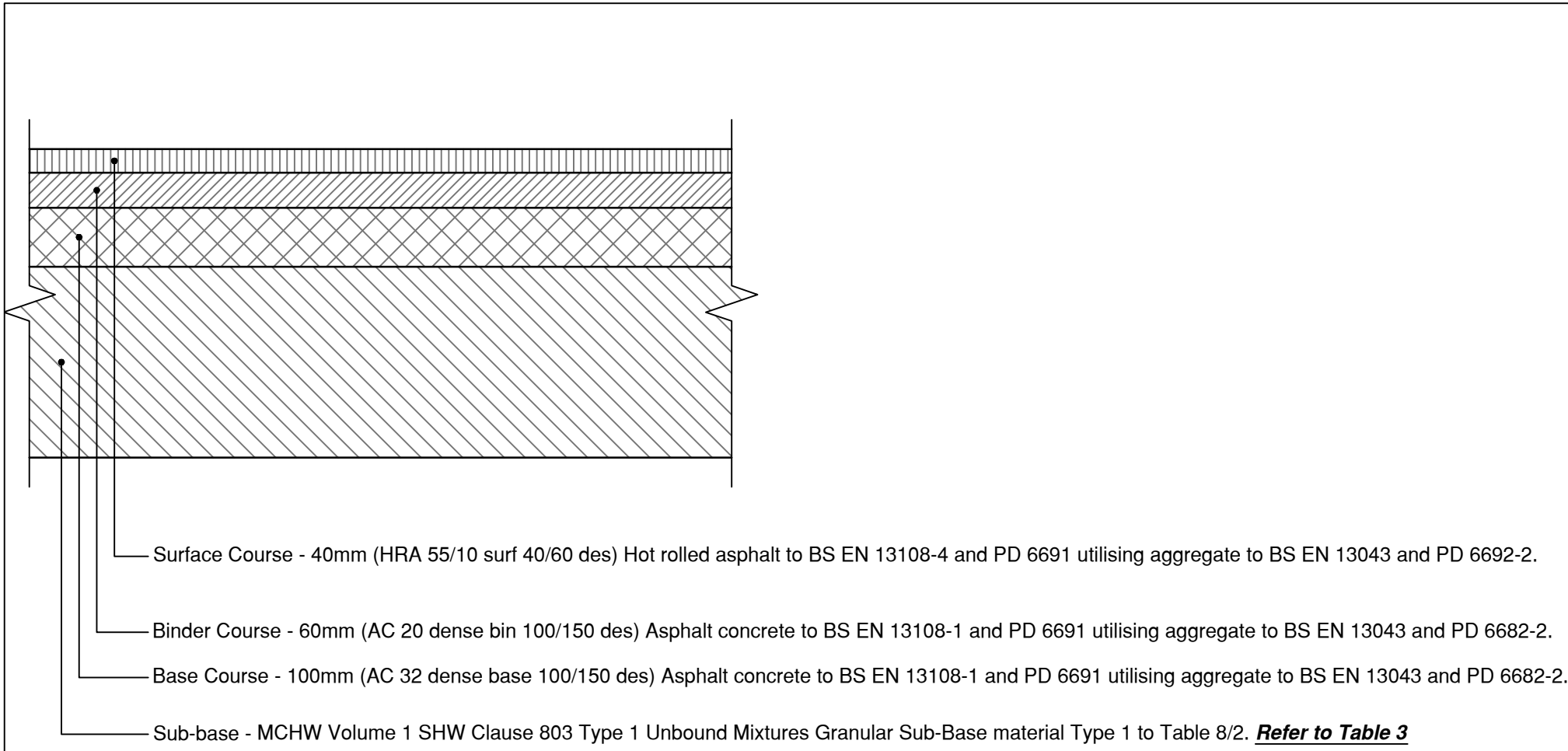
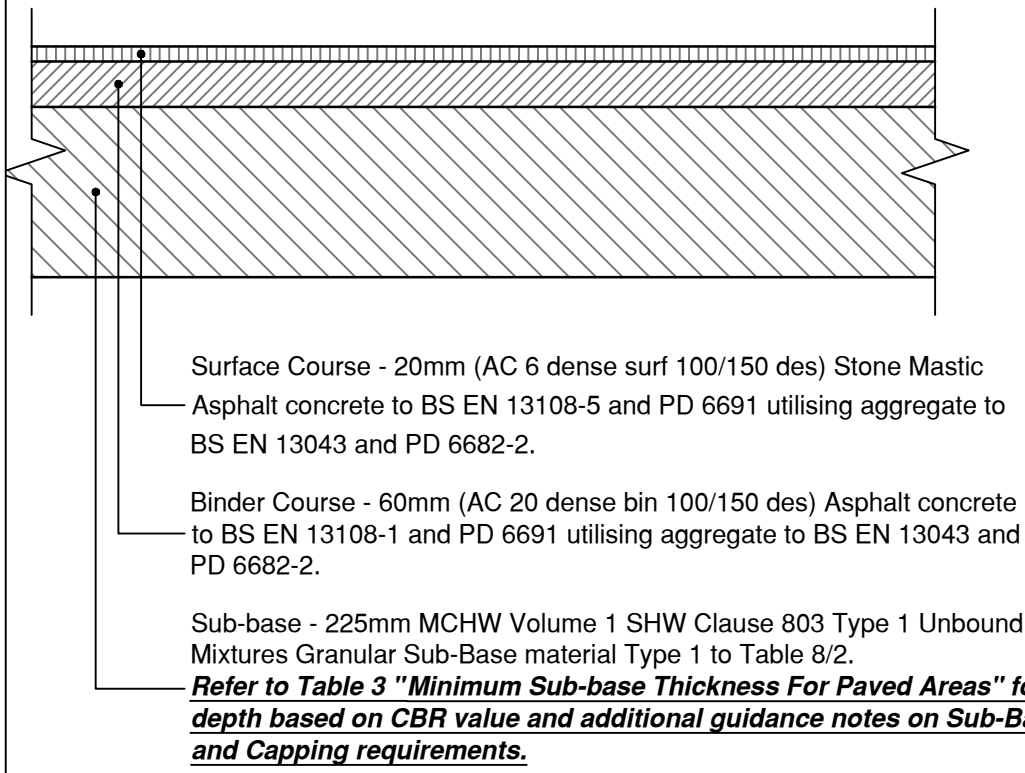




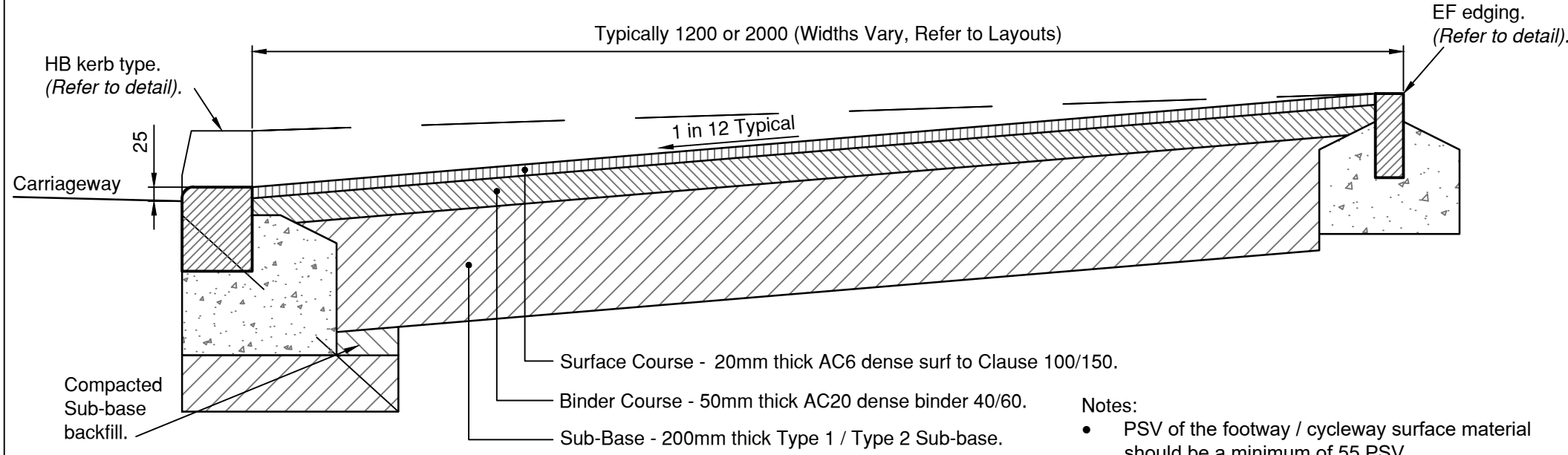
Bitmac Construction for Private Road Having Frequent Use by Commercial Vehicles

Construction in accordance with NHBC 2024 Chapter 10.2 Table 2a



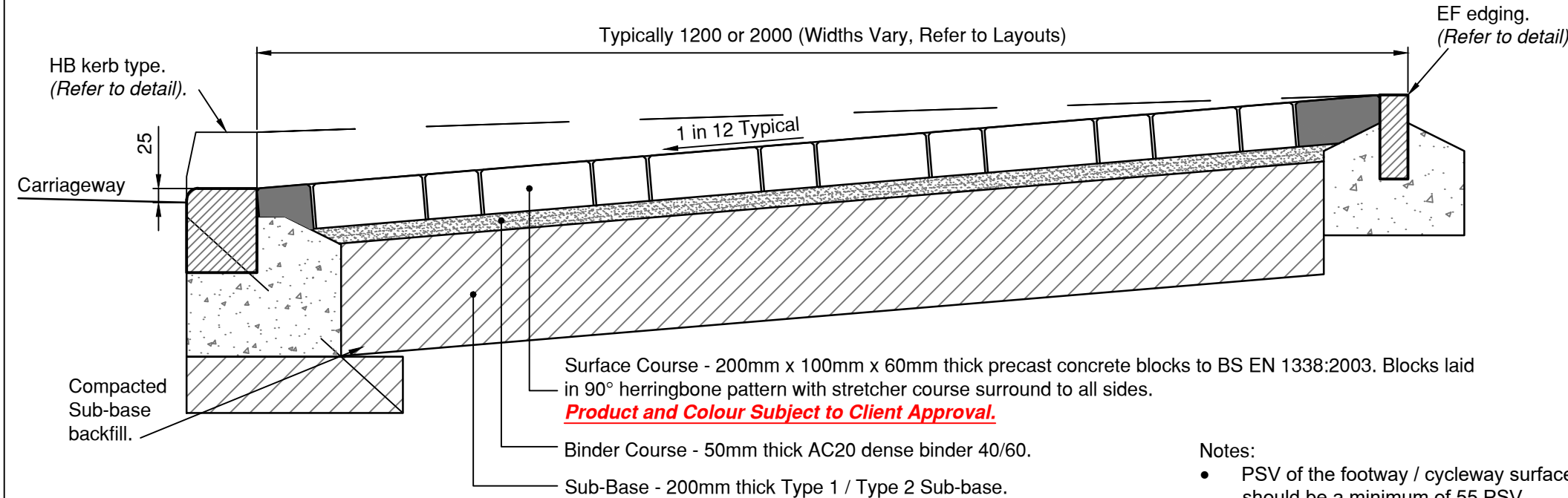
Bitmac Construction for Private Footway / Footpath

Construction in accordance with
NHBC 2024 Chapter 10.2 Table 2a



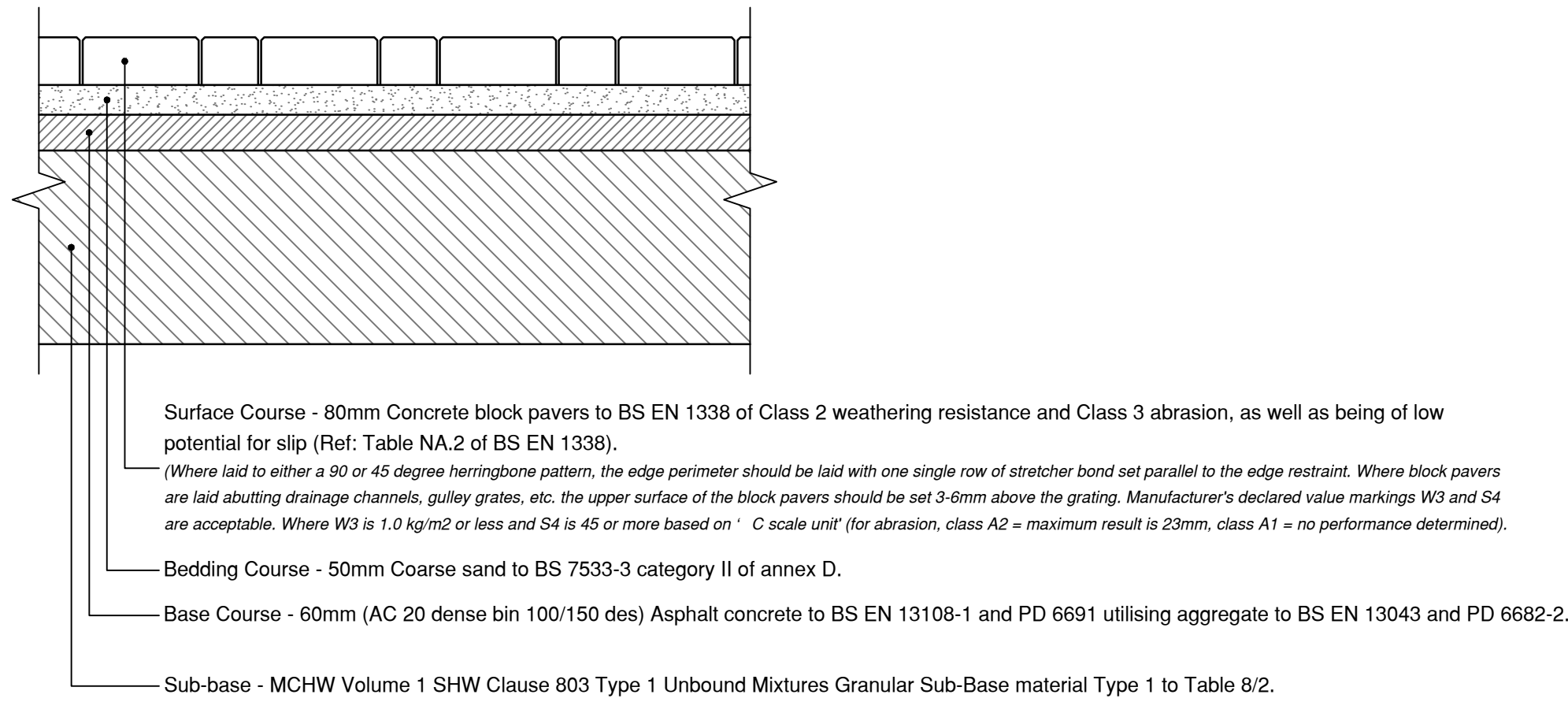
Bitmac Crossover Construction Detail

Based on West Sussex County Council drawing number S278/38/07 Revision C.



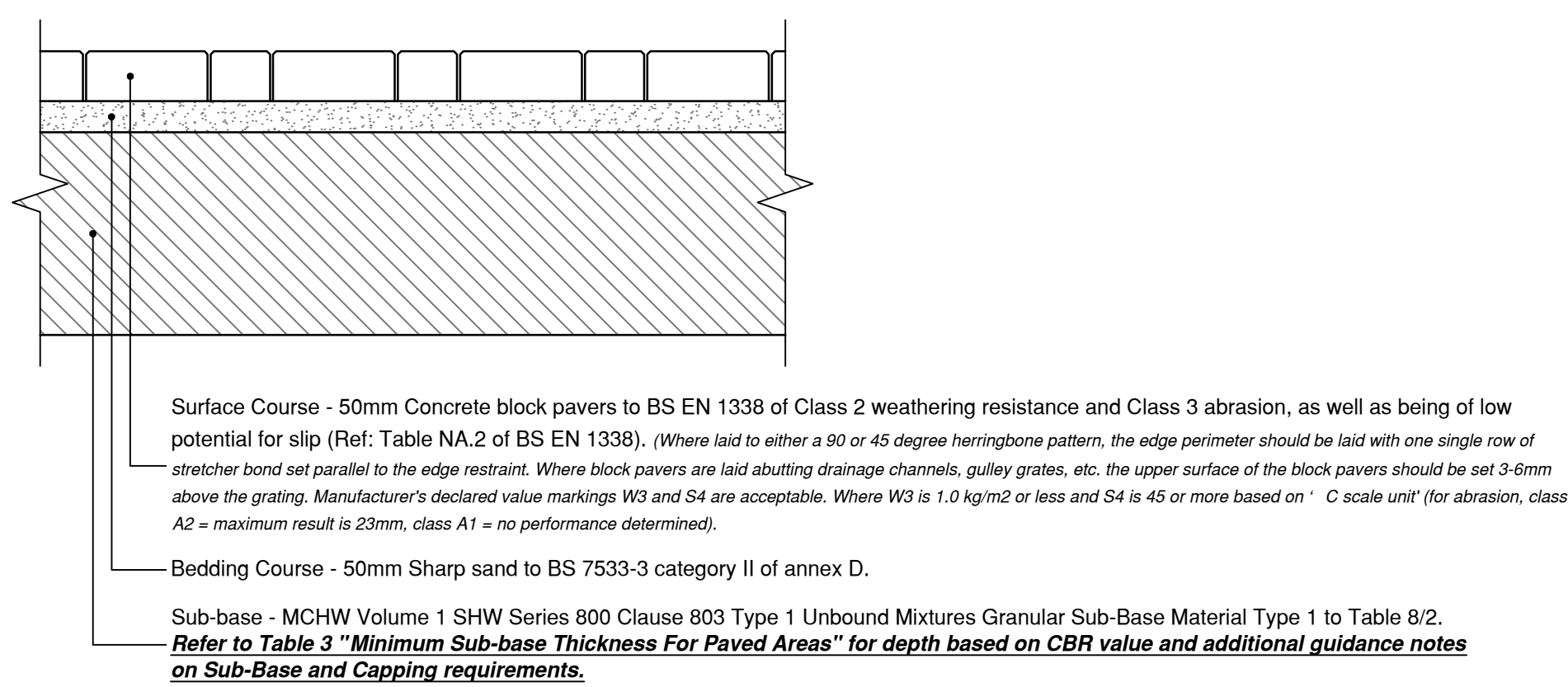
Block Paved Construction For Private Crossover Detail

Based on West Sussex County Council drawing number S278/38/07 Revision C.



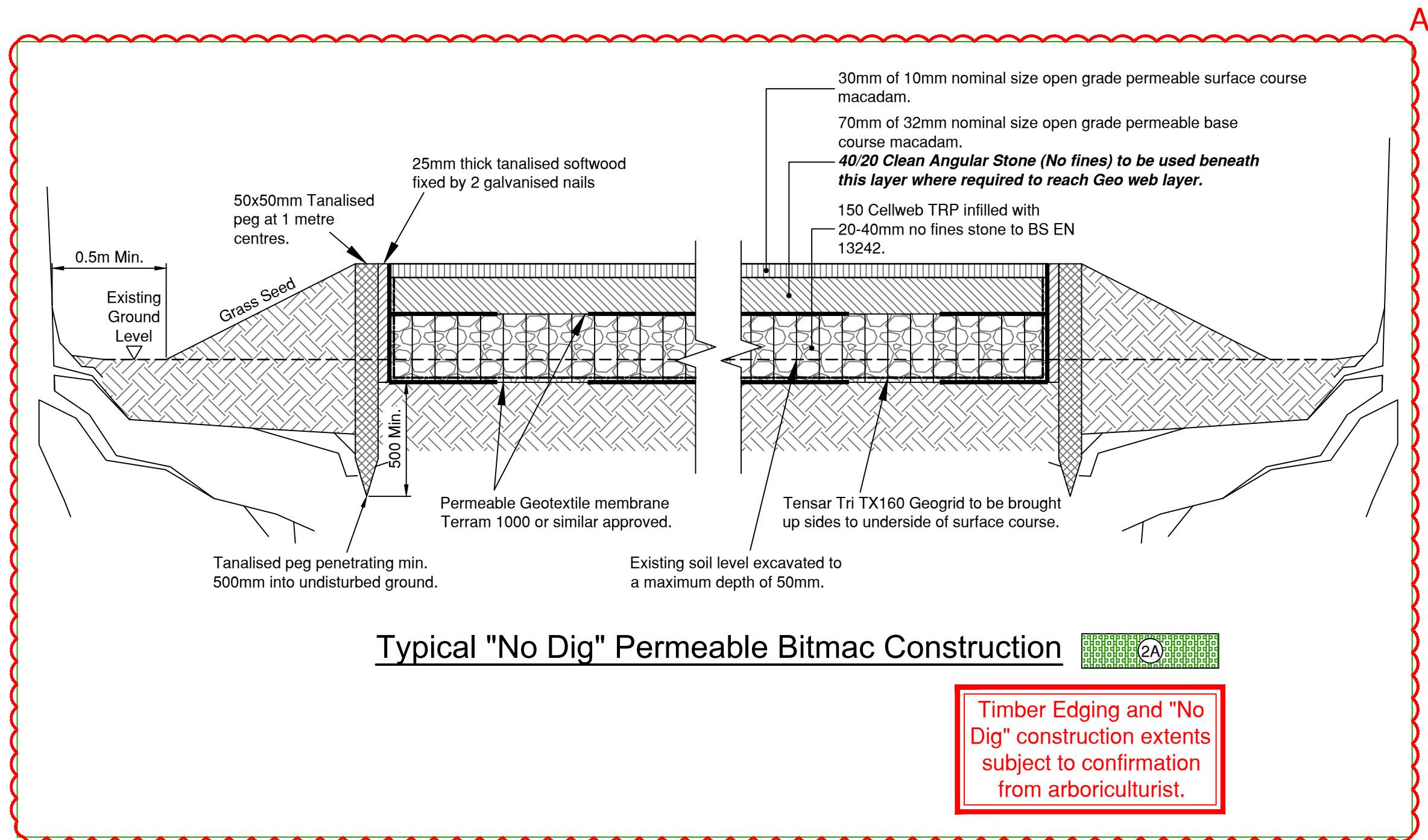
Block Paved Construction for Private Road Having Frequent Use by Commercial Vehicles

Construction in accordance with NHBC 2024 Chapter 10.2 Table 2a



Block Paved Construction for Private Drives and Parking Areas Having Use by Cars and Light Vehicles

Construction in accordance with NHBC 2024 Chapter 10.2 Table 2d



Typical "No Dig" Permeable Bitmac Construction

Timber Edging and "No Dig" construction extents subject to confirmation from arboriculturist.

CBR Values (%)	Minimum sub-base thickness (mm) ⁽¹⁾ (Consolidated in accordance with MCHW Volume 1 clause 801, Table 8/4)
Less than 2%	Subgrade requires improvement ⁽²⁾
2 - 3%	325
3 - 5%	250
5 - 7%	150
7 - 20%	100

⁽¹⁾ Minimum thickness of sub-base may be considered for reduction when using proprietary geogrid, provided they can be adequately justified and designed by an Engineer in accordance with Technical Requirement R5.
⁽²⁾ Specialist advice should be sought to improve the subgrade.

Additional Notes

- Where a capping layer is specified, sub-base thickness can be reduced. Pavement Design CD 225 Revision 1 gives guidance on capping and sub-base thickness design based on CBR values with and without a capping layer.
- The thickness of any required capping layer and the sub-base should be determined after investigations and on-site tests have been carried out, with consideration to the:
 - CBR value
 - frost susceptibility of the sub-grade; where susceptible to frost, a suitable capping layer should be included below the sub-base to a suitable depth to ensure that the construction will not be affected by frost heave
 - granular sub-bases should be tested and certified as being non-frost susceptible and non-plastic.

Minimum Sub-base Thickness For Paved Areas Table 3 - NHBC 2024 Chapter 10.2

NOTES

- All dimensions are in millimetres unless stated otherwise.
- Do not scale from this drawing. Only written dimensions are to be used.
- Although all internal highways are intended to remain private. All highways kerb, ramps and gullies have been designed to adaptable standards where applicable. All pavement designs have been design in accordance with NHBC standards as noted. However, where applicable adoptable highways works to be constructed in accordance with the Adopting Highway Authority's standards and specifications and the Department of Transport "Specification for Highway Works".
- Clause numbers refer to clauses in the Department of Transport's Specification for Highway Works 2005 and Adopting Highway Authority's Model Contract Specifications.
- An approved weedkiller (harmless to humans, animals and insects) is to be applied (as per manufacturer's recommendations) to all prepared formation levels of new carriageway and footways and/or as directed by the Highways Inspector.
- Any damage caused to the existing highway during the course of the works to be repaired as directed by the Highways Inspector and/or Area Engineer.
- No concrete to be poured or laid in temperatures below 2 deg C on a falling max/min thermometer or before the temperature reaches 2 deg C on a rising max/min thermometer (to be provided by the Contractor and displayed in a position agreed by the Highways Inspector).
- Kerbs to be butt jointed. Where kerb alignments incur minor open joint tapers between formed surfaces, mortar jointing shall be used as directed by the Highway Inspector.
- All full length PCC kerbs are to be mechanically handled.
- All precast Kerbs & Edgings shall be to BS EN 7263 & laid to BS 7533-6.
- All setts of natural stone shall be to BS EN 1342.
- Reference must be made to the West Sussex County Council standards and specifications to ascertain the required concrete class for all kerb and edging bed and backing. Kerb and edging bed and backing to be well compacted. Unless otherwise stated this shall be a minimum bed thickness of 150mm.
- The minimum length of any cut kerb shall be 450mm.
- The correct radius kerbs shall be used for all radii of 12m or less. For radii between 12m and 20m, 600mm long straight units shall be used. Radius kerbs shall be used to form corners of laybys and tapers.
- The appropriate 914mm long precast concrete transition kerb shall be installed at each change in kerb type, tie-ins to existing and at terminations.
- All external angles on HB kerbs to be quadrants. Suitable quadrant kerbs shall be used to form corners of square areas and refuge islands.
- Reference must be made to the Geotechnical Report for sulphate resisting class and AEC class.

Rev.	Date	Original Issue	Amendments
-	-	-	-



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Drawing Status: **FOR TENDER**
NOT FOR CONSTRUCTION

Client: **Foreman Homes Ltd**

Project: **Land West of Church Lane & Horsemere Green Lane, Climping**

Drawing Title: **Highway Construction Details**
Sheet 2 of 3

Scale at A1	Date	Drawn By	Checked By	Project No.
AS SHOWN	Jul 25	JHL	LDF	D2385
Drawing Code	Drawing No.	Rev.		
000-BPC-WD-ZZ-D-C	322	-		