

DO NOT SCALE

0 1 2 4 6 8 10 15 20
SCALE BAR (m)



ALIGNMENT ROAD1A							
LOCATION	CHAINAGE	EASTING	NORTHING	RADIUS	BEARING	ANGLE	TANL
JP1A-1	0.000	383574.911	403022.529		278.82422		
TP1A-1a	2.470	383572.471	403022.808		278.82422		
IP1A-1		383569.670	403023.343	40.000		8.10774	5.660
TP1A-1b	8.130	383566.958	403024.169		286.93195		7.803
IP1A-2		383559.493	403026.441	85.000		10.49036	15.563
TP1A-2b	23.693	383552.586	403030.035		297.42232		15.179
IP1A-3		383539.093	403037.026	120.000		14.41869	30.108
TP1A-3b	53.891	383524.302	403040.441		283.00362		14.199
TP1A-4a	98.200	383481.129	403050.417		283.00362		9.310
IP1A-4		383467.295	403053.606	125.000		12.96070	28.276
TP1A-4b	126.476	383453.097	403053.617		270.04292		12.055
IP1A-5		383443.787	403053.624	20.000		49.92335	17.427
TP1A-5b	143.903	383437.757	403046.005		220.11658		21.698
IP1A-6		383430.019	403037.286	20.000		22.28330	7.778
TP1A-6b	165.601	383418.240	403039.850		282.27968		3.939
TP1A-7a	238.422	383347.085	403055.338		282.27968		
IP1A-7		383343.236	403056.175	20.000			
TP1A-7b	246.200	383339.357	403056.491		259.99638		
JP1A-2	249.374	383336.232	403054.940		259.99638		

ALIGNMENT ROAD2							
LOCATION	CHAINAGE	EASTING	NORTHING	RADIUS	BEARING	ANGLE	TANL
JP2-1	0.000	383402.554	403043.284		192.27968		
TP2-1a	5.676	383401.346	403037.718		192.27968		
IP2-1		383400.693	403034.714	20.000		17.47598	6.100
TP2-1b	11.776	383400.971	403031.653		174.80371		3.074
EP2-1	69.247	383406.176	402974.418		174.80371		

ALIGNMENT ROAD3							
LOCATION	CHAINAGE	EASTING	NORTHING	RADIUS	BEARING	ANGLE	TANL
SP3-1	0.000	383332.681	403075.069		169.99638		
EP3-1	107.474	383331.350	402969.229		169.99638		

ALIGNMENT ROAD4							
LOCATION	CHAINAGE	EASTING	NORTHING	RADIUS	BEARING	ANGLE	TANL
JP4-1	0.000	383403.597	403002.773		264.80371		
JP4-2	57.482	383346.352	402997.567		264.80371		

JUNCTION DETAILS : ROAD1A - EXCHAN LH Side						JUNCTION DETAILS : ROAD1A - EXCHAN RH Side					
Curve 1	E	N	Level	Radius		Curve 2	E	N	Level	Radius	
Centre O1 :	383567.977	403014.858		6.000		Centre O2 :	383570.544	403032.243		6.000	
Start TP1:	383573.952	403014.319	76.924			Start TP3:	383576.417	403031.015	76.051		
End TP2:	383569.285	403020.713	76.392			End TP4:	383568.996	403026.446	76.376		

JUNCTION DETAILS : ROAD1A - ROAD3 LH Side						JUNCTION DETAILS : ROAD1A - ROAD3 RH Side					
Curve 1	E	N	Level	Radius		Curve 2	E	N	Level	Radius	
Centre O1 :	383346.608	403046.487		6.000		Centre O2 :	383345.967	403067.390		9.000	
Start TP1:	383347.884	403052.349	80.766			Start TP3:	383345.078	403058.434	80.802		
End TP2:	383340.699	403045.444	81.085			End TP4:	383337.104	403065.826	80.767		

JUNCTION DETAILS : ROAD2 - ROAD1A LH Side						JUNCTION DETAILS : ROAD2 - ROAD1A RH Side					
Curve 1	E	N	Level	Radius		Curve 2	E	N	Level	Radius	
Centre O1 :	383409.661	403032.762		6.000		Centre O2 :	383390.698	403035.355		7.500	
Start TP1:	383410.936	403038.625	80.755			Start TP3:	383392.293	403042.683	81.027		
End TP2:	383403.673	403032.358	81.100			End TP4:	383398.183	403034.886	81.044		

JUNCTION DETAILS : ROAD4 - ROAD2 LH Side						JUNCTION DETAILS : ROAD4 - ROAD2 RH Side					
Curve 1	E	N	Level	Radius		Curve 2	E	N	Level	Radius	
Centre O1 :	383395.676	402993.267		6.000		Centre O2 :	383394.091	403010.695		6.000	
Start TP1:	383401.651	402993.810	81.935			Start TP3:	383400.066	403011.238	81.562		
End TP2:	383395.132	402999.242	81.748			End TP4:	383394.634	403004.720	81.748		

Notes

- This drawing is to be read in conjunction with all relevant approved Architects/Planning/Designers drawings and details.
- Setting out shall be undertaken using only the information given. Distances should not be scaled from this drawing.
- It is the responsibility of the Contractor to verify all information given with regards to existing services and drainage connections etc. prior to commencing the works. The rates shall include for hand dig around services where necessary. The Contractor shall adhere to the CDM Regulations at all times.
- The Contractor shall comply with the following:
 - All operations should be carried out in accordance with the General Health and Safety Policy of the Developer as required by Sections 2 of the Health and Safety at Work Act 1974 and in particular the Construction (General Provisions) Regulations.
 - The Local Authority and service companies are to be notified prior to commencement of work on site.
 - Prior to construction the actual positions and depths of services likely to be affected by the works should be established by means of hand dig in close liaison with the service companies. The Contractor shall immediately advise the Adopting Engineer of any services exposed which may affect the design.
 - All operatives working on the highway must have street works accreditation. Which must be first checked and approved by the Highways Authority before any works are commenced.
- The Contractor and/or Developer are entirely responsible for compliance with the Health and Safety at Work Act. He shall be specifically responsible for all temporary works and for the stability of the affected land and structures.
- CBR values to be determined on site with the Highways Authority at the time of construction and CBR testing carried out as necessary by an independent UKAS laboratory.
- The Contractor shall check all road and pavement levels before commencing the permanent adjustable works. The Adopting Engineer shall be informed immediately if any levels do not tie-in or will lead to areas of standing water. If this occurs the Developer will have to correct such problems, at his own cost, after first agreeing the necessary remedial measures required with the Adopting Engineer.
- No limestone aggregate to be permitted in any wearing courses whether permanent wearing course or temporary.
- All materials to be kile marked where applicable.
- All final wearing courses must only be laid once construction operations on site have been completed. All permanent kerbing shall not be installed until the final wearing course is ready for laying and all permanent kerb lines must first be approved by the Adopting Engineer accordingly. All delivery tickets will be provided for all wearing course material laid.
- The final thickness of sub-base materials required shall be determined by on site tests to the approval of the Engineer. Soft spots below formation and unsatisfactory sub-grade materials shall be excavated and replaced with selected fill Type 1 material to formation level.
- Bitumen Materials shall comply with BS EN 13108-1
- Hot bond coat to be applied between flexible carriageway layers and joints over bonded.
- Minimum 500mm carriageway construction for non frost susceptible protection.
- Refer to Coopers Drawing No. 7424 / 05 for highway construction details.

A	09.06.21	Updated to suit revised layout	PW	AJ
Rev	Date	Revision	By	Appl.
APPROVAL				
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Client BRANLEY HOMES LTD				
Project White House Club, Middleton Road, Manchester				
Title Highway Setting Out				
DRAWING NUMBER 7424 / 03		SCALE at A0 1:500 DATE JAN.20 DRAWN LW CHECKED AJ REVISION A		