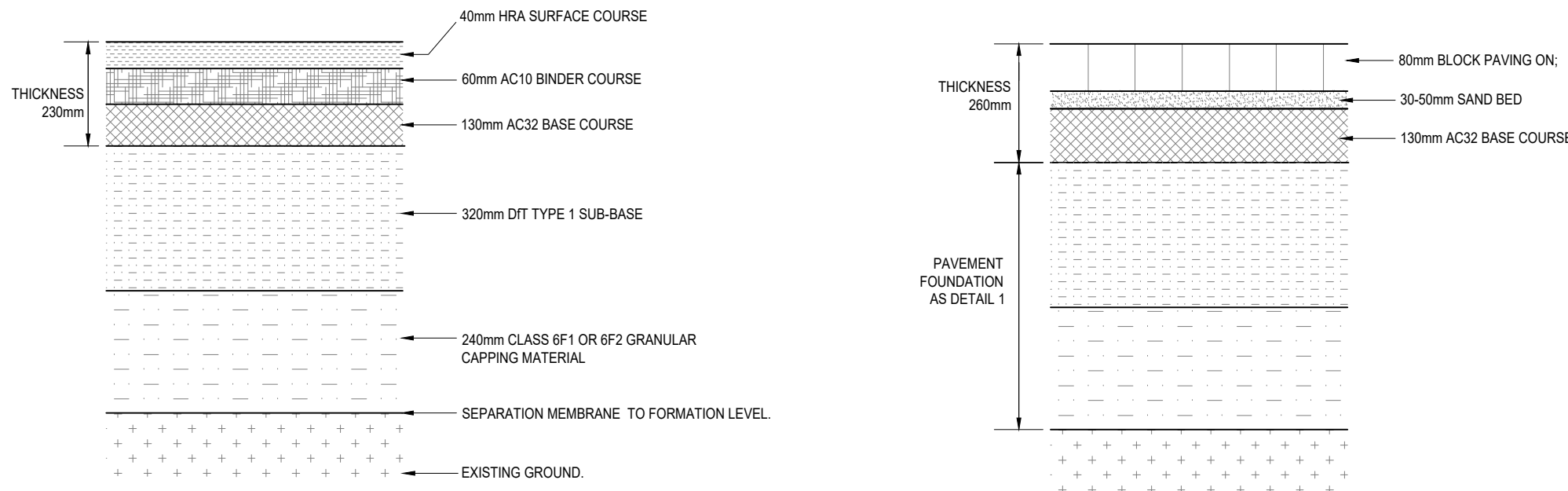


ALL ADOPTABLE DETAILS IN ACCORDANCE WITH WBC STANDARD DETAILS: WDS_HD_01, 02, 03 & 04
LATEST VERSION, TAKEN FROM WBC'S WEBSITE



FORMATION NOTES, APPLICABLE TO ALL DETAILS:

- CONTRACTOR SHALL THOROUGHLY PROOF ROLL AT SUB-FORMATION LEVEL AND REMOVE ALL SOFT SPOTS AND REPLACE WITH 6F2 CAPPING MATERIAL. DESIGN IS BASED ON TOP OF CAPPING PROVIDING MIN 15% CBR VALUE.
- REFER TO LOCAL AUTHORITY DESIGN GUIDE FOR PAVEMENT MAKE-UP GRADE/SIZE ETC.
- PAVEMENT CONSTRUCTION DETAILS SHOWN ON THIS DRAWING ARE BASED ON A CBR VALUE OF 3.00%, BASED ON THE RSK SITE INVESTIGATION REPORT, DATED DECEMBER 2024, REF 305425, SEE EXTRACT BELOW:

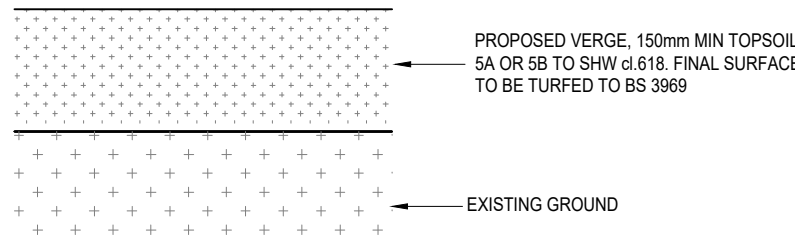
The recommended sub-grade soil CBR value for road pavement design is therefore 10 % for areas where there are granular soils (well graded) and 3 % where silty clay has been observed. These values assume that during construction the formation level will be carefully compacted and any soft spots removed and replaced with well-compacted granular fill.

The sub-grade condition at the time of construction should be confirmed by testing at the final formation level by in situ CBR testing.

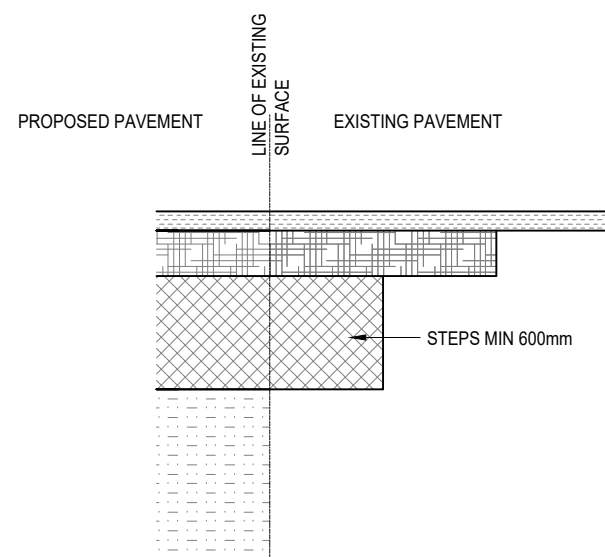
- THE CONTRACTOR SHALL TEST & CONFIRM CBR VALUE OF SUBGRADE (IN ACCORDANCE WITH THE SUPPLIED WBC'S TESTING REQUIREMENTS DOCUMENT) PRIOR TO LAYING OF CAPPING & SUB-BASE DUE TO THE VARYING NATURE OF THE SOIL. SOUTHERN TESTING TO BE CONTACTED IF THE DESIGNED CBR VALUES CANNOT BE MET. ANY ADJUSTMENTS WILL BE MADE IN ACCORDANCE WHERE REQUIRED IN ACCORDANCE WITH TABLE 1.
- NO FROST SUSCEPTIBLE MATERIAL SHALL BE USED IN CONSTRUCTION WITHIN 450mm OF THE FINISHED SURFACE.
- LOCATION OF REWORKED NATURAL GROUND, AND HISTORIC FILL MATERIAL TO BE CONFIRMED BY CONTRACTOR ON SITE. SEPARATION MEMBRANE ASSUMED NOT REQUIRED. TBC BY HIGHWAYS CLERK OF WORKS, ON SITE.

FULL DEPTH ADOPTABLE TARMAÇADAM CARRIAGEWAY
DETAIL 1

FULL DEPTH ADOPTABLE CARRIAGEWAY BLOCK PAVEMENT
DETAIL 2



SOFT SERVICE MARGIN
DETAIL 5

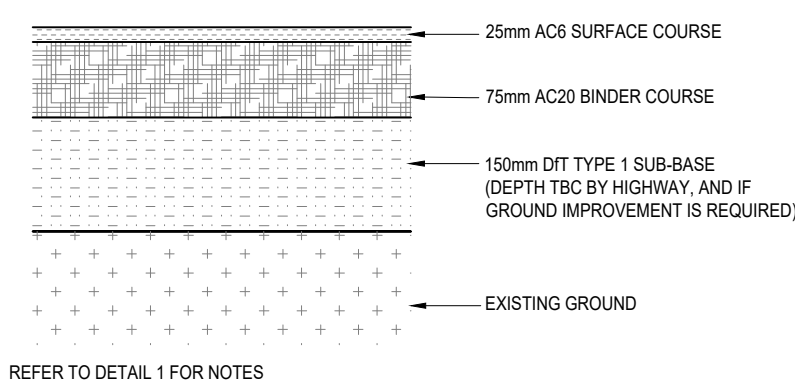


JOINTING DETAIL BETWEEN EXISTING AND PROPOSED PAVEMENT
DETAIL 6
(WHERE TYING INTO EXISTING INFRASTRUCTURE HIGHWAY)

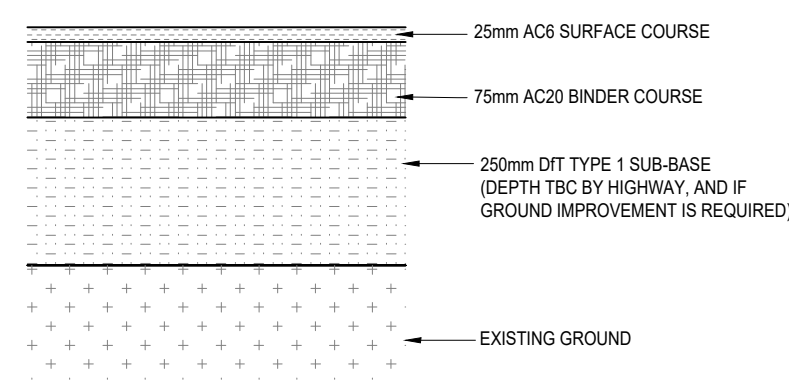
CBR (%)	Subbase on Capping (mm)		Subbase Only (mm)
	Subbase	Capping	
#2.5			
2.6 – 2.9	350	250	450
3.0 – 3.9	320	240	400
4.0 – 4.9	270	220	360
5.0 – 5.9	240	210	320
6.0 – 7.9	210	200	300
8.0 – 9.9	200	180	270
10 – 11.9	180	180	250
12.0 – 14.9	170	180	230
15.0±	150	150	200

(figures used in the table above have been extracted from figures 3.1 and 3.2 of IAN 73/06 Rev 1)

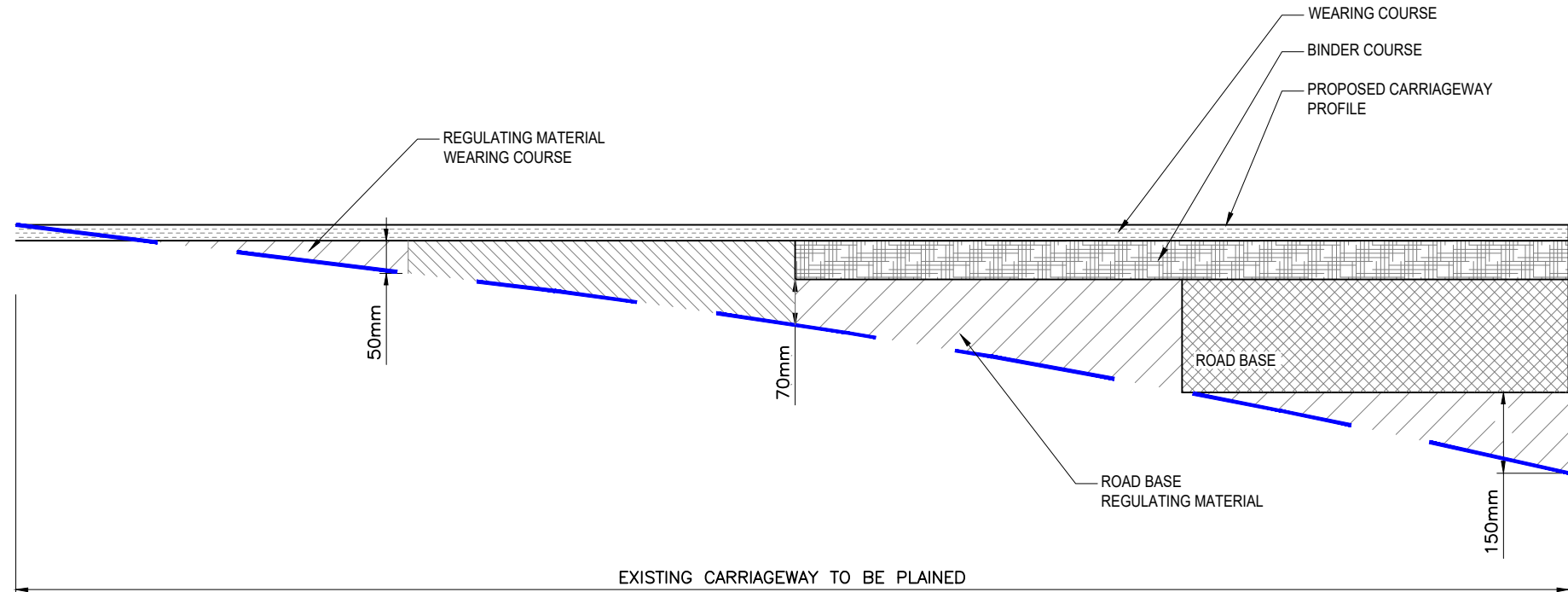
TABLE 1
TAKEN FROM WBC SD; WDS_HD_01



FOOTPATH PAVEMENT
DETAIL 3



FOOTPATH PAVEMENT CROSSOVER
DETAIL 4



REGULATING COURSES IN AREA OF BUILDUP ON EXISTING CARRIAGEWAY
SUBJECT TO WBC APPROVAL

ALL ADOPTABLE KERB IN ACCORDANCE WITH:
WBC STANDARD DETAILS: WDS_HD_02

NOTES

- DO NOT SCALE THIS DRAWING ON PRINT OR ELECTRONICALLY. WORK FROM FIGURED DIMENSIONS ONLY.
- No deviation from the details shown on this drawing is allowed without IESIS's prior permission in writing.
- Read this drawing with all Architects, Service Engineers and IESIS's relevant details and drawings. NB: Setting-out dimensions as per the Architect's drawings take precedence.
- All work is to be in accordance with the relevant specifications issued by IESIS, British Standard Codes of Practice, Statutory requirements and the Contract Documents.
- DRAWING STATUS
P - PRELIMINARY - Evolving drawings for approvals, Tenders, Billings, etc.
C - CONSTRUCTION - Fully developed drawings issued under instruction for construction.

ONLY STATUS C DRAWINGS TO BE USED FOR CONSTRUCTION.

- SUITABILITY CODE
WORK IN PROGRESS:
S0 - Work in progress
SHARED (NON-CONTRACTUAL):
S1 - For coordination, **S2** - For information, **S3** - For internal review and comment, **S4** - For construction approval
DOCUMENTATION (FOR CONTRACTOR PURPOSES):
D1 - For costing, **D2** - For Tender, **D3** - For contractor design, **D4** - For manufacture / procurement
CONSTRUCTION:
A - For construction, **B** - For construction but with comments (i.e. areas in abeyance), **C** - Comprehensive revisions required.

HIGHWAY NOTES:

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION AND ALL OTHER RELATED DRAWINGS ISSUED BY THE ENGINEER.
- DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
- ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN METRES UNLESS OTHERWISE STATED.
- ALL DIMENSIONS, LEVELS AND SURVEY GRID CO-ORDINATES ARE TO BE CHECKED ON SITE AND THE ENGINEER NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF THE WORKS.
- NO DEVIATION FROM THE DETAILS SHOWN ON THIS DRAWING IS PERMITTED WITHOUT PRIOR PERMISSION FROM THE ENGINEER AND ALL SETTING OUT SHALL BE AGREED ON SITE WITH THE ENGINEER PRIOR TO THE COMMENCEMENT OF THE WORKS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS FROM THE LOCAL AUTHORITY PRIOR TO COMMENCING WORKS ON THE HIGHWAY I.E. ROAD CLOSURE NOTICES.
- UNLESS STATED OTHERWISE, ALL EXCAVATED MATERIAL SHALL BE DISPOSED OF AT AN APPROVED TIP OFF-SITE.
- THE PUBLIC HIGHWAY AND WORKS WILL BE KEPT CLEAN AND FREE OF DEBRIS BY USE OF WHEEL WASHING FACILITIES AND ROAD SWEEPERS TO SCCS SATISFACTION.
- THIS DRAWING HAS BEEN TRANSCRIBED USING THE PROJECT TOPOGRAPHICAL SURVEY.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE APPROPRIATE STATUTORY UNDERTAKERS, PRIOR TO THE COMMENCEMENT OF THE WORKS, TO ESTABLISH THE EXACT POSITION OF THEIR PLANT, WHICH SHALL BE CONFIRMED BY HAND DUG TRIAL PITS.
- ASPHALT CONCRETE TO COMPLY WITH BS EN 13108-1, PD 6691-2007 AND THE SPECIFICATION FOR HIGHWAY WORKS.
- ALL CONCRETE AND CONCRETE PRODUCTS BELOW GROUND LEVEL SHALL BE SULPHATE RESISTING PORTLAND CEMENT CLASS GEN3 IN ACCORDANCE WITH BRE SPECIAL DIGEST 1.
- THE AVOIDANCE AND PROTECTION OF SERVICES DURING THE WORKS IS THE RESPONSIBILITY OF THE CONTRACTOR.
- THE CONTRACTOR IS REMINDED OF HIS OBLIGATION TO VERIFY THE ROUTE OF ALL SERVICES ON SITE PRIOR TO THE COMMENCEMENT OF THE WORKS.
- THE CONTRACTOR SHOULD ALLOW FOR ANY NECESSARY LIAISON WITH THE STATUTORY UTILITIES DURING THE COURSE OF THE WORKS TO AVOID ANY DISRUPTION TO RETAINED SERVICES.
- ALL FLEXIBLE CARRIAGEWAY MATERIALS SHALL BE SUPPLIED AND LAID IN ACCORDANCE WITH BS5948B7:2007
- ALL SOFT SPOTS AND VOIDS SHALL BE REMOVED PRIOR TO CONSTRUCTION AND REPLACED WITH SUITABLE FILL MATERIAL AS AGREED WITH THE ENGINEER.
- APPROVED RESIDUAL WEED KILLER (WHICH DOES NOT CONTAIN ATRAZINE OR SIMAZINE) MUST BE APPLIED TO ALL FORMATIONS.
- FACES BETWEEN THE EXISTING AND PROPOSED CARRIAGEWAY CONSTRUCTION SHALL BE CLEANED OF ALL LOOSE MATERIAL AND BITUMINOUS LAYERS COATED WITH AN APPROPRIATE HOT BITUMINOUS BINDER TO CL 706.7 OF SHW.
- A CBR VALUE OF 3.0% AND 15.00% (SEE NOTES ON DETAILS) HAS BEEN USED FOR THE PURPOSES OF THIS DESIGN.
- WHERE THE KERB BED IS LAID IN ADVANCE OF THE KERBS, A 200 x 20mm DIA. MILD STEEL DOWEL BAR WILL BE REQUIRED IN THE BACKING AT 600mm CENTRES. KERBS SHALL BE BEDDED ON 100MM THICK CEMENT MORTAR, DESIGNATION (i) TO CL 2404 OF SHW.
- KERBS SHALL BE LAID WITH DRY JOINTS AND CLOSELY BUTTED TO ADJACENT KERBS.
- CUTTING OF KERBS SHALL BE OF MECHANICAL MEANS TO THE APPROVAL OF THE ENGINEER.
- THE LENGTH OF ANY KERB SHALL NOT BE LESS THAN 300mm.
- ALL KERBS AND EDGINGS SHALL COMPLY WITH BS1340:2003. WEATHERING RESISTANCE CLASS 3, BENDING STRENGTH CLASS 2, ABRASIONS RESISTANCE CLASS 3, SLIP/ISKID RESISTANCE MIN P.P.T.V. 45 TO BS7932.
- MIX ST1 CONCRETE KERB BEDDING TO CLAUSE 2602SR SHALL BE LAID ON SUBBASE AND SHALL BE EXCAVATED WHERE NECESSARY TO ACHIEVE 150 THICKNESS OF CONCRETE. RECOMPACT DISTURBED SUBBASE PRIOR TO CONSTRUCTION OF KERB BASE.

SUBJECT TO TECHNICAL APPROVAL

P1	ISSUED FOR APPROVAL	08.09.25	KW
Status/Rev	Description	Date	By

IESISCIVILS

20 IRONMONGER LANE | LONDON | EC2V 8EP | UK
0207 600 2912
www.iesisgroup.com

Job Title
LAND AT WINNERSH FARM - PHASE 1
Client
TAYLOR WIMPEY WEST LONDON

ADOPTABLE
ROADS, PAVEMENTS AND
EXTERNAL WORKS DETAILS

drawn	date	scale @ A1	C1 checked	IESIS Project No.
KW	SEPT'25	VARIES	-	SE2326

Drwg No.	22586-17-01	Suitability	Status/Revision
		D2	P1