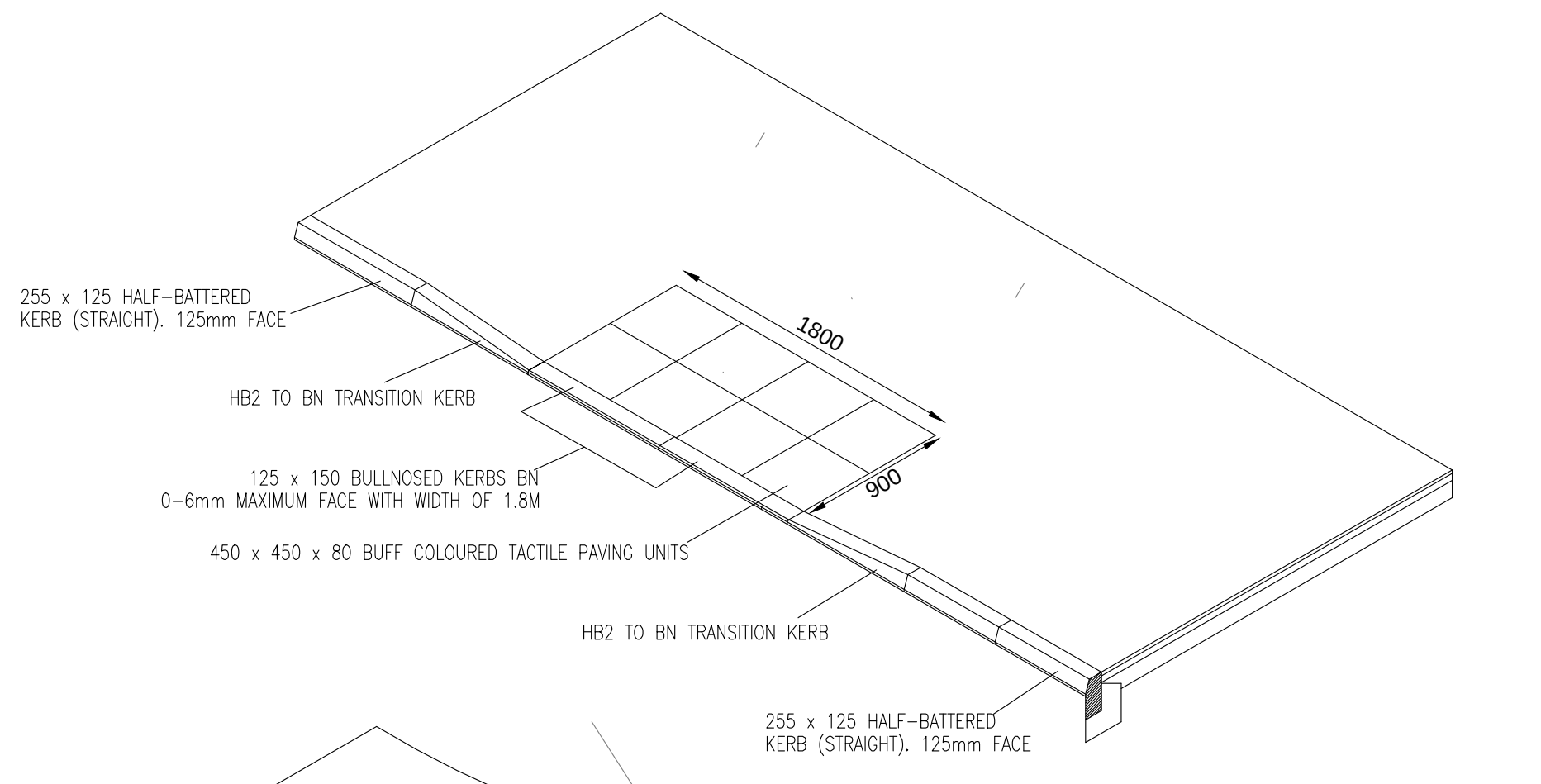
CAPPING: REQUIRED CAPPING DEPTH SUBJECT TO ON-SITE CBR TEST RESULTS. FOR ALL CAPPING DETAILS PLEASE REFER TO THE TABLE PROVIDED ON THE STANDARD DETAILS PLAN AND THE DMRB FOR FURTHER GUIDANCE. CBR TO BE ESTABLISHED ON SITE PRIOR TO STARTING WORKS. CONTRACTOR TO REFER RESULTS TO A REPRESENTATIVE OF THE LOCAL AUTHORITY AND THE DESIGN MANUAL FOR ROADS AND BRIDGES VOLUME 7, SECTION 2, PART 3 CHAPTER 3 FOR FURTHER GUIDANCE ON SUB-BASE CAPPINGRELATIONSHIP. APPROPRIATE TERRAM GEOTEXTILE MEMBRANE TO BE LAID BENEATH CAPPING LAYER TO MANUFACTURER'S PROPRIETARY REQUIREMENTS.

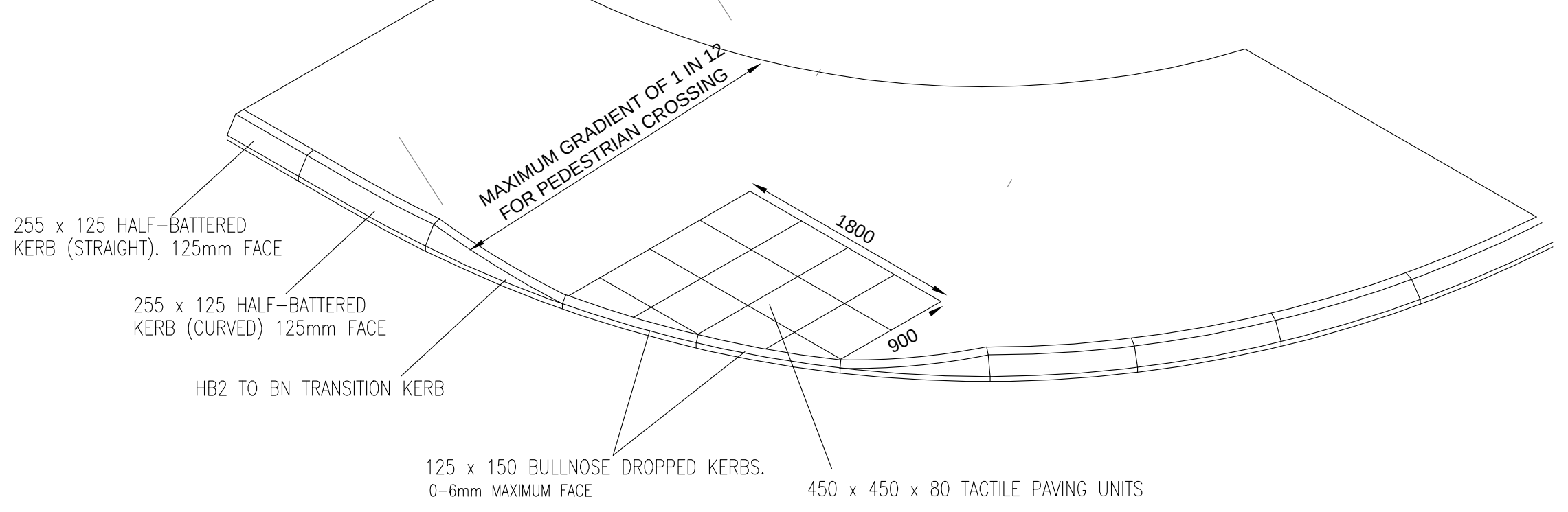
SURFACE COURSE:– 20MM THICK AC6 DENSE SURF 100/150 PEN. SUPPLIED AND LAID IN ACCORDANCE WITH THE SHW AND EN13108

BINDER COURSE:–60MM THICK AC 20 DENSE BIN.SUPPLIED AND LAID IN ACCORDANCE WITH THE SHW AND EN13108,

SUB BASE:– 160MM THICK TYPE 1 GRANULAR SUB BASE 225MM AT VEHICLE CROSSINGS. SUPPLIED AND LAID IN ACCORDANCE WITH THE SHW.

STRAIGHT DROPPED KERB DETAIL
(NOTE : THE ABOVE DETAIL SHOULD BE USED AS A GUIDE FOR GENERAL LAYOUT PURPOSES)


255 x 125 HALF–BATTERED KERB (STRAIGHT). 125mm FACE
HB2 TO BN TRANSITION KERB
125 x 150 BULLNOSED KERBS BN 0–6mm MAXIMUM FACE WITH WIDTH OF 1.8M
450 x 450 x 80 BUFF COLOURED TACTILE PAVING UNITS
HB2 TO BN TRANSITION KERB
255 x 125 HALF–BATTERED KERB (STRAIGHT). 125mm FACE
1800
900


MAXIMUM GRADIENT OF 1 IN 12 FOR PEDESTRIAN CROSSING
255 x 125 HALF–BATTERED KERB (STRAIGHT). 125mm FACE
255 x 125 HALF–BATTERED KERB (CURVED) 125mm FACE
HB2 TO BN TRANSITION KERB
125 x 150 BULLNOSE DROPPED KERBS. 0–6mm MAXIMUM FACE
450 x 450 x 80 TACTILE PAVING UNITS
1800
900

RADIAL DROPPED KERB DETAIL
(NOTE : THE ABOVE DETAIL SHOULD BE USED AS A GUIDE FOR GENERAL LAYOUT PURPOSES)

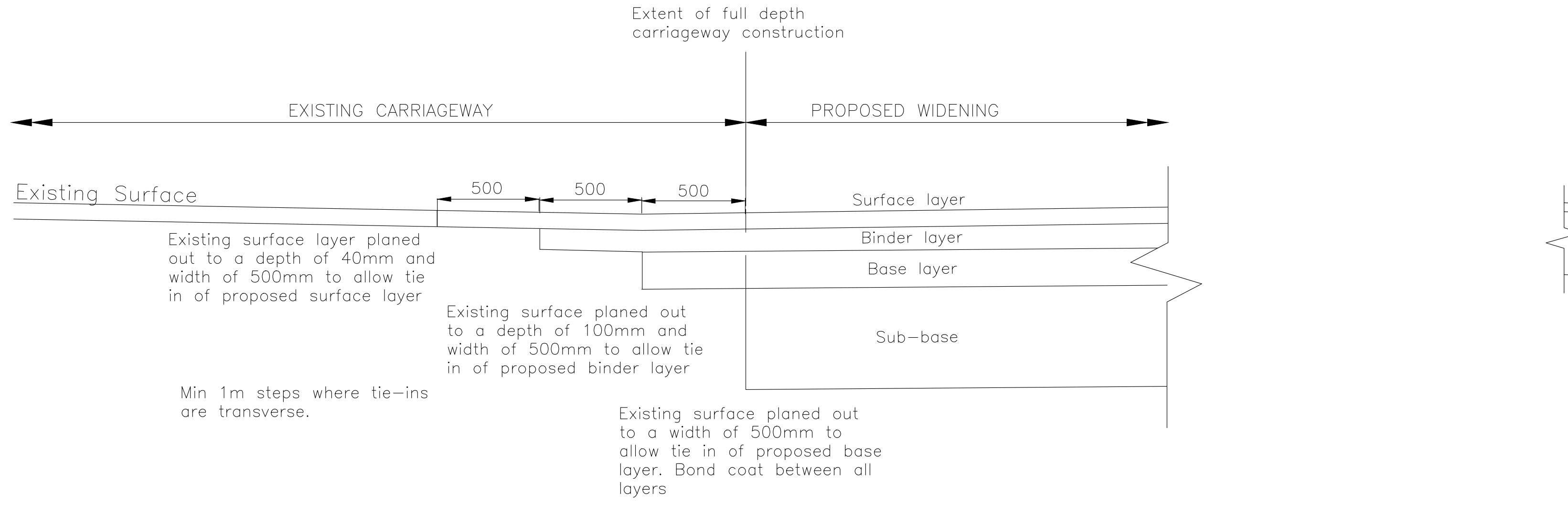
CAPPING AND SUB-BASE THICKNESS DESIGN

TABLE 1 (TO IAN 73/06 REV 1)

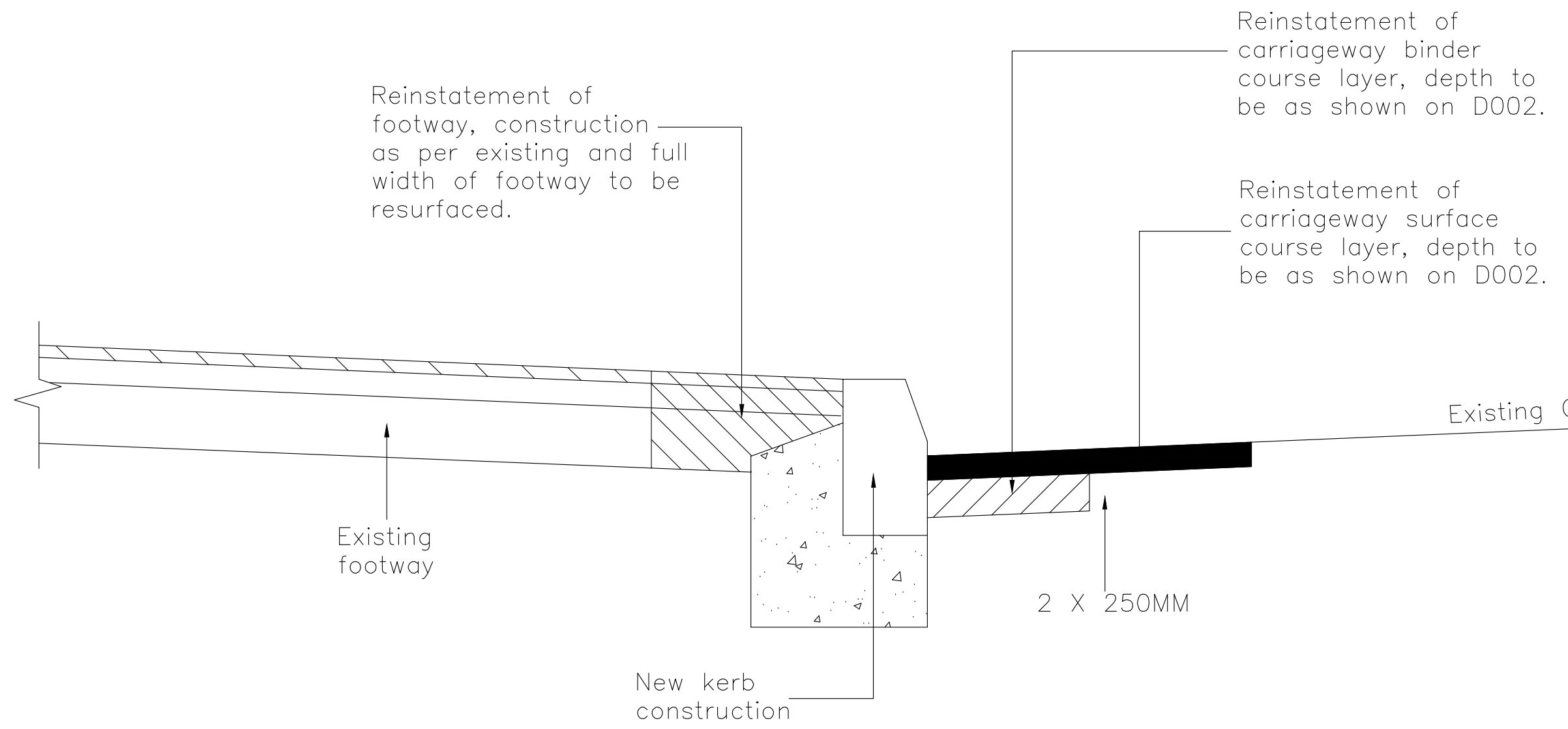
CAPPING LAYER AND SUB-BASE OPTIONS RESTRICTED FOUNDATION DESIGN: FOUNDATION CLASS 2			
CBR%	OPTION A		OPTION B
MIN.	SUB-BASE &	CAPPING	SUB-BASE ONLY
2.5%	350 &	250	450
3%	320 &	240	420
5%	240 &	210	330
7%	210 &	200	290
9%	190 &	180	260
11%	170 &	170	240
13%	160 &	160	220
15%+	150 &	150	200

SITE TESTS

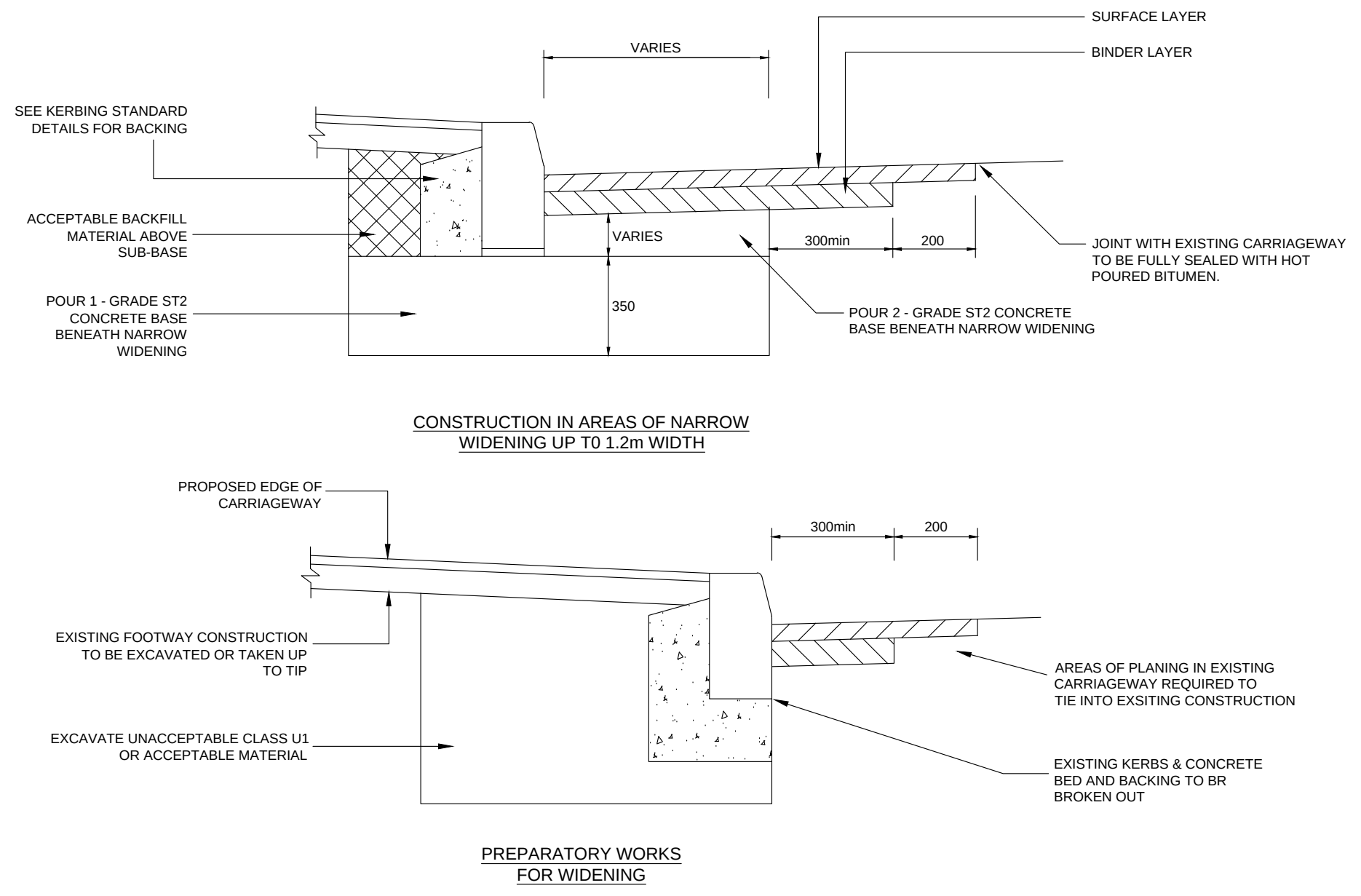
CBR TESTS SHALL BE UNDERTAKEN ON SITE BY THE CONTRACTOR TO DETERMINE THE CBR VALUE AT FORMATION LEVEL AND SUB BASE CAPPING DEPTHS CONFIRMED WITH LA ENGINEER AND FIG. 3.1 OF THE DEPARTMENT OF TRANSPORT DESIGN CAPPING DEPTHS SHALL BE LAID IN ACCORDANCE WITH MANUAL HD 26/06.


Extent of full depth carriageway construction
EXISTING CARRIAGEWAY
PROPOSED WIDENING
Existing Surface
500
500
500
Surface layer
Binder layer
Base layer
Sub–base
Existing surface layer planed out to a depth of 40mm and width of 500mm to allow tie in of proposed surface layer
Existing surface planed out to a depth of 100mm and width of 500mm to allow tie in of proposed binder layer
Min 1m steps where tie–ins are transverse.
Existing surface planed out to a width of 500mm to allow tie in of proposed base layer. Bond coat between all layers

TIE IN CONSTRUCTION


Reinstatement of footway, construction as per existing and full width of footway to be resurfaced.
Reinstatement of carriageway binder course layer, depth to be as shown on D002.
Reinstatement of carriageway surface course layer, depth to be as shown on D002.
Existing Carriageway
Existing footway
2 X 250MM
New kerb construction

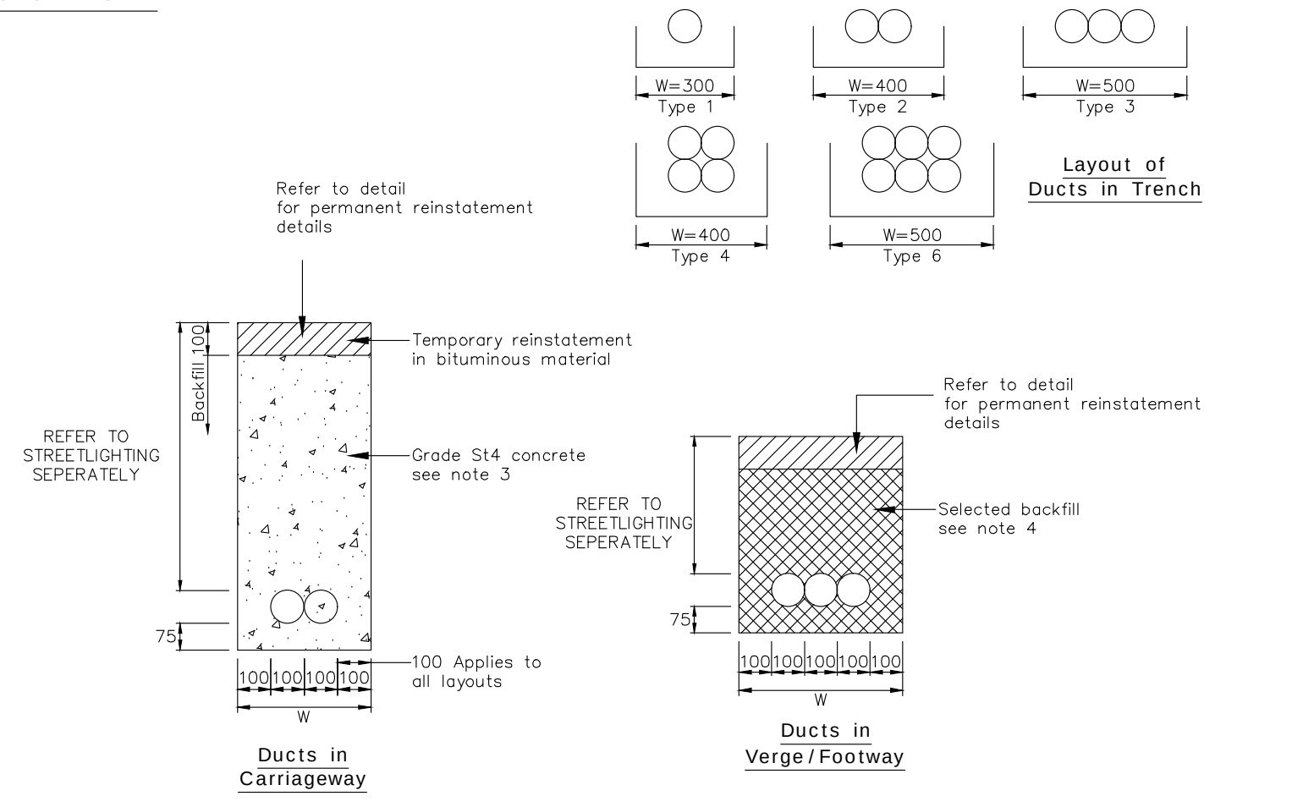
KERB RENEWAL / CARRIAGEWAY REINSTATEMENT


SURFACE LAYER
BINDER LAYER
VARIES
SEE KERBING STANDARD DETAILS FOR BACKING
ACCEPTABLE BACKFILL MATERIAL ABOVE SUB-BASE
VARIES
300min
200
350
JOINT WITH EXISTING CARRIAGEWAY TO BE FULLY SEALED WITH HOT POURED BITUMEN.
POUR 1 - GRADE ST2 CONCRETE BASE BENEATH NARROW WIDENING
POUR 2 - GRADE ST2 CONCRETE BASE BENEATH NARROW WIDENING
PROPOSED EDGE OF CARRIAGEWAY
300min
200
EXISTING FOOTWAY CONSTRUCTION TO BE EXCAVATED OR TAKEN UP TO TIP
AREAS OF PLANING IN EXISTING CARRIAGEWAY REQUIRED TO TIE INTO EXSITING CONSTRUCTION
EXCAVATE UNACCEPTABLE CLASS U1 OR ACCEPTABLE MATERIAL
EXISTING KERBS & CONCRETE BED AND BACKING TO BR BROKEN OUT

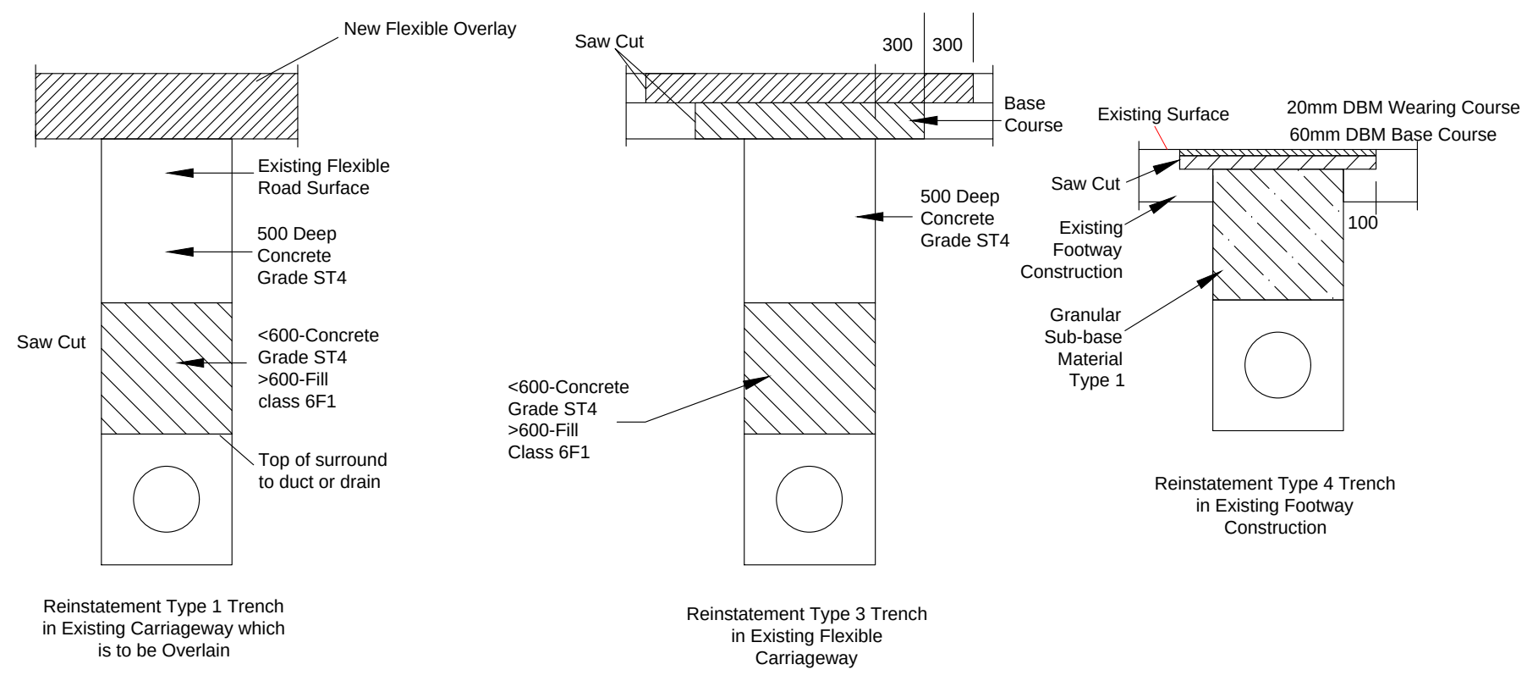
CONSTRUCTION IN AREAS OF NARROW WIDENING UP T0 1.2m WIDTH

PREPARATORY WORKS FOR WIDENING

CARRIAGEWAY NARROW WIDENING

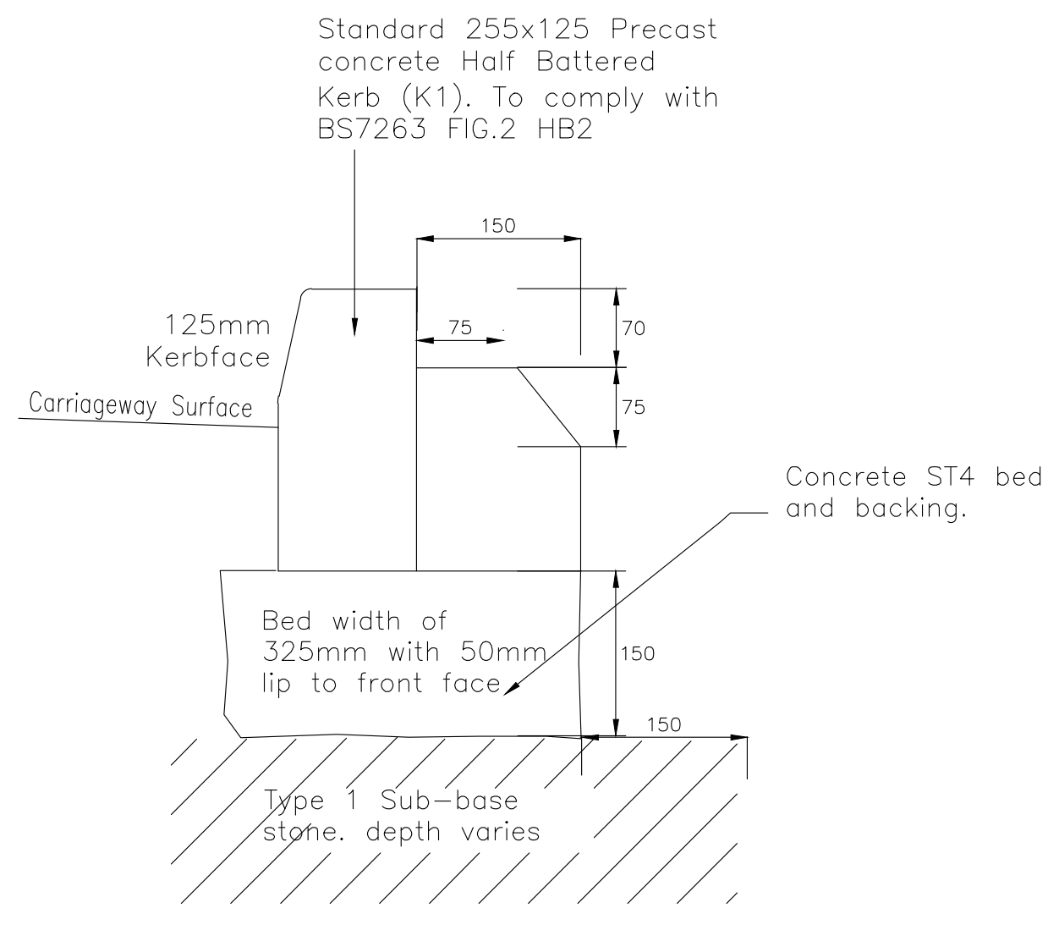

W=300
Type 1
W=400
Type 2
W=500
Type 3
W=400
Type 4
W=500
Type 6
Layout of Ducts in Trench
Refer to detail for permanent reinstatement details
Temporary reinstatement in bituminous material
Backfill 100
REFER TO STREETLIGHTING SEPERATELY
Grade St4 concrete see note 3
75
100 100 100 100
W
100 Applies to all layouts
Ducts in Carriageway
Refer to detail for permanent reinstatement details
REFER TO STREETLIGHTING SEPERATELY
Selected backfill see note 4
75
100 100 100 100 100
W
Ducts in Verge / Footway

DUCT CROSSING DETAILS-FOR ALL DUCT DETAILS RELATING TO STREETLIGHTING REFER TO LIGHTING DESIGNS SEPARATELY


New Flexible Overlay
Existing Flexible Road Surface
500 Deep Concrete Grade ST4
Saw Cut
<600-Concrete Grade ST4 >600-Fill class 6F1
Top of surround to duct or drain
Reinstatement Type 1 Trench in Existing Carriageway which is to be Overlain
Saw Cut
300
300
Base Course
500 Deep Concrete Grade ST4
<600-Concrete Grade ST4 >600-Fill Class 6F1
Reinstatement Type 3 Trench in Existing Flexible Carriageway
Existing Surface
20mm DBM Wearing Course
60mm DBM Base Course
Saw Cut
Existing Footway Construction
Granular Sub-base Material Type 1
100
Reinstatement Type 4 Trench in Existing Footway Construction

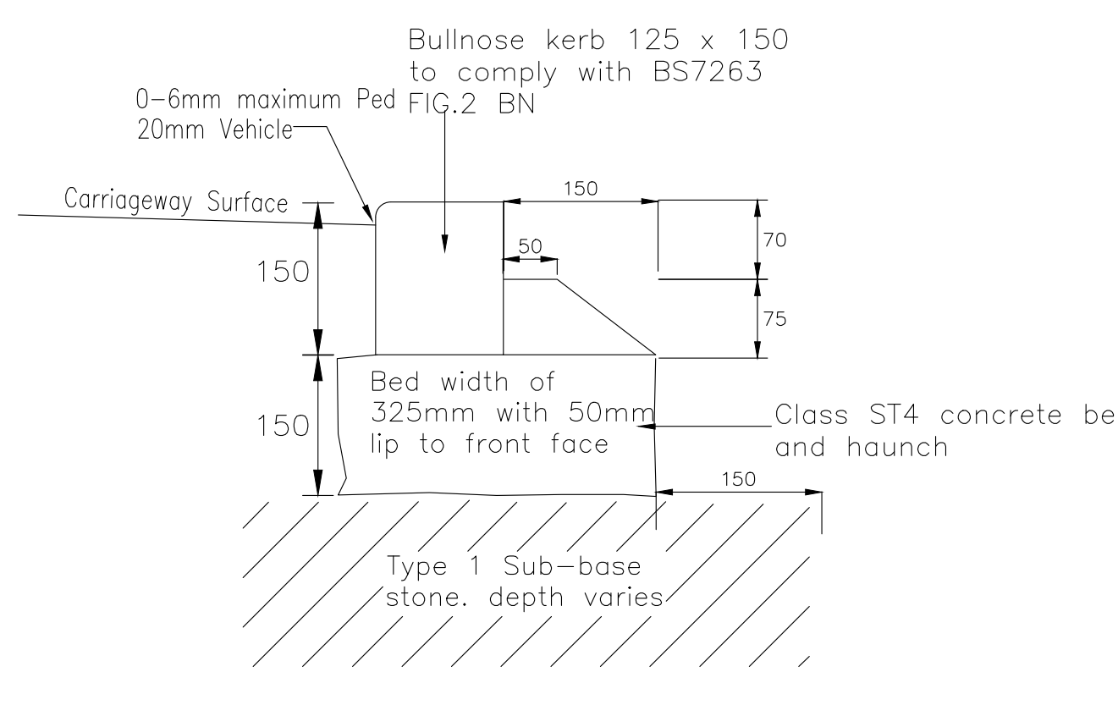
TRENCH REINSTATEMENT

TYPE OF KERB AND THEIR DESIGNATIONS			
TYPE OF KERB	DESIGNATION	FIG Nr.	SIZE
Kerbs:			
Bullnosed	BN	K.1a	125 x 150
45° Splayed	SP	K.1b	125 x 255
Half Battered	HB 1	K.1c	150 x 305
Half Battered	HB 2	K.1d	125 x 255
Half Battered	HB 3	K.1e	125 x 150
Left Hand	TL	K.2a	Transition HB to SP
Right Hand	TR	K.2a	Transition HB to SP
Left Hand	DL1	K.2b	Dropper Type 1 : HB to BN
Right Hand	DR1	K.2b	Dropper Type 1 : HB to BN
Left Hand	DL2	K.2c	Dropper Type 2 : 45° to BN
Right Hand	DR2	K.2c	Dropper Type 2 : 45° to BN
Channels:			
Channel Square	CS1	K.1f	255 x 125
Channel Square	CS2	K.1g	150 x 125
Channel Dished	CD	K.1h	255 x 125
Edgings:			
Round Top Edging	ER	K.3a	50 x 150, 200 or 250
Flat Top Edging	EF	K.3b	50 x 150, 200 or 250
Bullnosed Edging	EBN	K.3c	50 x 150, 200 or 250
Quadrants:			
Quadrant	QBN	K.3d	305 or 455 x 150 or 255
Quadrant	QHB	K.3d	305 or 455 x 150 or 255
Quadrant	QSP	K.3d	305 or 455 x 150 or 255
Angles:			
Internal Angle	IA	K.3e	125 x 255, HB1 or SP
External Angle	XA	K.3f	125 x 255, HB1 or SP

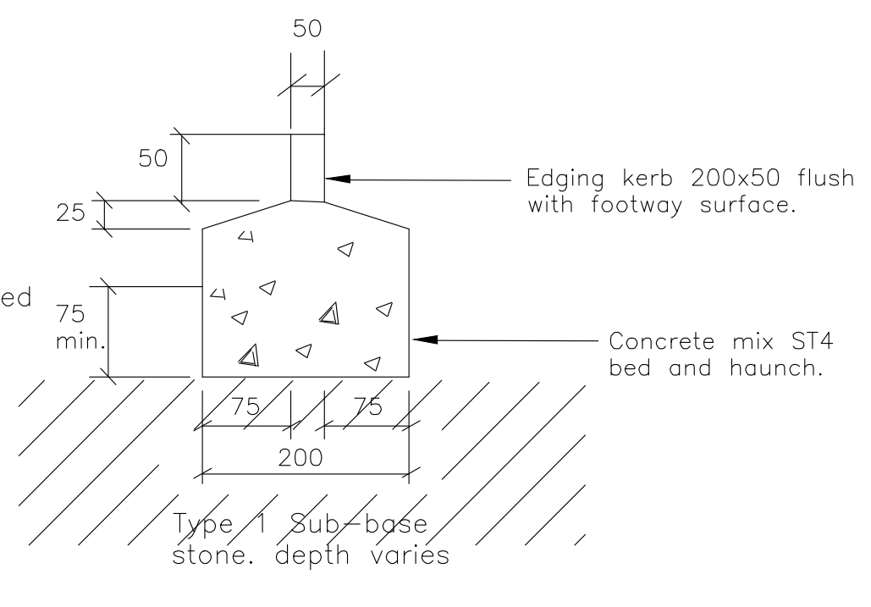

Standard 255x125 Precast concrete Half Battered Kerb (K1). To comply with BS7263 FIG.2 HB2
150
125mm Kerbface
75
70
75
Carriageway Surface
Concrete ST4 bed and backing.
Bed width of 325mm with 50mm lip to front face
150
150
Type 1 Sub–base stone. depth varies

HALF BATTERED KERB

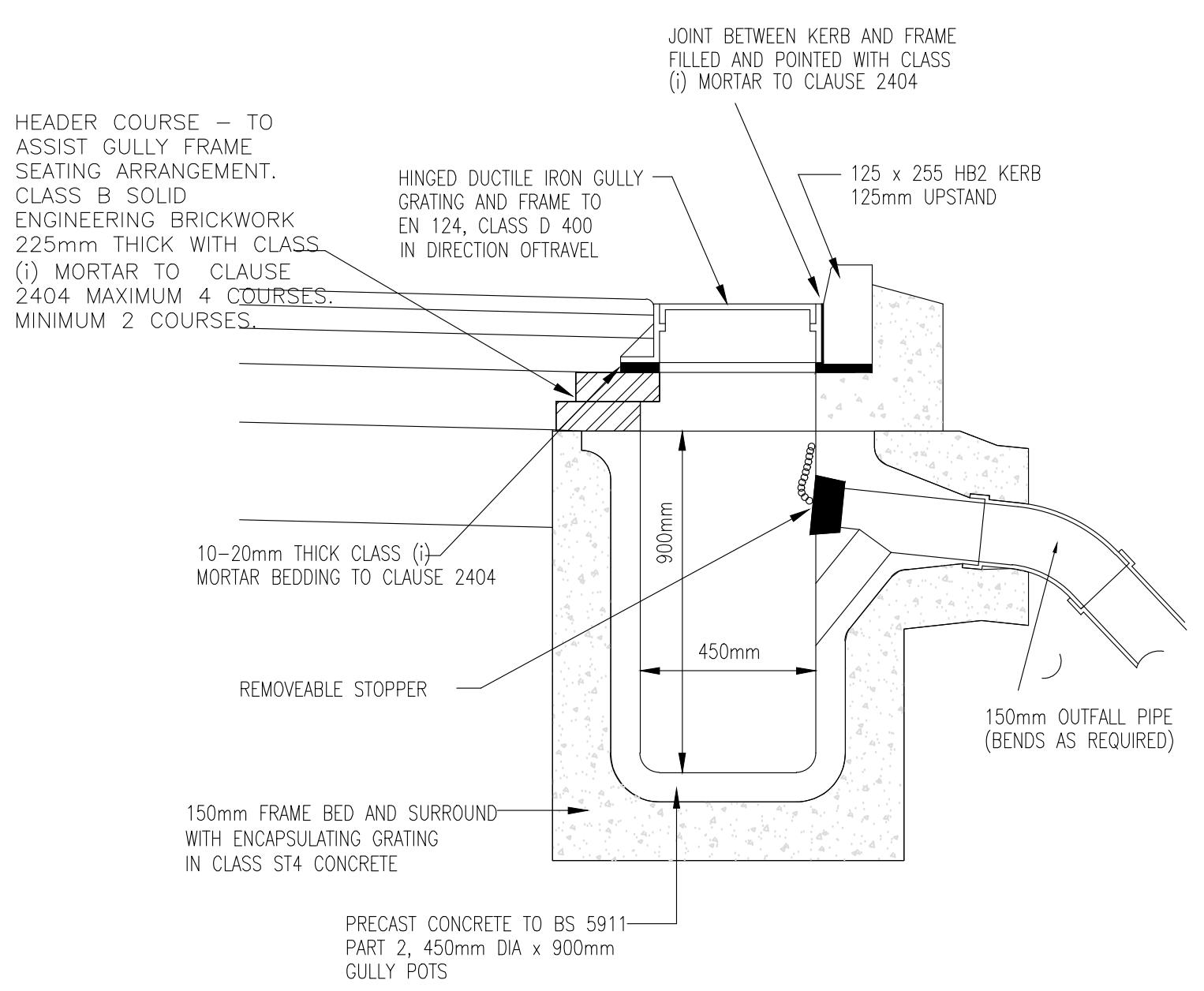
KERB BASE, KERB AND KERB BACKING LAID BEFORE CONCRETE SETS


Bullnose kerb 125 x 150 to comply with BS7263 FIG.2 BN
0–6mm maximum Ped 20mm Vehicle
Carriageway Surface
150
50
70
75
150
150
Bed width of 325mm with 50mm lip to front face
Class ST4 concrete bed and haunch
150
Type 1 Sub–base stone. depth varies

BULLNOSED KERB


50
50
25
75 min.
Edging kerb 200x50 flush with footway surface.
Concrete mix ST4 bed and haunch.
75
75
200
Type 1 Sub–base stone. depth varies

EDGING KERB


JOINT BETWEEN KERB AND FRAME FILLED AND POINTED WITH CLASS (i) MORTAR TO CLAUSE 2404
HEADER COURSE – TO ASSIST GULLY FRAME SEATING ARRANGEMENT. CLASS B SOLID ENGINEERING BRICKWORK 225mm THICK WITH CLASS (i) MORTAR TO CLAUSE 2404 MAXIMUM 4 COURSES. MINIMUM 2 COURSES.
HINGED DUCTILE IRON GULLY GRATING AND FRAME TO EN 124, CLASS D 400 IN DIRECTION OFTRAVEL
125 x 255 HB2 KERB 125mm UPSTAND
10–20mm THICK CLASS (i) MORTAR BEDDING TO CLAUSE 2404
900mm
450mm
REMOVEABLE STOPPER
150mm OUTFALL PIPE (BENDS AS REQUIRED)
150mm FRAME BED AND SURROUND WITH ENCAPSULATING GRATING IN CLASS ST4 CONCRETE
PRECAST CONCRETE TO BS 5911 PART 2, 450mm DIA x 900mm GULLY POTS

TYPICAL PRECAST CONCRETE GULLY DETAIL

NOTES

1. ALL ADOPTABLE SEWERS AND ASSOCIATED WORKS ARE TO COMPLY FULLY WITH "SEWERS FOR ADOPTION" 7TH EDITION. ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE ON-SITE DRAWINGS PRIOR TO UNDERTAKING ANY WORKS AND ANY DISCREPANCIES WITH BOUNDARIES, FENCELINES, EARTHWORKS OR OTHERWISE REPORTED IMMEDIATELY TO THE ENGINEER PRIOR TO WORKS COMMENCING.

2. ALL HIGHWAY AND DRAINAGE WORKS TO BE TO ADOPTABLE STANDARDS AND SHALL COMPLY FULLY WITH THE LOCAL AUTHORITY SPECIFICATION, APPROVED STANDARD DETAILS AND THE RELEVANT SECTIONS OF THE DESIGN MANUAL FOR ROADS AND BRIDGES, SPECIFICATION FOR HIGHWAY WORKS AND BRITISH STANDARDS. CONTRACTOR TO ENSURE POSITIVE DRAINAGE TO ALL GULLIES PRIOR TO UNDERTAKING ANY PAVEMENT WORKS.

3. ANY PRIVATE WORKS ARE TO COMPLY FULLY WITH THE LATEST EDITIONS OF THE BUILDING REGULATIONS

4. ALL EXISTING STATIONS, INVERT LEVELS AND DRAINAGE NETWORK TO BE CHECKED BY THE CONTRACTOR AT THE START OF WORKS AND ANY DISCREPANCIES NOTIFIED TO THE ENGINEER. ALL LEVELS ARE BASED ON TOPOGRAPHICAL SURVEY INFORMATION PROVIDED BY OTHERS. ANY DISCREPANCIES BETWEEN THIS AND OTHER DRAWINGS TO BE REPORTED TO THE ENGINEER PRIOR TO CONSTRUCTION

5. ALL MATERIALS TO BEAR THE RELEVANT B.S.KITEMARK AND COMPLY FULLY WITH THE SPECIFICATIONS. ALL MATERIALS TO BE AGREED WITH THE OVERSEEING LOCAL AUTHORITY REPRESENTATIVE PRIOR TO ORDERING. ALL CONCRETE & CONCRETE PRODUCTS MUST USE SULPHATE RESISTANT CEMENT (UNLESS THE SITE INVESTIGATION REPORT PROVES THAT SULPHATE ATTACK FROM SOILS AND GROUNDWATER WILL NOT OCCUR)

6. ALL STATUTORY CONSENTS, OPENING NOTICES ETC. AS REQUIRED UNDER HIGHWAYS ACTS AND WATER INDUSTRIES ACTS,. ARE TO BE OBTAINED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF THE WORKS (UNLESS OTHERWISE STATED). ALL WORKS ARE TO BE INSPECTED BY L.A., NHBC OR STATUTORY AUTHORITY AS APPLICABLE.

7. CONTRACTOR TO MAKE ADVANCE ALLOWANCE FOR THE MANAGEMENT AND COORDINATION OF STATUTORY UNDERTAKERS DIVERSIONS WITHIN THEIR PROGRAMME OF WORKS. PRESENCE OF STATUTORY UNDERTAKERS EQUIPMENT IN THE HIGHWAY SHOULD BE VERIFIED BY THE CONTRACTOR ON SITE PRIOR TO STARTING ANY WORKS. THE LOCATION OF STATUTORY PLANT SHOWN ON ANY PLANS IS INDICATIVE ONLY AND SHOULD NOT BE RELIED UPON FOR THE LOCATION OF ANY PIPEWORK OR CABLING. THE CONTRACTOR SHOULD CONFIRM THE LOCATION OF ALL STATS PLANT BY HAND DUG TRIAL TRENCHES PRIOR TO COMMENCING ANY WORKS. ALLOWANCE FOR THE PRESENCE OF ALL STATS APPROPRIATE PROTECTION / DIVERSION MEASURES (INCORPORATING SPLIT DUCT AND 150MM CONCRETE SURROUND OR SIMILAR STATUTORY APPROVED METHOD) IS TO BE PUT IN PLACE BY THE CONTRACTOR (UNLESS STATED OTHERWISE) WHERE STATS EQUIPMENT ARE FOUND TO BE WITHIN THE AREA OF HIGHWAY WORKS.

8. PRIOR TO ORDERING THE CONTRACTOR IS TO AGREE ALL SIGN POST/LIGHTING COLUMN MATERIALS AND FINISHES WITH THE LOCAL AUTHORITY. ALL SIGNS TO COMPLY WITH BS EN 12899:2007 AND ITS NATIONAL ANNEX. TYPE OF POSTS, FINISHES AND LIGHTING UNITS/COLUMNS TO BE AGREED WITH LA STREETLIGHTING ENGINEER PRIOR TO ORDERING. CONTRACTOR IS RESPONSIBLE FOR COORDINATING THE PROVISION OF ALL REQUIRED EQUIPMEMT AND ELECTRICAL FEEDS TO LIGHTING AND ANY SIGNALS PRIOR TO WORKS COMMENCING, CONTRACTOR TO MAKE ALLOWANCE FOR ANY LEAD-INS WITHIN THEIR PROGRAMME.

9. ALL ROADMARKINGS TO BE LAID IN ACCORDANCE WITH THE REQUIREMENTS OF THE TRAFFIC SIGNS MANUAL CHAPTER 5, TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS. ROADMARKING MATERIALS, LAYING AND PERFORMANCE TO BE IN ACCORDANCE WITH THE REQUIREMENTS OF BS EN 1436.ALL ACCESS COVERS WITHIN THE VICINITY OF THE WORKS TO HAVE HIGH FRICTION COVERS AND AGREED WITH LA ENGINEER. PSV OF ALL LINING AND COVERS TO SUIT ADJACENT SURFACING

10. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL ADVANCE NOTICES ARE IN PLACE AND TRAFFIC MANAGEMENT AGREED FOR THE WORKS PRIOR TO COMMENCING. THE CONTRACTOR IS TO MAKE ALLOWANCE FOR THE ADVANCE PROVISION OF ALL ELECTRICAL WORKS AND EQUIPMENT FOR SIGNALS AND STREETLIGHTING WITHIN THEIR PROGRAMME OF WORKS

C.D.M. REGULATIONS 2015

IN LINE WITH THE ABOVE REGULATIONS WE ARE OBLIGED TO INFORM THE CLIENT OF THE RISKS THAT MAY BE ENCOUNTERED IN THE CONSTRUCTION OF THESE WORKS. WHEREVER POSSIBLE RISKS HAVE BEEN ELIMINATED FROM THE DESIGN, HOWEVER DUE TO THE VERY NATURE OF THIS TYPE OF WORK IT IS NOT POSSIBLE TO REMOVE ALL THE RISKS FROM THE DESIGN. WE WOULD ALSO RESPECTFULLY REMIND THE CLIENT OF HIS OBLIGATIONS TO TAKE ALL REASONABLE STEPS IN ENSURING THAT ONLY COMPETENT CONTRACTORS WHO HAVE A VALID SAFETY POLICY ARE EMPLOYED. THEY SHOULD ALSO PROVIDE SATISFACTORY RESPONSES AT TENDER STAGE AS TO THE MANNER IN WHICH THEY WILL DEAL WITH THE ELEMENTS OF RISK INVOLVED IN THIS TYPE OF WORK AND IN PARTICULAR THOSE HIGHLIGHTED BY CROFT BELOW:-

1. TRENCH EXCAVATIONS IN EXCESS OF 1.2M DEEP.
2. GUARDING TO EDGES OF EXCAVATIONS TO PREVENT PEOPLE, MATERIALS AND VEHICLES FALLING INTO EXCAVATION.
3. GUARDING OF EXCAVATIONS OUTSIDE WORKING HOURS TO PREVENT UNAUTHORISED ACCESS.
4. UNDERMINING TO ADJACENT ROADS OR STRUCTURES.
5. CONFINED SPACE OPERATIONS.
6. DEALING WITH EXISTING SERVICES.
7. TRAFFIC MANAGEMENT ON EXISTING HIGHWAYS AND PROTECTION OF SITE PERSONNEL AND MEMBERS OF THE PUBLIC.
8. PROCEDURE TO BE FOLLOWED IN EVENT OF ACCIDENT OR EMERGENCY.
9. METHOD OF WORKING WHERE CONTAMINATED GROUND IS PRESENT ON SITE.
10. CONFIRMATION WILL BE REQUIRED THAT ALL OPERATIVES ARE ADEQUATELY TRAINED, COPIES OF RELEVANT TRAINING CERTIFICATES TO BE SUPPLIED.
11. ANY CONSTRUCTION PERSONNEL, INCLUDING OPERATIVES INTENDING TO CONSTRUCT THE DESIGNS SHOWN ON THIS DRAWING SHOULD ENSURE THAT THEY HAVE BEEN REGULARLY AND THOROUGHLY BRIEFED BY THE PRINCIPAL CONTRACTOR ON ALL HEALTH AND SAFETY MATTERS AND HAVE HAD SIGHT OF:

I) THE FULL DESIGNERS AND CONTRACTORS RISK ASSESSMENTS AND RISK REGISTERS.
II) THE DEVELOPED CONSTRUCTION HEALTH AND SAFETY PLAN
III) THE CONTRACTORS CONSTRUCTION METHOD STATEMENTS.

THE ABOVE LIST IS BY NO MEANS EXHAUSTIVE BUT IT DOES HIGHLIGHT OPERATIONS THAT PRESENT A RISK TO CONTRACTORS AND THE GENERAL PUBLIC.

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:
MACBRYDE HOMES

PROJECT:
ROSSETT ROAD,
WREXHAM

DRAWING TITLE:
S278 STANDARD DETAILS

SCALES:
NTS @ A0

DRAWN: JC
CHECKED: MC
DATE: JAN 21

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DRAWING NUMBER: 3261-D004
REVISION: -

Eddisons | Incorporating Croft

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