

# Ayton Clearmac®

specification advice for laying a permeable car park (SUDS) suitable for cars and occasional delivery vehicles



1. **Clearmac® cold-applied paving surface:** 18mm layer depth for 3mm size aggregate, 20mm layer depth for 6mm size aggregate, 26mm layer depth for 10mm size aggregate.
2. **Binder course:** 40mm well compacted layer depth with minimum fall of 1.5%, maximum size of AC 14-20 close graded asphalt concrete, max 125 pen to BS EN 13108-1:2006. Laid by others.
3. **Road-base:** 100mm layer depth of well compacted AC 32 dense base asphalt concrete max 125 pen to BS EN 13108-1:2006 with minimum fall of 1.5%. Laid by others.
4. **Sub-base:** 300-500mm minimum layer depth of well compacted non-frost susceptible type 3 granular sub-base with minimum fall of 1.5% to SHW clause 805 or locally available secondary or recycled aggregates which comply with the requirements of the specifications for highways works for sub-bases. Laid by others.
5. **Capping layer:** in one or more layers. (optional)
6. **Geo-textile membrane:** to prevent upward migration of fine soil particles may be required. (optional)
7. **Sub-grade**

## Performance

Clearmac® cold-applied paving provides a hardwearing textured surface that is attractive and easy to maintain.

Quick drying, Clearmac® is typically cured and ready to use by foot traffic in four hours.

## Advantages

The SUDS compatible surface is permeable and avoids the need for planning permission.

## Notes

Clearmac® can be overlaid onto existing asphalt or concrete surfaces of suitable construction for the traffic expected. Movement joints in concrete should be extended up to the surface of the paving. Cracks should be broken out if necessary and filled with a polymer/cement crack filling material.

The maximum deviation of the binder course should not exceed 3mm under a 1 metre straight edge.

Areas that may be trafficked by heavy vehicles should have structural layers designed according to Highways Agency requirements.

The thickness of the sub-base layer required is dependent on sub-grade soil conditions and expected loading. If plastic or silty sub-base is present, then a capping layer should be used in accordance with HA design manual for Roads and Bridges Volume 7 Section 2 HD25.

*This specification is based on normal good practice for flexible surfacing and does not absolve the specifier from designing a construction suitable for the expected traffic and ground conditions pertaining to a given site.*