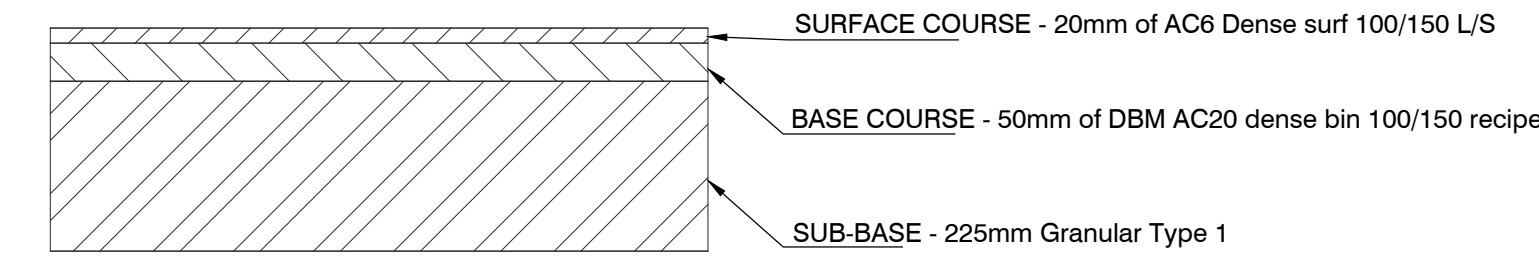
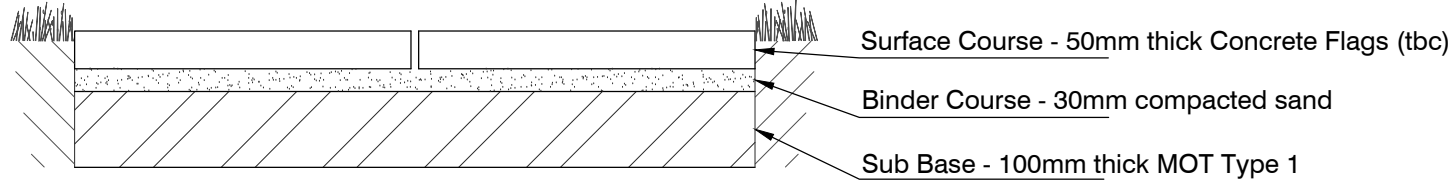


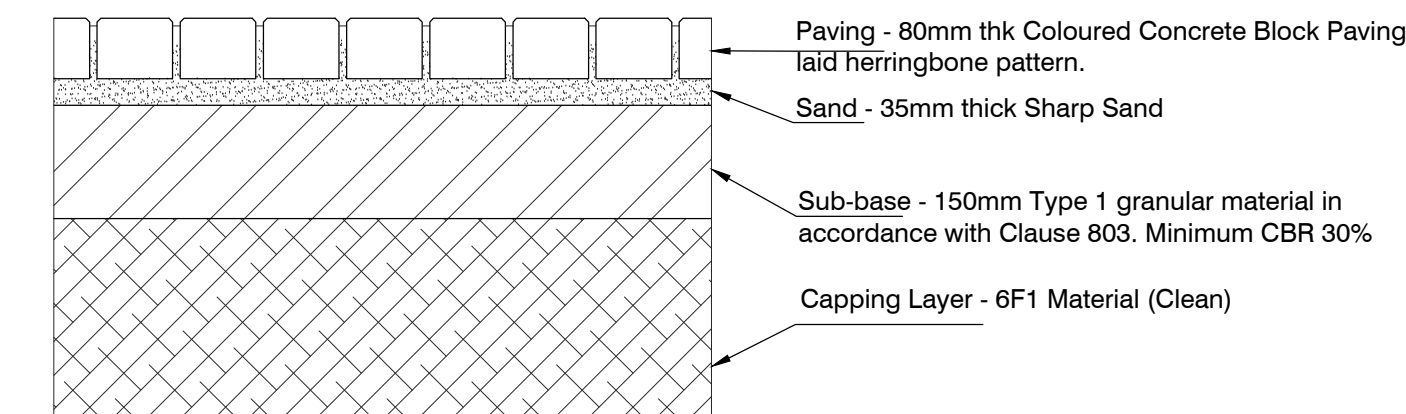
Footway - Construction



Vehicular access construction (domestic)  
(for medium duty accesses see Drg No. SD/11/11)

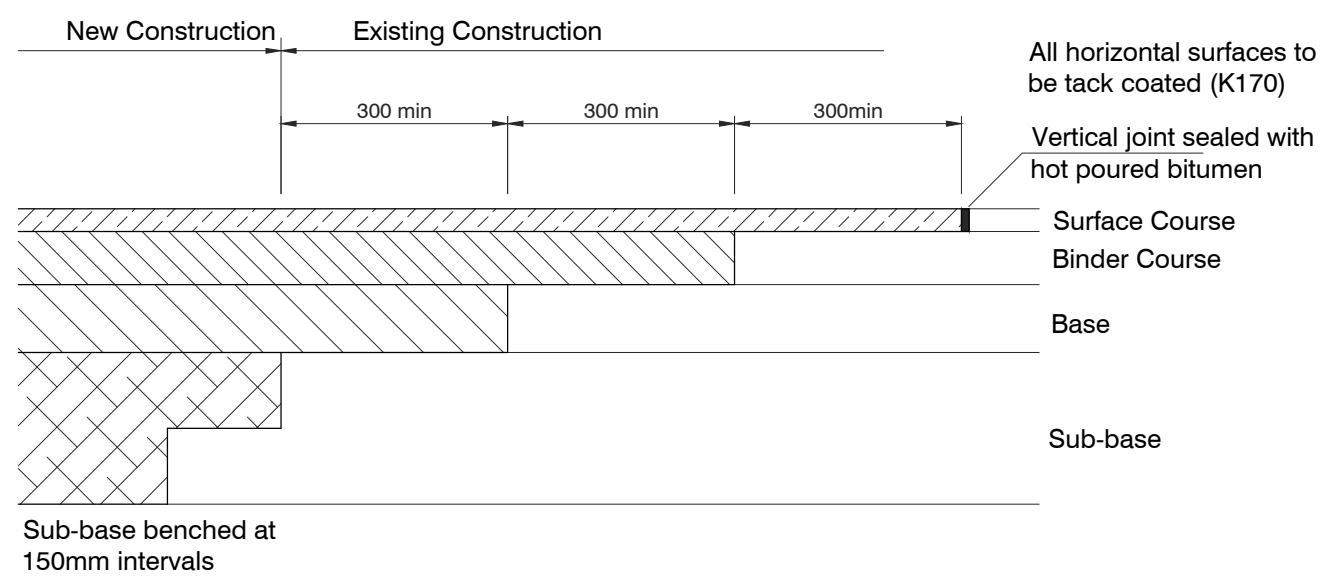


Private Dwelling Footway Construction

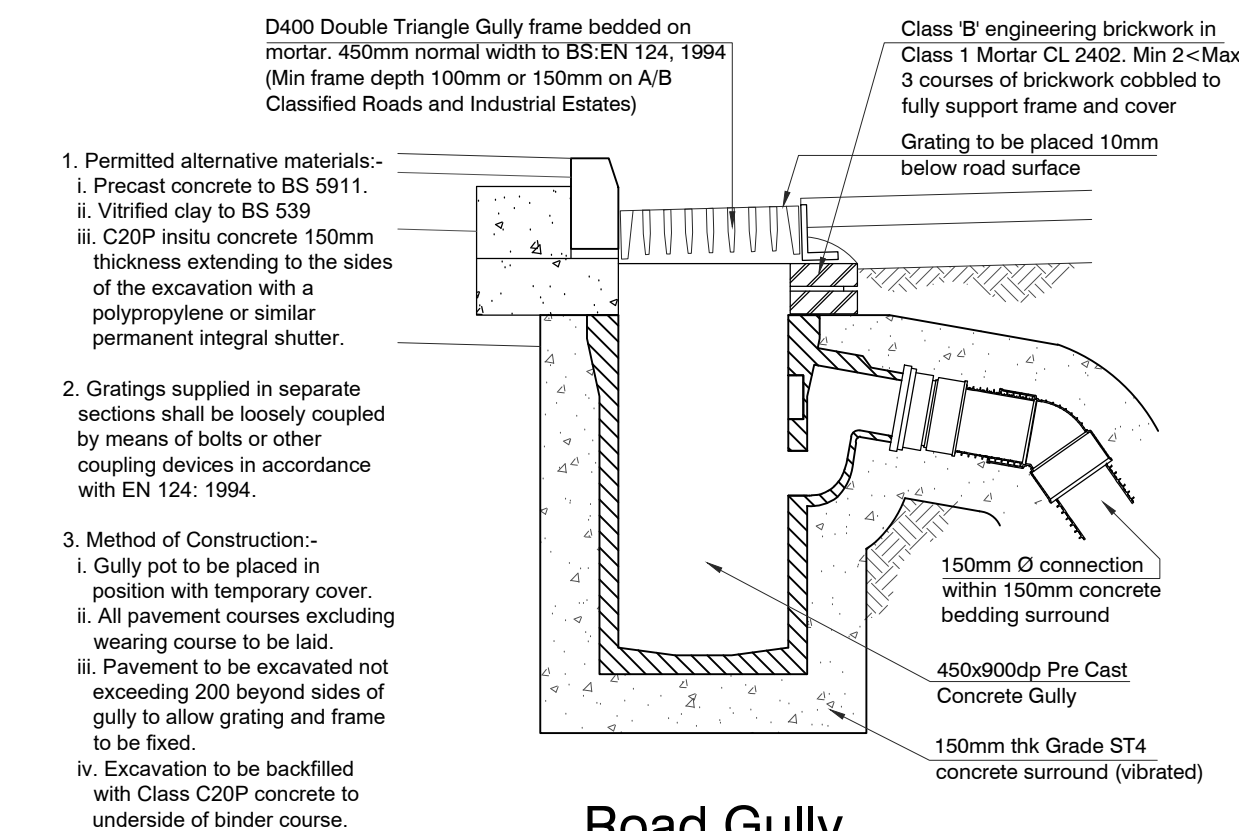


Private Car Parking Bay Construction

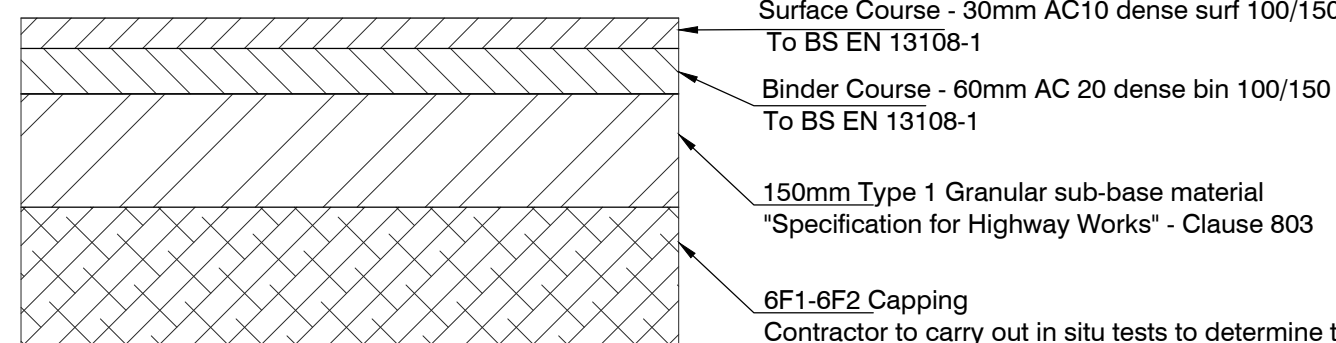
NOTE:  
If area is to be trafficked during construction, a 75mm DBM course may be laid below binder course, with holes punched on a 750mm sq grid



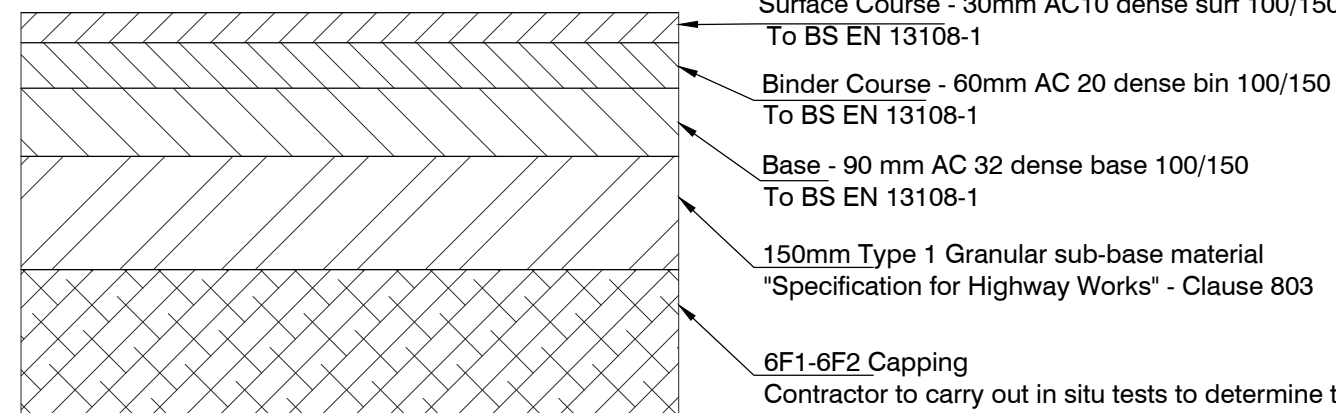
Tie in to Existing Carriageway.



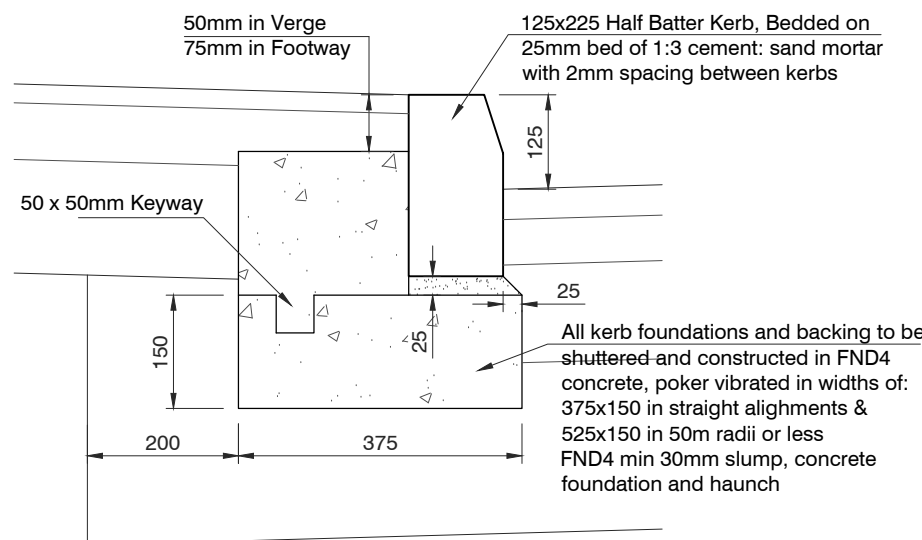
Road Gully



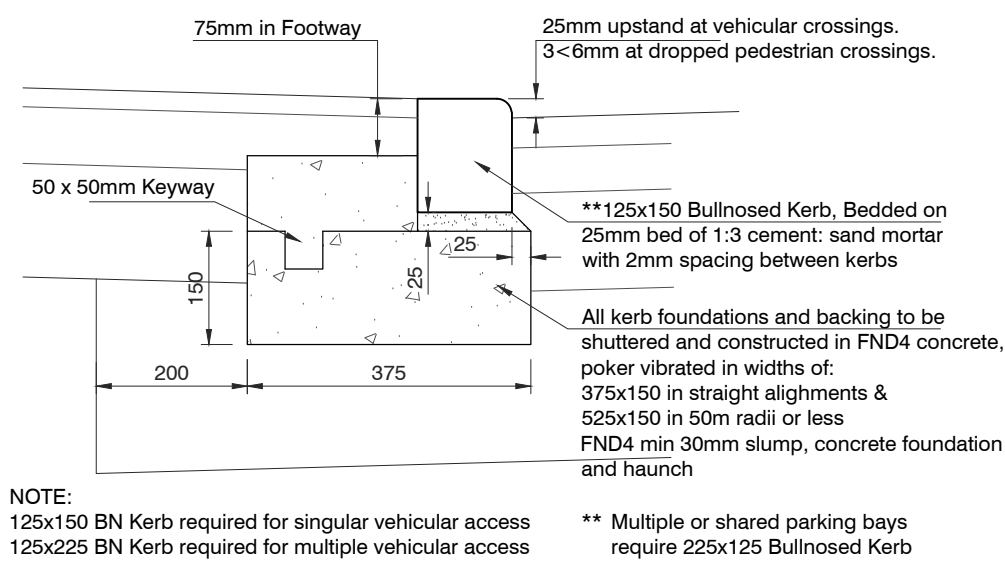
Private Road Construction  
(Shared drive having serving 5 or less properties)



Private Road Construction  
(Shared drive having serving 6 or more properties)

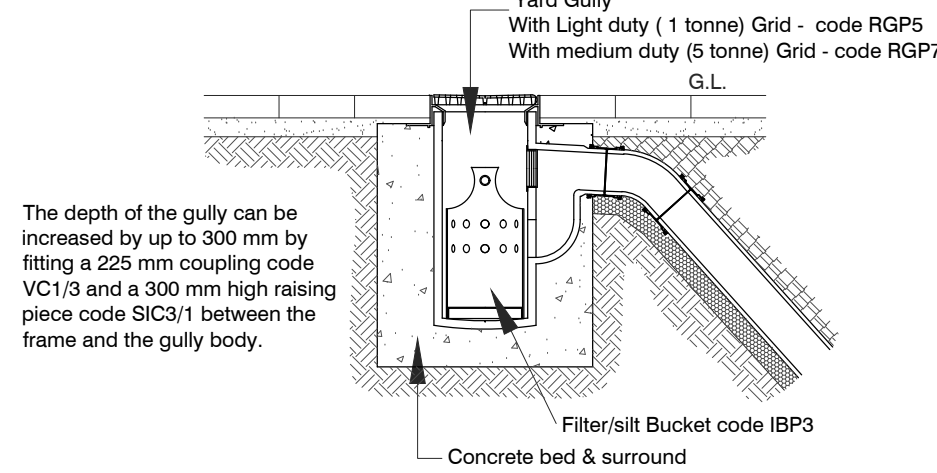


125x255mm Half Battered Kerb Type HB2



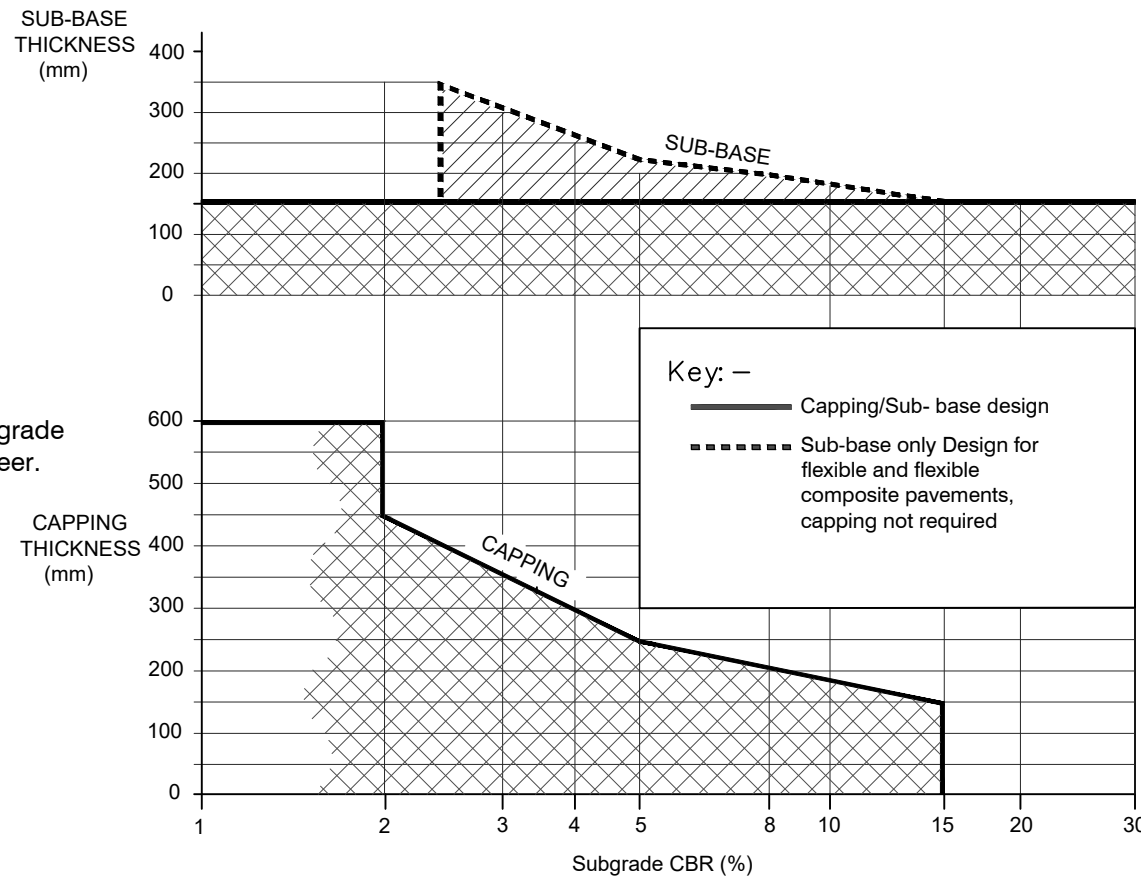
NOTE:  
125x150 BN Kerb required for singular vehicular access  
125x225 BN Kerb required for multiple vehicular access

Dropped Kerb Type BN

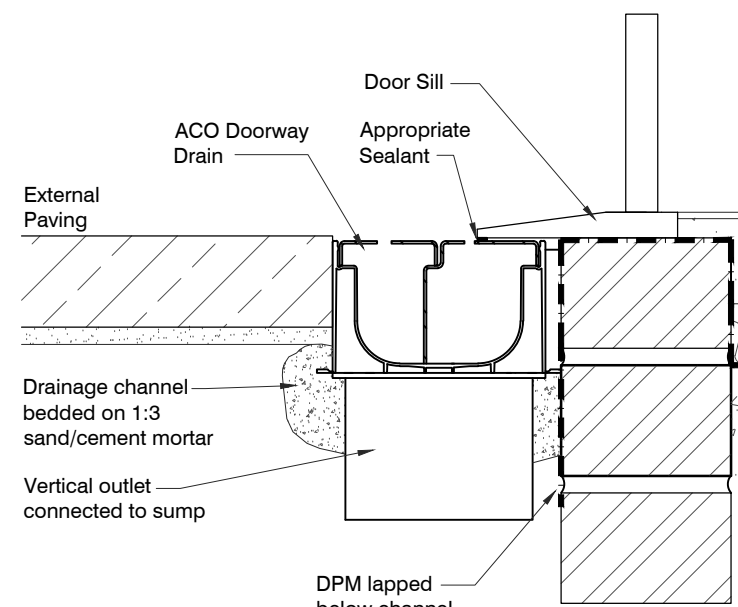


Yard Gully Connection Detail

To be offset min 100mm from back of footway edging kerb where applicable ( Drive ways falling towards adoptable highway)



Capping and Sub-base Thickness Design



Typical Threshold Drainage Detail

1.0 CONCRETE BEDDING  
The concrete or mortar bedding is to provide adequate support to the channel. For domestic pedestrian traffic, and in good ground, a brickwork mortar may be sufficient, or alternatively a concrete of minimum compressive strength 15N/mm2 (e.g. mix FND4 to BS9500-1)

2.0 JOINT SEALANT: Where ACO Doorway Drain channel joints and fittings are to be sealed contact a sealant specialist for guidance on the most appropriate sealing compound to use.

3.0 SURFACE PROTECTION: In asphalt pavements avoid contact between compaction equipment and channel/grating. This may be achieved by ensuring that the finished surface lies above the grating level (by at least 3mm). Stones should be removed from the grating prior to laying/rolling wearing the course.

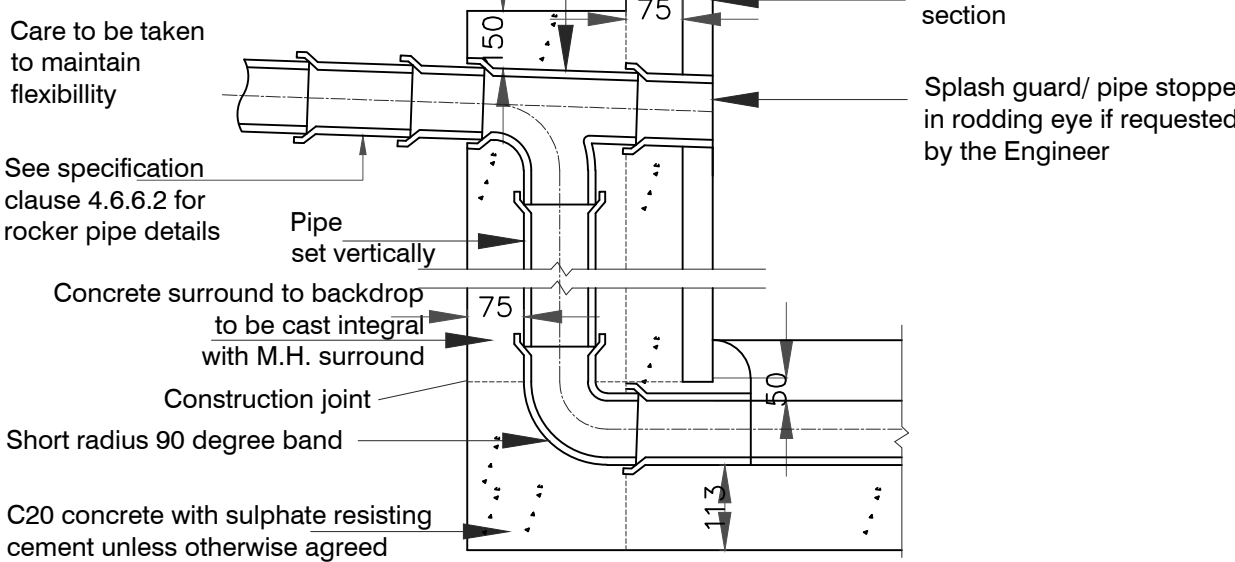
REFER TO MANUFACTURES DETAILS AND SPECIFICATION FOR FURTHER INFORMATION

Flush 50x150mm Edging Flat Kerb Type EF

Additional Notes for Kerb Details

1. Kerbs are to be precast to BS 7263: 1984.
2. Transition kerbs are to be used at all changes of kerb type.
3. Concrete bed and haunching to be in accordance with Specification Clause 2602 (Mix FND4)
4. 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)
5. 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.
6. Dowel bars are specified when small element edging is used. They are to be bedded at 500mm centers.
7. If half battered kerbs are used in conjunction with 'Safeticur' Type HB2 half battered kerbs, kerb face is to be reduced to 100mm to suit.

Additional rocker pipes may be necessary to accommodate transition of pipe gradient to vertical downpipe



TYPICAL VERTICAL BACKDROP DETAIL

Note: Steeper gradients are preferred to be use of backdrops

## Notes

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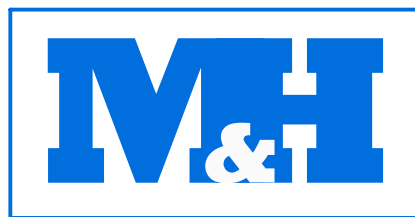
Drawings must not be scaled. Work to figured dimensions only

The thickness of sub-base and capping shall be obtained from Figure 3.1.

- 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.
- 1. 150mm of sub-base can be used over a varying thickness of capping which depends on the CBR value.
- 2. 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.

FIGURE 3.1 Capping and Sub-base Thickness Design  
Volume 7 section 2 part 2 HD25/94  
Pavement design and construction - foundations

| A   | 21.01.2025 | Block paving details added | DJH |
|-----|------------|----------------------------|-----|
| REV | DATE       | AMENDMENT                  | BY  |



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COMMENT / APPROVAL

|                                                    |           |          |     |
|----------------------------------------------------|-----------|----------|-----|
| CLIENT                                             |           |          |     |
| <b>Vistry Partnerships</b>                         |           |          |     |
| PROJECT                                            |           |          |     |
| <b>Leicester Road, Earl Shilton</b>                |           |          |     |
| TITLE                                              |           |          |     |
| <b>Private External Works Construction Details</b> |           |          |     |
| DATE                                               | 26.11.24  | DRAWN    | BPL |
| SCALE                                              | 1:10      | CHECKED  | DJH |
| DRAWING NUMBER                                     | 24000-105 | REVISION | A   |