

HJK Construction

S278 Lowercroft Road

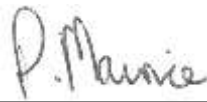
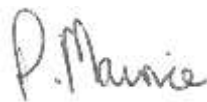
Bury

Highway Condition Survey



Control Sheet

CLIENT: HJK Construction
PROJECT TITLE: S278 Lowercroft Road
 Bury
REPORT TITLE: Highway Condition Survey
PROJECT REFERENCE: 156305
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Appendix A

156305_S278_SK001 – Highway Condition Survey Markup

Appendix B

Photos from condition Survey

1. Introduction

- 1.1 Sanderson Associates have been appointed by HJK Construction (Northern) to undertake a highway condition survey of the public highway along the frontage of their proposed development site.
- 1.2 The Section 278 access works are located along Lowercroft Road, Bury – indicated in Appendix A – 156305_S278_SK001 Highway Condition Survey. The highway works involve the creation of a new bellmouth into a 4-plot residential development.
- 1.3 The highway condition survey was undertaken to assess and record the existing state of the highway.
- 1.4 The condition survey was undertaken on Friday 22nd August, 2023 from 40m north and south of the proposed extent of the development and 40m along Wigglesworth Close. Attached within Appendix B is the photographic record of the above survey.

2. Notes

- 2.1 It was noted during the survey that the highway was in a good condition in both running lanes of Lowercroft Road
- 2.2 Equally, the kerbs running the full extent of the north and southbound lanes appeared to be in generally reasonable condition with few out of alignment. Little-to-no visual defects/breakages were evident
- 2.3 Several utility covers and highway gullies were identified within the carriageway and footway
- 2.4 Along Wigglesworth Close, the majority of the carriageway and kerbing appeared to show no visual defects.
 - 2.4.1 At the junction of Lowercroft and Wigglesworth, a patch repair job was present in the carriageway.
 - 2.4.2 Along the centre of the carriageway a visual scar within the carriageway was present between chainage 35 and 40.



Appendix A

156305_S278_SK001 – Highway Condition Survey Markup

Appendix B

Photos from condition Survey



Southbound (Looking East) – chainage 0



Southbound – chainage 0



Southbound (Looking East) – chainage 10



Southbound – chainage 10



Southbound (Looking East) – chainage 20



Southbound – chainage 20



Southbound (Looking SE) – chainage 20



Southbound (Looking SE)– chainage 20



Southbound (Looking South) – chainage 20



Southbound (Looking Down)– chainage 23



Southbound (Looking Down) – chainage 25



Southbound (Looking South)– chainage 25



Southbound (Looking West) – chainage 30



Southbound (Looking South)– chainage 30



Southbound (Looking SE) – chainage 30



Southbound (Looking East)– chainage 30



Southbound (Looking Down) – chainage 42



Southbound (North East) – chainage 45



Southbound (Looking East) – chainage 45



Southbound (Looking East)– chainage 45



Southbound (Looking SE) – chainage 45



Southbound (Looking Down) – chainage 52



Southbound (Looking Down) – chainage 52 Southbound (Looking East)– chainage 55



Southbound (Looking East) – chainage 55 Southbound (Looking South)– chainage 55



Southbound (Looking Down) – chainage 60 Southbound (Looking SE)– chainage 60



Southbound (Looking East) – chainage 65 Southbound (Looking South)– chainage 73



Southbound (Looking SE) – chainage 75



Southbound (Looking East) – chainage 80



Southbound (Looking South) – chainage 85



Southbound (Looking North) – chainage 85



Southbound (Looking South) – chainage 85



Southbound (Looking SE) – chainage 85



Southbound (Looking East) – chainage 90



Southbound (Looking Down) – chainage 95



Southbound (Looking South) – chainage 95 Southbound (Looking SE)– chainage 100



Southbound (Looking East) – chainage 100 Southbound (Looking South)– chainage 100



Southbound (Looking SE) – chainage 100 Southbound (Looking East)– chainage 105



Southbound (Looking South) – chainage 105 Southbound (Looking SE)– chainage 105



Southbound (Looking East) – chainage 110 Southbound (Looking NE)– chainage 110



Southbound (Looking East) – chainage 110 Southbound (Looking North)– chainage 110



Northbound (Looking North) – chainage 110 Northbound (Looking West) – chainage 105



Northbound (Looking NW) – chainage 105 Northbound (Looking NW) – chainage 97



Northbound (Looking North) – chainage 90



Northbound (Looking NW) – chainage 90



Northbound (Looking Down) – chainage 80



Northbound (Looking North) – chainage 75



Northbound (Looking Down) – chainage 70



Northbound (Looking Down) – chainage 68



Northbound (Looking West) – chainage 65



Northbound (Looking NW) – chainage 65



Northbound (Looking North) – chainage 60 Northbound (Looking Down) – chainage 55
Wigglesworth Close



Eastbound (Looking NE) – chainage 0

Eastbound (Looking East) – chainage 10



Eastbound (Looking East) – chainage 15

Eastbound (Looking Down) – chainage 20



Eastbound (Looking Down) – chainage 20

Eastbound (Looking East) – chainage 25



Eastbound (Looking East) – chainage 35



Eastbound (Looking SE) – chainage 35



Eastbound (Looking East) – chainage 40



Eastbound (Looking East) – chainage 40



Eastbound (Looking NE) – chainage 40



Eastbound (Looking NE) – chainage 40



Eastbound (Looking North) – chainage 40



Eastbound (Looking NW) – chainage 40



Eastbound (Looking West) – chainage 40



Eastbound (Looking West) – chainage 30



Eastbound (Looking West) – chainage 25



Eastbound (Looking NW) – chainage 15



Eastbound (Looking NW) – chainage 8



Eastbound (Looking North) – chainage 5



Eastbound (Looking NW) – chainage 3



Eastbound (Looking South) – chainage 0



Eastbound (Looking SW) – chainage 0



Eastbound (Looking West) – chainage 0



Eastbound (Looking NWW) – chainage 0



Eastbound (Looking NW) – chainage 0



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