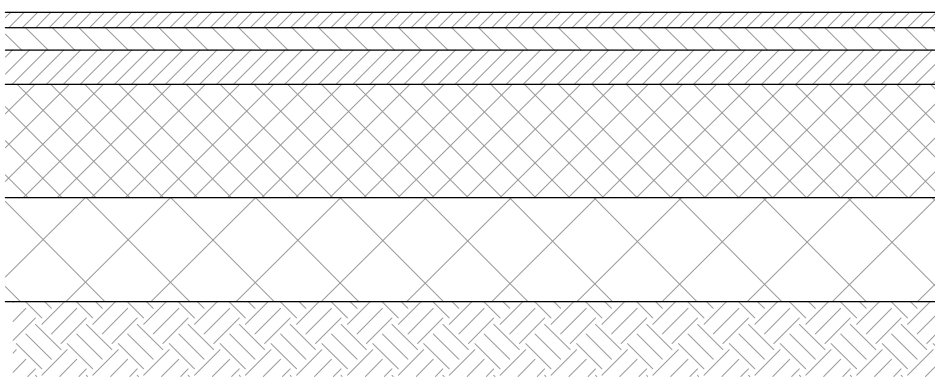
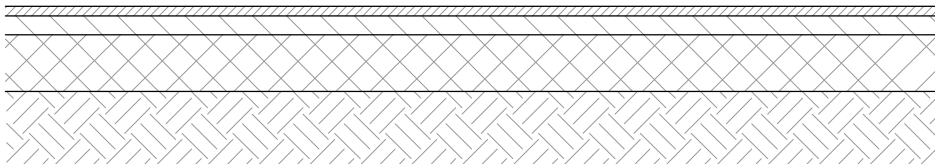


Surface Course 40mm 35/14 HRA (Pen 40/80) (Chipped 10kg/m²)
Binder Course 60mm thk AC20 dense bin 100/150
Base Course 120mm thk AC32 dense Base 100/150
Sub Base 300mm min Granular Type 1
Capping 275mm min 6f2 Granular Stone



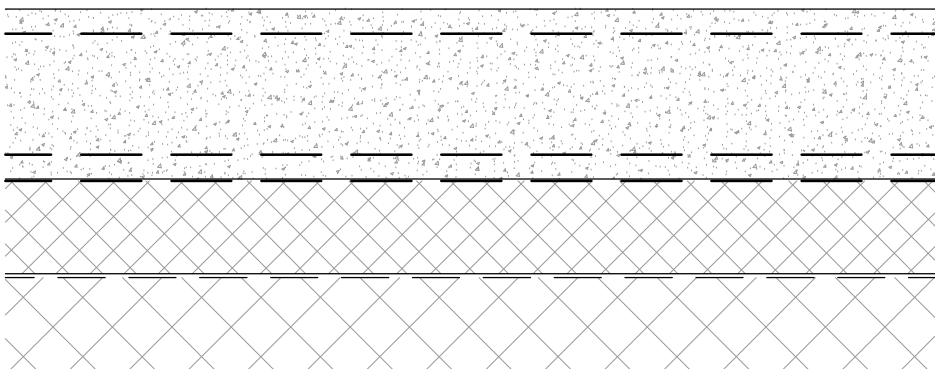
Typical Section through Proposed HRA Road Construction
Scale 1:20

Surface Course 30mm thk AC6 dense surf 100/150.
Base Course 50mm Dense Macadam
20mm nominal size, AC20
Pen 100/150. Laid in one pass
Sub Base 150mm min Granular Type 1

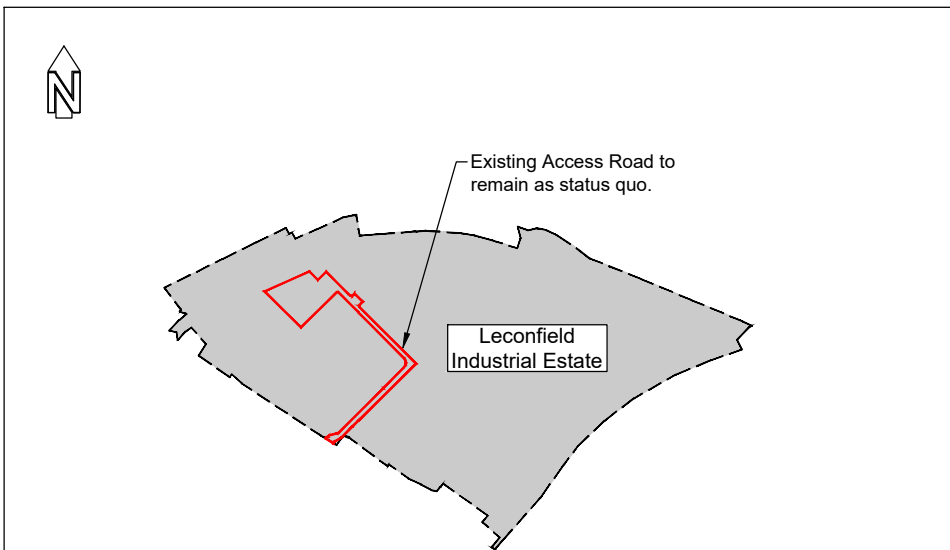


Proposed Section Through Tarmac Footpath
Scale 1:20

Concrete Yard Specification
450Thk Concrete in accordance with BGP external concrete specification Item P.1.8.2. - Designed mix C28/35 air entrained. (Brush finish in opposite direction to general flow of traffic and 100mm wide float finish around each slab) if in doubt ask.
2 layers B1131 Mesh 65mm nominal cover (T+B) with main bars in each direction.
on 1200g membrane
Sub-base . 250mm Type 1 Stone
Capping . . 300mm 6f2 stone on Tensar TriAx190G



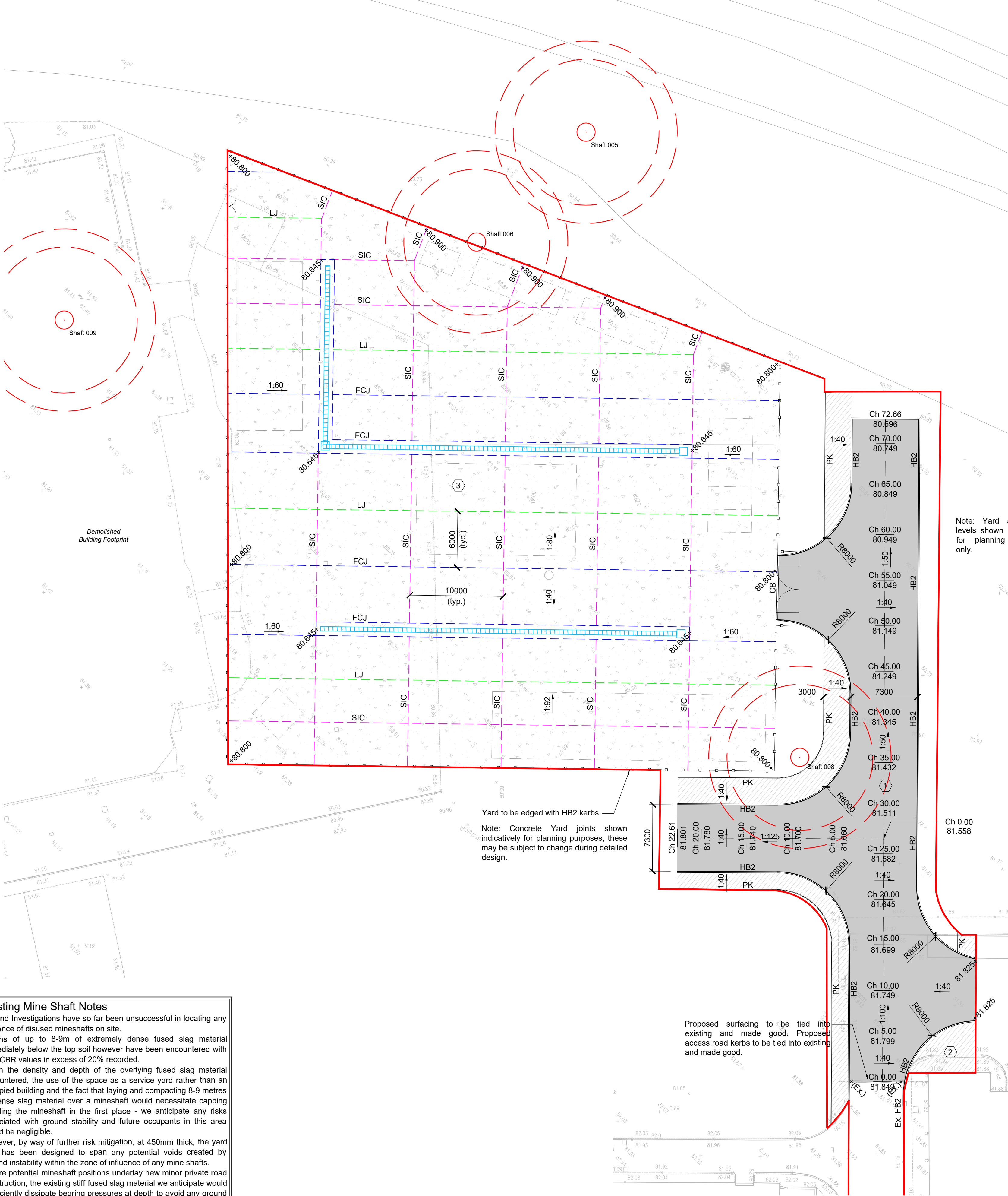
External Concrete Yard Construction
Scale 1:20



Site Location Plan
Scale 1:10000

Existing Mine Shaft Notes

Ground Investigations have so far been unsuccessful in locating any evidence of disused mineshafts on site.
Depths of up to 8-9m of extremely dense fused slag material immediately below the top soil however have been encountered with high CBR values in excess of 20% recorded.
Given the density and depth of the overlying fused slag material encountered, the use of the space as a service yard rather than an occupied building and the fact that laying and compacting 8-9 metres of dense slag material over a mineshaft would necessitate capping or filling the mineshaft in the first place - we anticipate any risks associated with ground stability and future occupants in this area would be negligible.
However, by way of further risk mitigation, at 450mm thick, the yard slab has been designed to span any potential voids created by ground instability within the zone of influence of any mine shafts.
Where potential mineshaft positions underlay new minor private road construction, the existing stiff fused slag material we anticipate would sufficiently dissipate bearing pressures at depth to avoid any ground instability issues.
However, by way of additional risk mitigation, a reinforced 450mm thick cover slab below the new road make-up will be installed to span any potential voids in the vicinity of these anticipated areas.



BOC Yard Reference Drawings

CMIQ-BGP-04-XX-DR-C-52-04101 - Impermeable Areas Plan
CMIQ-BGP-04-XX-DR-C-52-04102 - Flood Exceedance Flow Route
CMIQ-BGP-04-XX-DR-C-90.4-04110 - Externals Plan
CMIQ-BGP-04-XX-DR-C-52-04130 - Drainage Plan

DO NOT SCALE

Notes:

- Road and footpath surfaces are to meet architects specification.
- All levels are in metres to Ordnance Datum (m AOD).
- The contractor is to check all dimensions and levels and report any discrepancies or omissions to the engineer.
- All works and materials to be in accordance with;
 - DMRB current design standards.
 - New Road and Streetworks Act. 1991.
- This drawing is to be read only in conjunction with BGP specification and drawings.
- All kerbs and channels shall be hydraulically pressed and comply in all respects with BS 7263 Part 1.
- Kerbs and channels shall be laid true to line and level and shall not be backed until inspected and approved by the Engineer.
- For softscape areas refer to architects specification & details.
- All road markings to be thermoplastic in accordance with current standards & legislation.

S.H.E.

Do not excavate until all underground services have been identified and marked out. Refer to service providers drawings and to the utilities survey drawings. Unknown underground services may exist. Check for services by carrying out a scan with a cable avoidance tool.

Legend:

- Proposed Hot Rolled Asphalt Access Road - HGV Trafficked
- Proposed Asphalt Concrete Footpath - Pedestrian Trafficked
- Proposed Concrete Slab - HGV Trafficked

Levels

- +28.640 (Ex.) Existing Site Level
- +81.000 Proposed Site Level
- 81.39 Topographic Level

Kerbs

- HB2 Half battered Kerb 125 x 255mm.
- CK Centre Kerb 125 x 178. (25mm check vehicular access)
- DK Drop Kerb 125 x 255mm left / right.
- PK Pin Kerb 50 x 150mm (flat top)
- BK Centre Kerb 125 x 150 (locate as per crossings) (6mm check pedestrian access)
- Ex. HB2 Half Battered Kerbs to remain

- Site Boundary
- FCJ Formed Contraction Joint
- LJ Longitudinal Joint
- SIC Saw Induced Crack
- EJ Expansion Joint

Mine Shafts (Risk of Collapse)

- 2m Shaft Radius
- 8m Radius margin of error
- 10m radius additional risk of shaft collapse

Issued for Planning	JJH	P01	JC	04.03.2022
AMENDMENT	BY	REV	CHK	DATE

Rev P = Preliminary T = Tender C = Construction LCI = Last Construction Issue

In instances where this drawing completes or partly completes a contract, Billingham George & Partners will consider that it's product has been validated, unless in a period not exceeding 90 working days, the client advises to the contrary.



Billingham George & Partners

CIVIL & STRUCTURAL ENGINEERS | BUILDING SURVEYORS

1st Floor, Wellington House, Wellington Court, Stockton-on-Tees, TS18 3TA
T 01642 876 470 @BGPconsulting E consulting@bgp-teeside.co.uk W www.bgp-consulting.co.uk

Client

Copeland Borough Council

Project

Cleator Moor Innovation Quarter - BOC Yard

Project No.

21T2034

Drawing Title

Externals Plan

Drawn	Date	Checked	Date	Size	Scale	Class.	Rev.
JJH	March 2022	JC	March 2022	A1	1:250	90.4	P01
Location	Originator	Volume	Level	Type	Role	Unique No.	
CMIQ	BGP	04	XX	DR	C	04110	

File Reference

CMIQ-BGP-04-XX-DR-C-90.4-04110