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Colour Disclaimer

This drawing has been documented in colour. This drawing is required to be printed in colour. Failure to do so may result in loss of information. Black and white printing may be used if specific black and white documents have been obtained from Stantec.

NOTES

- All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer for verification. Figured dimensions only are to be taken from this drawing.
- The DWG file is issued for the purposes of coordination only and do not represent formal drawing issue and are not to be reprinted in any form. Formal issue of drawings is via DWG, Adobe PDF files and/or hard copies and their associated information issue sheets. Note that all care has been taken with the export of DWG files and their content, but we recommend that you make due dimensional checks before using any DWG file information. Any errors found are to be reported to Stantec immediately.
- All levels are shown in metres above Ordnance Datum (m AOD).
- In the event of any contradiction between this drawing and the specification, then the contractor shall seek clarification from the engineer before proceeding.
- Refer to landscape architects drawings for extent of external surfaces and kerbing.
- The landscape architect / architect is responsible for providing setting out of the proposed site layout.
- The works on site affect statutory undertakers apparatus, where the contractor is required to verify the location and depth of all such apparatus prior to commencement of work and to take any precautions necessary when working in the vicinity of apparatus.

NOTE A

Proposed spot levels have been determined from tie in levels provided by Solum Surveying Limited dated February 2026. The contractor is responsible for the coordination of the off-site tie in levels and to advise Stantec of any variations/discrepancies

NOTE B

Prior to commencement of remediation/overlay works the contractor is to undertake a full service/utilities scan to establish details of existing utilities in the vicinity of the works. The contractor is responsible for the co-ordination/alterations of such utilities with the proposed works.

NOTE C

Level threshold has been assumed around the building footprint. Architect / Landscape Architect to confirm whether there are any requirements for a 150mm step to be introduced from the door thresholds down to external levels.

P02 SCALE BARS ADDED.	BM	JM	14.04.2026
P01 FIRST ISSUE	OS	BM	25.03.2026
Issued/Revision	By	Appd	DD.MM.YYYY
	OS	OS	BM
	Dwn.	Dsgn.	Chkd.
			25.03.2026
			DD.MM.YYYY

Issue Status

S2 - FOR INFORMATION

This document is suitable only for the purpose noted above.
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Client/Project Logo

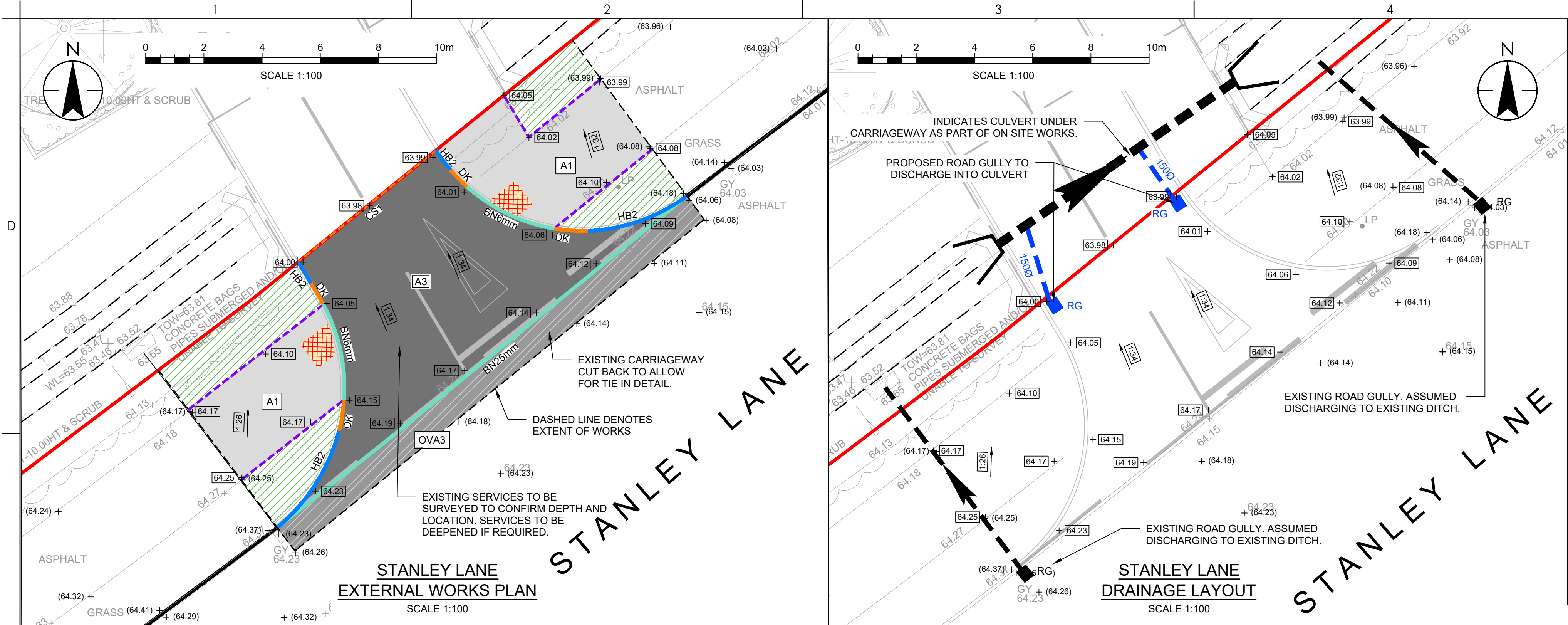
Client/Project
NVB Architects

Abbeyfield School Expansion

Title

S278 EXTERNAL WORKS
SHEET 1 OF 2

Project No.	Scale
33181046	AS SHOWN
Revision	Drawing No.
P02	26CD07-STN-54-2XX-D-C-7600



LEGEND - KERB TYPES

- HB2** HALF BATTERED KERB (TYPE HB2: 125mm UPSTAND)
- DK** DROPPER KERB (TYPE DL/D: UPSTAND KERB TO DROPPED KERB)
- BN 6mm** BULLNOSED KERB (TYPE BN: 6mm UPSTAND)
- BN 25mm** BULLNOSED KERB (TYPE BN: 25mm UPSTAND)
- CS1** FLUSH KERB (TYPE CS1: LAID FLUSH)

LEGEND - SURFACE TYPES

TARMAC:

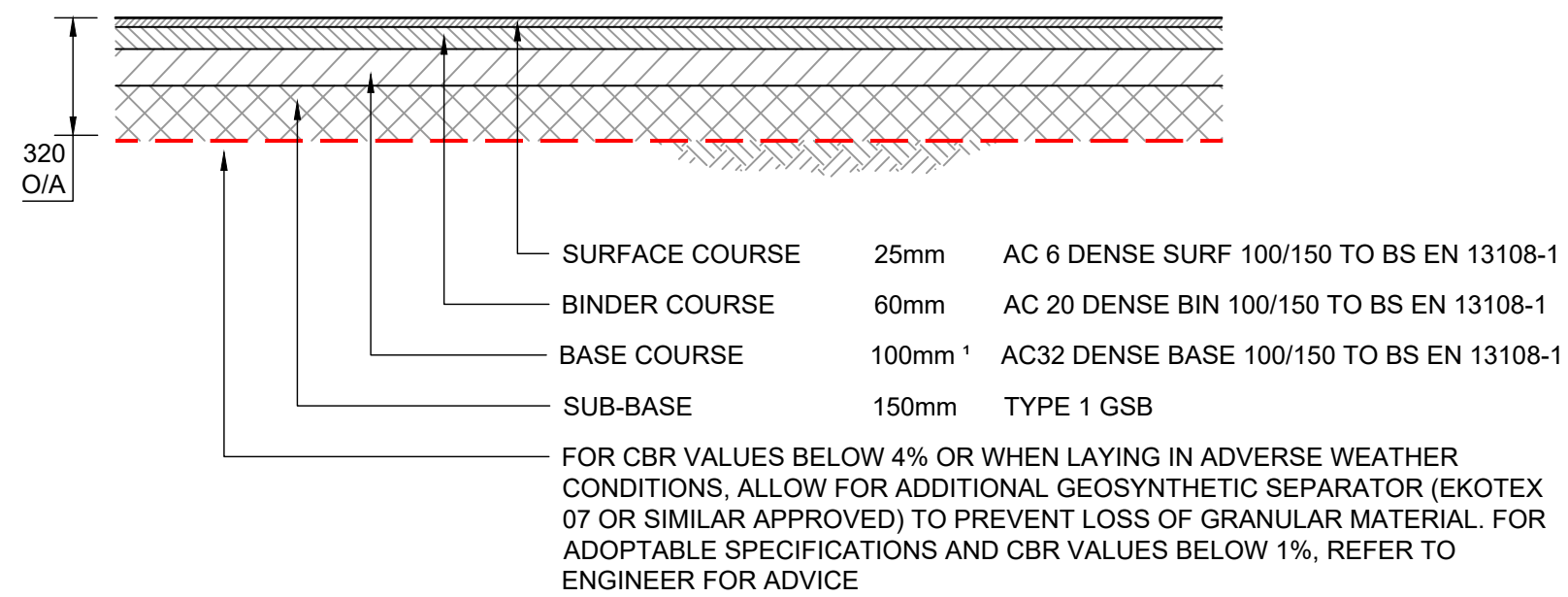
- TYPE A1:** ASPHALT PAVING CONSTRUCTION -
 - PEDESTRIAN LOADING ONLY
- TYPE A3:** ASPHALT PAVING CONSTRUCTION -
 - CARS, LIGHT VEHICLES, OCCASIONAL HGVS
- TYPE OVA3:** ASPHALT OVERLAY ON EXISTING ASPHALT -
 - CARS, LIGHT VEHICLES & OCCASIONAL HGVS
- TYPE T1:** TACTILE PAVING
- LANDSCAPING**

LEGEND - LEVELS AND GRADIENTS

- + [00.000]** PROPOSED SPOT LEVEL
- + (00.00)** EXISTING SPOT LEVEL
- [1:100]** PROPOSED GRADIENT
- (1:100)** EXISTING GRADIENT

PAVEMENT BUILD-UPS ARE SUBJECT TO IN-SITU CBR TESTS AT SUB-GRADE LEVEL

(REFER TO SITE INVESTIGATION FOR GROUND CONDITIONS)



¹ SUB-BASE THICKNESS BASED ON MIN 2% CBR. FOR CBR VALUES BELOW 2% REFER TO ENGINEER FOR ADVICE ON SUB-GRADE IMPROVEMENT MEASURES.

TYPE A1: ASPHALT PAVING FOOTWAY CONSTRUCTION
(Pedestrian loading only)

SCALE 1:20

PAVEMENT BUILD-UPS ARE SUBJECT TO IN-SITU CBR TESTS AT SUB-GRADE LEVEL

(REFER TO SITE INVESTIGATION FOR GROUND CONDITIONS)

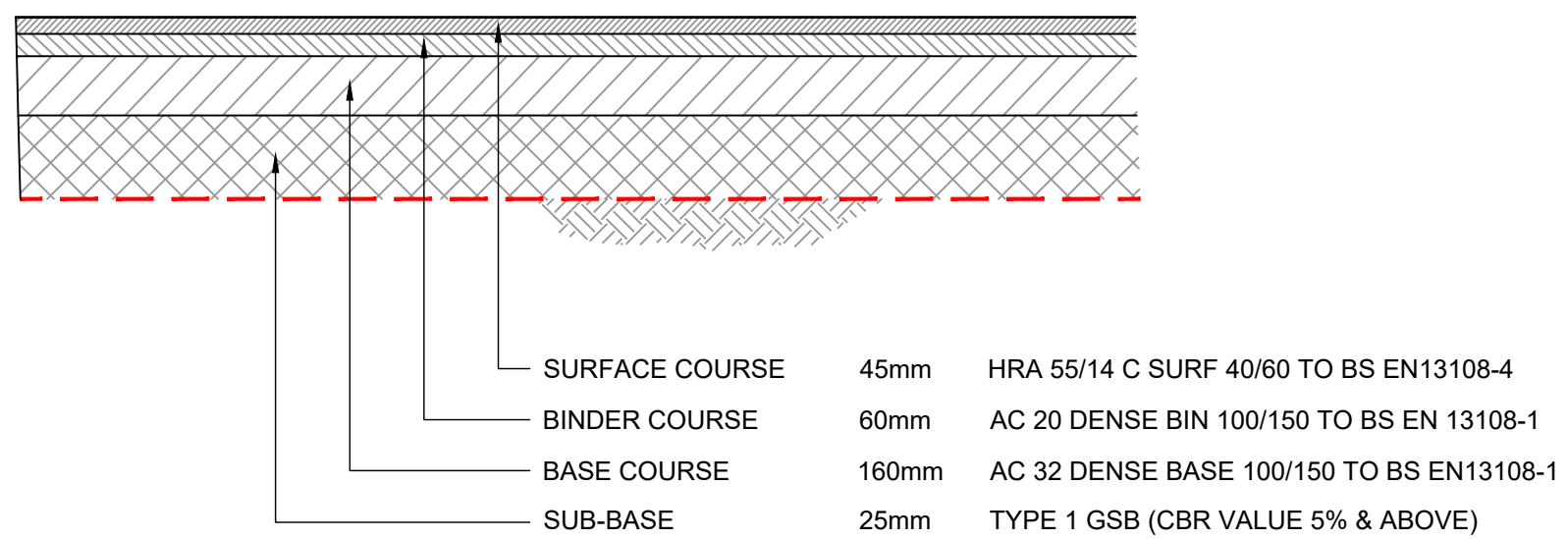


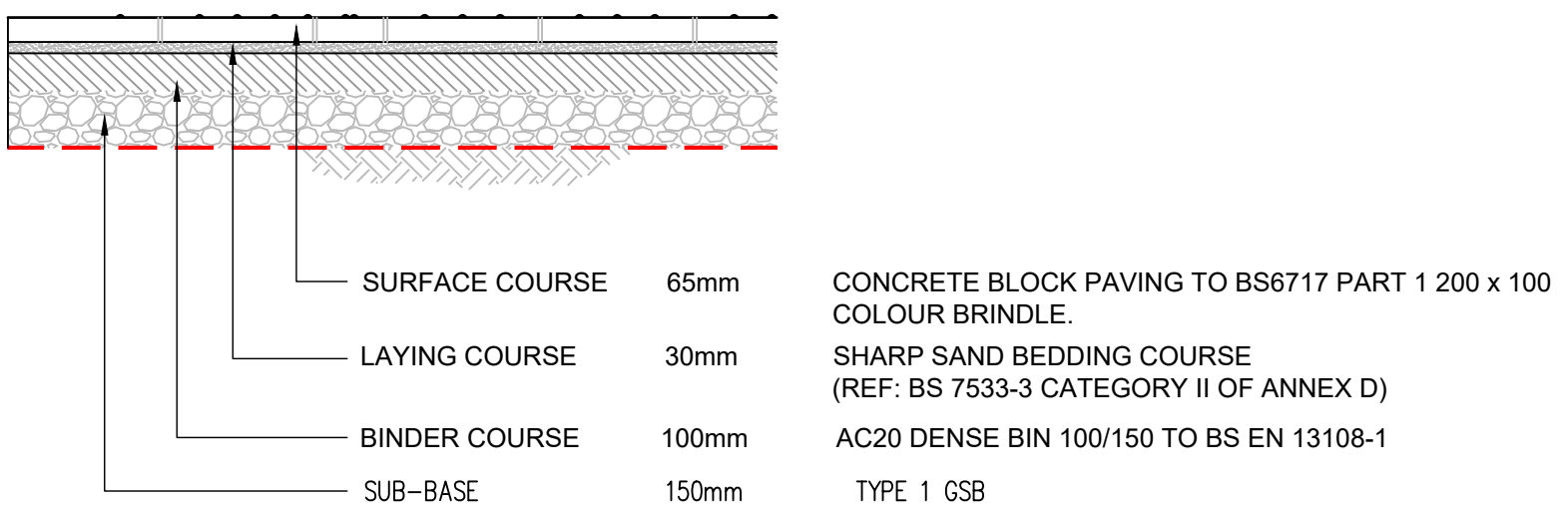
Table 1 : Minimum Sub-base Thickness

California Bearing Ratio (CBR) Values	MINIMUM THICKNESS (mm) OF SUB-BASE (Consolidated in accordance with MCHW Volume 1 clause 801, table 8/1)
LESS THAN 2.5%	N/A ¹
2.5%	350
3%	300
4%	250
5%	225
10%	175
15%	150
GREATER THAN 15%	150 ²

¹ For all pavements on subgrades with CBR values below 2.5%, 150mm of sub-base on a varying thickness of capping must be used. Refer to engineer for advice.
² The minimum depth of Type 1 material is 150mm.

TYPE A3: ASPHALT PAVING CONSTRUCTION
(Cars, Light Vehicles & Occasional Heavy Goods Vehicles)

SCALE 1:20



TYPE T1: TACTILE PAVING FOOTWAY CONSTRUCTION
(Pedestrian loading only)

SCALE 1:20

ASSUMPTIONS

- Street lighting assumed not required. Lighting design to be undertaken by Others if it is deemed required following LHA review.
- Road Safety Audit assumed not required. LHA to confirm requirements prior to submission of S278 pack.

NOTES

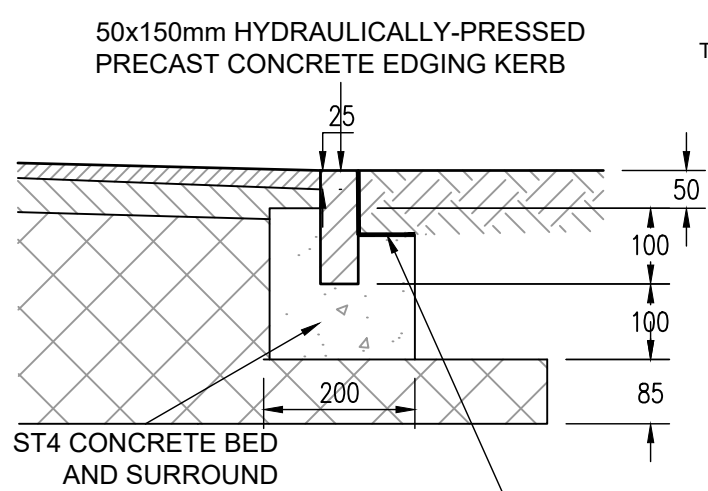
THE TYPICAL DETAILS SHOWN ARE FOR PRECAST CONCRETE KERBING WITH BITUMINOUS PAVEMENTS. SOME VARIATIONS IN THE DETAILS MAY BE NECESSARY FOR OTHER TYPES OF KERBING AND IN PARTICULAR FOR OTHER TYPES OF PAVEMENTS.

- KERB FACES SHALL BE FULL KERBS 125MM
 - VEHICULAR DROP KERBS 25MM
 - PEDESTRIAN DROP KERBS FLUSH (0MM)
- FULL-LENGTH KERBS SHALL BE USED WHEREVER POSSIBLE. CUT KERBS WHERE UNAVOIDABLE SHALL BE AT LEAST 300MM LONG AND CUT WITH A SAW OR DISC-CUTTER.
- PURPOSE MADE TRANSITION KERBS SHALL BE USED TO CHANGE FROM ONE KERB TYPE TO ANOTHER. DOUBLE LENGTH TAPER KERBS (FROM ZERO UPSTAND TO FULL KERBS) CAN BE FORMED FROM ONE BN AND ONE STANDARD TAPER KERB, BUT PROPRIETARY DOUBLE-LENGTH TRANSITIONS ARE STRONGLY PREFERRED.
- PURPOSE MADE RADIUS KERBS & CHANNELS SHALL BE USED FOR RADII OF LESS THAN 12M. PROPRIETARY INTERNAL OR EXTERNAL ANGLE KERBS SHALL BE USED TO FORM RIGHT-ANGLES IN AREAS OF PCC KERBING. MITRING OF PCC KERBS IS NOT ACCEPTABLE ON EXTERNAL ANGLES. QUADRANTS, CUT IF NECESSARY, MAY BE USED TO FORM CORNERS.
- KERBING SHALL BE LAID CLOSE-BUTTED WITHOUT GAPS. MORTARED JOINTS ARE NOT ACCEPTABLE.
- FOUNDATION:- KERBS SHALL BE LAID DIRECTLY ON A CONCRETE CLASS ST1 RACE OR ALTERNATIVELY ON A 12MM THICK CLASS 1 MORTAR BED ON THE CONCRETE CLASS ST1 RACE. THE KERB RACE SHALL BE LAID ON ROLLED SUB-BASE AT LEAST 100MM THICK.
- DELAYS:- IF THERE IS MORE THAN 24 HOURS DELAY BETWEEN LAYING THE FOUNDATION AND PLACING HAUNCHING, THE JOINT SHALL BE PAINTED WITH A CEMENT SLURRY BEFORE HAUNCHING. DOWEL BARS MAY BE REQUIRED (20DIA. MS 200 LONG AT 450 C/C, 300 LONG FOR SAFETY KERBS AND BUS KERBS).
- CHANNELS ARE REQUIRED IF LONGITUDINAL GRADIENT OF ROAD IS LESS THAN 1 IN 120.
- DUST SUPPRESSION SHALL BE USED WHEN DISC-CUTTING KERBING.



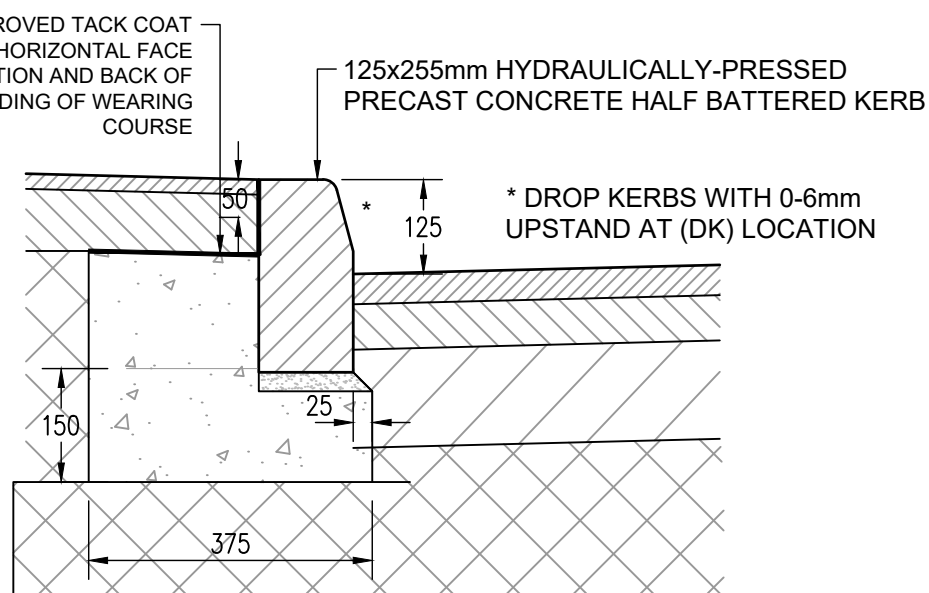
DESIGN RISK

CONSTRUCTION DETAILS SUBJECT TO APPROVAL FROM WILTSHIRE LHA.



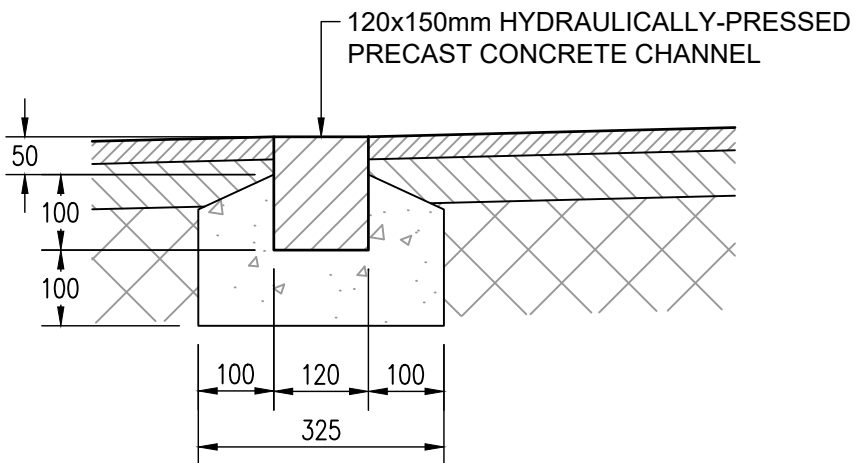
FOOTWAY EDGING DETAIL
(EF)

SCALE 1:10



HALF BATTERED KERB DETAIL
(HB2)

SCALE 1:10



CHANNEL BLOCK KERB DETAIL
(CS1)

SCALE 1:20