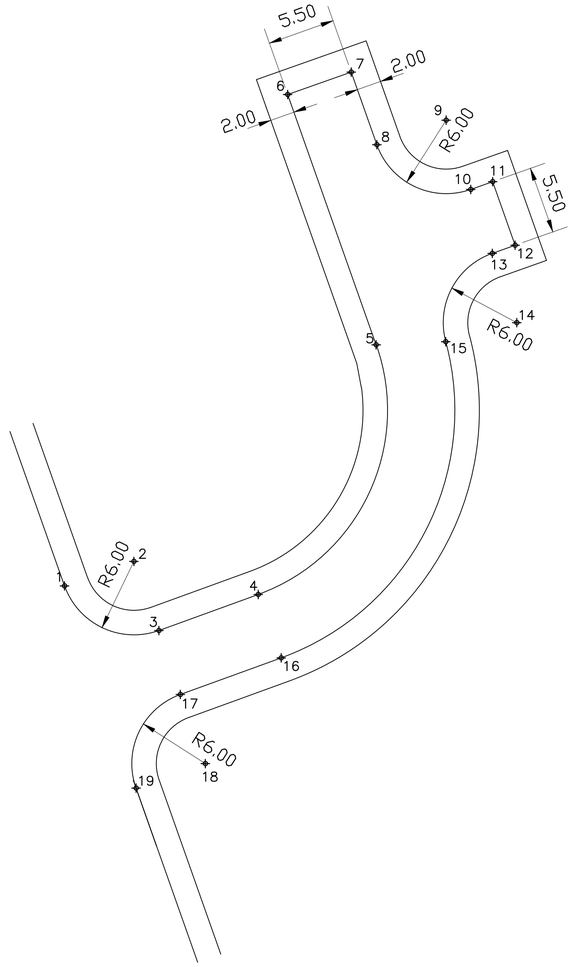

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9	E=370741.189	N=434587.597
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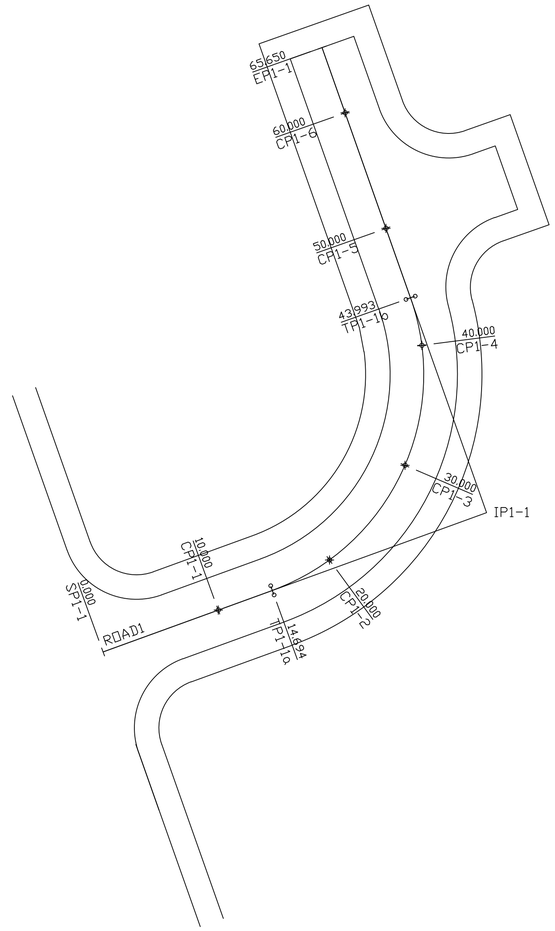
11	E=370744.982	N=434582.574
12	E=370746.816	N=434577.389
13	E=370744.947	N=434576.728
14	E=370746.948	N=434571.071
15	E=370741.154	N=434569.513
16	E=370727.728	N=434543.720
17	E=370719.488	N=434540.729
18	E=370721.536	N=434535.089
19	E=370715.879	N=434533.088

PLEASE NOTE THAT THE SETTING OUT INFORMATION PROVIDED ON THIS DRAWING IS BASED UPON THE ARCHITECTS PLANNING LAYOUT AND REFA ACCEPT NO RESPONSIBILITY FOR DISCREPANCIES BETWEEN THE ARCHITECTS LAYOUT AND THE HOUSE TYPE / BUILDING TYPE WORKING DRAWINGS. IT IS INCUMBENT UPON THE CONTRACTOR OR SETTING OUT ENGINEER TO PERFORM THESE CHECKS AND ADVISE THE CLIENT & REFA OF ANY SETTING OUT DISCREPANCIES BETWEEN DRAWINGS AND ALSO EXISTING FEATURES / BUILDINGS ON SITE

ALL SETTING OUT COORDINATES SHOWN ON THIS DRAWING ARE BASED ON THE TOPOGRAPHICAL SURVEY AND CONTROL PROVIDED BY THE CLIENT. IT IS IMPERATIVE THAT THE SETTING OUT ENGINEER USES THE SAME SURVEY AND CONTROL, TO BE PROVIDED BY THE CLIENT. IF IN DOUBT ASK!!!

THIS DRAWING IS BASED ON PLANNING LAYOUT PROVIDED BY CLIENT
DRAWING NUMBER:- 2203-PL-03
REVISION:- G
CLIENT TO ENSURE THE ABOVE LAYOUT IS CURRENT BEFORE USING THIS DRAWING FOR CONSTRUCTION PURPOSES



ALIGNMENT ROAD1									
LOCATION	CHAINAGE	EASTING	NORTHING	LEVEL	RADIUS	BEARING	ANGLE	ARC LENGTH	TANL
SP1-1	0.000	370712.977	434541.291	87.791		70.04838			
CP1-1	10.000	370722.377	434544.703	87.562					
TP1-1a	14.694	370726.789	434546.305	87.453		70.04838			
IP1-1		370744.270	434552.651		18.750		89.53061	29.299	18.597
CP1-2	20.000	370731.456	434548.792	87.306					
CP1-3	30.000	370737.615	434556.520	86.928					
CP1-4	40.000	370738.990	434566.306	86.504					
TP1-1b	43.993	370738.068	434570.183	86.369		340.51777			
CP1-5	50.000	370736.064	434575.846	86.228					
CP1-6	60.000	370732.729	434585.274	86.096					
EP1-1	65.650	370730.845	434590.600	86.026		340.51777			

GENERAL

1. All adoptable sewers and associated works are to comply fully with "Design and Construction Guidance" & Local Practices
2. All highway works to be to adoptable standards and to to comply fully with the Local Authority specification.
3. All private drainage works are to comply fully with part H of the Building Regulations
4. All existing invert levels to be checked by the Contractor at the start of works and any discrepancies notified to REFA. All levels are based on topographical survey information provided by others.
5. 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)
6. 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 Relevant Water Authority as applicable.

C.D.M. REGULATIONS 2015

In line with the above regulations we are obliged to inform the Client of their responsibilities under section CDM 15/1, and residual risks that may be encountered in the construction of these works. All design work has been carried out with Health and Safety aspects given full consideration. Wherever possible risks have been eliminated from the design, however due to the very nature of this type of work it is not possible to remove all the risks from the design.
We would also respectfully remind the Client of his obligations to take all reasonable steps in ensuring that only competent Contractors who have a valid safety policy are employed.
They should also provide satisfactory responses at tender stage as to the manner in which they will deal with the elements of risk involved in this type of work and in particular those highlighted by REFA below:-

1. Support / treatment for ALL excavation work.
2. Guarding to edges of excavations to prevent people,materials and vehicles falling into excavation.
3. Guarding of excavations outside working hours to prevent unauthorised access.
4. Undermining to adjacent roads or structures.
5. Confined space operations.
6. Dealing with existing services.
7. Traffic management on existing highways.
8. Procedure to be followed in event of accident or emergency.
9. Method of working where contaminated ground is present on site.
10. Confirmation will be required that all operatives are adequately trained, copies of relevant training certificates to be supplied.

The above list is by no means exhaustive but it does highlight operations that present a risk to contractors and the general public.
For clarification on any item please contact REFA.

rev	Revision details	Rev.By	Date

smas worksafe designer www.smasltd.com — SSIP SAFETY SCHEMES IN PROCUREMENT

Drawing Stage			Drawing Status		
	Draft		Comments		Tender
●	Issued	●	Information		Construction
			Approval		As Built

Client
OAK TREE DEVELOPMENTS

Job title
NORTHCOTE ROAD LANGHO

Drawing title
ROAD SETTING OUT

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CONSULTING ENGINEERS
CIVIL • STRUCTURAL
GEOTECHNICAL • ENVIRONMENTAL

Date	Scale	Drawn
17.04.23	1:250	RW

DRAWING No 22009/109/1 Rev

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A1 SHEET