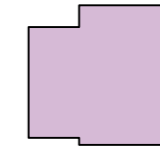


Cemetery

Key to Dwelling Types



3 Bedroom Detached House with Garage
82m² Excluding Garage - **3 No**



4 Bedroom Detached House with Garage
147m² Excluding Garage - **1 No**



4 Bedroom Detached House with Garage
140m² Excluding Garage - **2 No**



Part of existing hotel to be retained and converted into a dwelling - **1 No**
Previously Planning approved

Total = 7 Dwellings

Existing bungalow access retained

Existing Bungalow

Planning approved Bungalow

VP

Existing Bungalow

6

2.

3.

4.

Priory

Car Park

Dotted line shows the outline of existing hotel

CROSS GROVE

5250

Exg tarmac drive

Painted chevron area

R 4400

Part extg wall removed & infill with tarmac

Exg entrance and Dropped kerb

R 7900

Exg lane to area (removal of landscape)

Lower road kerb

Block paved drive

3500

channel drain

tarmac

3500

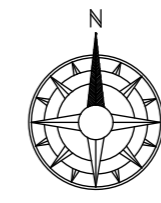
channel drain

Dropped kerb

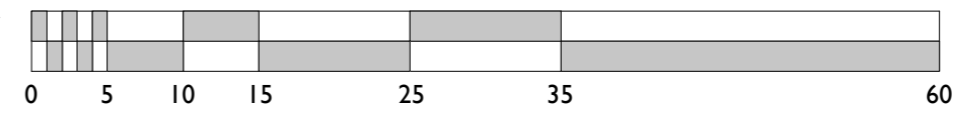
3500

Existing tree to be protected and retained.

A 5086



Scale Bar - 1:500.



Rev:	Date:	Comments:	By:
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Client:
Mr C Benn



DAY CUMMINS LIMITED

Architects & Surveyors
Lakeland Business Park
Cockermouth Cumbria CA13 0QT
Tel: 01900 820700
Fax: 01900 820701
email: dc@day-cummins.co.uk
www.day-cummins.co.uk

Project: Proposed Residential Development on Land at The Grove Court Hotel, Cleator

Drawing Title: Proposed Indicative Site Plan

Drawn: MP	Checked: MP	Signed:
Scale: 1:500	Date: 02/07/20	Paper Size: A3

ALL DIMENSIONS TO BE CHECKED ON SITE FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS THIS DRAWING IS COPYRIGHT

Project No: 5464	Drawing No: 07	Rev: C
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VEHICLE ACCESS

Notes:
1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. KERBS AND EDGINGS TO BE BEDDED ON CLASS 1 MORTAR (DESIGNATION (i)).
3. THE DRAWING ILLUSTRATES THE DETAILS FOR KERB LAYING USING THE 'DRY METHOD' FOR SOME LAYING USING THE 'WET METHOD', THE MORTAR BED SHOULD BE OMITTED AND MIX 0/1 CONCRETE USED FOR FOUNDATION BEDDING AND HAUNCHES WITH A WALL THICKNESS RATIO OF 0.5 FOR THE HAUNCHES AND 0.45 FOR THE BACKING.
4. REINFORCEMENT IN FRONT OF KERBS, WHERE EXISTING SURFACING IS DISTURBED, SHALL BE CONCRETE MIX 0/1 PLUS MINIMUM 50 ASPHALT CONCRETE SURFACE COURSE AND MINIMUM WIDTH OF 200. THE INTERFACE BETWEEN ASPHALT CONCRETE AND KERBS, CHANNELS, CHAMBERS AND SIMILAR PROJECTIONS SHALL BE CLEANED AND PAINTED WITH HOT BITUMEN OR SIMILAR APPROVED MATERIAL. KERBS MUST BE PROVIDED.
5. FALL ON VEHICLE CROSSINGS SHOULD BE TOWARDS CARRIAGEWAY, IF FALL IS AWAY FROM CARRIAGEWAY KERBS MUST BE PROVIDED.
6. A MINIMUM WIDTH OF 800 CARRIED THROUGH AT FOOTWAY LEVEL SHOULD BE PROVIDED WHERE PRACTICABLE TO ENABLE PEDESTRIANS AND WHEEL CHAIR USERS TO AVOID THE RAMP TO DROPPED KERBS, MAXIMUM GRADIENT OF ACCESS SHOULD NOT EXCEED 1 IN 20.
7. THE 150 WIDE FOOTING TO THE KERB FOUNDATION MAY BE OMITTED IF THE EXISTING CARRIAGEWAY EDGE IS IN GOOD CONDITION.
8. ACCESSES LIKELY TO CARRY MORE THAN ONE HIGH PER DAY MUST BE DESIGNED AS A ROAD PAVEMENT.
9. THE POLISHED STONE VALUE (PSV) OF THE COURSE AGGREGATE OF THE SURFACE COURSE SHALL BE A MINIMUM OF 50.
10. ACCESSES SERVING MORE THAN 5 DWELLINGS SHOULD BE CONSTRUCTED AS A ROAD PAVEMENT AND DESIGNED AS A JUNCTION.
11. WHEN PREPARING EDGES NO INTERNAL ANGLE SHALL BE LESS THAN 90° AND NO PROJECTION SHALL BE LESS THAN 25mm.

Cumbria County Council
Cumbria Highways

Drawing No: CSD_1112_Am5
Rev to Scale (A3) Date: FEB '15
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