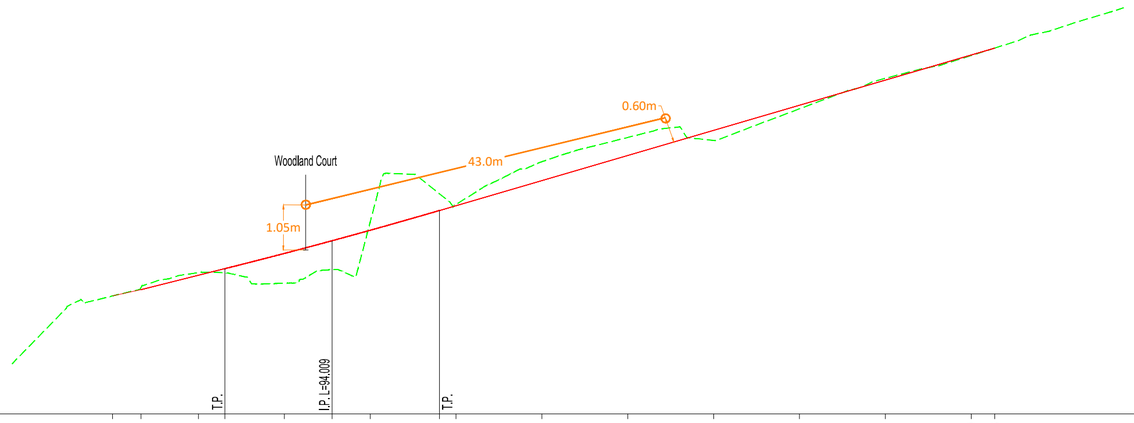
Proposed Access

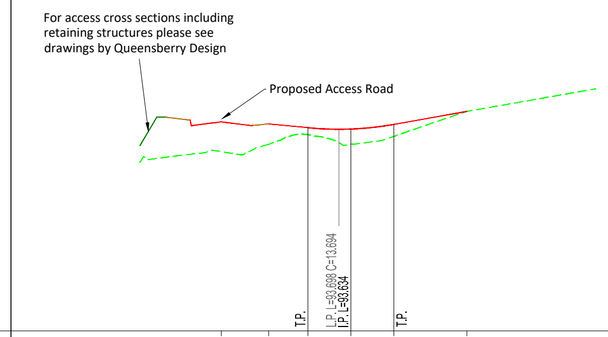
Datum: 90.000M AOD



CHAINAGE ON CENTRELINE (m)	0.000	3.296	10.000	13.069	20.000	25.569	30.000	38.069	40.000	50.000	60.000	70.000	80.000	90.000	100.000	102.733						
LEVELS ON CENTRELINE OF CARRIAGEWAY (m)	92.750	92.895	93.231	93.384	93.739	94.035	94.279	94.739	94.852	95.436	96.021	96.605	97.189	97.773	98.357	98.517						
LEVELS ON LEFT HAND CHANNEL (m)			93.129	93.297	93.651	93.948	94.191	94.659	94.774	95.361	95.946	96.530	97.114	97.698	98.282	98.442						
LEVELS ON RIGHT HAND CHANNEL (m)			93.182	93.297	93.651	93.948	94.191	94.659	94.774	95.361	95.946	96.530	97.114	97.698	98.282	98.442						
VERTICAL DESIGN ON CARRIAGEWAY CENTRELINE			GRADIENT 5.0% L = 9.774m		SAG CURVE K = 29.683 L = 25.000			GRADIENT 5.8% (1 in 17) LENGTH = 64.664m														
HORIZONTAL DESIGN ON CARRIAGEWAY CENTRELINE			STRAIGHT L = 9.996m		CURVE R = 20.000 L = 18.862			STRAIGHT L = 9.648m		CURVE R = 20.000 L = 14.300		STRAIGHT LENGTH = 46.631m										
EXISTING LEVELS (m)	92.944	93.291	93.284	93.047	93.359	94.470		95.127	94.883	95.875	96.440	96.371	97.107	97.817	98.349	98.521						

Woodend Court

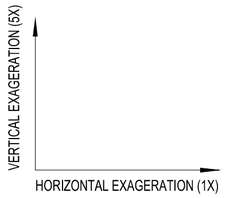
Datum: 89.000M AOD



CHAINAGE ON CENTRELINE (m)	0.000	5.500	10.084	15.084	20.084	28.608	
LEVELS ON CENTRELINE OF CARRIAGEWAY (m)	93.870	93.826	93.734	93.703	93.811	94.113	
LEVELS ON LEFT HAND CHANNEL (m)			93.678	93.648	93.755	94.061	
LEVELS ON RIGHT HAND CHANNEL (m)			93.678	93.648	93.755	94.056	
VERTICAL DESIGN ON CARRIAGEWAY CENTRELINE		G = -2.0%	SAG CURVE K = 1.805 L = 10.000		GRADIENT 3.5% L = 8.524m		
HORIZONTAL DESIGN ON CARRIAGEWAY CENTRELINE		CURVE R = 10.000 L = 7.513	STRAIGHT L = 6.703m	R= 10.00	STRAIGHT L = 6.529m		
EXISTING LEVELS (m)	93.345	93.572	93.351	93.531	94.115		

Key:

- Proposed Centreline Levels
- Existing Levels
- 2.4mx43m Vertical Visibility Splay measured from driver height of 1.05m to object of 0.6m required by Manual For Streets for 30mph



Notes:

1. Preliminary design layout only - scheme subject to further detailed design.
2. Scheme subject to agreement with local highway authority and other key stakeholders.
3. Checks to be made on existing Statutory Undertakers equipment.
4. Design (including type and size) of structural elements such as retaining structures to be undertaken at detailed design stage. For current details of potential retaining structure see drawings by Queensberry Design.

Disclaimers:-

i. This drawing is copyright and must not be copied in part or in whole unless agreed in writing by Local Transport Projects Ltd.

ii. Reference should be made to the project's drawing register to ensure the latest drawing is being referred to.

iii. All dimensions are to be checked by the contractor prior to commencement of work. Any discrepancy shall be reported immediately to Local Transport Projects Ltd.

iv. All work shall be carried out in accordance with local authority, statutory authority and health & safety requirements & regulations.

v. This drawing is produced to be printed and read in colour. Reproduction in black and white may prevent correct interpretation of some aspects.

vi. Based on topographical survey supplied by Haycock & Todd Land Survey Consultants Architectural Surveyors.

Client: Keepmoat Homes

Project: Proposed Residential Development, Keresforth Road, Dodworth

Title: Potential Residential Access Road Preliminary Design Layout Longitudinal Sections

Status: PRELIMINARY

Drawing number

Project	Job	Drawing	Sheet	Revision
LTP / 4283	/ P2	/ 01	. 02	F

Drawn: SP

Date: 15 09 22

Scale: 1 : 500

Checked: MR

Approved: TK

Rev.	Date	By	Chk	Description
C	01.02.24	JC	MR	Updated access to avoid tree RPA
D	06.02.24	JC	MR	Updated access following client comments.
E	05.04.24	JC	MR	Updated access following BMBC comments.
F	28.05.24	JC	MR	Minor amendments.

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traffic engineering and transport planning

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