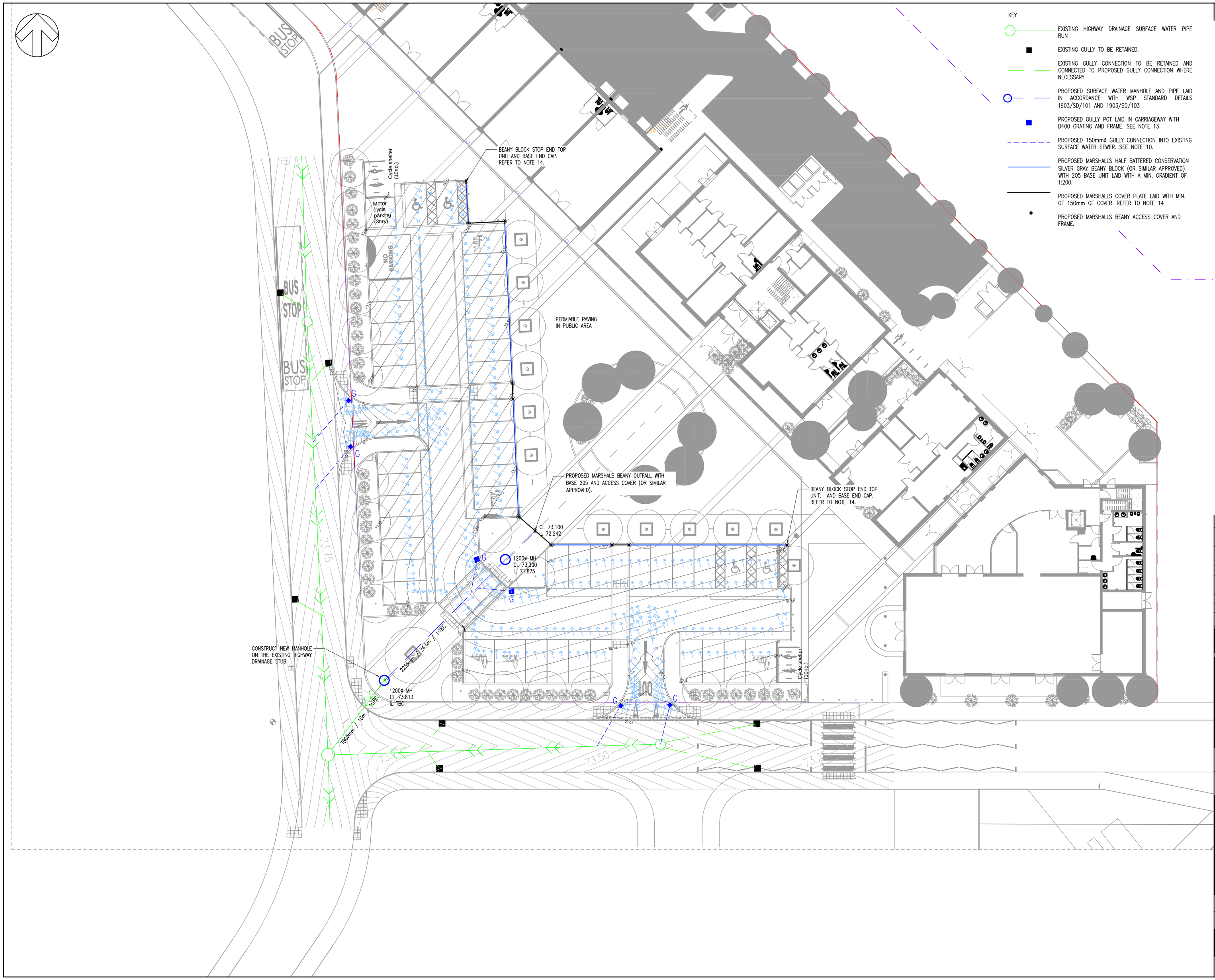

KEY

- EXISTING HIGHWAY DRAINAGE SURFACE WATER PIPE RUN
- EXISTING GULLY TO BE RETAINED.
- EXISTING GULLY CONNECTION TO BE RETAINED AND CONNECTED TO PROPOSED GULLY CONNECTION WHERE NECESSARY
- PROPOSED SURFACE WATER MANHOLE AND PIPE LAID IN ACCORDANCE WITH WSP STANDARD DETAILS 1903/SD/101 AND 1903/SD/103
- PROPOSED GULLY POT LAID IN CARRIAGEWAY WITH D400 GRATING AND FRAME. SEE NOTE 13.
- PROPOSED 150mmø GULLY CONNECTION INTO EXISTING SURFACE WATER SEWER. SEE NOTE 10.
- PROPOSED MARSHALLS HALF BATTERED CONSERVATION SILVER GRAY BEANY BLOCK (OR SIMILAR APPROVED) WITH 205 BASE UNIT LAID WITH A MIN. GRADIENT OF 1:200.
- PROPOSED MARSHALLS COVER PLATE LAID WITH MIN. OF 150mm OF COVER. REFER TO NOTE 14
- PROPOSED MARSHALLS BEANY ACCESS COVER AND FRAME.

NOTES: **DO NOT SCALE**

1. ALL SEWERS / DRAINAGE COMPONENTS TO COMPLY WITH THE REQUIREMENTS OF THE WATER AUTHORITIES PUBLICATION "SEWERS FOR ADOPTION, 7TH EDITION"
2. INVERT LEVELS OF EXISTING MANHOLES AND SEWERS ARE TO BE CHECKED ON SITE BEFORE CONSTRUCTION COMMENCES AND RESULTS REPORTED TO ENGINEERS.
3. ALL MANHOLE IRONWORKS TO COMPLY WITH BS EN124, AND BE STAMPED WITH BSI KITEMARK.
4. ALL BEDDING SHALL BE CLASS S UNLESS NOTED OTHERWISE.
5. ALL TRENCHES UNDER EXISTING AND PROPOSED PUBLIC HIGHWAYS ARE TO BE BACKFILLED WITH DOT TYPE 1 SUB-BASE MATERIAL TO CLAUSE 803, COMPACTED IN ACCORDANCE WITH OCC SPECIFICATION.
6. CONCRETE BED AND SURROUND IS REQUIRED TO PIPES LAID IN ROADS WHERE DEPTH OF COVER IS LESS THAN 1200mm.
7. THE USE OF PRECAST CONCRETE PRODUCTS MADE WITH SULPHATE RESISTING CEMENT IS MANDATORY, UNLESS A LABORATORY REPORT PROVES SUCH PRECAUTIONS ARE NOT NECESSARY.
8. D400 COVERS AND FRAMES TO BE USED IN CARRIAGEWAY LOCATIONS.
9. ALL GULLY CONNECTIONS TO USE A MINIMUM DIAMETER PIPE OF 150mm AND TO BE SURROUNDED BY A MINIMUM OF 150mm OF ST4 CONCRETE OVER ITS FULL LENGTH (WHICH SHOULD NOT EXCEED 15m).
10. REFER TO WSP DRAWING 120 FOR LONG SECTION INFORMATION.
11. ALL EXISTING GULLIES MARKED AS TO BE REMOVED OFF SITE TO BE EXCAVATED & BACKFILLED WITH ST2 CONCRETE. CONNECTIONS TO BE GRUBBED OUT WHERE NOT REUSED.
12. ALL GULLIES TO BE CONSTRUCTED IN ACCORDANCE WITH WSP STANDARD DETAIL 1903/SD/015.
13. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL DRAWINGS AND NOTES FROM THE WSP SCHOOL ACCESS DESIGN PACK. THE CONTRACTOR IS TO SATISFY THEMSELVES THAT THERE ARE NO DISCREPANCIES WITHIN THE DESIGN PACK BEFORE COMMENCING ON SITE.
14. BEANY BLOCK STOP END TOP UNITS TO BE INSTALLED AT ANY TRANSITIONS FROM BEANY BLOCK TO HALF BATTERED KERBS.

REV	DATE	BY	DESCRIPTION	CHK	APD
J	10/02/16	TRK	LAYOUT UPDATED	JHP	JHP
H	09/02/16	TRK	LAYOUT UPDATED	JHP	JHP
G	12/11/15	TRK	LAYOUT AND NOTES UPDATED	JHP	JHP
F	27/10/15	TRK	GULLY LOCATIONS UPDATED	AD	AD
E	23/10/15	TRK	LAYOUT UPDATED	AD	AD
D	09/10/15	AY	ISSUED FOR TENDER	AD	AD
C	29/09/15	FI	LAYOUT UPDATED	AD	AD
B	21/09/15	SMR	AMENDED TO RSA COMMENTS	AD	AD
A	06/08/15	SMR	FIRST ISSUE	AD	AD

DRAWING STATUS: TENDER DRAWING

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CLIENT: COUNTRYSIDE PROPERTIES (BICESTER) LTD

ARCHITECT:

PROJECT: SOUTH WEST BICESTER
BICESTER, OXFORDSHIRE

TITLE: LOCAL CENTRE CAR PARK
DRAINAGE LAYOUT

SCALE @ A1:	CHECKED:	APPROVED:
1:250	AD	AD
CAD FILE: 1903-PSA-500	DESIGN-DRAWN: SMR	DATE: October 2015
PROJECT No: 110111903	DRAWING No: 1903-LCP-500	REV: J

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S:\BICESTER NEW TOWN\DRAWINGS\AUTOCAD\LOCAL CENTRE CAR PARK\1903-LCP-500 DRAINAGE LAYOUT REV J.DWG 10/02/2016 19:46:10 Brimson, James