LEGEND

— · — · — · —			PRIVATE FOUL DRAIN 100mm DIA. (U.N.O.)
– – – – – – –			PRIVATE S.W. DRAIN 100mm DIA. (U.N.O.)
— — — — — —			ADOPTABLE SURFACE WATER SEWER
—∠—∠—∠—			FOUL WATER RISING MAIN
○		●	ADOPTABLE MANHOLE
○	MH/IC	●	PRIVATE MANHOLE/INSPECTION CHAMBER depth > 600m – 450 DIA. (SEE PLAN FOR TYPE)
□	DMH	■	DOMESTIC MANHOLE
○	AC	●	ACCESS CHAMBER depth < 0.6m – 250 DIA.
	SVP	●	SOIL AND VENT PIPE
	GS	●	GROUND SOCKET CONNECTED TO IC OR AC.
	SS	●	STUB STACK
	SS(D)	●	STUB STACK WITH DURGO
	BIG(R)	●	BACK INLET GULLY (RODDABLE)
	BIG(A)	●	BACK INLET GULLY WITH ACCESS
	RWP	●	RAINWATER PIPE.

RWP(A)	●	RAINWATER PIPE WITH ACCESS
RE	⊗	RODDING EYE (LEVEL SHOWN IS INVERT)
ACO–CHANNEL		ACO–CHANNEL
DISHED CHANNEL		DISHED CHANNEL
□pg		YARD GULLY
□G		ROAD GULLY
		TAPER KERBS
D.K.		DROPPED KERBS
+125.00		EXISTING LEVELS
+125.00		PROPOSED LEVELS
◀—		CAMBER / CROSS FALL DIRECTION
123.00		FINISHED FLOOR LEVEL
▨		CHARCON PERMAVOID REPLACEMENT SUB BASE SYSTEM 300mm THICK

NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY DISCREPANCIES IN DIMENSIONS OR DETAILS ON OR BETWEEN THESE DRAWINGS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER IN WRITING FOR CLARIFICATION.
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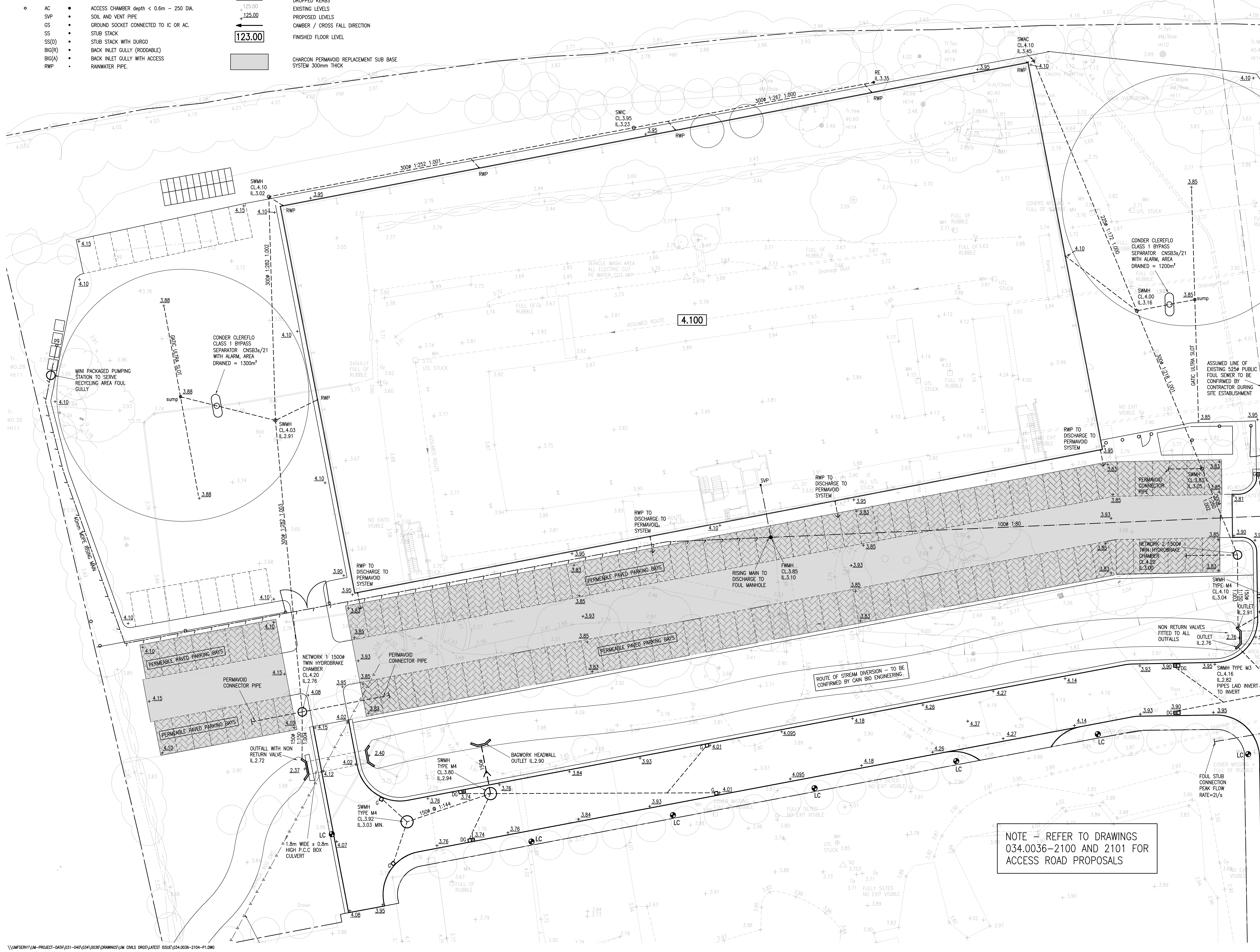
CDM Regulations 2007 : Reg. 11

None of the following is deemed to relieve any contractor of his obligations under all applicable health and safety legislation.

In preparing the design shown on this and related drawings Upton McGougan has considered and, where reasonably practicable, avoided foreseeable risks. Significant risks, which remain, are listed below and identified thus ⚠ and should be given particular attention by all those carrying out works of construction or of future maintenance.

1. no significant risks
2.
3.


4.100
CONDER CLEREFLO CLASS 1 BYPASS SEPARATOR CNSB3s/21 WITH ALARM, AREA DRAINED = 1300m²
CONDER CLEREFLO CLASS 1 BYPASS SEPARATOR CNSB3s/21 WITH ALARM, AREA DRAINED = 1200m²
GATIC ULTRA SLOT
sump
MINI PACKAGED PUMPING STATION TO SERVE RECYCLING AREA FOUL GULLY
40mm MDPE RISING MAIN
SWMH CL.4.10 IL.3.02
SWMH CL.4.03 IL.2.91
SWIC CL.3.95 IL.3.23
RE IL.3.35
SWAC CL.4.10 IL.3.45
SWMH CL.4.00 IL.3.16
300ø 1:252 1.001
300ø 1:267 1.000
300ø 1:282 1.002
300ø 1:282 1.003
225ø 1:172 1.000
300ø 1:218 1.001
RWP
RWP TO DISCHARGE TO PERMAVOID SYSTEM
SVP
RISING MAIN TO DISCHARGE TO FOUL MANHOLE
FWMH CL.3.85 IL.3.10
100ø 1:80
PERMEABLE PAVED PARKING BAYS
PERMAVOID CONNECTOR PIPE
NETWORK 1 1500ø TWIN HYDROBRAKE CHAMBER CL.4.20 IL.2.76
NETWORK 2 1500ø TWIN HYDROBRAKE CHAMBER CL.4.20 IL.3.00
SWMH CL.3.83 IL.3.05
SWMH TYPE M4 CL.4.10 IL.3.04
150ø 1:150 1.003
OUTLET IL.2.91
NON RETURN VALVES FITTED TO ALL OUTFALLS
OUTLET IL.2.76
SWMH TYPE M3 CL.4.16 IL.2.82 PIPES LAID INVERT TO INVERT
OUTFALL WITH NON RETURN VALVE IL.2.72
1.8m WIDE x 0.8m HIGH P.C.C BOX CULVERT
BAGWORK HEADWALL OUTLET IL.2.90
SWMH TYPE M4 CL.3.80 IL.2.94
SWMH TYPE M4 CL.3.92 IL.3.03 MIN.
150ø 1:144
ROUTE OF STREAM DIVERSION – TO BE CONFIRMED BY CAIN BIO ENGINEERING
ASSUMED LINE OF EXISTING 525ø PUBLIC FOUL SEWER TO BE CONFIRMED BY CONTRACTOR DURING SITE ESTABLISHMENT
ASSUMED LOCATION OF FWMH 7902 IL.1.85 AS TAKEN FROM SEWER RECORDS. TO BE CONFIRMED BY CONTRACTOR DURING SITE ESTABLISHMENT
NEW TYPE B FOUL MANHOLE BUILT ON LINE OF EXISTING PUBLIC SEWER SUBJECT TO SECTION 106 AGREEMENT WITH SOUTHERN WATER
FOUL STUB CONNECTION PEAK FLOW RATE=2l/s IL.2.30m AOD SUBJECT TO CONFIRMATION OF EXISTING SEWER DEPTH
FOUL STUB CONNECTION PEAK FLOW RATE=2l/s
ASSUMED ROUTE
LC
DG

NOTE – REFER TO DRAWINGS 034.0036–2100 AND 2101 FOR ACCESS ROAD PROPOSALS

\\UMFSERV1\UM-PROJECT-DATA\031-040\034\0036\DRAWINGS\UM CIVILS DRGS\LATEST ISSUE\034.0036-2104-P1.DWG

PRELIMINARY
20 JULY 2013
This supersedes earlier issues of this drawing

Revision		Suff.	By.	App.	Date
PRELIMINARY		P1	LG		20.07.13

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UPTON McGOUGAN
CONSULTING ENGINEERS

Project
HARTS FARM WAY
HAVANT

Drawing Title
SITE 4 ENGINEERING LAYOUT

Drawn	Date	Checked	Date
LG	20.07.13		

Scale
1:250 (AT A1 SIZE)

Drawing Number
034.0036–2104

Rev
P1