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DESIGN LTD

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Mr M Miller (GGG)

Bismark Street, Wosborough

Engineering layout

Impermeable area

DRAWN BY rab

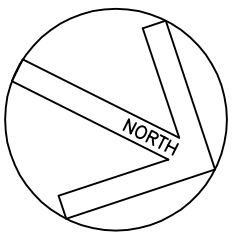
SCALE 1:200 (A1)

DRAWING No 1124-1-IMP

DATE 04.19

REV

Imp area 1080sqm



GRD— Related to Local Coordinate Grid
LECL— Related to TBM Survey station 32
Value 100.000m.

Manhole Datum
SHE 0072 2700-10-2700
Design flow 2.70 l/s/sec
Design head 1.11m
Flow control fitted with emergency drain down

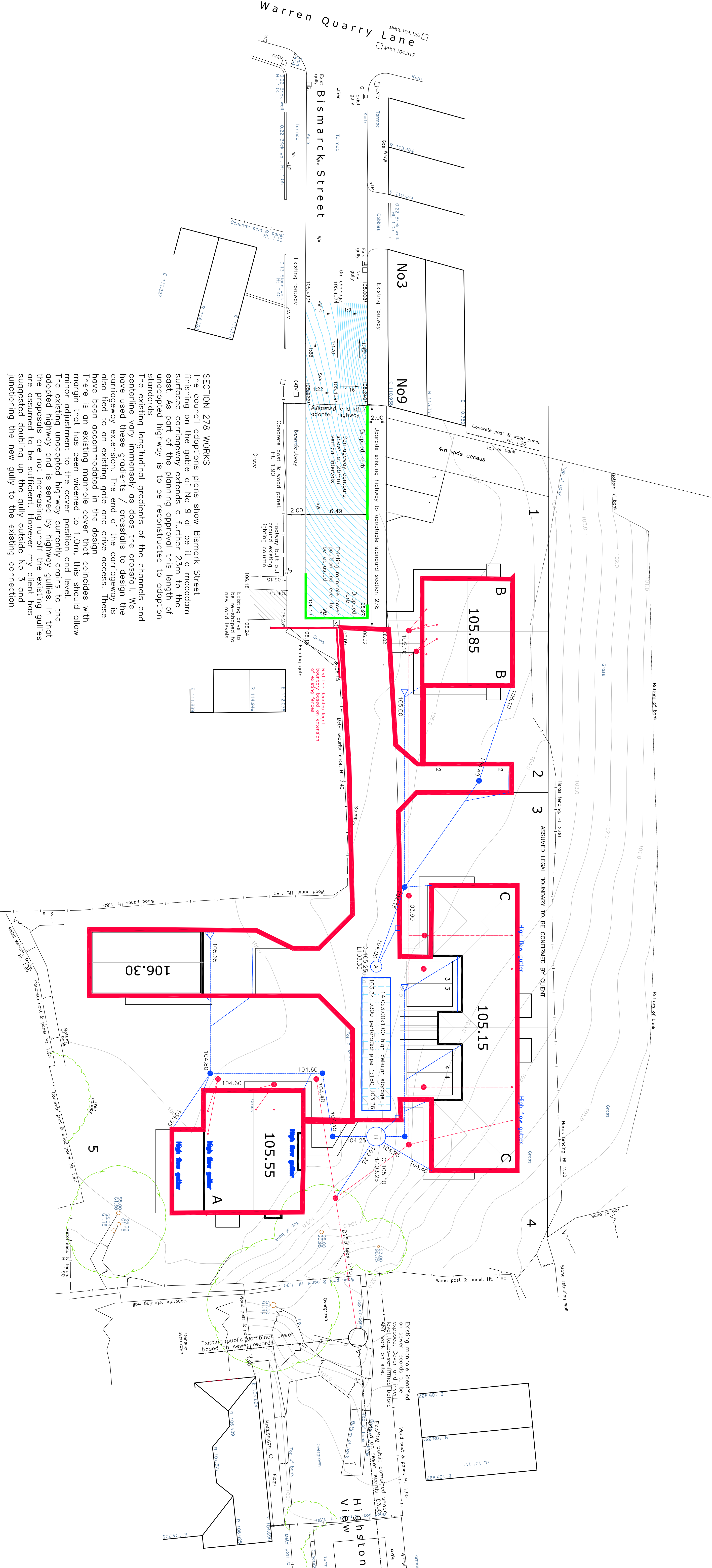
PRIVATE DRAINAGE

All drainage to comply with BS8301
100mm drains to be laid at minimum gradient 1 : 80, 150mm drains to be laid at minimum gradient 1 : 150.
All drainage to be 100mm diameter, cast iron, standard manholes to be 150mm diameter. All connections joints to remain flexible.
Drains passing under buildings to be relieved flexible with a bed and be bridged over with concrete inlets when passing through walls.
Invert level of localized drains where within 1.00m of foundations, 225mm dia inspection chambers to be connected via a roddable gully.
150mm dia inspection chambers to be laid at a maximum depth of 600mm below finished ground level.
1200 x 1000mm pc concrete sections to BS 5911 to be laid at a maximum depth of 300m below finished ground level.

Rodding eye
As a channel or similar

PRIVATE DRAINAGE

We understand from the clients Geotechnical Engineers (Rogers Geotechnical Services Ltd) that due to the nature of the filled ground sodakays were not recommended due to settlement. In view of this and my clients access to the combined sewer to the east we intend to construct a separate system on site, combining before a single connection to the existing sewer.
In view of planning conditions and Yorkshire Water policy we intend to attenuate the surface water using a 75mm flow control (minimum manufacturers recommended size, with a 100year discharge of 2.7 l/s for the 100year storm A 40% allowance has been incorporated within the design for climate change and urban creep.
A section 106 connection application will be submitted to Yorkshire Water once the existing manhole has been exposed and surveyed.



SECTION 278 WORKS

The council adoptions plans show Bismark Street finishing on the gable of No 9 all be it a macadam surfaced carriage way extends a further 23m to the east. As part of the planning approval this length of unadopted highway is to be reconstructed to adoption standards.

The existing longitudinal gradients of the channels and centerline vary immensely as does the crossfall. We have used these gradients / crossfalls to design the carriage way extension. The end of the carriage way is also tied to an existing gate and drive access. These have been accommodated in the design.

There is an existing manhole cover that coincides with margin that has been widened to 1.0m, this should allow minor adjustment to the cover position and level.

The existing unadopted highway currently drains to the adopted highway and is served by highway gullies. In that the proposals are not increasing runoff the existing gullies are assumed to be sufficient. However my client has suggested doubling up the gully outside No 3 and junctioning the new gully to the existing connection.