

A2
ORIGINAL
PLOT SIZE

- NOTES:
- Where a CBR value is less than 2.5% options for improvement of the subgrade must be included in the design. Options for improvement of the subgrade include excavation and replacing between 500 to 1000 of the soft subgrade with granular fill, mechanical stabilisation (geogrids and/or geotextiles) and soil stabilisation. Following ground improvement works, the CBR test shall be undertaken again, a minimum of 2.5% is required prior to placing road pavement foundation layers using the guidance layer thickness in table 2
 - Geogrid ground reinforcement will not be permitted where this conflicts with proposed or existing underground service utilities within the road pavement. A separate service utilities corridor within the verge, footway or adjacent land shall be included in the scheme proposal. The designer or developer shall submit the service utilities design for diversion, protection and new services, this shall form part of the technical approval.
 - SMA PMB surface course materials shall conform with the binder grade, binder content and texture depth properties listed on this drawing. A product specification with the following performance characteristics shall be submitted to Wiltshire Council for approval: -
a) Durability - Initial macrotexture depth = See table 2 for requirements
b) Durability - Trafficked (2 years after opening) macrotexture depth = See table 3 for requirements
c) Resistance to permanent deformation (WTS_{AIR}) to PD 6691 table D.2 = Minimum Class 1
d) Sensitivity to water ($ITSR_{MIN}$) $> / = 70$
e) Visual Inspection
- At Opening = Good or Excellent
- 12 months after opening to traffic = Good or Excellent
- 24 months after opening to traffic = Good or Excellent
Case studies and example sites for verification are required.
A minimum 5 year guarantee shall be included.
 - SMA 10 PMB shall be used for the following highway features: -
a) Circulatory at roundabout junctions
b) Bends $< 250m$ radius
c) Junctions where turning radius movements are $< 250m$

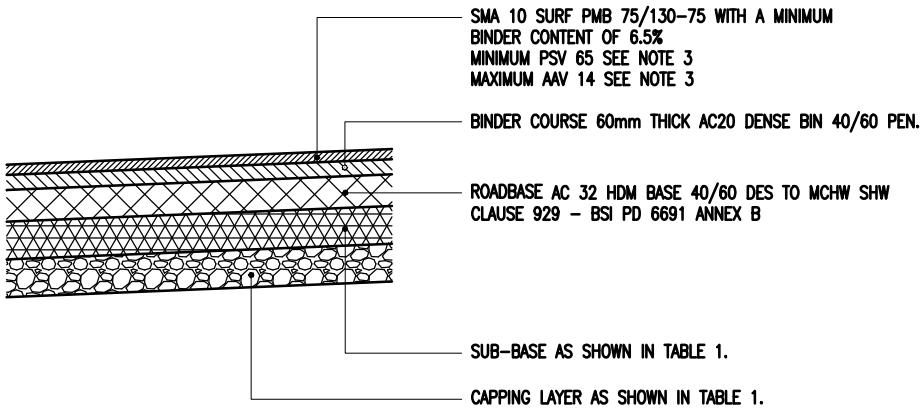
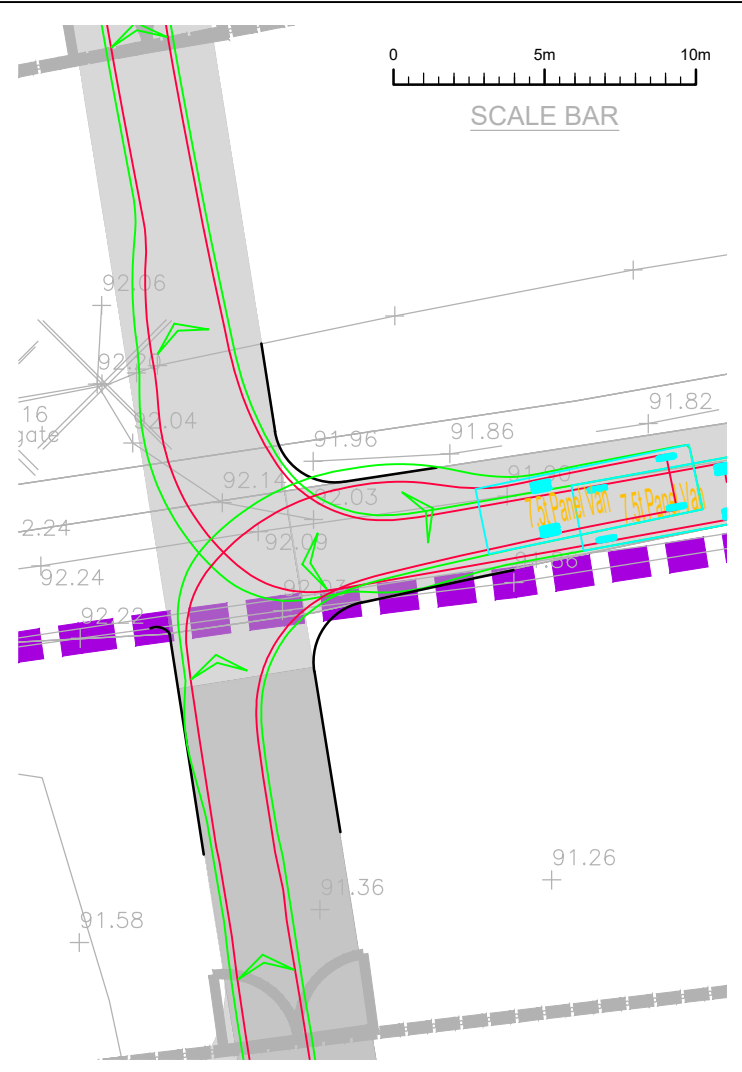
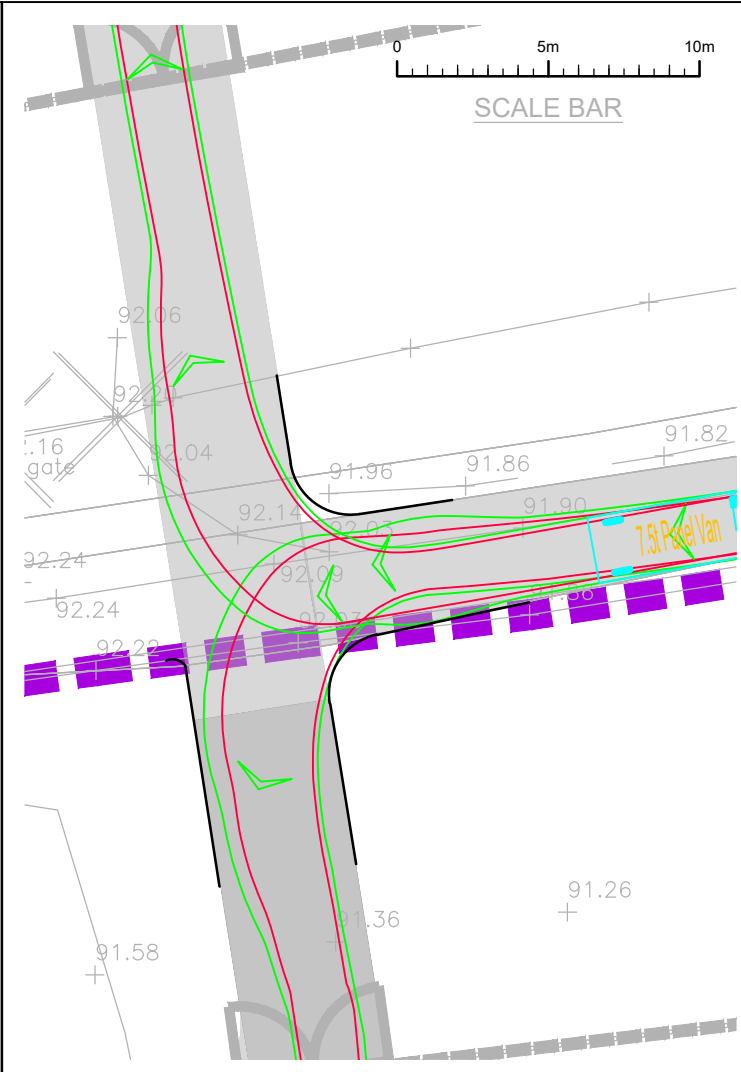


Table 1 - SUB-BASE AND CAPPING LAYER THICKNESSES					
SUBGRADE CBR	EQUIVALENT DESIGN SUBGRADE SURFACE MODULUS (MPa)	FOUNDATION TYPE	CAPPING LAYER THICKNESS (mm)		SUB-BASE THICKNESS (mm)
$>15\%$	100	2	150	and	150
$>10 - 15\%$	75	2	200	and	150
$5 - 10\%$	50	2	250	and	200
$>2.5 - 5\%$	30	2	420	and	250
$<2.5\%$	-	Refer to note 1 and 2			

- NOTES
- CAPPING LAYERS TO MCHW CLAUSE 613 TYPES 6F1, 6F2, 6F4 AND 6F5.
 - SUB-BASE LAYERS TO MCHW CLAUSES 803, 804, 805 AND 806.

Scale: NTS

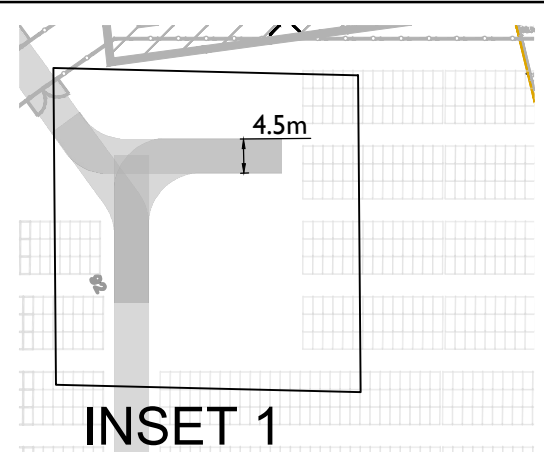


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KEY:

- = New full depth hot rolled asphalt carriageway construction
- = Bound surface. (See Surface Detail)
- = Site Boundary
- = Land boundary
- = Public right of way KLAN 32
- = Highway boundary

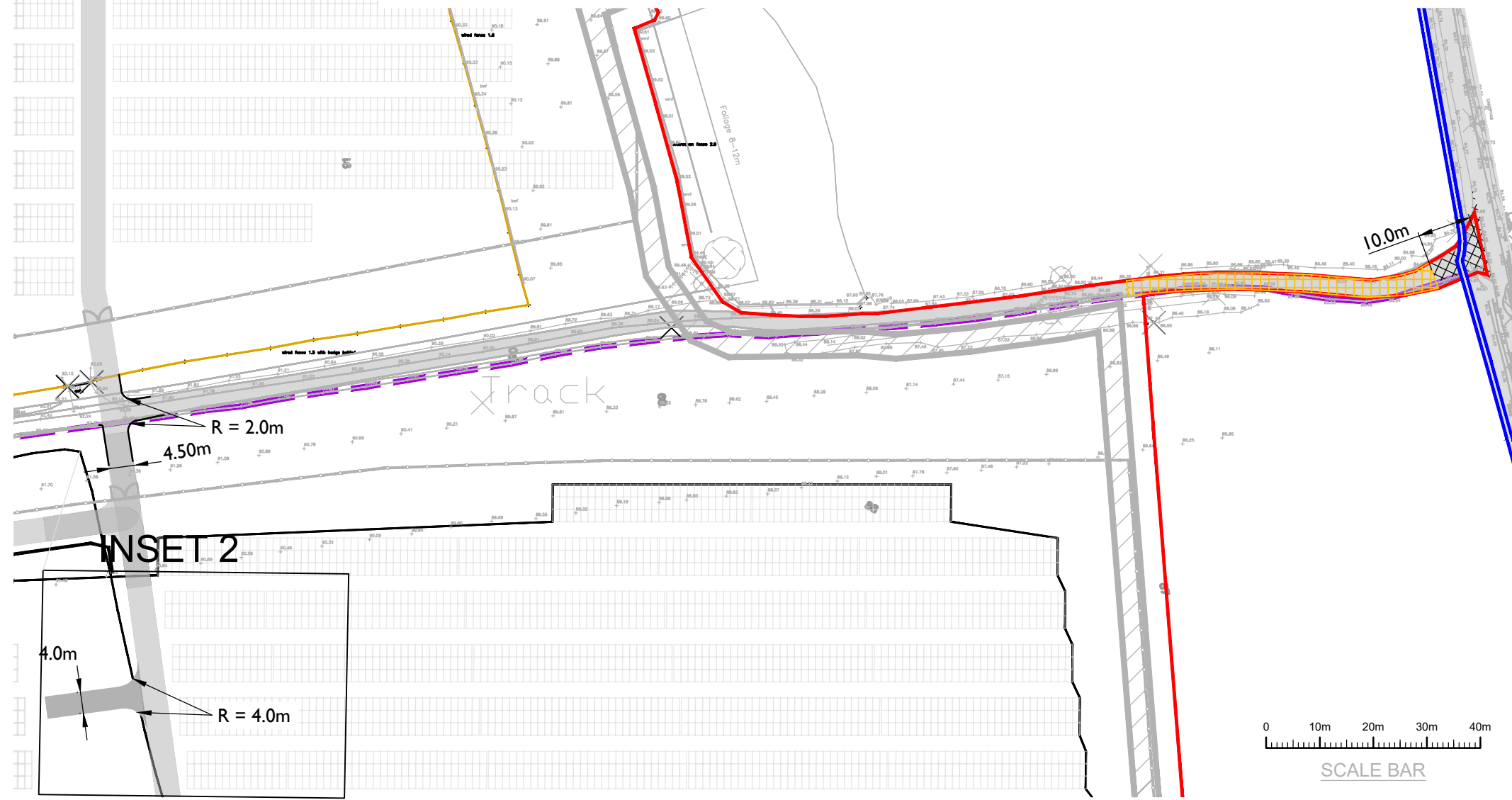
7.5t Panel Van
Overall Length 7.210m
Overall Width 2.192m
Overall Body Height 2.544m
Min Body Ground Clearance 0.316m
Track Width 1.865m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m



INSET 1

Table 2 - Requirements for initial texture depth of SMA PMB surface course				
Road Type	Posted speed limit (mph)	Average per 1,000m section (mm)		Average for a set of 10 measurements (minimum) (mm)
		Minimum initial (mm)	Maximum initial (mm)	
AR2A ^{See note 4} (SMA 14 PMB)	$> / = 50\text{mph}$	1.0	1.5	0.9
AR1B & AR2B (SMA 10 PMB)	$> / = 40\text{mph}$	0.8	1.3	0.7

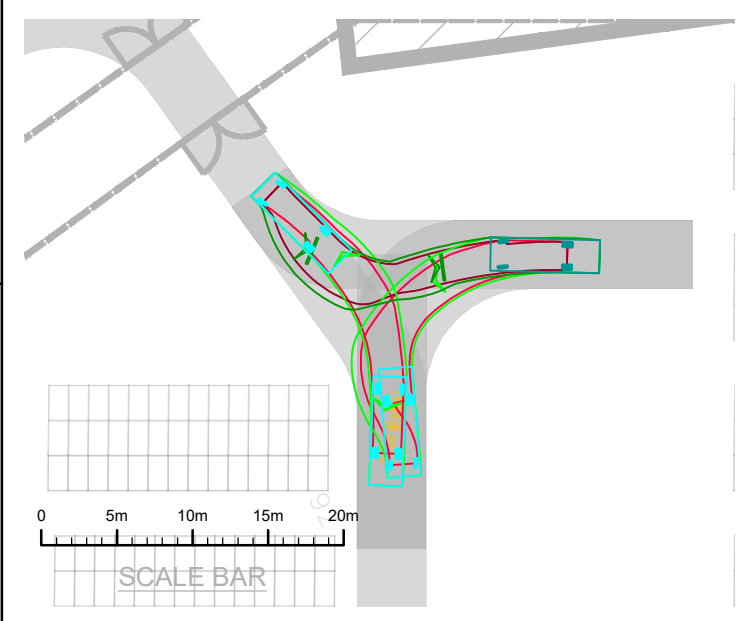
Table 3 - Retained Surface Macrotexture Requirements for SMA PMB surface course	
	Average per 1,000m section (mm)
AR2A ^{See note 4} (SMA 14 PMB)	0.9
AR1B & AR2B (SMA 10 PMB)	0.8



Overview
Scale 1:1000

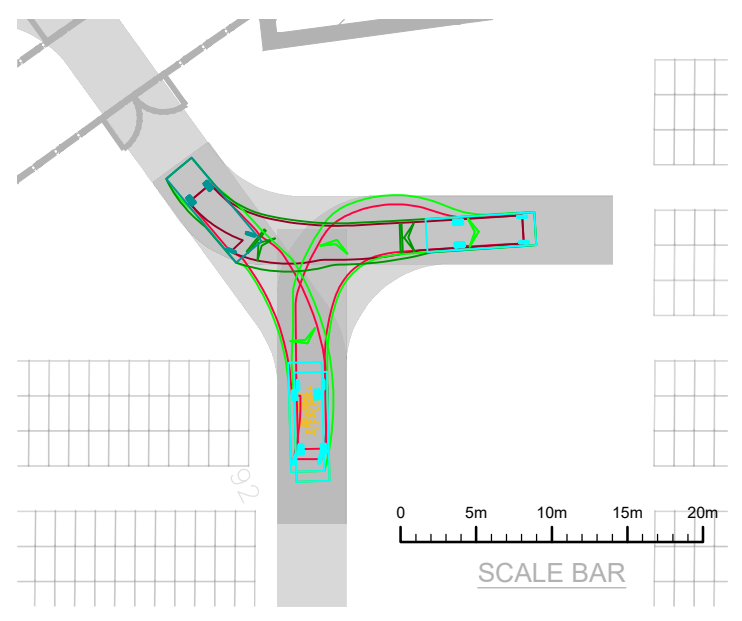
Access Track North and South Split

Scale 1:250



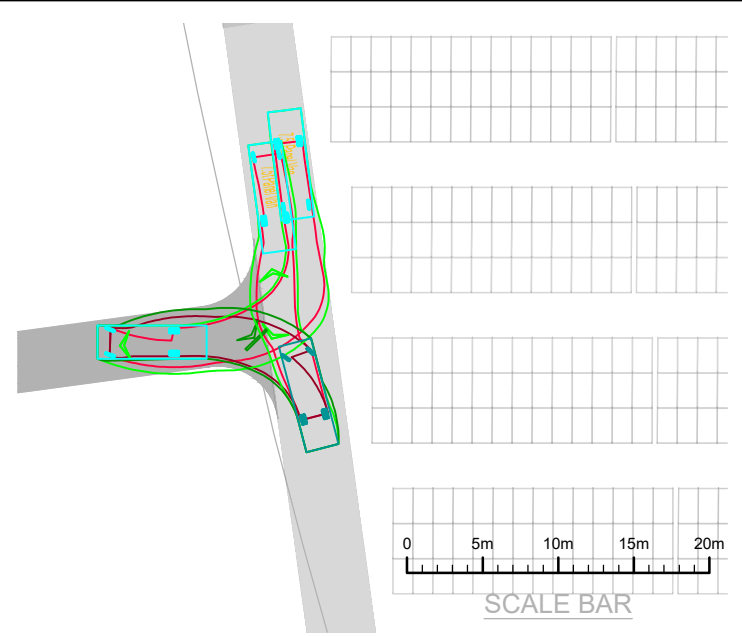
INSET 1 Northern Parcel Turning Head

Scale 1:500



INSET 2 Southern Parcel Turning Head

Scale 1:500



E	23.04.26	Updated based on comments.	KVT	AG	JD
D	09.03.26	Added highway boundary.	KVT	AG	JD
C	23.02.26	Updated based on comments.	KVT	AG	JD
B	03.02.26	Updated to reflect clients comments	RG	AG	JD
A	05.11.25	Updated to reflect clients comments	RG	AG	JD
Rev	Date	Details	Drawn by	Checked by	Approved by

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CLIENT:
EDEN RB SOLAR LTD

PROJECT:
RED BARN SOLAR FARM,
CHIPPENHAM

TITLE:
Swept Path Analysis of a
Pannel Van Along Day's Lane

STATUS:
FOR INFORMATION

SCALE: As Shown	DATE: 13.10.25	DRAWN: KVT	CHECKED: AG	APPROVED: JD
JOB NO: 2508-038	DRAWING NO: SP02		REVISION: E	



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