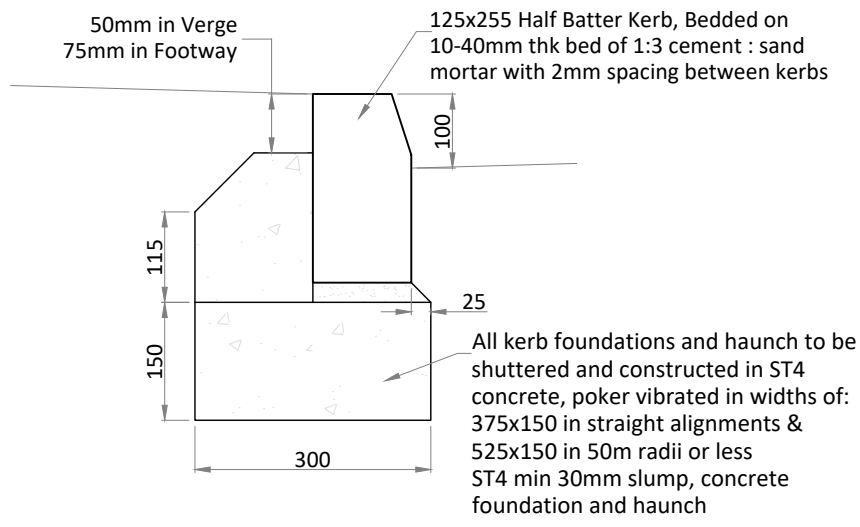
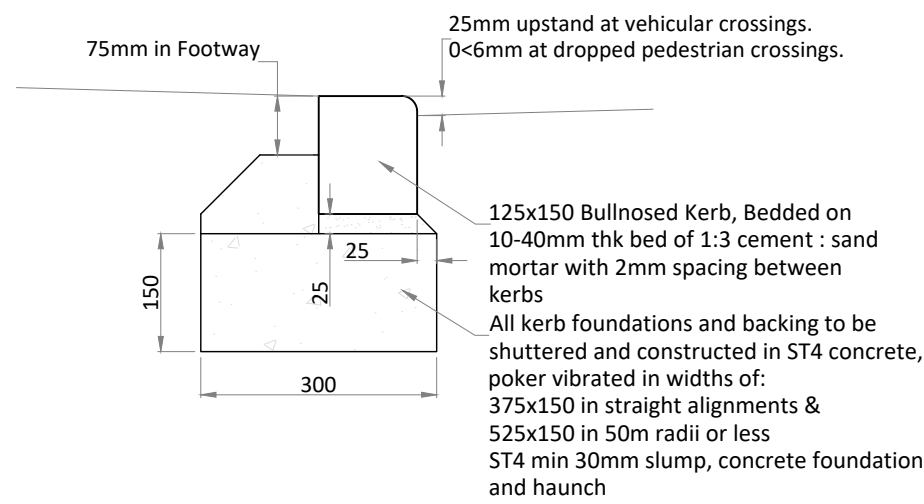


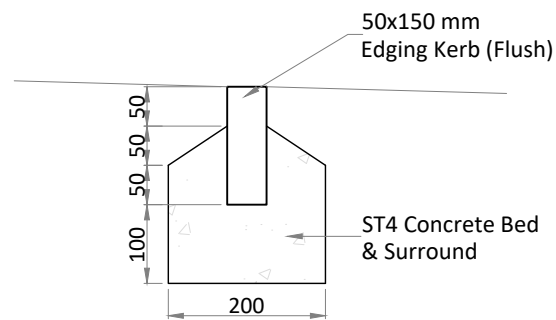
125x255mm Half Battered Kerb
Type HB2



Dropped Kerb
Type BN



50x150mm Edging Flush Kerb
Type EF



Additional Notes for Kerb Details

- Kerbs are to be precast to BS EN 1340:2003
- Transition kerbs are to be used at all changes of kerb type.
- Concrete bed and haunching to be in accordance with Specification Clause 2602 (Mix ST4)
- Concrete bed is to rest on or within sub-base layer or on additional concrete, measured separately to allow it to rest on sub-base. Sub-base is to protrude 500mm from face of kerb, behind kerb and is to have a minimum thickness of 100mm where sub-base is to be drained or an approved method of drainage provided. (Without an agreement, all existing kerb race to be excavated)
- Kerbs shall be laid on Class 1 mortar laid on bed in accordance with Clause 2404 and having a minimum thickness of 10mm and a maximum thickness of 40mm. All kerbs to be laid on mortar bed as per drawn kerb details.

Permeable Paved Parking Bay

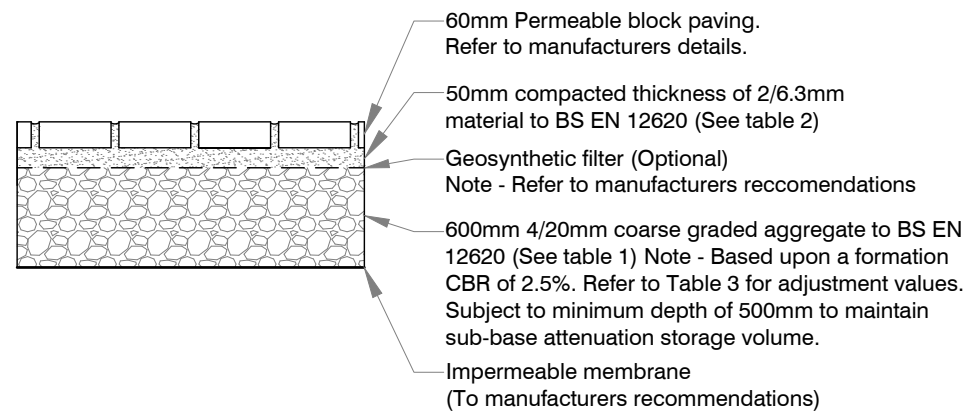


Table 1 - Aggregate gradings for sub base materials to BS EN 12620

Sieve size, mm	Percentage passing	
	Coarse aggregate 4/40	Coarse aggregate 4/20
80	100	-
63	98-100	-
40	90-99	100
31.5	-	98-100
20	25-70	90-99
10	-	25-70
4	0-15	0-15
2	0-5	0-5
1	-	-

NOTE

Material should be based upon BS EN13242 or BS 12620.

Material should comprise crushed rock, concrete or blast furnace slag or similar approved.

Conventional DTp Type 1 sub-base is not recommended for permeable paving.

Leaching of contaminants should be considered when using recycled materials. Materials should meet the Environment Agency "Waste acceptance criteria" for inert waste when tested in accordance with BS EN 12457-3.

Table 2 - Laying course material (Z / 6.3) to BS EN 12620

Sieve size, mm	Percentage passing
80	100
63	98-100
40	90-99
31.5	-
20	25-70
10	-
4	0-15
2	0-5
1	-

NOTE

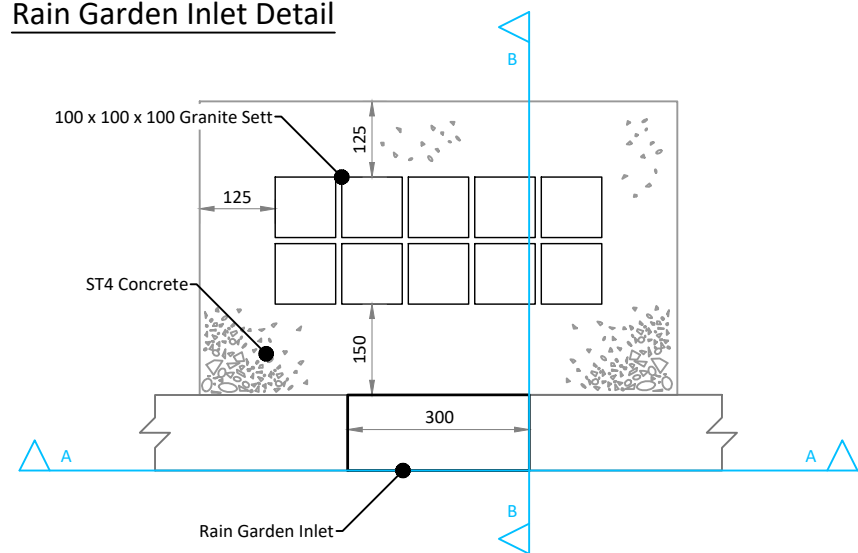
Advice should be sought from the paving block manufacturer on the exact material type that is suitable for their system.

Typically the material used for the laying course can be used for jointing and voids. Manufacturer to advise.

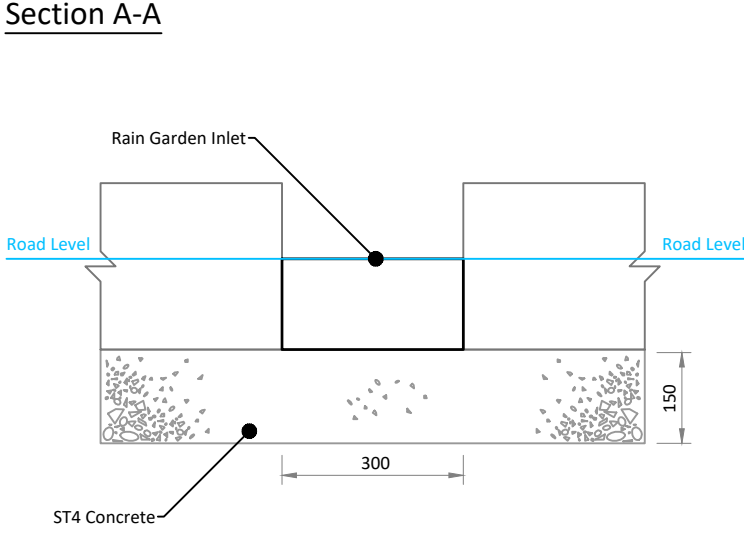
Table 3 - Sub-base thickness adjustment for low CBR values

Subgrade CBR (%)	Adjustment in sub-base thickness
>5	-450
5	-350
4	-200
3	-100
2	No Change
1	Subgrade improvement (Capping layer) required

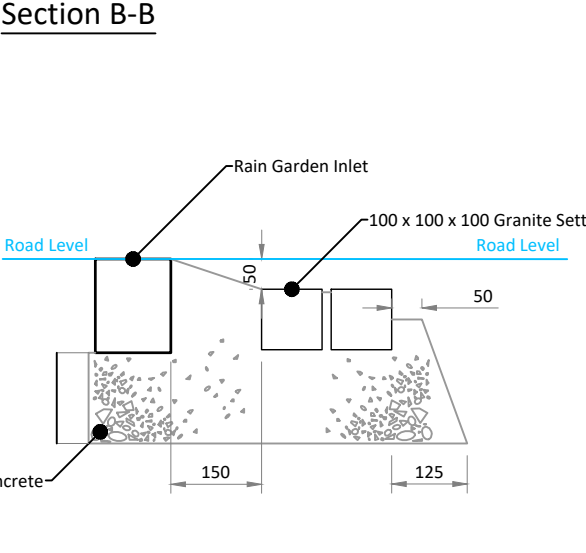
Rain Garden Inlet Detail



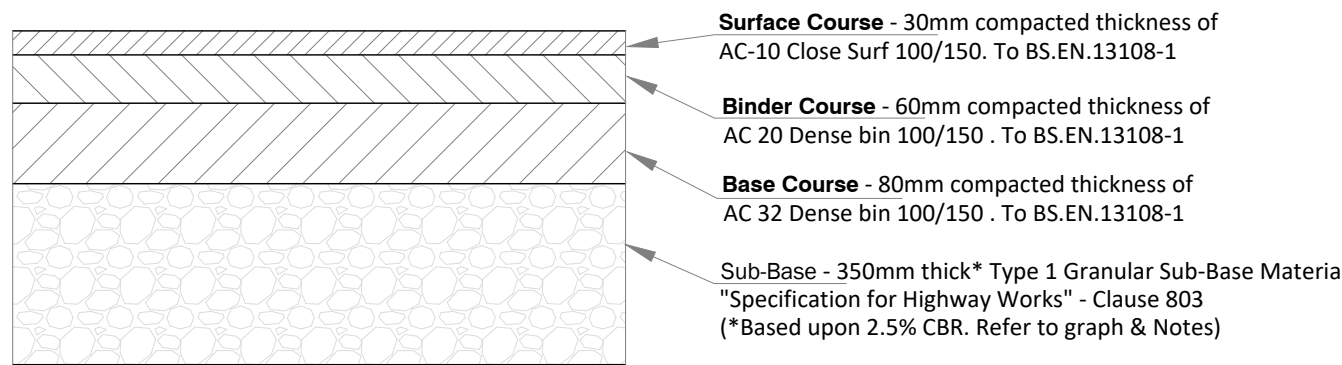
Section A-A



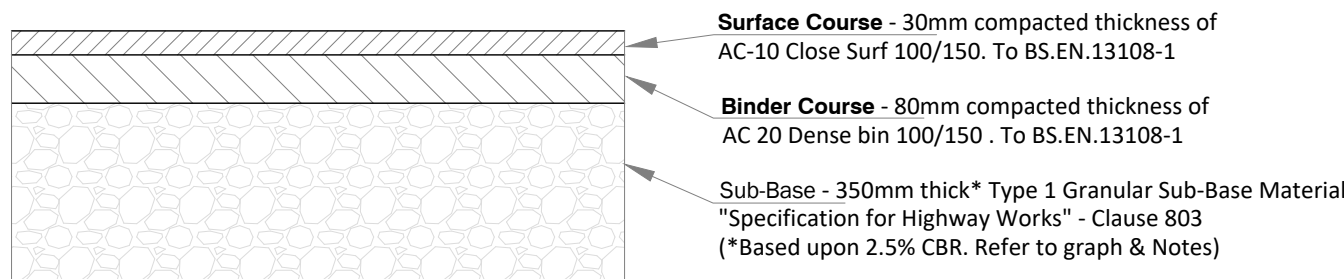
Section B-B



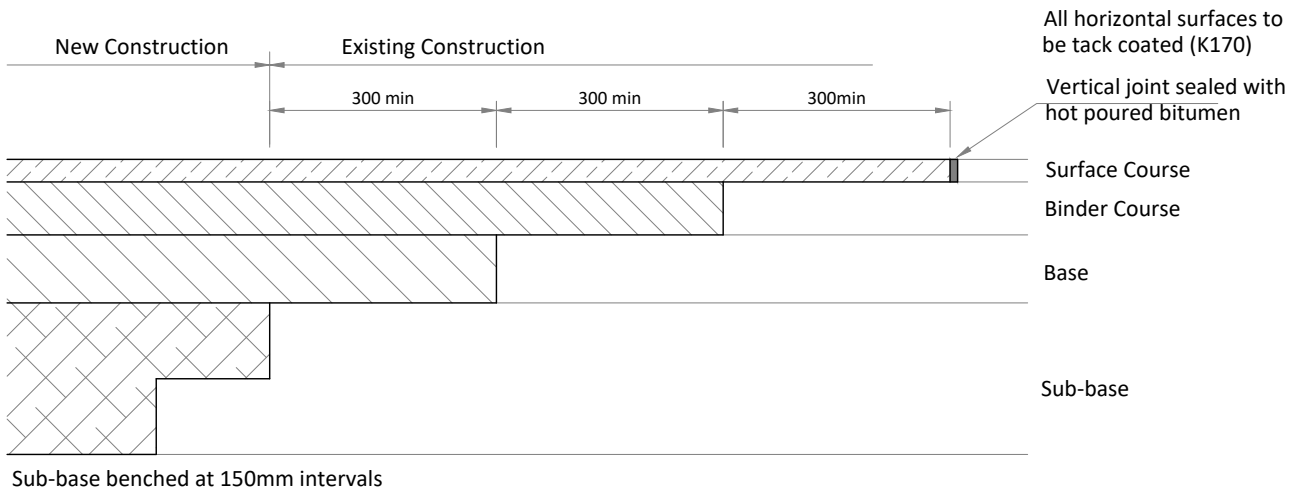
Private Access Road Construction



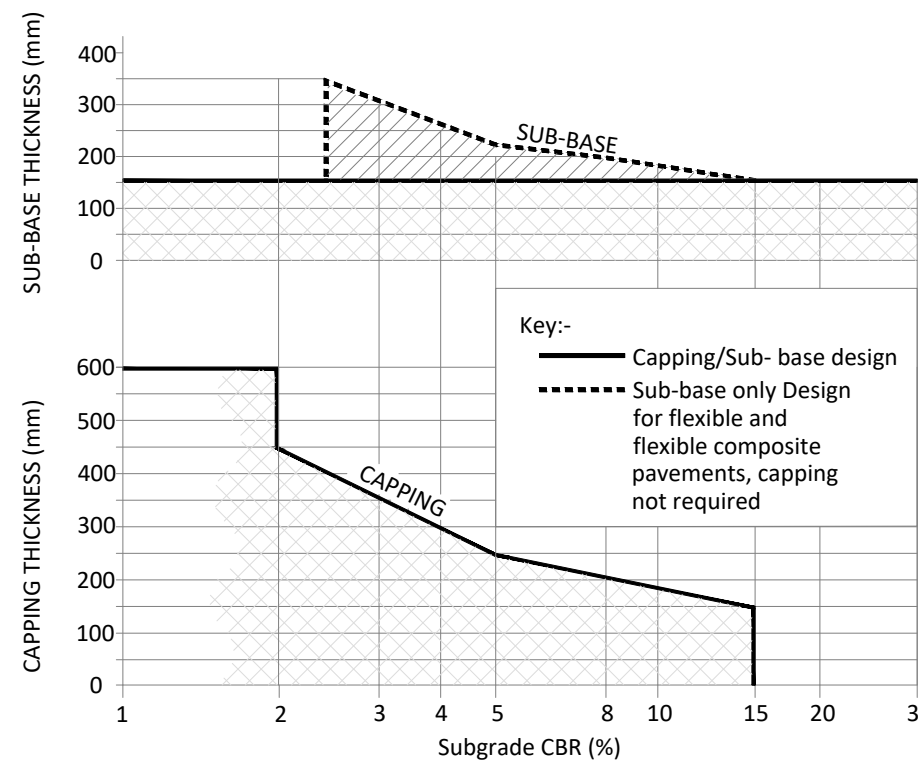
Asphalt Parking Bay Construction



Tie in to Existing Carriageway



Capping and Sub-base Thickness Design



The thickness of sub-base and capping shall be obtained from Graph

- The sub-base may be omitted where the CBR is above 30%.
- Where the sub grade CBR is greater than 15%, the thickness of sub-base required is 150mm.
- When the sub grade CBR is between 2.5% and 15% for flexible and flexible composite construction, there are two options available.
- 150mm of sub-base can be used over a varying thickness of capping which depends on the CBR value.
- An increasing thickness of sub-base shall be used with the decreasing CBR, with no requirement for capping.
- For all pavements and sub grades with CBR values below 2.5%, 150mm of sub-base on the varying thickness of capping must be used.
- When the sub grade CBR is below 2% even after proof rolling, seek the advice of the engineer.
- The design should be based on the lowest CBR value and not amended unless there is significant increase in the CBR along the road.
- Where the sub grade is susceptible to frost a minimum 450mm of non-frost susceptible material is required. Sub base and capping depth to be increased accordingly.

CDM Note

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9.

General Notes

- Do not scale from this drawing.
- All dimensions in metres and levels in metres above ordnance datum Newlyn (mAOD) unless stated otherwise.
- This drawing is to be read in conjunction with all other relevant Engineering and Architect's details.
- The design details presented must be reviewed in conjunction with the wider site information and site constraints which may not be evident on drawing and must be requested if not already provided. This includes, but is not limited to, ground conditions (geotechnical and environmental), groundwater levels, buried services, remnant obstructions, ecology, tree protection, and topography.
- The Engineer shall be notified immediately, in writing, should any errors or discrepancies be found prior to the commencement or continuation of any works.
- Drawing is based on topographical survey conducted by Geopoint Ltd (ref. Geo22-132_T dated October 2022).
- Details of existing sewers are based on drainage survey undertaken by Solum Surveying Ltd (ref. 12676-R0 dated 21/06/2024).
- Site layout is based on RDT Architects drawing (ref. 1377T-RDT-ZZ-XX-DR-A-1101 Rev P1 dated July 2024) provided by Aspire LPP on 01/08/2024.
- Building drainage points based on RDT Architects Proposed Drainage Sketch dated 31/07/2024 provided by Aspire LPP on 01/08/2024.
- Levels at site entrance based on tie-in to RGP S278 site access junction proposals (ref. 6804-RGP-ZZ-00-DR-C-0111 Rev P01 dated July 2024) provided by Aspire LPP on 25/07/2024.
- Where shown, root protection areas are based on those included within RDT Architects site layout (ref. 1377T-RDT-ZZ-XX-DR-A-1100 Rev P2 dated July 2024) provided by Aspire LPP on 01/08/2024.
- All work is to be carried out in accordance with current British Standards, Building Regulations, and Sewerage Sector Guidance as appropriate.
- It is the responsibility of the Contractor to execute the works at all times in strict accordance with the requirements of the Health and Safety at Work Act 1974 and the CDM Regulations 2015. The Contractor will be deemed to have allowed for full compliance within their rates.
- Any existing details which are shown on this drawing are for guidance only and are to be checked on site by the Contractor. Any variations are to be recorded and reported to the engineer immediately.
- The Contractor shall undertake appropriate on-site investigations to confirm the presence of underground utilities prior to any excavation.

P2	06/09/2024	UPDATED TO SUIT REVISED SITE LAYOUT	JG	DS	DMcC
P1	28/08/2024	UPDATED TO CLIENT COMMENTS	JG	DF	DMcC
PO	16/08/2024	FIRST ISSUE	BK	DS	
Rev	Date	Revision Note	Drw	Chk	App



transport • engineering • placemaking

Birmingham | Bristol | Cambridge | London | Manchester | Reading
Melbourne | Perth
pja.co.uk | pja.com.au

Client

Aspire LPP

Project

382 Longleaze Lane, Melksham

Title

External Works Construction Details

Drawing Issue Status

For Planning

PJA Ref 07040 Scale @ A1 NTS Date 29.05.24

Drawing No. 07040-CE-0140 Revision P2

Primary Contact
joe.garlick@pja.co.uk