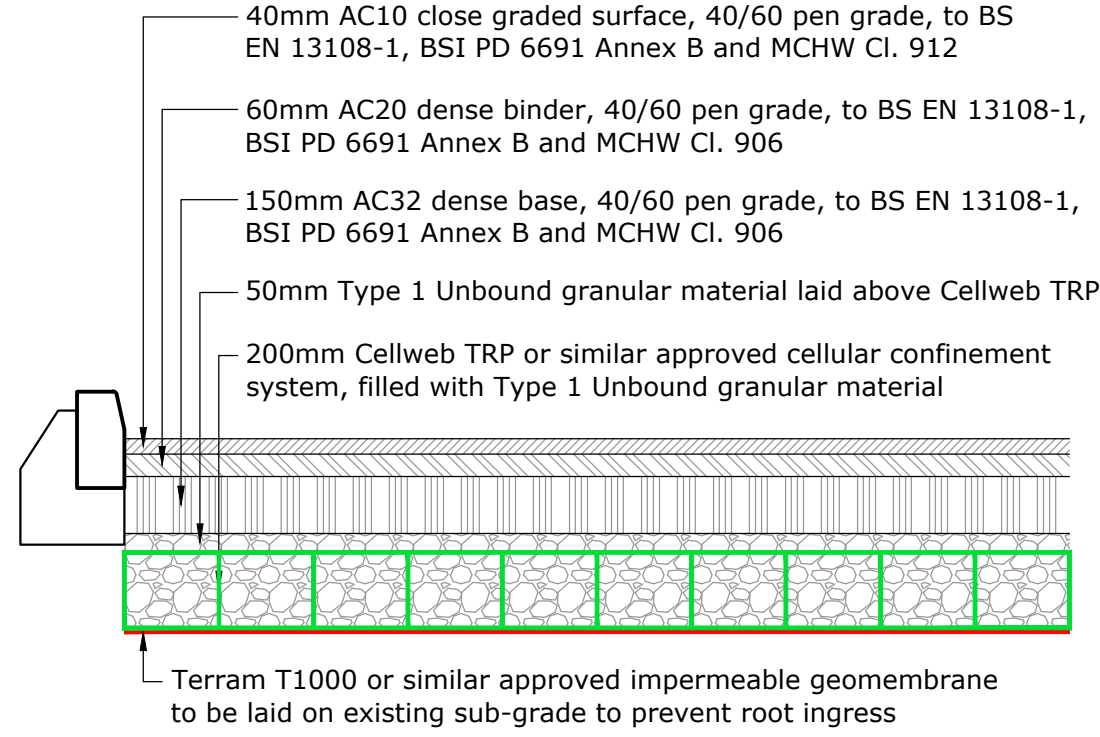
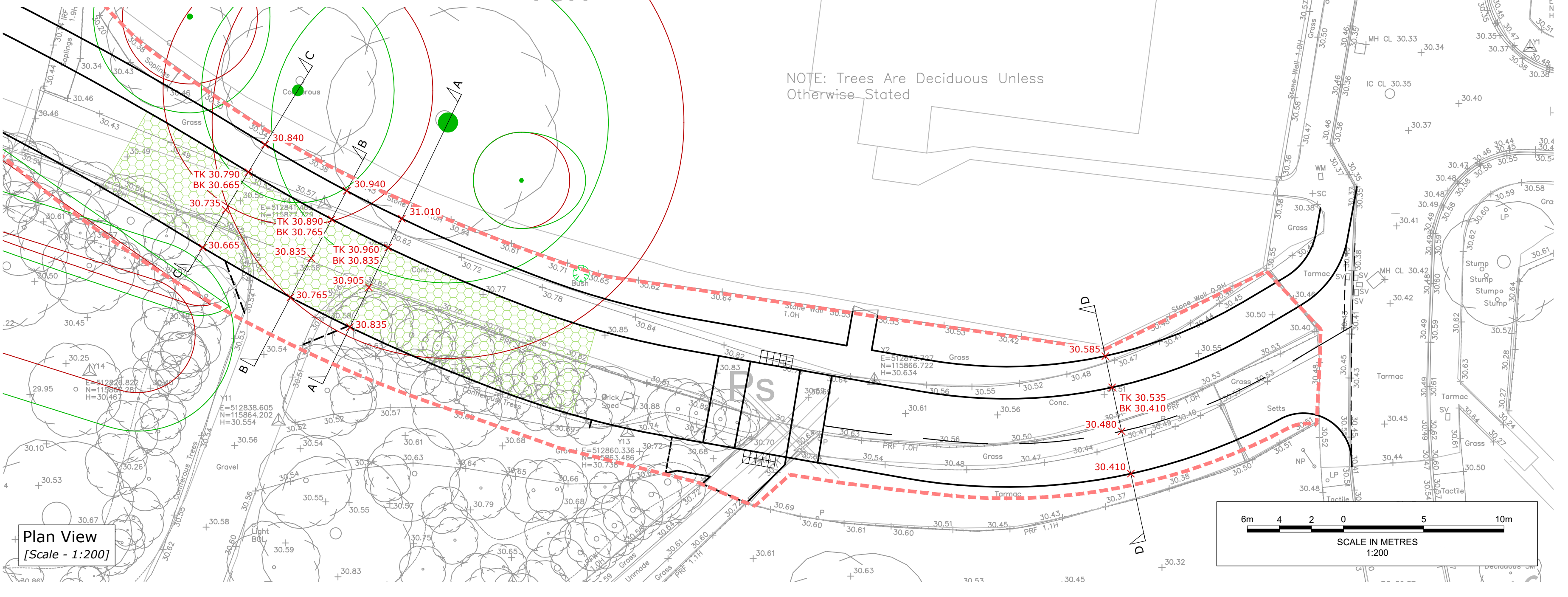




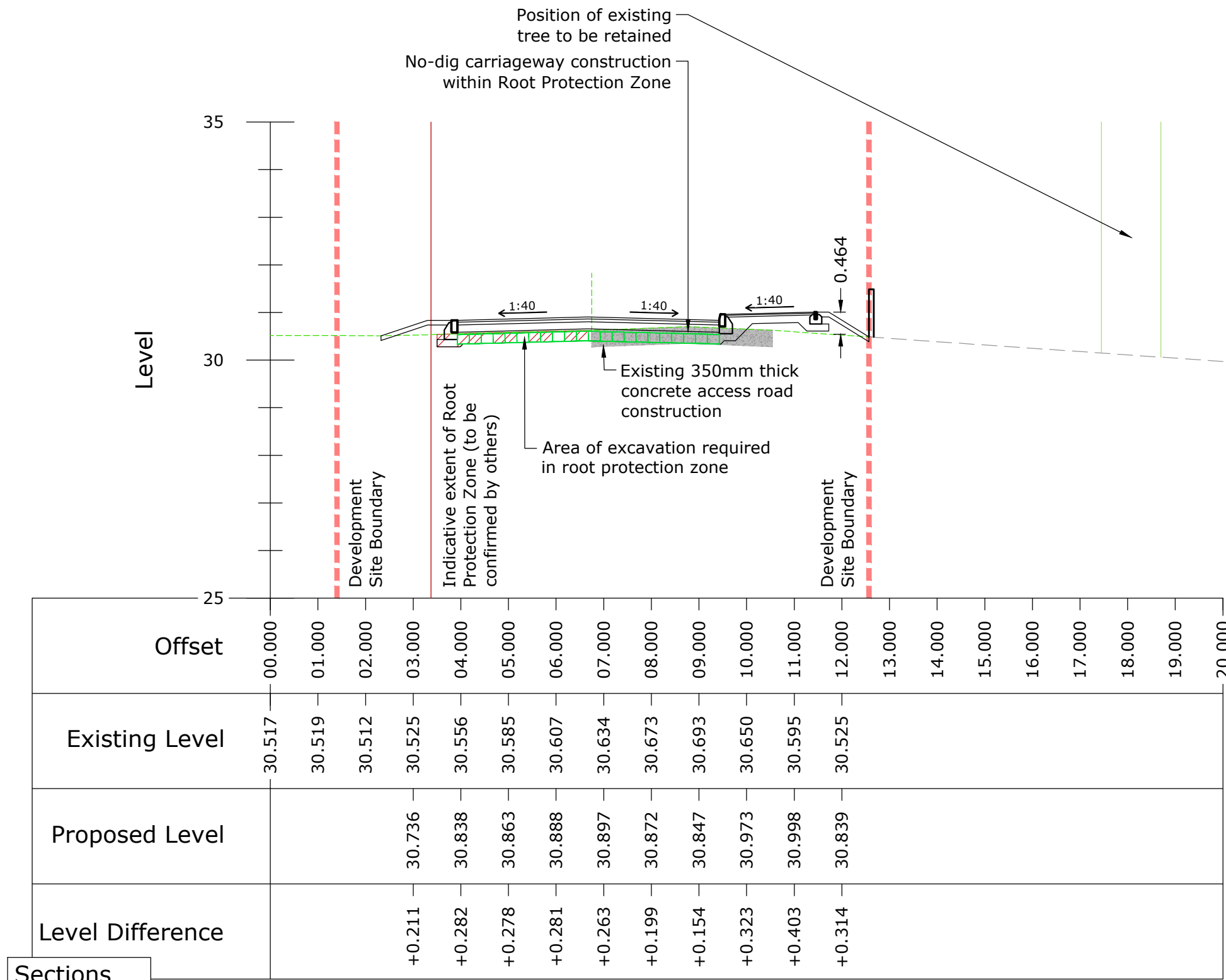
Typical No-Dig Carriageway Pavement Detail

Typical Detail  
[Scale - 1:50]

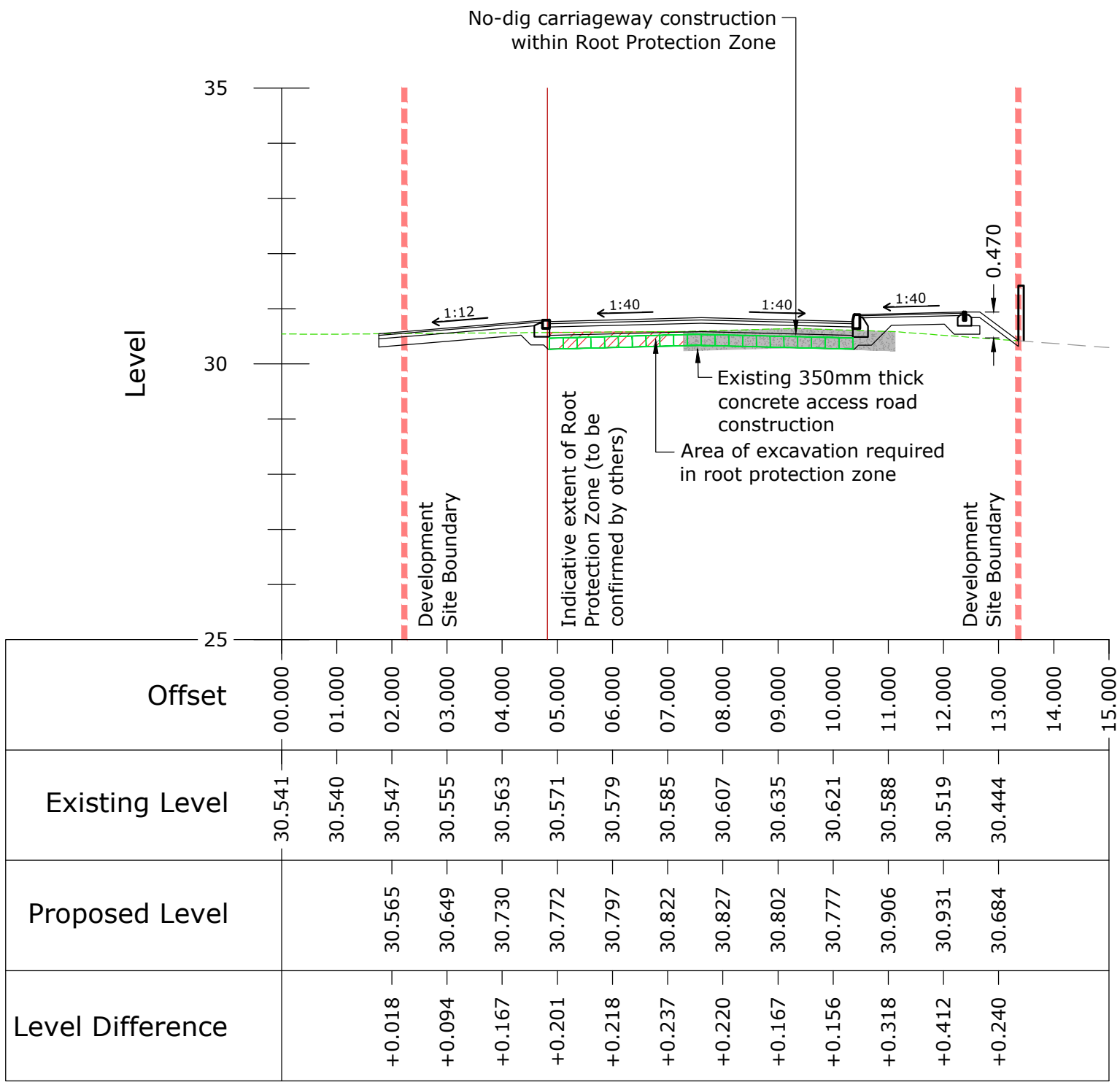
The details provided on this drawing are indicative only, based on the survey information provided by Keen Consultants and Premier Surveys Limited. The proposed onsite levels are in abeyance and subject to confirmation via detailed design - it has been assumed that a maximum 350mm strip of subgrade can be excavated without impacting the existing tree roots - due to existing concrete access road.



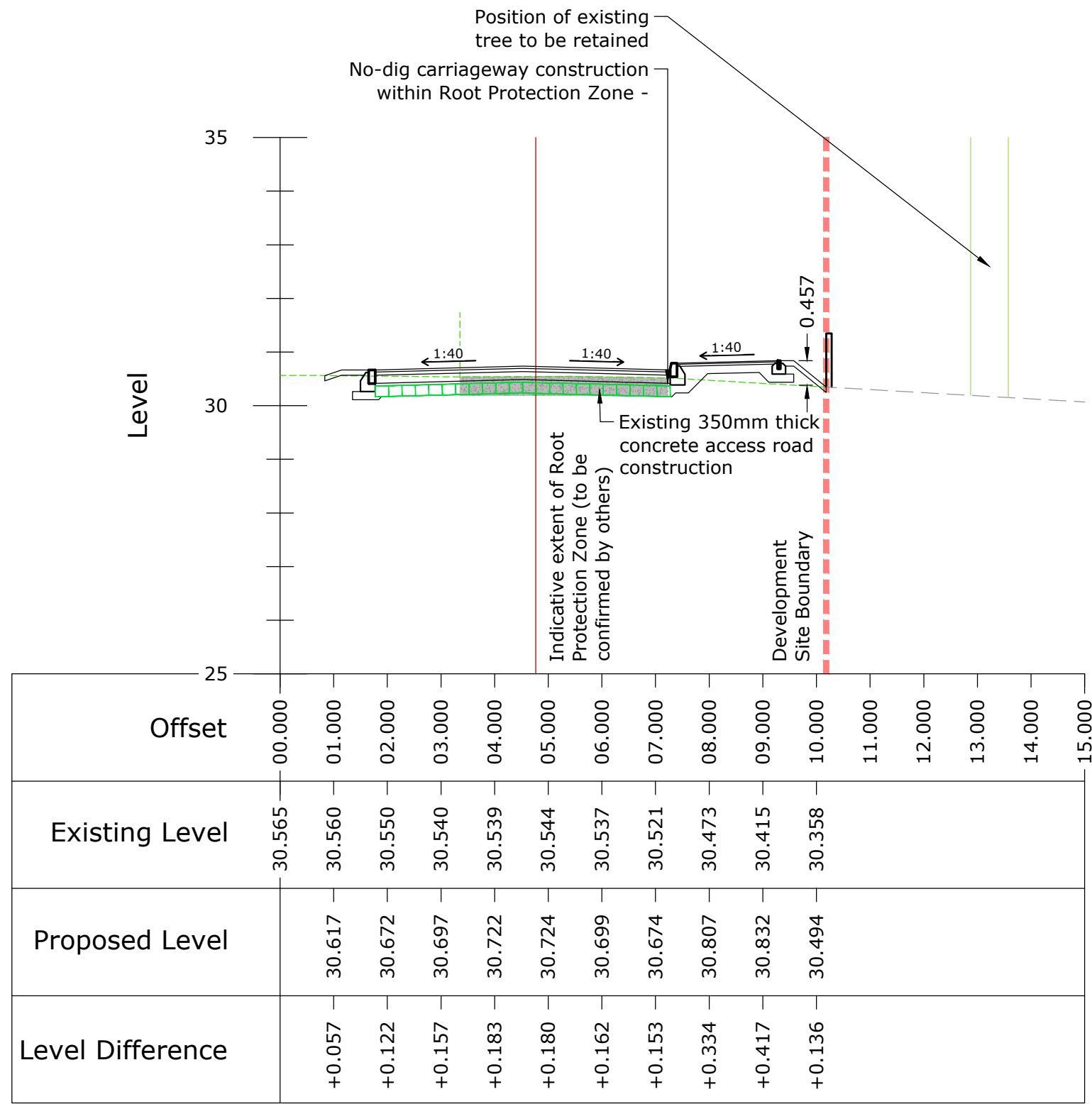
Plan View  
[Scale - 1:200]



Section A-A



Section B-B



Section C-C

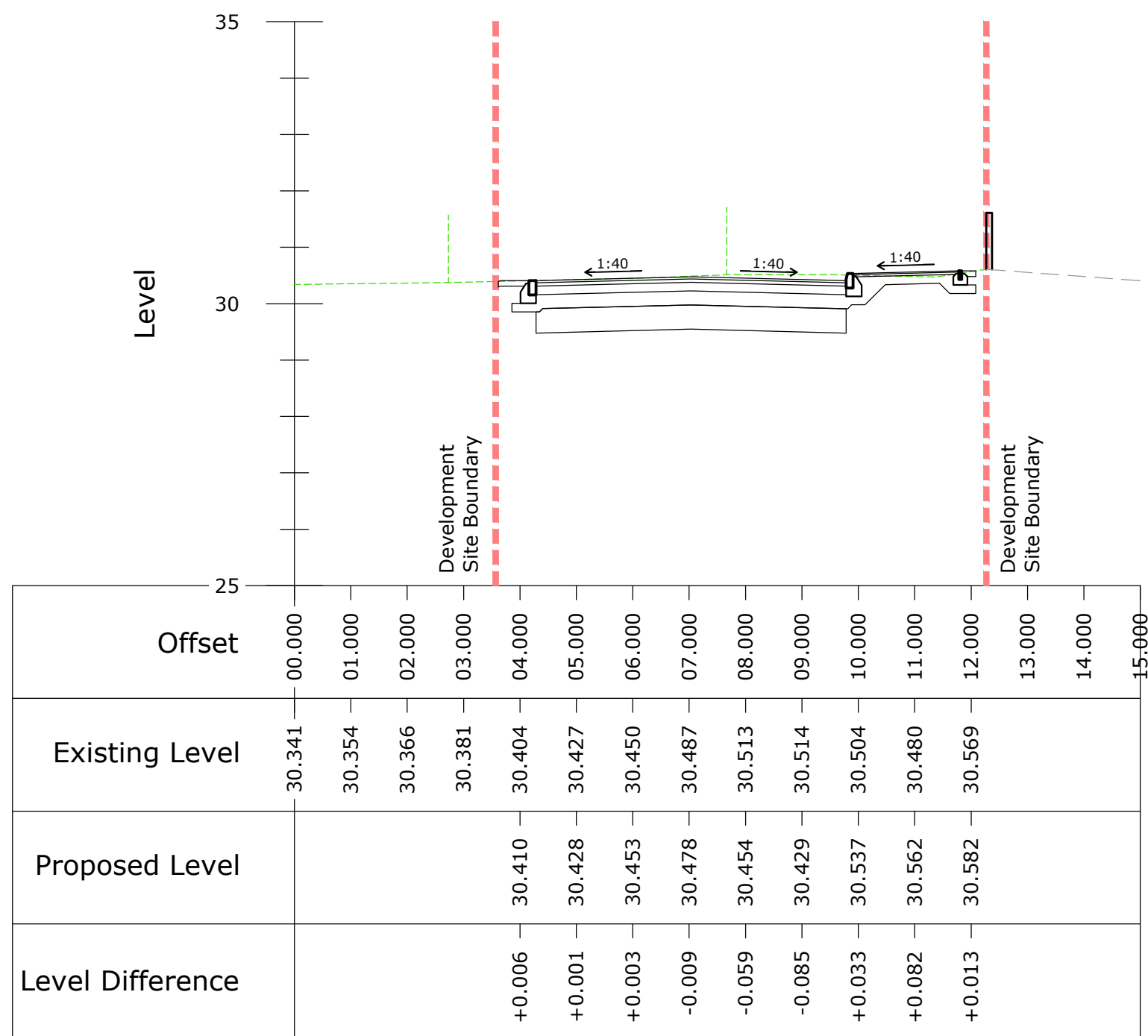


- Notes
- All levels and dimensions are to be checked on site before any work commences. All dimensions are in metres unless stated otherwise.
  - This drawing has been based on survey information provided by Premier Surveys Limited and Keen Consultants, and Motion cannot guarantee the accuracy of the data provided.
  - Any discrepancies should be reported to the architect and/or engineer immediately, so that clarification can be sought prior to the commencement of works.
  - This drawing should be read in conjunction with all other relevant architect and engineering details, drawings and specification.

- Legend
- Development Site Boundary
  - Indicative Extent of Root Protection System - Cellweb or similar approved
  - Tree Root Protection Zone, Refer to drawing 1780-KC-XX-TREE-TPP01
  - Cross section sample line and orientation of section view
  - Cross Section - existing ground profile
  - Existing 350mm deep Concrete Access Road - depth to be confirmed prior to construction of onsite works
  - Area of Excavation in Root Protection Zone

Carriageway Pavement Notes

- The carriageway pavement is based on a minimum 2.3% CBR. The contractor is to carry out CBR testing in locations as agreed with WSCC. Any areas of soft ground identified as having a CBR value of below 2.3% should be removed and replaced with a more suitable material (as set out in the DMRB document CD 225, paragraph 2.7).
- The extent of the areas to be excavated and fill material type are to be agreed with WSCC. Should the ground CBR be generally less than 2.3%, consult the Engineer.
- Bond coats shall be applied between all bound layers of bituminous materials.
- The contractor is to undertake Road Core Samples to establish existing pavement construction. If the existing pavement layers are thicker than the proposed, then the higher thickness should be used.



Section D-D

|                 |                                                      |     |     |     |            |
|-----------------|------------------------------------------------------|-----|-----|-----|------------|
| D               | Section D-D added following client comment           | MH  | MH  | RM  | 07/12/2023 |
| C               | Footway Amended                                      | HH  | MH  | RM  | 22/11/2023 |
| B               | No-dig construction amended following client comment | HH  | MH  | RM  | 20/11/2023 |
| A               | First Issue                                          | MH  | MH  | RM  | 19/12/2022 |
| Revision Notes: |                                                      | Drm | Chk | App | Date       |

Drawing Status: **FOR PLANNING**  
NOT FOR CONSTRUCTION

**motion**

84 North Street  
Guildford  
Surrey  
GU1 4AU

9 Greyfriars Road  
Reading  
Berkshire  
RG1 1NU

Golden Cross House  
8 Duncannon Street  
London  
WC2N 4JF

01483 531300 0118 206 2930 020 7031 8141

www.motion.co.uk

Client: **Bellway**

Project: Church Lane, Ashington

Title: Proposed Site Access  
Typical Sections

Scale: AS SHOWN Size: A1 Project No: 2109010

Drawing: 2109010-SK-01 Revision: D