

DO NOT SCALE



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

Future Residential Phase 3

Phase 2

Phase 1

Counthill Drive

Middleton Road

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 adoptable 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 kite 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 banded.
- Minimum 500mm carriageway construction for non frost susceptible protection.
- Refer to Coopers Drawing No. 7424 / 05 for highway construction details.

ALIGNMENT ROAD1 P2							
LOCATION	CHAINAGE	EASTING	NORTHING	RADIUS	BEARING	ANGLE	TANL
JP1P2-1	0.000	383574.911	403022.529		278.82422		
TP1P2-1a	2.470	383572.471	403022.908		278.82422		
IP1P2-1		383569.705	403023.338	40.000		8.00725	2.800
TP1P2-1b	8.000	383567.025	403024.148		286.83147		
TP1P2-2a	8.259	383566.834	403024.206		286.83147		
IP1P2-2		383559.567	403026.404	82.000		10.57852	7.592
TP1P2-2b	23.400	383552.828	403029.899		297.41099		
TP1P2-3a	23.718	383552.545	403030.046		297.41099		
IP1P2-3		383539.154	403036.990	120.000		14.33003	15.085
TP1P2-3b	53.731	383524.460	403040.405		283.08096		
TP1P2-4a	98.060	383481.281	403050.438		283.08096		
IP1P2-4		383467.400	403053.663	125.000		13.00851	14.251
TP1P2-4b	126.440	383453.149	403053.681		270.07245		
TP1P2-5a	126.468	383453.121	403053.681		270.07245		
IP1P2-5		383443.855	403053.693	20.000		49.71740	9.266
TP1P2-5b	143.822	383437.855	403046.632		220.35505		
TP1P2-6a	143.962	383437.745	403046.632		220.35505		
IP1P2-6		383432.355	403040.159	20.000		45.19034	8.323
EP1P2-1	159.767	383424.057	403039.513		265.54538		

JUNCTION DETAILS : ROAD1 P2 - EXCHAN LH Side					
Curve 1	E	N	Level	Radius	
Centre O1 :	383567.977	403014.858		6.000	
Start TP1:	383573.952	403014.319	76.924		
End TP2:	383569.285	403020.713	76.392		

JUNCTION DETAILS : ROAD1 P2 - EXCHAN RH Side					
Curve 2	E	N	Level	Radius	
Centre O2 :	383570.544	403032.243		6.000	
Start TP3:	383576.417	403031.015	76.051		
End TP4:	383568.995	403026.446	76.376		

TURNING HEAD DETAILS : ROAD1 P2 - LH Side					
Curve 1	E	N	Level	Radius	
Centre O1 :	383453.095	403033.681		17.250	
Start TP1:	383444.367	403048.560	79.046		
End TP2:	383439.303	403044.795	79.386		
Curve 2	E	N	Level	Radius	
Centre O2 :	383422.504	403059.452		22.750	
Start TP2:	383439.903	403044.795	79.386		
End TP3:	383424.271	403036.771	80.180		
Line 3	E	N	Level	Length	
Start TP3:	383424.271	403036.771	80.180		
End TP4:	383424.057	403039.513	80.248	2.750	

TURNING HEAD DETAILS : ROAD1 P2 - RH Side					
Curve 4	E	N	Level	Radius	
Centre O3 :	383439.098	403057.642		5.000	
Start TP5:	383441.620	403053.325	79.045		
End TP6:	383435.334	403054.351	79.001		
Line 5	E	N	Level	Length	
Start TP6:	383435.334	403054.351	79.001		
End TP7:	383434.361	403055.463	78.927	1.477	
Line 6	E	N	Level	Length	
Start TP7:	383434.361	403055.463	78.927		
End TP8:	383430.221	403051.843	79.144	5.500	
Line 7	E	N	Level	Length	
Start TP8:	383430.221	403051.843	79.144		
End TP9:	383430.681	403051.316	79.184	0.700	
Curve 8	E	N	Level	Radius	
Centre O4 :	383426.917	403048.025		5.000	
Start TP9:	383430.681	403051.316	79.184		
End TP10:	383428.718	403043.361	79.889		
Curve 9	E	N	Level	Radius	
Centre O2 :	383422.504	403059.452		17.250	
Start TP10:	383428.718	403043.361	79.889		
End TP11:	383423.843	403042.254	80.190		
Line 10	E	N	Level	Length	
Start TP11:	383423.843	403042.254	80.180		
End TP4:	383424.057	403039.513	80.248	2.750	

D	02.08.24	Phase 2 extended to accommodate apartments	AJ	AJ
C	22.09.23	Phase 2 Added	PW	AJ
B	07.02.23	Updated to suit revised turning head radius	PW	AJ
A	06.02.23	Updated to suit revised MCC Highway comments	PW	AJ
Rev.	Date	Revision	By	Appd.

APPROVAL

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Client
BRANLEY HOMES LTD

Project
**White House Club, Middleton Road,
Manchester**

Title
**Highway Setting Out
Phase 1**

DRAWING NUMBER	SCALE at A0	1:500	REVISION
7424 / P1 / 03	DATE	DEC 22	D
	DRAWN	PW	
	CHECKED	AJ	