



- NOTES:
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ENGINEERS, ARCHITECTS, LANDSCAPE ARCHITECTS, SPECIALISTS DRAWINGS AND SPECIFICATION.
  - DO NOT SCALE FROM THIS DRAWING MANUALLY OR ELECTRONICALLY. WRITTEN PERMISSION MUST BE OBTAINED FROM SWECO PRIOR TO SCALING ELECTRONICALLY OR USING THIS ELECTRONIC FILE.
  - STANDARD UPSTANDS:
    - HB KERBS 125mm UPSTAND
    - HC KERBS 300mm UPSTAND
    - BN KERBS 10mm UPSTAND
  - PRIOR TO COMMENCEMENT OF WORKS, THE CONTRACTOR SHALL LIAISE WITH ALL RELEVANT AUTHORITIES AND OBTAIN THEIR REQUIREMENTS FOR METHOD OF WORKING. THE CONTRACTOR SHALL LIAISE WITH ALL RELEVANT AUTHORITIES TO LOCATE, PROTECT AND WHERE NECESSARY DIVERT ALL EXISTING SERVICES AFFECTED BY WORKS.
  - ALL FORMATIONS SHALL BE PROOF ROLLED AND ANY SOFT SPOTS REMOVED. EXCAVATIONS TO BE BACKFILLED WITH 0-32MM GRANULAR SUB-BASE MATERIAL WELL COMPACTED IN LAYERS NOT EXCEEDING 150mm.
  - TIE-IN BETWEEN NEW AND EXISTING SURFACING, KERBING AND EDGINGS SHALL RESULT IN A SMOOTH HORIZONTAL AND VERTICAL ALIGNMENT.
  - THE ROAD FORMATION SHALL BE THE SURFACE OBTAINED AFTER COMPLETION OF ANY EARTHWORKS.
  - FORMATIONS, IMMEDIATELY BEFORE BEING COVERED WITH SUB-BASE OR ROAD BASE MATERIAL, SHALL BE CLEAN, FREE FROM MUD AND SLURRY AND PROPERLY SHAPED AND COMPACTED TO AN EVEN AND UNIFORM SURFACE.
  - THE PREPARATION AND SURFACE TREATMENT OF FORMATIONS SHALL BE CARRIED OUT AFTER THE REINSTATEMENT OF ANY EXCAVATIONS FOR SERVICES.
  - WITHIN 48 HOURS OF COMPLETION OF A ROAD FORMATION, GRANULAR SUB-BASE MATERIAL SHALL BE SPREAD AND COMPACTED TO THE REQUIRED THICKNESS. THE SUB-BASE SHALL BE PROTECTED FROM DETERIORATION DUE TO INGRESS OF WATER, THE ADVERSE EFFECTS OF WEATHER AND THE USE OF CONSTRUCTION EQUIPMENT.
  - TRANSPORTATION, LAYING AND COMPACTION OF HOT ROLLED ASPHALT SHALL BE CARRIED OUT IN ACCORDANCE WITH THE RELEVANT PROVISIONS OF EN 13108-1, EN 13108-4 AND EN 13108-5.
  - WHERE LAYING AGAINST AN EXPOSED EDGE, THE JOINT SHALL BE TREATED WITH AN APPLICATION OF BITUMEN CONFORMING TO EN 12591 GRADE 100/150.
  - WATERPROOF UNDERLAY SHALL CONSIST OF IMPERMEABLE PLASTIC SHEETING, LAID TO PROVIDE A MEMBRANE IMMEDIATELY BELOW THE CONCRETE. OVERLAPS SHALL BE NOT LESS THAN 300MM AND PRECAUTIONS SHALL BE TAKEN TO PREVENT PONDING ON THE MEMBRANE.
  - REINFORCEMENT IN CONCRETE CARRIAGEWAYS SHALL BE SO PLACED THAT, AFTER COMPACTION OF THE CONCRETE, ITS COVER BELOW THE FINISHED SURFACE OF THE SLAB IS 60mm (± 10mm) AND IT TERMINATES 25mm (± 25mm) FROM THE EDGES OF THE SLAB AND FROM ALL PRE-FORMED JOINTS IN THE CONCRETE.
  - AT TRANSVERSE JOINTS BETWEEN MATS OF STEEL FABRIC REINFORCEMENT, THE LONGITUDINAL BARS SHALL OVERLAP BY AT LEAST 35 TIMES THE BAR DIAMETER, PROVIDED THAT SUCH OVERLAP SHALL NOT, IN ANY CASE, BE LESS THAN 450mm.
  - MATS SHALL BE PLACED SO AS TO MAINTAIN THE SAME SPACING BETWEEN EDGE LONGITUDINAL BARS AS IN THE BODY OF THE MAT.
  - REINFORCEMENT SHALL BE POSITIONED ABOVE DOWEL BARS AND TIE BARS, IRRESPECTIVE OF THE TOLERANCES ON POSITION.
  - PLACING, COMPACTING AND FINISHING OF CONCRETE IN CARRIAGEWAYS SHALL BE CARRIED OUT IN ONE LAYER AS RAPIDLY AS POSSIBLE AND SHALL BE SO ARRANGED THAT, IN ANY TRANSVERSE SECTION, THE TIME FOR COMPLETION OF MIXING THE FIRST BATCH OF CONCRETE TO COMPLETION OF COMPACTION OF THAT SECTION SHALL NOT EXCEED 2 HOURS.
  - CONCRETE CARRIAGEWAY SURFACES SHALL BE BRUSHED TRANSVERSELY TO PRODUCE A LIGHTLY BRUSHMARKED FINISH, WITH A 100MM ARRIS STEEL TROWEL FINISH TO SIDES AND AT JOINTS.
  - KERBS, EDGINGS, CHANNELS AND QUADRANTS SHALL BE LAID AND BEDDED ON A LAYER OF GEN3 CONCRETE FOUNDATION, AS DESCRIBED IN THE CONTRACT. THEY SHALL BE BUTT JOINTED, EXCEPT WHERE THEY ARE LAID ON CONCRETE CARRIAGEWAYS. THEY SHALL BE PROVIDED WITH JOINTS COINCIDENT WITH THE CARRIAGEWAY MOVEMENT JOINTS, OF WIDTH AND WITH FILLER IDENTICAL TO THAT USED IN THE CARRIAGEWAY JOINTS. ALL KERBS SHALL BE SACKED WITH C20 CONCRETE.
  - FOR RADII OF 12M OR LESS, KERBS AND CHANNELS OF THE APPROPRIATE RADIUS SHALL BE USED.
  - ALIGNMENT OF KERBS AND CHANNELS SHALL NOT DEVIATE BY MORE THAN 10mm FROM THAT DESCRIBED IN THE CONTRACT, WITH NO LIPPING OF VISIBLE FACES.
  - FINISHED SURFACES AT EACH STAGE OF ROAD CONSTRUCTION SHALL NOT VARY FROM THE LEVELS DESCRIBED IN THE CONTRACT BY MORE THAN THE FOLLOWING PERMISSIBLE TOLERANCES:
    - FORMATION AND SUB-BASE - PERMISSIBLE TOLERANCE (mm) +10, -30
    - BASE COURSE - PERMISSIBLE TOLERANCE (mm) +15, -15
    - SURFACE COURSE - PERMISSIBLE TOLERANCE (mm) +6, -6
  - THE COMBINATION OF PERMITTED TOLERANCES IN THE LEVELS OF DIFFERENT PAVEMENT COURSES SHALL NOT RESULT IN A REDUCTION IN THICKNESS OF THE PAVEMENT, EXCLUDING THE SUB-BASE, BY MORE THAN 15mm FROM THE SPECIFIED THICKNESS, NOR A REDUCTION IN THE THICKNESS OF THE BITUMINOUS WEARING COURSE BY MORE THAN 5mm FROM THAT SPECIFIED, AND THE MAXIMUM ALLOWABLE IRREGULARITY OF THE WEARING SURFACE BELOW A 3M STRAIGHT EDGE SHALL BE 3mm.
  - COMBINATIONS OF REVERSE TOLERANCES SHALL NOT RESULT IN PONDING OF SURFACE WATER.
  - REFER TO ARCHITECTURAL DRAWINGS FOR LOADING BAY DETAIL.
  - AN ALLOWANCE SHALL BE MADE FOR PROVISION OF WHEEL BLOCKS WITHIN LOADING BAY AREA REFER TO ARCHITECTURAL DRAWING FOR DETAILS.
  - FOR PAVEMENT SURFACE FINISHES REFER TO LANDSCAPE ARCHITECT FINISHES.

KEY:

	DEVELOPMENT / SITE BOUNDARY
	ABOVE GROUND GANTRY
	FENCELINE
	HIGH CONTAINMENT CONCRETE REFER TO DETAIL K4
	HB2 CONCRETE KERB REFER TO DETAIL K1
	BN CONCRETE KERB REFER TO DETAIL K2
	EF CONCRETE EDGING REFER TO DETAIL K3
	TRANSITION KERB SIMILAR TO DETAIL K8
	PAVEMENT TRANSITION BLOCK TO ASPHALT SIMILAR TO DETAIL K5
	PAVEMENT TRANSITION CONCRETE TO ASPHALT SIMILAR TO DETAIL K6
	LONGITUDINAL JOINT
	EXPANSION JOINT
	CONTRACTION JOINT
	BLOCK PAVING SIMILAR TO DETAIL B1 REFER TO LANDSCAPE DRAWINGS FOR BLOCK TYPE AND COLOUR.
	ASPHALT FOOTPATH SIMILAR TO DETAIL F1
	ASPHALT ROAD SIMILAR TO DETAIL R1
	CONCRETE SLAB SIMILAR TO DETAIL C01
	PERMEABLE BLOCK PAVING SIMILAR TO DETAIL P01 REFER TO LANDSCAPE DRAWINGS FOR BLOCK TYPE AND COLOUR.
	IMPERMEABLE BLOCK PAVING SIMILAR TO DETAIL F2 REFER TO LANDSCAPE DRAWINGS FOR BLOCK TYPE AND COLOUR.
	LANDSCAPE PAVING REFER TO THE LANDSCAPE ARCHITECT DRAWINGS FOR DETAILS
	TACTILE PAVING
	RC32/40 250mm THICK CONCRETE SLAB FOR THE A FUTURE WASTE COMPACTOR

Yondr is the trading name for Yondr Group Limited, which is registered in the UK under company number 12000646, with its registered office 7th floor, 33 Aldgate High Street, London EC3N 1AS  
 Yondr Group Limited is a subsidiary of Yondr Group Holdings B.V., company number 00041126689, and whose registered office is at Barbara Stroussman 101, 1083AN Amsterdam.  
 All intellectual property rights (including, without limitation, all copyright and design rights) subsisting in the drawing and related information belongs to Yondr Group Limited.

This drawing is to be read in conjunction with all related consultants drawings and any other relevant information.  
 Do not scale from this drawing. All dimensions in millimetres unless otherwise stated. All dimensions to be verified on site prior to the commencement of any work or the production of any shop drawing. All discrepancies to be reported to Yondr immediately.

IPD PARTNERS

SWECO

SCOTT BROWN RIGG

TEECOM

ISG

CUNJALL

RED

A company of GIN&G

ORIGINATOR

SWECO

KEY PLAN

CO1	ISSUED FOR CONSTRUCTION	AC	JF	08/12/22
PR1	ISSUED FOR STAKEHOLDERS COORDINATION	AC	JF	28/07/22
PD1	ISSUED FOR DETAILED DESIGN APPROVAL	MS	JF	18/02/22
PD2	ISSUED FOR DETAILED DESIGN APPROVAL	MS	JF	10/12/21
PD3	ISSUED FOR EMPLOYER'S REQUIREMENTS	MP	JF	23/04/21
Rev	Description	Dim	Check	Date

CAMPUS NUMBER & NAME	LON1 LONDON ONE
PROJECT	LON1X0 LONDON ONE PHASE 1

DRAWING TITLE

EXTERNAL AREAS ROADS OVERVIEW

STATUS CODE:

A5 AUTHORISED & ACCEPTED - CONSTRUCTION

STAGE:

FOR CONSTRUCTION

DRAWING NUMBER:

LON1X0-SWE-EX-XX-DR-C-0700

REV

C01

www.yondrgroup.com