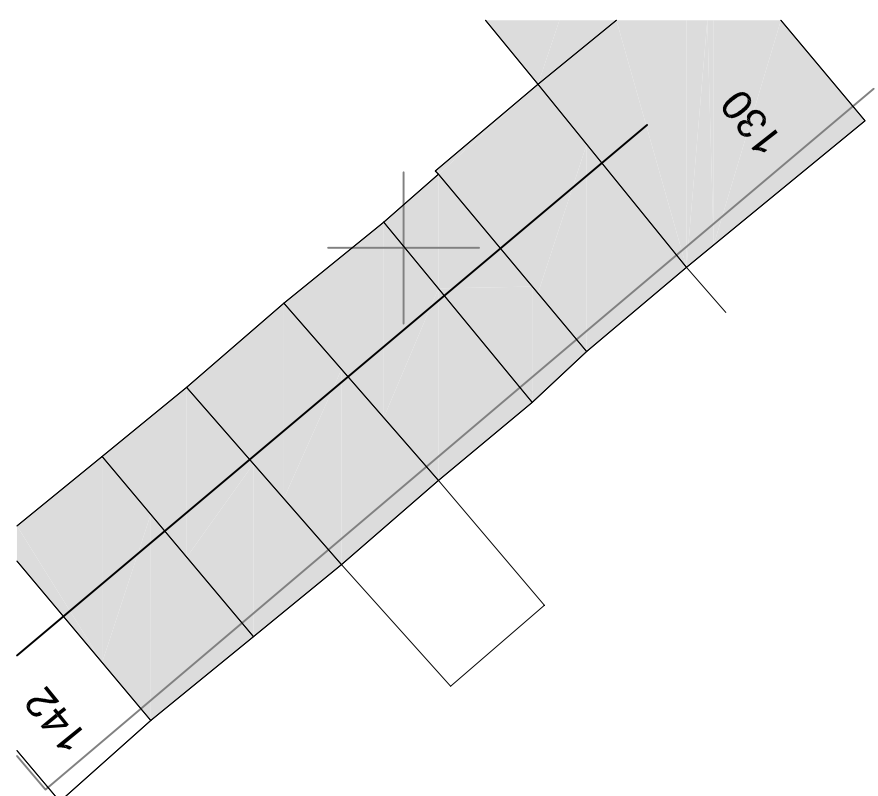
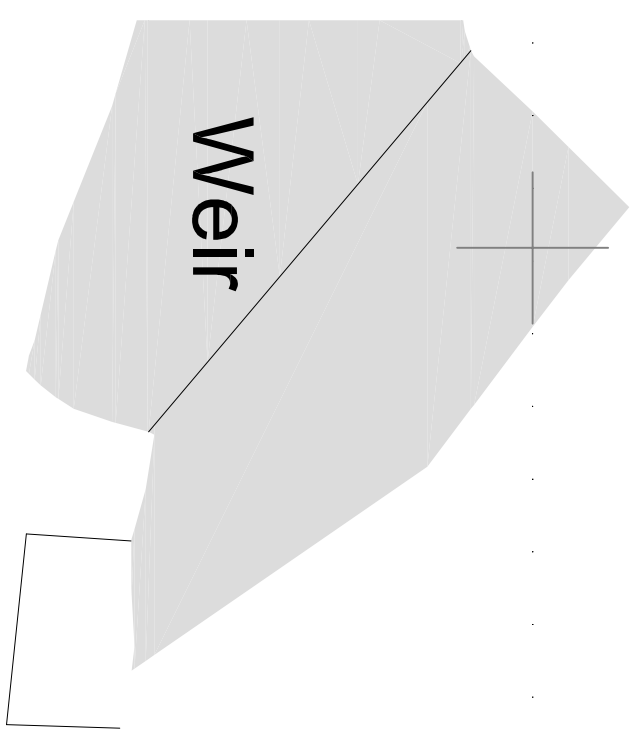
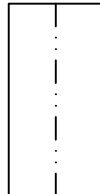
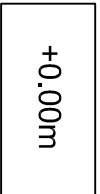
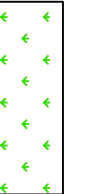
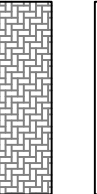
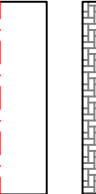
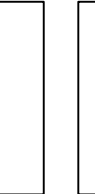
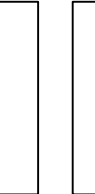
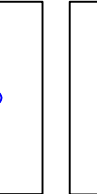
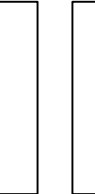
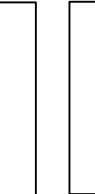
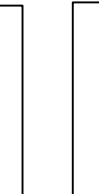


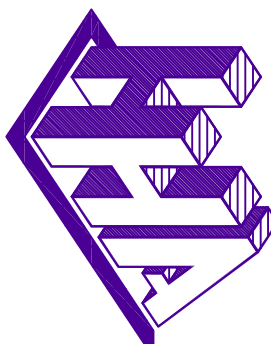


1. ALL ABOVE-GRADE SEWERWORKS AND MATERIAL, TO BE IN ACCORDANCE WITH "STANDARDS FOR ABOVE-GRAD 6th EDITION, YORKSHIRE WATER, AND RETIRED WORKS" SHALL MUST HAVE A CLEAR OPENING OF 100mm AND SHALL BE CLASSIFIED TO BS EN 124 150mm DEEP FRAMES IN HIGHWAYS OR 150mm DEEP FRAMES IN OTHER AREAS. ALL ABOVE-GRADE SEWERWORKS SHALL BE FILLED AND CONSOLIDATED UNDER THE SUPERVISION AND TO THE SATISFACTION OF YORKSHIRE WATER BEFORE ANY SEWER WORKS ARE CARRIED OUT.
2. YORKSHIRE WATER IS NOT OBLIGED TO ACCEPT FILTER HEADS AND DRAINAGE KNUCKLE INTO THE PUBLIC SEWER NETWORK OR ADAPTABLE DRAINAGE SYSTEM, DIRECTLY OR INDIRECTLY. AN ALTERNATIVE METHOD OF DISPOSAL OF THE DRAINAGE KNUCKLE WILL THEREFORE BE REQUIRED AND YOU SHALL BE RESPONSIBLE FOR THE COST OF SUCH ALTERNATIVE METHOD OF DISPOSAL OF THE DRAINAGE KNUCKLE. THE FILTER DRAINAGE KNUCKLE SHALL BE LAMINATED WITH THE BS3 KITE/LEAKMARK OR WILL BE REJECTED BY YORKSHIRE WATER SUPERVISOR, WHERE THE CLEAR OPENING OF THE RETIRED WORKS PRODUCT IS DIFFERENT TO THAT OF THE COVER, AND THE SAME ADAPTABLE BEARING SLAB SHOULD BE FILLED DOWN TO BRING THE CLEAR OPENING OF THE COVER TO THE SAME LEVEL AS THE CLEAR OPENING OF THE RETIRED WORKS PRODUCT.
3. TECHNICAL BULLETIN ISSUED UNDER 1004 FOR RETIRED WORKS COVER SLABS AND OPENING SIZES.
4. SUPPLIERS ARE RESPONSIBLE FOR PRECAST AND PRECAST CONCRETE PRODUCTS MUST BE USED OR A LABORATORY REPORT PROVING THAT SUCH PRECASTS ARE NOT NECESSARY TO BE A MINIMUM OF 1m AND MANHOLE 0.5m FROM KERB, GATES AND SERVICE MARGINS.
5. SEWERS MUST HAVE 5m CLEARANCE FROM TREES AND HEDGES.
6. SEWERS TO BE Laid IN CLASS 'B' BEDDING (150mm GRANULAR BED AND SUPERFUND) WHERE DEPTH OF COVER TO TOP OF THE SEWER IS LESS THAN 1.2m IN MANHOLES AND HEDGES (OR LESS THAN 100mm IN CLOVE HEADLAMP ACCESS AREAS). THEN A 75mm CONCRETE/COVER SLAB WILL BE PROVIDED TO ALL SUPERVISOR 300mm DIA. OR LESS TO BE VIBRATED JAY CONFORMING WITH BS 65, MINIMUM CRUSHING STRENGTHS TO BE AS FOLLOWS: 150mm DIA 40N/mm<sup>2</sup>, 225mm DIA 50N/mm<sup>2</sup>, 300mm DIA 70N/mm<sup>2</sup>.
7. ALL SEWERS TO BE Laid IN CLASS 'B' BEDDING TO BE CONCRETE CLASS 120, MINIMUM CRUSHING STRENGTH, 150mm DIA 40N/mm<sup>2</sup>, 225mm DIA 50N/mm<sup>2</sup>, 300mm DIA 70N/mm<sup>2</sup>.
8. THE CHAMBER SIZE OF MANHOLES WITH MORE THAN ONE CONNECTION IN THEM MAY NEED TO BE INCREASED AN INCREMENT TO ACCOMMODATE THE CONNECTIONS AND BENDS.
9. YORKSHIRE WATER POLICY IS NOT TO ACCEPT TYPE 'B' BRICK MANHOLES AND 100mm DIA MANHOLE RINGS. INSTEAD IT IS PREFERRED THAT YOU USE 150mm DIA MANHOLE RINGS WITH 225mm DIA. OR 300mm DIA. RINGS, WITH THE OPENING SLOTTED OVER THE CHANNEL, WHERE DEPTH OF COVER TO PIPE IS 1.5m OR LESS.
10. ALL HIGHWAY WORKS AND MATERIAL TO CONFORM WITH YORKSHIRE SPECIFICATION.
11. GULLY COVER AND FRAMES SHALL BE PAVED DUTILE IRON AND COMPLY WITH EUROPEAN STANDARD BS EN 124 THOSE SITED IN ACCESSWAYS AND IN SUPRAVUE RESISTANT CEMENT (C20/C202) AND PRECAST CONCRETE PRODUCTS MUST BE USED OR A LABORATORY REPORT PROVIDED PROVING THAT SUCH PRECASTS ARE NOT NECESSARY.

| TYPE OF DAMAGE                                                                                                                                                                                                                                                                                                                                                                           | LEVEL OF DAMAGE                                                         | LEVEL OF RISK                                                             | SUBJECT TO ACTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|---------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>NON-ASSESSMENT: SIGNIFICANT RISKS THAT CANNOT BE DESIGNED OUT</p> <p>OVER EXCAVATIONS ASSOCIATED WITH NEW BUILDING WORKS</p> <p>UNDERMINING EXISTING FOUNDATIONS AND STRUCTURES</p> <p>CONFLICT WITH SERVICES</p>                                                                                                                                                                     | <p>HIGH</p> <p>HIGH</p> <p>HIGH</p> <p>MED</p>                          | <p>LEVEL OF RISK</p> <p>LEVEL OF RISK</p> <p>LEVEL OF RISK</p> <p>MED</p> | <p>REPAIR ALL EXCAVATIONS WITH ADEQUATE TRENCH SUPPORTS</p> <p>USE CORRECT TRENCH EXCAVATION AND REPAIR OPERATIONS PER APPLICABLE CODES AND STANDARDS</p> <p>REPAIR ALL EXISTING FOUNDATIONS AND STRUCTURES</p> <p>OPERATIONS TO BE CARRIED OUT WITH CARE WITH MONITORING</p>                                                                                                                                                                                                                                         |
| <p>DESIGNED EXCAVATION TO EXISTING BUILDING STRUCTURES</p> <p>DESIGNED EXCAVATION IN PUBLIC HIGHWAY</p> <p>MAINTAIN ACCESS TO ADJACENT PROPERTIES AND COMPANIES</p> <p>FORMED EXCAVATIONS ADJ TO EXISTING STRUCTURES</p> <p>WORKING IN CONFINED SPACES, WORKING IN SOILS AND UNSTABLE</p> <p>WORKING IN HIGHWAYS: RISKS FROM VEHICLE AND PLANT</p> <p>ROAD AND DRAINAGE CONSTRUCTION</p> | <p>HIGH</p> <p>HIGH</p> <p>HIGH</p> <p>HIGH</p> <p>HIGH</p> <p>HIGH</p> | <p>HIGH</p> <p>HIGH</p> <p>HIGH</p> <p>HIGH</p> <p>HIGH</p> <p>HIGH</p>   | <p>REPAIR ALL EXCAVATIONS WITH ADEQUATE TRENCH SUPPORTS</p> <p>USE CORRECT TRENCH EXCAVATION AND REPAIR OPERATIONS PER APPLICABLE CODES AND STANDARDS</p> <p>REPAIR ALL EXISTING FOUNDATIONS AND STRUCTURES</p> <p>OPERATIONS TO BE CARRIED OUT WITH CARE WITH MONITORING</p> <p>REPAIR ALL EXISTING FOUNDATIONS AND STRUCTURES</p> <p>OPERATIONS TO BE CARRIED OUT WITH CARE WITH MONITORING</p> <p>REPAIR ALL EXISTING FOUNDATIONS AND STRUCTURES</p> <p>OPERATIONS TO BE CARRIED OUT WITH CARE WITH MONITORING</p> |

|                                                                                       |                                                                                 |
|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|
|  | FORWARD VISIBILITY SPLAY                                                        |
|  | PROPOSED EARTH BANKING                                                          |
|  | PROPOSED ROAD / GROUND LEVELS                                                   |
|  | CHAINAGE                                                                        |
|  | EXISTING SURVEY LEVELS                                                          |
|  | PROPOSED GRASSED AREA                                                           |
|  | PROPOSED BLOCK PAVING                                                           |
|  | VISIBILITY SPLAY                                                                |
|  | FLOOD ZONE                                                                      |
|  | EXISTING SURVEY INFORMATION                                                     |
|  | PROPOSED ROAD ALIGNMENT                                                         |
|  | EXISTING HIGHWAY GULLY & CONNECTION                                             |
|    | EXISTING HIGHWAY GULLY & CONNECTION TO BE REMOVED                               |
|    | NEW HIGHWAY GULLY                                                               |
|    | POST & RAIL FENCING TO REAR OF PLATEAU WHERE EMBANKMENT IS GREATER THAN 1m HIGH |

|                                                                                                                           |             |
|---------------------------------------------------------------------------------------------------------------------------|-------------|
| Rev N Channel levels along existing carriageway amended & Road 18 layout altered to suit BMBC comments & as built levels. | 26.07.17 HH |
| Rev M 210, gullys added to suit BMBC comments & as built levels.                                                          | 15.06.17 HH |
| Rev L 1A, 1B amended to suit as-built levels                                                                              | 05.06.17 HH |
| Rev L Transition period along Road 1 amended. Gullys omitted to suit.                                                     | 31.01.17 HH |
| Rev K Proposed details approved by BMBC. Preliminary Issue removed.                                                       | 08.11.16 HH |
| Rev J Key amended to suit BMBC                                                                                            | 07.11.16 HH |
| Rev H Proposed parking details amended to suit BMBC comments dated 01.11.16                                               | 07.11.16 HH |
| Rev G Channel blocks added to Road 18, suit BMBC comments dated 21.09.16                                                  | 28.09.16 HH |
| Rev F New gully moved to c/c/km on Deane Hall Road                                                                        |             |
| 0.5m Berm added to back of footpath.                                                                                      |             |
| Rev E Channel levels and gullys adjusted to No 63-93 amended                                                              | 20.09.16 HH |
| Sub Station added to suit latest planning layout.                                                                         |             |
| Rev D Road channel & cantilever levels added to suit BMBC comments dated 02.06.16                                         | 18.09.16 HH |
| Rev C Amended to suit BMBC requirements for the Section 278 works                                                         | 01.06.16 HH |
| Rev B Flood compensation areas amended                                                                                    | 29.01.16 HH |
| Rev A Flood compensation areas added                                                                                      | 18.01.16 HH |



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BARRATT DAVID WILSON HOMES

LOW BARUGH

**Detail**  
**PROPOSED ROAD & FLOOD LEVELS**  
(located near Millers Inn, Dearne Hall Road)

| Dwn | Chkd | Date   | Scale     | Dwg No.          |
|-----|------|--------|-----------|------------------|
| HH  |      | Oct-15 | 1:250 @A1 | E14/6120/033-05N |