BURO HAPPOLD

Advice Note

Project	Mayfield Development
Subject	Phase 1 Highways Advise Note
Project no	046688
Date	22 October 2021

Revision	Description	Issued by	Date	Approved (signature)
00	For Information	JS	22/10/21	CB

1 Introduction

This advice note has been produced to:

- Provide information regarding the Section 278 and Traffic Regulations Order (TRO) processes with phasing, and
- Provide information regarding the Stopping Up process with phasing.

This note focusses on the highway related works within the Phase 1 planning boundary.

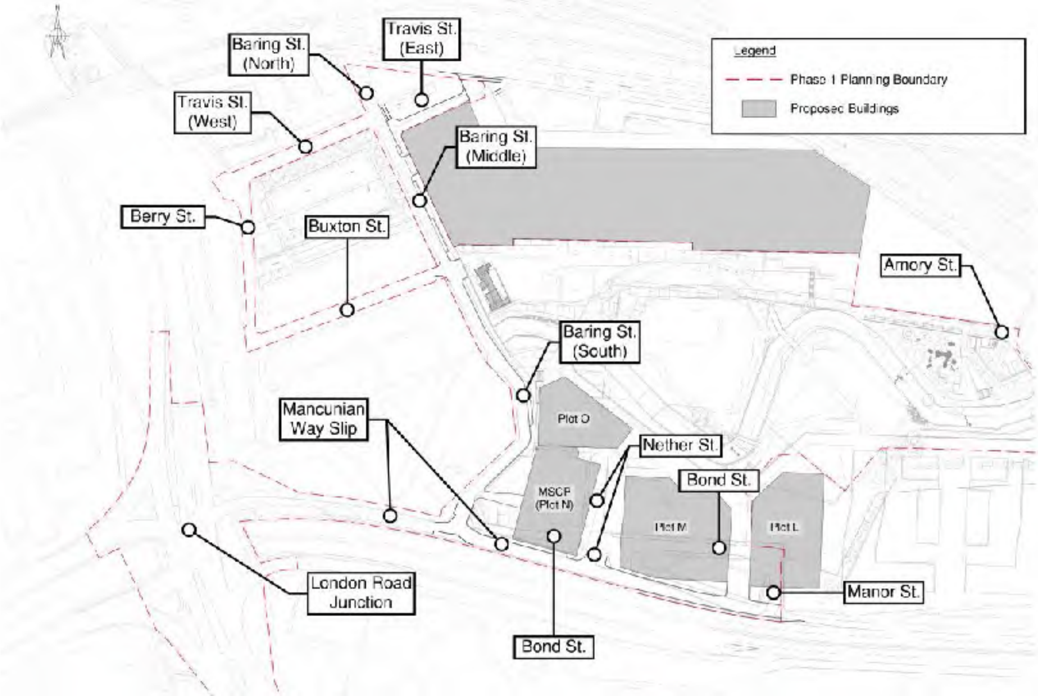

Figure 1—1 General Arrangement of Proposed Phase 1 Highway works

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2 Section 278 and Traffic Regulations Order

2.1 Section 278 and TRO proposals

The general arrangement plans in Appendix A show the current design proposals for the Phase 1 highways excluding London Road junction. These drawings were submitted to MCC for review and have been updated post MCC review. Drawings still need to be submitted for TRO approval.

The London Road Junction design is currently undergoing an update from TfGM, post discussion with MCC.

To suit the U+I development and construction strategy, the Section 278 Highway works and TROs have been split up into the following phases in this note:

- Phase i – Prior to Plot N start on site (no works required)
- Phase ii – Prior to Plot N completion

Table 2—1 below provides a description of the Section 278 works and TROs required as well as the necessary completion phase for the works. Figure 2—1 indicates the location of the works and the phase.

Table 2—1 -Section 278 Highway Works and TROs

Location	Description of Works	Completion Date
London Road Junction	TRO – Revised traffic flow direction. Section 278 Highway Works – Kerb realignments and utility diversions (due to changes in cover depths) as required for TfGM's road alignment design.	Phase ii – Prior to Plot N completion.
Mancunian Way Slip	TRO – Changes to parking and loading bay configuration on western end Section 278 Highway Works – Construct traffic island at junction with Baring Street and align kerbs and paving to comply with MCC comments and planning consent. Exit to MSCP to be constructed.	Phase ii – Prior to Plot N completion
Baring Street (South)	TRO – Revision of traffic flow to one-way northbound. Inclusion of contraflow cycle lane. Section 278 Highway Works – Construct the loading bay by Plot O and make adjustments the junction with Mancunian Way. Make any kerb and gully realignments along Baring Street (South) where necessary for entrance into the MSCP. Construction provisions for cycle lane to separate cars from cyclists and provide uncontrolled crossing at the junction with Mancunian Way Slip.	Phase ii – Prior to Plot N completion
Buxton Street	TRO – Revision of traffic flow to one-way westbound. Changes to parking – provision of P&D bays and blue badge spaces. Section 278 Highway Works – Update uncontrolled crossing tactile paving and drop kerbs at junction with Berry Street	Phase ii – Prior to Plot N completion
Berry Street	TRO – Revision of traffic flow to one-way northbound from junction with Buxton Street north to junction with Travis Street. Section 278 Highway Works – Update uncontrolled crossing tactile paving and drop kerbs at junctions with Buxton Street and Travis Street	Phase ii – Prior to Plot N completion

Travis Street (West)	TRO – Controlled access, removal of P&D parking and provision of taxi ranks	Phase ii – Prior to Plot N completion
Baring Street (North)	TRO – Controlled access, and provision of taxi parking	Phase ii – Prior to Plot N completion
Baring Street Middle	POD required	Phase ii – Prior to Plot N completion
Travis Street	POD required	Phase ii – Prior to Plot N completion

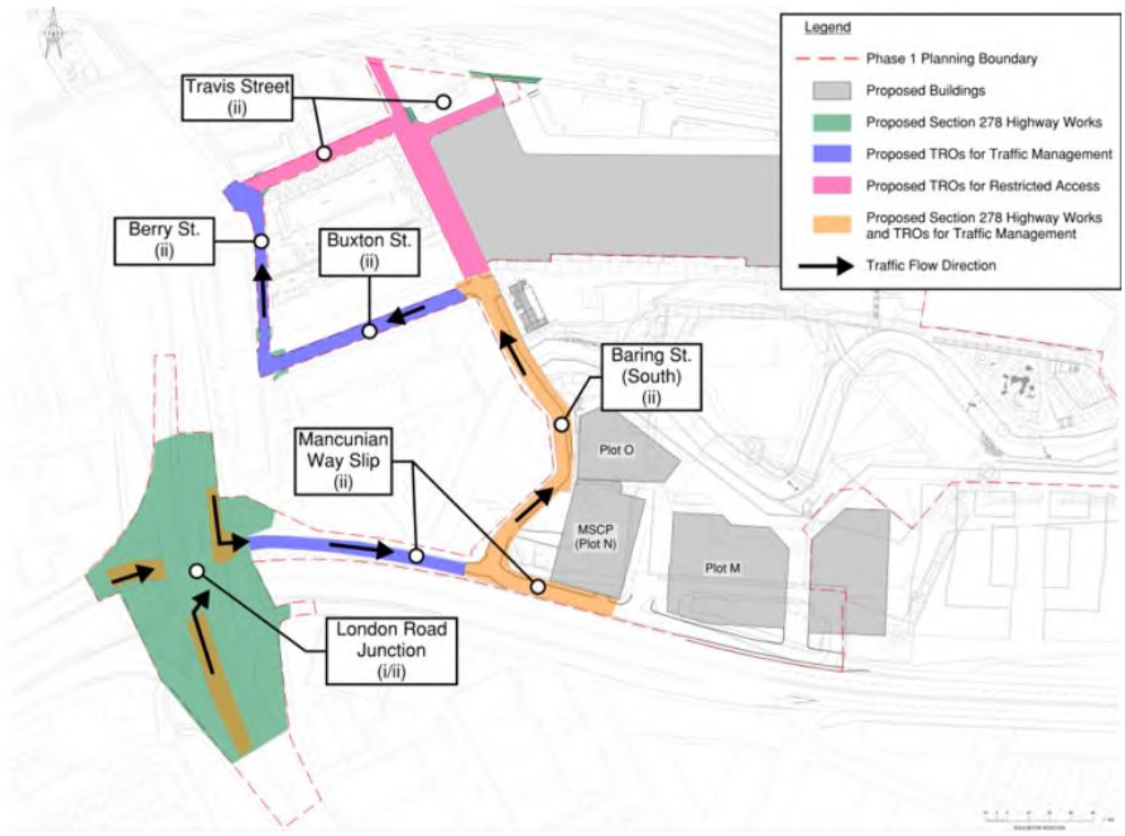

Legend
Phase 1 Planning Boundary
Proposed Buildings
Proposed Section 278 Highway Works
Proposed TROs for Traffic Management
Proposed TROs for Restricted Access
Proposed Section 278 Highway Works and TROs for Traffic Management
Traffic Flow Direction
Travis Street (ii)
Berry St. (ii)
Buxton St. (ii)
Baring St. (South) (ii)
Mancunian Way Slip (ii)
London Road Junction (i/ii)
Plot O
MSCP (Plot N)
Plot M

Figure 2—1 Section 278 and TRO Locations and Phasing

3 Stopping Up

3.1 Stopping Up Proposals

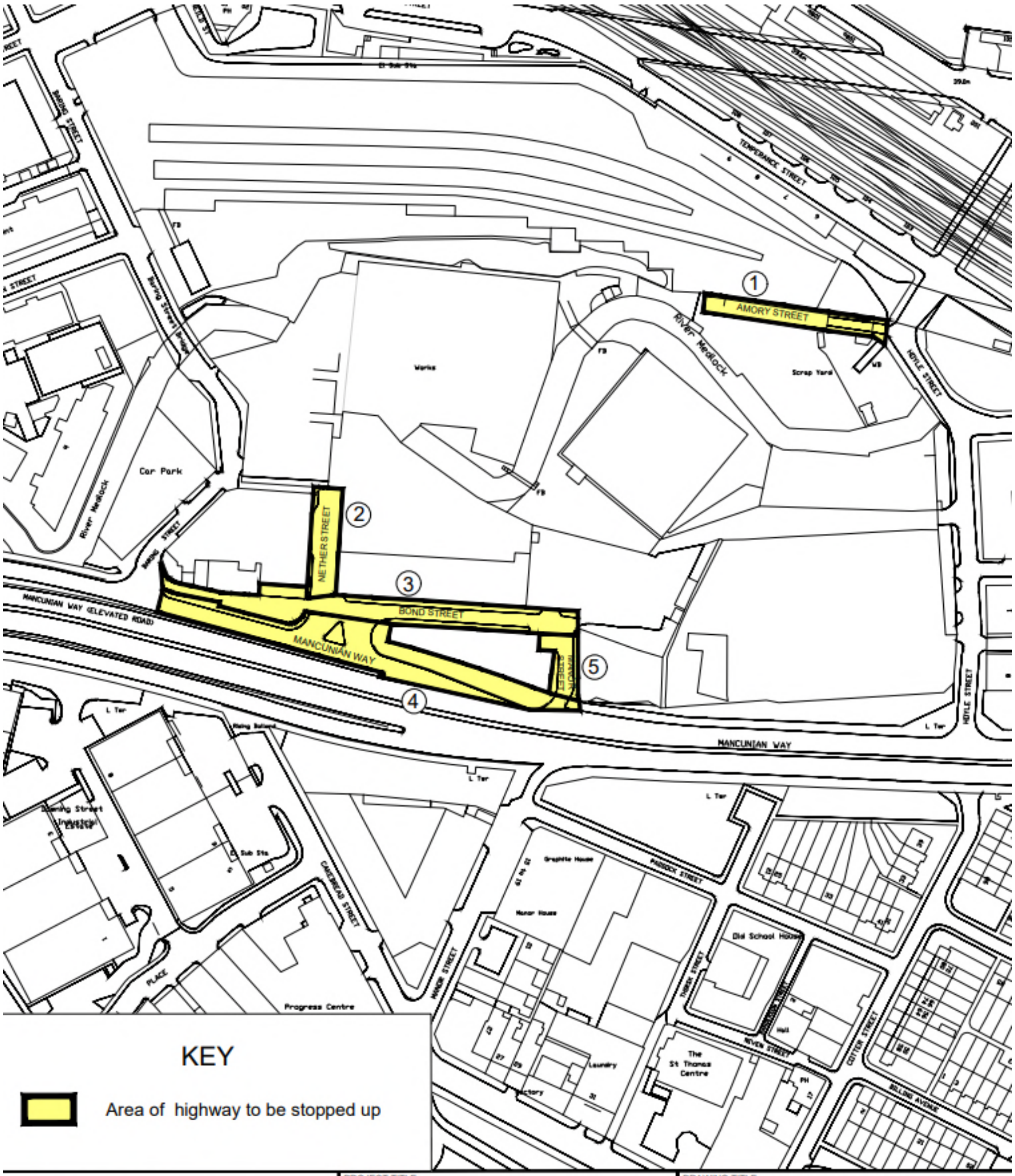
To suit the U+I development and construction strategy, the Stopping Up orders have been split up into the following phases in this note:

- Phase i – Prior to Plot N start on site
- Phase ii – Prior to Plot N completion
- Phase iii – Prior to Park completion

Table 3-1 below provides a description of the Stopping-up orders required and the necessary completion phase for the works. Figure 3—1 indicates the location of the works and the phase.

Table 3-1 – Currently Proposed Stopping-up Orders

Location	Description of Works	Completion Date
Mancunian Way Slip (East)	Stopping up of eastern end of Mancunian Way slip. To include relocation of one lighting column. To switch to private road.	Phase ii – Prior to Plot N start on site
Bond Street	Stopping up of street. Area required for construction of plot M and MSCP.	Phase i – Prior to Plot N start on site – currently dealt with under a temporary stopping up
Nether Street	Stopping up of street. Area required for construction of plot M and MSCP.	Phase i – Prior to Plot N start on site– currently dealt with under a temporary stopping up
Manor Street	Stopping up of street. To switch to private road.	Phase i – Prior to Plot N start on site– currently dealt with under a temporary stopping up
Amory Street	Stopping up of street. To switch to park.	Phase ii – Prior to park completion.



MANCHESTER CITY COUNCIL

Highways
Neighbourhoods Directorate
PO Box 532
Town Hall
Manchester M60 2LA

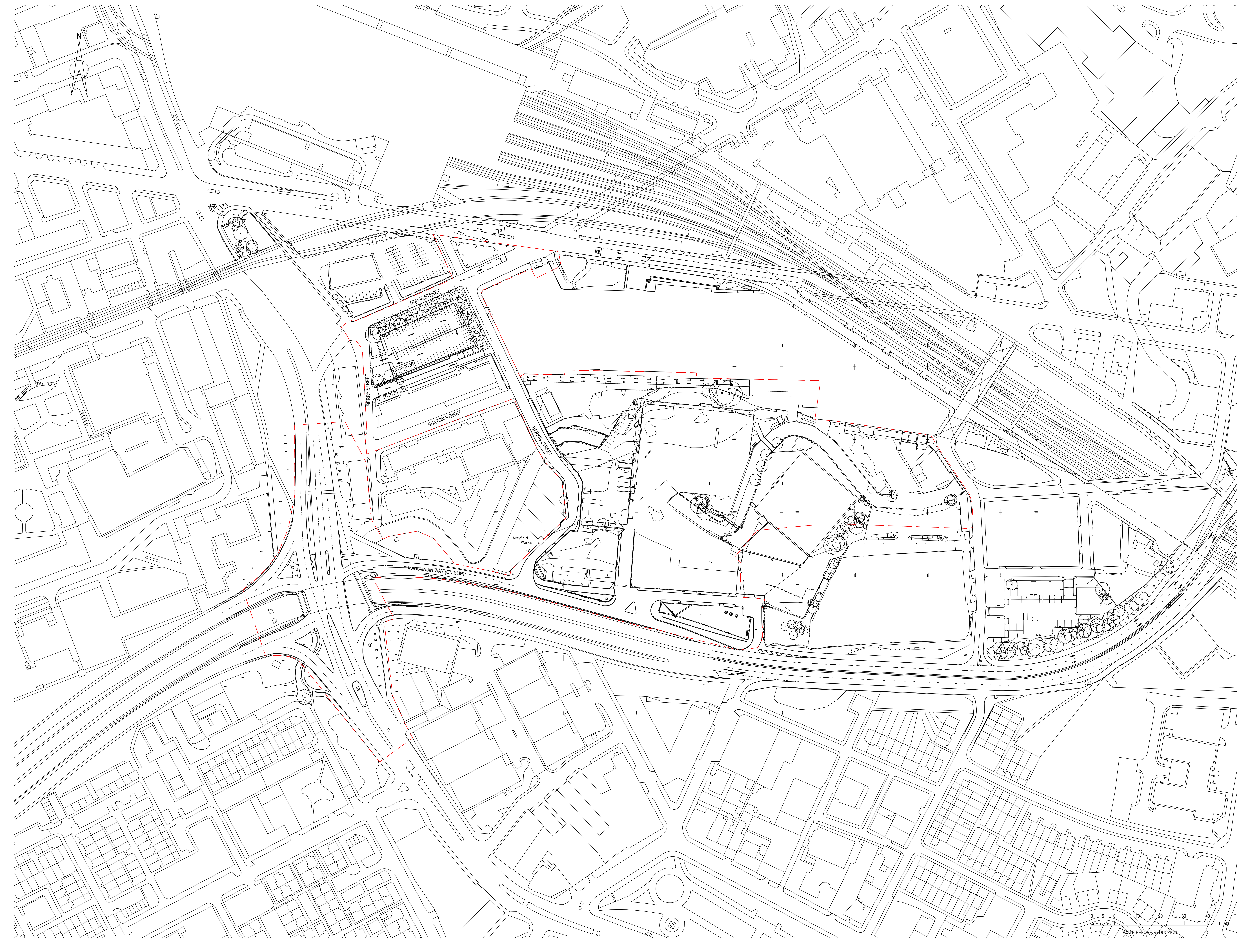
PROJECT TITLE
Bond Street and Amory Street area
Piccadilly Ward

DRAWING TITLE
Proposed stopping up of Highway
under Section 247 of the
Town and Country Planing Act 1990

SIZE	SCALE	DATE	DRAWN	CHECKED	APPROVED	DRAWING NUMBER	REV
A4	1:2000	24.02.2021	GQ	CB	CB	210290H/001	

Figure 3—1 Proposed Stopping-up Locations (MCC approved plan)

Appendix A – General Arrangement Plans Submitted to MCC



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2. PHASE 1 PLANNING BOUNDARY AS PER PLANNING REFERENCE 124972/FO/2019.

LEGEND

▬ ▬ ▬ PHASE 1 PLANNING BOUNDARY

Rev	Description	Date	Drn	Ch'd
A	FOR MCC REVIEW	07.12.2020	HN	JS

INFORMATION

Status of drawing

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Architect *SEW*
Project **MAYFIELD DEVELOPMENT PARTNERSHIP**
Drg Title HIGHWAY WORK
SITE LOCATION PLAN

Scales@A1 1:1250
Drawn by HN
Checked by JS

Job No. 0042912
Date NOVEMBER 2020
Rev A

Drawing No. 0042912-BHE-XX-XX-DR-C-2010

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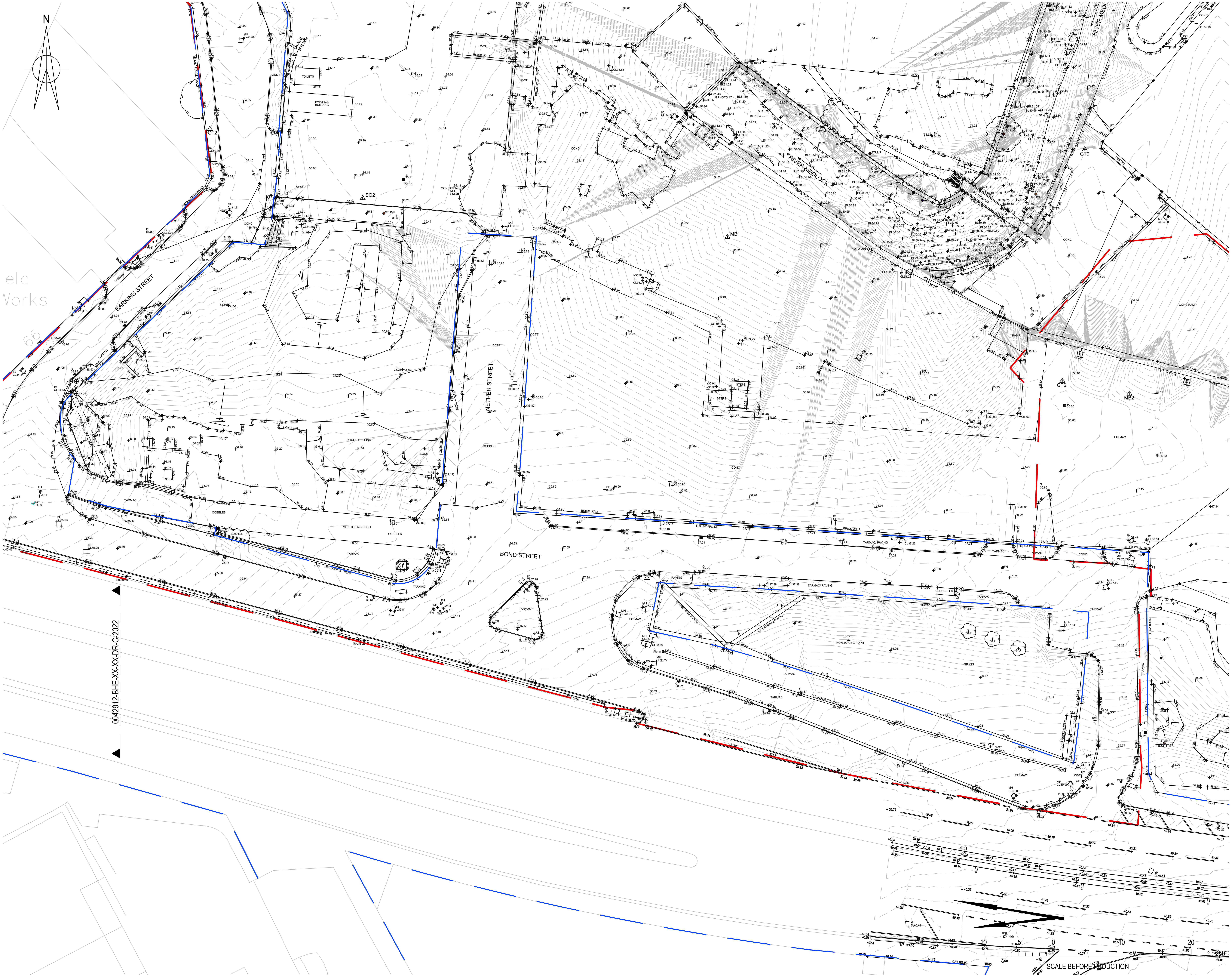

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🟥	PHASE 1 PLANNING BOUNDARY
🟦	PUBLIC HIGHWAY BOUNDARY

EXISTING CONTOURS

- - -	MINOR CONTOURS (0.1m)
—	MAJOR CONTOURS (0.5m)

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B	FOR MCC REVIEW	05.05.2021	JS	JMS
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Architect *SEW*

Project **MAYFIELD DEVELOPMENT PARTNERSHIP**

Drg Title
HIGHWAY WORKS
EXISTING TOPOGRAPHICAL SURVEY
MANCUNIAN WAY SLIP EAST

Scales@A1 1:250
Drawn by HN
Checked by JS

Job No. 0042912
Date NOVEMBER 2020
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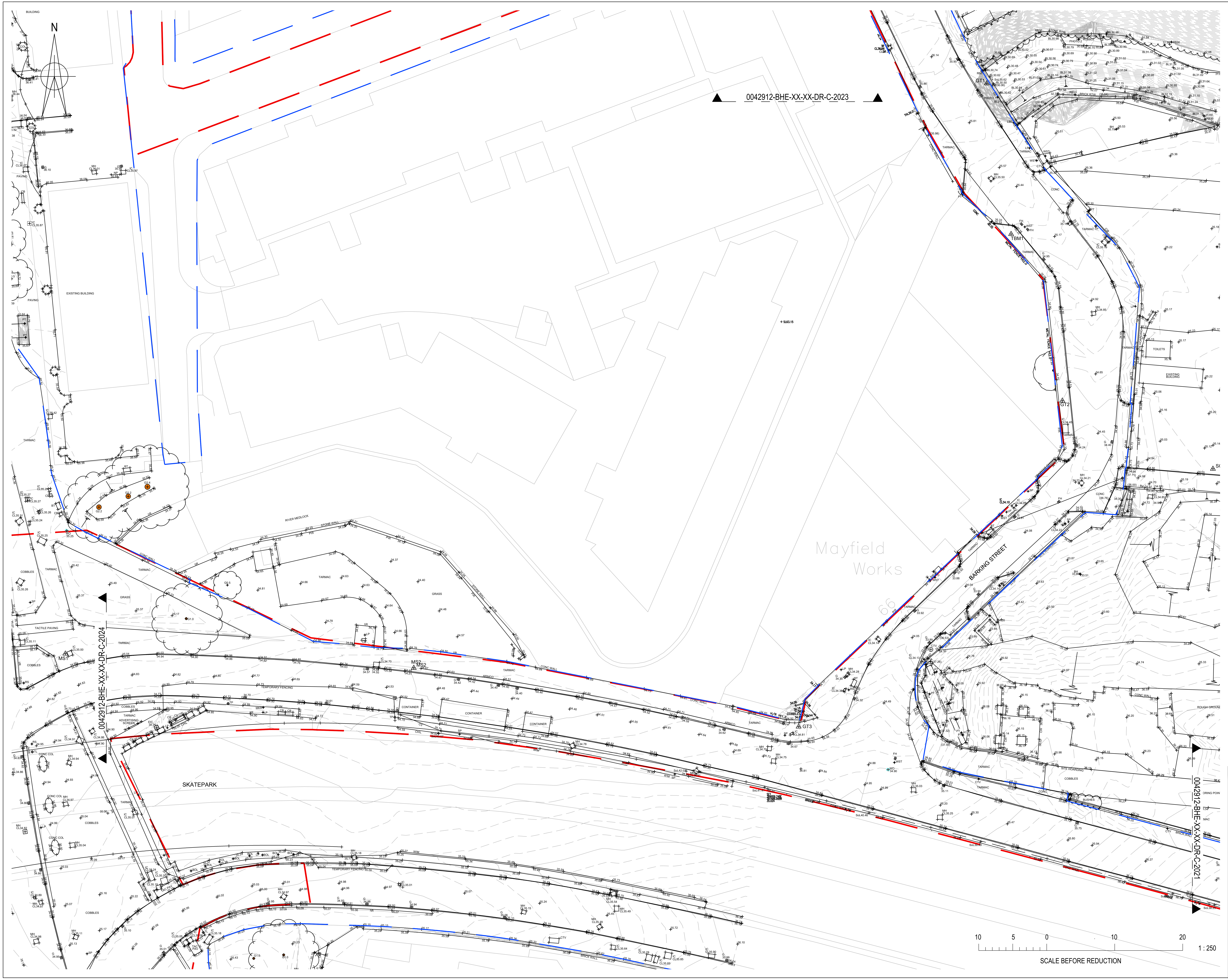

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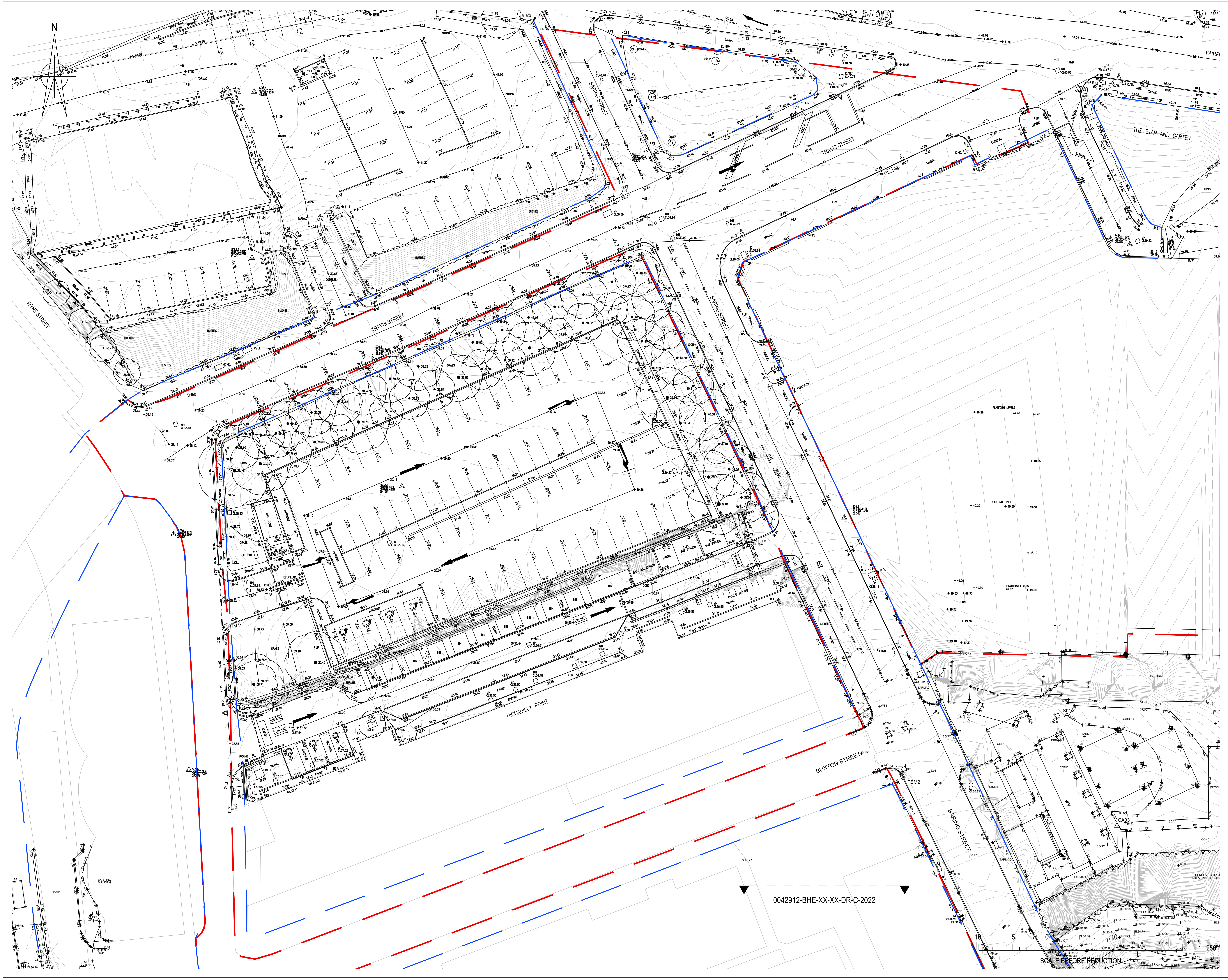

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Drg Title HIGHWAY WORKS
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BARING, BUXTON & TRAVIS STREETS

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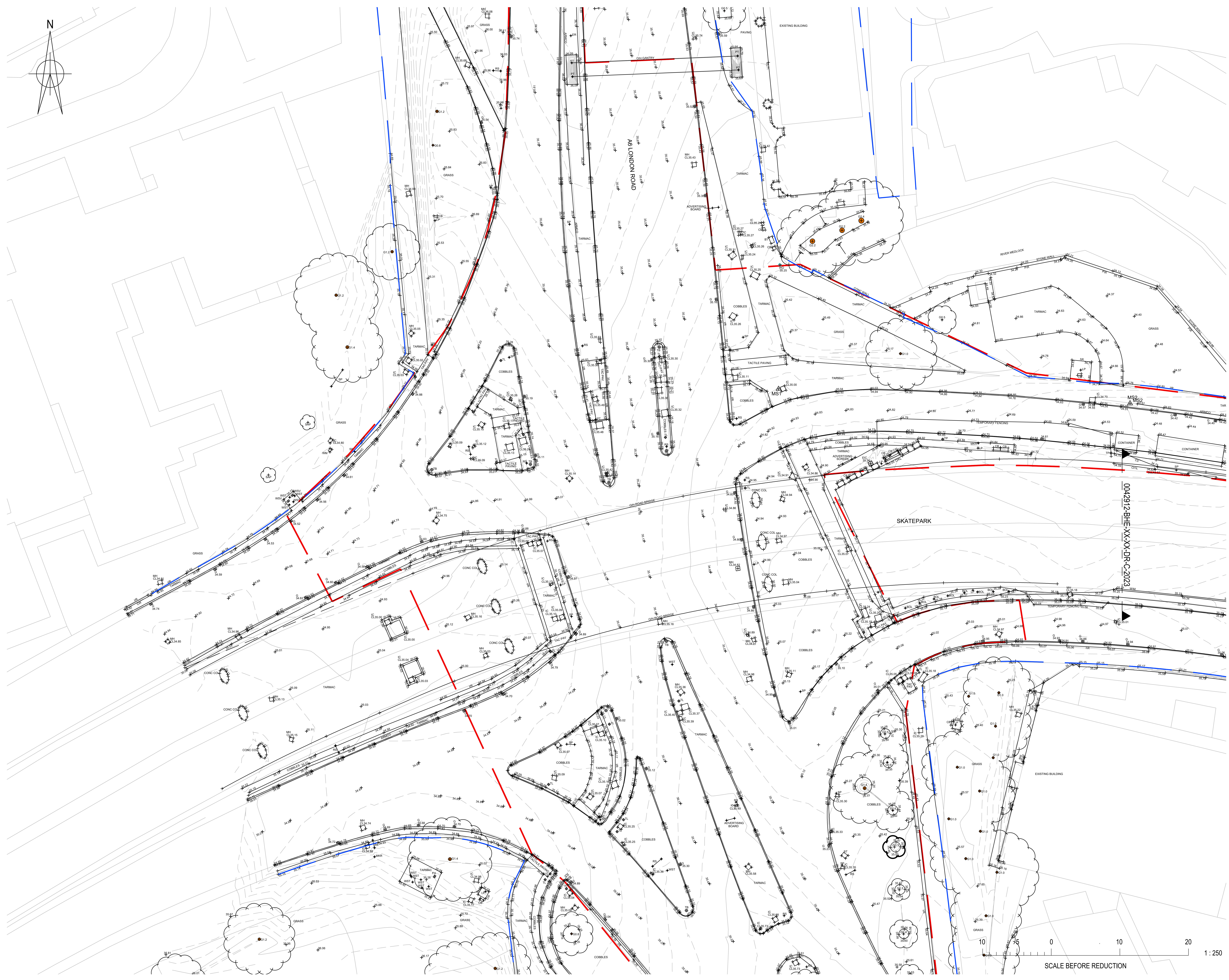

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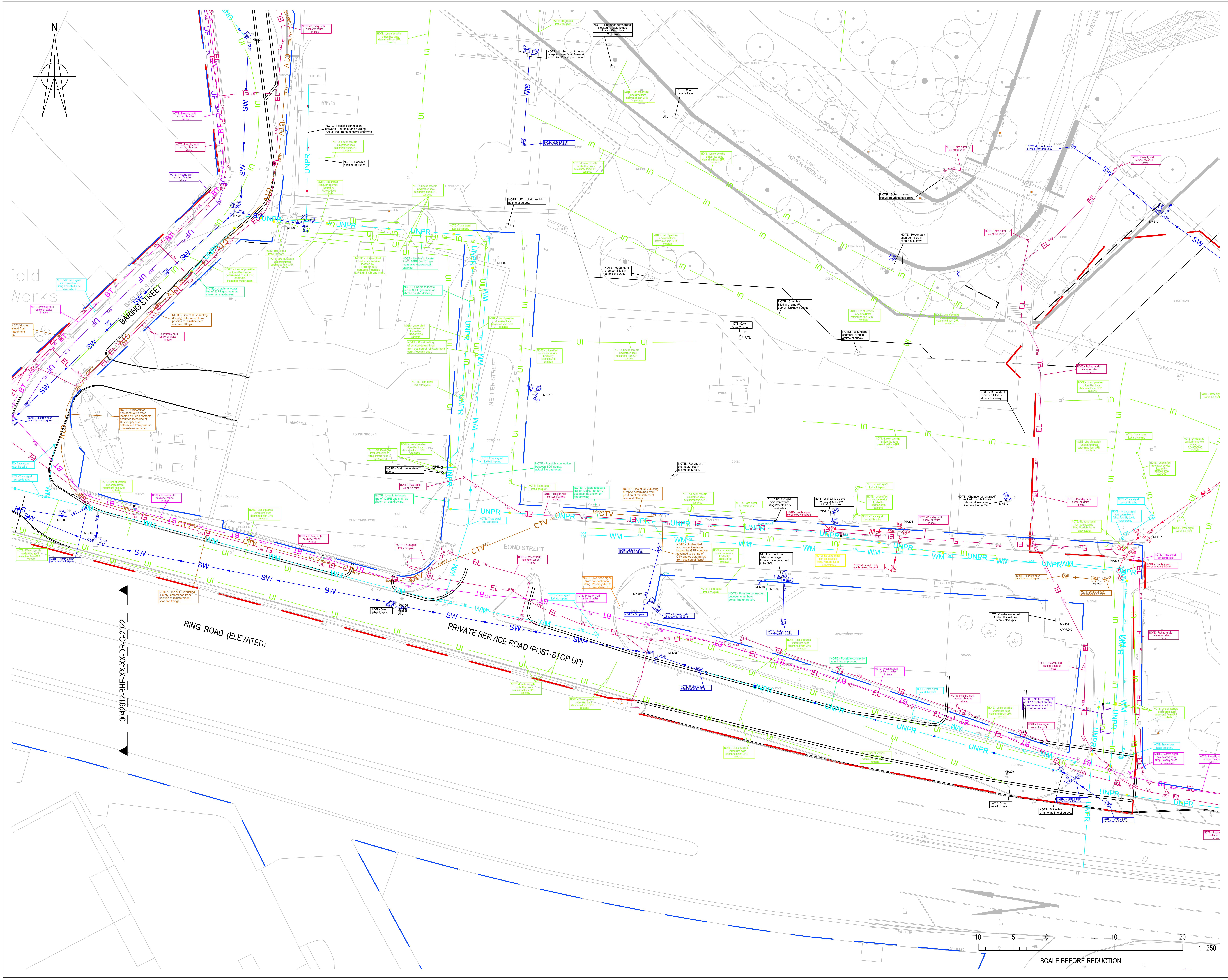

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EXISTING UTILITIES

SW	STORM WATER DRAINAGE
FW	FOUL WATER DRAINAGE
WM	POTABLE WATER
GM	GAS
EL	ELECTRICAL CABLES
DUCT	CABLE DUCTING
BT	OPENREACH (UNDERGROUND)
CTV	CABLE TV
CCTV	CLOSED CIRCUIT TV
UF	OTHER TELECOMS
UI	UNIDENTIFIED FEATURE
UP	UNIDENTIFIED PIPE
UC	UNIDENTIFIED CABLE
UNPR	UNPROVEN FEATURE

Rev	Description	Date	Drn	Ch'd
A	FOR MCC REVIEW	05.05.2021	JS	JMS

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Architect *SEW*

Project **MAYFIELD DEVELOPMENT PARTNERSHIP**

Drg Title HIGHWAY WORKS
EXISTING UTILITIES PLAN
MANCUNIAN WAY SLIP EAST

Scales@A1 1:250
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Checked by XX

Job No. 0042912
Date NOVEMBER 2020
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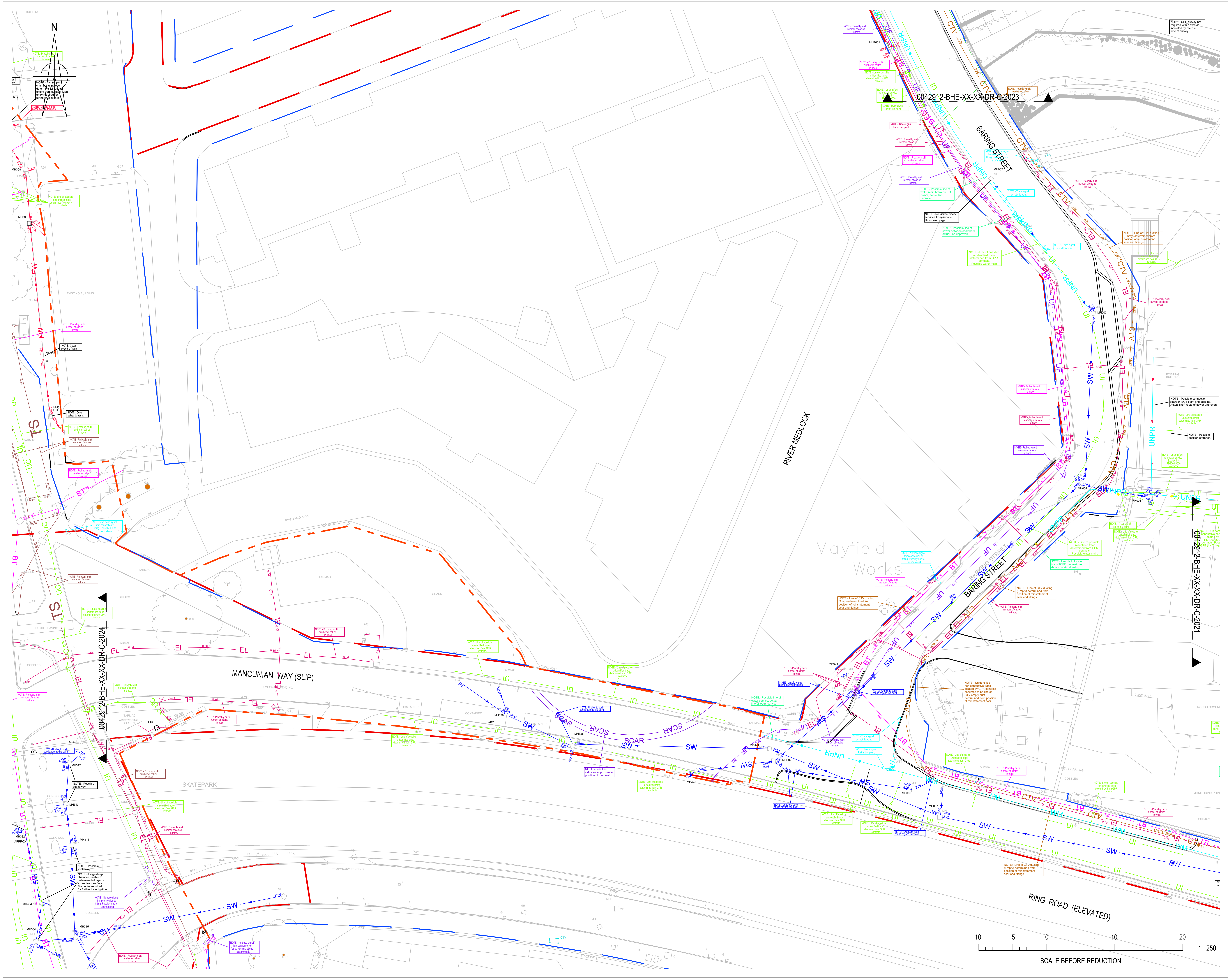

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EXISTING UTILITIES

SW	STORM WATER DRAINAGE
FW	FOUL WATER DRAINAGE
WM	POTABLE WATER
GM	GAS
EL	ELECTRICAL CABLES
DUCT	CABLE DUCTING
BT	OPENREACH (UNDERGROUND)
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UNPR	UNPROVEN FEATURE

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Project **MAYFIELD DEVELOPMENT PARTNERSHIP**

Drg Title HIGHWAY WORKS
EXISTING UTILITIES PLAN
MANCUNIAN WAY SLIP WEST

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Checked by XX

Job No. 0042912
Date NOVEMBER 2020
Rev A

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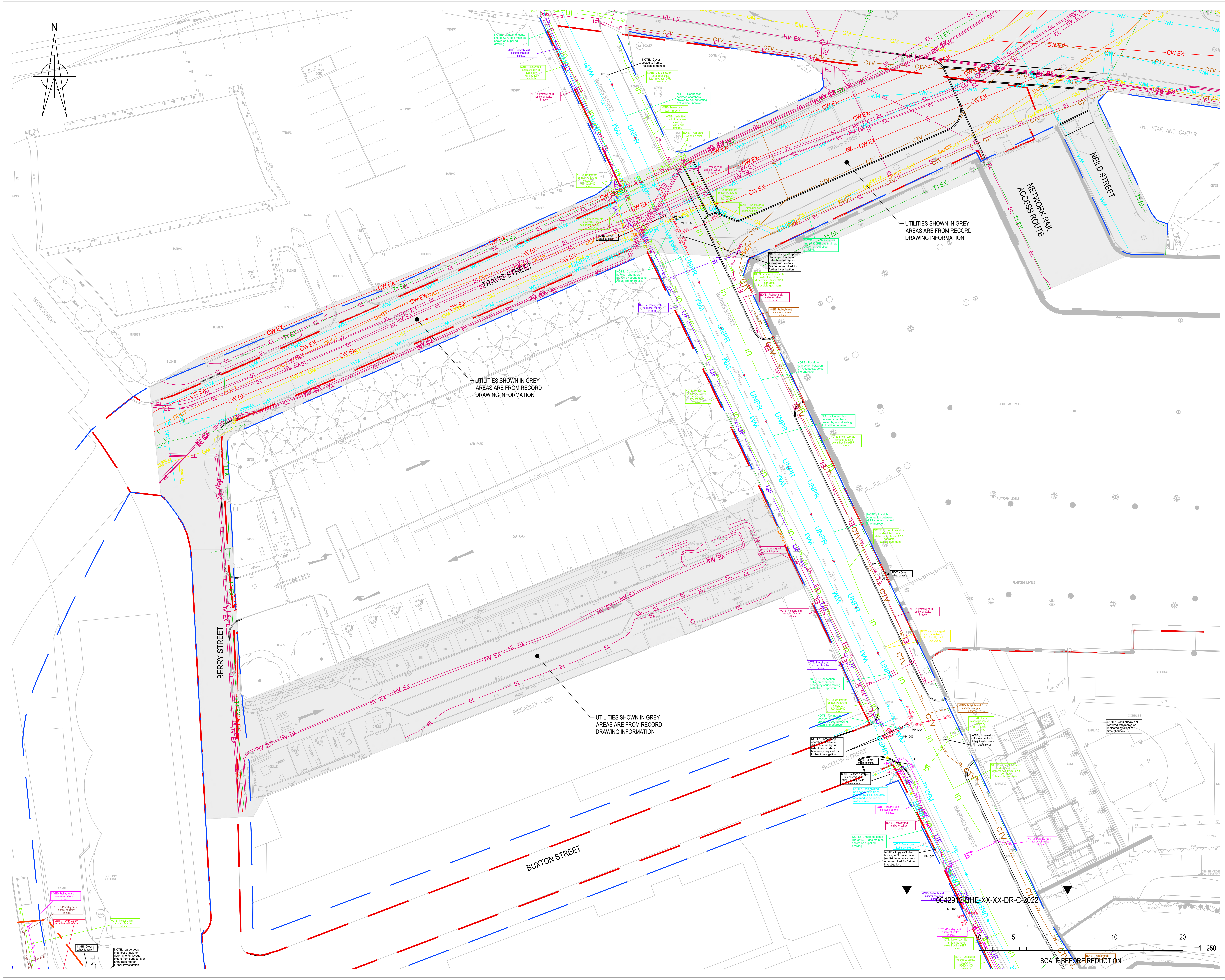
N
TRAVIS STREET
BARING STREET
BERRY STREET
BUXTON STREET
WYRE STREET
PICCADILLY POINT
NEILD STREET
NETWORK RAIL ACCESS ROUTE
THE STAR AND GARTER
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CAR PARK
PLATFORM LEVELS
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   - 1.2. TOPOGRAPHICAL SURVEY RECEIVED 07/12/2020 FROM SURVEY OPERATIONS.
   - 1.3. TOPOGRAPHICAL SURVEY DATED 25/08/2017 FROM MALCOLM HUGHES LAND SURVEYORS.
   - 1.4. UTILITY RECORD INFORMATION IN CAD FORMAT RECEIVED FROM MALCOLM HUGHES LAND SURVEYORS RECEIVED 29/09/2017.
   - 1.5. UTILITY SURVEY INFORMATION RECEIVED 28/01/2021 FROM SURVEY OPERATIONS.
2. PHASE 1 PLANNING BOUNDARY AS PER PLANNING REFERENCE 124972/FO/2019.
3. PUBLIC HIGHWAY BOUNDARY BASED ON 'Adopted Highway Map' PNG, RECEIVED 08.01.2021 FROM MCC IN COMBINATION WITH EXISTING TOPOGRAPHICAL SURVEY USED AS A GUIDE.

LEGEND

🟥 — — —	PHASE 1 PLANNING BOUNDARY
— — —	PUBLIC HIGHWAY BOUNDARY

EXISTING UTILITIES

SW	STORM WATER DRAINAGE
FW	FOUL WATER DRAINAGE
WM	POTABLE WATER
GM	GAS
EL	ELECTRICAL CABLES
DUCT	CABLE DUCTING
BT	OPENREACH (UNDERGROUND)
CTV	CABLE TV
CCTV	CLOSED CIRCUIT TV
UF	OTHER TELECOMS
UI	UNIDENTIFIED FEATURE
UP	UNIDENTIFIED PIPE
UC	UNIDENTIFIED CABLE
UNPR	UNPROVEN FEATURE
HV EX	HV CABLES
T1 EX	OTHER TELECOMS
CW EX	COMBINED WATER

Rev	Description	Date	Drn	Ch'd
A	FOR MCC REVIEW	05.05.2021	JS	JMS

INFORMATION

Status of drawing

BUROHAPPOLD ENGINEERING

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Fax: +44 (0)870 787 4145
Email: 0042912@burohappold.com
Web: www.burohappold.com

Architect *SEW*

Project **MAYFIELD DEVELOPMENT PARTNERSHIP**

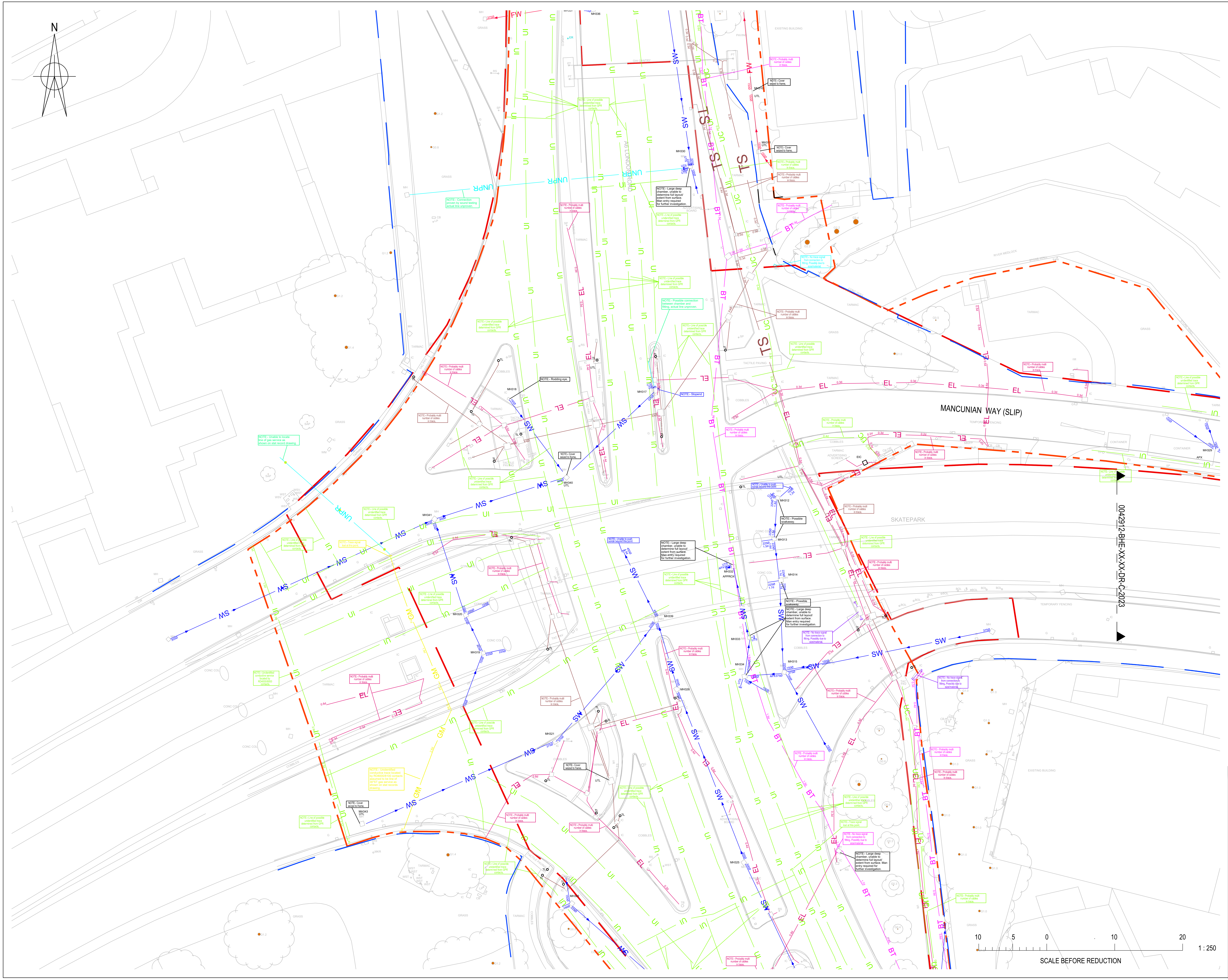
Drg Title
HIGHWAY WORKS
EXISTING UTILITIES PLAN
BARING, BUXTON & TRAVIS STREETS

Scales@A1 1:250
Drawn by XX
Checked by XX

Job No. 0042912
Date NOVEMBER 2020
Rev A

Drawing No. 0042912-BHE-XX-XX-DR-C-2053

John Scandrett P:\0042912 Mayfield Park Manchester Infrastructure\F08 - Infra\01_Sheet\0042912-BHE-XX-XX-DR-C-2050to2054.dwg


N
A6 LONDON ROAD
MANCUNIAN WAY (SLIP)
SKATEPARK
0042912-BHE-XX-XX-DR-C-2023
EXISTING BUILDING
GRASS
TARMAC
COBBLES
TACTILE PAVING
TEMPORARY FENCING
CONTAINER
MH330
NOTE:- Large deep chamber, unable to determine full layout/ extent from surface. Man entry required for further investigation.
NOTE:- Line of possible unidentified trace determined from GPR contacts.
NOTE:- Probably multi number of cables in trace.
NOTE:- No trace signal from connection to fitting. Possibly due to size/material.
NOTE:- Cover seized to frame.
NOTE:- Rodding eye
NOTE:- Stopend
NOTE:- Possible soakaway
SW
FW
EL
BT
UI
UNPR
GM
10
5
0
10
20
SCALE BEFORE REDUCTION
1 : 250

DO NOT SCALE THIS DRAWING.

HEALTH AND SAFETY INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING

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MAINTENANCE/CLEANING/OPERATION.

DECOMMISSIONING/DEMOLITION.

Notes

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LEGEND

— — — PHASE 1 PLANNING BOUNDARY

— — — PUBLIC HIGHWAY BOUNDARY

EXISTING UTILITIES

SW	STORM WATER DRAINAGE
FW	FOUL WATER DRAINAGE
WM	POTABLE WATER
GM	GAS
EL	ELECTRICAL CABLES
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BT	OPENREACH (UNDERGROUND)
CTV	CABLE TV
CCTV	CLOSED CIRCUIT TV
UF	OTHER TELECOMS
UI	UNIDENTIFIED FEATURE
UP	UNIDENTIFIED PIPE
UC	UNIDENTIFIED CABLE
UNPR	UNPROVEN FEATURE

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A	FOR MCC REVIEW	05.05.2021	JS	JMS

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Architect SEW

Project **MAYFIELD DEVELOPMENT PARTNERSHIP**

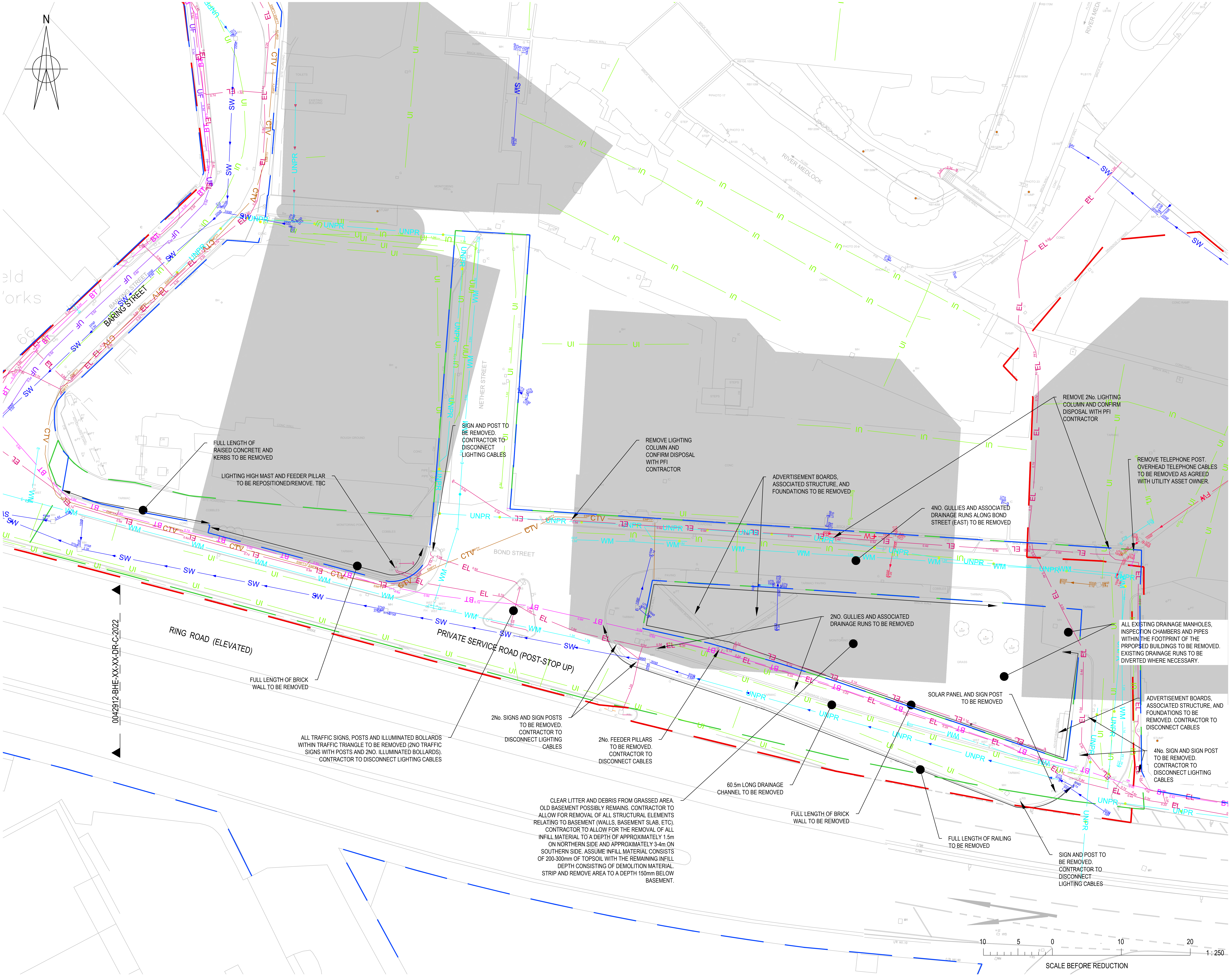
Drg Title HIGHWAY WORKS
EXISTING UTILITIES PLAN
LONDON ROAD JUNCTION

Scales@A1 1:250
Drawn by XX
Checked by XX

Job No. 0042912
Date NOVEMBER 2020
Rev A

Drawing No. 0042912-BHE-XX-XX-DR-C-2054

John Scandrett P:\0042912 Mayfield Park Manchester Infrastructure\F08 - Infra\01_Sheet\0042912-BHE-XX-XX-DR-C-2050to2054.dwg



FULL LENGTH OF RAISED CONCRETE AND KERBS TO BE REMOVED

LIGHTING HIGH MAST AND FEEDER PILLAR TO BE REPOSITIONED/REMOVE. TBC

SIGN AND POST TO BE REMOVED. CONTRACTOR TO DISCONNECT LIGHTING CABLES

REMOVE LIGHTING COLUMN AND CONFIRM DISPOSAL WITH PFI CONTRACTOR

ADVERTISEMENT BOARDS, ASSOCIATED STRUCTURE, AND FOUNDATIONS TO BE REMOVED

REMOVE 2No. LIGHTING COLUMN AND CONFIRM DISPOSAL WITH PFI CONTRACTOR

REMOVE TELEPHONE POST. OVERHEAD TELEPHONE CABLES TO BE REMOVED AS AGREED WITH UTILITY ASSET OWNER.

4NO. GULLIES AND ASSOCIATED DRAINAGE RUNS ALONG BOND STREET (EAST) TO BE REMOVED

2NO. GULLIES AND ASSOCIATED DRAINAGE RUNS TO BE REMOVED

ALL EXISTING DRAINAGE MANHOLES, INSPECTION CHAMBERS AND PIPES WITHIN THE FOOTPRINT OF THE PRPOPSED BUILDINGS TO BE REMOVED. EXISTING DRAINAGE RUNS TO BE DIVERTED WHERE NECESSARY.

SOLAR PANEL AND SIGN POST TO BE REMOVED

ADVERTISEMENT BOARDS, ASSOCIATED STRUCTURE, AND FOUNDATIONS TO BE REMOVED. CONTRACTOR TO DISCONNECT CABLES

4No. SIGN AND SIGN POST TO BE REMOVED. CONTRACTOR TO DISCONNECT LIGHTING CABLES

FULL LENGTH OF BRICK WALL TO BE REMOVED

ALL TRAFFIC SIGNS, POSTS AND ILLUMINATED BOLLARDS WITHIN TRAFFIC TRIANGLE TO BE REMOVED (2NO TRAFFIC SIGNS WITH POSTS AND 2NO. ILLUMINATED BOLLARDS). CONTRACTOR TO DISCONNECT LIGHTING CABLES

2No. SIGNS AND SIGN POSTS TO BE REMOVED. CONTRACTOR TO DISCONNECT LIGHTING CABLES

2No. FEEDER PILLARS TO BE REMOVED. CONTRACTOR TO DISCONNECT CABLES

60.5m LONG DRAINAGE CHANNEL TO BE REMOVED

CLEAR LITTER AND DEBRIS FROM GRASSED AREA. OLD BASEMENT POSSIBLY REMAINS. CONTRACTOR TO ALLOW FOR REMOVAL OF ALL STRUCTURAL ELEMENTS RELATING TO BASEMENT (WALLS, BASEMENT SLAB, ETC). CONTRACTOR TO ALLOW FOR THE REMOVAL OF ALL INFILL MATERIAL TO A DEPTH OF APPROXIMATELY 1.5m ON NORTHERN SIDE AND APPROXIMATELY 3-4m ON SOUTHERN SIDE. ASSUME INFILL MATERIAL CONSISTS OF 200-300mm OF TOPSOIL WITH THE REMAINING INFILL DEPTH CONSISTING OF DEMOLITION MATERIAL. STRIP AND REMOVE AREA TO A DEPTH 150mm BELOW BASEMENT.

FULL LENGTH OF BRICK WALL TO BE REMOVED

FULL LENGTH OF RAILING TO BE REMOVED

SIGN AND POST TO BE REMOVED. CONTRACTOR TO DISCONNECT LIGHTING CABLES

DO NOT SCALE THIS DRAWING.

HEALTH AND SAFETY INFORMATION

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4. ANY WORKS ASSOCIATED WITH LIGHTING TO BE CONFIRMED WITH PFI CONTRACTOR, AMEY.
5. EXISTING HIGHWAY DRAINAGE (GULLIES AND LATERAL DRAINS) IN AREAS OF STOPPING UP TO BE DISCONNECTED FROM EXISTING HIGHWAY DRAINAGE NETWORK.
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8. CONTRACTOR TO ALLOW FOR AN ASSUMED 300mm OF GROUND SURFACE STRIP AND REMOVAL.

LEGEND

🟥 — — —	PHASE 1 PLANNING BOUNDARY
🟩 — — —	PROPOSED STOPPING UP BOUNDARY
▨	PROPOSED BUILDING AREA
— — —	PUBLIC HIGHWAY BOUNDARY

EXISTING UTILITIES

— SW —	STORM WATER DRAINAGE
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— CCTV —	CLOSED CIRCUIT TV
— UF —	OTHER TELECOMS
— UI —	UNIDENTIFIED FEATURE
— UP —	UNIDENTIFIED PIPE
— UC —	UNIDENTIFIED CABLE
— UNPR —	UNPROVEN FEATURE

Rev	Description	Date	Drn	Ch'd
B	FOR MCC REVIEW	05.05.2021	JS	JMS
A	FOR MCC REVIEW	08.12.2020	HN	JS

INFORMATION

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Architect *SEW*

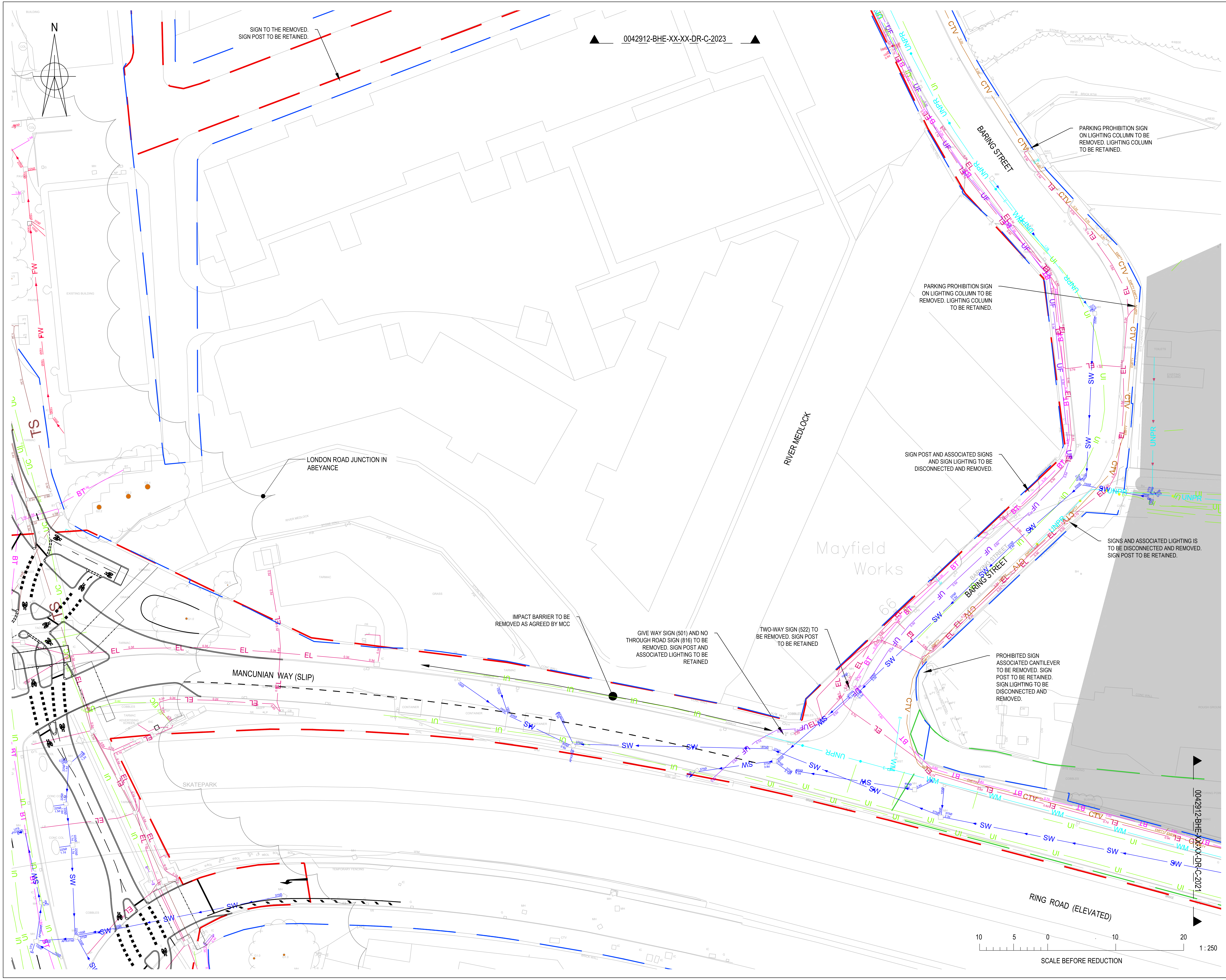
Project **MAYFIELD DEVELOPMENT PARTNERSHIP**

Drg Title HIGHWAY WORKS
PROPOSED SITE CLEARANCE
MANCUNIAN WAY SLIP EAST

Scales@A1	1:250	Job No.	0042912
Drawn by	HN	Date	NOVEMBER 2020
Checked by	JS	Rev	B

Drawing No. 0042912-BHE-XX-XX-DR-C-2101

John Scandrett P:\0042912 Mayfield Park Manchester Infrastructure\F08 - Infra\01_Sheet\0042912-BHE-XX-XX-DR-C-2100to2104.dwg



SIGN TO THE REMOVED. SIGN POST TO BE RETAINED.

PARKING PROHIBITION SIGN ON LIGHTING COLUMN TO BE REMOVED. LIGHTING COLUMN TO BE RETAINED.

PARKING PROHIBITION SIGN ON LIGHTING COLUMN TO BE REMOVED. LIGHTING COLUMN TO BE RETAINED.

LONDON ROAD JUNCTION IN ABEYANCE

SIGN POST AND ASSOCIATED SIGNS AND SIGN LIGHTING TO BE DISCONNECTED AND REMOVED.

SIGNS AND ASSOCIATED LIGHTING IS TO BE DISCONNECTED AND REMOVED. SIGN POST TO BE RETAINED.

IMPACT BARRIER TO BE REMOVED AS AGREED BY MCC

GIVE WAY SIGN (501) AND NO THROUGH ROAD SIGN (816) TO BE REMOVED. SIGN POST AND ASSOCIATED LIGHTING TO BE RETAINED

TWO-WAY SIGN (522) TO BE REMOVED. SIGN POST TO BE RETAINED

PROHIBITED SIGN ASSOCIATED CANTILEVER TO BE REMOVED. SIGN POST TO BE RETAINED. SIGN LIGHTING TO BE DISCONNECTED AND REMOVED.

DO NOT SCALE THIS DRAWING.

HEALTH AND SAFETY INFORMATION

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LEGEND

🟥 — — —	PHASE 1 PLANNING BOUNDARY
🟩 — — —	PROPOSED STOPPING UP BOUNDARY
▨	PROPOSED BUILDING AREA
🟦 — — —	PUBLIC HIGHWAY BOUNDARY

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CCTV	CLOSED CIRCUIT TV
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UNPR	UNPROVEN FEATURE

Rev	Description	Date	Drn	Ch'd
B	FOR MCC REVIEW	05.05.2021	JS	JMS
A	FOR MCC REVIEW	08.12.2020	HN	JS

INFORMATION

Status of drawing

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Architect *SEW*

Project **MAYFIELD DEVELOPMENT PARTNERSHIP**

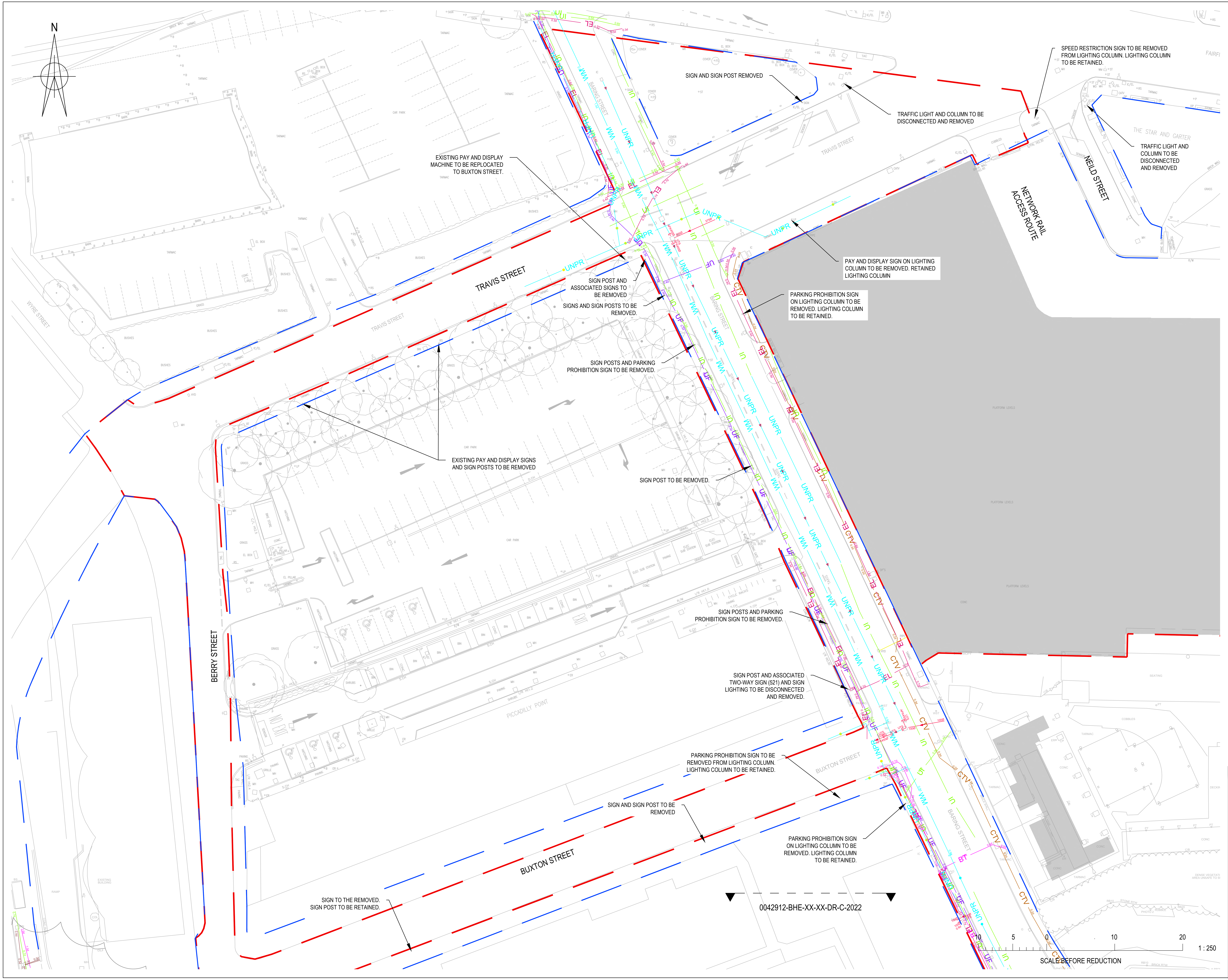
Drg Title HIGHWAY WORKS
PROPOSED SITE CLEARANCE
MANCUNIAN WAY SLIP WEST

Scales@A1 1:250
Drawn by HN
Checked by JS

Job No. 0042912
Date NOVEMBER 2020
Rev B

Drawing No. 0042912-BHE-XX-XX-DR-C-2102

John Scandrett P:\0042912 Mayfield Park Manchester Infrastructure\F08 - Infra\01_Sheet\0042912-BHE-XX-XX-DR-C-2100to2104.dwg


N
SIGN AND SIGN POST REMOVED
TRAFFIC LIGHT AND COLUMN TO BE DISCONNECTED AND REMOVED
SPEED RESTRICTION SIGN TO BE REMOVED FROM LIGHTING COLUMN. LIGHTING COLUMN TO BE RETAINED.
TRAFFIC LIGHT AND COLUMN TO BE DISCONNECTED AND REMOVED
THE STAR AND GARTER
NEILD STREET
NETWORK RAIL ACCESS ROUTE
EXISTING PAY AND DISPLAY MACHINE TO BE REPLOCATED TO BUXTON STREET.
PAY AND DISPLAY SIGN ON LIGHTING COLUMN TO BE REMOVED. RETAINED LIGHTING COLUMN
PARKING PROHIBITION SIGN ON LIGHTING COLUMN TO BE REMOVED. LIGHTING COLUMN TO BE RETAINED.
TRAVIS STREET
SIGN POST AND ASSOCIATED SIGNS TO BE REMOVED
SIGNS AND SIGN POSTS TO BE REMOVED.
SIGN POSTS AND PARKING PROHIBITION SIGN TO BE REMOVED.
EXISTING PAY AND DISPLAY SIGNS AND SIGN POSTS TO BE REMOVED
SIGN POST TO BE REMOVED.
WYRE STREET
BARING STREET
BERRY STREET
PICCADILLY POINT
SIGN POSTS AND PARKING PROHIBITION SIGN TO BE REMOVED.
SIGN POST AND ASSOCIATED TWO-WAY SIGN (521) AND SIGN LIGHTING TO BE DISCONNECTED AND REMOVED.
PARKING PROHIBITION SIGN TO BE REMOVED FROM LIGHTING COLUMN. LIGHTING COLUMN TO BE RETAINED.
BUXTON STREET
SIGN AND SIGN POST TO BE REMOVED
PARKING PROHIBITION SIGN ON LIGHTING COLUMN TO BE REMOVED. LIGHTING COLUMN TO BE RETAINED.
SIGN TO THE REMOVED. SIGN POST TO BE RETAINED.
0042912-BHE-XX-XX-DR-C-2022
10 5 0 10 20
1 : 250
SCALE BEFORE REDUCTION

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LEGEND

— — —	PHASE 1 PLANNING BOUNDARY
— — —	PROPOSED STOPPING UP BOUNDARY
▨	PROPOSED BUILDING AREA
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EXISTING UTILITIES

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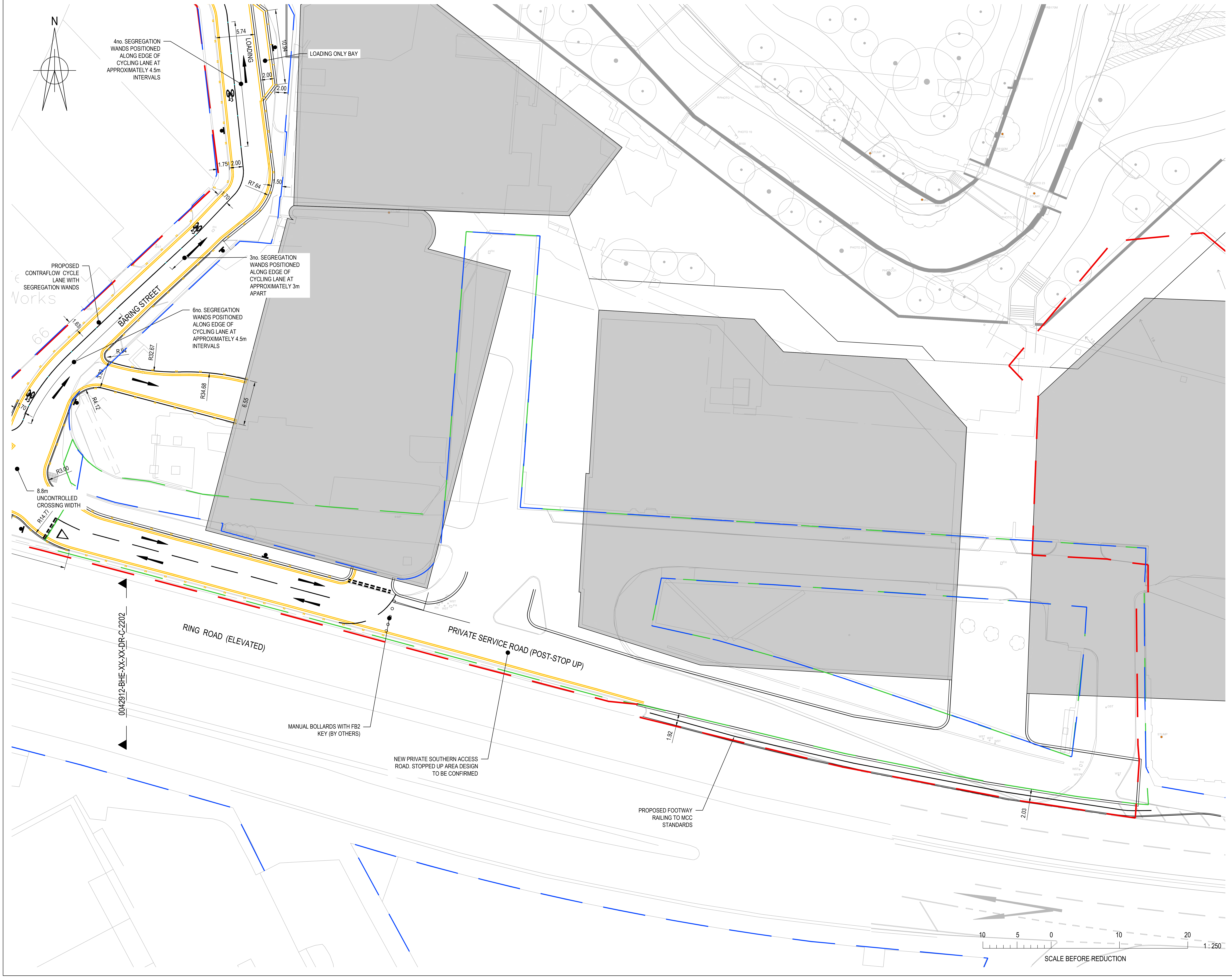
N
4no. SEGREGATION WANDS POSITIONED ALONG EDGE OF CYCLING LANE AT APPROXIMATELY 4.5m INTERVALS
LOADING ONLY BAY
LOADING
5.74
10.94
2.00
2.00
1.75
2.00
R7.64
1.50
1.70
PROPOSED CONTRAFLOW CYCLE LANE WITH SEGREGATION WANDS
3no. SEGREGATION WANDS POSITIONED ALONG EDGE OF CYCLING LANE AT APPROXIMATELY 3m APART
BARING STREET
1.63
6no. SEGREGATION WANDS POSITIONED ALONG EDGE OF CYCLING LANE AT APPROXIMATELY 4.5m INTERVALS
R.94
R32.67
R34.68
6.55
R4.12
R3.00
8.8m UNCONTROLLED CROSSING WIDTH
R14.71
0042912-BHE-XX-XX-DR-C-2202
RING ROAD (ELEVATED)
PRIVATE SERVICE ROAD (POST-STOP UP)
MANUAL BOLLARDS WITH FB2 KEY (BY OTHERS)
NEW PRIVATE SOUTHERN ACCESS ROAD. STOPPED UP AREA DESIGN TO BE CONFIRMED
1.92
PROPOSED FOOTWAY RAILING TO MCC STANDARDS
2.03
10
5
0
10
20
1 : 250
SCALE BEFORE REDUCTION

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   1.3. TOPOGRAPHICAL SURVEY DATED 25/08/2017 FROM MALCOLM HUGHES LAND SURVEYORS.
   1.4. LAYOUT OF LONDON ROAD JUNCTION FROM TRANSPORT FOR GREATER MANCHESTER RECEIVED 26/03/21.
2. PHASE 1 PLANNING BOUNDARY AS PER PLANNING REFERENCE 124972/FO/2019.
4. PUBLIC HIGHWAY BOUNDARY BASED ON 'Adopted Highway Map' PNG, RECEIVED 08.01.2021 FROM MCC IN COMBINATION WITH EXISTING TOPOGRAPHICAL SURVEY USED AS A GUIDE.
5. ALL GULLY GRATINGS, MANHOLE COVERS AND INSPECTION CHAMBER COVERS TO BE RAISED TO PROPOSED LEVELS WHERE LEVEL ALTERATIONS ARE PROPOSED.

LEGEND

🟥 — — —	PHASE 1 PLANNING BOUNDARY
🟩 — — —	PROPOSED STOPPING UP BOUNDARY
▨	PROPOSED BUILDING AREA
🟦 — — —	PUBLIC HIGHWAY BOUNDARY

Rev	Description	Date	Drn	Ch'd
B	FOR MCC REVIEW	05.05.2021	JS	JMS
A	FOR MCC REVIEW	08.12.2020	HN	JS

INFORMATION

Status of drawing

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Architect *SEW*

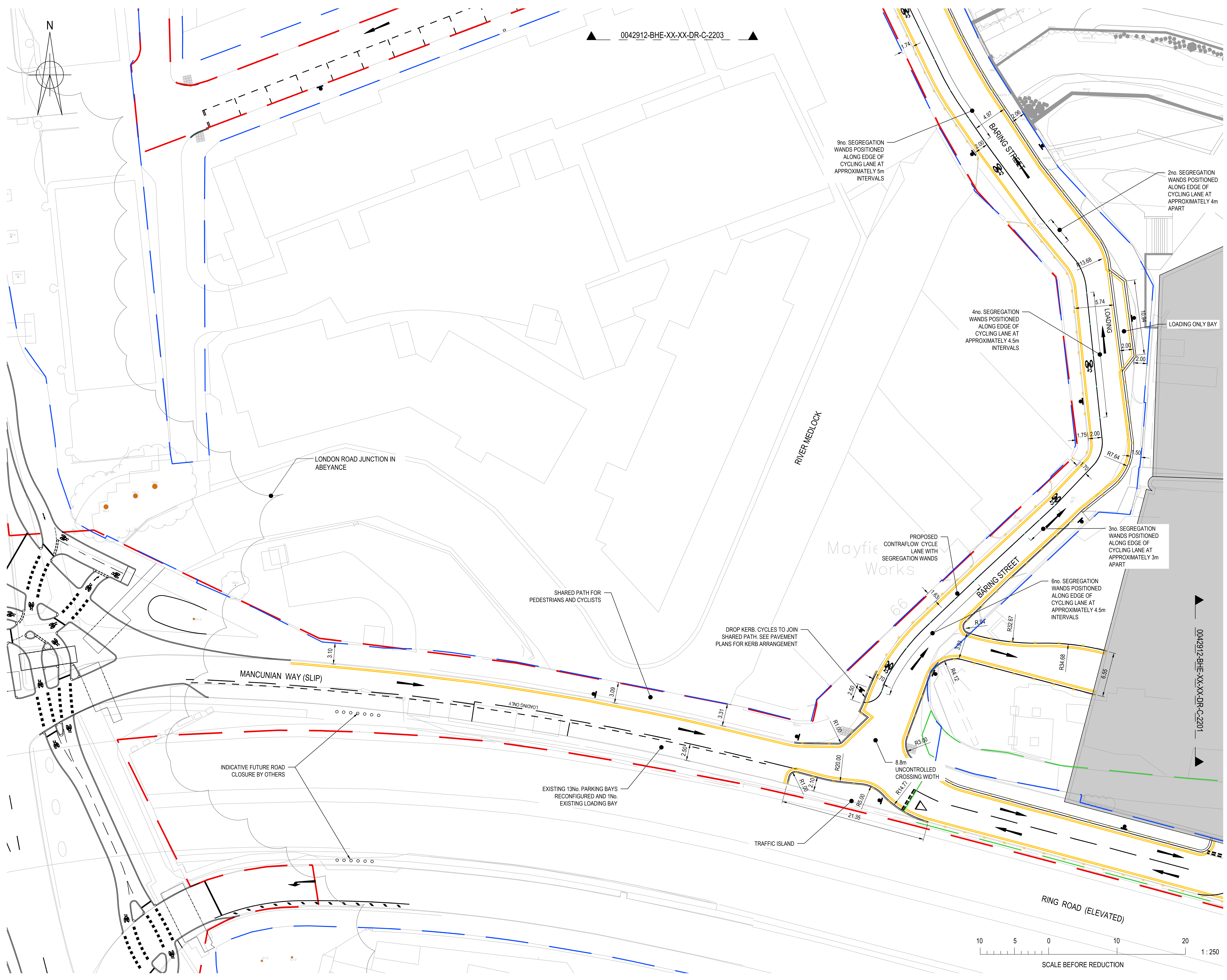
Project **MAYFIELD DEVELOPMENT PARTNERSHIP**

Drg Title
HIGHWAY WORKS
GENERAL ARRANGMENT PLAN
MANCUNIAN WAY SLIP EAST

Scales@A1	1:250	Job No.	0042912
Drawn by	HN	Date	NOVEMBER 2020
Checked by	JS	Rev	B

Drawing No. 0042912-BHE-XX-XX-DR-C-2201

John Scandrett P:\0042912 Mayfield Park Manchester Infrastructure\F08 - Infra\01_Sheet\0042912-BHE-XX-XX-DR-C-2200to2204.dwg


N
0042912-BHE-XX-XX-DR-C-2203
0042912-BHE-XX-XX-DR-C-2201
9no. SEGREGATION WANDS POSITIONED ALONG EDGE OF CYCLING LANE AT APPROXIMATELY 5m INTERVALS
2no. SEGREGATION WANDS POSITIONED ALONG EDGE OF CYCLING LANE AT APPROXIMATELY 4m APART
4no. SEGREGATION WANDS POSITIONED ALONG EDGE OF CYCLING LANE AT APPROXIMATELY 4.5m INTERVALS
LOADING ONLY BAY
LOADING
BARING STREET
RIVER MEDLOCK
LONDON ROAD JUNCTION IN ABEYANCE
PROPOSED CONTRAFLOW CYCLE LANE WITH SEGREGATION WANDS
Mayfield Works
3no. SEGREGATION WANDS POSITIONED ALONG EDGE OF CYCLING LANE AT APPROXIMATELY 3m APART
6no. SEGREGATION WANDS POSITIONED ALONG EDGE OF CYCLING LANE AT APPROXIMATELY 4.5m INTERVALS
SHARED PATH FOR PEDESTRIANS AND CYCLISTS
DROP KERB. CYCLES TO JOIN SHARED PATH. SEE PAVEMENT PLANS FOR KERB ARRANGEMENT
MANCUNIAN WAY (SLIP)
LOADING ONLY
8.8m UNCONTROLLED CROSSING WIDTH
INDICATIVE FUTURE ROAD CLOSURE BY OTHERS
EXISTING 13No. PARKING BAYS RECONFIGURED AND 1No. EXISTING LOADING BAY
TRAFFIC ISLAND
RING ROAD (ELEVATED)
1.74
4.97
2.06
2.00
13.68
5.74
10.94
2.00
2.00
1.75
2.00
R7.64
1.50
1.70
1.63
R.94
R32.67
R34.68
6.55
R4.12
1.70
2.50
3.10
3.09
3.31
2.50
R1.00
R20.00
R3.00
R14.71
R1.00
2.10
R5.00
21.35
10 5 0 10 20
SCALE BEFORE REDUCTION
1 : 250

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HEALTH AND SAFETY INFORMATION

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CONSTRUCTION.

MAINTENANCE/CLEANING/OPERATION.

DECOMMISSIONING/DEMOLITION.

Notes

1. THIS DRAWING IS BASED ON:
   1.1. ARCHITECT'S PLAN 0345-SEW-ZZ-00-DR-L-007102 RECEIVED FROM SEW ON 16/11/2020; AND
   1.2. TOPOGRAPHICAL SURVEY RECEIVED 07/12/2020 FROM SURVEY OPERATIONS.
   1.3. TOPOGRAPHICAL SURVEY DATED 25/08/2017 FROM MALCOLM HUGHES LAND SURVEYORS.
   1.4. LAYOUT OF LONDON ROAD JUNCTION FROM TRANSPORT FOR GREATER MANCHESTER RECEIVED 26/03/21.
2. PHASE 1 PLANNING BOUNDARY AS PER PLANNING REFERENCE 124972/FO/2019.
4. PUBLIC HIGHWAY BOUNDARY BASED ON 'Adopted Highway Map' PNG, RECEIVED 08.01.2021 FROM MCC IN COMBINATION WITH EXISTING TOPOGRAPHICAL SURVEY USED AS A GUIDE.
5. ALL GULLY GRATINGS, MANHOLE COVERS AND INSPECTION CHAMBER COVERS TO BE RAISED TO PROPOSED LEVELS WHERE LEVEL ALTERATIONS ARE PROPOSED.

LEGEND

🟥 — — —	PHASE 1 PLANNING BOUNDARY
🟩 — — —	PROPOSED STOPPING UP BOUNDARY
▨	PROPOSED BUILDING AREA
🟦 — — —	PUBLIC HIGHWAY BOUNDARY

Rev	Description	Date	Drn	Ch'd
B	FOR MCC REVIEW	05.05.2021	JS	JMS
A	FOR MCC REVIEW	08.12.2020	HN	JS

INFORMATION

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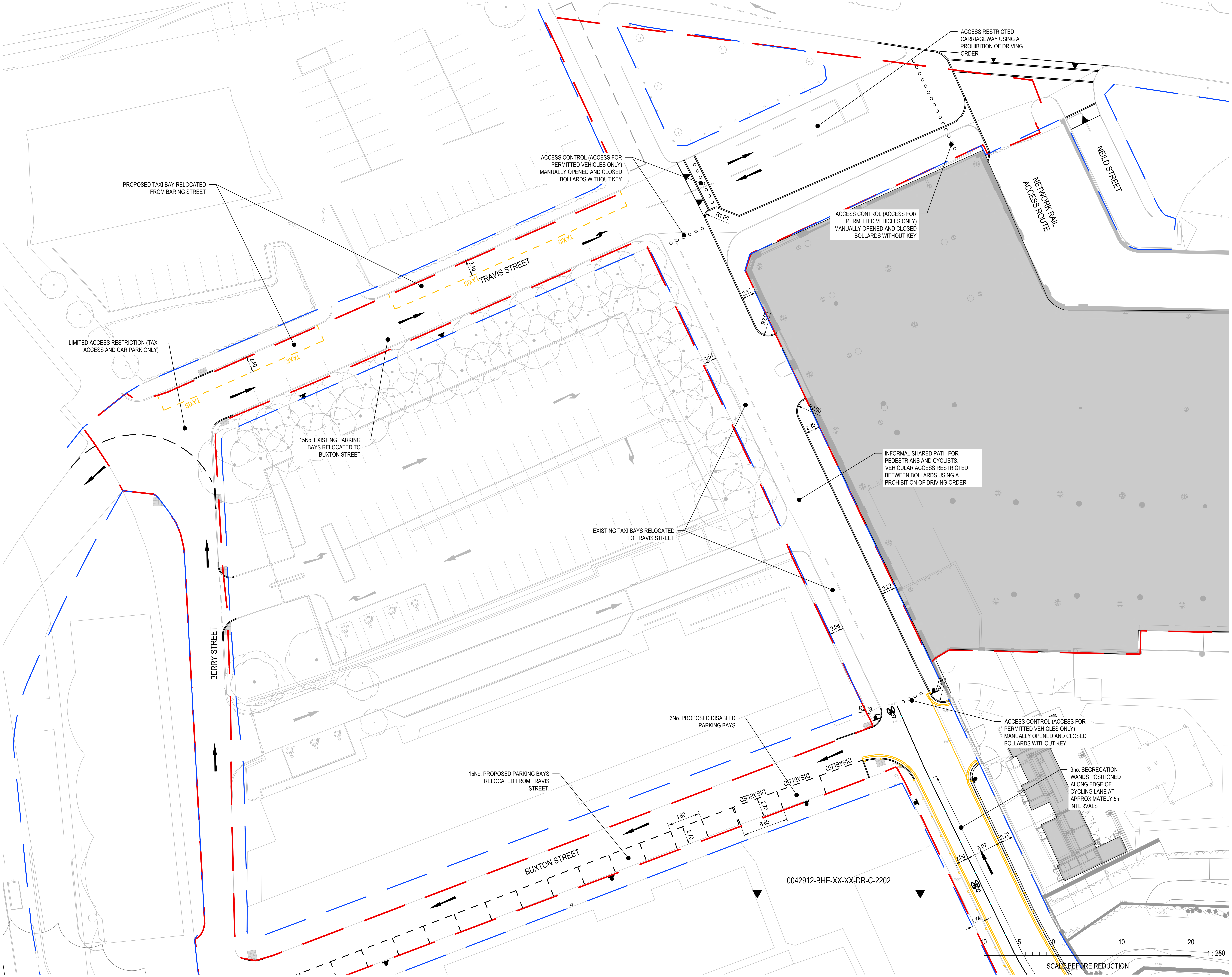
Architect *SEW*
Project **MAYFIELD DEVELOPMENT PARTNERSHIP**
Drg Title HIGHWAY WORKS
GENERAL ARRANGMENT PLAN
MANCUNIAN WAY SLIP WEST

Scales@A1	1:250	Job No.	0042912
Drawn by	HN	Date	NOVEMBER 2020
Checked by	JS	Rev	B

Drawing No. 0042912-BHE-XX-XX-DR-C-2202

John Scandrett P:\0042912 Mayfield Park Manchester Infrastructure\F08 - Infra\01_Sheet\0042912-BHE-XX-XX-DR-C-2200to2204.dwg


ACCESS RESTRICTED CARRIAGEWAY USING A PROHIBITION OF DRIVING ORDER
ACCESS CONTROL (ACCESS FOR PERMITTED VEHICLES ONLY) MANUALLY OPENED AND CLOSED BOLLARDS WITHOUT KEY
PROPOSED TAXI BAY RELOCATED FROM BARING STREET
ACCESS CONTROL (ACCESS FOR PERMITTED VEHICLES ONLY) MANUALLY OPENED AND CLOSED BOLLARDS WITHOUT KEY
NETWORK RAIL ACCESS ROUTE
NEILD STREET
R1.00
TRAVIS STREET
TAXIS
2.40
2.17
R2.00
LIMITED ACCESS RESTRICTION (TAXI ACCESS AND CAR PARK ONLY)
1.91
R2.00
2.20
15No. EXISTING PARKING BAYS RELOCATED TO BUXTON STREET
INFORMAL SHARED PATH FOR PEDESTRIANS AND CYCLISTS. VEHICULAR ACCESS RESTRICTED BETWEEN BOLLARDS USING A PROHIBITION OF DRIVING ORDER
EXISTING TAXI BAYS RELOCATED TO TRAVIS STREET
2.22
2.08
BERRY STREET
R2.19
R2.00
ACCESS CONTROL (ACCESS FOR PERMITTED VEHICLES ONLY) MANUALLY OPENED AND CLOSED BOLLARDS WITHOUT KEY
3No. PROPOSED DISABLED PARKING BAYS
DISABLED
15No. PROPOSED PARKING BAYS RELOCATED FROM TRAVIS STREET.
9no. SEGREGATION WANDS POSITIONED ALONG EDGE OF CYCLING LANE AT APPROXIMATELY 5m INTERVALS
4.80
2.70
6.60
BUXTON STREET
2.20
5.07
2.00
1.74
0042912-BHE-XX-XX-DR-C-2202
10
5
0
10
20
1 : 250
SCALE BEFORE REDUCTION

DO NOT SCALE THIS DRAWING.

HEALTH AND SAFETY INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING

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MAINTENANCE/CLEANING/OPERATION.

DECOMMISSIONING/DEMOLITION.

Notes

1. THIS DRAWING IS BASED ON:
   - 1.1. ARCHITECT'S PLAN 0345-SEW-ZZ-00-DR-L-007102 RECEIVED FROM SEW ON 16/11/2020; AND
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LEGEND

🟥 — — —	PHASE 1 PLANNING BOUNDARY
🟩 — — —	PROPOSED STOPPING UP BOUNDARY
▨	PROPOSED BUILDING AREA
🟦 — — —	PUBLIC HIGHWAY BOUNDARY

Rev	Description	Date	Drn	Ch'd
B	FOR MCC REVIEW	05.05.2021	JS	JMS
A	FOR MCC REVIEW	08.12.2020	HN	JS

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Architect *SEW*

Project **MAYFIELD DEVELOPMENT PARTNERSHIP**

Drg Title
HIGHWAY WORKS
GENERAL ARRANGMENT PLAN
BARING, BUXTON & TRAVIS STREETS

Scales@A1	1:250	Job No.	0042912
Drawn by	HN	Date	NOVEMBER 2020
Checked by	JS	Rev	B

Drawing No. 0042912-BHE-XX-XX-DR-C-2203

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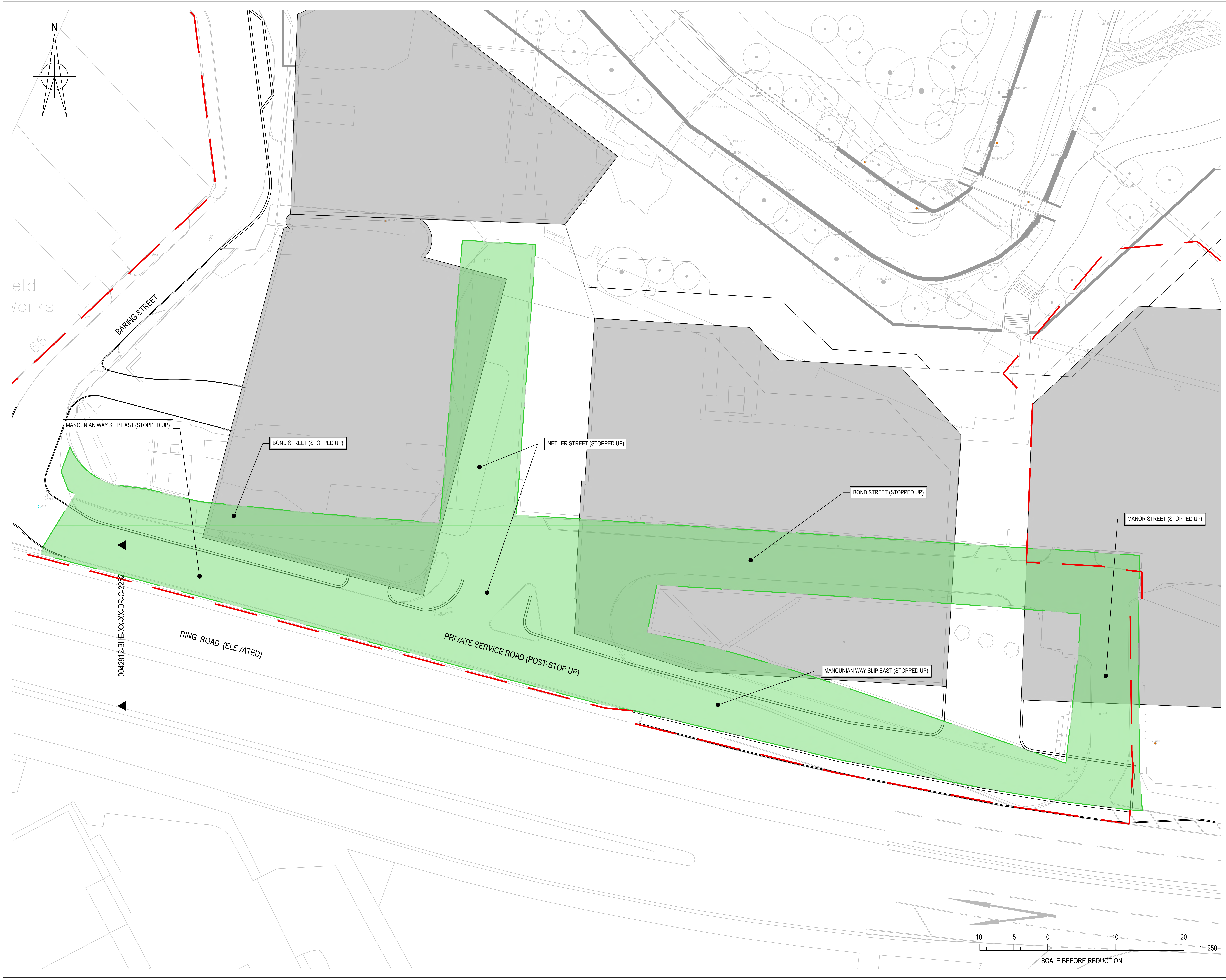
N
BARING STREET
MANCUNIAN WAY SLIP EAST (STOPPED UP)
BOND STREET (STOPPED UP)
NETHER STREET (STOPPED UP)
BOND STREET (STOPPED UP)
MANOR STREET (STOPPED UP)
MANCUNIAN WAY SLIP EAST (STOPPED UP)
RING ROAD (ELEVATED)
PRIVATE SERVICE ROAD (POST-STOP UP)
0042912-BHE-XX-XX-DR-C-2252
10 5 0 10 20
1 : 250
SCALE BEFORE REDUCTION

DO NOT SCALE THIS DRAWING.

HEALTH AND SAFETY INFORMATION

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2. PHASE 1 PLANNING BOUNDARY AS PER PLANNING REFERENCE 124972/FO/2019.
3. STOPPING UP ORDER CURRENTLY UNDER DISCUSSIONS WITH MANCHESTER CITY COUNCIL.
4. EXTENT OF STOPPING UP AREA BASED ON ADOPTED HIGHWAY BOUNDARY INFORMATION FROM 'Adopted Highway Map' PNG, RECEIVED 08.01.2021 IN COMBINATION WITH EXISTING TOPOGRAPHICAL SURVEY USED AS A GUIDE.

LEGEND

🟥 — — —	PHASE 1 PLANNING BOUNDARY
🟩	PROPOSED STOPPING UP
▨	PROPOSED BUILDING AREA

Rev	Description	Date	Drn	Ch'd
B	FOR MCC REVIEW	05.05.2021	JS	JMS
A	FOR MCC REVIEW	08.12.2020	HN	JS

INFORMATION

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Architect *SEW*

Project **MAYFIELD DEVELOPMENT PARTNERSHIP**

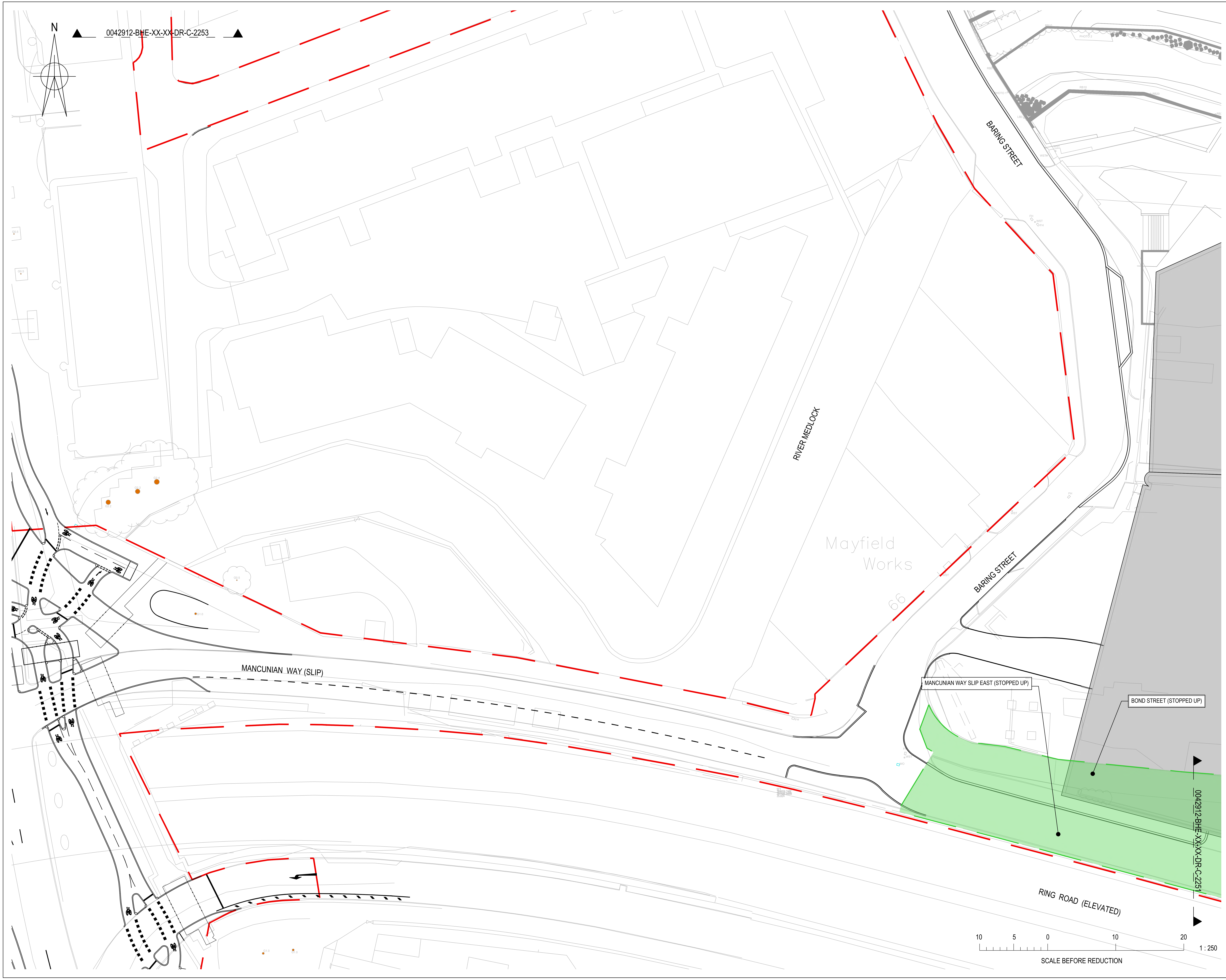
Drg Title HIGHWAY WORKS
STOPPING UP / OFFERING UP PLAN
MANCUNIAN WAY SLIP EAST

Scales@A1 1:250
Drawn by HN
Checked by JS

Job No. 0042912
Date NOVEMBER 2020
Rev B

Drawing No. 0042912-BHE-XX-XX-DR-C-2251

John Scandrett P:\0042912 Mayfield Park Manchester Infrastructure\F08 - Infra\01_Sheet\0042912-BHE-XX-XX-DR-C-2250to2254.dwg



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LEGEND

— — —	PHASE 1 PLANNING BOUNDARY
🟩	PROPOSED STOPPING UP
▨	PROPOSED BUILDING AREA

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Project **MAYFIELD DEVELOPMENT PARTNERSHIP**

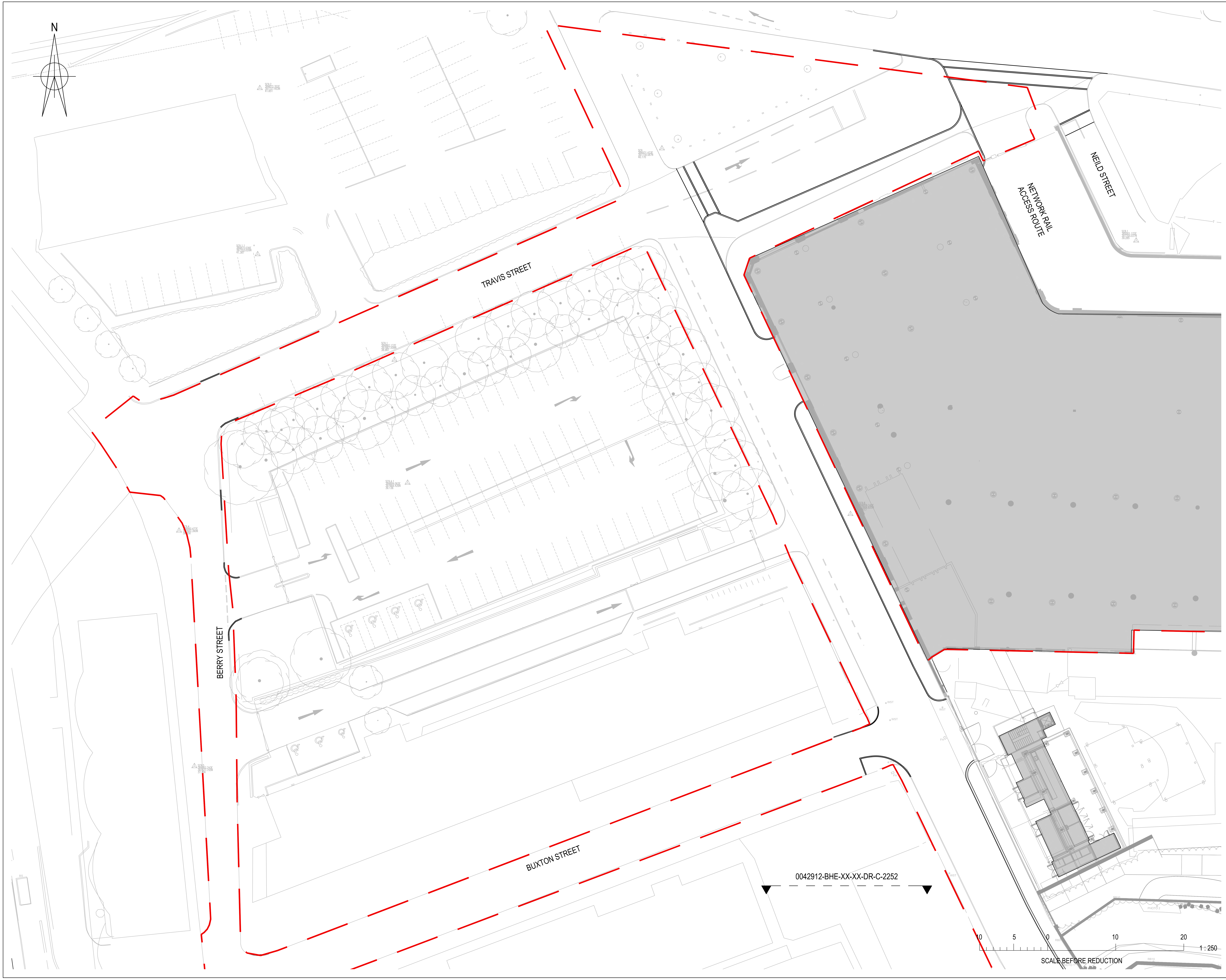
Drg Title HIGHWAY WORKS
STOPPING UP / OFFERING UP PLAN
MANCUNIAN WAY SLIP WEST

Scales@A1 1:250
Drawn by HN
Checked by JS

Job No. 0042912
Date NOVEMBER 2020
Rev B

Drawing No. 0042912-BHE-XX-XX-DR-C-2252

John Scandrett P:\0042912 Mayfield Park Manchester Infrastructure\F08 - Infra\01_Sheet\0042912-BHE-XX-XX-DR-C-2250to2254.dwg



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LEGEND

— —	PHASE 1 PLANNING BOUNDARY
🟩	PROPOSED STOPPING UP
▨	PROPOSED BUILDING AREA

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Architect *SEW*
Project **MAYFIELD DEVELOPMENT PARTNERSHIP**
Drg Title HIGHWAY WORKS
STOPPING UP / OFFERING UP PLAN
BARING, BUXTON & TRAVIS STREETS

Scales@A1 1:250
Drawn by HN
Checked by JS
Job No. 0042912
Date NOVEMBER 2020
Rev B
Drawing No. 0042912-BHE-XX-XX-DR-C-2253

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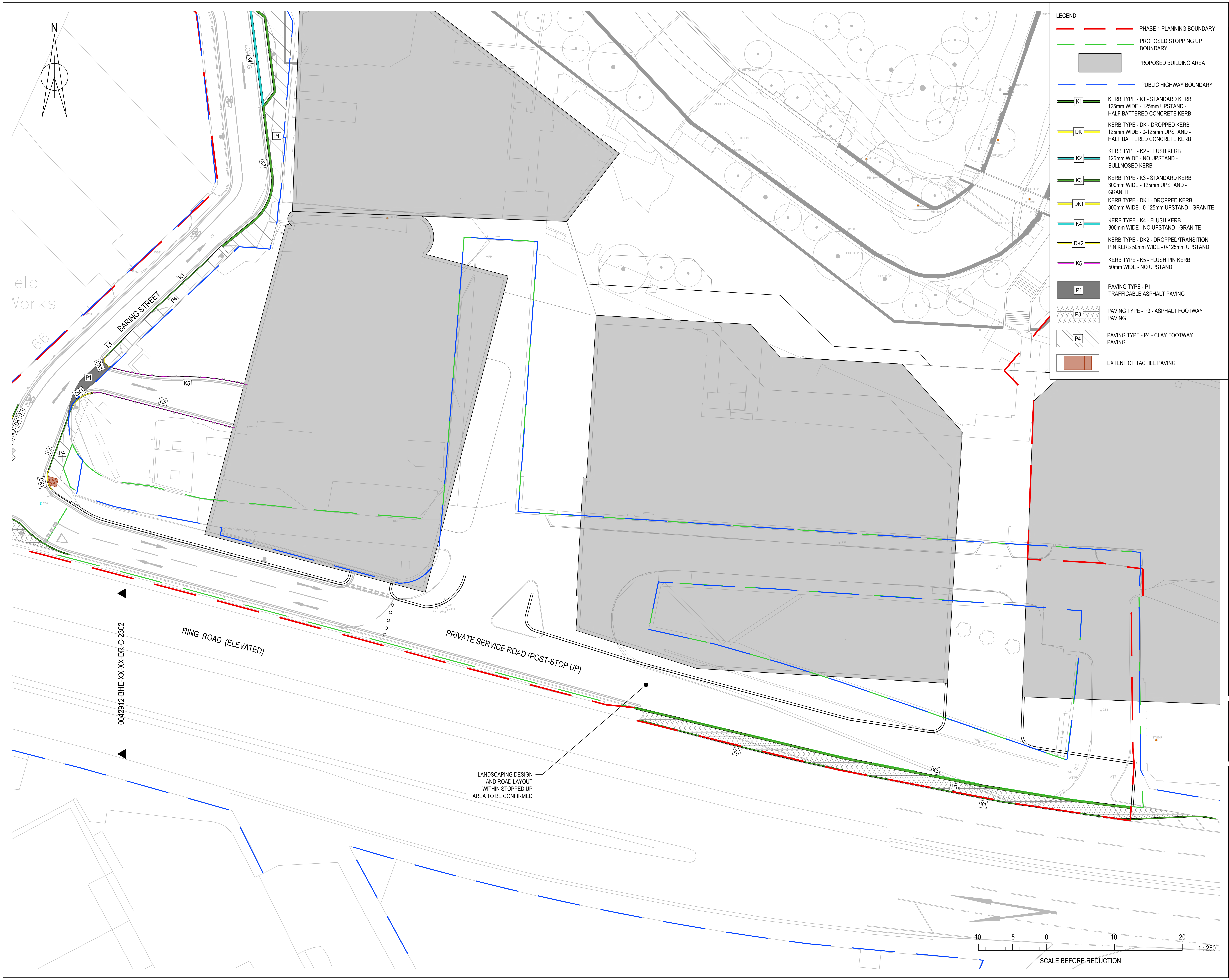

LANDSCAPING DESIGN
AND ROAD LAYOUT
WITHIN STOPPED UP
AREA TO BE CONFIRMED

LEGEND

🟥	PHASE 1 PLANNING BOUNDARY
🟩	PROPOSED STOPPING UP BOUNDARY
▨	PROPOSED BUILDING AREA
🟦	PUBLIC HIGHWAY BOUNDARY
K1	KERB TYPE - K1 - STANDARD KERB 125mm WIDE - 125mm UPSTAND - HALF BATTERED CONCRETE KERB
DK	KERB TYPE - DK - DROPPED KERB 125mm WIDE - 0-125mm UPSTAND - HALF BATTERED CONCRETE KERB
K2	KERB TYPE - K2 - FLUSH KERB 125mm WIDE - NO UPSTAND - BULLNOSED KERB
K3	KERB TYPE - K3 - STANDARD KERB 300mm WIDE - 125mm UPSTAND - GRANITE
DK1	KERB TYPE - DK1 - DROPPED KERB 300mm WIDE - 0-125mm UPSTAND - GRANITE
K4	KERB TYPE - K4 - FLUSH KERB 300mm WIDE - NO UPSTAND - GRANITE
DK2	KERB TYPE - DK2 - DROPPED/TRANSITION PIN KERB 50mm WIDE - 0-125mm UPSTAND
K5	KERB TYPE - K5 - FLUSH PIN KERB 50mm WIDE - NO UPSTAND
P1	PAVING TYPE - P1 TRAFFICABLE ASPHALT PAVING
P3	PAVING TYPE - P3 - ASPHALT FOOTWAY PAVING
P4	PAVING TYPE - P4 - CLAY FOOTWAY PAVING
🟫	EXTENT OF TACTILE PAVING

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4. SEE MANCHESTER CITY COUNCIL STANDARD DETAILS FOR KERB BEDDING AND FOUNDATIONS.
5. REFER TO DRAWING 0042912-BHE-XX-XX-DR-C-2800 FOR PAVEMENT BUILD-UPS AND DETAILS

Rev	Description	Date	Drn	Ch'd
B	FOR MCC REVIEW	05.05.2021	JS	JMS
A	FOR MCC REVIEW	08.12.2020	HN	JS

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Project **MAYFIELD DEVELOPMENT PARTNERSHIP**

Drg Title
HIGHWAY WORKS
PROPOSED PAVEMENT PLAN
MANCUNIAN WAY SLIP EAST

Scales@A1	1:250	Job No.	0042912
Drawn by	HN	Date	NOVEMBER 2020
Checked by	JS	Rev	B

Drawing No. 0042912-BHE-XX-XX-DR-C-2301

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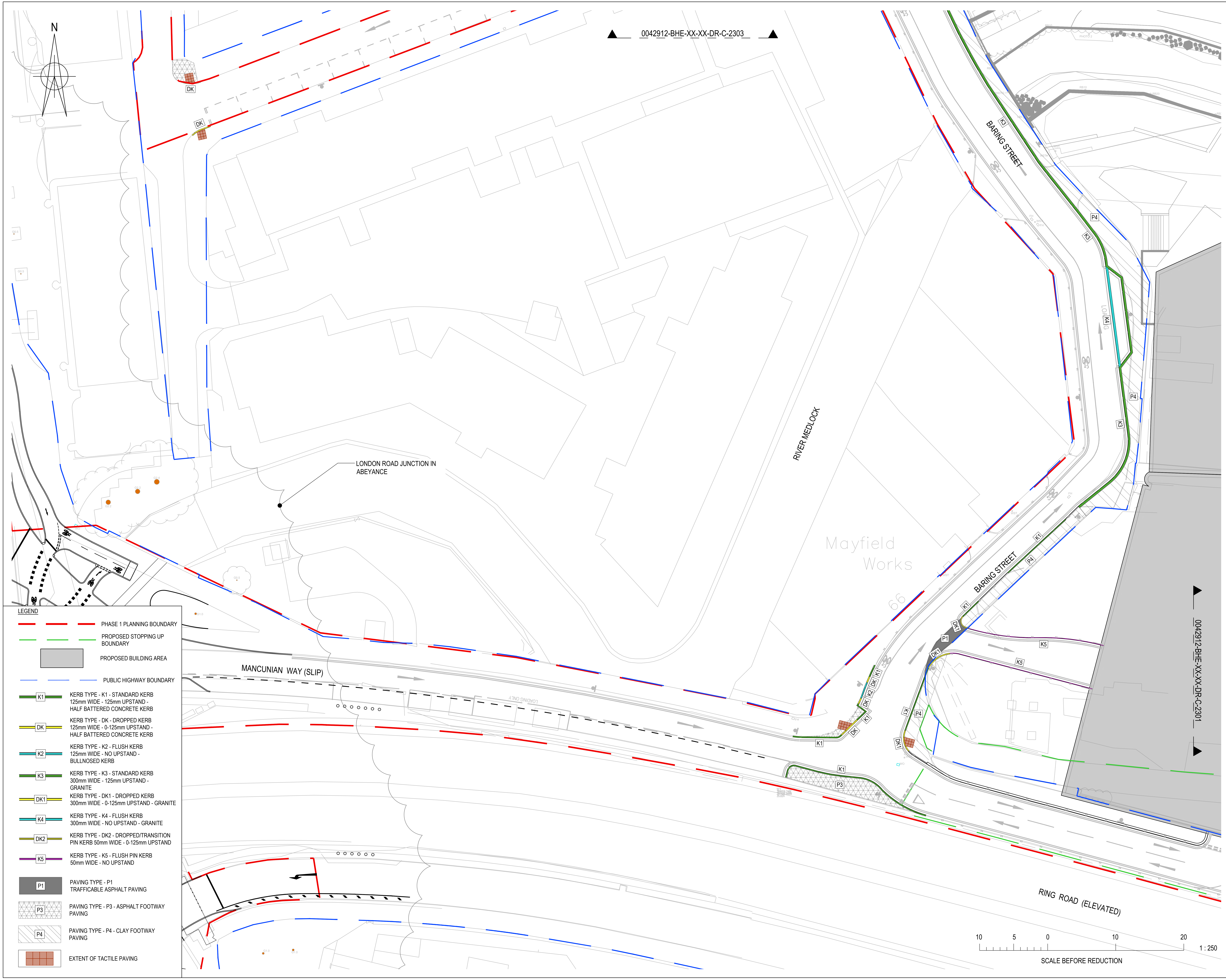

LEGEND

🟥	PHASE 1 PLANNING BOUNDARY
🟩	PROPOSED STOPPING UP BOUNDARY
▨	PROPOSED BUILDING AREA
🟦	PUBLIC HIGHWAY BOUNDARY
K1	KERB TYPE - K1 - STANDARD KERB 125mm WIDE - 125mm UPSTAND - HALF BATTERED CONCRETE KERB
DK	KERB TYPE - DK - DROPPED KERB 125mm WIDE - 0-125mm UPSTAND - HALF BATTERED CONCRETE KERB
K2	KERB TYPE - K2 - FLUSH KERB 125mm WIDE - NO UPSTAND - BULLNOSED KERB
K3	KERB TYPE - K3 - STANDARD KERB 300mm WIDE - 125mm UPSTAND - GRANITE
DK1	KERB TYPE - DK1 - DROPPED KERB 300mm WIDE - 0-125mm UPSTAND - GRANITE
K4	KERB TYPE - K4 - FLUSH KERB 300mm WIDE - NO UPSTAND - GRANITE
DK2	KERB TYPE - DK2 - DROPPED/TRANSITION PIN KERB 50mm WIDE - 0-125mm UPSTAND
K5	KERB TYPE - K5 - FLUSH PIN KERB 50mm WIDE - NO UPSTAND
P1	PAVING TYPE - P1 TRAFFICABLE ASPHALT PAVING
P3	PAVING TYPE - P3 - ASPHALT FOOTWAY PAVING
P4	PAVING TYPE - P4 - CLAY FOOTWAY PAVING
▦	EXTENT OF TACTILE PAVING

DO NOT SCALE THIS DRAWING.

HEALTH AND SAFETY INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING

CONSTRUCTION.

MAINTENANCE/CLEANING/OPERATION.

DECOMMISSIONING/DEMOLITION.

Notes

1. THIS DRAWING IS BASED ON:
   1.1. ARCHITECT'S PLAN 0345-SEW-ZZ-00-DR-L-007102 RECEIVED FROM SEW ON 16/11/2020; AND
   1.2. TOPOGRAPHICAL SURVEY RECEIVED 07/12/2020 FROM SURVEY OPERATIONS.
   1.3. TOPOGRAPHICAL SURVEY DATED 25/08/2017 FROM MALCOLM HUGHES LAND SURVEYORS.
   1.4. LAYOUT OF LONDON ROAD JUNCTION FROM TRANSPORT FOR GREATER MANCHESTER RECEIVED 26/03/21.
2. PHASE 1 PLANNING BOUNDARY AS PER PLANNING REFERENCE 124972/FO/2019.
3. PUBLIC HIGHWAY BOUNDARY BASED ON 'Adopted Highway Map' PNG, RECEIVED 08.01.2021 FROM MCC IN COMBINATION WITH EXISTING TOPOGRAPHICAL SURVEY USED AS A GUIDE.
4. SEE MANCHESTER CITY COUNCIL STANDARD DETAILS FOR KERB BEDDING AND FOUNDATIONS.
5. REFER TO DRAWING 0042912-BHE-XX-XX-DR-C-2800 FOR PAVEMENT BUILD-UPS AND DETAILS

Rev	Description	Date	Drn	Ch'd
B	FOR MCC REVIEW	05.05.2021	JS	JMS
A	FOR MCC REVIEW	08.12.2020	HN	JS

INFORMATION

Status of drawing

BUROHAPPOLD ENGINEERING

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Web: www.burohappold.com

Architect *SEW*

Project **MAYFIELD DEVELOPMENT PARTNERSHIP**

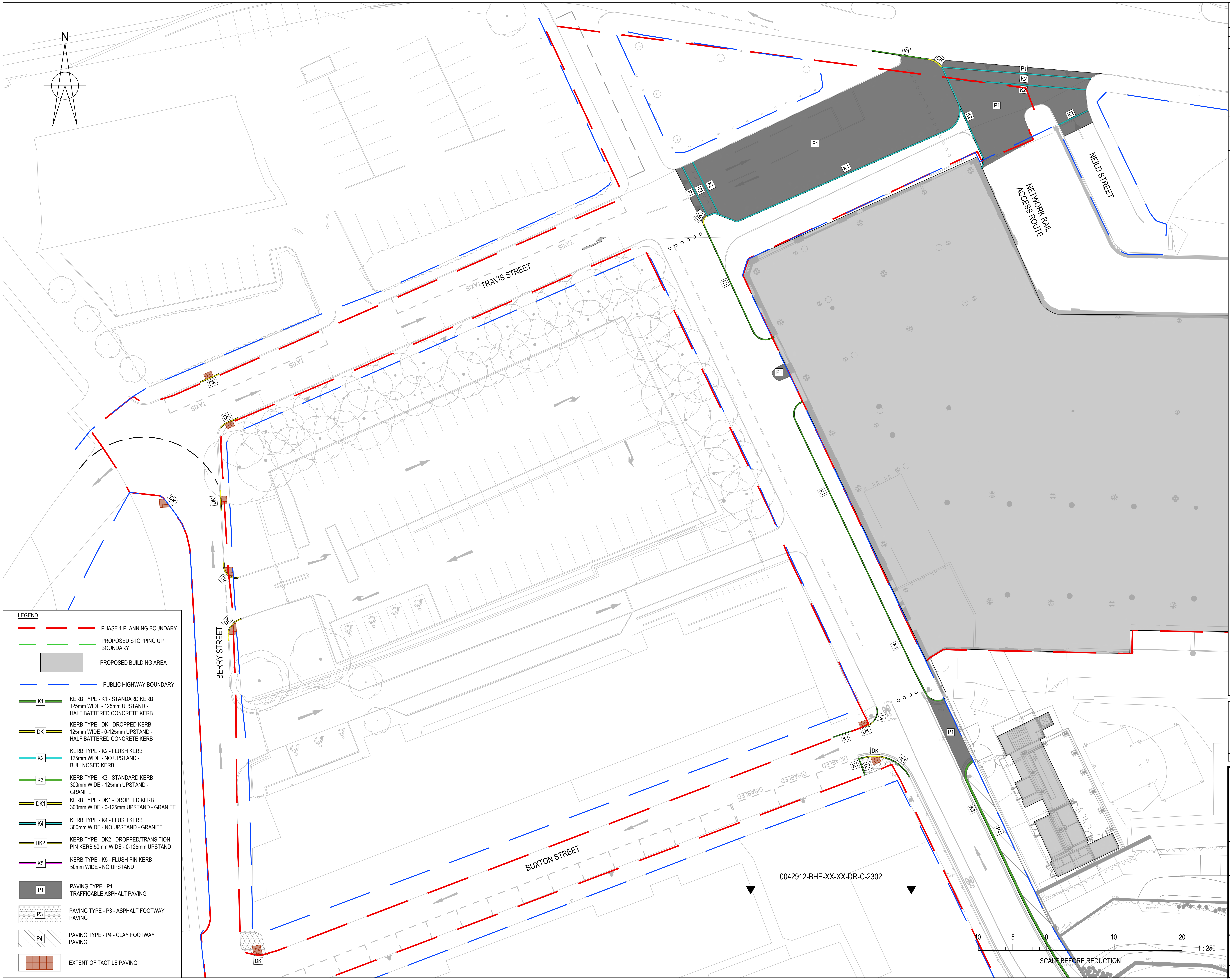
Drg Title HIGHWAY WORKS
PROPOSED PAVEMENT PLAN
MANCUNIAN WAY SLIP WEST

Scales@A1 1:250
Drawn by HN
Checked by JS

Job No. 0042912
Date NOVEMBER 2020
Rev B

Drawing No. 0042912-BHE-XX-XX-DR-C-2302

John Scandrett P:\0042912 Mayfield Park Manchester Infrastructure\F08 - Infra\01_Sheet\0042912-BHE-XX-XX-DR-C-2300to2304.dwg



LEGEND

- PHASE 1 PLANNING BOUNDARY
- PROPOSED STOPPING UP BOUNDARY
- PROPOSED BUILDING AREA
- PUBLIC HIGHWAY BOUNDARY
- K1 KERB TYPE - K1 - STANDARD KERB 125mm WIDE - 125mm UPSTAND - HALF BATTERED CONCRETE KERB
- DK KERB TYPE - DK - DROPPED KERB 125mm WIDE - 0-125mm UPSTAND - HALF BATTERED CONCRETE KERB
- K2 KERB TYPE - K2 - FLUSH KERB 125mm WIDE - NO UPSTAND - BULLNOSED KERB
- K3 KERB TYPE - K3 - STANDARD KERB 300mm WIDE - 125mm UPSTAND - GRANITE
- DK1 KERB TYPE - DK1 - DROPPED KERB 300mm WIDE - 0-125mm UPSTAND - GRANITE
- K4 KERB TYPE - K4 - FLUSH KERB 300mm WIDE - NO UPSTAND - GRANITE
- DK2 KERB TYPE - DK2 - DROPPED/TRANSITION PIN KERB 50mm WIDE - 0-125mm UPSTAND
- K5 KERB TYPE - K5 - FLUSH PIN KERB 50mm WIDE - NO UPSTAND
- P1 PAVING TYPE - P1 TRAFFICABLE ASPHALT PAVING
- P3 PAVING TYPE - P3 - ASPHALT FOOTWAY PAVING
- P4 PAVING TYPE - P4 - CLAY FOOTWAY PAVING
- EXTENT OF TACTILE PAVING

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   1.1. ARCHITECT'S PLAN 0345-SEW-ZZ-00-DR-L-007102 RECEIVED FROM SEW ON 16/11/2020; AND
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3. PUBLIC HIGHWAY BOUNDARY BASED ON 'Adopted Highway Map' PNG, RECEIVED 08.01.2021 FROM MCC IN COMBINATION WITH EXISTING TOPOGRAPHICAL SURVEY USED AS A GUIDE.
4. SEE MANCHESTER CITY COUNCIL STANDARD DETAILS FOR KERB BEDDING AND FOUNDATIONS.
5. REFER TO DRAWING 0042912-BHE-XX-XX-DR-C-2800 FOR PAVEMENT BUILD-UPS AND DETAILS

Rev	Description	Date	Drn	Ch'd
B	FOR MCC REVIEW	05.05.2021	JS	JMS
A	FOR MCC REVIEW	08.12.2020	HN	JS

INFORMATION

Status of drawing

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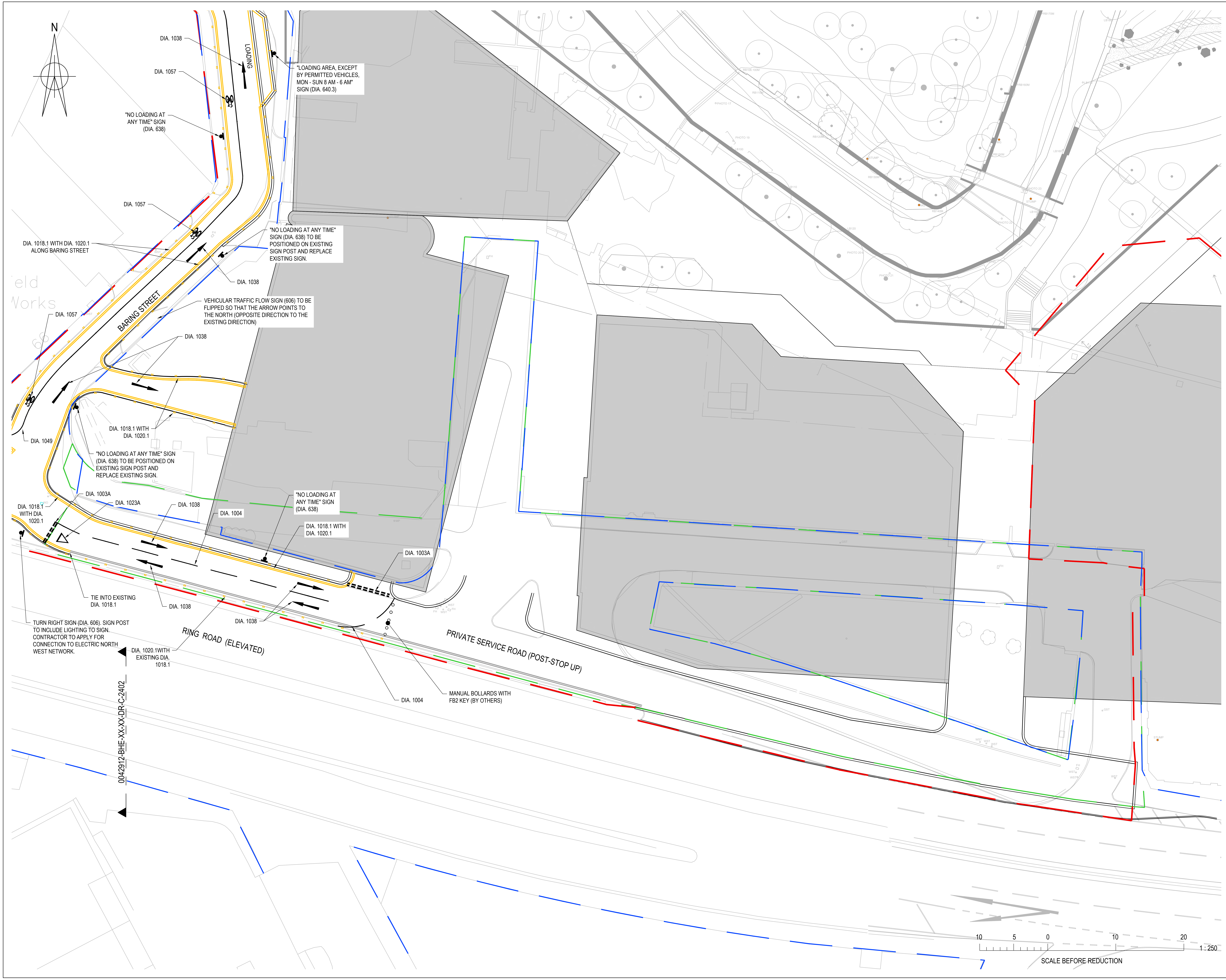
Architect SEW
Project **MAYFIELD DEVELOPMENT PARTNERSHIP**
Drg Title HIGHWAY WORKS
PROPOSED PAVEMENT PLAN
BARING, BUXTON & TRAVIS STREETS

Scales@A1	1:250	Job No.	0042912
Drawn by	HN	Date	NOVEMBER 2020
Checked by	JS	Rev	B

Drawing No. 0042912-BHE-XX-XX-DR-C-2303


N
DIA. 1038
DIA. 1057
LOADING
"LOADING AREA, EXCEPT BY PERMITTED VEHICLES, MON - SUN 8 AM - 6 AM" SIGN (DIA. 640.3)
"NO LOADING AT ANY TIME" SIGN (DIA. 638)
DIA. 1057
DIA. 1018.1 WITH DIA. 1020.1 ALONG BARING STREET
"NO LOADING AT ANY TIME" SIGN (DIA. 638) TO BE POSITIONED ON EXISTING SIGN POST AND REPLACE EXISTING SIGN.
DIA. 1038
BARING STREET
VEHICULAR TRAFFIC FLOW SIGN (606) TO BE FLIPPED SO THAT THE ARROW POINTS TO THE NORTH (OPPOSITE DIRECTION TO THE EXISTING DIRECTION)
DIA. 1057
DIA. 1038
DIA. 1049
DIA. 1018.1 WITH DIA. 1020.1
"NO LOADING AT ANY TIME" SIGN (DIA. 638) TO BE POSITIONED ON EXISTING SIGN POST AND REPLACE EXISTING SIGN.
DIA. 1003A
DIA. 1023A
DIA. 1038
DIA. 1004
"NO LOADING AT ANY TIME" SIGN (DIA. 638)
DIA. 1018.1 WITH DIA. 1020.1
DIA. 1018.1 WITH DIA. 1020.1
DIA. 1003A
TIE INTO EXISTING DIA. 1018.1
DIA. 1038
DIA. 1038
TURN RIGHT SIGN (DIA. 606). SIGN POST TO INCLUDE LIGHTING TO SIGN. CONTRACTOR TO APPLY FOR CONNECTION TO ELECTRIC NORTH WEST NETWORK.
DIA. 1020.1WITH EXISTING DIA. 1018.1
RING ROAD (ELEVATED)
PRIVATE SERVICE ROAD (POST-STOP UP)
DIA. 1004
MANUAL BOLLARDS WITH FB2 KEY (BY OTHERS)
0042912-BHE-XX-XX-DR-C-2402
10
5
0
10
20
1 : 250
SCALE BEFORE REDUCTION

DO NOT SCALE THIS DRAWING.

HEALTH AND SAFETY INFORMATION

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DECOMMISSIONING/DEMOLITION.

Notes

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   1.1. ARCHITECT'S PLAN 0345-SEW-ZZ-00-DR-L-007102 RECEIVED FROM SEW ON 16/11/2020; AND
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4. PUBLIC HIGHWAY BOUNDARY BASED ON 'Adopted Highway Map' PNG, RECEIVED 08.01.2021 FROM MCC IN COMBINATION WITH EXISTING TOPOGRAPHICAL SURVEY USED AS A GUIDE.
5. EXISTING ROAD MARKINGS ARE TO BE BURNT OFF WHERE REQUIRED
6. TRAFFIC ROAD MARKINGS AND SIGNS ARE TO BE IN ACCORDANCE WITH THE TRAFFIC SIGN MANUAL

LEGEND

🟥	PHASE 1 PLANNING BOUNDARY
🟩	PROPOSED STOPPING UP BOUNDARY
▨	PROPOSED BUILDING AREA
🟦	PUBLIC HIGHWAY BOUNDARY

Rev	Description	Date	Drn	Ch'd
B	FOR MCC REVIEW	05.05.2021	JS	JMS
A	FOR MCC REVIEW	08.12.2020	HN	JS

INFORMATION

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Architect *SEW*

Project **MAYFIELD DEVELOPMENT PARTNERSHIP**

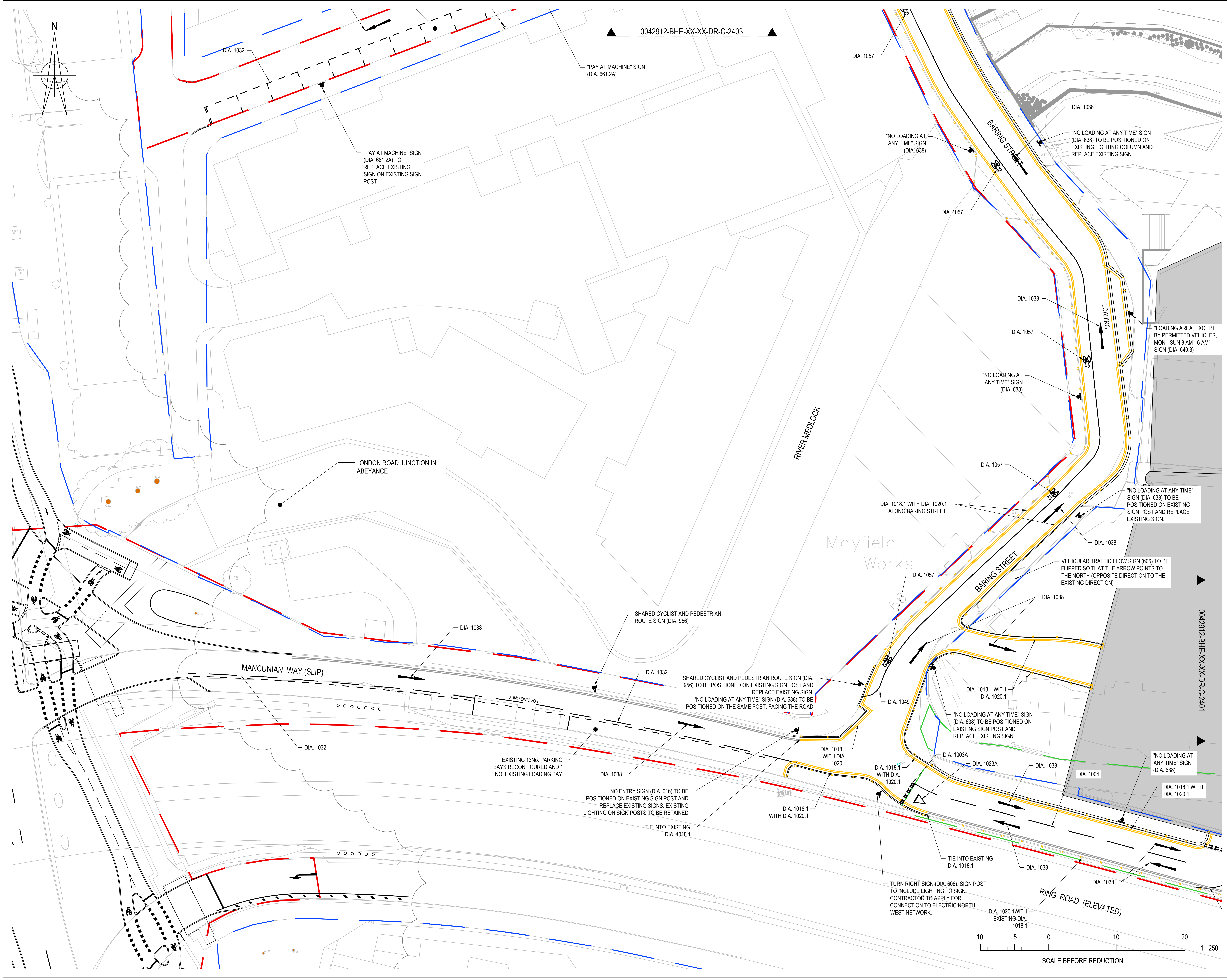
Drg Title HIGHWAY WORKS - PROPOSED ROAD MARKINGS & TRAFFIC SIGNS MANCUNIAN WAY SLIP EAST

Scales@A1 1:250
Drawn by XX
Checked by XX

Job No. 0042912
Date NOVEMBER 2020
Rev B

Drawing No. 0042912-BHE-XX-XX-DR-C-2401

John Scandrett P:\0042912 Mayfield Park Manchester Infrastructure\F08 - Infra\01_Sheet\0042912-BHE-XX-XX-DR-C-2400to2404.dwg


N
0042912-BHE-XX-XX-DR-C-2403
DIA. 1032
"PAY AT MACHINE" SIGN (DIA. 661.2A)
"PAY AT MACHINE" SIGN (DIA. 661.2A) TO REPLACE EXISTING SIGN ON EXISTING SIGN POST
DIA. 1057
BARING STREET
"NO LOADING AT ANY TIME" SIGN (DIA. 638)
DIA. 1038
"NO LOADING AT ANY TIME" SIGN (DIA. 638) TO BE POSITIONED ON EXISTING LIGHTING COLUMN AND REPLACE EXISTING SIGN.
DIA. 1057
DIA. 1038
LOADING
DIA. 1057
"LOADING AREA, EXCEPT BY PERMITTED VEHICLES, MON - SUN 8 AM - 6 AM" SIGN (DIA. 640.3)
"NO LOADING AT ANY TIME" SIGN (DIA. 638)
RIVER MEDLOCK
LONDON ROAD JUNCTION IN ABEYANCE
DIA. 1057
DIA. 1018.1 WITH DIA. 1020.1 ALONG BARING STREET
"NO LOADING AT ANY TIME" SIGN (DIA. 638) TO BE POSITIONED ON EXISTING SIGN POST AND REPLACE EXISTING SIGN.
DIA. 1038
Mayfield Works
BARING STREET
DIA. 1057
VEHICULAR TRAFFIC FLOW SIGN (606) TO BE FLIPPED SO THAT THE ARROW POINTS TO THE NORTH (OPPOSITE DIRECTION TO THE EXISTING DIRECTION)
0042912-BHE-XX-XX-DR-C-2401
DIA. 1038
SHARED CYCLIST AND PEDESTRIAN ROUTE SIGN (DIA. 956)
DIA. 1038
MANCUNIAN WAY (SLIP)
DIA. 1032
LOADING ONLY
SHARED CYCLIST AND PEDESTRIAN ROUTE SIGN (DIA. 956) TO BE POSITIONED ON EXISTING SIGN POST AND REPLACE EXISTING SIGN. "NO LOADING AT ANY TIME" SIGN (DIA. 638) TO BE POSITIONED ON THE SAME POST, FACING THE ROAD
DIA. 1049
DIA. 1018.1 WITH DIA. 1020.1
"NO LOADING AT ANY TIME" SIGN (DIA. 638) TO BE POSITIONED ON EXISTING SIGN POST AND REPLACE EXISTING SIGN.
DIA. 1032
EXISTING 13No. PARKING BAYS RECONFIGURED AND 1 NO. EXISTING LOADING BAY
DIA. 1038
DIA. 1018.1 WITH DIA. 1020.1
DIA. 1018.1 WITH DIA. 1020.1
DIA. 1003A
DIA. 1023A
DIA. 1038
DIA. 1004
"NO LOADING AT ANY TIME" SIGN (DIA. 638)
DIA. 1018.1 WITH DIA. 1020.1
NO ENTRY SIGN (DIA. 616) TO BE POSITIONED ON EXISTING SIGN POST AND REPLACE EXISTING SIGNS. EXISTING LIGHTING ON SIGN POSTS TO BE RETAINED
DIA. 1018.1 WITH DIA. 1020.1
TIE INTO EXISTING DIA. 1018.1
TIE INTO EXISTING DIA. 1018.1
DIA. 1038
DIA. 1038
TURN RIGHT SIGN (DIA. 606). SIGN POST TO INCLUDE LIGHTING TO SIGN. CONTRACTOR TO APPLY FOR CONNECTION TO ELECTRIC NORTH WEST NETWORK.
RING ROAD (ELEVATED)
DIA. 1020.1WITH EXISTING DIA. 1018.1
10
5
0
10
20
1 : 250
SCALE BEFORE REDUCTION

DO NOT SCALE THIS DRAWING.

HEALTH AND SAFETY INFORMATION

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DECOMMISSIONING/DEMOLITION.

Notes

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   1.1. ARCHITECT'S PLAN 0345-SEW-ZZ-00-DR-L-007102 RECEIVED FROM SEW ON 16/11/2020; AND
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2. PHASE 1 PLANNING BOUNDARY AS PER PLANNING REFERENCE 124972/FO/2019.
4. PUBLIC HIGHWAY BOUNDARY BASED ON 'Adopted Highway Map' PNG, RECEIVED 08.01.2021 FROM MCC IN COMBINATION WITH EXISTING TOPOGRAPHICAL SURVEY USED AS A GUIDE.
5. EXISTING ROAD MARKINGS ARE TO BE BURNT OFF WHERE REQUIRED
6. TRAFFIC ROAD MARKINGS AND SIGNS ARE TO BE IN ACCORDANCE WITH THE TRAFFIC SIGN MANUAL

LEGEND

🟥 — —	PHASE 1 PLANNING BOUNDARY
🟩 — —	PROPOSED STOPPING UP BOUNDARY
▨	PROPOSED BUILDING AREA
🟦 — —	PUBLIC HIGHWAY BOUNDARY

Rev	Description	Date	Drn	Ch'd
B	FOR MCC REVIEW	05.05.2021	JS	JMS
A	FOR MCC REVIEW	08.12.2020	HN	JS

INFORMATION

Status of drawing

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Architect *SEW*

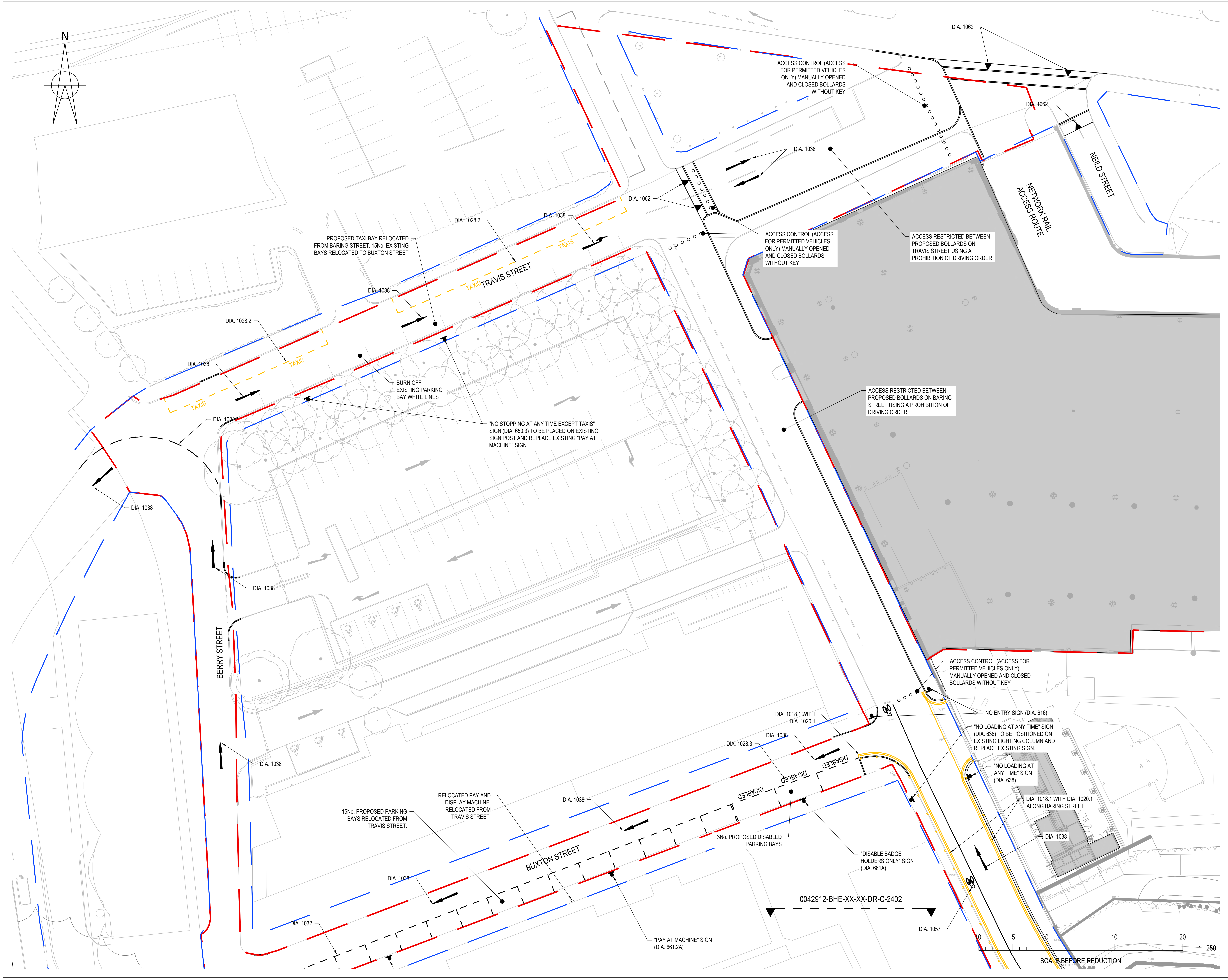
Project **MAYFIELD DEVELOPMENT PARTNERSHIP**

Drg Title HIGHWAY WORKS - PROPOSED ROAD MARKINGS & TRAFFIC SIGNS MANCUNIAN WAY SLIP WEST

Scales@A1	1:250	Job No.	0042912
Drawn by	XX	Date	NOVEMBER 2020
Checked by	XX	Rev	B

Drawing No. 0042912-BHE-XX-XX-DR-C-2402

John Scandrett P:\0042912 Mayfield Park Manchester Infrastructure\F08 - Infra\01_Sheet\0042912-BHE-XX-XX-DR-C-2400to2404.dwg


N
DIA. 1062
ACCESS CONTROL (ACCESS FOR PERMITTED VEHICLES ONLY) MANUALLY OPENED AND CLOSED BOLLARDS WITHOUT KEY
DIA. 1062
DIA. 1038
NEILD STREET
NETWORK RAIL ACCESS ROUTE
DIA. 1062
DIA. 1028.2
DIA. 1038
PROPOSED TAXI BAY RELOCATED FROM BARING STREET. 15No. EXISTING BAYS RELOCATED TO BUXTON STREET
ACCESS CONTROL (ACCESS FOR PERMITTED VEHICLES ONLY) MANUALLY OPENED AND CLOSED BOLLARDS WITHOUT KEY
ACCESS RESTRICTED BETWEEN PROPOSED BOLLARDS ON TRAVIS STREET USING A PROHIBITION OF DRIVING ORDER
TAXIS
TRAVIS STREET
TAXIS
DIA. 1038
DIA. 1028.2
TAXIS
DIA. 1038
TAXIS
BURN OFF EXISTING PARKING BAY WHITE LINES
DIA. 1004
"NO STOPPING AT ANY TIME EXCEPT TAXIS" SIGN (DIA. 650.3) TO BE PLACED ON EXISTING SIGN POST AND REPLACE EXISTING "PAY AT MACHINE" SIGN
ACCESS RESTRICTED BETWEEN PROPOSED BOLLARDS ON BARING STREET USING A PROHIBITION OF DRIVING ORDER
DIA. 1038
DIA. 1038
BERRY STREET
DIA. 1038
ACCESS CONTROL (ACCESS FOR PERMITTED VEHICLES ONLY) MANUALLY OPENED AND CLOSED BOLLARDS WITHOUT KEY
NO ENTRY SIGN (DIA. 616)
"NO LOADING AT ANY TIME" SIGN (DIA. 638) TO BE POSITIONED ON EXISTING LIGHTING COLUMN AND REPLACE EXISTING SIGN.
"NO LOADING AT ANY TIME" SIGN (DIA. 638)
DIA. 1018.1 WITH DIA. 1020.1
DIA. 1038
DIA. 1028.3
DISABLED
DISABLED
DISABLED
DIA. 1018.1 WITH DIA. 1020.1 ALONG BARING STREET
DIA. 1038
RELOCATED PAY AND DISPLAY MACHINE. RELOCATED FROM TRAVIS STREET.
15No. PROPOSED PARKING BAYS RELOCATED FROM TRAVIS STREET.
DIA. 1038
3No. PROPOSED DISABLED PARKING BAYS
"DISABLE BADGE HOLDERS ONLY" SIGN (DIA. 661A)
BUXTON STREET
DIA. 1038
0042912-BHE-XX-XX-DR-C-2402
DIA. 1032
"PAY AT MACHINE" SIGN (DIA. 661.2A)
DIA. 1057
0
5
0
10
20
1 : 250
SCALE BEFORE REDUCTION

DO NOT SCALE THIS DRAWING.

HEALTH AND SAFETY INFORMATION

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Notes

1. THIS DRAWING IS BASED ON:
    1.1. ARCHITECT'S PLAN 0345-SEW-ZZ-00-DR-L-007102 RECEIVED FROM SEW ON 16/11/2020; AND
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4. PUBLIC HIGHWAY BOUNDARY BASED ON 'Adopted Highway Map' PNG, RECEIVED 08.01.2021 FROM MCC IN COMBINATION WITH EXISTING TOPOGRAPHICAL SURVEY USED AS A GUIDE.
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LEGEND

🟥	PHASE 1 PLANNING BOUNDARY
🟩	PROPOSED STOPPING UP BOUNDARY
▨	PROPOSED BUILDING AREA
🟦	PUBLIC HIGHWAY BOUNDARY

Rev	Description	Date	Drn	Ch'd
B	FOR MCC REVIEW	05.05.2021	JS	JMS
A	FOR MCC REVIEW	08.12.2020	HN	JS

INFORMATION

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Architect *SEW*

Project **MAYFIELD DEVELOPMENT PARTNERSHIP**

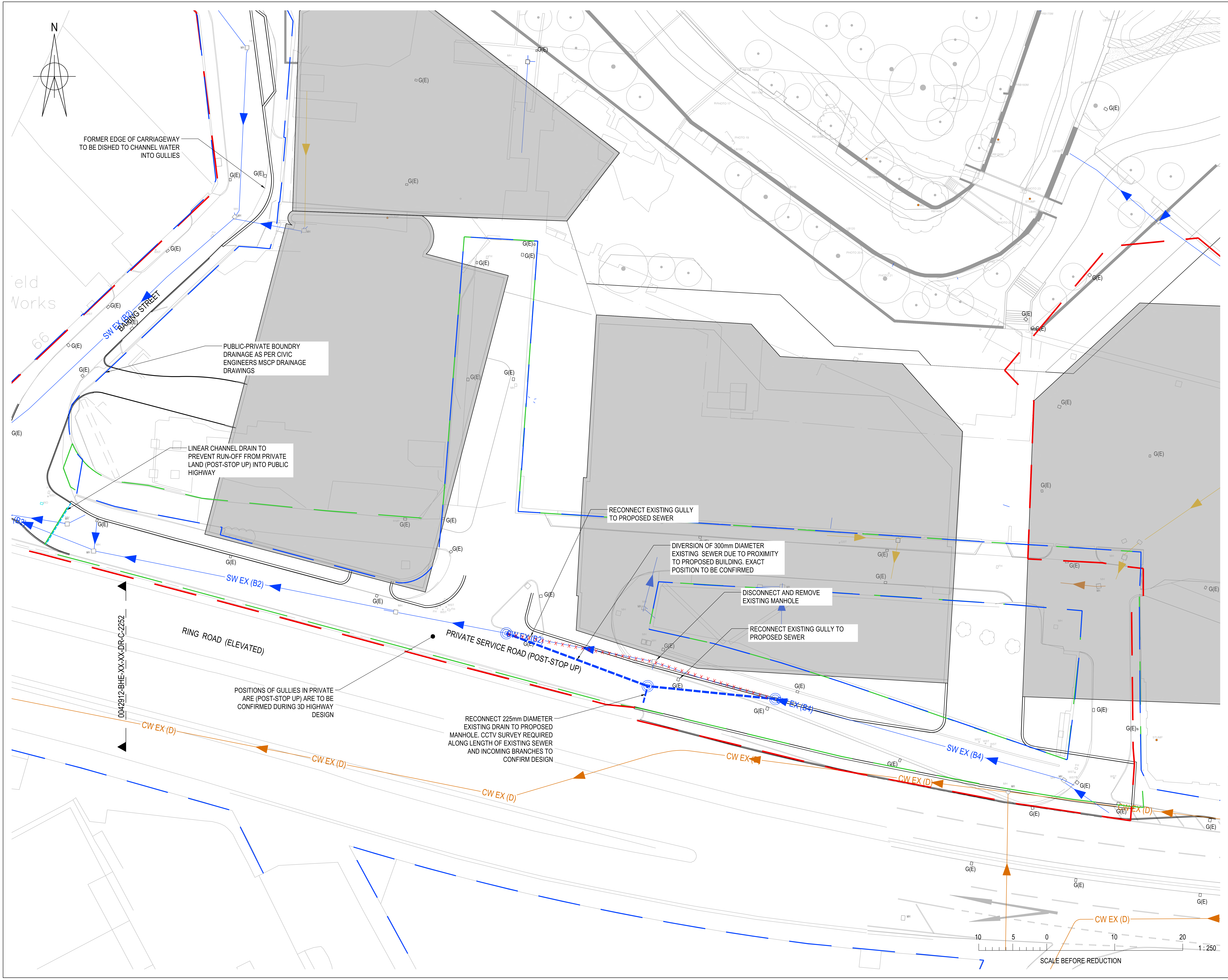
Drg Title HIGHWAY WORKS - PROPOSED ROAD MARKINGS & TRAFFIC SIGNS BARING, BUXTON & TRAVIS STREETS

Scales@A1 1:250
Drawn by XX
Checked by XX

Job No. 0042912
Date NOVEMBER 2020
Rev B

Drawing No. 0042912-BHE-XX-XX-DR-C-2403

John Scandrett P:\0042912 Mayfield Park Manchester Infrastructure\F08 - Infra\01_Sheet\0042912-BHE-XX-XX-DR-C-2400to2404.dwg


N
FORMER EDGE OF CARRIAGEWAY TO BE DISHED TO CHANNEL WATER INTO GULLIES
BARING STREET
SW EX (B2)
PUBLIC-PRIVATE BOUNDRY DRAINAGE AS PER CIVIC ENGINEERS MSCP DRAINAGE DRAWINGS
LINEAR CHANNEL DRAIN TO PREVENT RUN-OFF FROM PRIVATE LAND (POST-STOP UP) INTO PUBLIC HIGHWAY
G(E)
RECONNECT EXISTING GULLY TO PROPOSED SEWER
DIVERSION OF 300mm DIAMETER EXISTING SEWER DUE TO PROXIMITY TO PROPOSED BUILDING. EXACT POSITION TO BE CONFIRMED
DISCONNECT AND REMOVE EXISTING MANHOLE
RECONNECT EXISTING GULLY TO PROPOSED SEWER
RING ROAD (ELEVATED)
PRIVATE SERVICE ROAD (POST-STOP UP)
POSITIONS OF GULLIES IN PRIVATE ARE (POST-STOP UP) ARE TO BE CONFIRMED DURING 3D HIGHWAY DESIGN
RECONNECT 225mm DIAMETER EXISTING DRAIN TO PROPOSED MANHOLE. CCTV SURVEY REQUIRED ALONG LENGTH OF EXISTING SEWER AND INCOMING BRANCHES TO CONFIRM DESIGN
SW EX (B4)
CW EX (D)
0042912-BHE-XX-XX-DR-C-2252
10
5
0
10
20
1 : 250
SCALE BEFORE REDUCTION

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4. REFER TO DRAWING 0042912-BHE-XX-XX-DR-C-2850 FOR DRAINAGE DETAILS

LEGEND

🟥 — — —	PHASE 1 PLANNING BOUNDARY
🟩 — — —	PROPOSED STOPPING UP BOUNDARY
▨	PROPOSED BUILDING AREA
🟦 — — —	PUBLIC HIGHWAY BOUNDARY

EXISTING DRAINAGE (WITH CONFIDENCE RATINGS)

SW EX (D)	EXISTING SURFACE WATER SEWER
CW EX (D)	EXISTING COMBINED WATER SEWER
FW EX (D)	EXISTING COMBINED WATER SEWER
☐ G(E)	EXISTING GULLY

PROPOSED DRAINAGE

☐ G(P)	PROPOSED GULLY
▬ ▬ ▬	SURFACE WATER PIPE
─ · ─ · ─	LINEAR CHANNEL DRAIN
◎	SURFACE WATER MANHOLE
X X X X X X X X X	EXISTING SEWER TO BE ABANDON

CONFIDENCE LEVELS FOR EXISTING SEWERS

(D)	ROUTE FROM SERVICVE RECORDS.
(C)	ROUTE FROM SERVICE RECORDS TIED TO VISUAL INDICATORS.
(B4)	ASSUMED ROUTE - UNDETECTED BY EML OR GPR.
(B3)	HORIZONTALLY POSITIONED DATA ONLY.
(B2)	HORIZONTAL AND VERTICAL POSITION DETECTED BY A SINGLE METHOD.
(B2P)	HORIZONTAL AND VERTICAL POSITION DETECTED BY A SINGLE METHOD WITH POST PROCESSING OF DATA.
(B1)	HORIZONTAL AND VERTICAL POSITION DETECTED BY MULTIPLE METHODS WITH POST PROCESSING OF DATA.
(A)	HORIZONTAL AND VERTICAL POSITION VERIFIED VISUALLY.

Rev	Description	Date	Drn	Ch'd
B	FOR MCC REVIEW	05.05.2021	JS	JMS
A	FOR MCC REVIEW	08.12.2020	HN	JS

INFORMATION

Status of drawing

BUROHAPPOLD ENGINEERING

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Architect *SEW*

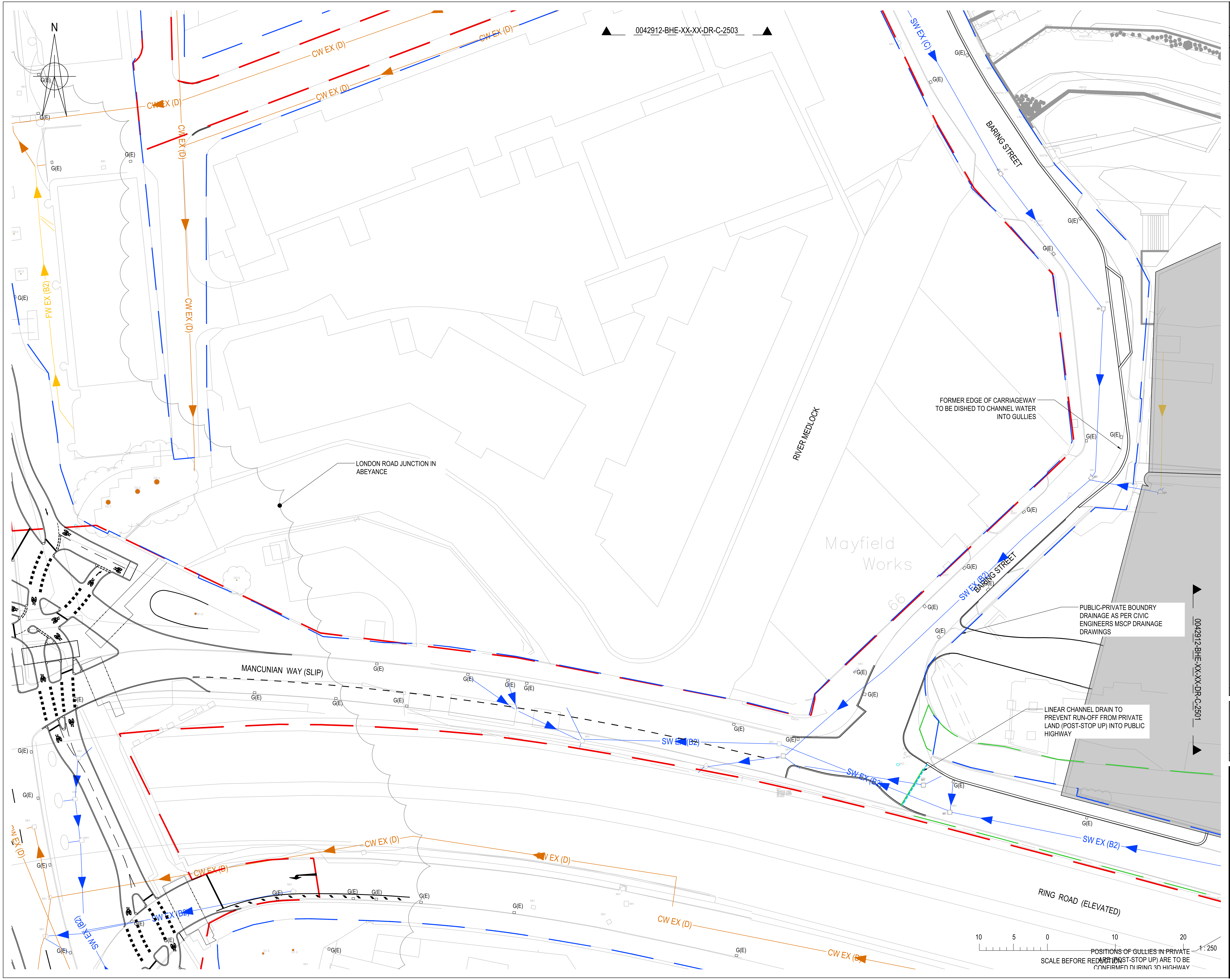
Project **MAYFIELD DEVELOPMENT PARTNERSHIP**

Drg Title HIGHWAY WORKS
PROPOSED DRAINAGE LAYOUT
MANCUNIAN WAY SLIP EAST

Scales@A1	1:250	Job No.	0042912
Drawn by	HN	Date	NOVEMBER 2020
Checked by	JS	Rev	B

Drawing No. 0042912-BHE-XX-XX-DR-C-2501

John Scandrett P:\0042912 Mayfield Park Manchester Infrastructure\F08 - Infra\01_Sheet\0042912-BHE-XX-XX-DR-C-2500to2504.dwg



FORMER EDGE OF CARRIAGEWAY TO BE DISHED TO CHANNEL WATER INTO GULLIES

LONDON ROAD JUNCTION IN ABEYANCE

PUBLIC-PRIVATE BOUNDRY DRAINAGE AS PER CIVIC ENGINEERS MSCP DRAINAGE DRAWINGS

LINEAR CHANNEL DRAIN TO PREVENT RUN-OFF FROM PRIVATE LAND (POST-STOP UP) INTO PUBLIC HIGHWAY

POSITIONS OF GULLIES IN PRIVATE ARE (POST-STOP UP) ARE TO BE CONFIRMED DURING 3D HIGHWAY

DO NOT SCALE THIS DRAWING.

HEALTH AND SAFETY INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING

CONSTRUCTION.

MAINTENANCE/CLEANING/OPERATION.

DECOMMISSIONING/DEMOLITION.

Notes

1. THIS DRAWING IS BASED ON:
   - 1.1. ARCHITECT'S PLAN 0345-SEW-ZZ-00-DR-L-007102 RECEIVED FROM SEW ON 16/11/2020; AND
   - 1.2. TOPOGRAPHICAL SURVEY RECEIVED 07/12/2020 FROM SURVEY OPERATIONS.
   - 1.3. TOPOGRAPHICAL SURVEY DATED 25/08/2017 FROM MALCOLM HUGHES LAND SURVEYORS.
   - 1.4. LAYOUT OF LONDON ROAD JUNCTION FROM TRANSPORT FOR GREATER MANCHESTER RECEIVED 26/03/21.
2. PHASE 1 PLANNING BOUNDARY AS PER PLANNING REFERENCE 124972/FO/2019.
3. PUBLIC HIGHWAY BOUNDARY BASED ON 'Adopted Highway Map' PNG, RECEIVED 08.01.2021 FROM MCC IN COMBINATION WITH EXISTING TOPOGRAPHICAL SURVEY USED AS A GUIDE.
4. REFER TO DRAWING 0042912-BHE-XX-XX-DR-C-2850 FOR DRAINAGE DETAILS

LEGEND

🟥 — —	PHASE 1 PLANNING BOUNDARY
🟩 — —	PROPOSED STOPPING UP BOUNDARY
▨	PROPOSED BUILDING AREA
— — —	PUBLIC HIGHWAY BOUNDARY

EXISTING DRAINAGE (WITH CONFIDENCE RATINGS)

SW EX (D)	EXISTING SURFACE WATER SEWER
CW EX (D)	EXISTING COMBINED WATER SEWER
FW EX (D)	EXISTING COMBINED WATER SEWER
☐ G(E)	EXISTING GULLY

PROPOSED DRAINAGE

☐ G(P)	PROPOSED GULLY
▬ ▬ ▬	SURFACE WATER PIPE
— · — ·	LINEAR CHANNEL DRAIN
◎	SURFACE WATER MANHOLE
X X X X X X X X X	EXISTING SEWER TO BE ABANDON

CONFIDENCE LEVELS FOR EXISTING SEWERS

(D)	ROUTE FROM SERVICVE RECORDS.
(C)	ROUTE FROM SERVICE RECORDS TIED TO VISUAL INDICATORS.
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Rev	Description	Date	Drn	Ch'd
B	FOR MCC REVIEW	05.05.2021	JS	JMS
A	FOR MCC REVIEW	08.12.2020	HN	JS

INFORMATION

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Architect *SEW*

Project **MAYFIELD DEVELOPMENT PARTNERSHIP**

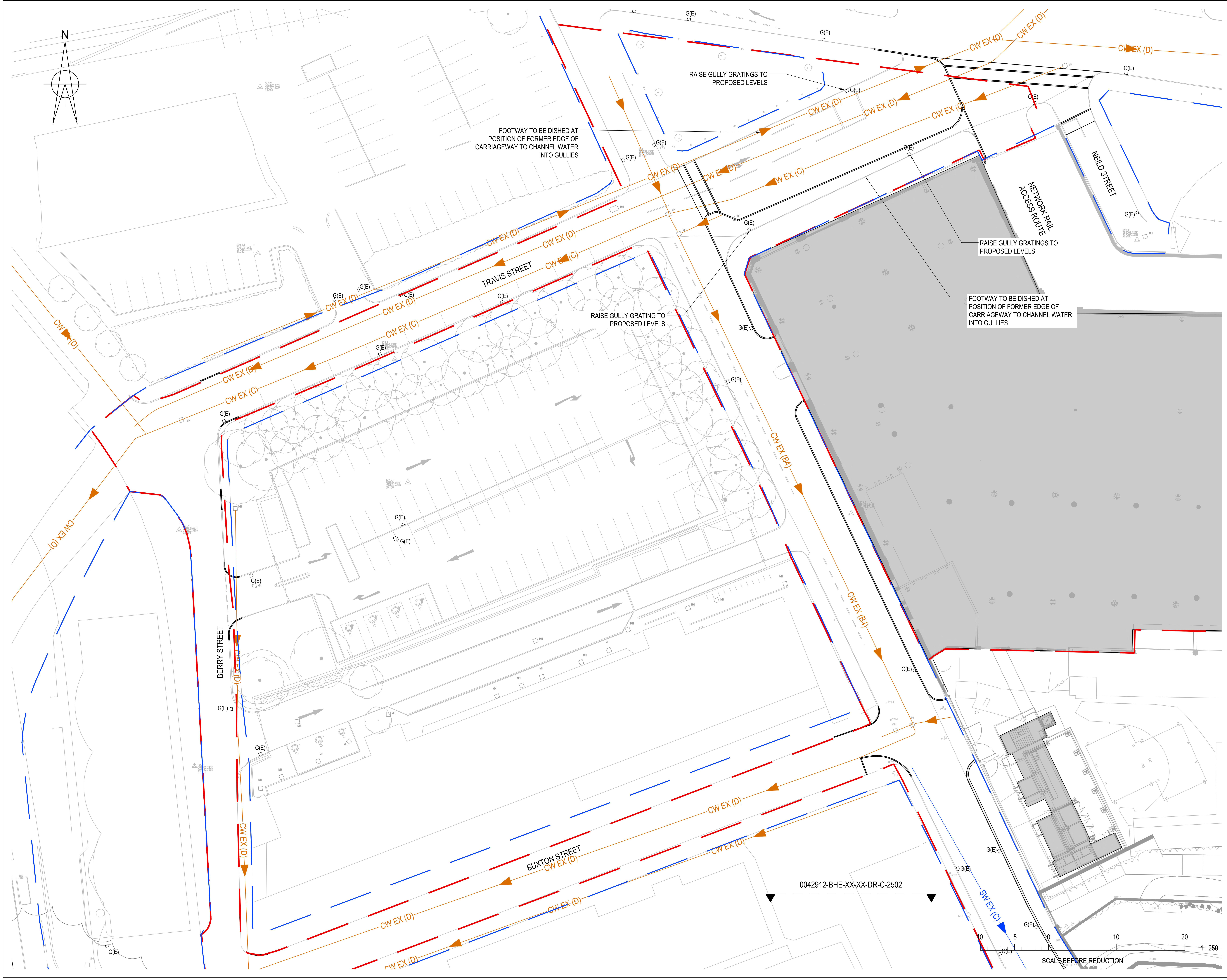
Drg Title HIGHWAY WORKS
PROPOSED DRAINAGE LAYOUT
MANCUNIAN WAY SLIP WEST

Scales@A1 1:250
Drawn by HN
Checked by JS

Job No. 0042912
Date NOVEMBER 2020
Rev B

Drawing No. 0042912-BHE-XX-XX-DR-C-2502

John Scandrett P:\0042912 Mayfield Park Manchester Infrastructure\F08 - Infra\01_Sheet\0042912-BHE-XX-XX-DR-C-2500to2504.dwg


N
TRAVIS STREET
BUXTON STREET
BERRY STREET
NEILD STREET
NETWORK RAIL ACCESS ROUTE
RAISE GULLY GRATINGS TO PROPOSED LEVELS
FOOTWAY TO BE DISHED AT POSITION OF FORMER EDGE OF CARRIAGEWAY TO CHANNEL WATER INTO GULLIES
RAISE GULLY GRATING TO PROPOSED LEVELS
RAISE GULLY GRATINGS TO PROPOSED LEVELS
FOOTWAY TO BE DISHED AT POSITION OF FORMER EDGE OF CARRIAGEWAY TO CHANNEL WATER INTO GULLIES
CW EX (D)
CW EX (C)
CW EX (B4)
SW EX (C)
G(E)
0042912-BHE-XX-XX-DR-C-2502
0
5
10
20
1 : 250
SCALE BEFORE REDUCTION

DO NOT SCALE THIS DRAWING.

HEALTH AND SAFETY INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING

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MAINTENANCE/CLEANING/OPERATION.

DECOMMISSIONING/DEMOLITION.

Notes

1. THIS DRAWING IS BASED ON:
   1.1. ARCHITECT'S PLAN 0345-SEW-ZZ-00-DR-L-007102 RECEIVED FROM SEW ON 16/11/2020; AND
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4. REFER TO DRAWING 0042912-BHE-XX-XX-DR-C-2850 FOR DRAINAGE DETAILS

LEGEND

🟥 — — —	PHASE 1 PLANNING BOUNDARY
🟩 — — —	PROPOSED STOPPING UP BOUNDARY
▨	PROPOSED BUILDING AREA
— — —	PUBLIC HIGHWAY BOUNDARY

EXISTING DRAINAGE (WITH CONFIDENCE RATINGS)

SW EX (D)	EXISTING SURFACE WATER SEWER
CW EX (D)	EXISTING COMBINED WATER SEWER
FW EX (D)	EXISTING COMBINED WATER SEWER
☐ G(E)	EXISTING GULLY

PROPOSED DRAINAGE

☐ G(P)	PROPOSED GULLY
▬ ▬ ▬	SURFACE WATER PIPE
▬ · ▬ · ▬	LINEAR CHANNEL DRAIN
◎	SURFACE WATER MANHOLE
X X X X X X X X X	EXISTING SEWER TO BE ABANDON

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B	FOR MCC REVIEW	05.05.2021	JS	JMS
A	FOR MCC REVIEW	08.12.2020	HN	JS

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Architect *SEW*

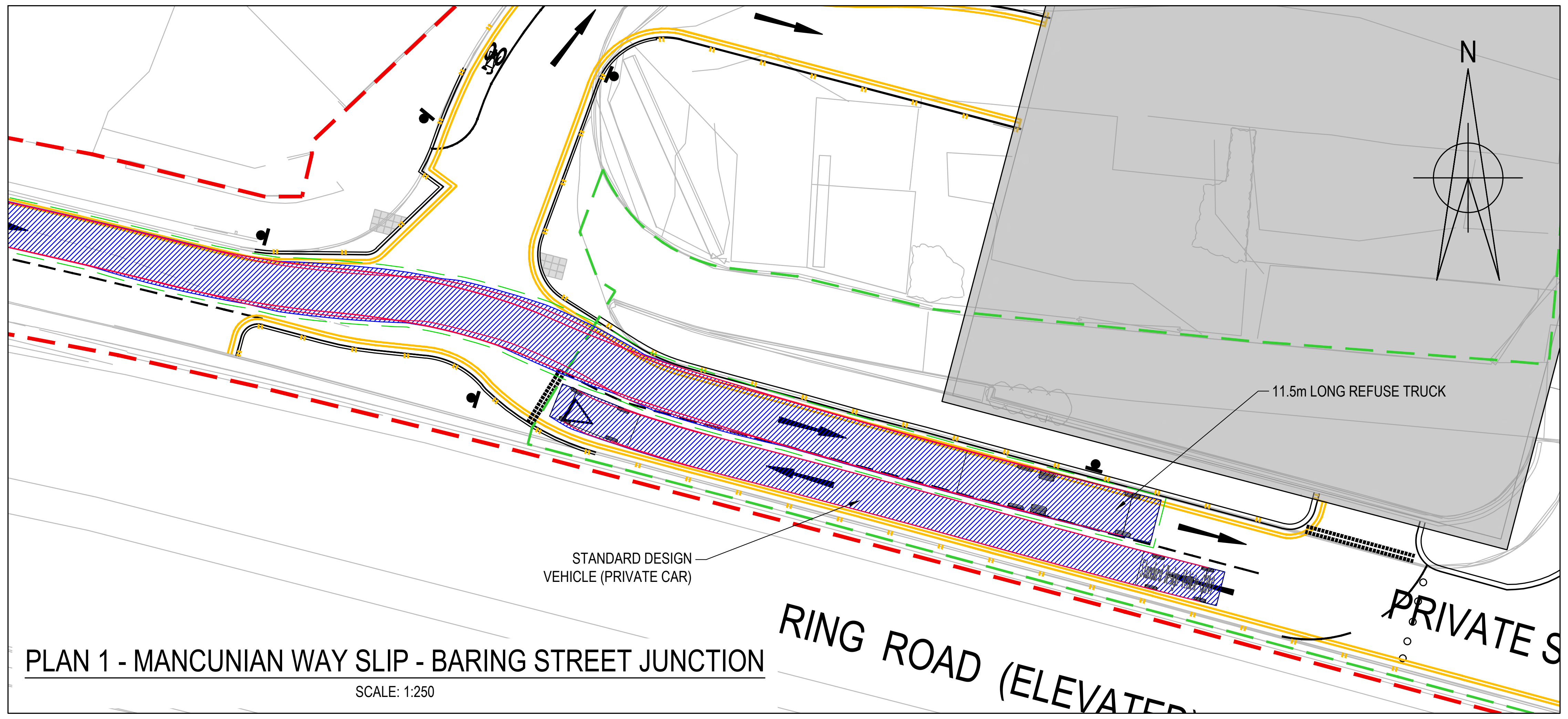
Project **MAYFIELD DEVELOPMENT PARTNERSHIP**

Drg Title
HIGHWAY WORKS
PROPOSED DRAINAGE LAYOUT
BARING, BUXTON & TRAVIS STREETS

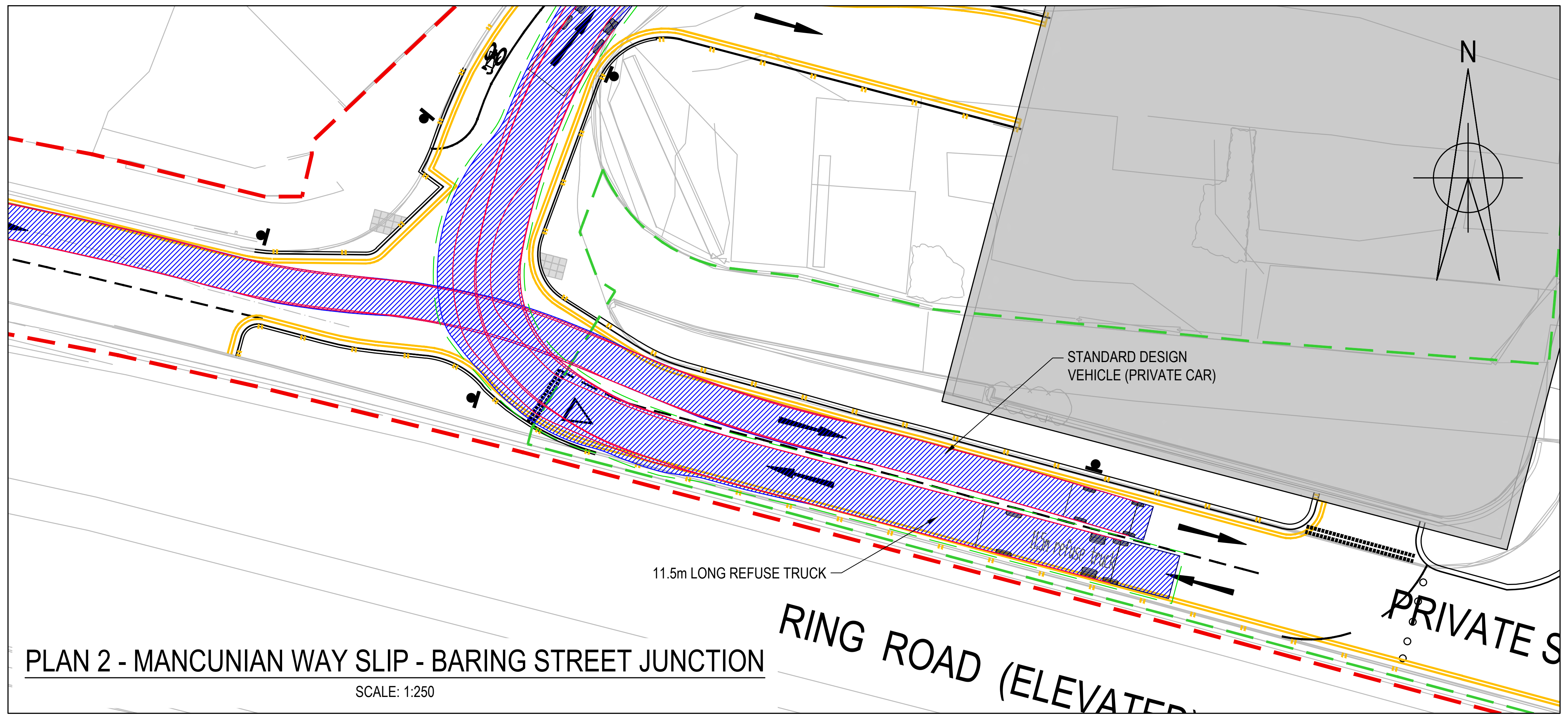
Scales@A1	1:250	Job No.	0042912
Drawn by	HN	Date	NOVEMBER 2020
Checked by	JS	Rev	B

Drawing No. 0042912-BHE-XX-XX-DR-C-2503

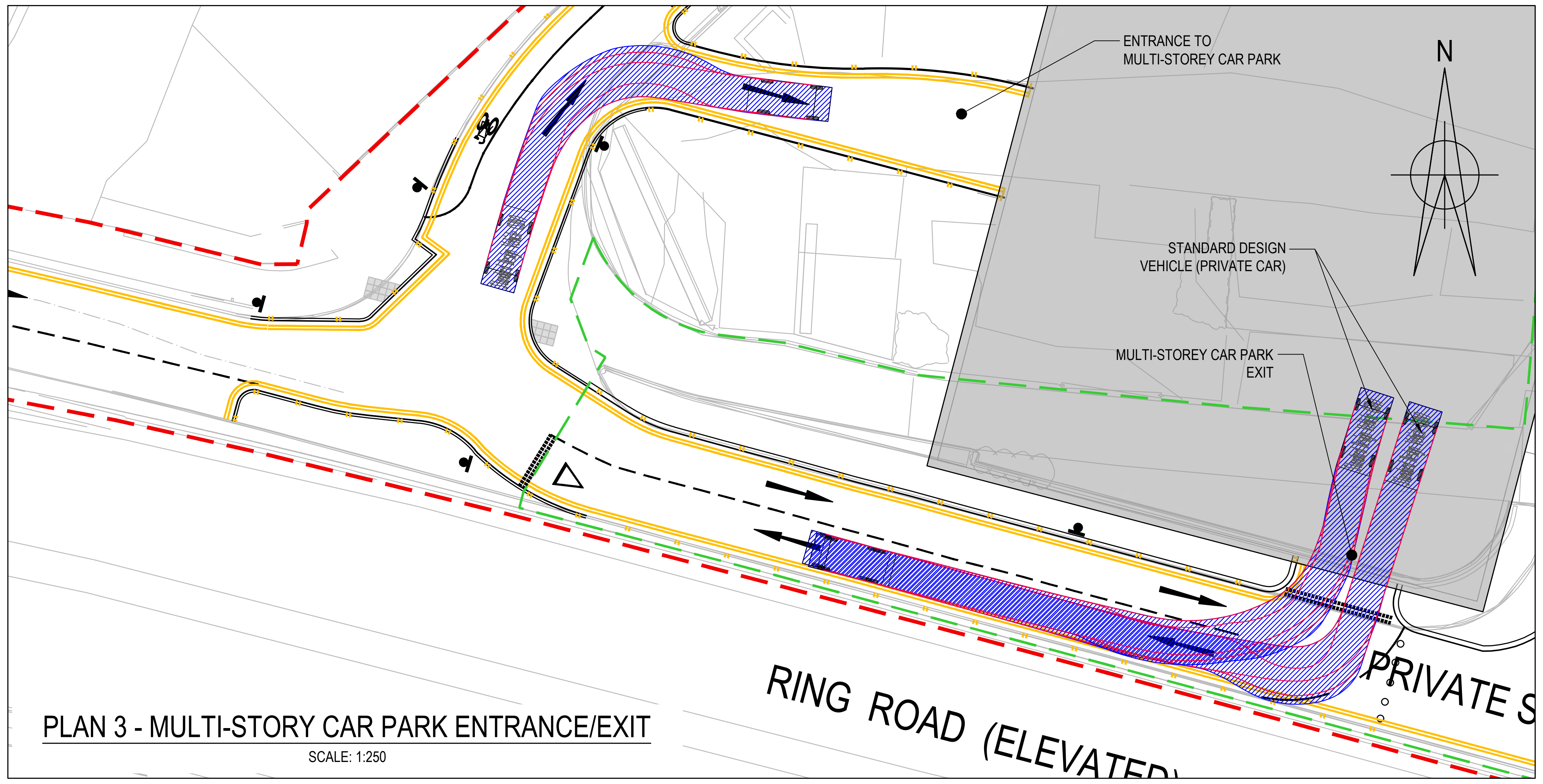
John Scandrett P:\0042912 Mayfield Park Manchester Infrastructure\F08 - Infra\01_Sheet\0042912-BHE-XX-XX-DR-C-2500to2504.dwg



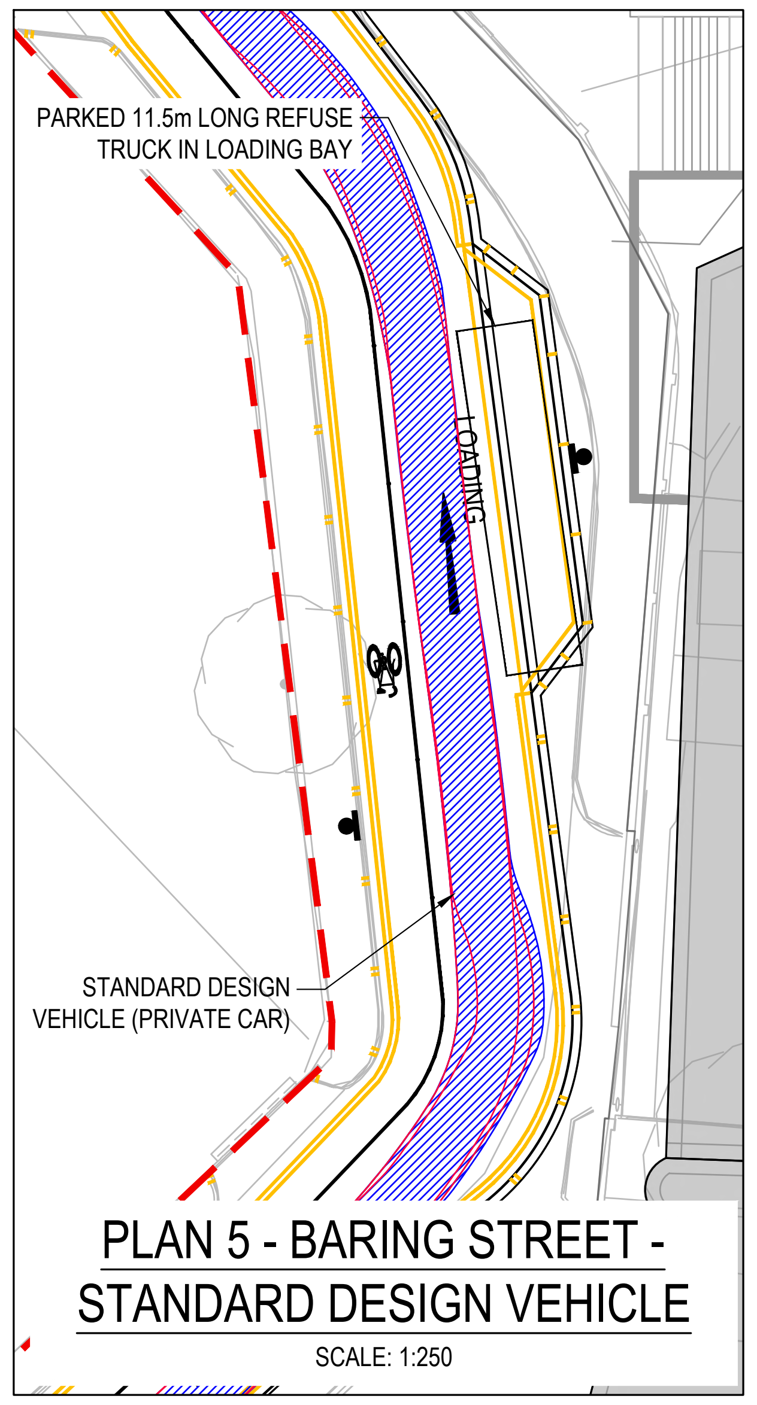
PLAN 1 - MANCUNIAN WAY SLIP - BARING STREET JUNCTION
SCALE: 1:250



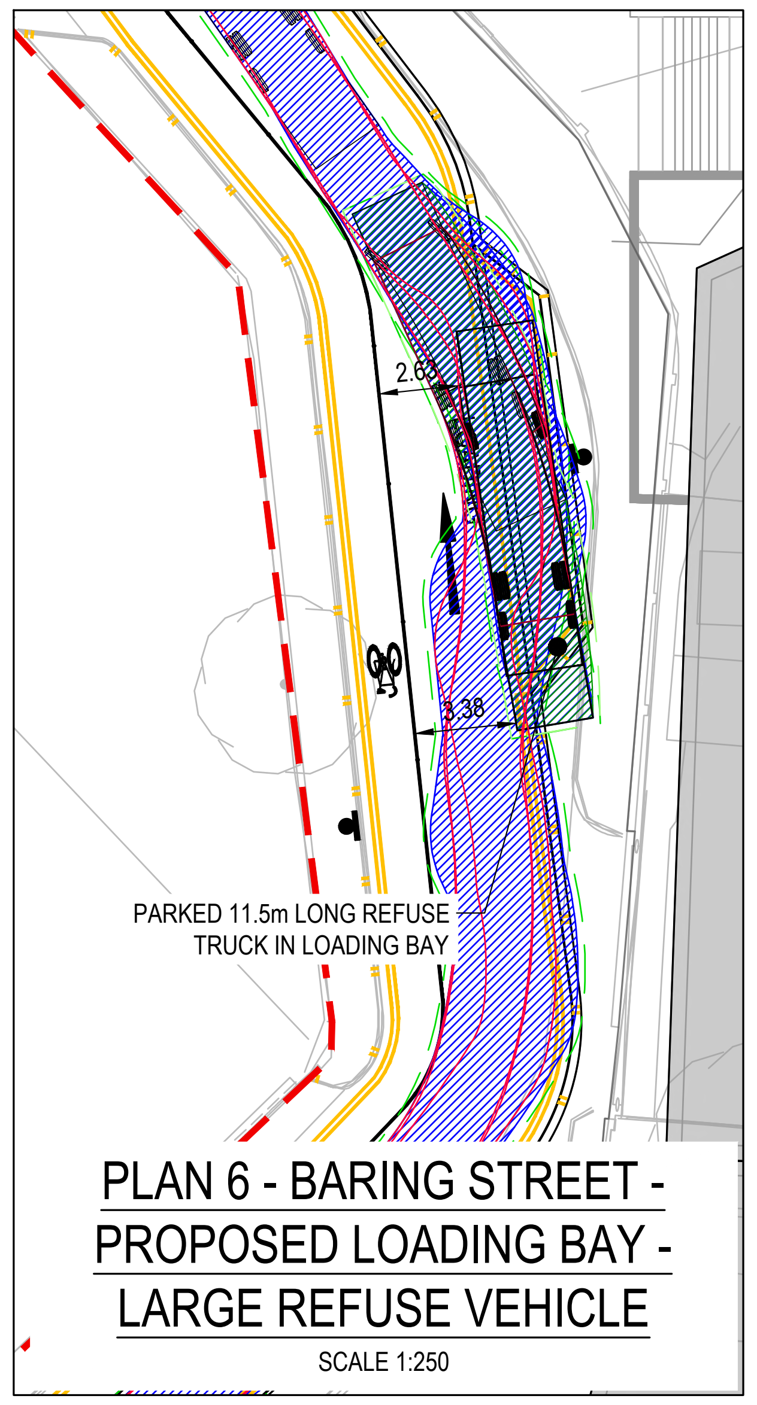
PLAN 2 - MANCUNIAN WAY SLIP - BARING STREET JUNCTION
SCALE: 1:250


N
ENTRANCE TO MULTI-STOREY CAR PARK
STANDARD DESIGN VEHICLE (PRIVATE CAR)
MULTI-STOREY CAR PARK EXIT
RING ROAD (ELEVATED
PRIVATE S

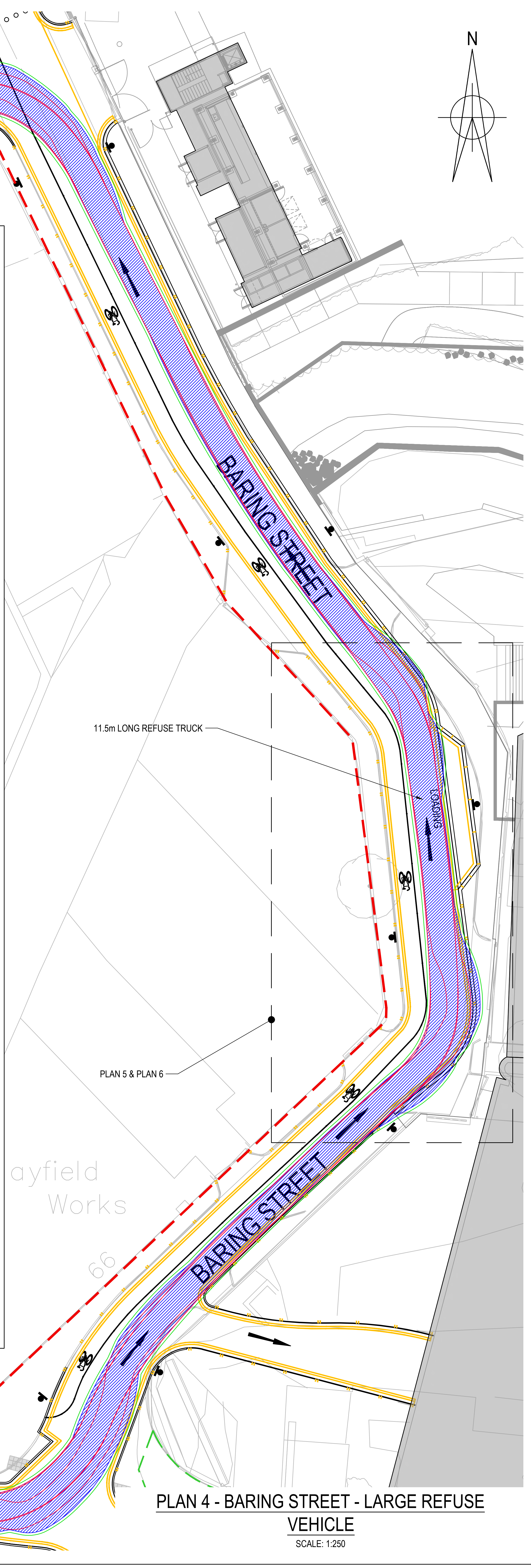
PLAN 3 - MULTI-STORY CAR PARK ENTRANCE/EXIT
SCALE: 1:250


PARKED 11.5m LONG REFUSE TRUCK IN LOADING BAY
LOADING
STANDARD DESIGN VEHICLE (PRIVATE CAR)

PLAN 5 - BARING STREET - STANDARD DESIGN VEHICLE
SCALE: 1:250



PLAN 6 - BARING STREET - PROPOSED LOADING BAY - LARGE REFUSE VEHICLE
SCALE 1:250



PLAN 4 - BARING STREET - LARGE REFUSE VEHICLE
SCALE: 1:250

DO NOT SCALE THIS DRAWING.

HEALTH AND SAFETY INFORMATION

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Notes

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    1.1. ARCHITECT'S PLAN 0345-SEW-ZZ-00-DR-L-007102 RECEIVED FROM SEW ON 16/11/2020; AND
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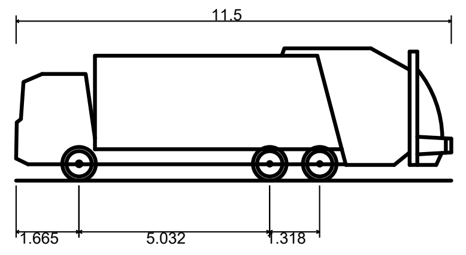
    1.4. LAYOUT OF LONDON ROAD JUNCTION FROM TRANSPORT FOR GREATER MANCHESTER RECEIVED 26/03/21.

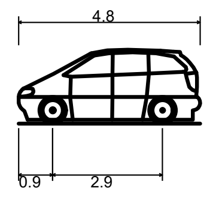
LEGEND

- — — — PHASE 1 PLANNING BOUNDARY
- - - - - PROPOSED STOPPING UP BOUNDARY
- ▨ PROPOSED BUILDING AREA

TRACKED VEHICLES



11.5m refuse truck	
Overall Length	11.500m
Overall Width	2.530m
Overall Body Height	3.500m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	8.940m



Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

Rev	Description	Date	Drn	Ch'd
B	FOR MCC REVIEW	05.05.2021	JS	JMS
A	FOR MCC REVIEW	08.12.2020	JS	CB

INFORMATION
Status of drawing

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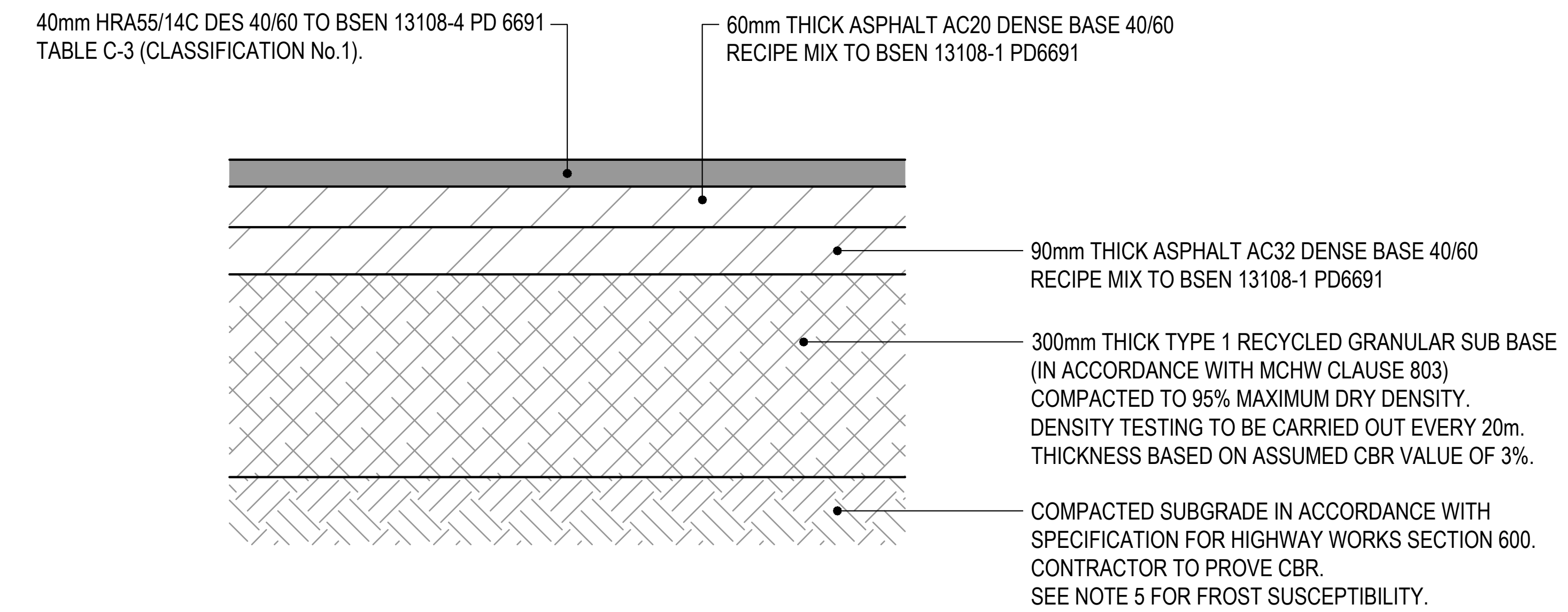
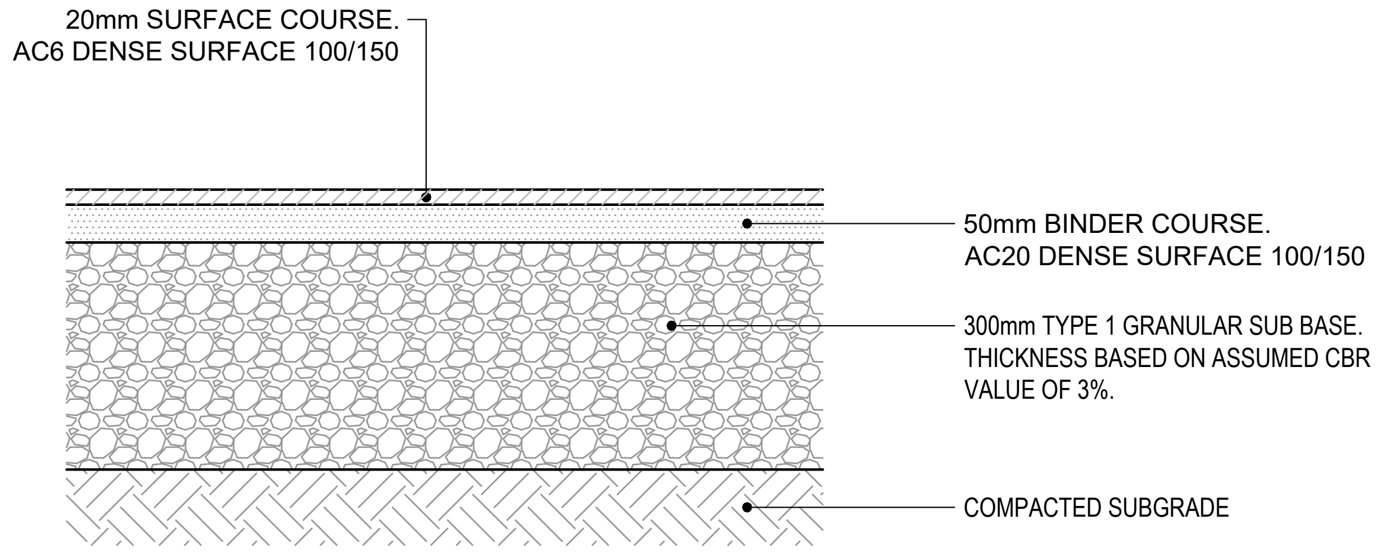
Architect *SEW*
Project **MAYFIELD DEVELOPMENT PARTNERSHIP**
Drg Title HIGHWAY WORKS
VEHICLE TRACKING
SHEET 1

Scales@A1 AS SHOWN
Drawn by JS
Checked by CB
Job No. 0042912
Date NOVEMBER 2020
Rev B
Drawing No. 0042912-BHE-XX-XX-DR-C-2750

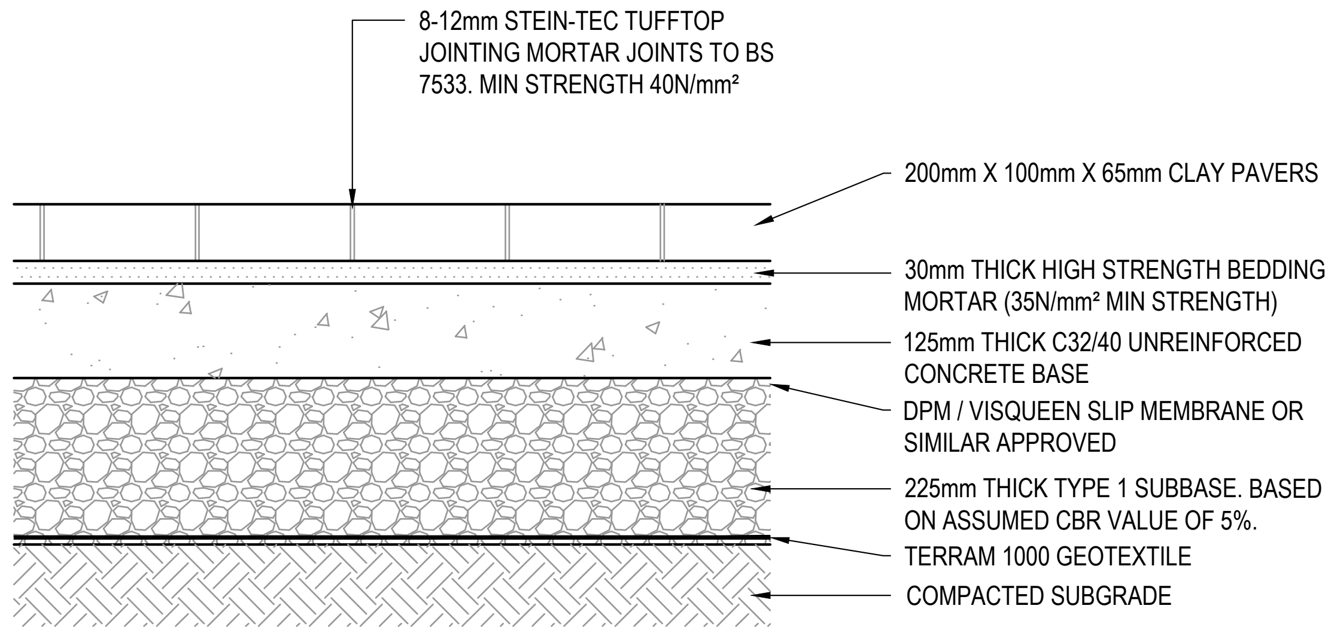
John Scandrett P:\0042912 Mayfield Park Manchester Infrastructure\F08 - Infra\01_Sheet\0042912-BHE-XX-XX-DR-C-2750to2751.dwg


40mm HRA55/14C DES 40/60 TO BSEN 13108-4 PD 6691 TABLE C-3 (CLASSIFICATION No.1).
60mm THICK ASPHALT AC20 DENSE BASE 40/60 RECIPE MIX TO BSEN 13108-1 PD6691
90mm THICK ASPHALT AC32 DENSE BASE 40/60 RECIPE MIX TO BSEN 13108-1 PD6691
300mm THICK TYPE 1 RECYCLED GRANULAR SUB BASE (IN ACCORDANCE WITH MCHW CLAUSE 803) COMPACTED TO 95% MAXIMUM DRY DENSITY. DENSITY TESTING TO BE CARRIED OUT EVERY 20m. THICKNESS BASED ON ASSUMED CBR VALUE OF 3%.
COMPACTED SUBGRADE IN ACCORDANCE WITH SPECIFICATION FOR HIGHWAY WORKS SECTION 600. CONTRACTOR TO PROVE CBR. SEE NOTE 5 FOR FROST SUSCEPTIBILITY.

PAVEMENT - TYPE P1
TRAFFICABLE ASPHALT CARRIAGEWAY PAVING


20mm SURFACE COURSE. AC6 DENSE SURFACE 100/150
50mm BINDER COURSE. AC20 DENSE SURFACE 100/150
300mm TYPE 1 GRANULAR SUB BASE. THICKNESS BASED ON ASSUMED CBR VALUE OF 3%.
COMPACTED SUBGRADE

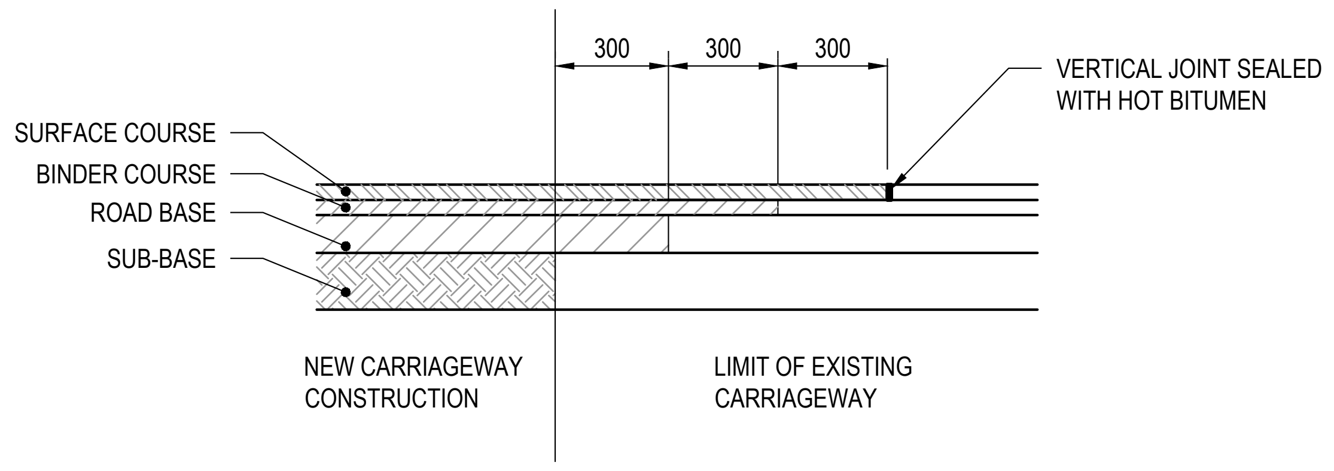
PAVEMENT - TYPE P3
ASPHALT FOOTWAY PAVING


8-12mm STEIN-TEC TUFFTOP JOINTING MORTAR JOINTS TO BS 7533. MIN STRENGTH 40N/mm²
200mm X 100mm X 65mm CLAY PAVERS
30mm THICK HIGH STRENGTH BEDDING MORTAR (35N/mm² MIN STRENGTH)
125mm THICK C32/40 UNREINFORCED CONCRETE BASE
DPM / VISQUEEN SLIP MEMBRANE OR SIMILAR APPROVED
225mm THICK TYPE 1 SUBBASE. BASED ON ASSUMED CBR VALUE OF 5%.
TERRAM 1000 GEOTEXTILE
COMPACTED SUBGRADE

PAVEMENT - TYPE P4
CLAY FOOTWAY PAVING
(OCCASIONAL VEHICLE LOADING)

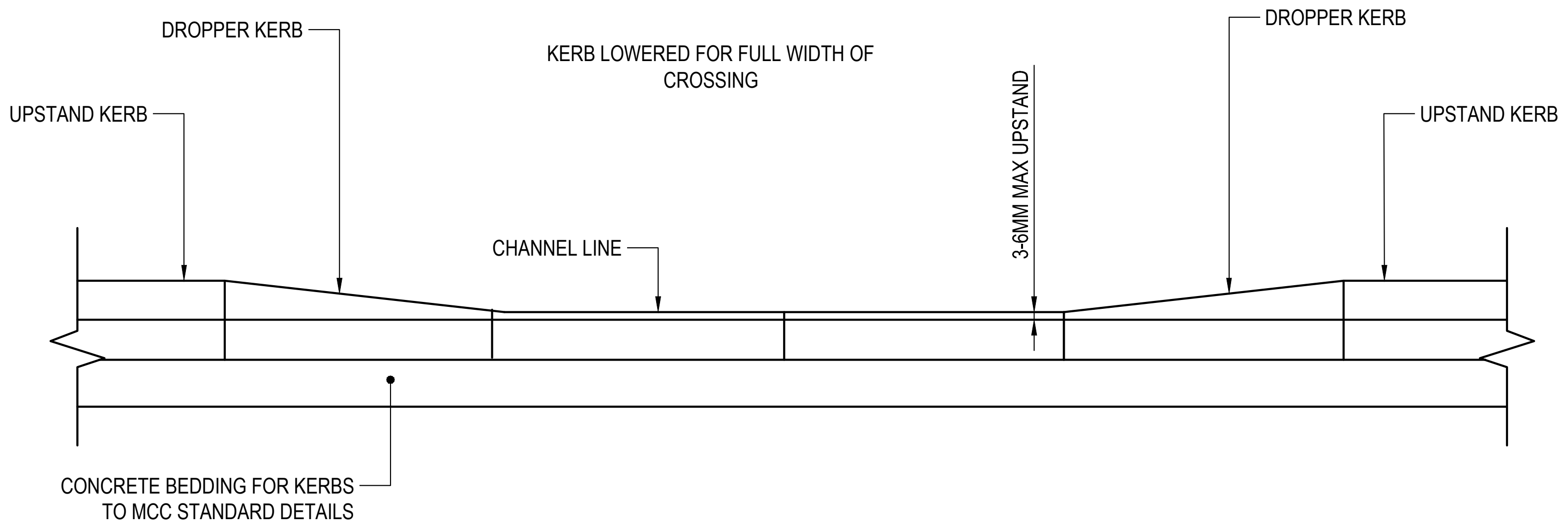
THICKNESS OF FOUNDATION MATERIALS

CBR %	GRANULAR SUB BASE TYPE 1	CAPPING
>2	150	600
2	150	450
2.5	350	0
2.5	150	400
3	300	0
3	150	350
4	250	0
4	150	300
5	150	250
5-15	225	0
>15	150	0

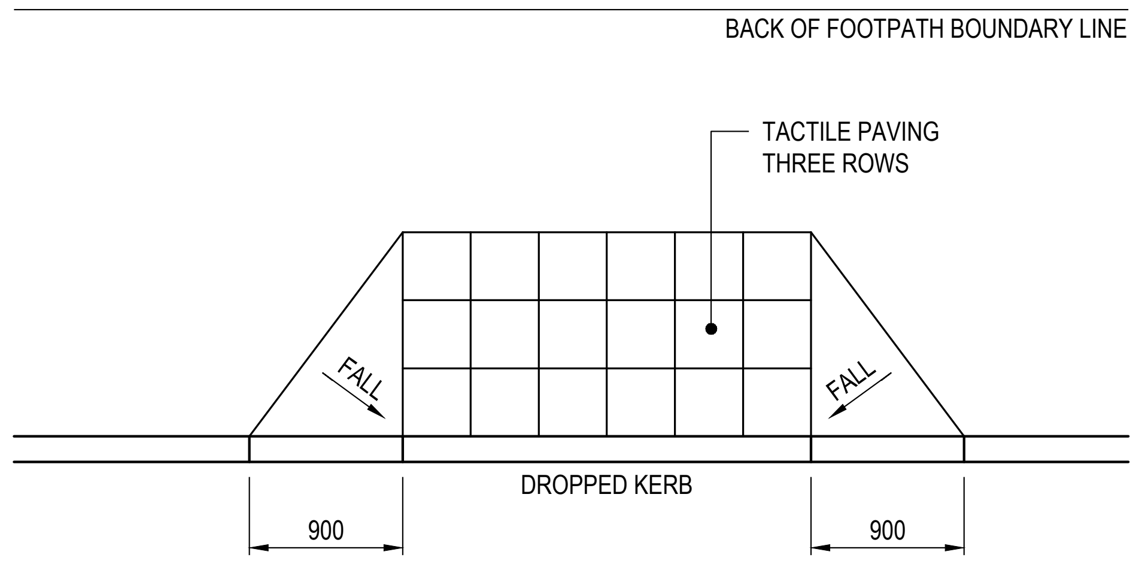

300
300
300
VERTICAL JOINT SEALED WITH HOT BITUMEN
SURFACE COURSE
BINDER COURSE
ROAD BASE
SUB-BASE
NEW CARRIAGEWAY CONSTRUCTION
LIMIT OF EXISTING CARRIAGEWAY

DETAIL OF TIE-IN CONSTRUCTION
AT EDGE OF CARRIAGEWAY

NOTE: LAYERS TO BE CUT BACK AND BENCHED TO KEY INTO THE OLD CONSTRUCTION TO COMPLY WITH CL 901 OF THE SPECIFICATIONS FOR HIGHWAY WORKS (MCHW1); ALL HORIZONTAL SURFACES TO BE TACK COATED AS SPECIFIED IN BS 594987.
THE ABOVE DIAGRAM IS REPRESENTATIVE ONLY, ACTUAL LAYERS OF EXISTING CONSTRUCTION MAY VARY.
INTERFACE BETWEEN NEW / PROPOSED LAYERS TO BE PREPARED BY SAW CUTTING A VERTICAL FACE TO EXISTING LAYERS

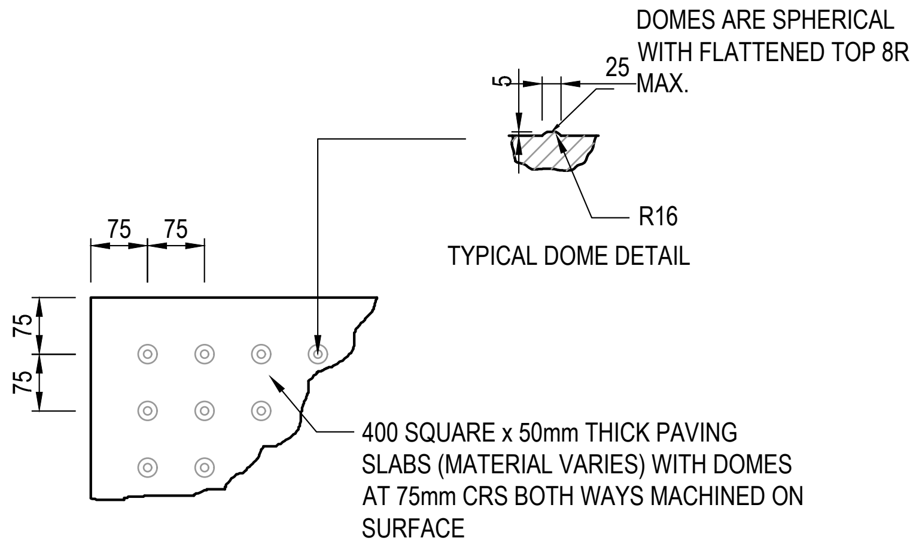

DROPPER KERB
KERB LOWERED FOR FULL WIDTH OF CROSSING
3-6MM MAX UPSTAND
DROPPER KERB
UPSTAND KERB
UPSTAND KERB
CHANNEL LINE
CONCRETE BEDDING FOR KERBS TO MCC STANDARD DETAILS

PEDESTRIAN CROSSING
DETAIL - ELEVATION

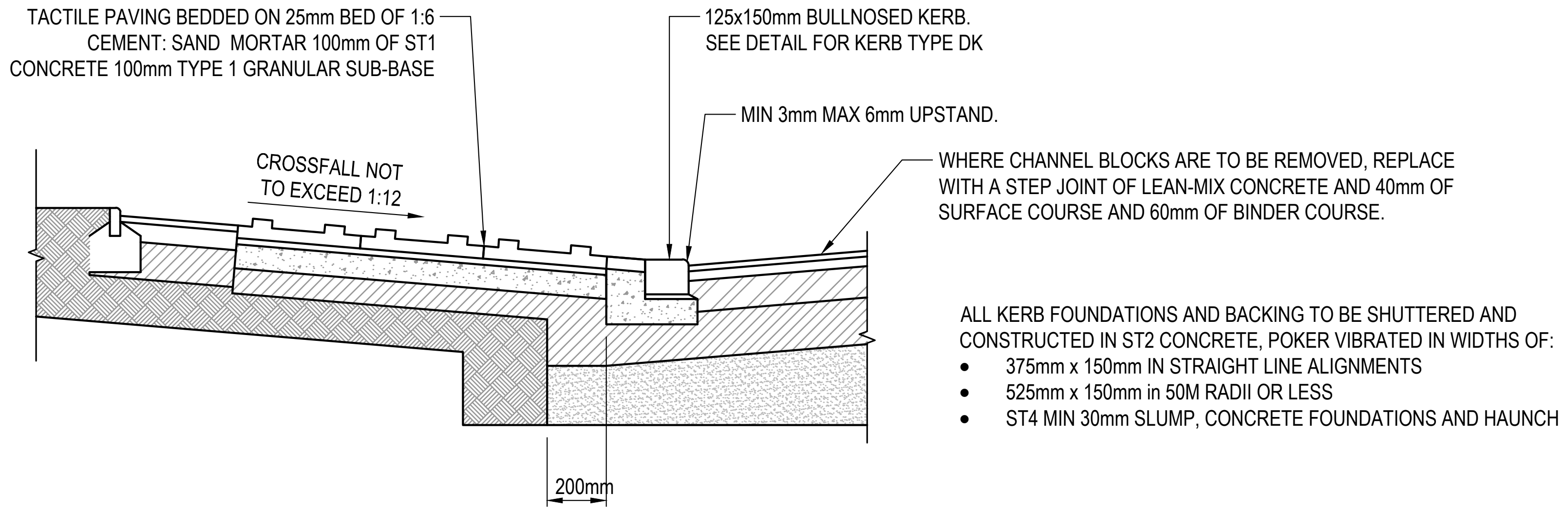


TACTILE PAVING AT
UNCONTROLLED CROSSING

NOTE: REFER TO PAVING PLAN FOR TACTILE PAVING LAYOUT AT SPECIFIC LOCATIONS


DOMES ARE SPHERICAL WITH FLATTENED TOP 8R MAX.
5
25
R16
TYPICAL DOME DETAIL
75
75
75
75
400 SQUARE x 50mm THICK PAVING SLABS (MATERIAL VARIES) WITH DOMES AT 75mm CRS BOTH WAYS MACHINED ON SURFACE

BLISTER TACTILE PAVING
MODULE DETAIL


TACTILE PAVING BEDDED ON 25mm BED OF 1:6 CEMENT: SAND MORTAR 100mm OF ST1 CONCRETE 100mm TYPE 1 GRANULAR SUB-BASE
125x150mm BULLNOSED KERB. SEE DETAIL FOR KERB TYPE DK
MIN 3mm MAX 6mm UPSTAND.
CROSSFALL NOT TO EXCEED 1:12
WHERE CHANNEL BLOCKS ARE TO BE REMOVED, REPLACE WITH A STEP JOINT OF LEAN-MIX CONCRETE AND 40mm OF SURFACE COURSE AND 60mm OF BINDER COURSE.
200mm

ALL KERB FOUNDATIONS AND BACKING TO BE SHUTTERED AND CONSTRUCTED IN ST2 CONCRETE, POKER VIBRATED IN WIDTHS OF:

- 375mm x 150mm IN STRAIGHT LINE ALIGNMENTS
- 525mm x 150mm in 50M RADII OR LESS
- ST4 MIN 30mm SLUMP, CONCRETE FOUNDATIONS AND HAUNCH

SECTION THROUGH TACTILE
PAVING CROSSING

NOTE: CUT PAVING ONLY ACCEPTABLE WITH WRITTEN APPROVAL FROM HIGHWAY ENGINEER

DO NOT SCALE THIS DRAWING.

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Notes

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH DRAWINGS 042912-BHE-XX-XX-DR-C-2301 to 2304.
2. CONTRACTOR TO CONFIRM THE CBR VALUE PRIOR TO CONSTRUCTION. THE FOUNDATION IS ASSUMED TO BE MIN. 5% UNLESS OTHERWISE STATED.
3. WHEN PREPARING FORMATIONS, ALL SOFT SPOTS SHALL BE REMOVED AND REPLACED WITH SUITABLE FILL MATERIAL. ANY OBSTRUCTIONS ENCOUNTERED SHALL ALSO BE REMOVED. THE FINAL SURFACE OF ALL FORMATIONS SHALL BE WELL ROLLED, SMOOTH, FREE FROM MOVEMENT UNDER COMPACTION PLANT AND FREE FROM RIDGE CRACKS LOOSE MATERIALS, RUTS OR THE DEFECTS.
4. GEOTEXTILE TO BE USED BELOW SUB BASE IF CBR FOUND TO BE LESS THAN 3%.
5. MIN. 450mm THICKNESS FOR NON FROST SUSCEPTIBILITY, I.E TOTAL BUILD UP, FOR CARRIAGEWAY/DRIVEWAY.
6. EXISTING PAVEMENT BUILD-UPS TO BE OBTAINED FROM MANCHESTER CITY COUNCIL. THESE EXISTING BUILD-UPS WILL DETERMINE HOW MUCH THE EXISTING ROAD SURFACE WILL BE STRIPPED BACK IN ORDER TO ACHIEVE THE REQUIRED BUILD-UPS FOR THE PROPOSED ROADS LOADING REQUIREMENTS.
7. ALL BEDDING, PRIMER AND JOINTING MATERIALS FOR NATURAL STONE AND CLAY PAVERS SHALL COMPLY WITH BS 7533 AND CONCRETE TO COMPLY WITH MCHW CLAUSE 2602.
8. TYPE 1 GRANULAR MATERIAL TO COMPLY WITH MCHW CLAUSE 803.

Rev	Description	Date	Drn	Ch'd
B	FOR MCC REVIEW	05.05.2021	JS	JMS
A	FOR INFORMATION	08.12.2020	HN	JS

INFORMATION

Status of drawing

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Architect *SEW*

Project **MAYFIELD DEVELOPMENT PARTNERSHIP**

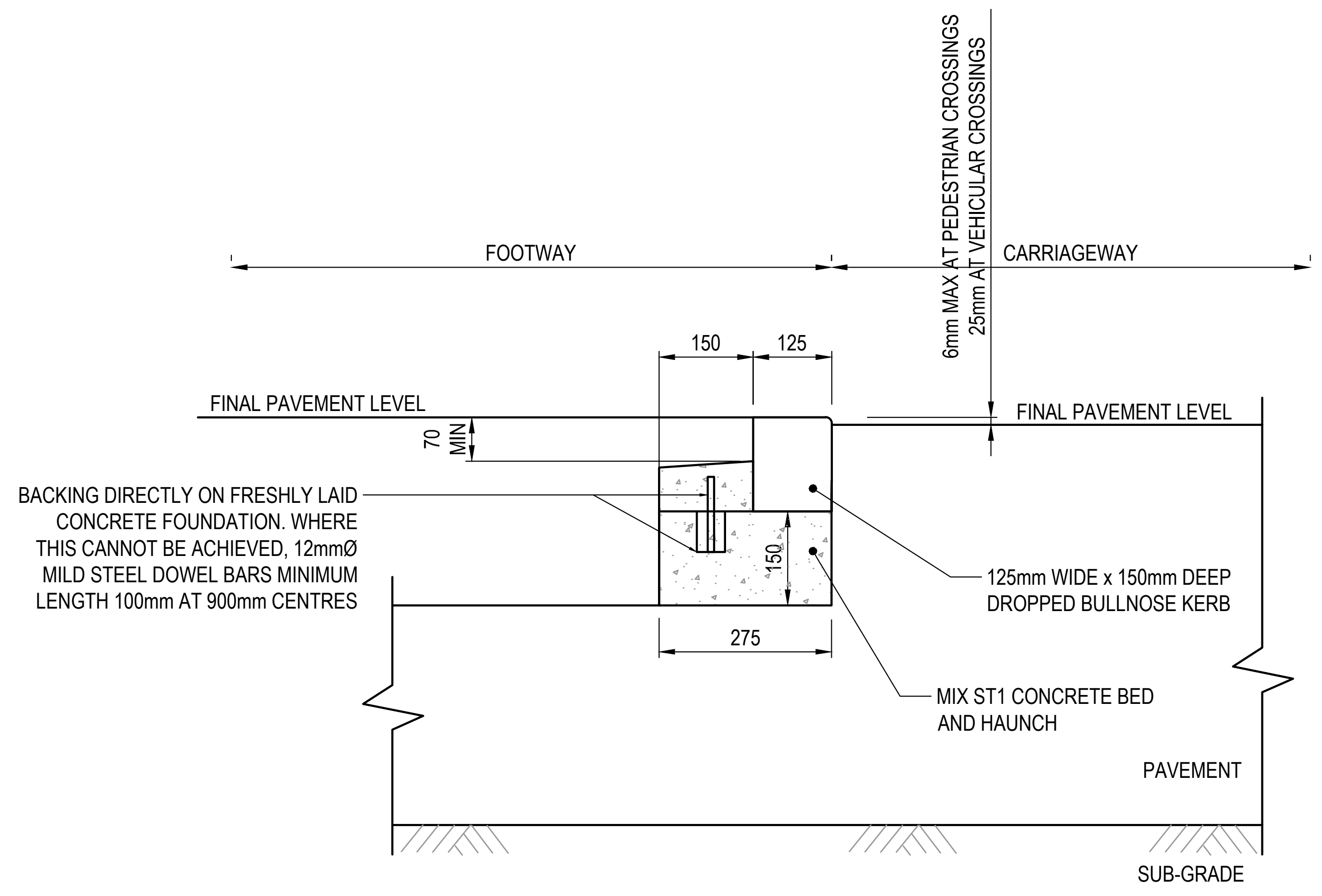
Drg Title HIGHWAY WORKS
PROPOSED PAVING DETAILS
SHEET 1

Scales@A1 AS SHOWN
Drawn by HN
Checked by JS

Job No. 0042912
Date NOVEMBER 2020
Rev B

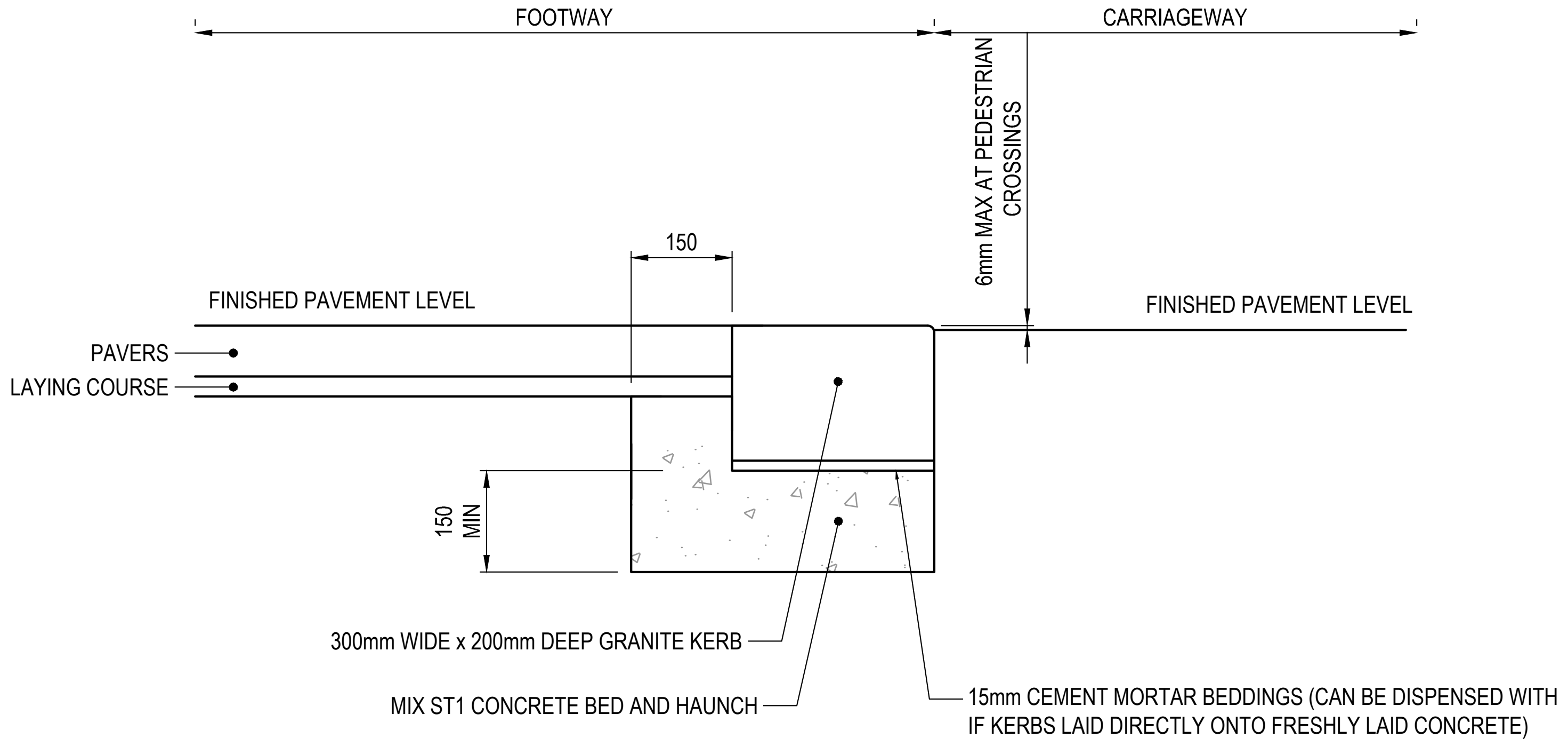
Drawing No. 0042912-BHE-XX-XX-DR-C-2800

John Scandrett P:\0042912 Mayfield Park Manchester Infrastructure\F08 - Infra\01_Sheet\0042912-BHE-XX-XX-DR-C-2800to2801.dwg

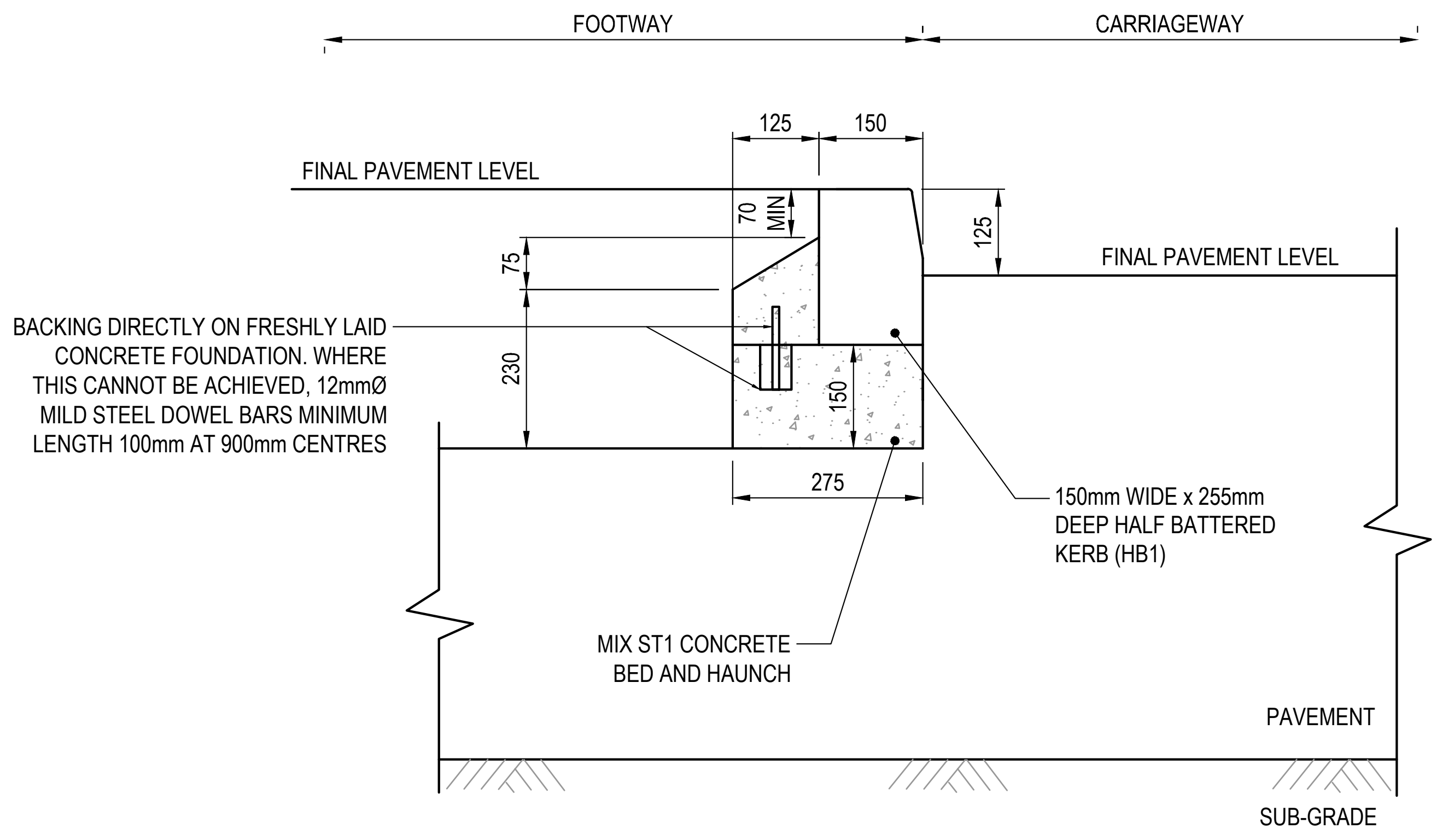

FOOTWAY
CARRIAGEWAY
6mm MAX AT PEDESTRIAN CROSSINGS
25mm AT VEHICULAR CROSSINGS
150
125
FINAL PAVEMENT LEVEL
FINAL PAVEMENT LEVEL
70 MIN
BACKING DIRECTLY ON FRESHLY LAID CONCRETE FOUNDATION. WHERE THIS CANNOT BE ACHIEVED, 12mmØ MILD STEEL DOWEL BARS MINIMUM LENGTH 100mm AT 900mm CENTRES
150
125mm WIDE x 150mm DEEP DROPPED BULLNOSE KERB
275
MIX ST1 CONCRETE BED AND HAUNCH
PAVEMENT
SUB-GRADE

TYPICAL DROPPED AND FLUSH KERB DETAIL (TYPES DK & K2)

(AS PER MCC'S K2 DETAIL)

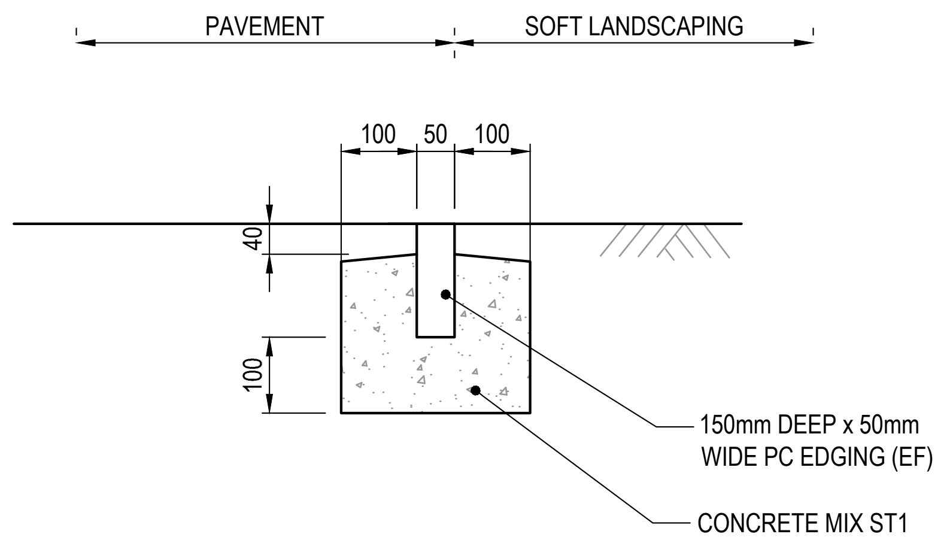

FOOTWAY
CARRIAGEWAY
6mm MAX AT PEDESTRIAN CROSSINGS
150
FINISHED PAVEMENT LEVEL
FINISHED PAVEMENT LEVEL
PAVERS
LAYING COURSE
150 MIN
300mm WIDE x 200mm DEEP GRANITE KERB
MIX ST1 CONCRETE BED AND HAUNCH
15mm CEMENT MORTAR BEDDINGS (CAN BE DISPENSED WITH IF KERBS LAID DIRECTLY ONTO FRESHLY LAID CONCRETE)

TYPICAL DROPPED AND FLUSH GRANITE KERB DETAIL (TYPES DK1 & K4)


FOOTWAY
CARRIAGEWAY
125
150
FINAL PAVEMENT LEVEL
70 MIN
125
FINAL PAVEMENT LEVEL
75
BACKING DIRECTLY ON FRESHLY LAID CONCRETE FOUNDATION. WHERE THIS CANNOT BE ACHIEVED, 12mmØ MILD STEEL DOWEL BARS MINIMUM LENGTH 100mm AT 900mm CENTRES
230
150
275
150mm WIDE x 255mm DEEP HALF BATTERED KERB (HB1)
MIX ST1 CONCRETE BED AND HAUNCH
PAVEMENT
SUB-GRADE

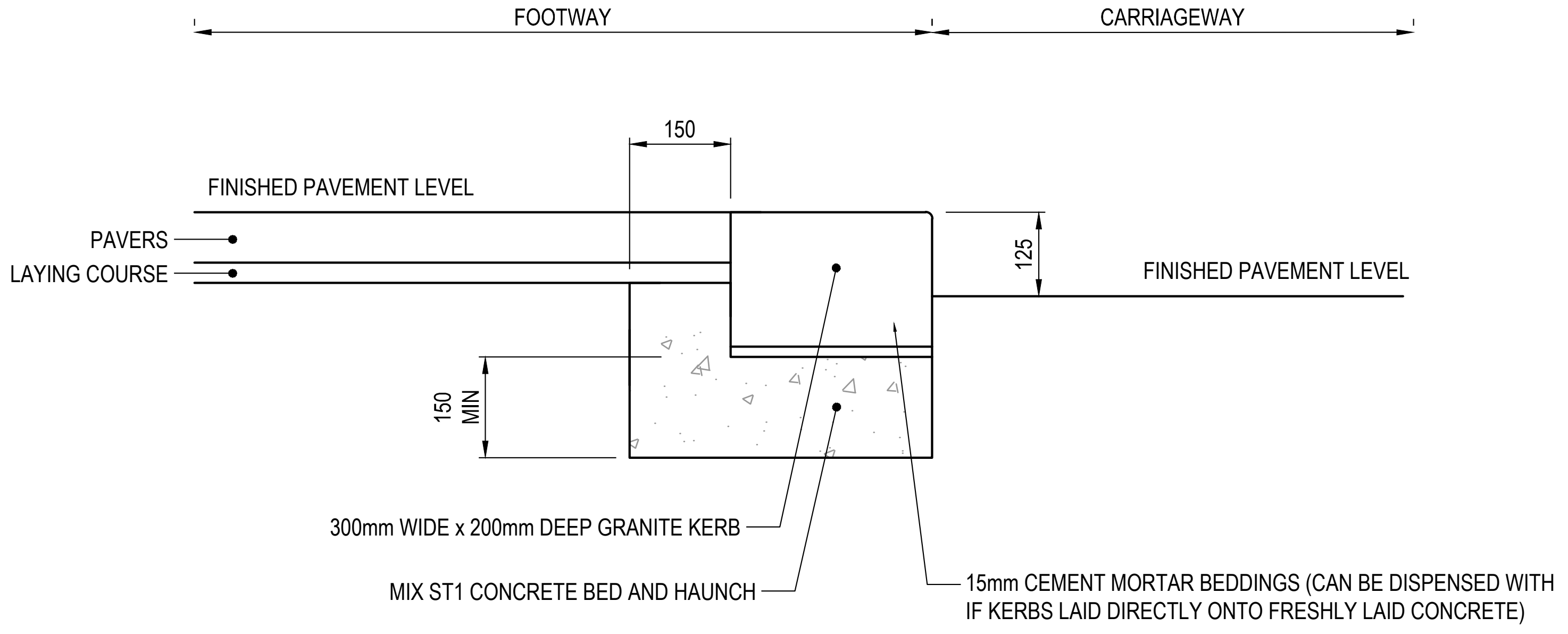
PRECAST CONCRETE HALF BATTERED KERB (TYPE K1)

(AS PER MCC'S K1 DETAIL)



PRECAST CONCRETE PIN KERB DETAIL (TYPES DK2 & K5)

(BASED ON MCC'S K5 DETAIL)


FOOTWAY
CARRIAGEWAY
150
FINISHED PAVEMENT LEVEL
PAVERS
LAYING COURSE
125
FINISHED PAVEMENT LEVEL
150 MIN
300mm WIDE x 200mm DEEP GRANITE KERB
MIX ST1 CONCRETE BED AND HAUNCH
15mm CEMENT MORTAR BEDDINGS (CAN BE DISPENSED WITH IF KERBS LAID DIRECTLY ONTO FRESHLY LAID CONCRETE)

TYPICAL GRANITE KERB WITH UPSTAND DETAIL (TYPE K3)

DO NOT SCALE THIS DRAWING.

HEALTH AND SAFETY INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING

CONSTRUCTION.

MAINTENANCE/CLEANING/OPERATION.

DECOMMISSIONING/DEMOLITION.

Notes

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4. KERBS' CONCRETE BEDDING AND BACKING SHALL BE TYPE ST1 TO MCHW CLAUSE 2602 TABLE $\frac{26}{1}$ AND CEMENT SHALL BE ORDINARY PORTLAND CEMENT TO BS EN 197-1.
5. PRE-CAST CONCRETE KERBS SHALL COMPLY WITH BS EN 1340: 2003.
6. IN THE CASE OF NEW CARRIAGEWAY CONSTRUCTION THE SUB-BASE LAYER IS EXTENDED 300mm BEYOND THE BACK OF KERB FOUNDATION THE CONTRACTOR SALL ALLOW FOR FILLING IN BETWEEN THE ROAD SUB-BASE AND THE FOOTWAY FORMATION WITH SUB-BASE MATERIAL IN THE RATE FOR KERBING.
7. KERBS LAID IN EXISTING CARRIAGEWAY FORMATION - INFILL OF OVERBREAK IN FRONT OF KERB WITH CONCRETE TYPE ST2 TO BINDER COURSE FINISH LEVEL AND RESURFACE CHANNEL STRIP 300mm WIDE AS REQUIRED.
8. GRANITE KERBS TO BE SOURCES LOCALLY (WITHIN EUROPE).

Rev	Description	Date	Drn	Ch'd
A	FOR MCC REVIEW	05.05.2021	JS	JS

INFORMATION

Status of drawing

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Architect *SEW*

Project **MAYFIELD DEVELOPMENT PARTNERSHIP**

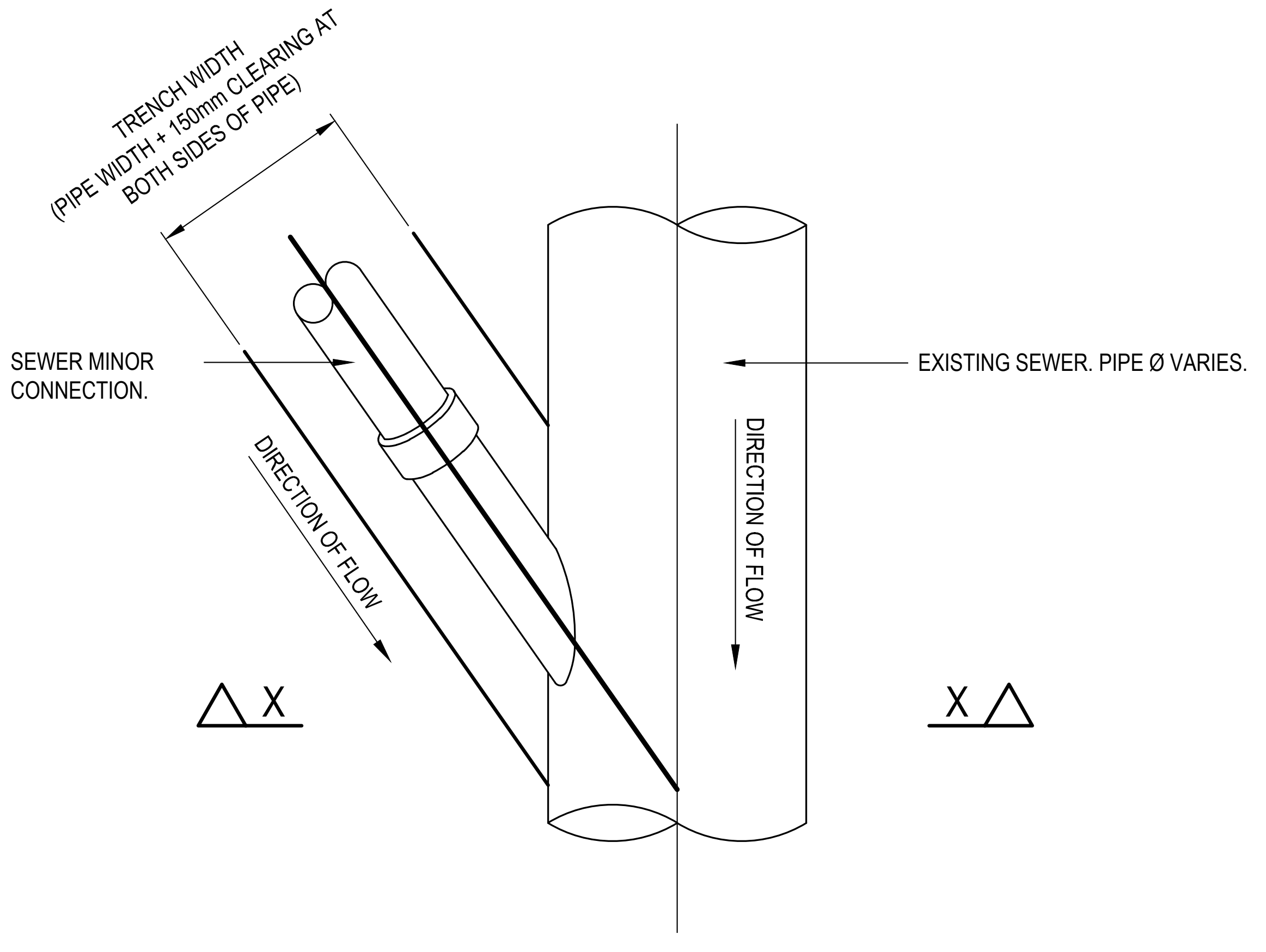
Drg Title HIGHWAY WORKS
PROPOSED PAVING DETAILS
SHEET 2

Scales@A1 AS SHOWN
Drawn by HN
Checked by JS

Job No. 0042912
Date NOVEMBER 2020
Rev A

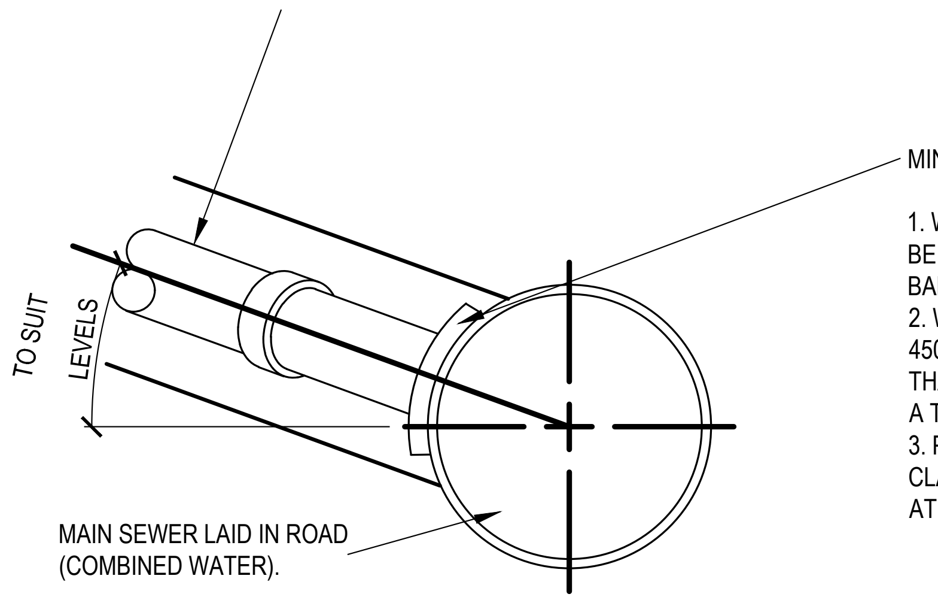
Drawing No. 0042912-BHE-XX-XX-DR-C-2801

John Scandrett P:\0042912 Mayfield Park Manchester Infrastructure\F08 - Infra\01_Sheet\0042912-BHE-XX-XX-DR-C-2800to2801.dwg



PLAN

FOR ROAD GULLY CONNECTIONS, ALL PIPES TO BE 150Ø SUPER STRENGTH VITRIFIED CLAY TO SHW TO CLAUSE 501.



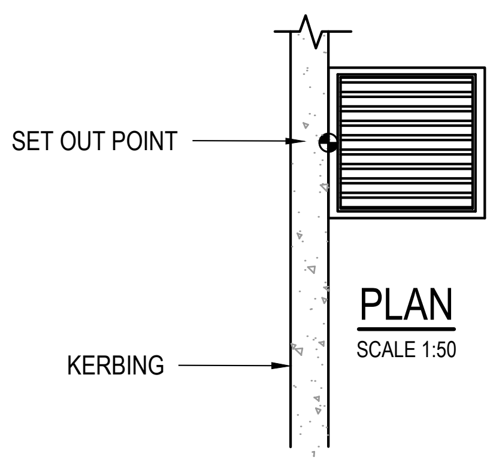
MINOR TO MAIN SEWER CONNECTIONS:

1. WHERE THE MAIN SEWER IS 225mm OR LESS, BRANCH CONNECTION SHOULD BE MADE BY INSERTING A NEW OBLIQUE ANGLED JUNCTION PIPE USING BANDSEA / FLEXSEAL COUPLINGS OR SIMILAR APPROVED.
2. WHERE THE MAIN SEWER IS GREATER THAN 225mm AND LESS OR EQUAL TO 450mm, OBLIQUE ANGLED SADDLE CONNECTIONS MAY BE USED, PROVIDED THAT THE INTERNAL DIAMETER OF THE CONNECTING PIPEWORK IS LESS THAN A THIRD OF THE PUBLIC SEWER.
3. PIPE SADDLES FOR CONCRETE OR CLAY SEWERS SHALL BE BEDDED IN CLASS M1 CEMENT MORTAR AND A CEMENT MORTAR FILLET FORMED TO GIVE AT LEAST 50mm COVER TO THE BASE OF THE SADDLE.

SECTION X-X

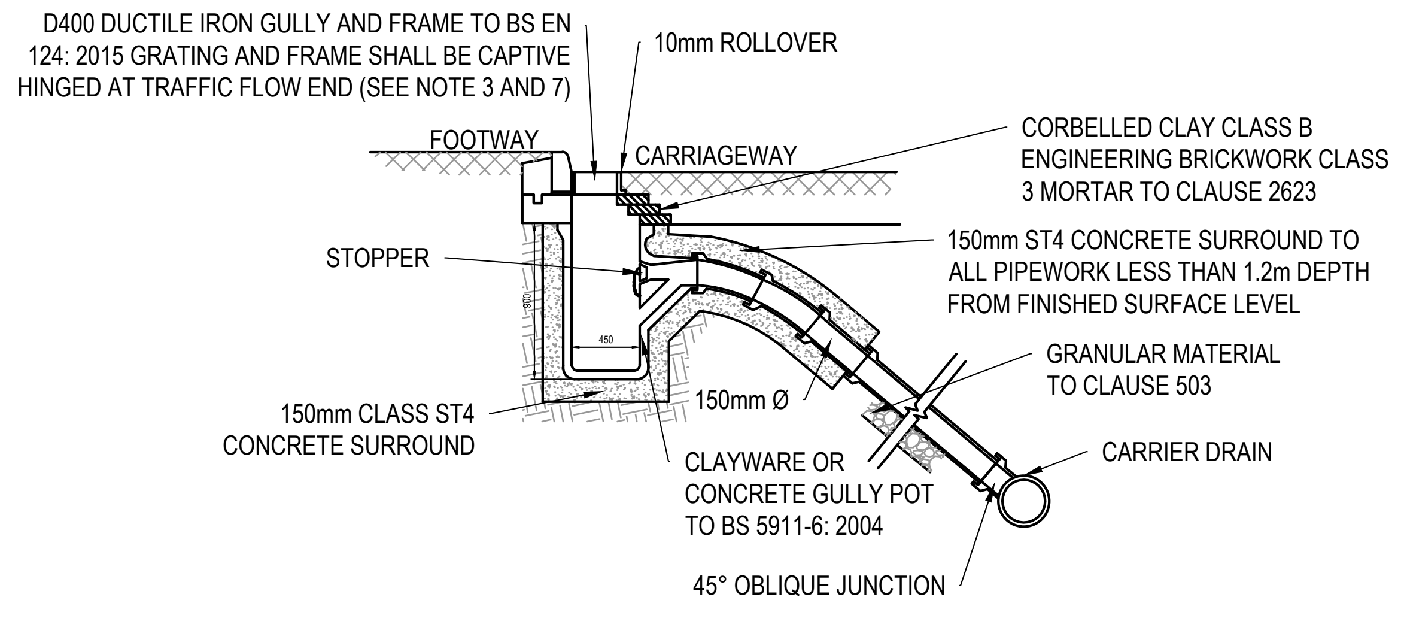
TYPICAL SADDLE CONNECTION TO EXISTING SEWER

NTS



PLAN

SCALE 1:50


D400 DUCTILE IRON GULLY AND FRAME TO BS EN 124: 2015 GRATING AND FRAME SHALL BE CAPTIVE HINGED AT TRAFFIC FLOW END (SEE NOTE 3 AND 7)
10mm ROLLOVER
FOOTWAY
CARRIAGEWAY
CORBELLED CLAY CLASS B ENGINEERING BRICKWORK CLASS 3 MORTAR TO CLAUSE 2623
STOPPER
150mm ST4 CONCRETE SURROUND TO ALL PIPEWORK LESS THAN 1.2m DEPTH FROM FINISHED SURFACE LEVEL
900
450
GRANULAR MATERIAL TO CLAUSE 503
150mm Ø
150mm CLASS ST4 CONCRETE SURROUND
CARRIER DRAIN
CLAYWARE OR CONCRETE GULLY POT TO BS 5911-6: 2004
45° OBLIQUE JUNCTION

NOTES:

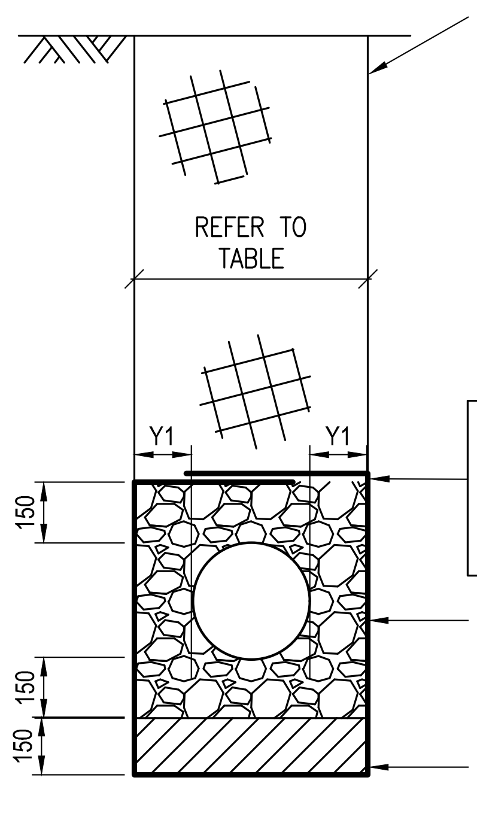
1. GULLY: ALL TO CLAUSE 508
   a.STANDARD GULLY POT OF 95 LITRES CAPACITY (450MM Ø)
   b.SMALL GULLY POT TO BE 50 LITRES CAPACITY (375MM Ø)
2. MAXIMUM TRENCH WIDTH FOR 150MM GULLY LEAD IS 600MM
3. CLAUSE NUMBERS REFER TO DEPT. OF TRANSPORT SPECIFICATION FOR HIGHWAY WORKS AMENDED AS APPROPRIATE
4. NUMBER OF BENDS MAY VARY DUE TO SITE DIFFERENCES
5. CONCRETE TO COMPLY WITH CLAUSE 2602 TABLE 26/1
6. CONCRETE SURROUND TO PIPES SHALL ALWAYS FINISH AT A JOINT
7. GULLY GRATINGS - STANDARD DETAIL D47

ROAD GULLY ON KERB LINE

(AS PER MCC's D12 DETAIL)
SCALE 1:50

	GRANULAR BEDDING		CONCRETE BEDDING			
PIPE DIA.	Y MINIMUM			MIN. TRENCH WIDTH	MAX. TRENCH WIDTH	L
	Y1 MIN.	Y2 MIN.	Y3 MIN.			
100	100	200	150	450	750	18
150	100	200	150	500	800	
225	100	200	150	600	900	
300	100	200	150	700	1000	
375	100	200	150	805	1105	
450	150	200	150	890	1190	36
525	150	200	150	975	1275	
600	150	200	150	1075	1375	
675	150	200	225	1165	1465	
750	225	300	225	1260	1560	
825	225	300	225	1355	1655	
900	225	300	225	1460	1760	
975	225	300	300	1505	1805	
1050	225	300	300	1580	1880	
1125	225	350	300	1650	1950	
1200	375	400	300	1750	2050	
1350	375	400	375	1920	2220	54
1500	375	450	375	2040	2340	
1650	375	500	450	2210	2510	
1800	375	500	450	2390	2690	

DIMENSIONS FOR BEDDINGS AND TRENCH WIDTHS



BACKFILL TO SOFT LANDSCAPED AREAS:
BACKFILL WITH SUITABLE EXCAVATED MATERIAL, COMPACTED IN LAYERS NOT EXCEEDING 150mm

BACKFILL TO TRAFFICKED AREAS
BACK FILL WITH RECYCLED AGGREGATE TO BRE DIGEST 433, THE FIRST 500mm PLACED AND HAND PACKED CAREFULLY ABOVE 500mm DEPOSITED AND MECHANICALLY RAMMED IN LAYERS NOT EXCEEDING 225mm

SUITABLE GEOTEXTILE FABRIC LINING (TERRAM ADVANTAGE OR SIMILAR APPROVED) JOINTS OVERLAPPING EACH OTHER BY 300mm WITH TOP LAYER RETURNED 100mm DOWN TRENCH SIDE.

RECYCLED AGGREGATE PIPE BEDDING TO BRE DIGEST 433 MATERIAL SUITABLY COMPACTED IN 150mm LAYERS. ALL COMPACTION AROUND PIPE TO BE BY HAND.

APPROVED GRANULAR MATERIAL IN WET TRENCH CONDITIONS AS DIRECTED ON SITE

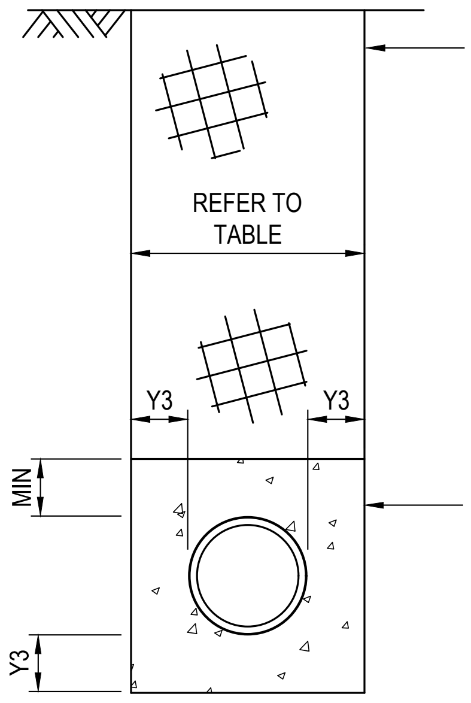
GRANULAR (CLASS S)

>1200mm DEPTH TO SOFFIT IN ROADS AND PAVEMENTS

DIMENSION 'Y1' TO BE 100mm MIN. UNLESS OTHERWISE SPECIFIED OR DIRECTED BY THE ENGINEER

Y2 IS TO BE USED IN PLACE OF Y1 WHERE THE EXCAVATION IS IN ROCK OR IN MIXED SOILS CONTAINING ROCK BEDS, BOULDERS, LARGE FLINTS, STONES OR OTHER IRREGULAR HARD SPOTS.

FOR ADOPTABLE SEWER, GRANULAR SURROUND MIN. THICKNESS OF 300 ABOVE CROWN OF PIPES.



BACKFILL TO SOFT LANDSCAPED AREAS:
BACKFILL WITH SUITABLE EXCAVATED MATERIAL, COMPACTED IN LAYERS NOT EXCEEDING 150mm

BACKFILL TO TRAFFICKED AREAS
BACK FILL WITH TYPE 1 GRANULAR MATERIAL, THE FIRST 500mm PLACED AND HAND PACKED CAREFULLY ABOVE 500mm DEPOSITED AND MECHANICALLY RAMMED IN LAYERS NOT EXCEEDING 225mm

GEN3 CONCRETE SURROUND WITH FLEXIBLE JOINT AT EACH PIPE JOINT. (CONCRETE TO BE DESIGNED TO BRE SPECIAL DIGEST 1 CONCRETE IN AGGRESSIVE GROUND)

CONCRETE (CLASS Z)

- <1200mm DEPTH TO SOFFIT IN ROADS AND PAVEMENTS.
- ALL JOINTS IN CLASS Z BEDDING SHOULD BE FLEXIBLE JOINTS FORMER BY COMPRESSIBLE FILLER BOARD (THICKNESS 20mm)

BEDDING CLASSES

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DECOMMISSIONING/DEMOLITION.

Notes

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED.
2. THIS DRAWING SHOULD BE READ INCONJUNCTION WITH DRAWINGS 042912-BHE-XX-XX-DR-C-2501 to 2504 FOR DRAINAGE LAYOUT PLAN.

Rev	Description	Date	Drn	Ch'd
B	FOR MCC REVIEW	05.05.2021	JS	JS
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INFORMATION

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Drawing No. 0042912-BHE-XX-XX-DR-C-2850

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