

WILTSHIRE COUNCIL HIGHWAY NOTES:

Any existing services located within the carriageway/verge/footpath fronting this development that may need to be diverted, lowered or protected will have to meet the requirements of both the relevant statutory undertaker and the highway authority. It should be noted that all services should be lowered to a depth to allow full road construction, inclusive of capping, to be constructed over. The designer must comply with the requirements of 'Code of Practice' measures necessary where apparatus is affected by major works (diversionary works) under section 84 NRASWA 1991.

Immediately prior to the laying of the sub-base the formation shall be prepared as follows:

- All surfaces shall be cleaned and any wet material, mud, slurry, etc removed from site.
- The surface shall be brought to the formation level given on the approved drawings by the addition of suitable fill material or by grading off high spots.
- The surface shall be regulated by grading to within a tolerance between plus zero and minus 50mm from true level. At this preparation stage, the developer shall obtain the engineer's approval before further work proceeds. This may involve local CBR checks for soft areas, any depressions which occur during compaction shall be filled with material to be approved by the engineer.
- The formation shall be finished by a light rolling with a smooth wheel roller of at least 2.5 tonnes mass. Weeded prior to the laying of any capping and sub-base material.
- The formation shall be adequately protected from the weather and shall not be used by construction traffic.

The surfacing course will need an application of tack coat to be applied between binder course and the new surfacing course. Existing surface must be thoroughly clean and dry. The existing surface also should be swept with a mechanical broom to ensure surface is free of dust and foreign material. The bitumen emulsion should be applied, preferably by a calibrated spraying machine.

Bituminous materials shall be machine laid. Hand laid materials may only be used where restricted to small areas and when agreed with the engineer.

Frames and covers for gullies and manholes in block paved areas shall be without flanges and shall be set 3mm lower than than finished block level. There shall be a minimum of one course of stretcher bond adjacent to all ironwork with the aim to have flush. A 300mm to 500mm wide piece of a suitable filter geotextile shall be laid under the laying sand under the laying sand and up to the face of any ironwork or cover slab to prevent the migration of the laying sand.

The blocks shall be laid hand-tight working from an existing face or edge restraint and shall be laid to a herringbone pattern in carriageways. Stretcher bond shall only be used in footway and non-trafficked areas.

Blocks shall be trimmed to shape and size in order to form boundaries and to work around obstructions. When trimming is required, no part of a block less than one half of a whole block in size shall be used. Where it is unavoidable to fit the blocks neatly up to an obstruction with the engineers approval an in-situ granolithic concrete fillet may be formed. Wherever in-situ concrete is used, careful selection of fine aggregate and colour pigment is required to achieve a colour match with the blocks.

In the interest of driver safety, kerb quadrants should be provided to the external corners of kerb alignment in lieu of sharp mitre joints.

Gully pots should be positioned as such that the inside edge of the pot lines up with the front of the kerb with a tolerance of +/- 50mm.

Manholes to be positioned 1/4 carriageway width out of the main vehicular wheel tracks and opposite road junctions to enable future maintenance without closing the road.

All private areas are to drainage away from the highway, where possible. Interception drains are to be provided where private areas fall towards the adoptable highway.

Any works carried out or covered up without technical approval will be considered at risk and the developer will be required to open up the works, take cores or trial holes at their own expense to determine the quality of the work to Wiltshire Council supervision engineers satisfaction.

The developer will be held responsible for any damage caused to public highways by construction traffic proceeding to or from the site. Construction traffic will be classed as 'extra-ordinary traffic' on public highways. Photographs shall be taken by the developers representative in the presence of the Wiltshire Council representative showing the condition of the existing public highways adjacent to the site, and a schedule of defects agreed prior to works commencing on site.

Due to the location of the site, the developer must ensure that the existing public highway is kept clean, free from dust, mud and debris of any description. Therefore the developer should employ such equipment, mechanical or otherwise, as necessary to clean the highway and/or the wheels of vehicles using the development.

The developer will need a 171 licence to be issued before any of the highway works commences. It is the responsibility of the developer to apply for any licenses in advance, as requests to start without licence's will be refused.

Type 1 sub-base material must be verified by the use of CBR tests and must achieve a minimum value of 30% prior to laying any asphalt bituminous material.

A section 50 licence will be required for sewer connections within or adjacent to the highway. Licences are obtainable from S50application@wiltshire.gov.uk -At least 4 weeks' notice is required.

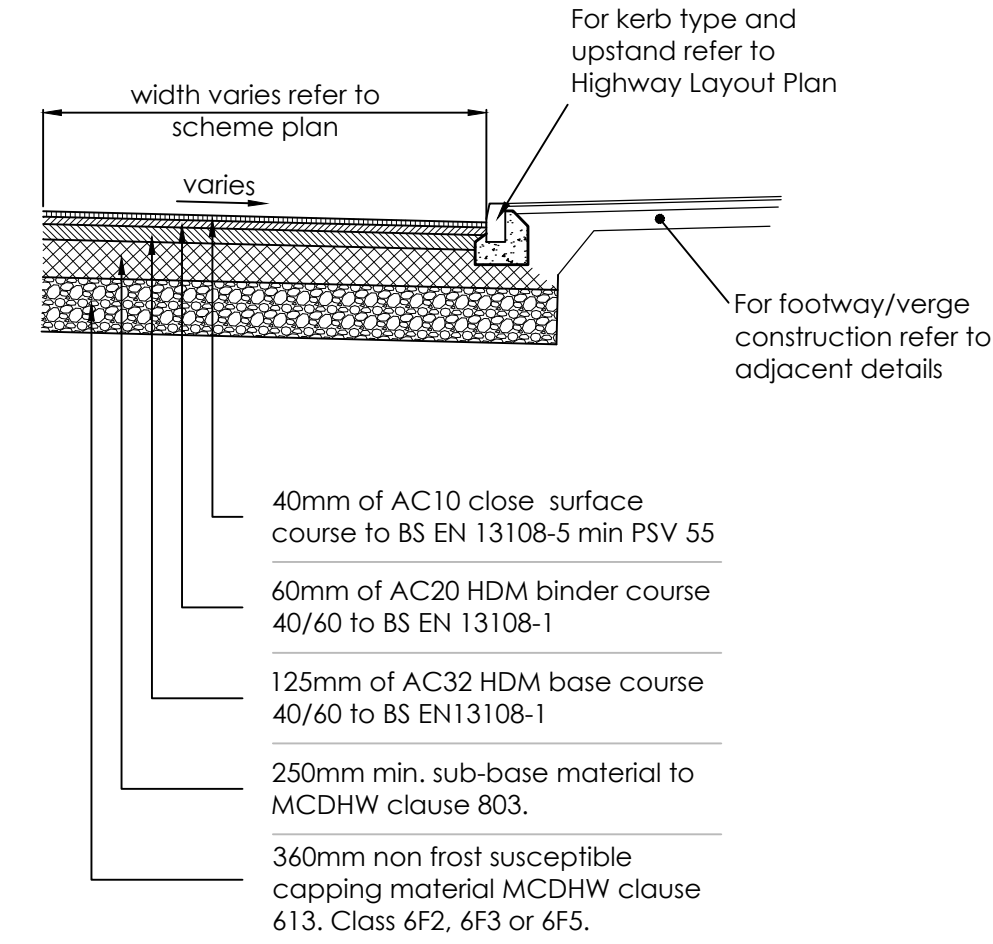
Only contractors with their StreetWorks Accreditation registered with Wiltshire Council will be permitted to carry out works on the highway.

All asphalt for roads and other paved areas shall comply with BS 594987.

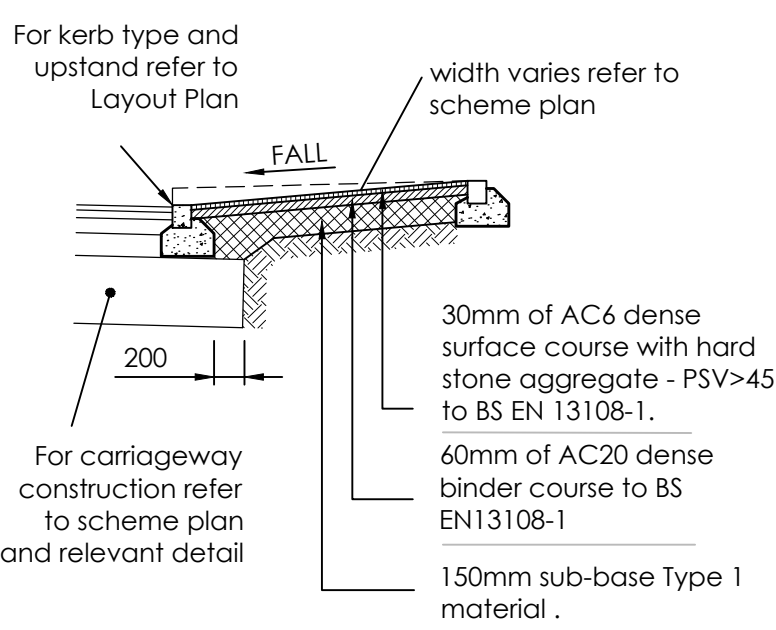
All vertical edges including kerbs, ironwork and joints shall be painted with cold applied thixotropic bitumen emulsion or hot applied bitumen immediately prior to the laying of any bituminous layer in accordance with BS 594987.

NOTES:

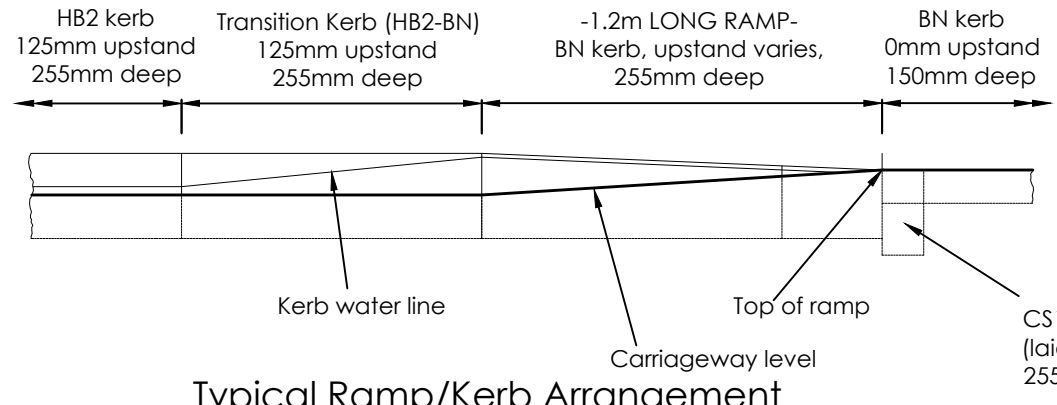
- DO NOT SCALE from this drawing as liable to distort
- This drawing is to be read in conjunction with all other relevant Engineers, Architects and Specialists drawings and specifications
- Any variations with line, level or specification of the proposed works should be reported to the Engineer prior to commencement



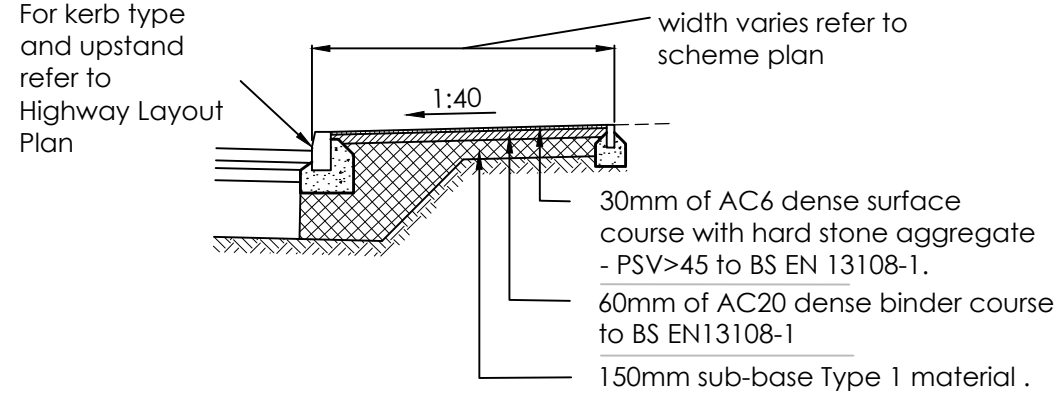
Bituminous Carriageway Construction



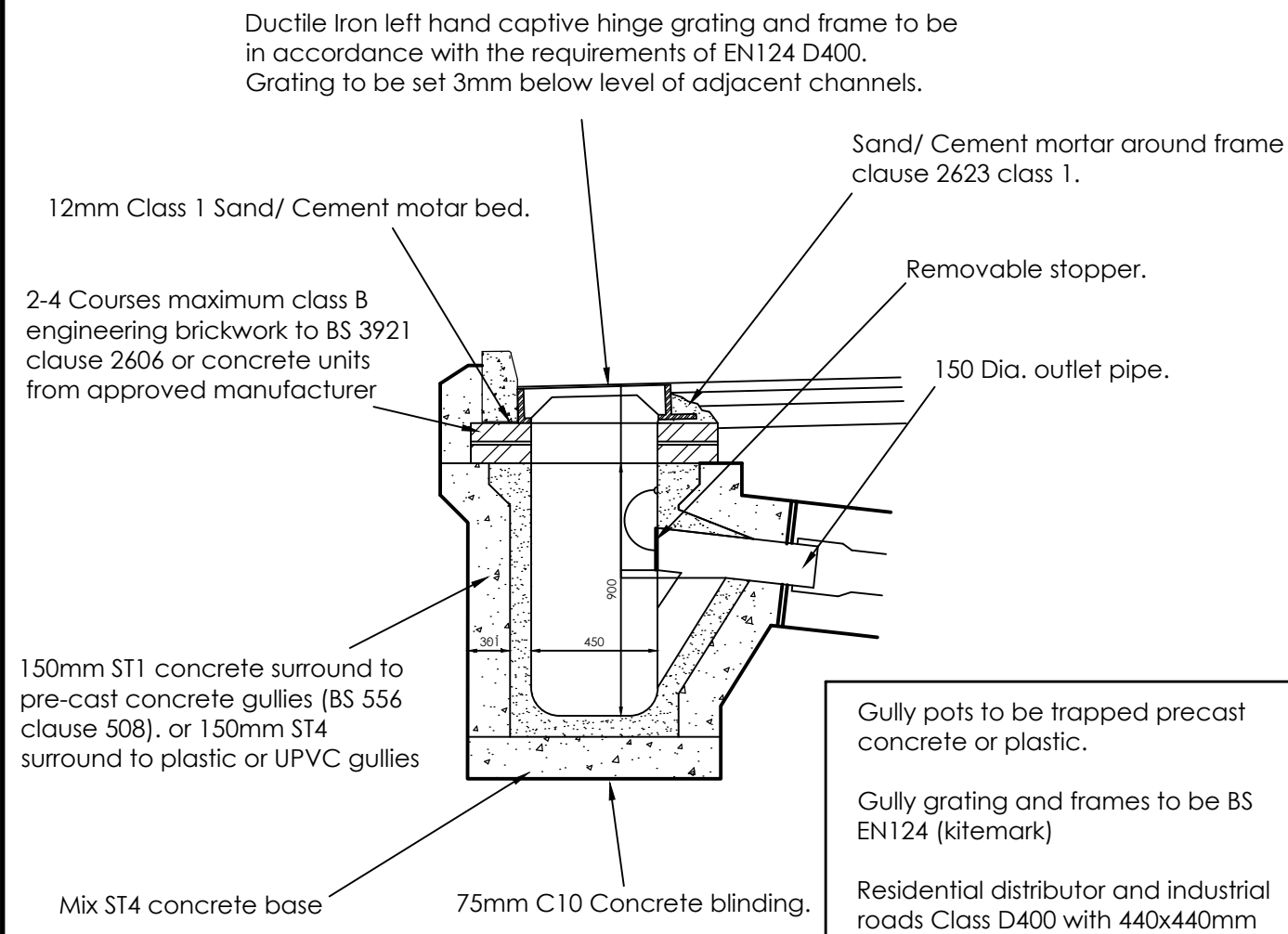
Bituminous Vehicular Crossover Construction



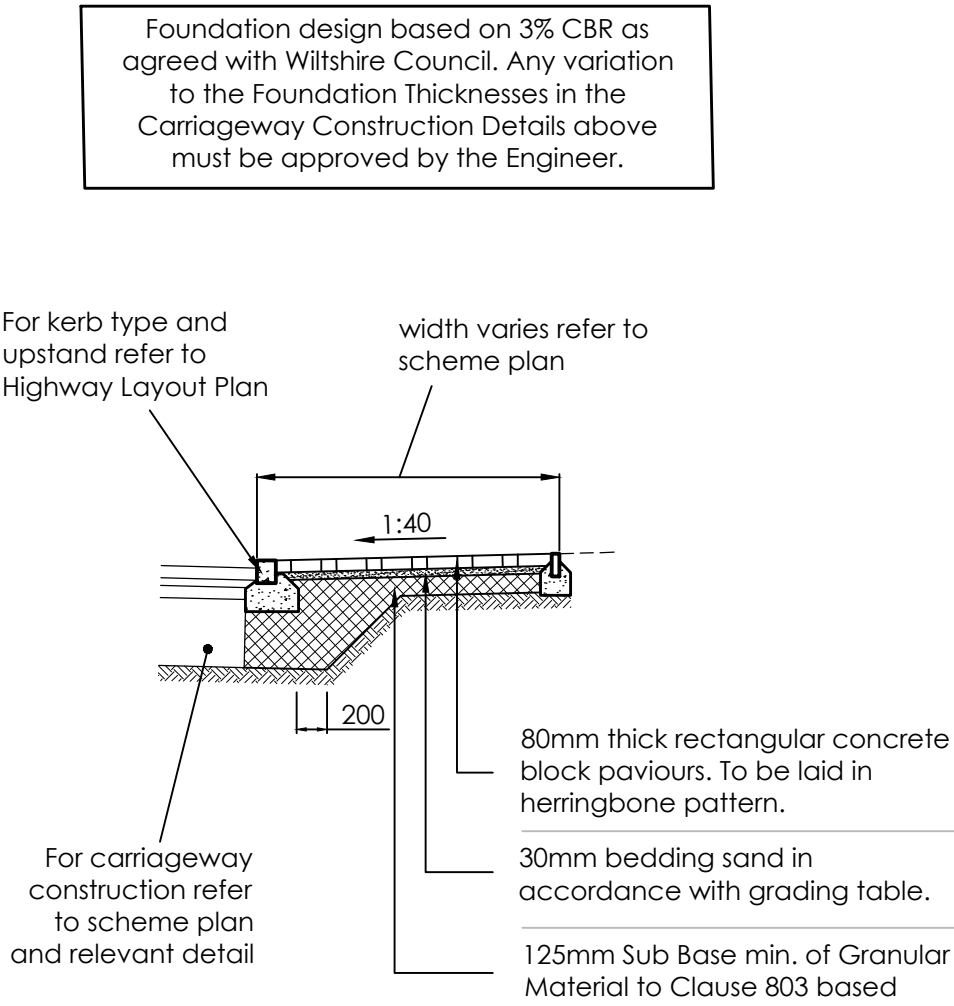
Typical Ramp/Kerb Arrangement for Ramped Crossing



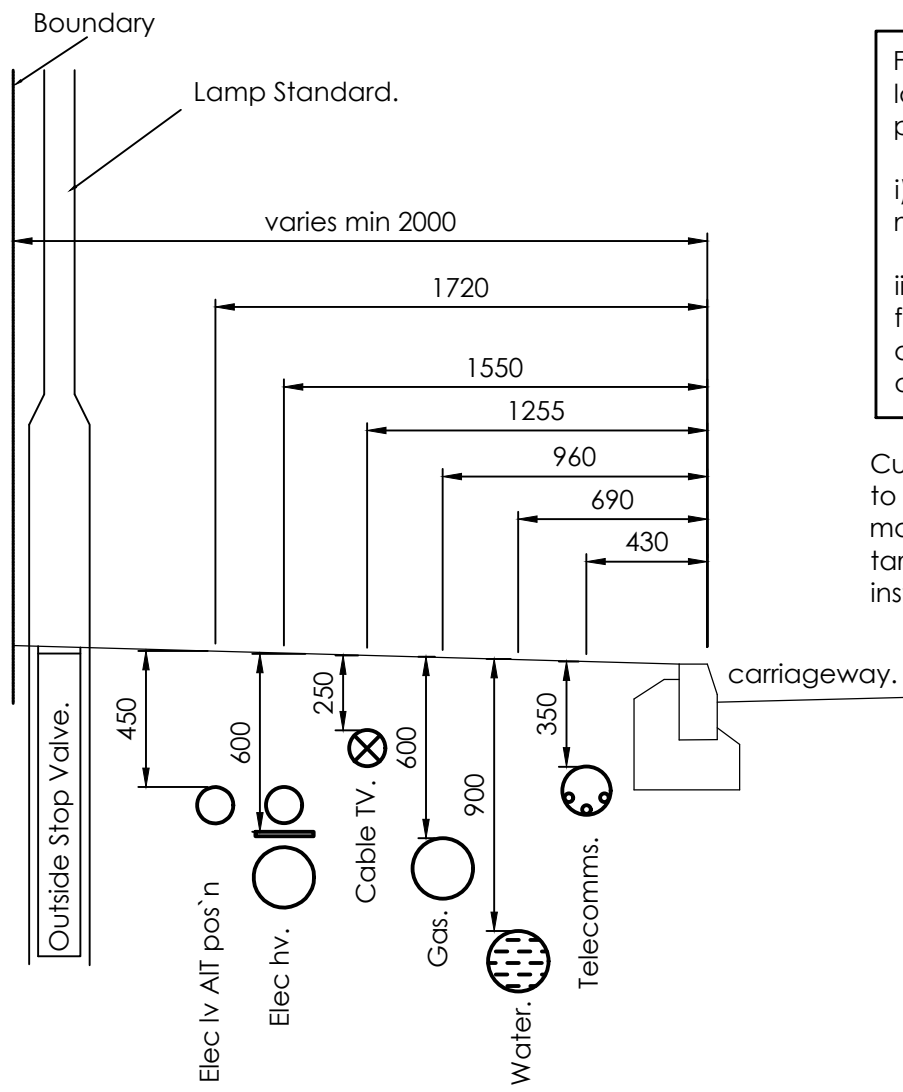
Bituminous Footway/Service Strip/Verge Construction



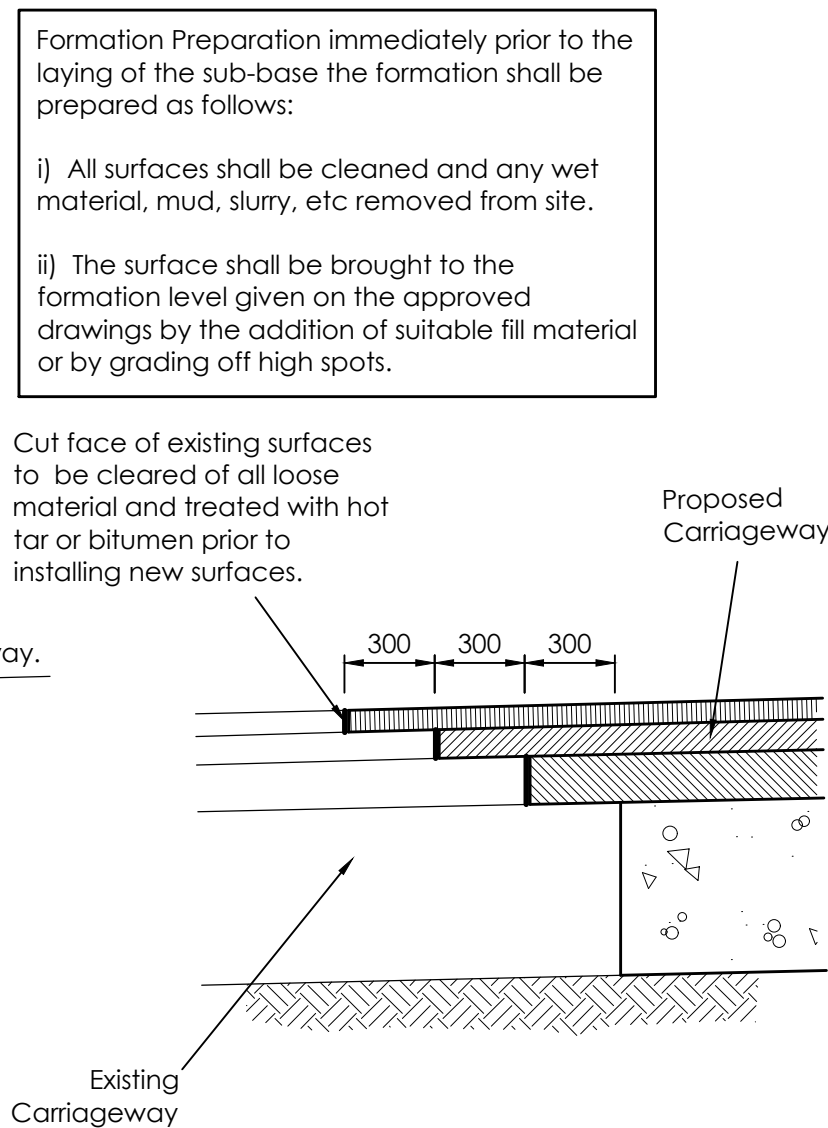
Typical Gully Detail



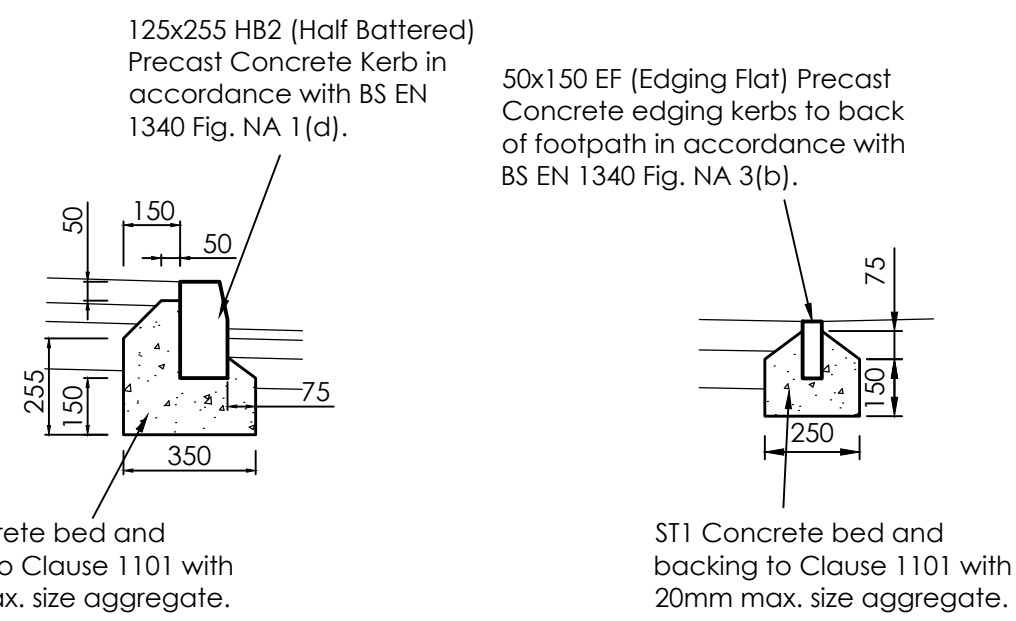
Block Paved Footway Construction



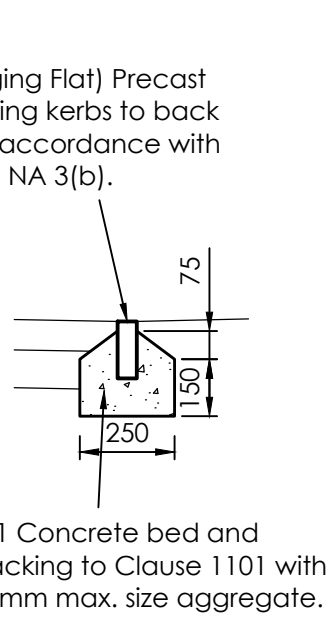
Typical Services Detail



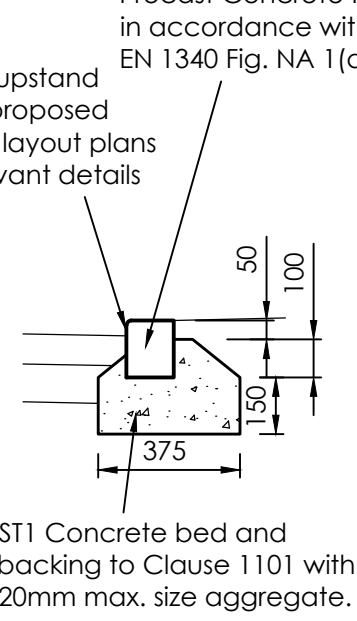
Typical Tie-in Detail



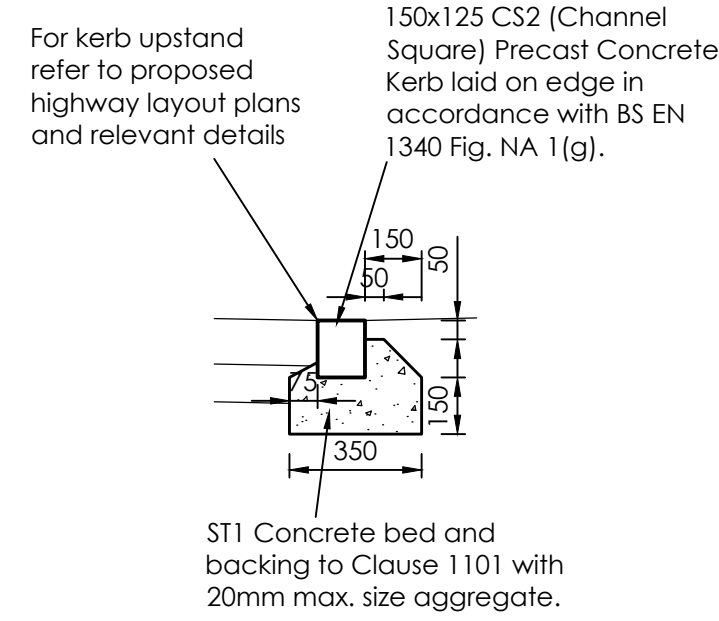
Detail HB2



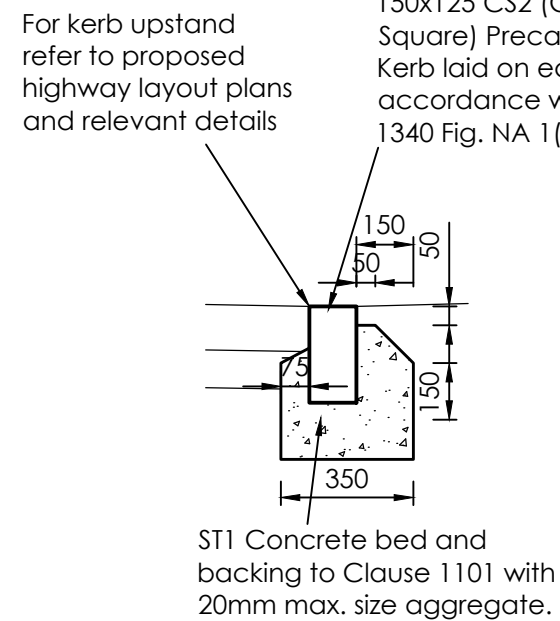
Detail EF



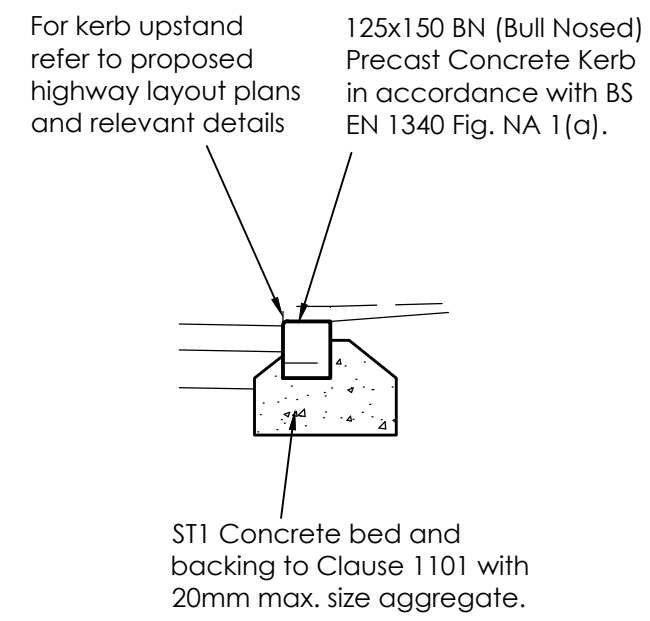
Detail BN



Detail CS2



Detail CS1



Detail BN Drop Kerb

Sub-base to be compacted in accordance with Specification for Highway Works and W.C Design Guide. All works to be undertaken to the satisfaction of the Local Authority Inspector.

All Precast Concrete Kerbs to be in accordance with BSEN1340 & SHW Clause 1101. Colour to be in accordance with Wiltshire Council, LPA, Architect and Client requirements.

All subgrade soils to be regarded as frost susceptible. Imported capping material must be certified as non-frost susceptible if used within 450mm of road surface.

For levels refer to Layout Plans, External Works drawings, Longitudinal Section & Cross Section drawings.

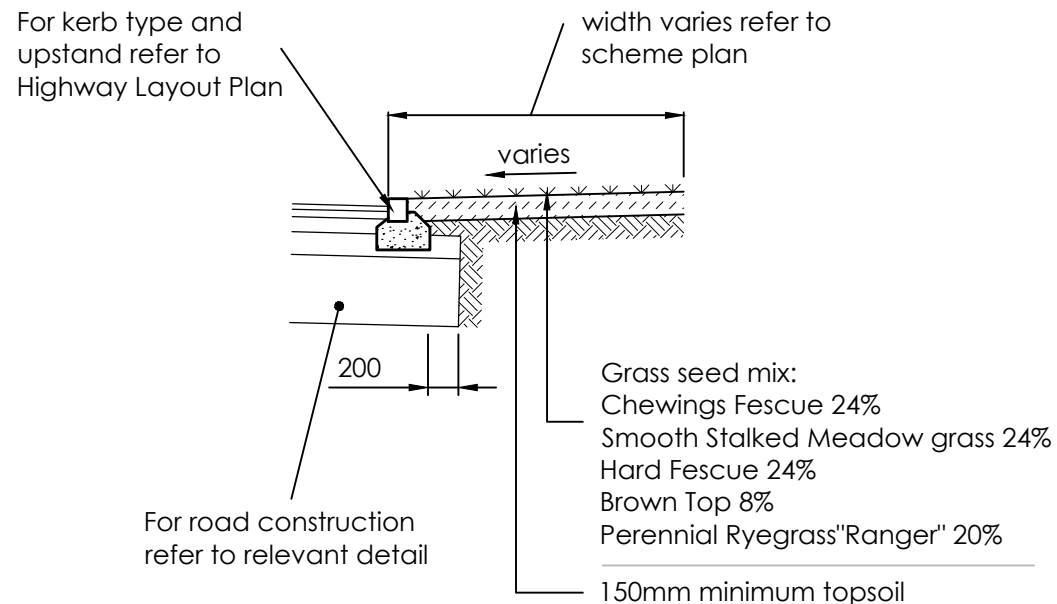
Limestone Aggregates will not be permitted in the surface course.

Soft spots / damaged formation materials must be removed prior to construction of the road and any level difference made up with properly compacted, acceptable, well graded granular fill.

Type 6F4 & 5 material to be used on all fill areas between formation level and reduced dig level

Trafficking of the site in the road areas should be kept to a minimum particularly when the soils are in a wet condition.

For height of kerb upstands refer to relevant cross-sections and scheme plans



Grassed Verge Construction

Verge notes

Grass verges shall be carefully prepared removing all weeds, large stones etc. ready to receive approved topsoil.

Prior to seeding or turfing, fertiliser shall be applied at a rate of 75g per square metre. Fertiliser to contain minimum 10%Nitrogen, 15%Phosphoric Acid and 10%Pot Ash.

Grass seed to be applied at a minimum rate of 1kg to 30 square metres.

Where verge is to be turfed, the turf shall be clean and strong and shall comply with BS3969.

Where verge is to be constructed over existing footway/carriageway, existing construction to be broken out

P01	05.03.26	Initial Planning Issue	AP/MG
Rev	Date	Description	Dm/Chk

Drawing revision denotes the following stages: P - Preliminary, T - Tender, C - Construction, R - Record/As Built.

PRELIMINARY

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Client

**ALLISON
HOMES**

Project Title

**PROPOSED DEVELOPMENT AT
LAND SOUTH A363
NORTH BRADLEY
WILTSHIRE**

Drawing Title

HIGHWAY CONSTRUCTION DETAILS

Scale/Size	Date
N.T.S/A1	March 2026

Drawn	Checked
Amber Piggesti	Max Gavaghan

Sands Project No.	Client Project No.
2025.383	-

Drawing No.	Revision
2301	P01