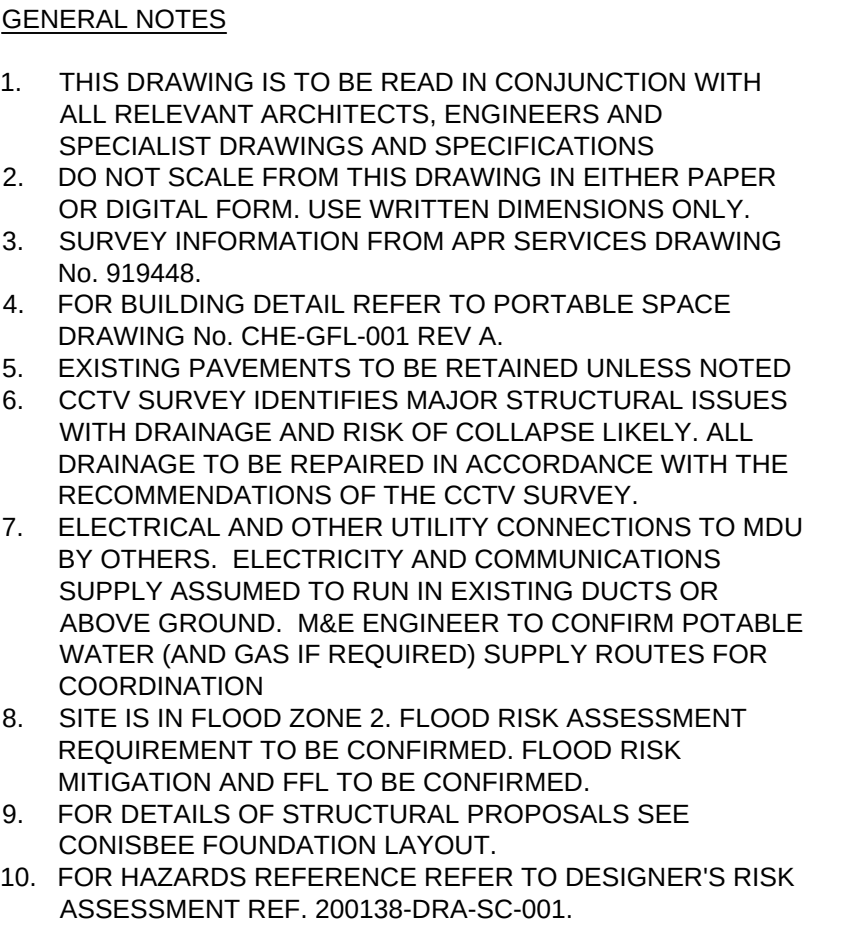




	SITE BOUNDARY
	WORKS BOUNDARY
	EXISTING SURFACE DRAIN
	EXISTING FOUL DRAIN
	PROPOSED FOUL DRAIN
	SOIL VENT PIPE
	PROPOSED SURFACE WATER DRAIN
	RAIN WATER PIPE
	PROPOSED PEDESTRIAN ROUTE
	PROPOSED FOUNDATIONS REFER TO DRAWING S-0001
	PROPOSED HANDRAIL
	SETTING OUT POINT
	PROPOSED GATE

C4	08.11.21	RAMPS REVISED TO IDC/IDR COMMENT	AP	AP
C3	11.08.21	REVISED TO CONTRACTOR'S COMMENTS	RAD	AP
C2	20.01.21	UPDATED TO NETWORK RAIL COMMENTS	RAD	AP
C1	16.10.20	ISSUED FOR F002/3 APPROVAL	RAD	AP
Rev	Date	Description	Drawn	Check

Drawing Status			
CONSTRUCTION			
Project		Date	SEP' 2020
TOTTENHAM HALE SUSTAINABLE		Scale	1:100@A1
ACCOMMODATION RENEWAL		Drawn	RAD
Title		Engineer	AP
PROPOSED EXTERNAL WORKS		Project No	200347
GENERAL ARRANGEMENT		Revision	
Drawing No			
200138-CON-X-00-DR-C-3000			C4

1.	INVERT LEVELS AND POSITIONS OF EXISTING DRAINS / CHAMBERS / SEWERS WHERE NEW CONNECTIONS ARE TO BE MADE MUST BE CHECKED AND CONFIRMED TO THE ENGINEER PRIOR TO THE COMMENCEMENT OF ANY WORKS.	POSITIONS SHOWN ARE INDICATIVE AND SUBJECT TO FINAL DESIGN.
2.	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.	6. ALL FOUL AND RWP CONNECTIONS SHALL BE 100MM DIAMETER UNLESS OTHERWISE SPECIFIED.
3.	ALL DRAINAGE SHALL COMPLY WITH THE TYPICAL DETAILS AND THE REQUIREMENTS OF BS EN 752 AND PART H OF THE BUILDING REGULATIONS.	7. AT LEAST ONE SOIL PIPE AT THE HEAD OF EACH FOUL R SHALL VENT TO THE ATMOSPHERE.
4.	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.	8. 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.
5.	FOR SETTING-OUT DIMENSIONS OF SVP'S, RWP'S ETC, REFER TO ARCHITECT'S (PORTABLE SPACES) OR MECHANICAL ENGINEER'S (FOURWAY) DRAWINGS.	9. 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.
		10. ALL PRIVATE DRAINAGE TO BE LAID TO LEVELS SHOWN USING FLEXIBLY JOINTED PIPES, EITHER UPVC TO BS 46 AND BS 5481 OR VITRIFIED CLAYWARE TO BS EN 295. PIPES BELOW STRUCTURAL BUILDING SLABS OR BASEMENTS SHALL BE CAST IRON TO BS 437.
		11. ALL DRAINAGE TO BE JETTED AND CCTV SURVEYED ON

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ALL 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, CATCHPIPS, 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 CONSBEEB 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.

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS AND SPECIALIST DRAWINGS AND SPECIFICATIONS.
2. DO NOT SCALE FROM THIS DRAWING IN EITHER PAPER OR DIGITAL FORM. USE WRITTEN DIMENSIONS ONLY.
3. THIS DRAWING AND LAYOUT IS BASED ON
 - I. UTILITY SURVEY BY APR SURVEY REF 919505 AND 919505U DATED NOVEMBER 2019.
4. PORTABLE SPACES DRAWING TOT-GFL-100_REV.D.
5. PROPOSED CHANGES TO SITE EMERGENCY ACCESS WORK IN VICINITY (BY OTHERS).
6. DRAINAGE TO EXISTING CESS PIT ON THE SITE. CONISBEE HAVE NO DETAILS OF THE EXISTING CESSPIT DESIGN, CAPACITY, LOADING OR EMPTYING SCHEDULES. IT IS ASSUMED THE EXISTING CESSPIT IS FIT FOR PURPOSE AND HAS SUFFICIENT CAPACITY FOR THE PROPOSED DEVELOPMENT. IT IS RECOMMENDED THE CESSPIT BE 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.
7. FOUNDATIONS SHOWN INDICATIVELY, REFER TO STRUCTURAL ENGINEERS DRAWING FOR FULL DETAILS INCLUDING SETTING OUT LOCATIONS

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