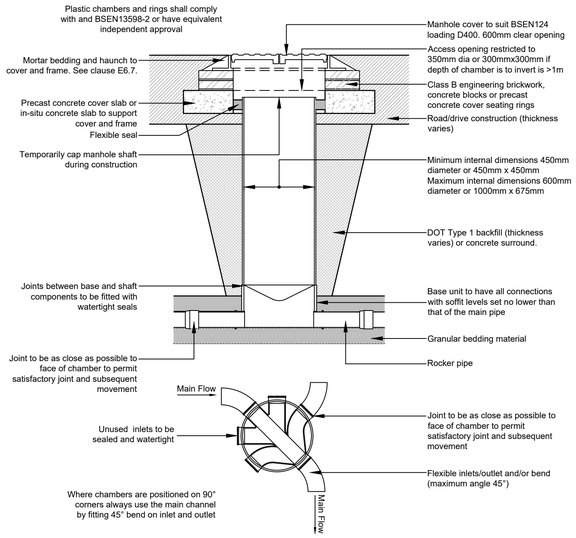
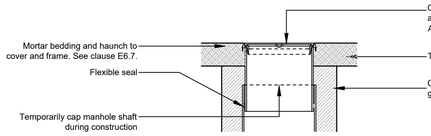


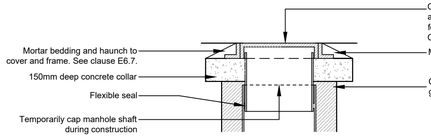
TYPICAL ACCESS CHAMBER DETAIL - TYPE 3

3m maximum depth to from cover to pipe soffit. (non entry) vehicle loading
(Scale 1:20)



ALTERNATIVE TOP DETAIL - TYPE 3

Sited in domestic gardens subject to pedestrian loading only
(Scale 1:20)

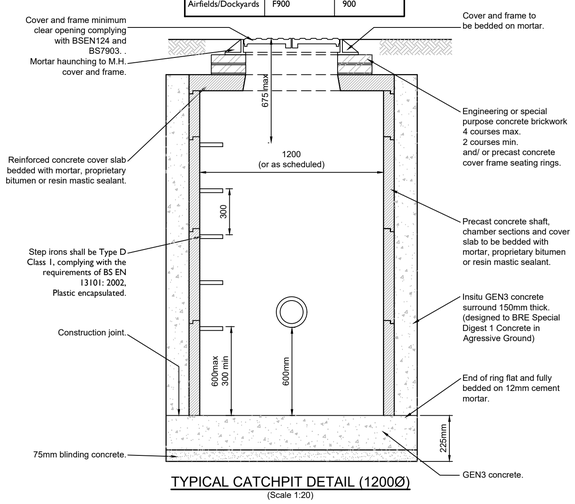


ALTERNATIVE TOP DETAIL - TYPE 3

Sited in driveways/paved areas subject to light vehicle loading only
(Scale 1:20)

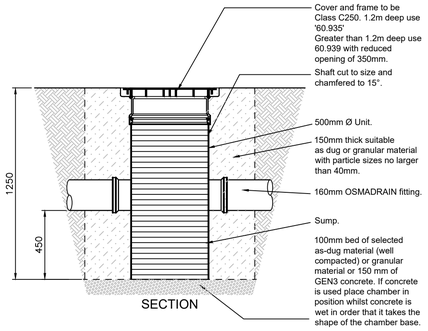
TABLE (iii)

MH Location	Cover Grade	Test Load
Non-trafficked/ Pedestrian areas	A15	15
Private drives	B125	125
Parking courts	C250	250
Carriageway	D400	400
Airfields/Dockyards	E600	600
Airfields/Dockyards	F900	900



TYPICAL CATCHPIT DETAIL (1200Ø)

(Scale 1:20)

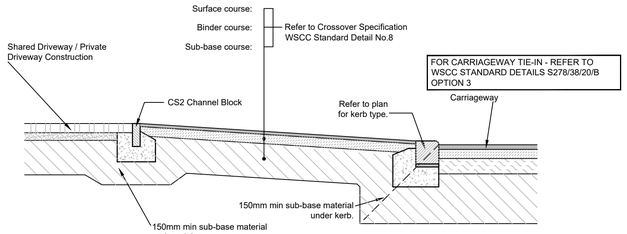


POLYPROPYLENE SHALLOW SILT TRAP DETAIL (500Ø)

(Scale 1:20)

Depth to invert 1.25m (standard unit)
Silt Traps installed greater than single unit depth to be extended using Wavin inspection chamber shaft units.

TO BE READ IN CONJUCNTION WITH WSCC STANDARD DETAILS S278/38/08/C INDUSTRIAL CROSSOVER

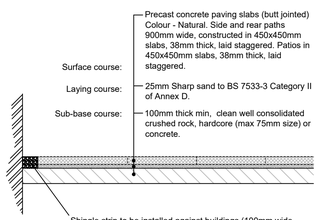


VEHICLE CROSSOVER TRANSITION

(Scale 1:20)

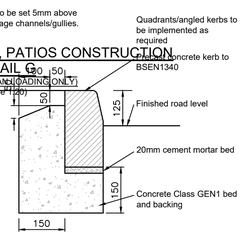
TYPICAL STEPS CONSTRUCTION

(Scale 1:20)



PRIVATE HOUSE PATHS, PATIOS CONSTRUCTION DETAIL G

(FOR PEDESTRIAN LOADING ONLY)
(Scale 1:20)



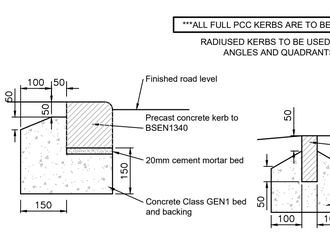
HB2 KERB DETAIL 1

(1:10)

DO NOT USE FOR ADOPTABLE KERBS - REFER TO WSCC STANDARD DETAILS S278/38/1/C, 2/B, 3A

***ALL FULL PCC KERBS ARE TO BE MECHANICALLY HANDLED.**

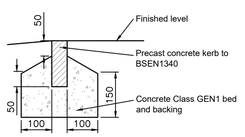
RADIUSED KERBS TO BE USED LESS THAN 12M RADIUS ANGLES AND QUADRANTS TO ALL CORNERS



BN KERB DETAIL 2

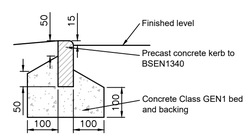
(1:10)

0-6mm @ Pedestrian Crossing
20-25mm @ Vehicular Crossing/driveways



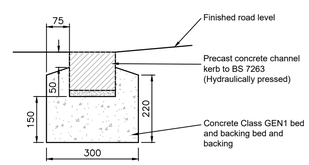
EF EDGING DETAIL 3

(1:10)



EBN EDGING DETAIL 4

(1:10)

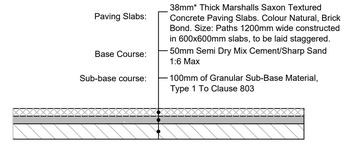


CS2 CHANNEL DETAIL 5

(1:10)

1:10 @ A1
1:20 @ A3
0 100 200 300 400 500 600 700 800 900 1000 mm

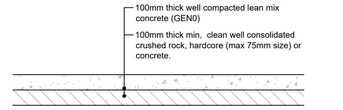
1:20 @ A1
1:40 @ A3
0 200 400 600 800 1000 1200 1400 1600 1800 2000 mm



FOOTPATHS TO FRONT DOORS ONLY

(Scale 1:20)

*Any path to front doors which are adjacent to a drive should utilise 50mm thick slabs as opposed to 38mm thick slabs, to mitigate possible vehicle over-run.



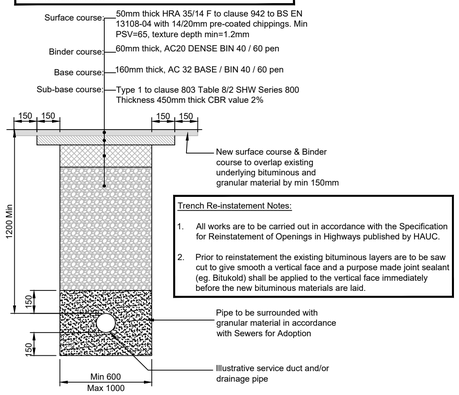
Shed bases to be 1800mm x 1200mm

SHED BASE CONSTRUCTION

(Scale 1:20)

Thin Surface Course Notes:

1. Where the existing surface is observed to be a thin surface course system the contractor shall ensure a like for like material is re-instated.
2. All works are to be carried out in accordance with the Interim Advice Note 157/11 - Thin surface course systems - Installation and Maintenance.



TYPICAL TRENCH REINSTATEMENT

(IN EXISTING BITUMINOUS CARRIAGEWAY)
(1:10)

Trench Re-instatement Notes:

1. All works are to be carried out in accordance with the Specification for Reinstatement of Openings in Highways published by HAUC.
2. Prior to reinstatement the existing bituminous layers are to be saw cut to give smooth a vertical face and a purpose made joint sealant (eg. Bitukoid) shall be applied to the vertical face immediately before the new bituminous materials are laid.

CONTRACTOR TO ASSUME MAXIMUM CAPPING LAYER THICKNESS PRIOR TO CONFIRMATION OF CBR TESTING.

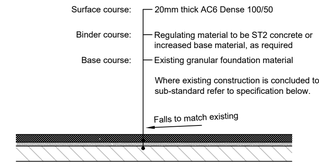
NOTE: 450MM MINIMUM OVERALL CONSTRUCTION MUST BE MET IN COMPLIANCE WITH FROST SUSCEPTIBILITY, IRRESPECTIVE OF SUBGRADING CBR VALUE.

All areas regarded as 'soft spots' are to be excavated and replaced with suitable material within the extents of new Public Highway/Private access roads. The contractor must assess areas of former foundations and trees to ensure and 'soft spots' are dealt with satisfactorily.

BOND AND TACK COAT SHOULD BE PROVIDED FOR BITUMINOUS MIXTURES IN ACCORDANCE WITH BS 4987-2 OR BS 594-2.

PAVING SLABS TO BE SET 5mm ABOVE ADJACENT DRAINAGE CHANNELS/GULLIES.

ALL FORMATIONS SHOULD BE PROOF ROLLED AND ANY VERY LOOSE, BULKY, SOFT, DEGRADABLE OR OTHERWISE UNSUITABLE MATERIALS THUS IDENTIFIED SHOULD BE REMOVED AND REPLACED WITH WELL COMPACTED COARSE GRAINED FILL. PREPARED SUBGRADES SHOULD BE PROTECTED FROM SEVERE ADVERSE WEATHER BY ENSURING THEY ARE GRADED TO FALLS TO PREVENT PONDING, AND THEY SHOULD BE REASONABLY PROTECTED FROM TRAFFICKING DURING CONSTRUCTION.



FULL SPECIFICATION

Footway Specification
Surface course: 20mm thick AC6 Dense 100/50
Binder course: 50mm thick AC20 Dense 40/60 PEN
Base course: 100mm thick AC32

Private Footway Re-Surfacing (for Existing Areas)

(Scale 1:20)

NOTES

A1

1. This drawing is to be read in conjunction with all other Bright Plan Civils drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
2. Bright Plan Civils accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
3. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain. The main contractor is responsible for checking all information on site prior to work commencing and taking due care whilst undertaking the works.
5. All dimensions to be checked on site. All details and dimensions relating to sub-contractors work must be checked and agreed between the sub-contractor or supplier and the general contractor.
6. The electronic information from this drawing can not be guaranteed as dimensionally drawn exact. Figured dimensions must be used for setting out and detailing. Bright Plan Civils logos and company information must be removed from copies if information is re-used.

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Rev.	Amendments	Date
B	Annotations Updated	06/10/2021
A	Annotations Updated	14/05/2021
-	Original Issue	13/01/2021

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Drawing Status: FOR APPROVAL

Client: Arun District Council

Project: Ellis Close, Arundel, BN18 9LG

Drawing Title: Construction Details Sht 2

Scale	Date	Drawn By	Checked By
As Shown	01/04/21	MJA	MJA

Drawing No.: D1955-301

Rev.: B

ARUN DISTRICT COUNCIL AB1000 LPL