

STRUCTURAL FIXINGS

- ANCHOR BOLTS SHALL BE AS SPECIFIED ON THE DRAWINGS. NO SUBSTITUTIONS ARE TO BE MADE WITHOUT THE PRIOR CONSENT OF RAMBOLL.
- ONLY ANCHORS WITH AN ETA (EUROPEAN TECHNICAL ASSESSMENT) FOR THE GIVEN APPLICATION SHALL BE USED.
- PRIOR TO COMMENCEMENT, THE CONTRACTOR IS TO SUBMIT PROPOSALS FOR THE INSTALLATION OF ANCHORS IN ACCORDANCE WITH SECTION 7 OF BS8539:2012.
- THE INSTALLATION OF ALL ANCHORS IS TO BE SUPERVISED AND ALL ANCHORS ARE TO BE INSPECTED AND CERTIFIED TO CONFIRM THEY HAVE BEEN CORRECTLY INSTALLED IN ACCORDANCE WITH THE SPECIFICATION AND ARE IN A CONDITION TO BE LOADED. CONSTRUCTION FIXINGS ASSOCIATION FORM 8539/03 IS TO BE COMPLETED BY THE CONTRACTOR'S SUPERVISOR AND SUBMITTED TO THE CA AND RAMBOLL FOR EACH UNIQUE GROUP OF CONNECTION DESIGNS/SPECIFICATIONS WITHIN THE PROJECT.
- INSTALLERS AND SUPERVISORS MUST BE SUITABLY TRAINED AND QUALIFIED BY KNOWLEDGE AND PRACTICAL EXPERIENCE. THEY MUST BE IN POSSESSION OF THE NECESSARY ANCHOR INSTALLATION INSTRUCTIONS TO ENABLE THE REQUIRED TASKS TO BE CARRIED OUT CORRECTLY.
- ALL PROPOSED FIXING LOCATIONS INTO CONCRETE ARE TO BE FERROSCANNED TO DETERMINE REINFORCEMENT LINES. WHERE CLASHES WITH REINFORCEMENT ARISE, REFER TO THE ENGINEER AND/OR CONNECTION DESIGNER FOR CONFIRMATION AS TO HOW THE CONNECTION SHOULD BE AMENDED. DRILLING OF REINFORCEMENT IS NOT PERMITTED WITHOUT PRIOR WRITTEN CONSENT OF RAMBOLL. PERCUSSIVE DRILLING IS TO BE USED ONLY (NO DIAMOND DRILLING).
- INSTALLATION SHALL STRICTLY BE IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS. IN PARTICULAR HOLES SHALL BE CLEAN AND DRY BEFORE INSTALLATION OF ANY RESINS.
- RESIN BOLTS ARE NOT TO BE LOADED UNTIL THE RESIN HAS CURED AND REACHED FULL DESIGN STRENGTH.
- WHERE BOLTS ARE TO BE TORQUED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS THIS SHALL BE CARRIED OUT USING A CALIBRATED TORQUE WRENCH.
- 5% OF ANCHORS INSTALLED ARE TO BE PROOF TESTED IN ACCORDANCE WITH THE CONSTRUCTION FIXINGS ASSOCIATION GUIDANCE NOTE 'PROCEDURE FOR SITE TESTING CONSTRUCTION FIXINGS' AND BS 8539. THE FACTOR ON CHARACTERISTIC LOAD SHOULD BE 1.25.
- FOR RESIN FIXINGS, THE VOID BETWEEN THE PLATE HOLE AND FIXING IS TO BE FILLED WITH THE SAME RESIN AS FIXING TO ENSURE AN EVEN DISTRIBUTION OF SHEAR LOADING BETWEEN BOLTS IN A CONNECTION.

MASONRY

- THESE NOTES ARE TO BE READ IN CONJUNCTION WITH THE ARCHITECT'S MASONRY SPECIFICATION.
- THESE NOTES RELATE TO STRUCTURAL MASONRY AS USED IN THE PRIMARY STRUCTURE. FOR NON-STRUCTURAL MASONRY E.G. NON-LOAD BEARING BLOCKWORK, REFER TO THE ARCHITECT'S DETAILS.
- QUALITY OF FACING MASONRY TO BE IN ACCORDANCE WITH THE ARCHITECT'S SPECIFICATION.
- ALL WALLS SHOWN ON RAMBOLL DRAWINGS ARE TO BE CONSIDERED AS LOADBEARING UNLESS NOTED OTHERWISE.
- UNLESS NOTED OTHERWISE, THE CONSTRUCTION AND DETAILING OF MASONRY IS TO BE IN ACCORDANCE WITH BS EN 1996-1-1, BS EN 1996-2, THEIR UK NATIONAL ANNEXES AND PD6697.
- MASONRY TO BE CONSTRUCTED IN 1.5M LIFTS MAXIMUM PER DAY. NO PORTION OF THE WORKS SHALL BE RAISED MORE THAN 1.2M ABOVE ANOTHER AT ANY TIME AND NO MORE THAN 0.45M FOR CAVITY WALLS.
- ALL MASONRY WALLS TO BE CONSTRUCTED IN TANDEM WITH EACH ABUTTING CROSSWALL TO ACT AS A WIND RESTRAINT BUTTRESS AND TO BE FULLY BONDED. IF ABUTTING WALLS ARE NOT CONSTRUCTED IN TANDEM, TEMPORARY WORKS MUST BE INSTALLED TO RESTRAIN THE WALLS IN BOTH PERPENDICULAR DIRECTIONS.
- SUITABLY ROBUST TEMPORARY SHORING SHOULD BE ERECTED AT 2.5m CENTRES TO RESTRAIN ALL WALLING IN BOTH PERPENDICULAR DIRECTIONS WHERE RESTRAINING RETURN BUTTRESS WALLS ARE GREATER THAN 40 x WALL THICKNESS OR 5m APART.
- ALL MASONRY WALLS CONSTRUCTED BETWEEN DOORS OR LARGE WINDOWS, AND WITH NO RETURN WALLS, MUST BE RESTRAINED BY SUITABLE TEMPORARY WORKS.
- CAVITY WALL TIES TO BE SET HORIZONTALLY OR WITH A MARGINAL SLOPE OUTWARD WITH INSULATION CLIPS TO ARCHITECT'S SPECIFICATION.
- UNLESS NOTED OTHERWISE FOR CAVITY WALLS, PROVIDE 2.5 TIES MINIMUM PER M² OF MASONRY WITH MAXIMUM HORIZONTAL SPACING OF 900mm AND THE MAXIMUM VERTICAL SPACING OF 450mm.
- ALL VERTICAL EDGES IN CAVITY WALLS (E.G. AT WINDOWS, DOORS, ROOF VERGES AND MOVEMENT JOINTS) ARE TO BE TIED AT 225mm CENTRES WITH TIES AT A MAXIMUM DISTANCE OF 225mm FROM THE MASONRY EDGE.

- THE TOP AND BOTTOM OF OPENINGS IN CAVITY WALLS ARE TO BE TIED AT 450mm MAXIMUM CENTRES.
- ALL TIES AND RESTRAINTS WITHIN EXTERNAL WALLS OR CAVITY WALLS ARE TO BE STAINLESS STEEL.
- THE MINIMUM EMBEDMENT OF A WALL TIE INTO THE MORTAR JOINT SHOULD NOT BE LESS THAN 50MM IN EACH LEAF. THE LENGTH OF WALL TIES SHOULD ACHIEVE A DESIGN EMBEDMENT OF BETWEEN 62.5mm AND 75mm IN EACH LEAF TO ALLOW FOR NORMAL SITE TOLERANCES FOR CAVITY WIDTH AND CENTRING OF THE TIE.
- MAXIMUM JOINT SPACING TO BE AS FOLLOWS UNLESS NOTED OTHERWISE:

CLAY BRICKWORK (UNREINFORCED)	= 10m
CONCRETE BLOCKWORK (UNREINFORCED)	= 6m

DISTANCE BETWEEN WALL RETURNS AND ANGLES SHOULD BE HALF OF THE ABOVE DIMENSIONS.

THE LOCATION OF MOVEMENT JOINTS MUST BE AT COLUMNS, WIND POSTS OR BUTTRESSING WALLS UNLESS OTHERWISE AGREED WITH THE ENGINEER IN WRITING.

- WHERE APPLICABLE BED JOINT REINFORCEMENT TO BE STAINLESS STEEL IN ACCORDANCE WITH BS EN 845-3 AND POSITIONED AS SHOWN ON DRAWINGS. 20mm MINIMUM COVER TO BE PROVIDED TO EXTERNAL FACE OF MASONRY. LAPS TO BE 225mm MINIMUM WITH AT LEAST ONE CROSS WIRE. REINFORCEMENT LENGTHS ARE TO BE POSITIONED SIDE BY SIDE AT LAPS. LAP LOCATIONS ARE TO BE STAGGERED THROUGHOUT THE MASONRY PANEL.
- FOR DETAILS OF NON-STRUCTURAL MASONRY AND ASSOCIATED MOVEMENT JOINTS, WIND POSTS, HEAD RESTRAINTS, AND LINTELS, REFER TO ARCHITECT'S DETAILS AND SPECIFICATION.
- THE CONTRACTOR IS TO ENSURE THAT ALL LIFTING OF MASONRY AND ASSOCIATED SUNDRY ITEMS COMPLIES WITH THE RELEVANT REGULATIONS, GUIDANCE AND HEALTH AND SAFETY AT WORK ACTS.

TIMBER

- TIMBER TO BE IN ACCORDANCE WITH BS EN 1995.
- TIMBER TO BE C24 STRENGTH CLASS IN ACCORDANCE WITH BS EN 338 UNLESS NOTED OTHERWISE.
- ALL TIMBER COMPONENTS SHALL BE SUPPLIED WITH AN APPROVED PRESERVATIVE TREATMENT WHICH IS NOT AGGRESSIVE TO THE FIXING COMPONENTS.
- FOR FIRE PROTECTION TO STRUCTURAL TIMBER REFER TO ARCHITECT'S DETAILS.
- ALL TIMBER FIXINGS, HANGERS, PLATES AND TIES TO BE GALVANIZED AND INSTALLED IN ACCORDANCE WITH MANUFACTURER'S REQUIREMENTS UNO ON THE DRAWINGS.
- THE MOISTURE CONTENT OF THE TIMBER SHALL BE CONTROLLED AT ALL STAGES OF FABRICATION AND ERECTION TO ENSURE IT IS LESS THAN 18%.
- ALL TIMBER CONNECTIONS ARE TO BE DESIGNED BY THE CONTRACTOR FOR BOTH TEMPORARY AND PERMANENT CONDITIONS.
- DETAILS AND CALCULATIONS RELATING TO THE TIMBER CONNECTIONS SHALL BE SUBMITTED TO THE CA AND RAMBOLL FOR REVIEW AND COMMENT PRIOR TO DETAILING AND INSTALLATION.
- ALL JOISTS SUPPORTED BY STEELWORK ARE TO HAVE A MINIMUM BEARING LENGTH = 75mm UNO.
- NOGGINS SHALL BE OF SOLID TIMBER OF THE SAME SECTION SIZE AS THE TIMBER JOISTS. FOR SPANS OF BETWEEN 2.5m AND 4.5m ONE NOGGIN SHALL BE PROVIDED AT THE MID-SPAN POSITION. FOR SPANS MORE THAN 4.5m TWO NOGGINS ARE TO BE PROVIDED, POSITIONED AT ONE THIRD AND TWO THIRD SPAN POSITIONS. NOGGINS ARE TO BE PROVIDED AT THE ENDS OF SPANS SUPPORTED BY STEELWORK.
- FLOOR DECKING SHALL BE 24mm THICK FINNISH BIRCH STRUCTURAL PLYWOOD (17 PLYS) WITH TONGUE AND GROOVE JOINTS IN ACCORDANCE WITH BS EN 1995, SERVICE CLASS 1 UNO.
- FLOOR DECKING SHALL BE FIXED TO THE JOISTS BY GLUING AND SCREWING USING NO. 6 WOOD SCREWS (3.45mm SHANK X 57mm LONG) GALVANIZED OR SHERARDIZED SPACED AT 150MM CENTRES ALONG BOARD PERIMETERS AND 300mm CENTRES TO INTERMEDIATE SUPPORT JOISTS UNLESS NOTED OTHERWISE. ALL JOINTS SHALL BE BACKED BY JOISTS OR SOLID TIMBER NOGGINS OF 75mm MINIMUM WIDTH.
- ALL SCREW LOCATIONS ARE TO BE PRE-DRILLED PRIOR TO INSTALLING SCREWS. THE HOLES SHOULD BE DRILLED WITH A DIAMETER EQUAL TO THAT OF THE SCREW SHANK FOR THAT PART OF THE HOLE TO CONTAIN THE SHANK, REDUCING TO A PILOT HOLE OF HALF THE DIAMETER OF THE SCREW SHANK FOR THE THREADED PORTION OF THE SCREW.
- WOOD GLUE TO BE UREA FORMALDEHYDE (UF) AMINOPLASTIC THERMOSET RESIN.
- TONGUE AND GLUED JOINTS SHALL BE GLUED AND CLAMPED BEFORE SCREWING DOWN. ALL FIXINGS SHALL BE DRIVEN DOWN BELOW THE SURFACE OF THE PLYWOOD.
- TIMBER SPECIES USED IN THE EXISTING BUILDING IS TO BE TO THE ARCHITECT'S SPECIFICATION (TO SUIT CONSERVATION REQUIREMENTS).

UNDERPINNING

- THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THE UNDERPINNING WORKS DO NOT IMPAIR THE STABILITY OR CONDITION OF THE EXISTING STRUCTURE. DESIGN OF THE UNDERPINNING AND ANY ASSOCIATED TEMPORARY WORKS IS THE RESPONSIBILITY OF THE CONTRACTOR.
- THE CONTRACTOR IS TO INSPECT, MONITOR AND RECORD THE CONDITION OF THE STRUCTURE BEFORE, DURING AND ON COMPLETION OF THE WORKS.
- THE CONTRACTOR IS TO SUBMIT DETAILS OF ALL MATERIALS AND AN UNDERPINNING SEQUENCE FOR REVIEW BY THE CA AND RAMBOLL PRIOR TO UNDERTAKING THE WORK.
- UNDERPINNING IS TO BE CARRIED OUT IN A HIT AND MISS SEQUENCE IN SHORT SECTIONS NOT EXCEEDING 1.0m IN LENGTH WITH A MINIMUM SEPARATION DISTANCE OF 3m BETWEEN EACH CONCURRENT SECTION. ADEQUATE VERTICAL SUPPORT IS TO BE MAINTAINED OVER AT LEAST 75% OF THE WALL LENGTH AT EVERY STAGE OF CONSTRUCTION.
- THE SOFFIT OF THE EXISTING FOOTINGS IS TO BE CLEANED AND FREE OF ANY DIRT, SPOIL OR LOOSE MATERIAL PRIOR TO UNDERPINNING.
- EACH SECTION OF UNDERPINNING IS TO BE CONSTRUCTED IN MASS CONCRETE WITH A SHUTTERED INTERNAL FACE IN ACCORDANCE WITH THE RAMBOLL STRUCTURAL CONCRETE SPECIFICATION AND RELEVANT STRUCTURAL DRAWINGS. EXCAVATION AND CONCRETING OF EACH SECTION OF UNDERPINNING IS TO BE UNDERTAKEN ON THE SAME DAY.
- EACH SECTION OF UNDERPINNING IS TO BE POURED TO A LEVEL OF 75mm BELOW THE UNDERSIDE OF THE EXISTING FOOTING. AFTER THE UNDERPINNING CONCRETE HAS REACHED SUITABLE STRENGTH, THE 75mm GAP IS TO BE FILLED WITH HIGH STRENGTH NON-SHRINK DRY PACK WELL RAMMED INTO POSITION OVER THE FULL DESIRED CONTACT AREA.
- LATERAL PROPPING IS TO BE INSTALLED AS REQUIRED TO MAINTAIN STABILITY OF THE UNDERPINNING UNTIL ADEQUATE SUPPORT IS PROVIDED BY THE PERMANENT WORKS.
- EXCAVATION OF ADJACENT SECTIONS OF UNDERPINNING SHALL NOT COMMENCE UNTIL UNDERPINNING CONCRETE AND DRY PACK HAVE REACHED REQUIRED DESIGN STRENGTH, WITH A MINIMUM PERIOD OF 48 HOURS BETWEEN COMPLETION OF ONE SECTION AND COMMENCEMENT OF THE ADJACENT SECTION.
- THE CONTRACTOR IS TO MAINTAIN AND SUBMIT RECORDS OF THE SEQUENCE AND DIMENSIONS OF UNDERPINNING AS CONSTRUCTED, INCLUDING THE DATES OF STARTING EXCAVATION, CASTING CONCRETE AND PINNING UP OF EACH SECTION.

NOTES FOR TENDERERS

- THE CIVIL AND STRUCTURAL DESIGN IS AT RIBA STAGE 3. THE CONTRACTOR SHOULD ALLOW A SUITABLE COST CONTINGENCY FOR DESIGN DEVELOPMENT AND TECHNICAL CHECKS WHICH WILL TAKE PLACE THROUGH RIBA STAGE 4 AND BEYOND.
- ALL STRUCTURAL INFORMATION IS CURRENTLY PRELIMINARY AND SUBJECT TO DESIGN DEVELOPMENT DURING RIBA STAGE 4 AS FULL AND FINAL STRUCTURAL DESIGN CALCULATIONS AND DETAILS ARE DEVELOPED.

REINFORCEMENT ESTIMATE

- THE FOLLOWING INFORMATION HAS BEEN PROVIDED TO ASSIST THE QUANTITY SURVEYOR TO PREPARE THE COST PLAN. THIS INFORMATION IS PROVISIONAL AND SUBJECT TO REVIEW AND AMENDMENT AS THE DESIGN IS DEVELOPED. A SUITABLE CONTINGENCY IS TO BE INCLUDED BASED ON THE STAGE OF DESIGN DEVELOPMENT.

ELEMENT	REINFORCEMENT ESTIMATE
BASEMENT RC SLAB, THICKENINGS, WALLS & PIERS	300kg/m ³
RC SLABS ON PERMANENT METAL DECKING & ASSOCIATED PLINTHS	120kg/m ³

- ANY ADDITIONAL REINFORCEMENT REQUIRED FOR TEMPORARY STABILITY OR SUPPORT OF THE REINFORCEMENT E.G. CHAIRS OR ADDITIONAL REINFORCEMENT FOR PREFABRICATED CAGES ETC, HAS NOT BEEN INCLUDED.
- THE CONTRACTOR SHOULD MAKE AN ALLOWANCE FOR SITE STOCK FOR ADJUSTMENTS ON SITE.

CONTRACTOR DESIGN PORTIONS ELEMENTS

- IT IS CURRENTLY UNDERSTOOD THAT THE PROJECT WILL BE TENDERED ON A DESIGN AND BUILD BASIS AT THE END OF RIBA STAGE 3. ON THAT BASIS ALL STRUCTURAL ENGINEERING DESIGN RESPONSIBILITY, INCLUDING THE PREPARATION OF FINAL CALCULATIONS FOR BUILDING CONTROL APPROVAL WILL BE THE RESPONSIBILITY OF THE PRINCIPAL CONTRACTOR AND THEIR APPOINTED STRUCTURAL ENGINEER. ALL ELEMENTS OF CONTRACTOR DESIGN ARE TO BE CARRIED OUT IN ACCORDANCE WITH THE CURRENT VERSIONS OF DESIGN CODES (INCLUDING THE RELEVANT NATIONAL ANNEX IN THE CASE OF EUROCODES), PUBLISHED INDUSTRY GUIDANCE AND PERFORMANCE INFORMATION ISSUED BY THE DESIGN TEAM.
- POST TENDER IT IS ENVISAGED THAT SOME ELEMENTS OF THE DESIGN WILL BE COMPLETED BY SPECIALIST SUB-CONTRACTORS, RATHER THAN THE PRINCIPAL CONTRACTOR'S STRUCTURAL ENGINEER. THE PACKAGED WHICH WE CURRENTLY ENVISAGE WOULD REMAIN AS SPECIALIST SUB-CONTRACTOR DESIGN PORTIONS ARE SET OUT IN THE TABLE BELOW.
- STRUCTURAL STEELWORK DESIGN FOR BOTH STEEL SECTIONS AND CONNECTIONS (INCLUDING STEEL TO CONCRETE CONNECTIONS, CAST IN PLATES, HOLDING DOWN BOLTS ETC.)
- TIMBER CONNECTIONS.
- METAL DECKING IN TEMPORARY AND PERMANENT CONDITIONS, INCLUDING EDGE TRIMS AND FITTINGS.
- REINFORCEMENT DRAWINGS AND BAR BENDING SCHEDULES FOR ALL CONCRETE BASED ON THE STRUCTURAL ENGINEER'S DESIGN INTENT DRAWINGS
- CLADDING AND FAÇADE ELEMENTS INCLUDING SUPPORT FRAMING AND CONNECTIONS TO THE STRUCTURAL FRAME. THE CLADDING CONTRACTOR MUST PROVIDE CONNECTION LOADINGS TO THE STRUCTURAL ENGINEER TO ENSURE THE FRAME HAS SUFFICIENT CAPACITY AND TO ALLOW RAMBOLL TO ASSESS THE IMPACT ON THE PERMANENT DESIGN.
- LIGHT GAUGE (COLD ROLLED) STEEL FRAMED WALL SYSTEMS.
- INTERNAL NON LOADBEARING WALLS, INCLUDING LIGHT WEIGHT STEEL FRAMING, MASONRY OR TIMBER FRAMING INCLUDING ALL LINTELS, HEAD RESTRAINTS AND TIES.
- MASONRY SUPPORT SYSTEMS AND FIXING BRACKETS
- MASONRY LINTELS, WIND POSTS AND HEAD RESTRAINTS
- PRECAST CONCRETE ELEMENTS INCLUDING STAIRS AND THEIR FIXINGS TO THE STEELWORK STRUCTURE.
- ARCHITECTURAL METALWORK AND GLASSWORK INCLUDING FLOORING, WALKWAYS, BALCONIES, LADDERS, HANDRAILS AND BALUSTRADES.
- ATRIUM FEATURE ROOF AND IT'S FIXINGS TO THE PRIMARY STRUCTURE.
- VEHICLE BARRIERS AND BOLLARDS.
- PASSENGER AND VEHICLE LIFT SHAFT STEELWORK INCLUDING FRAMING, GUIDES AND LIFTING BEAMS AND LIFTING EYES
- SECONDARY SUPPORT TO BUILDING SERVICES INSTALLATIONS INCLUDING LOUVRES, PLANT SUPPORT FRAMES, PLANT SUPPORT SYSTEMS.
- FLOORING AND LOCAL SUPPORT STRUCTURE WITHIN RISERS.
- PROPRIETARY THERMAL BREAKS.
- FALSE FLOOR AND HUNG CEILING SYSTEMS.
- CLEANING, MAINTENANCE AND ACCESS EQUIPMENT, INCLUDING RAIL SYSTEMS, SUPPORTING FRAMES TO RAIL SYSTEMS, MAN-SAFE SYSTEMS AND ABSEILING SYSTEMS.
- ALL TEMPORARY WORKS DESIGN INCLUDING CRANE FOUNDATION, FAÇADE RETENTION AND PROPPING DETAILS, TEMPORARY VEHICLE PROTECTION BARRIERS, PROPPING TO EXISTING FLOORS AND MASONRY WALLS.
- COMPLETING MEASURED SURVEYS AS REQUIRED.
- SPECIALIST TIMBER SURVEYS WHERE REQUIRED.
- THE SPECIFICATION AND DESIGN OF ANY GROUND OR STRUCTURAL MONITORING FOR MOVEMENTS OR VIBRATION DURING THE WORKS.
- DETAILED DESIGN OF GROUND GAS PROTECTION SYSTEMS (WHERE REQUIRED).
- DETAILED DESIGN OF WATERPROOFING AND DRAINED CAVITY SYSTEMS, INCLUDING PUMPS.
- STEEL STAIRS, INCLUDING ASSOCIATED LANDINGS AND HALF LANDINGS.

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NOTES

- DO NOT SCALE FROM THIS DRAWING.
- ALL DIMENSIONS ARE IN MILLIMETRES U.N.O.
- ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM U.N.O.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.

PO2	PLANNING & LBC ISSUE	16/12 2022	JC AC	PM
PO1	PRELIMINARY DRAFT ISSUE	02/12 2022	JC AC	PM
Rev	Description	Date	By Ck	App

S3 - FOR REVIEW AND COMMENT

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GENERAL NOTES SHEET 2

Project No:	Scale (@ A1):	Date:	Drawn:
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