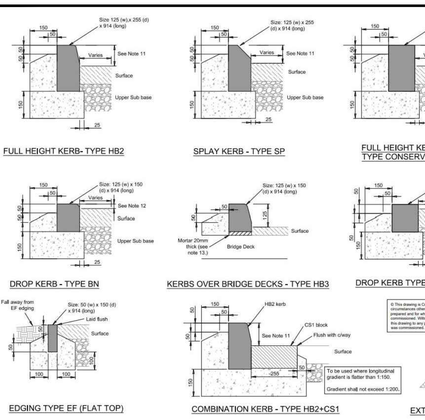

NOTES

1. Do not scale from this drawing. All Dimensions in mm's
2. Kerbs to be butt jointed. Where kerb alignments incur 'minor open joint tapers' between formed surfaces mortar jointing shall be used as directed by engineer.
3. All full length Precast kerbs are to be mechanically handled.
4. All precast concrete Kerbs & Edgings shall be to BS EN 1340 & laid to BS 7533-6.
5. All setts of natural stone shall be to BS EN 1342 & laid to BS 7533-7.
6. All Kerbs & Edgings bed & backing to be Concrete Class ST1 (C8/B), well compacted. Unless otherwise stated this shall be a minimum bed thickness of 150mm.
7. The minimum length of any cut kerb shall be 450mm (Half kerb).
8. The correct radius kerbs shall be used for all radii of 12m or less. For radii between 12m and 20m 600mm long straight units shall be used. Radius kerbs shall be used to form corners of laybys and tapers.
9. Suitable transition kerbs shall be used for all drop kerb and upstand variation locations.
10. Suitable quadrant kerbs shall be used to form corners of square areas and refuge islands.
11. Kerb up-stand to be denoted on relevant engineering drawing
12. Drop kerb upstand shall be 0-6mm for pedestrian crossings, 25mm for vehicular crossings.
13. Mortar shall comply with S.H.W Clause 2401d designation (i)
14. Bond coat to Clause 942 shall be applied to c/way surface in accordance with BS434: Pt 2 prior to laying extruded asphalt kerb
15. The work shown on this drawing could affect statutory undertakers apparatus and the contractor is required to verify the location and depth prior to the commencement of work and take all precautions necessary when working in the vicinity of such apparatus. Utility Information is produced from a digital source and no guarantee can be given regarding its accuracy. It is the recipients responsibility to check the accuracy of measurements given. Should discrepancy occur please contact the issuing authority to seek clarification.
16. The use of this drawing does not absolve the client of their responsibilities under Health & Safety: The Construction (Design & Management) Regulations 2015

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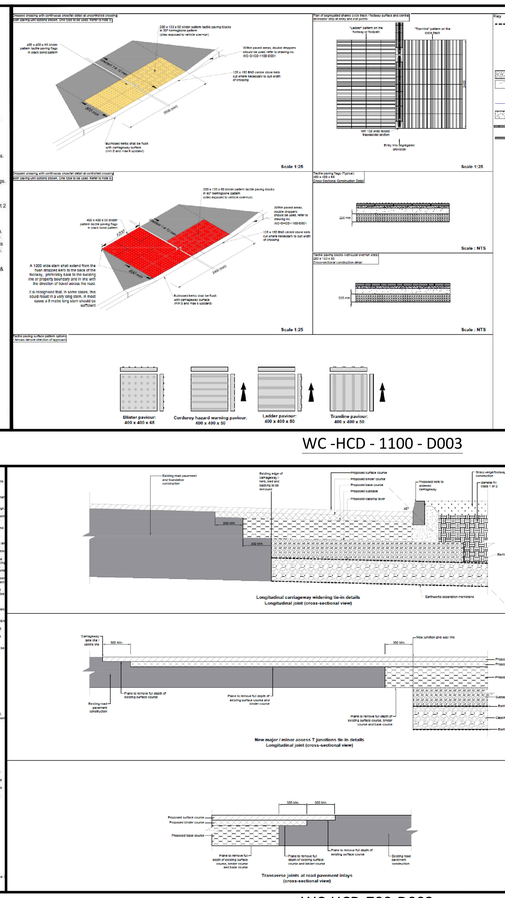
WC- HCD - 1100 - D001



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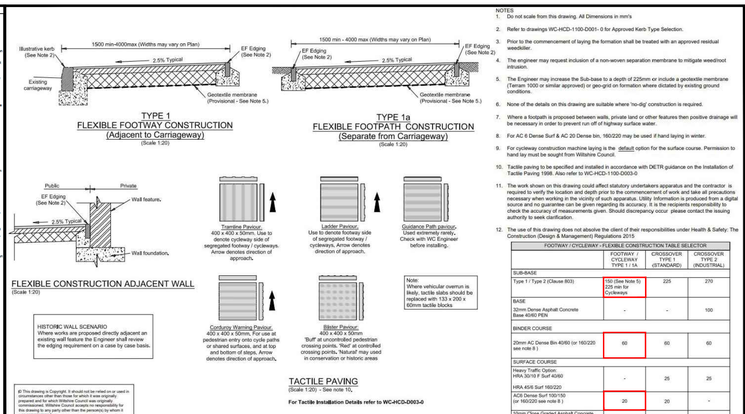

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WC -HCD- 1100- D004

NOTES

1. Do not scale from this drawing. All Dimensions in mm's
2. Refer to drawings WC-HCD-1100-D001- 0 for Approved Kerb Type Selection.
3. Prior to the commencement of laying the formation shall be treated with an approved residual weedkiller.
4. The engineer may request inclusion of a non-woven separation membrane to mitigate weedmoot intrusion.
5. The Engineer may increase the Sub-base to a depth of 225mm or include a geotextile membrane (Terram 1000 or similar approved) or geo-grid on formation where dictated by existing ground conditions.
6. None of the details on this drawing are to absolve where 'no-dig' construction is required.
7. Where a footpath is proposed between walls, private land or other features then positive drainage will be necessary in order to prevent run off of highway surface water.
8. For AC 6 Dense Surf & AC 20 Dense bin, 160/220 may be used if hand laying in winter.
9. For cycleway construction machine laying is the default option for the surface course. Permission to hand lay must be sought from Wiltshire Council.
10. Tactile paving to be specified and installed in accordance with DETR guidance on the Installation of Tactile Paving 1998. Also refer to WC-HCD-1100-D003-0
11. The work shown on this drawing could affect statutory undertakers apparatus and the contractor is required to verify the location and depth prior to the commencement of work and take all precautions necessary when working in the vicinity of such apparatus. Utility Information is produced from a digital source and no guarantee can be given regarding its accuracy. It is the recipients responsibility to check the accuracy of measurements given. Should discrepancy occur please contact the issuing authority to seek clarification.
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FOOTWAY / CYCLEWAY / FLEXIBLE CONSTRUCTION TABLE SELECTOR			
	FOOTWAY / CYCLEWAY TYPE 1 / 1A	CROSSOVER TYPE 1 (STANDARD)	CROSSOVER TYPE 2 (INDUSTRIAL)
SUB-BASE			
Type 1 / Type 2 (Clause 803)	150 (See Note 5) 225 mm for Cycleways	225	270
BASE	-	-	100
32mm Dense Asphalt Concrete Base 40/60 PEN			
BINDER COURSE			
20mm AC Dense Bin 40/60 (or 160/220 see note 8)	60	60	60
SURFACE COURSE			
Heavy Traffic Option HRA 35/10 F Surf 40/60	-	25	25
HRA 40/6 Surf 160/220			
ACE Dense Surf 100/150 (or 160/220 see note 8)	20	20	-
10mm Close Graded Asphalt Concrete Surface Course 100/150	-	-	30

13. ALL MATERIALS TO BE HANDLED/LAID IN ACCORDANCE WITH THE RELEVANT BRITISH STANDARD OR ACCEPTED WUALITY ASSURANCE SCHEME.
14. THE REPLACEMENT OF THE ROAD/FOOTWAY STRUCTURE SHALL BE CARRIED OUT AS SOON AS PRACTICABLE AFTER BACKFILLING HAS BEEN COMPLETED.
15. THE EDGE OF THE TRENCH SHALL BE CUT TO A UNIFORM LINE CONSISTANT WITH THE WIDTH REQUIRED FOR THE PARTICULAR PIPES OR DUCTS BEING LAID. ANY PART OF THE STRUCTURE OF THE CARRIAGEWAY/FOOTWAY BEYOND THE WIDTH OF THE TRENCH WHICH HAS BEEN DAMAGED SHALL BE CUT OUT & MADE GOOD.
16. THE VERTICAL JOINT THROUGH THE SURFACING LAYERS SHALL BE PAINTED WITH HOT 200 PEN BITUMEN OR COLD APPLIED BITUMEN COMPOUND TO CLAUSE 901.22 (iii).
17. WHERE THE EXISTING CARRIAGEWAY IS NOT TO BE RESURFACED & THE SURFACE CONSISTS OF ROLLED ASPHALT AN INTERIM WEARING COURSE OF BITUMEN MACADAM SHALL BE LAID ON A SAND SCREED RELEASE STRIP 5 THICK EXCEPT WHERE OTHERWISE DIRECTED. THIS INTERIM COURSE SHALL BE REMOVED AT A LATER DATE. TO BE DETERMINED BY THE ENGINEER & REPLACED BY ROLLED ASPHALT.
18. POLISHED STONE VALUES & AGGREGATE ABRASION VALUES SHALL BE AS STATED ELSEWHERE IN THE CONTRACT.
19. KERBS & CHANNELS SHALL BE REINSTATED TO THE ENGINEERS SATISFACTION.
20. WHEN ROADBASE IS LAID IN MORE THAN ONE LAYER, UPPER LAYER TO BE STEPPED BY 150MM.
21. FOR CONSTRUCTION LAYER THICKNESSES & PERMITTED MATERIALS REFER TO SPECIFICATION.
22. COMPLIANCE WITH HEALTH & SAFETY MATTERS ON ANY TRENCH/MANHOLE IS OBLIGATORY & A PERMIT TO ENTER A CONFINED SPACE IS REQUIRED
23. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING SEWER CONNECTION AGREEMENTS, ROAD OPENING & TRAFFIC MANAGEMENT LICENSES.
24. THE DEVELOPER MUST COMPLY WITH NRSWA 1991, FOR TRAFFIC MANAGEMENT & FOR ANY ROAD WORKS WITHIN THE HIGHWAY.

NOTES:

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METERS, UNLESS OTHERWISE STATED.
3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ENGINEERING & ARCHITECTS DRAWINGS & SPECIFICATIONS.
4. ALL WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE APPROVED DRAWINGS & SPECIFICATIONS TO THE SATISFACTION THE LOCAL AUTHORITY.
5. THE CONTRACTOR IS TO CHECK & VERIFY ALL SITE DIMENSIONS & LEVELS BEFORE WORKS START ON SITE.
6. POSITION & DEPTH OF EXISTING STATUTORY UNDERTAKERS EQUIPMENT AFFECTED BY THE PROPOSED WORKS ARE TO BE CHECKED FOR ACCURACY ON SITE PRIOR TO COMMENCEMENT OF ANY OTHER WORKS.
7. CONTRACTOR TO VERIFY INVERT LEVELS AT DRAINAGE CONNECTION POINTS.
8. ANY DISCREPANCIES TO BE REPORTED TO THE ENGINEER IMMEDIATELY.
9. ALL ADOPTABLE HIGHWAY WORKS TO BE CONSTRUCTED IN ACCORDANCE WITH THE CURRENT VERSION OF THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS - VOLUME 1 SPECIFICATION FOR HIGHWAY WORKS (SHW) (NOV 2009) AS AMENDED PUBLISHED BY THE STATIONERY OFFICE, & SWINDON BOROUGH COUNCILS TRANSPORT REQUIREMENTS FOR DEVELOPMENT.
10. THE CONTRACTOR SHALL CONFIRM TEH CBR OF THE SUBGRADE, TO DETERMINE THE REQUIRED SUBBASE THICKNESS, IN ACCORDANCE WITH THE INSET CBR TABLE. HIGHWAY INSPECTOR TO BE PRESENT DURING INSPECTIONS/CBR TESTING.
11. PRIOR TO LAYING ANY MATERIAL THE SUBGRADE MUST BE PROOF ROLLED & INSPECTED & ANY SOFT SPOTS REMOVED & FILLED WITH TYPE 2 MATERIAL TO SHW CLAUSE 804. THE SUBFORMATION & FORMATION SHALL BE PREPARED IN ACCORDANCE WITH SHW CLAUSE 616.
12. WHERE FILL IS REQUIRED BENEATH SUBFORMATION OR FORMATION, THIS SHALL BE CARRIED OUT IN ACCORDANCE WITH SHW CLAUSE 609.
13. ALL MATERIALS WITHIN 450mm OF FINISHED LEVELS SHOULD BE NON-FROST SUSCEPTIBLE.
14. ALL GULLIES WITHIN & ADJACENT TO THE AREA OF WORKS TO BE SUCTION CLEANSED ON COMPLETION OF WORKS TO SATISFACTIONOF HIGHWAY INSPECTOR.
15. ALL GULLY CONNECTIONS TO RECEIVE CONCRETE SURROUND AT ITS CONNECTION WITH A CARRIER SYSTEM (TYPE 2 BED).
16. ALL MATERIALS TO BE HANDLED/LAID IN ACCORDANCE WITH THE RELEVANT BRITISH STANDARD OR ACCEPTED WUALITY ASSURANCE SCHEME.
17. THE REPLACEMENT OF THE ROAD/FOOTWAY STRUCTURE SHALL BE CARRIED OUT AS SOON AS PRACTICABLE AFTER BACKFILLING HAS BEEN COMPLETED.
18. THE EDGE OF THE TRENCH SHALL BE CUT TO A UNIFORM LINE CONSISTANT WITH THE WIDTH REQUIRED FOR THE PARTICULAR PIPES OR DUCTS BEING LAID. ANY PART OF THE STRUCTURE OF THE CARRIAGEWAY/FOOTWAY BEYOND THE WIDTH OF THE TRENCH WHICH HAS BEEN DAMAGED SHALL BE CUT OUT & MADE GOOD.
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20. WHERE THE EXISTING CARRIAGEWAY IS NOT TO BE RESURFACED & THE SURFACE CONSISTS OF ROLLED ASPHALT AN INTERIM WEARING COURSE OF BITUMEN MACADAM SHALL BE LAID ON A SAND SCREED RELEASE STRIP 5 THICK EXCEPT WHERE OTHERWISE DIRECTED. THIS INTERIM COURSE SHALL BE REMOVED AT A LATER DATE. TO BE DETERMINED BY THE ENGINEER & REPLACED BY ROLLED ASPHALT.

Rev	Details	Drawn	Checked	Date
-	FIRST ISSUE	SJ	LF	29.06.26

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Client: Lovell Homes Cardiff

Project: Pavenhill Farm Purton

Drawing: Construction Details

Scale: NTS | Sheet Size: A0

Drawn: SJ | Checked: LF | Date: 26/06/2026

Drawing Number: 250814_LHC_SK_003 | Revision: -

Z:\Projects\Lovell Homes\250814 - Pavenhill Farm\Drawings\Working\250814_LHC_SK_003.pdf 29/06/2026 - 3:51 pm
Plotted by: Sam Jones
Date Plotted: 29/06/2026 - 3:51 pm
Do not scale this drawing. Only use figured dimensions. Check all dimensions on site before commencing work. Report any discrepancies to the Architect. Drawing to be read in conjunction with all relevant Consultant's drawings and specifications.

Table 1 - Road type and surface treatment options

	Road type 1	Road type 2	Road type 3
	AR1	AR2	AR3
Road type description	Primary streets, Distributor roads	Secondary streets Local distributor roads, Access to residential properties	Tertiary streets Residential access roads Industrial roads
Posted Speed limit	Up to and including National Speed limit	Up to and including 40mph	Up to and including 30mph
Traffic loading	Greater than 320 (1 cv/hr) Up to 2000 (1 cv/hr) (Over 2 million commercial vehicles)	Up to 320 (1 cv/hr)	Up to 80 (1 cv/hr)

Surface course						
	A	B	A	B	A	B	C
Thin surface course system to HD/34/ 09 (Clause 942) (all roads) (HRA 40/10 or SMA) (see note 1)	40 thick		40 thick				
HRA 10 surf PA6 To 120 PSV with a minimum annual texture of 0.4 mm. Minimum Aav 12 mm (see note 2)		40 thick see note 3			40 thick	40 thick
SMA 14 surf PA6 To 120 PSV with a minimum annual texture of 0.4 mm. Minimum Aav 12 mm (see note 2)			40 thick see note 3				
HRA 50/10 C surf 40/60 des to MCHW SHW Clause 91 Min PSV 60 Max AAV 12 (see note 2)				40 thick	40 thick	40 thick
Concrete Thin Surfacing System to HD/34/ 09 (Clause 942) (all roads) Aggregate size 6 mm					40 thick	40 thick
							To HD/31/15 traffic category A see note 7
Block and permeable block paving							
Binder course							
AC 20 HDM bin 40/60 des to MCHW SHW Clause 929 - BS/ PD 6691- Annex B				60 thick			
							To HD/31/15 traffic category A see note 7
Base course							
AC 32 HDM base 40/60 des to MCHW SHW Clause 929 - BS/ PD 6691- Annex B				100 thick		100 thick	
Base course for local and permeable block paving design thickness to BS7533-101:2021							To HD/31/15 traffic category A see note 7

Table 2 - Requirements for initial texture depth of SMA FMS 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)	
HIGHWAYS (DMRB TA 84/96)	>/= 50mph	1.0	1.6	0.8
NEW & MAJOR (DMRB TA 84/96)	>/= 50mph	0.8	1.6	0.7

Table 3 - Retained Surface Macrotexture Requirements for SMA FMS surface course

	Average per 1,000m section (mm)
HIGHWAYS (DMRB TA 84/96)	0.4
NEW & MAJOR (DMRB TA 84/96)	0.4

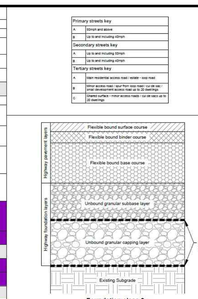

Table 4 - Road pavement foundation options Restricted subbase on capping design

Subgrade CBR	Equivalent design subgrade surface modulus (MPa)	Foundation class	Capping thickness	Subbase thickness
1-15%	100	3	150	150	140	140
10-15%	70	2	250	250	140	140
5-10%	50	2	290	290	200	200
2.5-5%	30	2	430	430	200	200
<2.5%	-	-	Refer to note 7 and 8			

Notes
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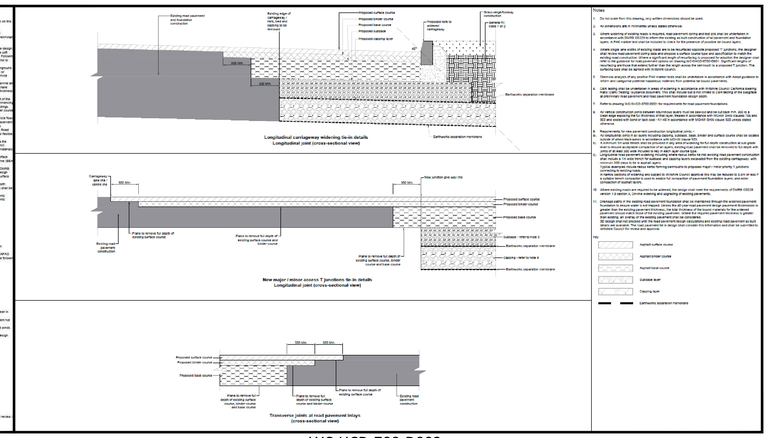

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