GENERAL NOTES

1. SETTING OUT SHALL BE UNDERTAKEN USING ONLY THE INFORMATION GIVEN. DISTANCES SHOULD NOT BE SCALED FROM THIS DRAWING.
2. ALL SEWERS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SEWERS FOR ADOPTION 6TH EDITION AND UNITED UTILITIES DETAILS & GUIDELINES.
3. THE MINIMUM GRAVITY PIPE DIAMETER UNDER ADOPTABLE HIGHWAYS SHALL BE 150mm
4. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL INFORMATION GIVEN WITH REGARDS TO EXISTING SERVICES AND DRAINAGE CONNECTIONS ETC. PRIOR TO COMMENCING THE WORKS. THE RATES SHALL INCLUDE FOR HAND DIG AROUND SERVICES WHERE NECESSARY. THE CONTRACTOR SHALL ADHERE TO THE CDM REGULATIONS AT ALL TIMES
5. THE OUTSIDES OF ALL SEWERS SHALL BE A MINIMUM OF 1.0m FROM KERB LINES AND THE OUTSIDE OF MANHOLES SHALL BE A MINIMUM OF 0.5m FROM KERB LINES WITHIN ADOPTED HIGHWAY
6. EXISTING FLOWS IN WATERCOURSES, SEWERS AND LAND DRAINS SHALL BE MAINTAINED AT ALL TIMES
7. ONLY TRAINED PERSONNEL SHALL BE PERMITTED TO ENTER CONFINED SPACES
8. ALL METERIALS 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 TO WITHSTAND A CLASS
9. ALL OPENING NOTICES ETC. AS REQUIRED UNDER HIGHWAYS ACTS ETC. ARE TO BE OBTAINED PRIOR TO APPLICABLE.
10. WHERE "ULTRA RIB" UPVC PIPES (OR SIMILAR APPROVED) ARE USED IN ADOPTABLE DRAINAGE THEY SHALL STILL BE HANDLED AND LAID IN ACCORDANCE WITH THE SPECIFICATION AND GUIDANCE ISSUED BY THE HIGH PERFORMANCE PIPE ASSOCIATION.
11. A CLASS S BED AND SURROUND MUST BE USED FOR SUCH PIPES. TRENCH BACKFILL IN HIGHWAYS TO WITHIN 1M OF HIGHWAY SHALL, BE A SUITABLE GRANULAR MATERIAL ALL IN ACCORDANCE WITH SEWERS FOR ADOPTION CL. 4.3.4.
12. SLAB LEVELS SHALL NOT BE VARIED WITHOUT REFERENCE TO THE ENGINEER FOR GUIDANCE
13. DOMESTIC DRAINAGE SHALL BE TO BUILDING REGULATIONS APPROVED DOCUMENT H. 110mm U.P.V.C. PIPES LAID TO THE FOLLOWING MINIMUM FALLS UNLESS OTHERWISE SHOWN.

	FOUL	S.W.
HEAD RUN	1 IN 40	1 IN 60
ELSEWHERE	1 IN 80	1 IN 100

14. ALL GULLY CONNECTIONS TO BE 150mm VITRIFIED CLAY UNLESS NOTED OTHERWISE
COMMENCEMENT OF WORKS. ALL WORKS ARE TO BE INSPECTED BY L.A., NHBC OR THE NETWORK OPERATOR AS

LEGEND

FLOOD EXCEEDENCE ROUTE IN CASE OF CATASTROPHIC FAILURE TO S.W ATTENUATION SYSTEM

FLOOD EXCEEDENCE ROUTE IN CASE OF CATASTROPHIC FAILURE TO DWELLING S.W CAPTURE SYSTEMS OR STORMS IN EXCESS OF DESIGN CRITERIA

POINT OF FLOODING FOR BLOCKAGE SCENARIO - BASED ON MODELLED SITE AREA BEING 100% IMPERMEABLE WITH VOLUMETRIC RUN OFF COEFFICIENT OF 1.0

REV	DATE	DESCRIPTION	BY	CHK	APP
P01	21.05.2025	INITIAL ISSUE	CLB	JCM	JCM

DRAWING STATUS: **PRELIMINARY**

CLIENT: ADVENT CONSTRUCTION LTD

ARCHITECT: PADDOCK JOHNSON

PROJECT: BIGDALE DRIVE KIRKBY

TITLE: FLOOD ROUTING PLAN

STATUS:	PROJECT No.	PROJECT	ORIGINATOR	VOL/SYS	LEVEL	TYPE	ROLE	DRAWING No.	REV:
S2	223-080	BDD -	AJP -	ZZ -	00 -	DR -	C -	1020	P01

SCALE @ A1:	DESIGNED:	DRAWN:	CHECKED:	APPROVED:	DATE:
1:125	JCM	CLB	JCM	JCM	MAY 2025

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