



ENGINEERING LAYOUTS SHOULD BE USED FOR

- All adoptable sewer and highway works - position and level
- All private building drainage - position and level
- All regrade and retaining works - position and height
- Road names and postal numbers
- Street lighting and other street furniture/signage

ENGINEERING LAYOUTS SHOULD NOT BE USED FOR

- Fencing and drive positions or materials
- Private slabbing paths or patios
- House types and positions

- General Notes**
- The formation level (FL) shall be free of all vegetation and roots.
 - The F.L. shall receive one pass of the designated roller to minimise any subsequent settlement.
 - If for any reason the F.L. is exposed to wet weather longer than 8 hours without a protective layer then the F.L. shall be reduced to a new level 200mm below the F.L. stated, or to a depth agreed with the Engineer on site. Any such material excavated shall be classed as unacceptable for use as backfill material.
 - Additional material required to make up levels in fill areas shall be of a well compacted granular material with a compacted CBR of 15% or greater and shall be laid and compacted in accordance with BS6031 (Code of Practice for Earthworks). An increase in width of 200mm beyond the kerb haunching will be required to facilitate adequate compaction at the edges.
 - CBR tests shall be taken once 2 above has been completed to determine/finish the overall construction thickness, or trial holes can be taken prior to commencement of construction. These tests to be carried out by an appropriately qualified Engineer on behalf of the ground works contractor.
 - The F.L. shall be treated with a granular weed killer of the pre-emergent type.
 - All drive construction materials shall be laid and compacted in accordance with their respective British Standard as below and with NHBC Chapter 9.2.
 - Macadams - BS4987:Pt.2
 - Type 1 - Series 800 of DTP Specification for Highway Works.
 - Kerbs - BS EN 1340
 - Blocks - BS6717:Pt.3
 - If the basecourse is to be left as a running surface then it shall be sealed with coated grit to cl.7.9 of BS4987:Pt.1 immediately on compaction of the basecourse.
 - A tack coat of K1-40 or A1-40 shall be applied to the basecourse prior to the wearing course being laid if the previous course is not to be covered immediately by the next layer. The rate of application shall be 0.4 L/m2.
 - Where possible wearing course and basecourse to the shared drives shall be machine laid using a mini-paver and compacted using a smooth wheeled roller 6-12t dead weight or equivalent. Private drives shall be hand laid.

Rev	Date	Details	By

Drainage Authority Approval Date _____

Highway Authority Approval Date _____

Do not scale from this drawing. Use written dimensions only. When shown relationships between levels and levels to be checked on site. Any discrepancy or suggested modification to be reported to Design and Engineering Director. Note: This drawing is the copyright of Bovis Homes Ltd.

BOVIS HOMES

Bovis Homes Limited
South West Region.
Cleeve Hall,
Bishops Cleeve,
Cheltenham,
Gloucestershire, GL52 8GS

Tel: 01242 662400
Fax: 01242 662650
DX: 137901 Bishops Cleeve 2

SITE: **Longford Park Banbury**

DRAWING TITLE: **Standard Details Typical Private Drive Construction**

DRAWN BY: RD	DATE: Sept 2016	DRAWING NO. 1 REV
SCALE: NTS	CHECKED/DATE	0120-SD-01