



- GENERAL NOTES**
- SETTING OUT SHALL BE UNDERTAKEN USING ONLY THE INFORMATION GIVEN. DISTANCES SHOULD NOT BE SCALED FROM THIS DRAWING.
  - ALL SEWERS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SEWERS FOR ADOPTION 6TH EDITION AND UNITED UTILITIES DETAILS & GUIDELINES.
  - THE MINIMUM GRAVITY PIPE DIAMETER UNDER ACCEPTABLE HIGHWAYS SHALL BE 150mm.
  - IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL INFORMATION GIVEN WITH REGARD 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.
  - ONLY TRAINED PERSONNEL SHALL BE PERMITTED TO ENTER CONFINED SPACES.
  - ALL OPENING NOTICES ETC. AS REQUIRED UNDER HIGHWAYS ACTS ETC. ARE TO BE OBTAINED PRIOR TO APPLICABLE.
  - WHERE "ULTRA RIB" UPVC PIPES (OR SIMILAR APPROVED) ARE USED IN ACCEPTABLE DRAINAGE THEY SHALL STILL BE HANDLED AND LAD IN ACCORDANCE WITH THE SPECIFICATION AND GUIDANCE ISSUED BY THE HIGH PERFORMANCE PIPE ASSOCIATION.
  - SUB LEVELS SHALL NOT BE VARIED WITHOUT REFERENCE TO THE ENGINEER FOR GUIDANCE.
  - DOMESTIC DRAINAGE SHALL BE TO BUILDING REGULATIONS APPROVED DOCUMENT H. 110mm U.P.V.C. PIPES LAD TO THE FOLLOWING MINIMUM FALLS UNLESS OTHERWISE SHOWN.
 

|           |          |
|-----------|----------|
| FALL      | 1:50     |
| HEAD RUN  | 1 IN 40  |
| ELSEWHERE | 1 IN 80  |
| 1 IN 100  | 1 IN 100 |
  - 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 APPLICABLE.
  - ALL ACCEPTABLE SEWER WORKS AND MATERIALS TO BE IN ACCORDANCE WITH CODE FOR ADOPTION. THE MECHANICAL AND ELECTRICAL SPECIFICATION AND ITEM MARKED.
  - MANHOLE COVERS SHALL HAVE A CLEAR OPENING OF 600mm AND SHALL BE D40 TO BS EN 124 WITH 150mm DEEP FRAMES IN HIGHWAYS.
  - FILLED GROUND MUST BE FILLED AND CONSOLIDATED UNDER THE SUPERVISION AND TO THE SATISFACTION OF YORKSHIRE WATER BEFORE AND SEWER WORKS ARE CARRIED OUT.

**LEGEND**

|             |  |
|-------------|--|
| 195.00m     | FINISHED FLOOR LEVEL   |
| 195.00      | PROPOSED SPOT LEVEL  |
| 195.00      | EXISTING SURVEY LEVEL  |
| 750 B-R/W   | PROPOSED MASONRY RETAINING WALL (TEXT ALIGNMENT REPRESENTS LOW SIDE) |
| 1100 G-R/W  | PROPOSED GABION RETAINING WALL (TEXT ALIGNMENT REPRESENTS LOW SIDE)  |
| 300 U/B     | PROPOSED UNDERBUILD (TEXT ALIGNMENT REPRESENTS LOW SIDE)             |
| 300 G/B     | PROPOSED GRAVEL BOARD (TEXT ALIGNMENT REPRESENTS LOW SIDE)           |
| 300 F/C     | PROPOSED FLAG ON EDGE (TEXT ALIGNMENT REPRESENTS LOW SIDE)           |
| ACO CHANNEL | PROPOSED ACO CHANNEL   |
| 195.10      | PROPOSED 100MM CONTOUR   |
| 195.50      | PROPOSED 500MM CONTOUR   |
| —           | PROPOSED HALF BATTER KERB WITH 100MM KERBFACE (SEE C-1530)           |
| —           | PROPOSED TRANSITION KERB (SEE C-1530)                                |
| —           | PROPOSED BULL NOSE KERB WITH 30MM KERBFACE (SEE C-1530)              |
| —           | PROPOSED BULL NOSE KERB WITH 0MM KERBFACE (SEE C-1530)               |



| REV | DATE       | DESCRIPTION                              | BY  | CHK | APP |
|-----|------------|--|-----|-----|-----|
| AB1 | 22.11.2024 | AS BUILT ISSUE                           | JJR | JJR | JCM |
| C09 | 11.05.2023 | SWALE LEVELS ADDED                       | JCM | JCM | JLS |
| C08 | 05.05.2023 | VISIBILITY DISPLAY SHOWN                 | JCM | JCM | JLS |
| C07 | 14.12.2022 | BUS STOP KERBING SHOWN                   | JCM | JCM | JLS |
| C06 | 13.10.2022 | BUS STOP KERBING SHOWN                   | JCM | JCM | JLS |
| C05 | 29.09.2022 | WHITE EDGING LINES REMOVED               | JCM | JCM | JLS |
| C04 | 20.09.2022 | TACTILE PAVING SHOWN                     | JCM | JCM | JLS |
| C03 | 16.08.2022 | TRAFFIC CALMING MEASURES ADDED           | JJR | JCM | JLS |
| C02 | 25.07.2022 | UPDATED TO SUIT TECHNICAL AUDIT COMMENTS | JJR | JCM | JLS |
| C01 | 13.07.2022 | CONSTRUCTION ISSUE                       | JJR | JCM | JLS |

**DRAWING STATUS: AS BUILT**

CLIENT: CASEY

ARCHITECT: TADW

PROJECT: BROAD OAK, LINTHWAITHE

TITLE: EXTERNAL WORKS PLAN (4 OF 4)

|            |                         |                                     |          |
|------------|-------------------------|-------------------------------------|----------|
| STATUS: S2 | PROJECT NUMBER: 219-174 | DRAWING No: BRO-AJP-00-ZZ-DR-C-1403 | REV: AB1 |
|------------|-------------------------|-------------------------------------|----------|

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|-------------------|---------------|------------|--------------|---------------|----------------|
| SCALE @ A1: 1:250 | DESIGNED: JCM | DRAWN: JCM | CHECKED: JLS | APPROVED: JLS | DATE: DEC 2021 |
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**10500 CATCHPIT MANHOLE**

EXISTING BUS STOP SIGN REPOSITIONED TO REAR OF FOOTPATH

TRAFFIC SIGN TO BE MOVED TO REAR OF PROPOSED FOOTWAY

GROUNDWATER SHEDDING ONTO SITE. PIPE LAID WITH CATCHPIT TO TRANSFER FLOWS TO POS.

10500 CATCHPIT MANHOLE

landscape drawings for open space

NOTE - Plot 9 is a Variant House Type? See dwg 203

Swale with 1 in 4 Side Slopes - 0.50m Deep with 1m wide base. Longitudinal fall @ 1:18

See Landscape Architect's drawings for details of open space

74m radius from cricket wickets