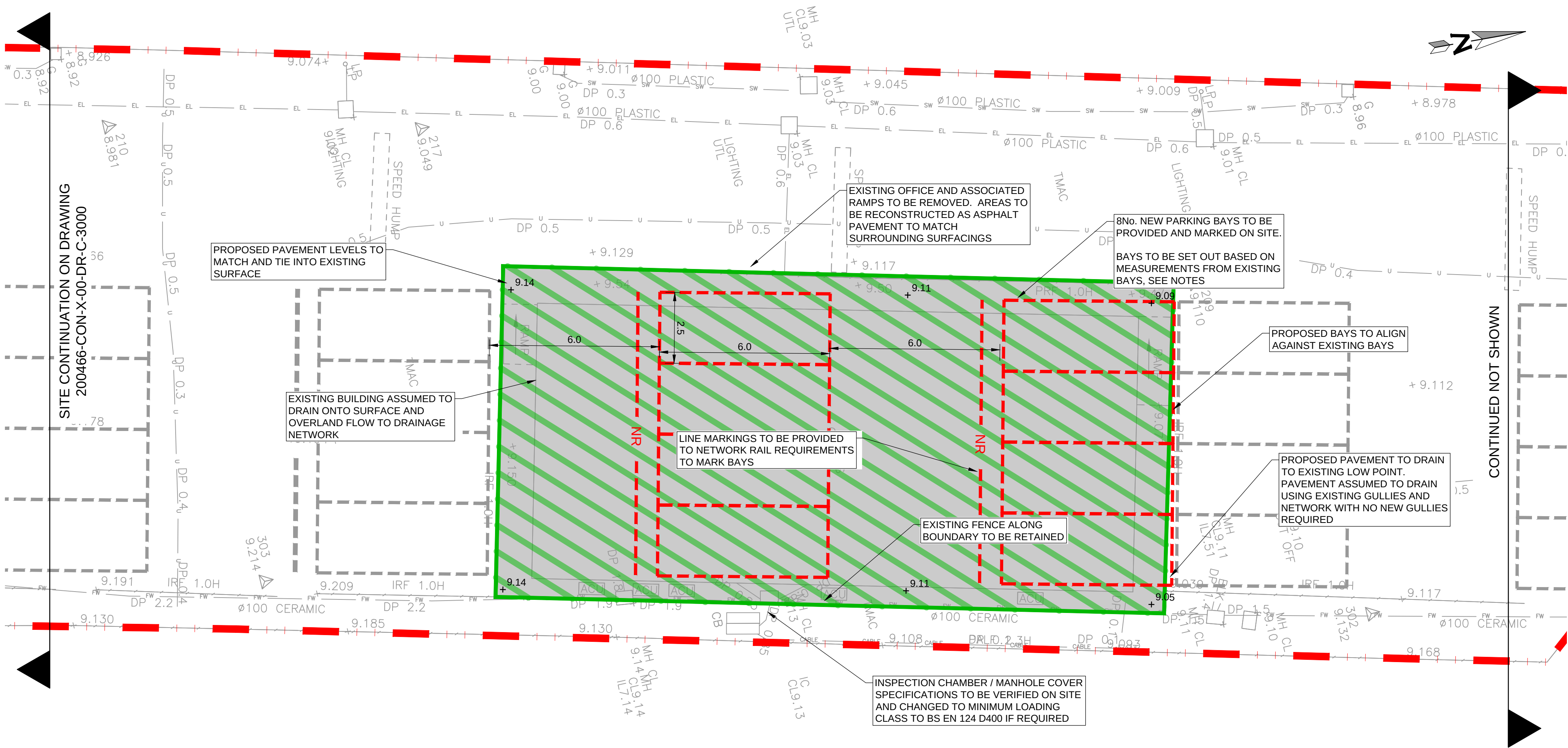




NOTES FOR GENERAL DRAINAGE

- ALL DRAINAGE WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE REQUIREMENTS OF THE LOCAL AUTHORITY, THE ENVIRONMENT AGENCY AND IN CONJUNCTION WITH ALL RELEVANT BRITISH STANDARDS, CODES OF PRACTICE AND 'SEWERS FOR ADOPTION' 7TH EDITION AND ANY ADDENDUMS AS APPROPRIATE.
- ALL DRAINAGE SHALL COMPLY WITH THE TYPICAL DETAILS AND THE REQUIREMENTS OF BS EN 752 AND PART H OF THE BUILDING REGULATIONS.
- ANY PART OF THE EXISTING DRAINAGE SYSTEM TO BE RETAINED AS PART OF THE NEW SCHEME SHALL BE CLEANED AND INSPECTED. ANY STRUCTURAL DEFECTS SHALL BE REPAIRED USING APPROPRIATE AND APPROVED MEANS.
- ALL FOUL AND RWP CONNECTIONS SHALL BE 100MM DIAMETER UNLESS OTHERWISE SPECIFIED.
- ALL PRECAST CONCRETE UNITS USED IN THE DRAINAGE WORKS SHALL BE MANUFACTURED USING SULPHATE RESISTING CEMENT.
- AT LEAST ONE SOIL PIPE AT THE HEAD OF EACH FOUL RUN SHALL VENT TO THE ATMOSPHERE.
- EXISTING DRAINAGE TO BE REMOVED IS TO BE BROKEN OUT TO BED LEVEL AND VOID BACKFILLED WITH GRANULAR MATERIAL, COMPACTED IN LAYERS NOT EXCEEDING 250MM.
- ALL DRAIN RUNS FROM SVP'S, STUB STACKS OR FW GULLIES TO BE LAID AT 1:40 GRADIENT UNLESS OTHERWISE STATED. ALL RWP'S TO BE LAID 1:80 MIN UNLESS OTHERWISE STATED.
- ALL PRIVATE DRAINAGE TO BE LAID TO LEVELS SHOWN USING FLEXIBLY JOINTED PIPES, EITHER UPVC TO BS 4660 AND BS 5481 OR VITRIFIED CLAYWARE TO BS EN 295. PIPES BELOW STRUCTURAL BUILDING SLABS OR BASEMENTS SHALL BE CAST IRON TO BS 437.
- RODDING EYES, ETC ARE TO BE LAID TO MANUFACTURERS MINIMUM COVER AND DEPTH TO ALLOW ADEQUATE FALL FROM ADJOINING UNIT.
- WHERE NEW SEWERS ARE CONSTRUCTED WITHIN 5M OF A NEW OR EXISTING TREE THE SEWER SHALL BE CONCRETE ENCASED AGAINST ROOT INTRUSION. REFER TO DRAINAGE DETAILS.
- ALL NEW DRAINAGE TO BE JETTED AND CCTV SURVEYED ON COMPLETION. CONTRACTOR TO MAKE SURE THAT THE DRAINAGE IS FULLY OPERATIONAL. REFER TO DRAINAGE MAINTENANCE MANUAL FOR MAINTENANCE DETAILS.
- CDM NOTE: ALL PIPEWORK, SILT TRAPS, CATCHPITS, TRAPPED GULLIES AND ATTENUATION TANKS TO BE REGULARLY INSPECTED EVERY THREE MONTHS AND CLEARED OUT ON A REGULAR FREQUENCY FOR THE FIRST NINE MONTHS. AFTER THIS PERIOD THE FREQUENCY CAN BE REDUCED TO EVERY SIX

- MONTHS. POROUS SURFACE TO BE REGULARLY SWEEPED THREE TIMES A YEAR TO REMOVE THE SILT.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT CONISBEE DRAWINGS.
- HEALTH AND SAFETY: THE WORKS SHALL BE CARRIED OUT BY SPECIALIST COMPETENT AND EXPERIENCED CONTRACTORS WHO ARE MEMBERS OF A RECOGNISED NATIONAL ORGANISATION. OPERATIVES SHALL HAVE RECEIVED FULL AND APPROPRIATE TRAINING FOR THE OPERATIONS THEY ARE TO UNDERTAKE. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH ALL PERTINENT HEALTH AND SAFETY REGULATIONS.

CESSPIT

PROPOSED AND EXISTING FOUL WATER DISCHARGE TO EXISTING CESSPIT ON SITE.

BASED ON OFFICE OCCUPANCY OF 100No. HEADS ESTIMATED FOUL LOAD 50L/H/D/BASED ON BRITISH WATER GUIDANCE FOR OFFICE WITHOUT CANTEEN. TOTAL ESTIMATED DAILY LOAD 5,000 LITRES. ADDITIONAL LOAD INTO CESSPIT FROM OTHER SOURCES INCLUDING PROPOSED TRAINING CENTRE NOT KNOWN.

EXISTING AND PROPOSED RAINWATER DISCHARGES TO CESSPIT. EXISTING CESSPIT DESIGNED BY OTHERS AND ASSUMED TO BE IN ACCORDANCE WITH APPROVED DOCUMENT H2 OF THE BUILDING REGULATIONS.

IT IS ASSUMED THE EXISTING CESSPIT HAS SUFFICIENT CAPACITY FOR THE CURRENT AND INCREASED LOADS AND NETWORK RAIL EMPTY THE TANK AT AN APPROPRIATE FREQUENCY TO PREVENT OVERFILLING (TO BE CONFIRMED BY NETWORK RAIL).

IT IS RECOMMENDED THE CESSPIT IS EMPTIED AND SURVEYED TO CONFIRM CAPACITY AND INFORM THE MAINTENANCE/EMPTYING SCHEDULE.

ANY RISK ASSOCIATED WITH THE USE OF THE CESSPIT IS THE RESPONSIBILITY OF NETWORK RAIL.

NOTES FOR GENERAL PAVEMENTS

- GENERAL:**
 - THIS DRAWINGS IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT CONISBEE CIVIL ENGINEERING DRAWINGS.
 - ALL DIMENSIONS ARE IN MILLIMETRES (MM) UNLESS STATED OTHERWISE.
 - THE SHW ACRONYM REFERS TO THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAYS WORKS - VOLUME 1 SPECIFICATION FOR HIGHWAYS WORKS.
 - PAVEMENT DESIGNS HAVE BEEN BASED ON ASSUMED CBR VALUES TAKEN FROM SITE INVESTIGATION DATA OR STANDARD SOIL TYPE TABLES. IN-SITU CBR TESTS ARE TO BE CARRIED OUT ON SITE TO BS 1377-4 AND ANY DISCREPANCIES FROM DESIGN VALUES ARE TO BE REPORTED TO THE ENGINEER.
 - ANY SOFT SPOTS IN THE FORMATION ARE TO BE REPORTED TO THE ENGINEER PRIOR TO COMMENCEMENT OF ANY PAVEMENT WORKS. ALL SOFT SPOTS SHALL BE REMOVED AND REPLACED WITH A FILL MATERIAL TO THE DESIGN ENGINEER'S SPECIFICATION.
 - HEALTH AND SAFETY: THE WORKS SHALL BE CARRIED OUT BY SPECIALIST COMPETENT AND EXPERIENCED CONTRACTORS WHO ARE MEMBERS OF A RECOGNISED NATIONAL ORGANISATION. OPERATIVES SHALL HAVE RECEIVED FULL AND APPROPRIATE TRAINING FOR THE OPERATIONS THEY ARE TO UNDERTAKE. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH ALL PERTINENT HEALTH AND SAFETY REGULATIONS.
- ASPHALT SURFACING**
 - ALL BITUMINOUS MIXTURES FOR **AC** DESIGNATED MATERIALS SHALL BE IN ACCORDANCE WITH BS EN 13108-1
 - ALL BITUMINOUS MIXTURES FOR **HRA** DESIGNATED MATERIALS SHALL BE IN ACCORDANCE WITH BS EN 13108-4
 - ALL BITUMINOUS MIXTURES FOR **SMA** DESIGNATED MATERIALS SHALL BE IN ACCORDANCE WITH BS EN 13108-5
 - AGGREGATE FOR BITUMINOUS MIXTURES SHALL BE IN ACCORDANCE WITH BS EN 13043
 - PAVING GRADE BITUMEN SHALL COMPLY WITH BS EN 12591
 - ALL BITUMINOUS MIXTURES SHALL BE PLACED AND COMPACTED IN ACCORDANCE WITH CLAUSE 903 OF THE SHW.
- SUB-BASE MATERIAL**
 - SUB-BASE MATERIAL SHALL BE TO BS EN 13285 AND TABLE 8/1 OF THE SHW.
 - SUB-BASE MATERIAL SHALL BE LAID IN ACCORDANCE WITH CLAUSE 802 OF THE SHW.
- CAPPING MATERIAL**
 - CAPPING MATERIAL SHALL COMPLY WITH BS 1377 AND TABLE 6/1 OF THE SHW.
 - CAPPING MATERIAL SHALL BE COMPACTED IN ACCORDANCE WITH TABLE 6/4 OF THE SHW.

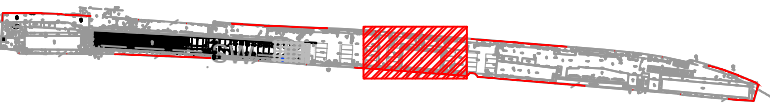
NOTE:
TOPOGRAPHICAL SURVEY DOES NOT INCLUDE ROAD MARKINGS. ROAD MARKINGS SHOWN INDICATIVELY BASED ON SITE WALKOVER AND SATELLITE IMAGES. THE CONTRACTOR SHOULD CONFIRM ALL ROAD MARKINGS ON SITE AND REPORT AND SIGNIFICANT VARIATIONS TO THE ENGINEER. ALL PROPOSED ROAD MARKINGS TO BE SET OUT BASED ON STATED DIMENSIONS FROM EXISTING MARKINGS. THE CONTRACTOR SHOULD INFORM THE ENGINEER IF THERE IS INSUFFICIENT SPACE FOR PROPOSED MARKINGS BASED ON DIMENSIONS WHEN SETTING OUT SITE TO SEEK FURTHER INSTRUCTIONS

GENERAL NOTES

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS AND SPECIALIST DRAWINGS AND SPECIFICATIONS
- DO NOT SCALE FROM THIS DRAWING IN EITHER PAPER OR DIGITAL FORM. USE WRITTEN DIMENSIONS ONLY.
- EXISTING TOPOGRAPHICAL SURVEY DOES NOT SHOW SURFACE MARKINGS INCLUDING PARKING BAYS AND CROSSINGS. LIMITED MARKINGS ADDED INDICATIVELY FOR CLARITY OF NOTES / WORKS REQUIRED AS APPROPRIATE BASED ON SATELLITE IMAGERY DATED MAY 2018. ADDITIONAL SURVEY REQUIRED TO CONFIRM EXISTING SURFACE MARKINGS.
- SITE SURVEY BASED ON APR SERVICES SURVEY REFERENCE 919505, NOVEMBER 2019.
- PROPOSED LAYOUT BASED ON PORTABLE SPACES MODULAR BUILDING LAYOUT REFERENCE TOT-PRL-002, MAY 2020.
- EXISTING PAVEMENTS TO BE RETAINED UNLESS NOTED OTHERWISE. REPAIRS MAY BE REQUIRED TO ACCOMMODATE NEW RAMP CONSTRUCTION.
- SURFACE WATER NETWORK ASSUMED TO DISCHARGE TO CESS PIT, SEE CESSPIT ASSUMPTIONS NOTE FOR FURTHER DETAILS

LEGEND

- SITE BOUNDARY
- PROPOSED ITEM TO BE CONSTRUCTED (SEE NOTE ON LAYOUT)
- PROPOSED ITEM TO BE REMOVED/ DEMOLISHED (SEE NOTE ON LAYOUT)
- PROPOSED FULL DEPTH ASPHALT VEHICLE PAVEMENT
- PROPOSED LEVEL (FOR NEW PAVEMENT AREAS)



FOR HAZARDS REFERENCES, REFER TO DESIGNERS RISK ASSESSMENT REF 200466-DRA-SC-001

NOT FOR CONSTRUCTION

C1	22.01.21	F002 / F003 COORDINATION	RAD	AP
Rev	Date	Description	Drawn	Check

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Drawing Status FOR F002 / F003 APPROVAL	
Project	Date JULY 2020
TOTTENHAM HALE MDU EXTENSION	Scale 1:100@A1
	Drawn RAD
Title	Engineer AP
PROPOSED EXTERNAL WORKS AND DRAINAGE LAYOUT SHT 2	Project No 200466
Drawing No 200466-CON-X-00-DR-C-3001	Revision C1