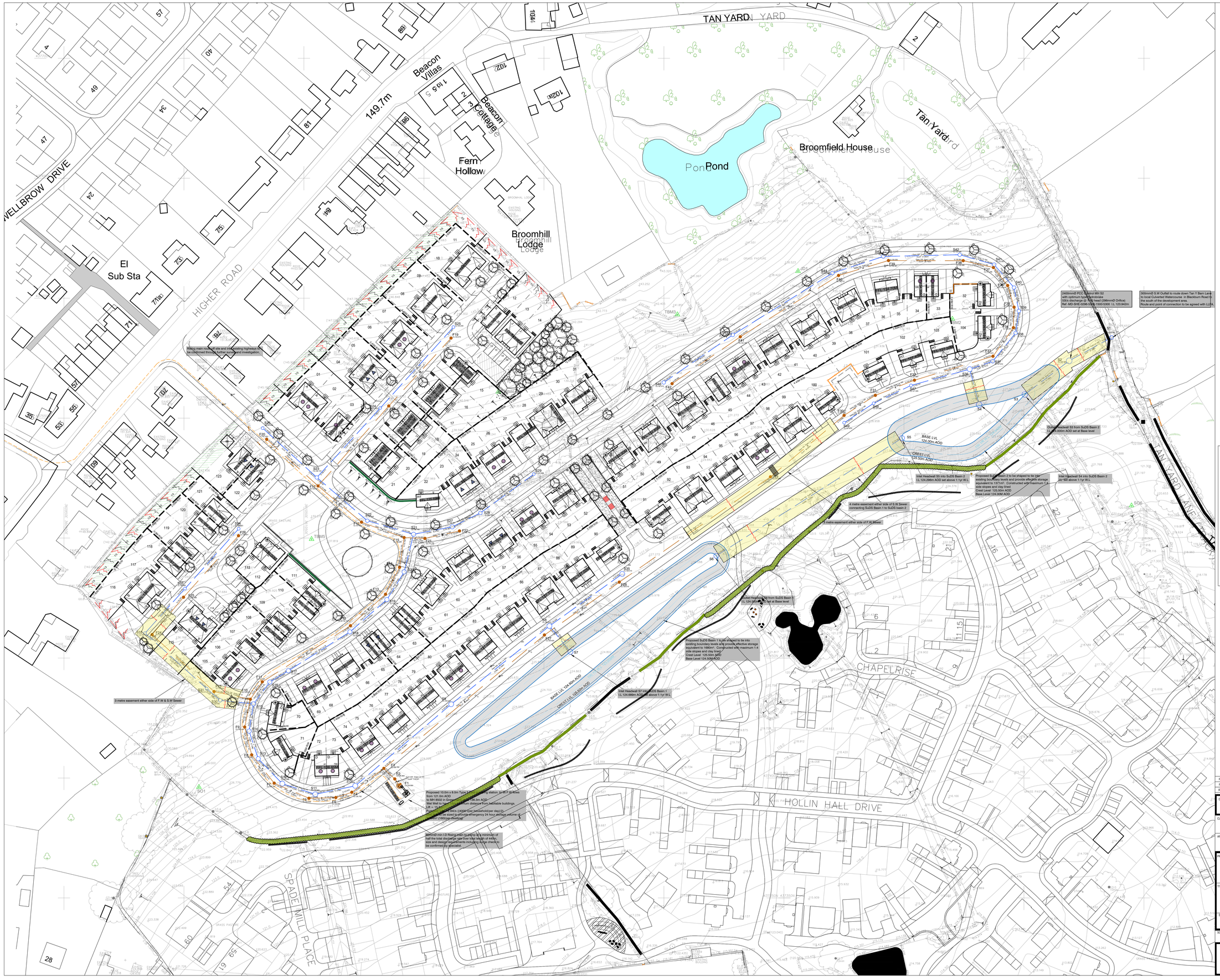

GENERAL NOTES

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 WORKING 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 SOIL 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 "LA TRA 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 D2, 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 80
ELSEWHERE	1 IN 80	1 IN 100

14. ALL GULLY CONNECTIONS TO BE 100mm VITRIFIED CLAY UNLESS NOTED OTHERWISE
COMMENCEMENT OF WORKS. ALL WORKS ARE TO BE INSPECTED BY L.A., NHBC OR THE NETWORK OPERATOR AS

LEGEND

- PROPOSED SURFACE WATER SEWER MANHOLE
- PROPOSED FOUL WATER SEWER MANHOLE
- PROPOSED COMBINED SEWER MANHOLE
- EXISTING GROUND LEVELS
- EXISTING SURFACE WATER MANHOLE
- EXISTING FOUL WATER MANHOLE
- EXISTING COMBINED WATER MANHOLE
- PROPOSED FOUL 600MMØ UPVC / 1200MMØ PCC DRAO OUT MH (TBC WITH UU FIELD INSPECTOR)
- PROPOSED SURFACE WATER 600MMØ UPVC / 1200MMØ PCC DRAO OUT MH (TBC WITH UU FIELD INSPECTOR)
- PROPOSED SURFACE WATER CATCH PIT MANHOLE 1200MMØ PCC DRAO OUT MH (TBC WITH UU FIELD INSPECTOR)
- PROPOSED SURFACE WATER DRAIN UNDER DRAIN FROM SuDS RAIN GARDEN
- PROPOSED SURFACE WATER DRAIN WITH 450mmØ INSPECTION CHAMBER
- PROPOSED FOUL WATER DRAIN WITH 450mmØ INSPECTION CHAMBER
- HIGHWAY GULLY
- 25.000 FINISHED FLOOR LEVEL
- DISHED CHANNEL (OR SIMILAR)

ADOPTION OF SUDS BASINS TO BE AGREED WITH UNITED UTILITIES

PRELIMINARY SUBJECT TO CONFIRMATION OF UNITED UTILITIES AND LLFA .

DRAINAGE STRATEGY IS BASED UPON THE FOLLOWING PARAMETERS:
S.W NETWORK SHALL DISCHARGE TO LOCAL WATERCOURSE SOUTH OF BLACKBURN ROAD
DISCHARGE OF S.W FROM DEVELOPMENT SHALL BE LIMITED TO PASS FORWARD FLOW RATE EQUIVALENT TO GREENFIELD QBAR RUN OFF RATE.
S.W NETWORK SHALL BE MODELED TO ACCOMMODATE ALL RUN OFF FROM THE DEVELOPMENT FOR THE 1:100 YEAR STORM EVENT PLUS A 40% CLIMATE CHANGE ALLOWANCE.
S.W NETWORK SHALL ACCOMMODATE FLOWS VIA THE USE OF ONLINE SUDS BASINS TO PREVENT FLOODING FOR ALL STORM EVENTS.
A 10% URBAN CREEP FACTOR SHALL BE APPLIED TO THE HYDRAULIC CALCULATIONS.

F.W NETWORK SHALL DISCHARGE BY GRAVITY TO A PUMPING STATION ON THE SOUTHERN BORDER OF THE DEVELOPMENT.
THIS PUMPING STATION SHALL CONTAIN PUMPS RATED TO PUMP F.W FLOWS FROM THE DEVELOPMENT TO A UNITED UTILITIES F.W MH AT THE JUNCTION WITH WELLBROW DRIVE TO THE NORTH OF THE DEVELOPMENT.
THIS PUMPING STATION SHALL BE PUT FORWARD FOR ADOPTION BY UU AND PROVIDE SUFFICIENT EMERGENCY STORAGE IN THE CASE OF A PUMP FAILURE.
THE RISING MAIN IS TO BE ROUTED THROUGH THE DEVELOPMENT HIGHWAYS TO THE MH IN WELLBROW DRIVE.

SITE COORDINATES
361033E
437528N
SD 61033 37528
POSTCODE PR3 3SX

REV	DATE	DESCRIPTION	BY	CHK	APP
P02	19.05.2021	UPDATED SITE PLAN	JCM	JLS	JLS
P01	14.05.2021	INITIAL ISSUE	JCM	JLS	JLS

DRAWING STATUS: **PRELIMINARY**

CLIENT: STANLEY INVESTMENTS

ARCHITECT: MPSL

PROJECT: HIGHER ROAD LONGRIDGE

TITLE: PROPOSED DRAINAGE LAYOUT

STATUS:	PROJECT No.	PROJECT	ORIGINATOR	VOL/SYS	LEVEL	TYPE	ROLE	DRAWING No.	REV:
S2	220-248	HIG	AJP	-ZZ	-00	-DR	-	C - 1000	P02

SCALE @ A0:	DESIGNED:	DRAWN:	CHECKED:	APPROVED:	DATE:
1:500	JCM	JCM	JLS	JLS	14.05.2021

AJP consulting engineers
0151 227 1462 info@ajpltd.co.uk 1 Dale Street, Liverpool, L2 2ET