

Notes

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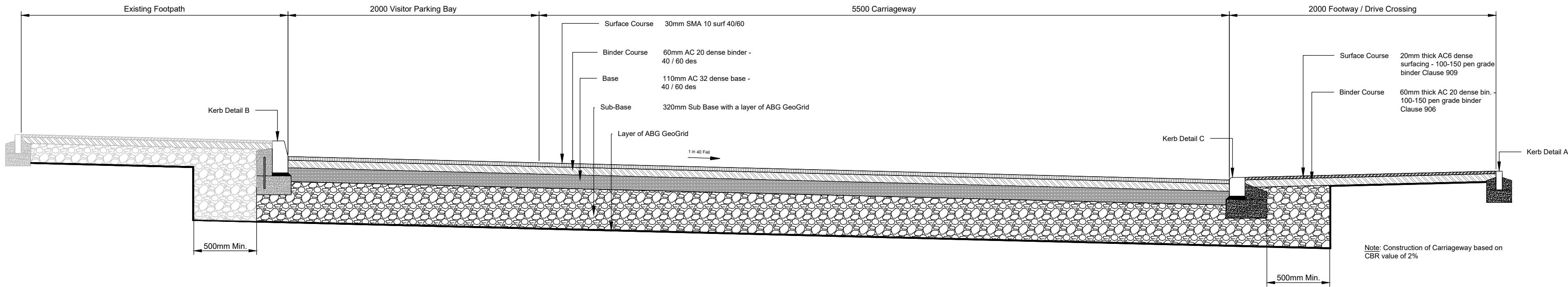
Health and Safety Notes/CDM Regulations 2015

In line with the above regulations we are obliged to inform the Contractor of the abnormal risks that may be encountered in the construction of these works. As part of the design process all the salient health & safety aspects are given full consideration and these are observed within the design viewed on this document, although considerable effort is undertaken to eliminate risks, the very nature of the project gives rise to some hazards and risks.

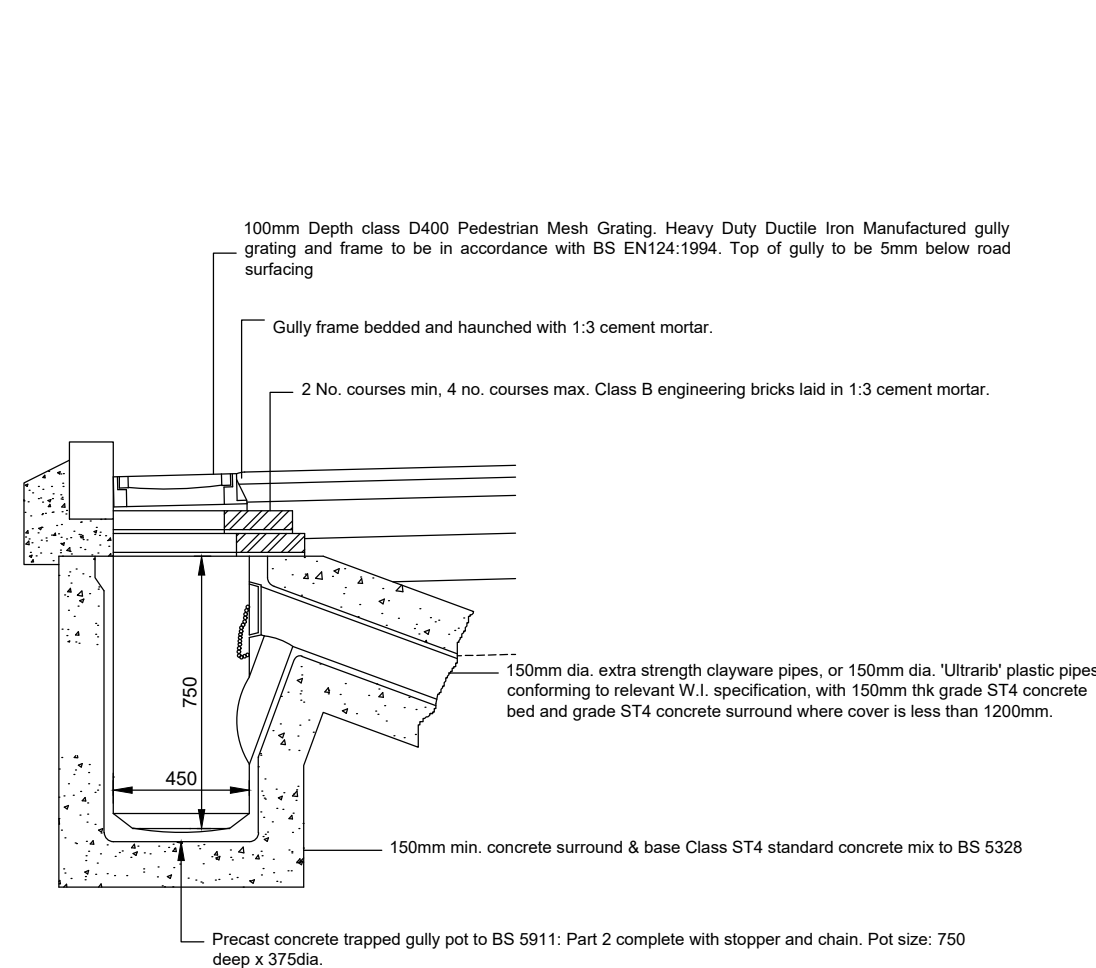
Significant risks that cannot be eliminated by design and could not be foreseen by a competent contractor are noted in the risk assessment boxes on the drawings.

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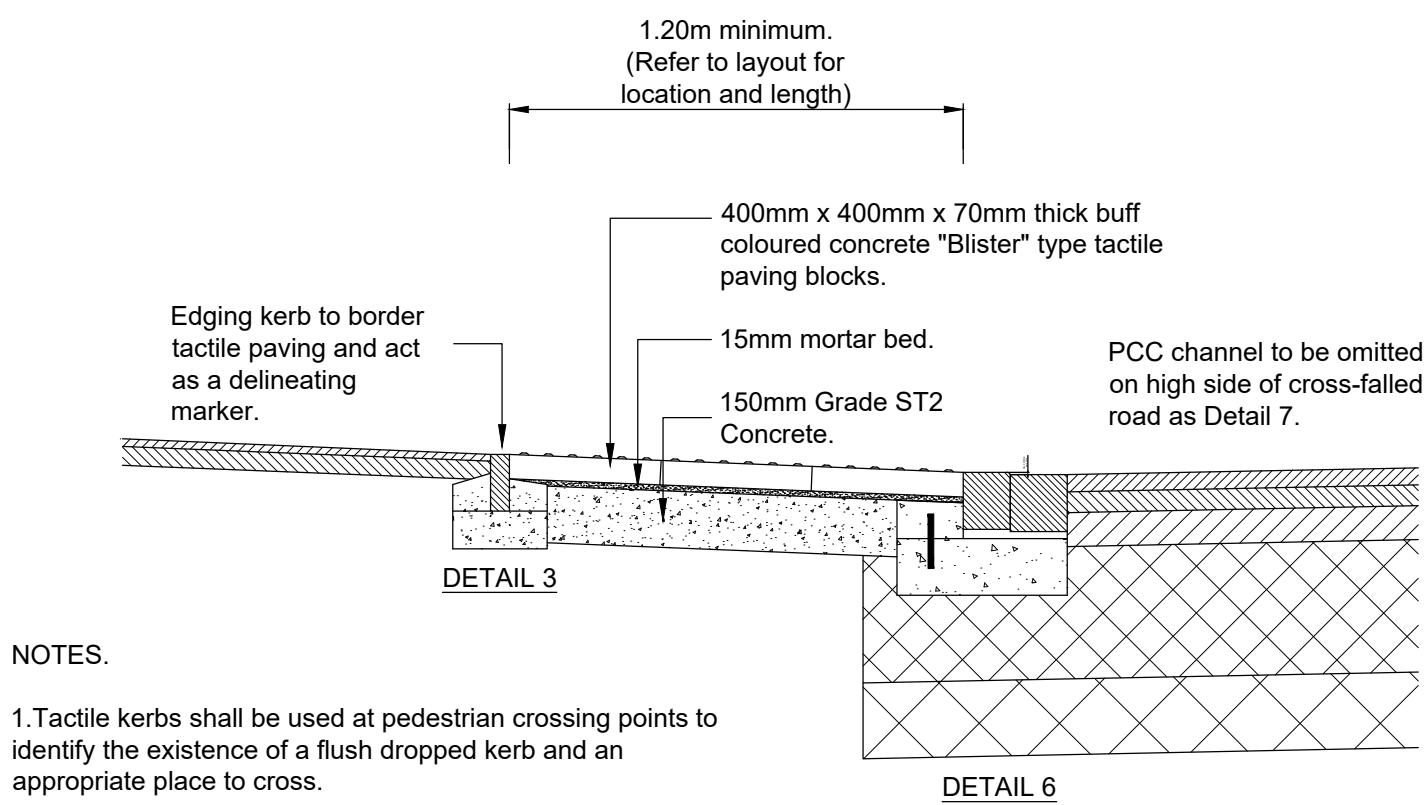
- No work should commence on site until written approval is received from the Adopting Highway Authority or any relevant Authority. Works undertaken prior to approval are at the Developers risk and APP Civils Design will not be held responsible for subsequent delays in approvals, remedial costs or construction programme delays.
- Prior to construction the actual position and depth of services likely to be affected by the work should be established by means of a hand dig in close liaison with the statutory service authorities. The contractor shall immediately inform APP Civils Design of any services exposed that may affect the design.
- The Local Authority and statutory service providers are to be notified prior to the commencement of work on site.
- All highway works to be carried out in accordance with the current edition of Manchester City Council's Design Guide & Specification.
- Where the proposed sub-formation is higher than the existing ground levels, the ground shall be brought up to formation level with acceptable earthworks fill material to Table 6/1 of the Highways Specification compacted in accordance with clause 612.
- Bituminous Materials produced shall comply with BSEN 13108 Series, the material shall be laid and compacted in accordance with BS-594987.



Road 1 & 2 Carriageway Construction Detail
Scale (1:25)



Typical Gully and Grating Detail
Scale (1:25)

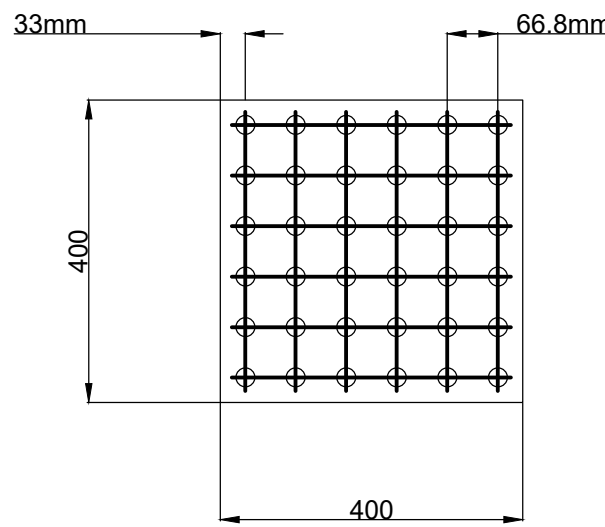


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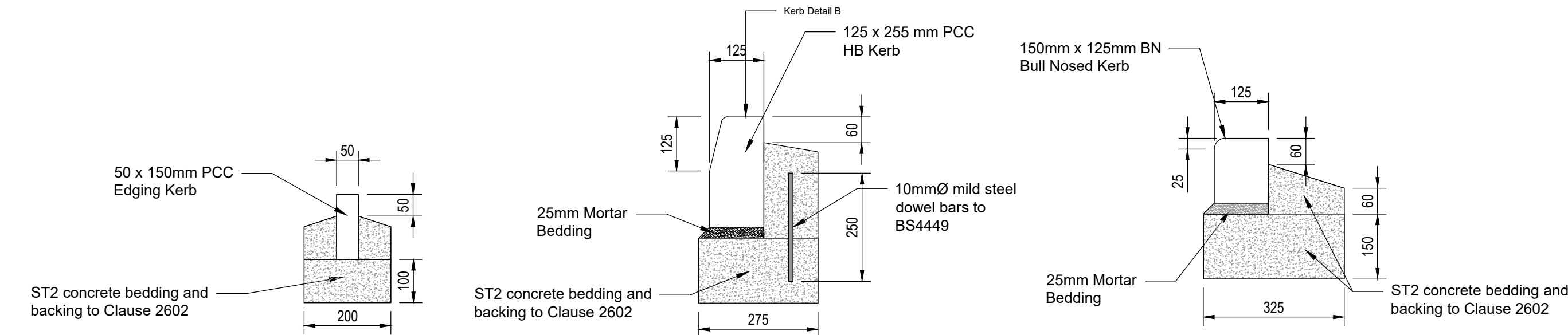
- Tactile kerbs shall be used at pedestrian crossing points to identify the existence of a flush dropped kerb and an appropriate place to cross.
- Crossing points shall be laid out directly opposite each other with domes aligned to the direction of the crossing.
- Channel blocks will be required if the pedestrian crossing is located on the low side of the carriageway.

Typical Section Through Pedestrian Crossing
Scale (1:20)

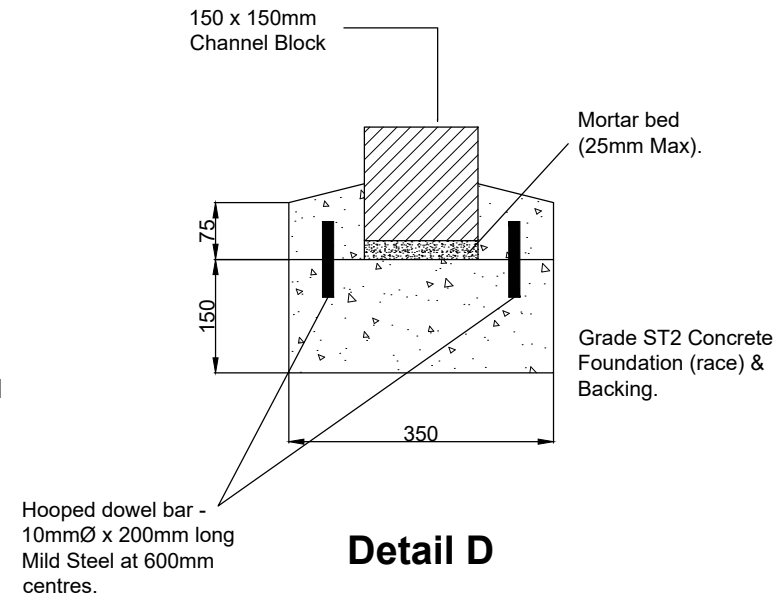
Table 1	
CBR Values	Minimum thickness (mm) of Type 1 sub-base (Consolidated in accordance with MCHW Volume 1 Clause 801, table 8/1)
Less than 2%	Without Geotextile underneath Sub-grade requires improvement
2% - 3%	325
3% - 5%	250
5% - 7%	150
7% - 20%	100



Tactile Paving Slab Detail
Scale (1:10)



Kerb & Edging Details
Scale (1:10)



Detail D

P01	FIRST ISSUE	SA	ZS	LF
Rev	Details	Author & Date	Checked & Date	Approved & Date
Client White Rose House, Northallerton Business Park, Thurston Road, Northallerton DL6 2NA				
Project Name MOSSCARE ST VINCENTS				
Drawing Title PARKMOUNT ROAD, MANCHESTER				
Purpose S.38 ROAD CONSTRUCTION DETAILS				
Scale AS SHOWN				
Original Size	Date	Date	Date	Date
A1	19/09/2023	19/09/2023	19/09/2023	19/09/2023
Drawing Number	Rev.			
PV2310-APP-94-XX-DR-C-3100	P01			