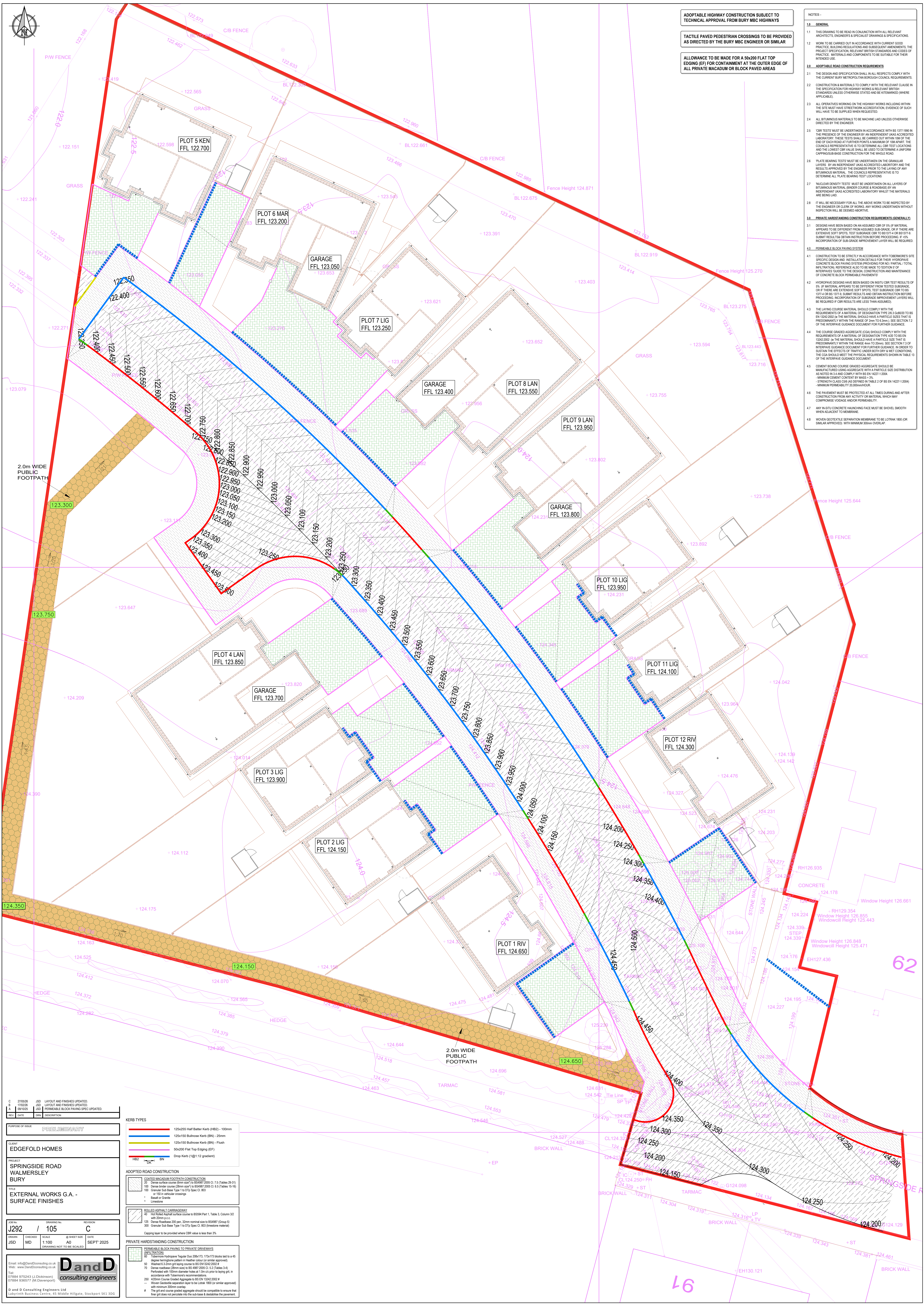


ADOPTABLE HIGHWAY CONSTRUCTION SUBJECT TO  
TECHNICAL APPROVAL FROM BURY MBC HIGHWAYS

TACTILE PAVED PEDESTRIAN CROSSINGS TO BE PROVIDED  
AS DIRECTED BY THE BURY MBC ENGINEER OR SIMILAR

ALLOWANCE TO BE MADE FOR A 50x200 FLAT TOP  
EDGING (EF) FOR CONTAINMENT AT THE OUTER EDGE OF  
ALL PRIVATE MACADAM OR BLOCK PAVED AREAS

- NOTES -
- 1.0 GENERAL
- 1.1 THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS & SPECIALIST DRAWINGS & SPECIFICATIONS
- 1.2 WORK TO BE CARRIED OUT IN ACCORDANCE WITH CURRENT GOOD PRACTICE, BUILDING REGULATIONS AND SUBSEQUENT AMENDMENTS, THE PROJECT SPECIFICATION, RELEVANT BRITISH STANDARDS AND CODES OF PRACTICE. MATERIALS AND COMPONENTS TO BE SUITABLE FOR THEIR INTENDED USE.
- 2.0 ADOPTABLE ROAD CONSTRUCTION REQUIREMENTS
- 2.1 THE DESIGN AND SPECIFICATION SHALL IN ALL RESPECTS COMPLY WITH THE CURRENT BURY METROPOLITAN BOROUGH COUNCIL REQUIREMENTS.
- 2.2 CONSTRUCTION & MATERIALS TO COMPLY WITH THE RELEVANT CLAUSE IN THE SPECIFICATION FOR HIGHWAY WORKS & RELEVANT BRITISH STANDARDS UNLESS OTHERWISE STATED AND BE RE-MARKED (WHERE APPLICABLE).
- 2.3 ALL OPERATIVES WORKING ON THE HIGHWAY WORKS INCLUDING WITHIN THE SITE MUST HAVE STREETWORK ACCREDITATION EVIDENCE OF SUCH WILL HAVE TO BE SUPPLIED WHEN REQUESTED.
- 2.4 ALL BITUMINOUS MATERIALS TO BE MACHINE LAD UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- 2.5 'CBR TESTS' MUST BE UNDERTAKEN IN ACCORDANCE WITH BS 1377:1990 IN THE PRESENCE OF THE ENGINEER BY AN INDEPENDENT UKAS ACCREDITED LABORATORY. THESE TESTS SHALL BE CARRIED OUT WITHIN 100M OF THE END OF EACH ROAD AT FURTHER POINTS A MAXIMUM OF 10M APART. THE COUNCIL'S REPRESENTATIVE IS TO DETERMINE ALL CBR TEST LOCATIONS AND THE LOWEST CBR VALUE SHALL BE USED TO DETERMINE A UNIFORM CARPINGS/PAVEMENT CONSTRUCTION FOR THE WHOLE ROAD.
- 2.6 'PLATE BEARING TESTS' MUST BE UNDERTAKEN ON THE GRANULAR LAYERS BY AN INDEPENDENT UKAS ACCREDITED LABORATORY AND THE RESULTS APPROVED BY THE ENGINEER PRIOR TO THE LAYING OF ANY BITUMINOUS MATERIAL. THE COUNCIL'S REPRESENTATIVE IS TO DETERMINE ALL 'PLATE BEARING TEST' LOCATIONS.
- 2.7 'NUCLEAR DENSITY TESTS' MUST BE UNDERTAKEN ON ALL LAYERS OF BITUMINOUS MATERIAL (BINDER COURSE & ROADBASE) BY AN INDEPENDENT UKAS ACCREDITED LABORATORY UNLESS THE MATERIALS ARE BEING LAD.
- 2.8 IT WILL BE NECESSARY FOR ALL THE ABOVE WORK TO BE INSPECTED BY THE ENGINEER OR CLERK OF WORKS. ANY WORK UNDERTAKEN WITHOUT INSPECTION WILL BE REJECTED AND/OR FURTHER WORK WILL BE REQUIRED.
- 3.0 PRIVATE HARDSTANDING CONSTRUCTION REQUIREMENTS (GENERALLY)
- 3.1 DESIGNS HAVE BEEN BASED ON AN ASSUMED CBR OF 5% IF MATERIAL APPEARS TO BE DIFFERENT FROM ASSUMED SUB-GRADE, OR IF THERE ARE EXTENSIVE SOFT SPOTS. TEST GUIDANCE CBR TO BS3774 OR BS3774-1 SUBMIT RESULTS OBTAIN INSTRUCTION BEFORE PROCEEDING. IF <5% INCORPORATION OF SUB-GRADE IMPROVEMENT LAYERS WILL BE REQUIRED IF CBR RESULTS ARE LESS THAN ASSUMED.
- 4.0 PERMEABLE BLOCK PAVING SYSTEM
- 4.1 CONSTRUCTION TO BE STRICTLY IN ACCORDANCE WITH TOBEMAN'S SITE SPECIFIC DESIGN AND INSTALLATION DETAILS FOR THEIR HYDROPAVE CONCRETE BLOCK PAVING SYSTEM PROVIDING FOR TOTAL INFILTRATION. REFERENCE ALSO TO BE MADE TO EDITION 5 OF INTERPAVE GUIDANCE DOCUMENT FOR DESIGN, CONSTRUCTION AND MAINTENANCE OF CONCRETE BLOCK PERMEABLE PAVEMENTS.
- 4.2 HYDROPAVE DESIGNS HAVE BEEN BASED ON INST/CBR TEST RESULTS OF 5% IF MATERIAL APPEARS TO BE DIFFERENT FROM TESTED SUBGRADE, OR IF THERE ARE EXTENSIVE SOFT SPOTS. TEST GUIDANCE CBR TO BS3774 OR BS3774-1 SUBMIT RESULTS AND OBTAIN INSTRUCTION BEFORE PROCEEDING. INCORPORATION OF SUBGRADE IMPROVEMENT LAYERS WILL BE REQUIRED IF CBR RESULTS ARE LESS THAN ASSUMED.
- 4.3 THE LAYING COURSE MATERIAL SHOULD COMPLY WITH THE REQUIREMENTS OF A MATERIAL OF DESIGNATION TYPE 3B3 G6/020 TO BS EN 12424:2002 IN THE MATERIAL SHOULD HAVE A PARTICLE SIZE THAT IS PREDOMINANTLY WITHIN THE RANGE 0.25mm TO 3mm. SEE SECTION 13 OF THE INTERPAVE GUIDANCE DOCUMENT FOR FURTHER GUIDANCE.
- 4.4 THE COURSE GRADED AGGREGATE (G6A) SHOULD COMPLY WITH THE REQUIREMENTS OF A MATERIAL OF DESIGNATION TYPE 420 TO BS EN 12424:2002. IN THE MATERIAL SHOULD HAVE A PARTICLE SIZE THAT IS PREDOMINANTLY WITHIN THE RANGE 0.25mm TO 3mm. SEE SECTION 13 OF THE INTERPAVE GUIDANCE DOCUMENT FOR FURTHER GUIDANCE. IN ORDER TO SUSTAIN THE EFFECTS OF TRAFFIC UNDER DRY & WET CONDITIONS, THE G6A SHOULD MEET THE PHYSICAL REQUIREMENTS SHOWN IN TABLE 13 OF THE INTERPAVE GUIDANCE DOCUMENT.
- 4.5 CEMENT BOUND COURSE GRADED AGGREGATE SHOULD BE MANUFACTURED USING AGGREGATE WITH A PARTICLE SIZE DISTRIBUTION AS NOTED IN 3.4 AND COMPLY WITH BS EN 14227-1:2004. MINIMUM CEMENT CONTENT BY MASS = 3% STRENGTH CLASS C30 (AS DEFINED IN TABLE 2 OF BS EN 14227-1:2004) MINIMUM PERMEABILITY 250mm/HOUR.
- 4.6 THE PAVEMENT MUST BE PROTECTED AT ALL TIMES DURING AND AFTER CONSTRUCTION FROM ANY ACTIVITY OR MATERIAL WHICH MAY COMPROMISE ITS INTEGRITY AND PERMEABILITY.
- 4.7 ANY IN SITU CONCRETE FINISHING SURFACE MUST BE SHOVEL SMOOTH WHEN ADJACENT TO MEMBRANE.
- 4.8 WOVEN GEOTEXTILE SEPARATION MEMBRANE TO BE LOTRAK 1800 (OR SIMILAR APPROVED) WITH MINIMUM 300mm OVERLAP.



|                                                                                                                                     |             |          |                                     |
|-------------------------------------------------------------------------------------------------------------------------------------|-------------|----------|-------------------------------------|
| C                                                                                                                                   | 27/05/26    | JSD      | LAYOUT AND FINISHES UPDATED         |
| B                                                                                                                                   | 17/05/26    | JSD      | LAYOUT AND FINISHES UPDATED         |
| A                                                                                                                                   | 09/05/25    | JSD      | PERMEABLE BLOCK PAVING SPEC UPDATED |
| REV                                                                                                                                 | DATE        | BY       | DESCRIPTION                         |
| PURPOSE OF ISSUE: PRELIMINARY                                                                                                       |             |          |                                     |
| CLIENT: EDGEFOLD HOMES                                                                                                              |             |          |                                     |
| PROJECT: SPRINGSIDE ROAD, WALMERSLEY, BURY                                                                                          |             |          |                                     |
| TITLE: EXTERNAL WORKS G.A. - SURFACE FINISHES                                                                                       |             |          |                                     |
| JOB No.                                                                                                                             | DRAWING No. | REVISION |                                     |
| J292                                                                                                                                | / 105       | C        |                                     |
| DRAWN                                                                                                                               | CHECKED     | SCALE    | @ SHEET SIZE                        |
| JSD                                                                                                                                 | MD          | 1:100    | A0                                  |
| DRAWING NOT TO BE SCALED                                                                                                            |             | DATE     | SEPT 2025                           |
| Email: info@DandDConsulting.co.uk<br>Web: www.DandDConsulting.co.uk<br>Tel: 07884 975243 (J. Dickinson)<br>07884 930577 (M. Cawson) |             |          |                                     |
| <b>DandD</b><br>consulting engineers                                                                                                |             |          |                                     |
| D and D Consulting Engineers Ltd<br>Laytham Business Centre, 45 Middle Hillgate, Stockport SK1 3DG                                  |             |          |                                     |

- KERB TYPES
- 125x255 Half Batter Kerb (HB2) - 100mm
  - 125x150 Bullnose Kerb (BN) - 25mm
  - 125x150 Bullnose Kerb (BN) - Flush
  - 50x200 Flat Top Edging (EF)
  - Drop Kerb (1/8"1:12 gradient)
- ADOPTED ROAD CONSTRUCTION
- COATED MACADAM FOOTPATH CONSTRUCTION
- 20 Dense surface course (8mm max) to BS4987:2005 Cl. 7.5 (Tables 29-31)
  - 100 Dense binder course (25mm max) to BS4987:2005 Cl. 8.5 (Tables 15-18)
  - 100 Granular Sub Base Type 1 to DTp Spec Cl. 803
  - or 150 in wheeled crossings
  - Basecoat or Granite
  - Limestone
- SOLID ASPHALT CARRIAGEWAY
- 20 Hot Rolled Asphalt surface course to BS594 Part 1, Table 3, Column 3/2
  - 40 20mm p.c.c.
  - 125 Dense Roadbase 200 open, 32mm nominal size to BS4987 (Group 5)
  - 300 Granular Sub Base Type 1 to DTp Spec Cl. 803 (limestone material)
- Capping layer to be provided where CBR value is less than 3%
- PRIVATE HARDSTANDING CONSTRUCTION
- PERMEABLE BLOCK PAVING TO PRIVATE DRIVEWAYS
- CHECKED (100)
- 60 100mm Hydrostone Tegal Duo 200x173, 173x173 blocks laid to a 45 degree herringbone pattern in final layer (or similar approved)
  - 50 Washed 6-32mm grit laying course to BS EN 12424:2002 #
  - 100 Dense subgrade (25mm max) to BS 4987:2005 Cl. 8.5 (Tables 15-18)
  - Perforated with 100mm diameter holes at 1.0m centres to laying grit, in accordance with Tobemans recommendations
  - 250 400mm Course Graded Aggregate to BS EN 12424:2002 #
  - Woven Geotextile separation layer to be Lotrak 1800 (or similar approved) with minimum 300mm overlap
  - The grit and coarse graded aggregate should be compacted to ensure that the grit does not penetrate into the sub-base & destabilise the pavement.