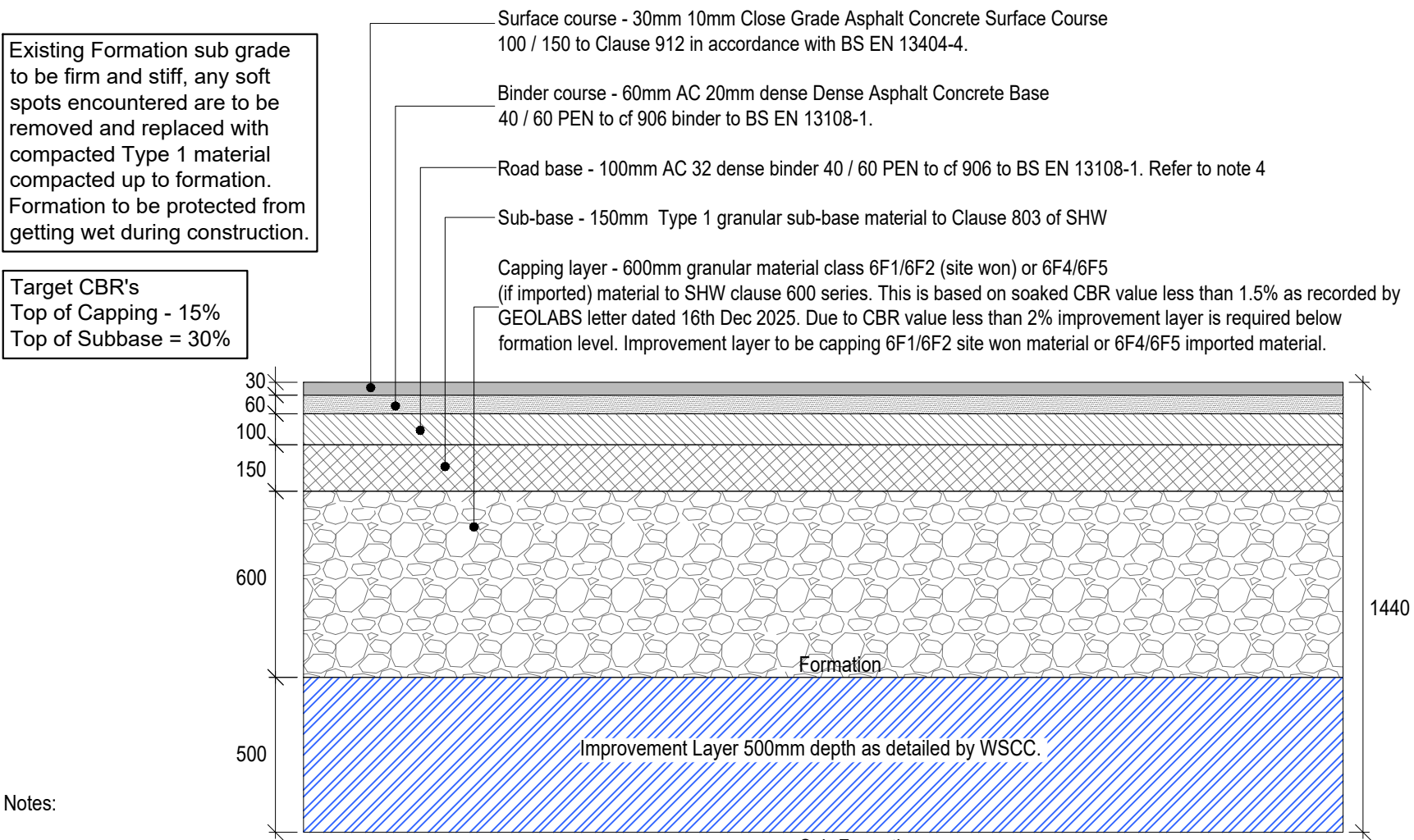
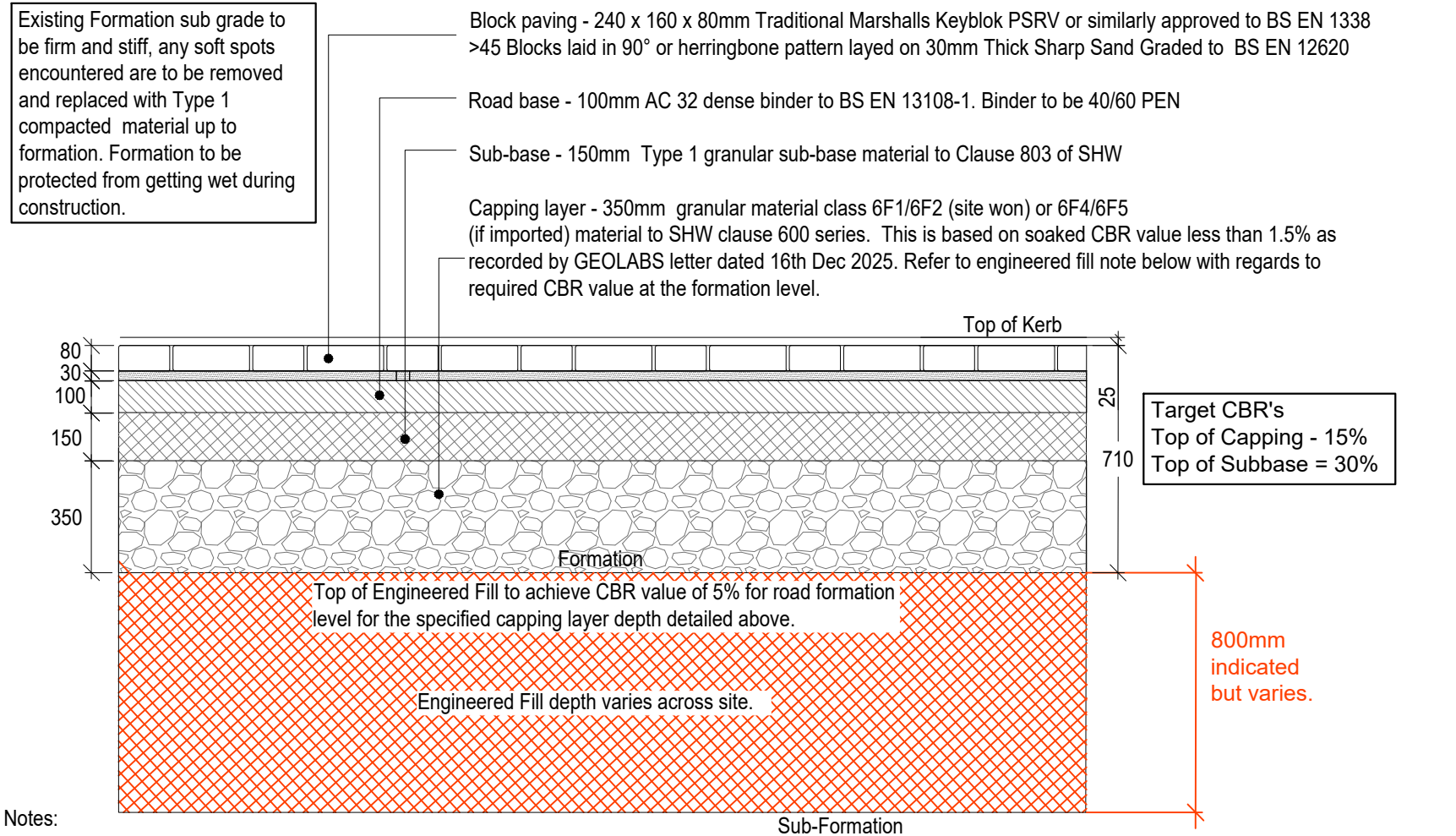


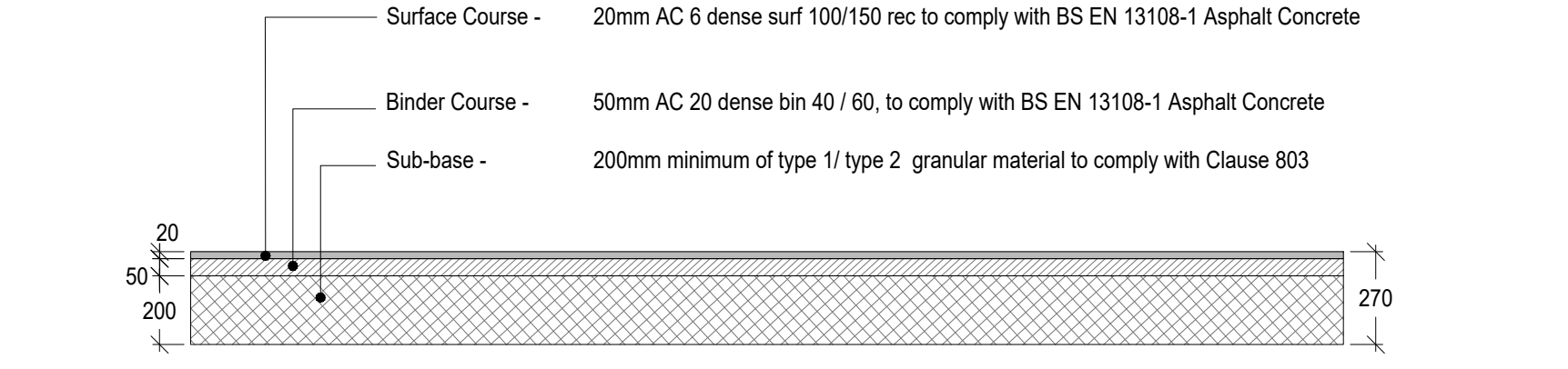


- Capping layer granular material to clause 600 series class 6F1/6F2 of the SHW.
1. Capping layer thickness requirements to comply with WSCC Highways detail S278/38/21 Rev F which is replicated below for their CBR results banding
- Where shown thus:  Road Pavement Type - PDC1A
2. All capping material to be non water / frost susceptible and MUST be from an inert recycled source. Material to be approved by the Overseeing Engineer.
3. CBR testing of the formation sub grade is to be carried out to the approval West Sussex County Council Project highway engineer.
4. The AC32 materials large stone content can result in it being open when laid and prone to fretting. Therefore, if the base course is to remain uncovered for any length of time an overlay of AC20 Binder Course is required.
5. If the CBR value 6%(55MPa) and clearly identifiable then a sub base to be 150mm and Capping layer to be 100mm.

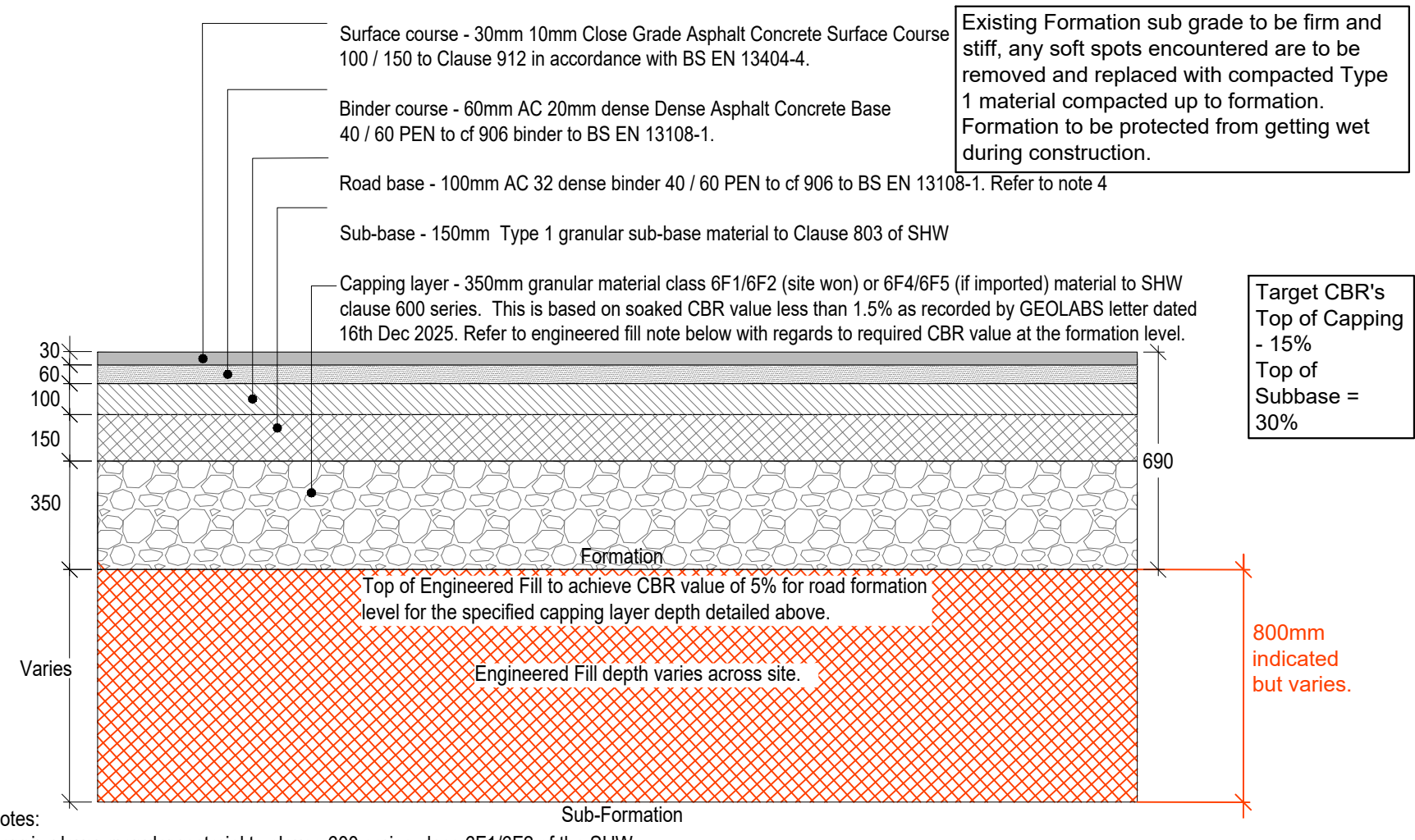
ROAD PAVEMENT TYPE PDC1A - ASPHALT CONCRETE



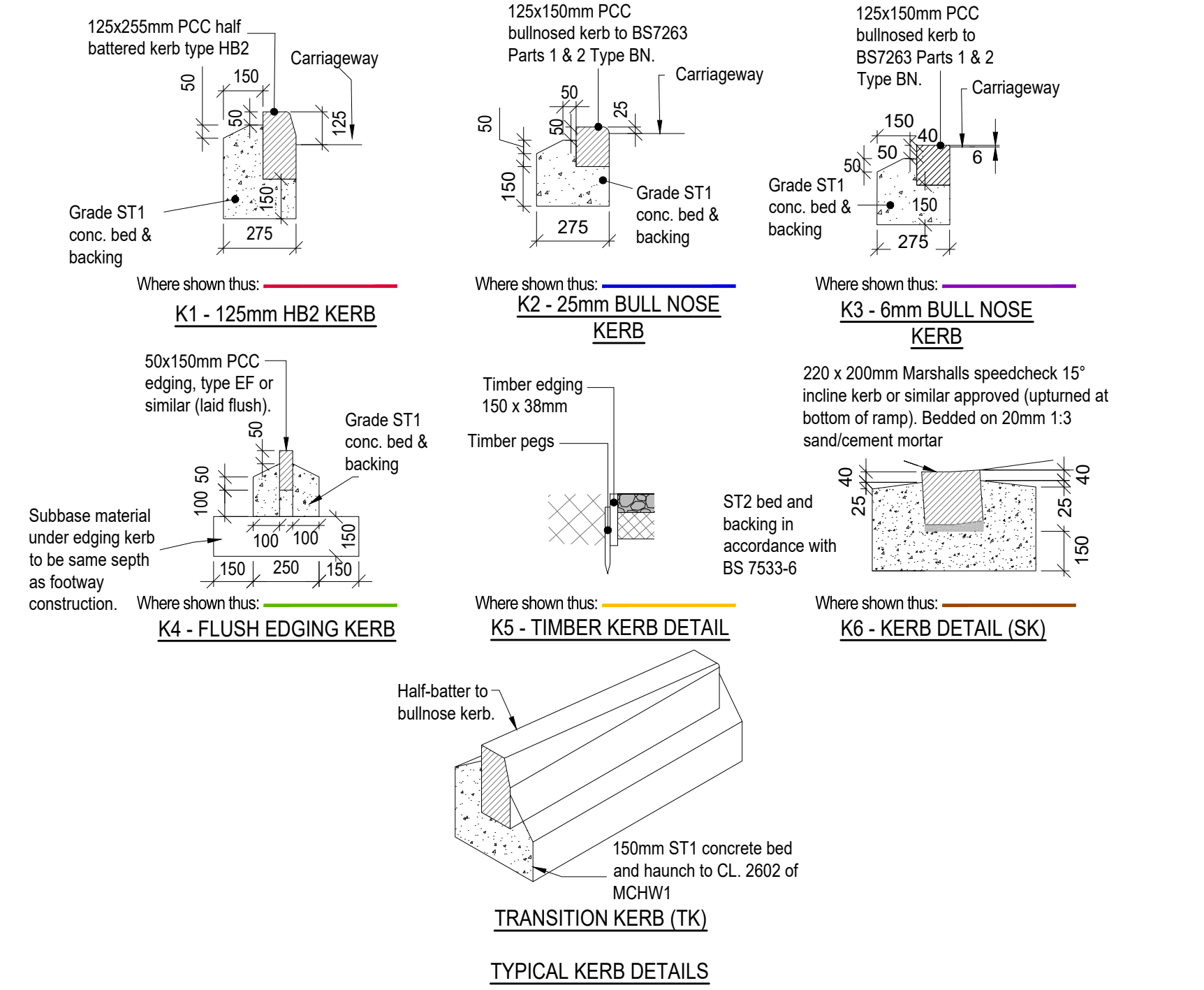
**RESIDENTIAL IMPERMEABLE SHARED SURFACE BLOCK PAVING ROAD
SHARED USE AREA OVER ENGINEERED FILL AREAS: PRE-CAST CONCRETE BLOCKS - PDC2B**



**FOOTWAY PAVEMENT TYPE FDC1-
ASPHALT CONCRETE FOOTWAY CONSTRUCTION**

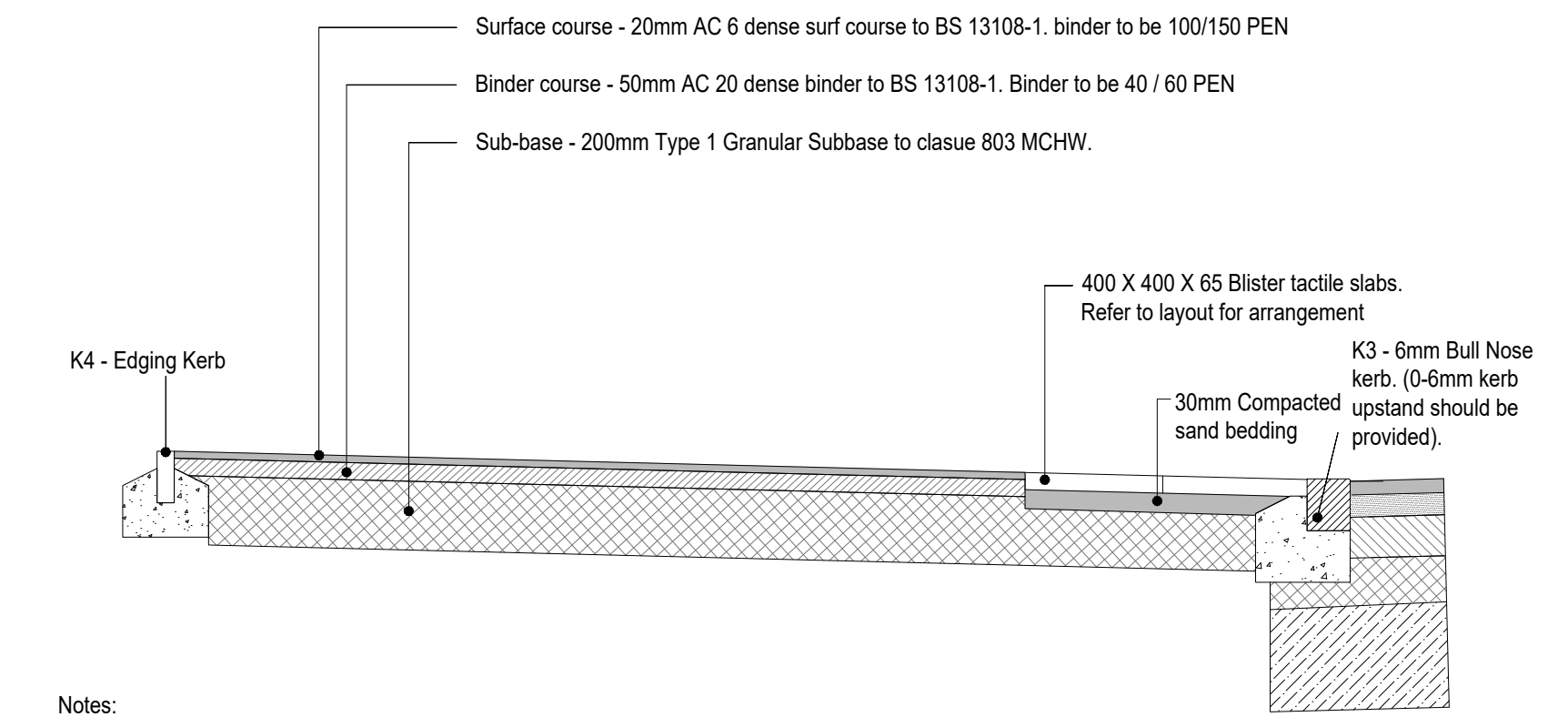


ROAD PAVEMENT TYPE PDC1B - ASPHALT CONCRETE OVER ENGINEERED FILL AREAS

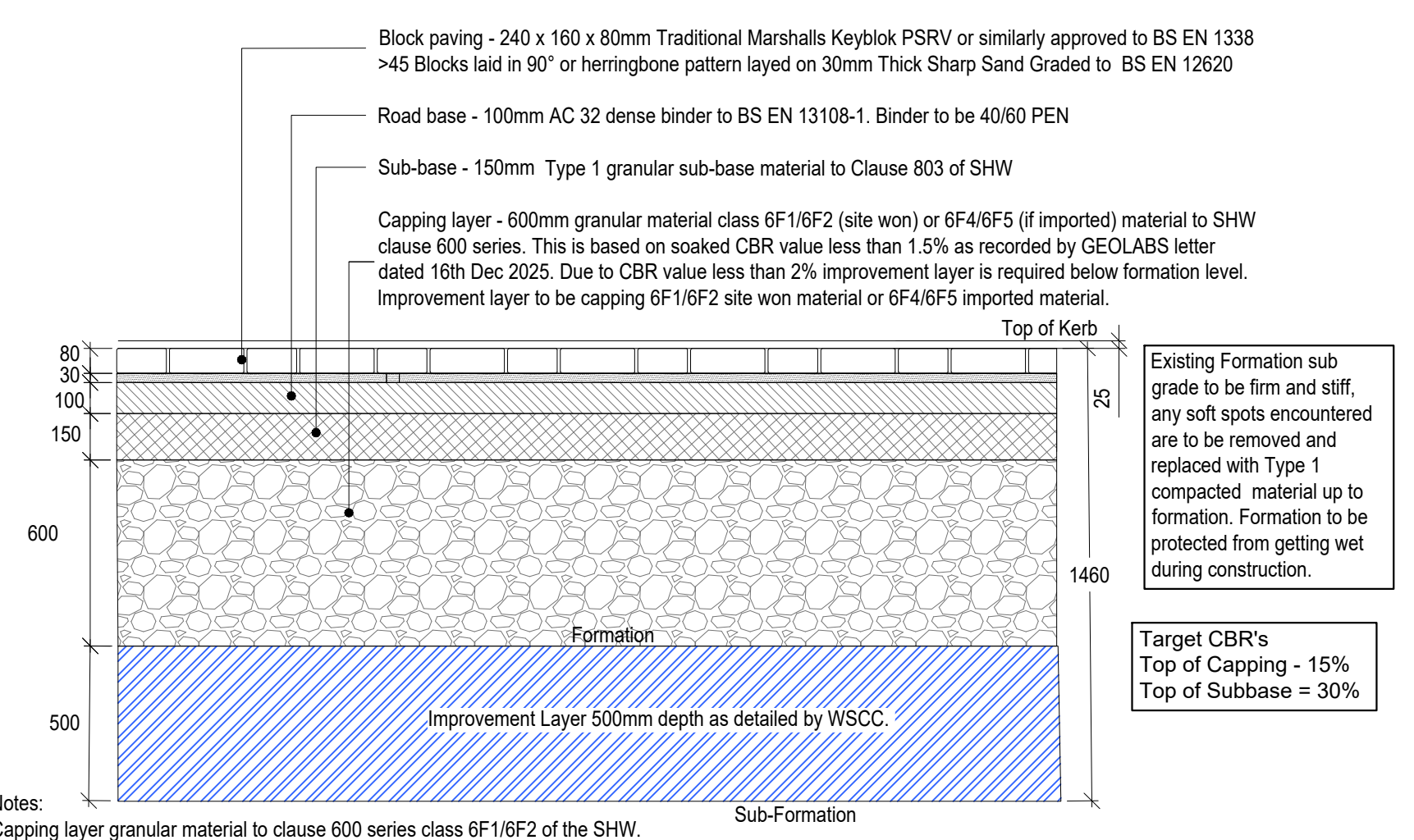


TRANSITION KERB (TK)

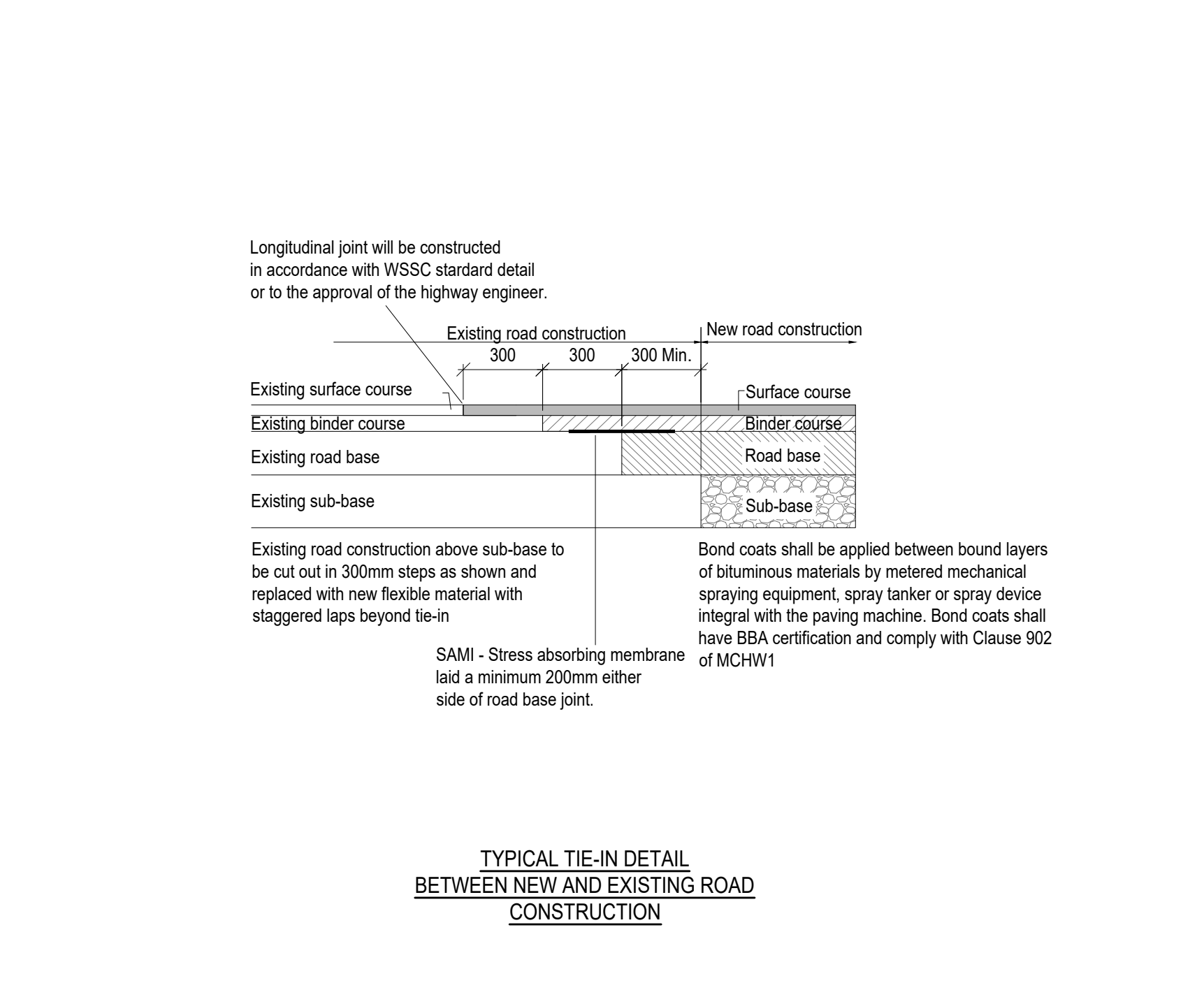
TYPICAL KERB DETAILS



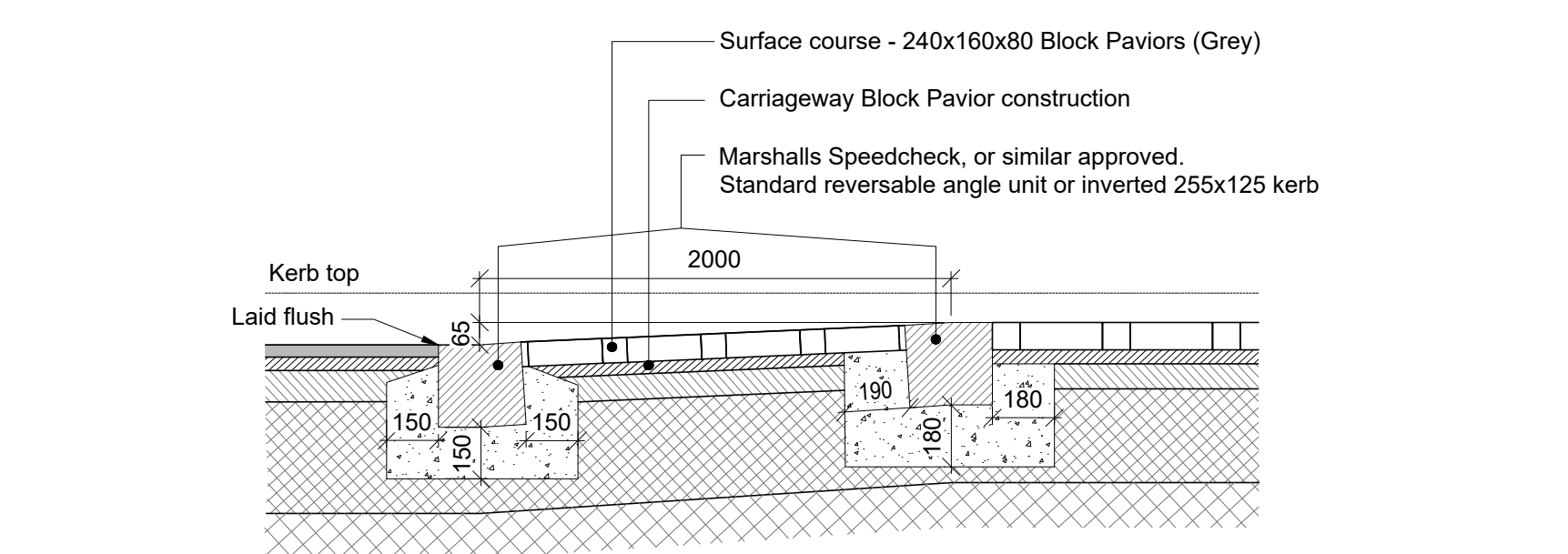
TACTILE PAVING CROSSING DETAIL



**RESIDENTIAL IMPERMEABLE SHARED SURFACE BLOCK PAVING ROAD
SHARED USE AREA: PRE-CAST CONCRETE BLOCKS - PDC2A**



**TYPICAL TIE-IN DETAIL
BETWEEN NEW AND EXISTING ROAD
CONSTRUCTION**



BLOCK PAVED RAMP DETAIL

CIVIL / STRUCTURAL DESIGN RISK MANAGEMENT

Abnormal or unusual residual risks associated with the design outcomes shown on this drawing are:-

RSK LDE LTD has followed its Design Risk Management process for Hazard Elimination and Risk reduction in developing the designs shown on this drawing. Abnormal or unusual residual risks may be shown above where it is considered that such risk may not normally be expected by competent persons engaged on work of this nature or type.

Notes:

- Do not scale this drawing.
- This drawing is to be read in conjunction with all relevant engineers drawings and information.
- Proof rolling of the formation level will be required and any loose or soft spots should be removed and replaced with an engineered fill, in accordance with a suitable specification. The formation level will also need to be protected during inclement weather from deterioration; all slopes should be trimmed to falls to shed rain water and the surface sealed to limit infiltration.
- Prior to placement of the founding materials and the construction of the road pavement, the sub-formation and formation will need to be inspected and checked in accordance with a suitable specification to ensure the ground conditions are as expected. All testing should be carried out in accordance with DMRB CD 225 to confirm that the ground conditions at the time of construction are consistent with the previous design parameters.
- CBR Value of less than 1.5% recorded by LEAP Environmental Investigation for Soaked CBR Tests dated 10th Dec 2025.
- Where the CBR is found to be less than 2.5%, the sub-grade may be unsuitable for both the trafficking of site plant and as support for a permanent foundation, without improvement works being undertaken. Improvement works should be carried out in accordance with DMRB CD 225. In summary, consideration may be given to the following potential remedial techniques:
 - Excavation and re-engineering or replacement of weaker soils
 - The inclusion of geosynthetic reinforcement within the unbound layers of the capping and sub-grade
 - Where cohesive soils are present and they are deemed suitable or treatment with hydraulic binders, to employ modification and/or stabilisation techniques on the formation.
- Any construction works carried out at the proposed adoptable carriageway prior to technical approval to do so at own risk.

Note:
The extent of lime modification improvement works is to be confirmed by Barratt Redrow/Lime Modification Specialist Designer as this will affect the depth of the road construction. Where the groundworker encounters a CBR value below 2.5% Barratt Redrow and RSK LDE are to be informed before any works in the area can commence.

C07	06.07.2026	Construction issue after planning layout changes.	YP	AM	RD
C06	06.02.2026	PDC1a,1b,2a,2b updated to clarify construction depths and notes.	YP	AM	-
Rev.	Date	Amendment	Drawn	Chkd.	Appd.

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Client: **Barratt Redrow**

Project Title: **NEW PLACE FARM
PULBOROUGH
WEST SUSSEX**

Status: **CONSTRUCTION**

Drawing Title: **CONSTRUCTION
DETAILS (SHEET 1)**

Drawn	Date	Checked	Date	Approved	Date
YP	12.24	RD	10.01.25	APT	10.01.25
Scale		Orig Size		Dimensions	
N.T.S.		A1		m	
Project No.	H9376 (890815)		Drawing File	H9376-RSK-ZZ-XX-DR-CE-324021-324022-Construction Details.dwg	
Drawing No.			Rev.		
H9376	RSK	ZZ	XX	DR	C
324021	C07				
Project	Orig.	Vol./Sys.	Lev./Loc.	Type	Role
					Draw. No.