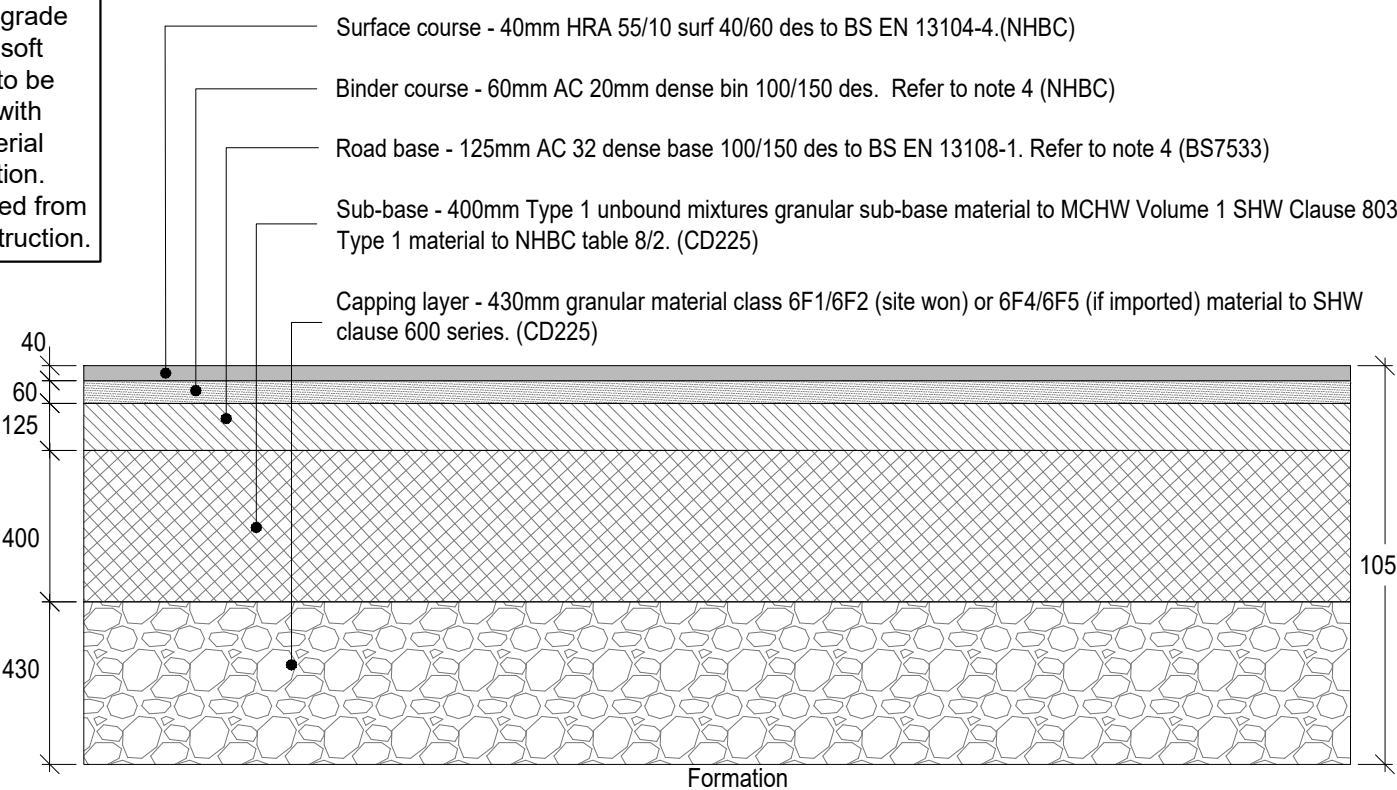


Existing Formation sub grade to be firm and stiff, any soft spots encountered are to be removed and replaced with compacted Type 1 material compacted up to formation. Formation to be protected from getting wet during construction.



Notes:

- Capping layer granular material to clause 600 series class 6F1/6F2 (site won) or 6F4/6F5 (if imported) of the SHW.
- Sub Base and Capping layer thickness requirements to comply with CD225 Figure 3.28 Restricted design options - class 2 subbase on capping
Below 2.5% CBR Bespoke design required in accordance with CD225
2.5% CBR 250mm Sub Base and 430mm Capping Layer
3% CBR 230mm Sub base and 380mm Capping Layer
4% CBR 220mm Sub base and 330mm Capping Layer
5% CBR 200mm Sub base and 250mm Capping Layer
 - 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.
 - CBR testing of the formation sub grade is to be carried out to the approval West Sussex County Council Project highway engineer.
 - 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. Asphalt concrete to BS EN 13108-1 and PD 6691 utilising aggregate to BS EN 13043 and PD 6692-2.
 - If the CBR value 6%(55MPa) and clearly identifiable then a sub base only design would be allowed in that area. A Geotextile product to SHW clause 609 is required for subbase only option to separate subgrade and subbase.

Where shown thus:



Road Pavement
type PDC 6

**PRIVATE RESIDENTIAL ROAD PAVING : ASPHALT CONCRETE ROAD -
PDC6 TO NHBC (TABLE 3a) AND CD225 STANDARDS**

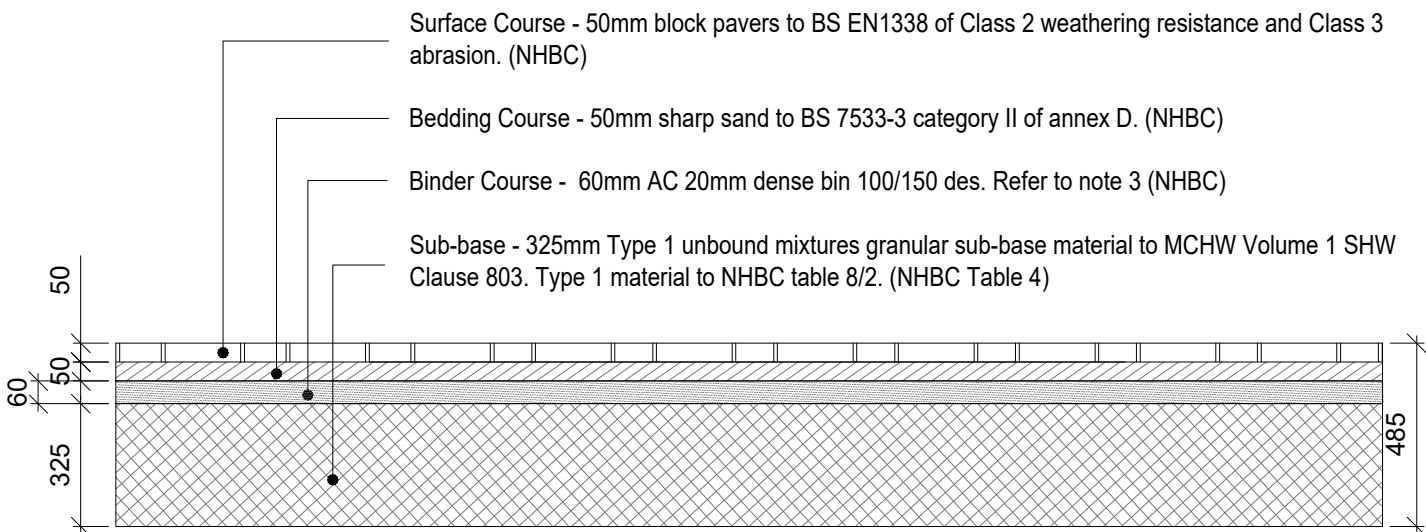
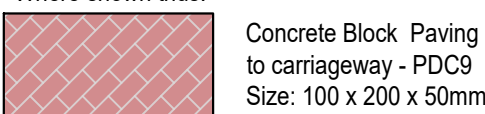


Table 4: Minimum sub-base thickness for paved areas	
CBR values	Minimum thickness (mm) of sub-base ⁽¹⁾ (consolidated in accordance with MCHW Volume 1 Clause 801, Table 8/6) Subgrade requires improvement ⁽²⁾
Less than 2%	325
2-3%	250
3-5%	200
5-7%	150
7-20%	100

Notes:

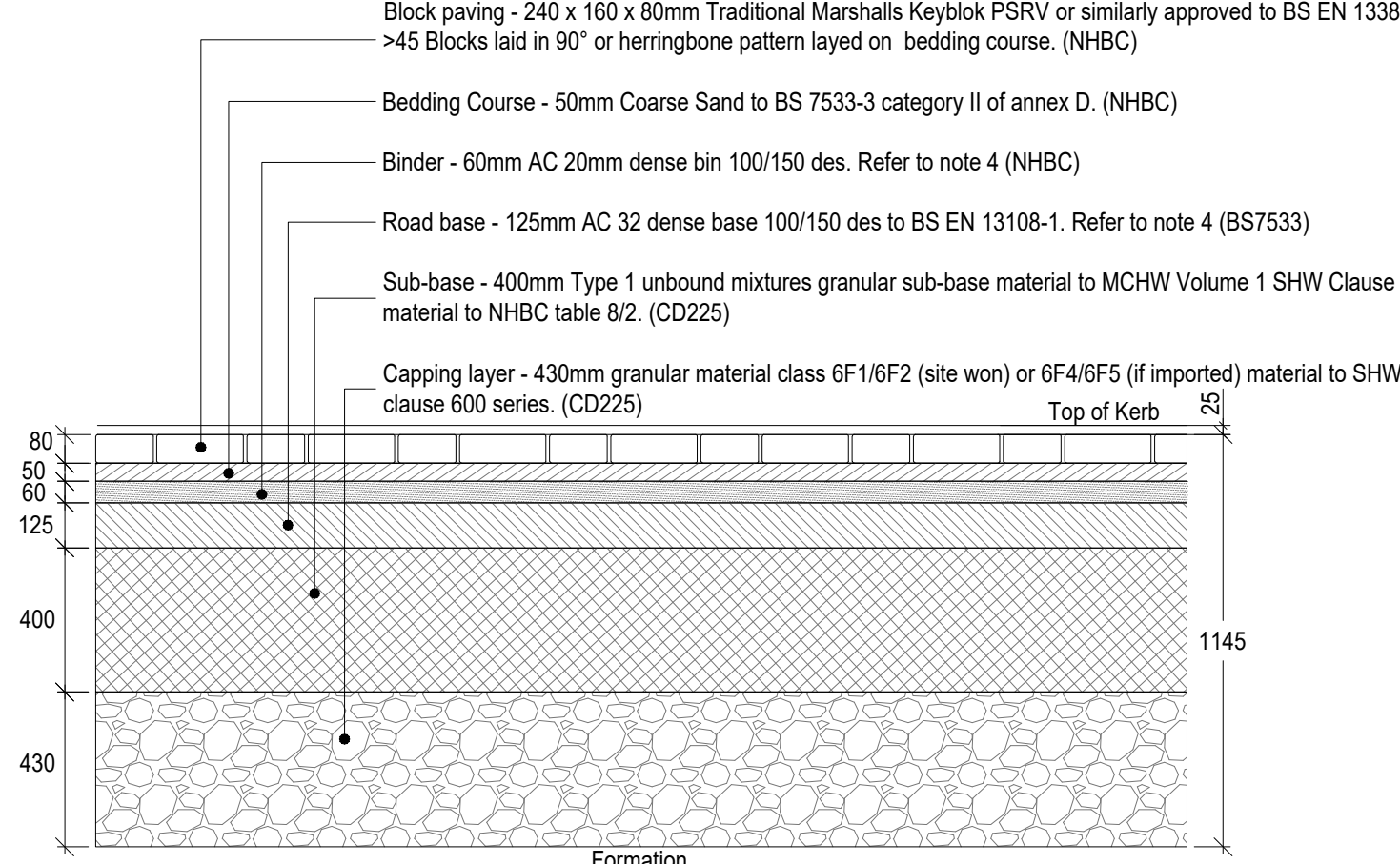
- Information for the Surfacing layer, Binder course and Road base is take from NHBC Table 3d Private drives and parking areas having use by cars and light vehicles.
- Sub-base information is taken from NHBC Table 4: Minimum sub-base thickness for paved areas. Table shown above.
- The AC32 materials large stone content can result in it being open when laid and prone to fretting. Therefore, if the road base course is to remain uncovered for any length of time an overlay of AC20 Binder Course is required.
- Subgrade CBR value to be confirmed at formation level prior to construction. Should this value be below 2% then subgrade improvement works are required.
- Formation to be proof rolled and suitability of subgrade strata to be confirmed prior to construction.

Where shown thus:



Concrete Block Paving
to carriageway - PDC9
Size: 100 x 200 x 50mm

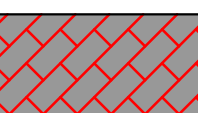
**PRIVATE RESIDENTIAL IMPERMEABLE BLOCK PAVING DRIVEWAY:
PRE-CAST CONCRETE BLOCKS - PDC9 TO NHBC STANDARDS (TABLE 3d)**



Notes:

- Capping layer granular material to clause 600 series class 6F1/6F2 (site won) or 6F4/6F5 (if imported) of the SHW.
- Sub Base and Capping layer thickness requirements to comply with CD225 Figure 3.28 Restricted design options - class 2 subbase on capping
Below 2.5% CBR Bespoke design required in accordance with CD225
2.5% CBR 250mm Sub Base and 430mm Capping Layer
3% CBR 230mm Sub base and 380mm Capping Layer
4% CBR 220mm Sub base and 330mm Capping Layer
5% CBR 200mm Sub base and 250mm Capping Layer
 - 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.
 - CBR testing of the formation sub grade is to be carried out to the approval West Sussex County Council Project highway engineer.
 - 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. Asphalt concrete to BS EN 13108-1 and PD 6691 utilising aggregate to BS EN 13043 and PD 6692-2.
 - If the CBR value 6%(55MPa) and clearly identifiable then a sub base only design would be allowed in that area. A Geotextile product to SHW clause 609 is required for subbase only option to separate subgrade and subbase.

Where shown thus:



Concrete Block Paving
to carriageway - PDC7
Size: 100 x 200 x 80mm

**PRIVATE RESIDENTIAL IMPERMEABLE SHARED SURFACE BLOCK PAVING ROAD WITH FREQUENT
COMMERCIAL VEHICLES: PRE-CAST CONCRETE BLOCKS - PDC7 TO NHBC (TABLE 3b) AND CD225 STANDARDS**

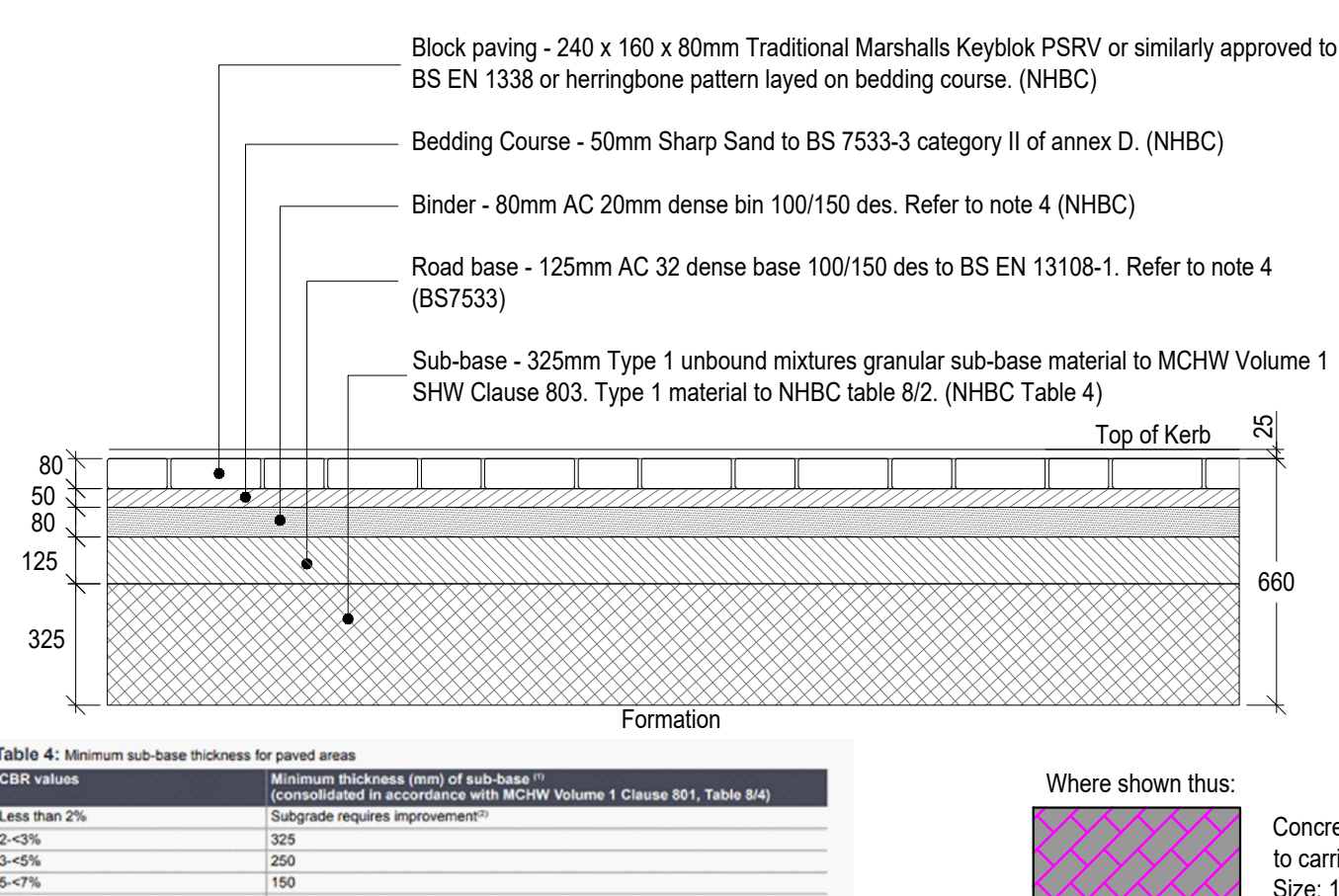


Table 4: Minimum sub-base thickness for paved areas	
CBR values	Minimum thickness (mm) of sub-base ⁽¹⁾ (consolidated in accordance with MCHW Volume 1 Clause 801, Table 8/6) Subgrade requires improvement ⁽²⁾
Less than 2%	325
2-3%	250
3-5%	200
5-7%	150
7-20%	100

Where shown thus:



Concrete Block Paving
to carriageway - PDC8
Size: 100 x 200 x 80mm

Notes:

- Information for the Surfacing layer, Binder course and Road base is take from NHBC Table 3c Shared drives having infrequent use by commercial vehicles.
- Sub-base information is taken from NHBC Table 4: Minimum sub-base thickness for paved areas. Table shown above.
- The AC32 materials large stone content can result in it being open when laid and prone to fretting. Therefore, if the road base course is to remain uncovered for any length of time an overlay of AC20 Binder Course is required.
- Subgrade CBR value to be confirmed at formation level prior to construction. Should this value be below 2% then subgrade improvement works are required.
- Formation to be proof rolled and suitability of subgrade strata to be confirmed prior to construction.

**PRIVATE RESIDENTIAL IMPERMEABLE SHARED SURFACE BLOCK PAVING ROAD WITH INFREQUENT
COMMERCIAL VEHICLES: PRE-CAST CONCRETE BLOCKS - PDC8 TO NHBC STANDARDS (TABLE 3c)**

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 3% is taken from the Ground Investigation Report carried out by LEAP Environmental on the July 2024. Refer to page 42 for the CBR value.
- 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.

C01	06.07.2026	Issued for CONSTRUCTION.	YP	AM	APT
Rev.	Date	Amendment	Drawn	Chkd.	Appd.



18 Frogmore Road
Hemel Hempstead
Hertfordshire
HP3 9RT
United Kingdom

Tel: +44 (0) 1442 437500
Fax: +44 (0) 1442 437550
Email: info@rsk.co.uk
Web: www.rsk.co.uk



**NEW PLACE FARM
PULBOROUGH
WEST SUSSEX**

CONSTRUCTION

**CONSTRUCTION
DETAILS (SHEET 3)**

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
Project	Orig.	Vol./Sys.	Lev./Loc.	Type	Role
324022					C03
Draw. No.					