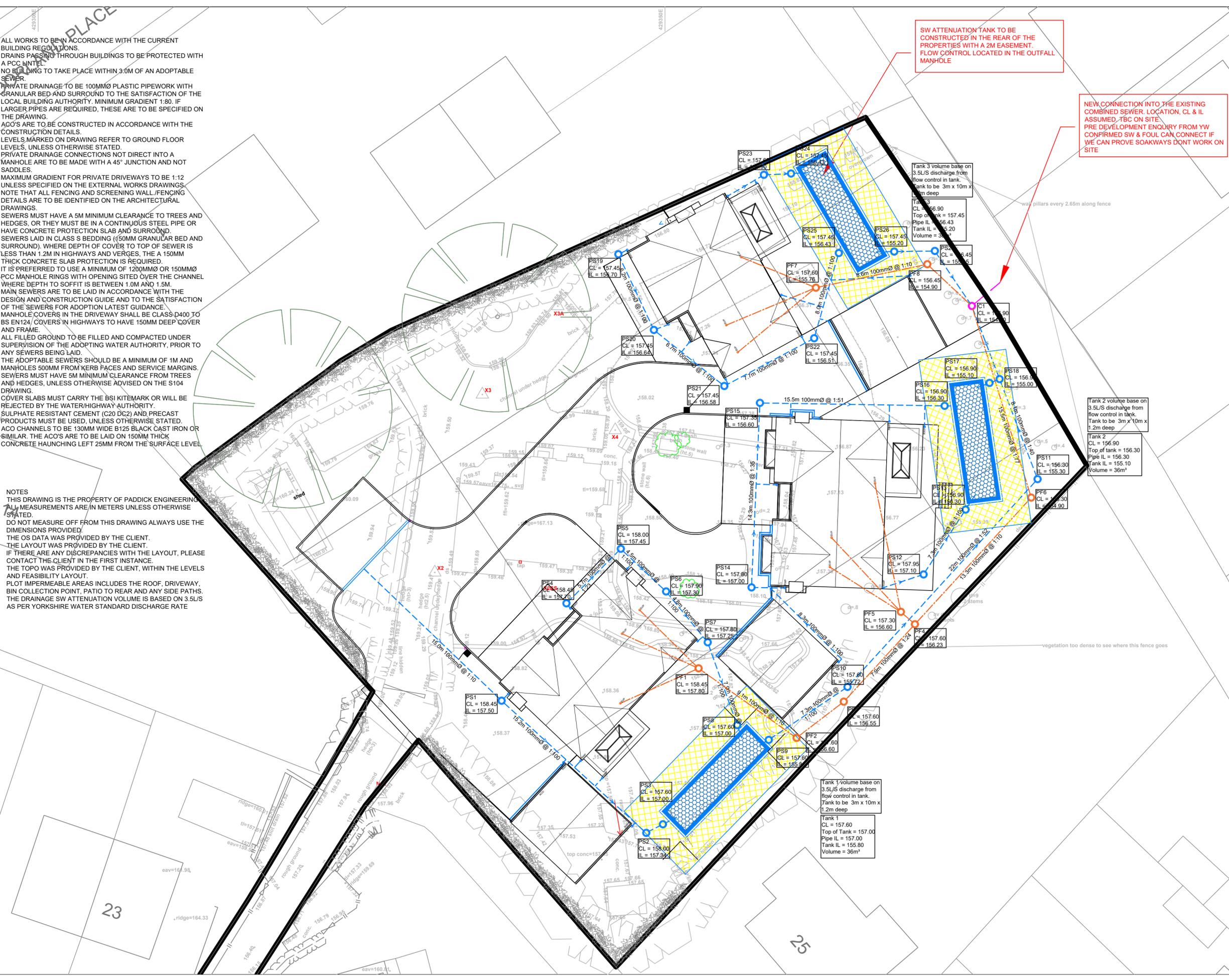


ALL WORKS TO BE IN ACCORDANCE WITH THE CURRENT BUILDING REGULATIONS.
DRAINS PASSING THROUGH BUILDINGS TO BE PROTECTED WITH A PCC UNTEL.
NO BUILDING TO TAKE PLACE WITHIN 3.0M OF AN ADOPTABLE SEWER.
PRIVATE DRAINAGE TO BE 100MMØ PLASTIC PIPEWORK WITH GRANULAR BED AND SURROUND TO THE SATISFACTION OF THE LOCAL BUILDING AUTHORITY. MINIMUM GRADIENT 1:80. IF LARGER PIPES ARE REQUIRED, THESE ARE TO BE SPECIFIED ON THE DRAWING.
ACO'S ARE TO BE CONSTRUCTED IN ACCORDANCE WITH THE CONSTRUCTION DETAILS.
LEVELS MARKED ON DRAWING REFER TO GROUND FLOOR LEVELS UNLESS OTHERWISE STATED.
PRIVATE DRAINAGE CONNECTIONS NOT DIRECT INTO A MANHOLE ARE TO BE MADE WITH A 45° JUNCTION AND NOT SADDLES.
MAXIMUM GRADIENT FOR PRIVATE DRIVEWAYS TO BE 1:12 UNLESS SPECIFIED ON THE EXTERNAL WORKS DRAWINGS. NOTE THAT ALL FENCING AND SCREENING WALL/FENCING DETAILS ARE TO BE IDENTIFIED ON THE ARCHITECTURAL DRAWINGS.
SEWERS MUST HAVE A 5M MINIMUM CLEARANCE TO TREES AND HEDGES, OR THEY MUST BE IN A CONTINUOUS STEEL PIPE OR HAVE CONCRETE PROTECTION SLAB AND SURROUND.
SEWERS LAID IN CLASS S BEDDING (150MM GRANULAR BED AND SURROUND). WHERE DEPTH OF COVER TO TOP OF SEWER IS LESS THAN 1.2M IN HIGHWAYS AND VERGES, THE A 150MM THICK CONCRETE SLAB PROTECTION IS REQUIRED.
IT IS PREFERRED TO USE A MINIMUM OF 1200MMØ OR 150MMØ PCC MANHOLE RINGS WITH OPENING SITED OVER THE CHANNEL WHERE DEPTH TO SOFFIT IS BETWEEN 1.0M AND 1.5M.
MAIN SEWERS ARE TO BE LAID IN ACCORDANCE WITH THE DESIGN AND CONSTRUCTION GUIDE AND TO THE SATISFACTION OF THE SEWERS FOR ADOPTION LATEST GUIDANCE.
MANHOLE COVERS IN THE DRIVEWAY SHALL BE CLASS D400 TO BS EN124/COVERS IN HIGHWAYS TO HAVE 150MM DEEP COVER AND FRAME.
ALL FILLED GROUND TO BE FILLED AND COMPACTED UNDER SUPERVISION OF THE ADOPTING WATER AUTHORITY, PRIOR TO ANY SEWERS BEING LAID.
THE ADOPTABLE SEWERS SHOULD BE A MINIMUM OF 1M AND MANHOLES 500MM FROM KERB FACES AND SERVICE MARGINS.
SEWERS MUST HAVE 5M MINIMUM CLEARANCE FROM TREES AND HEDGES, UNLESS OTHERWISE ADVISED ON THE S104 DRAWING.
COVER SLABS MUST CARRY THE BSI KITEMARK OR WILL BE REJECTED BY THE WATER/HIGHWAY AUTHORITY.
SULPHATE RESISTANT CEMENT (C20 DC2) AND PRECAST PRODUCTS MUST BE USED, UNLESS OTHERWISE STATED.
ACO CHANNELS TO BE 130MM WIDE B125 BLACK CAST IRON OR SIMILAR. THE ACO'S ARE TO BE LAID ON 150MM THICK CONCRETE HAUNCHING LEFT 25MM FROM THE SURFACE LEVEL.

NOTES
THIS DRAWING IS THE PROPERTY OF PADDICK ENGINEERING
ALL MEASUREMENTS ARE IN METERS UNLESS OTHERWISE STATED.
DO NOT MEASURE OFF FROM THIS DRAWING ALWAYS USE THE DIMENSIONS PROVIDED.
THE OS DATA WAS PROVIDED BY THE CLIENT.
THE LAYOUT WAS PROVIDED BY THE CLIENT.
IF THERE ARE ANY DISCREPANCIES WITH THE LAYOUT, PLEASE CONTACT THE CLIENT IN THE FIRST INSTANCE.
THE TOPO WAS PROVIDED BY THE CLIENT, WITHIN THE LEVELS AND FEASIBILITY LAYOUT.
PLOT IMPERMEABLE AREAS INCLUDES THE ROOF, DRIVEWAY, BIN COLLECTION POINT, PATIO TO REAR AND ANY SIDE PATHS.
THE DRAINAGE SW ATTENUATION VOLUME IS BASED ON 3.5L/S AS PER YORKSHIRE WATER STANDARD DISCHARGE RATE



SW ATTENUATION TANK TO BE CONSTRUCTED IN THE REAR OF THE PROPERTIES WITH A 2M EASEMENT. FLOW CONTROL LOCATED IN THE OUTFALL MANHOLE

NEW CONNECTION INTO THE EXISTING COMBINED SEWER. LOCATION, CL & IL ASSUMED. TBC ON SITE. PRE DEVELOPMENT ENQUIRY FROM YW CONFIRMED SW & FOUL CAN CONNECT IF WE CAN PROVE SOAKWAYS DONT WORK ON SITE

KEY

- Combined Sewer & MH
- Abandoned Combined Sewer
- Existing Combined Sewer & MH
- Existing Foul Sewer & MH
- Existing SW Sewer & MH
- Proposed Highway Sewer & MH
- Proposed SW Sewer & MH
- Proposed Foul Sewer & MH
- Proposed Private SW Lateral & MH
- Proposed private Foul Lateral & MH
- Proposed SW Attenuation Tank
- Proposed easement for SW Attenuation Tank
- Gully and pipe
- Stainless steel Aco

C - Easement amended to plot 3 and MH taken outside of the tank
06.08.2025

B - Note amended for combined outfall
04.08.2025

A - New layout issued by client
15.07.2025



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Find us online:

Status:	FOR APPROVAL
Project:	THE LAURELS
Title:	DRAINAGE PLAN
Date:	03/07/2025
Scale:	1/200 @ A1
Job No: 480	Drg No: 001 Rev C