



GENERAL NOTES

- SETTING OUT SHALL BE UNDERTAKEN USING ONLY THE INFORMATION GIVEN. DISTANCES SHOULD NOT BE SCALED FROM THIS DRAWING.
- ALL SEWERS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SEWERS FOR ADOPTION 6TH EDITION AND UNITED UTILITIES DETAILS & GUIDELINES.
- THE MINIMUM GRAVITY PIPE DIAMETER UNDER ADOPTABLE HIGHWAYS SHALL BE 150mm
- 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 COM REGULATIONS AT ALL TIMES
- THE OUTSIDES OF ALL SEWERS SHALL BE A MINIMUM OF 1.0m FROM KERB LINES AND THE OUTSIDE OF MANHOLES SHALL BE A MINIMUM OF 0.5m FROM KERB LINES
- EXISTING FLOWS IN WATERCOURSES, SEWERS AND LAND DRAINS SHALL BE MAINTAINED AT ALL TIMES
- ONLY TRAINED PERSONNEL SHALL BE PERMITTED TO ENTER CONFINED SPACES
- ALL MATERIALS TO BEAR THE RELEVANT B.S. KITEMARK AND COMPLY FULLY WITH THE SPECIFICATIONS. ALL CONCRETE & CONCRETE PRODUCTS MUST USE SULPHATE RESISTANT CEMENT (UNLESS THE SITE INVESTIGATION REPORT PROVES THAT SULPHATE ATTACK FROM SOILS AND GROUNDWATER WILL NOT OCCUR TO WITHSTAND A CLASS
- ALL OPENING NOTICES ETC. AS REQUIRED UNDER HIGHWAYS ACTS ETC. ARE TO BE OBTAINED PRIOR TO COMMENCEMENT OF WORKS. ALL WORKS ARE TO BE INSPECTED BY L.A., NHBC OR THE NETWORK OPERATOR AS APPLICABLE.
- WHERE "ULTRA RIB" UPVC PIPES (OR SIMILAR APPROVED) ARE USED IN ADOPTABLE DRAINAGE THEY SHALL STILL BE HANDLED AND LAID IN ACCORDANCE WITH THE SPECIFICATION AND GUIDANCE ISSUED BY THE HIGH PERFORMANCE PIPE ASSOCIATION.
- A CLASS S BED AND SURROUND MUST BE USED FOR SUCH PIPES. TRENCH BACKFILL IN HIGHWAYS TO WITHIN 1M OF HIGHWAY SHALL AS DIRECTED BY THE HIGHWAY AUTHORITY BE A SUITABLE GRANULAR MATERIAL ALL IN ACCORDANCE WITH SEWERS FOR ADOPTION CL. 4.3.4
- SLAB LEVELS SHALL NOT BE VARIED WITHOUT REFERENCE TO THE ENGINEER FOR GUIDANCE
- DOMESTIC DRAINAGE SHALL BE TO BUILDING REGULATIONS APPROVED DOCUMENT H. 110mm U.P.V.C. PIPES LAID TO THE FOLLOWING MINIMUM FALLS UNLESS OTHERWISE SHOWN.

	FOUL	S.W.
HEAD RUN	1 IN 40	1 IN 60
ELSEWHERE	1 IN 80	1 IN 100
- ALL GULLY CONNECTIONS TO BE 150mm VITRIFIED CLAY UNLESS NOTED OTHERWISE
- MINIMUM COVER TO DRAINAGE SOFFIT LEVEL;

	LANDSCAPING	TRAFFICABLE AREAS	HIGHWAYS
	0.600m	0.900m	1.200m

- CLASS 'S' BEDDING AND SURROUND TO BE USED WHERE MINIMUM COVER IS ACHIEVED.
- WHERE MINIMUM COVER IS NOT ACHIEVED CLASS 'Z' BEDDING AND SURROUND (CONCRETE ENCASEMENT) IS TO BE USED.

P02	07.04.2026	Extents of work clarified	LS	KOB	KOB
P01	20.01.2026	PRELIMINARY ISSUE	LS	KOB	KOB
REV	DATE	DESCRIPTION	BY	CHK	APP

DRAWING STATUS:

PRELIMINARY

CLIENT:

YOUR HOUSING GROUP

ARCHITECT:

BARTON WILMOORE

PROJECT:

TEN ACRES LANE MANCHESTER

TITLE:

HAUL ROAD SETTING OUT

STATUS:	PROJECT No:	PROJECT	ORIGINATOR	VOL/SYS	LEVEL	TYPE	ROLE	DRAWING No.	REV:
S2	219-394	TAL - AJP - XX - 00 - DR - C - 1425						P02	

SCALE @ A0:	DESIGNED:	DRAWN:	CHECKED:	APPROVED:	DATE:
1:200	LS	LS	KOB	KOB	JAN 2026

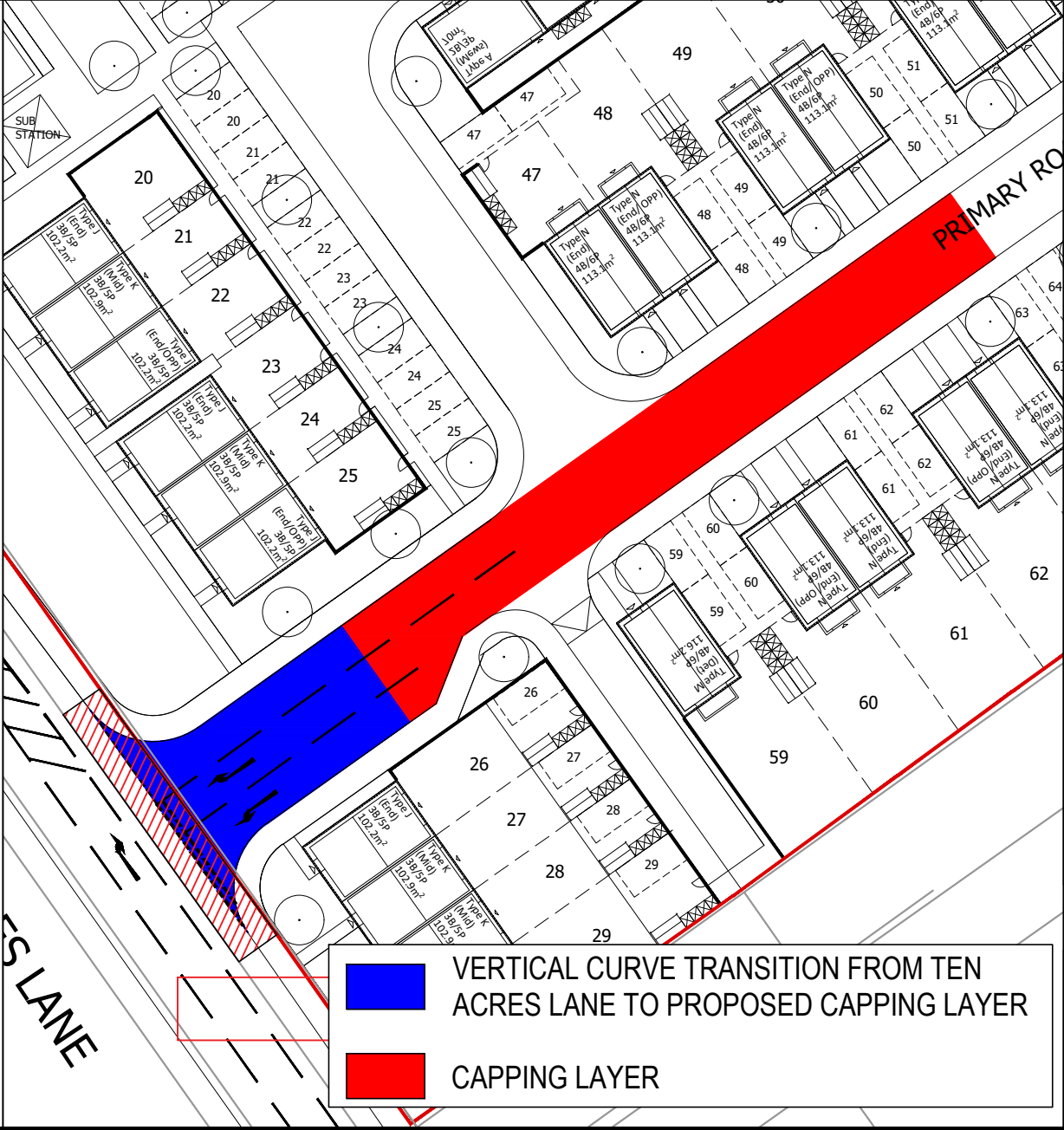
consulting engineers

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ALIGNMENT HAUL RD									
LOCATION	CHAINAGE	EASTING	NORTHING	LEVEL	RADIUS	BEARING	ANGLE	ARC LENGTH	TANL
JPHAULRD-1	0.000	387204.130	400118.551			54.61361			
CPHAULRD-1	10.000	387212.283	400124.342	75.401					
CPHAULRD-2	20.000	387220.435	400130.133	75.576					
CPHAULRD-3	30.000	387228.588	400135.924	75.934					
CPHAULRD-4	40.000	387236.741	400141.714	76.188					
CPHAULRD-5	50.000	387244.893	400147.505	76.326					
CPHAULRD-6	60.000	387253.046	400153.296	76.451					
CPHAULRD-7	70.000	387261.199	400159.087	76.576					
CPHAULRD-8	80.000	387269.351	400164.878	76.701					
EPHAULRD-1	81.129	387270.272	400165.532	76.716		54.61361			

JUNCTION DETAILS : HAUL RD - TAL LH Side				
Curve 1	E	N	Level	Radius
Centre O1 :	387207.745	400132.158		6.000
Start TP1:	387202.940	400128.564	75.524	
End TP2:	387211.219	400127.266	75.331	

JUNCTION DETAILS : HAUL RD - TAL RH Side				
Curve 2	E	N	Level	Radius
Centre O2 :	387219.894	400115.010		6.000
Start TP3:	387214.963	400111.592	75.237	
End TP4:	387216.420	400119.902	75.256	



VERTICAL CURVE TRANSITION FROM TEN ACRES LANE TO PROPOSED CAPPING LAYER

CAPPING LAYER