



THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER HBL DRAWINGS ISSUED FOR THIS PROJECT

EXTERNAL LEVEL NOTES:

- ALL LEVELS TO COMPLY WITH BUILDING REGULATIONS PART M - PART 1. ARCHITECT TO CONFIRM PLOTS WHERE PART M - PART 2 OR PART 3 APPLY.
- THE APPROACH ROUTE TO ANY DWELLING SHOULD BE LEVEL, GENTLY SLOPING OR, WHERE NECESSARY RAMPED. ON STEEPLY SLOPING SITES A STEPPED APPROACH CAN BE USED.
- PART M PROVISIONS TO BE GENERALLY PROVIDED TO THE PRINCIPAL ENTRANCE, HOWEVER IF THIS IS NOT FEASIBLE AN ALTERNATIVE ENTRANCE IS REASONABLE.
- THE APPROACH ROUTE SHOULD BE A MINIMUM 900MM WIDE AND HAVE A MAXIMUM CROSSFALL OF 1:40.
- A 1200X1200MM THRESHOLD TO BE PROVIDED AT THE PRINCIPAL ACCESS. MAXIMUM CROSSFALL 1:40.
- A RAMPED APPROACH IS ACCEPTABLE WITH THE FOLLOWING CRITERIA
 - INDIVIDUAL FLIGHTS ARE:
 - FOR GRADIENTS UP TO 1:15 - NOT MORE THAN 10M LONG
 - FOR GRADIENTS UP TO 1:12 - NOT MORE THAN 5M LONG
 - EVERY FLIGHT HAS A MINIMUM CLEAR WIDTH OF 900MM
 - EVERY FLIGHT HAS A TOP AND BOTTOM LANDING.
 - AN INTERMEDIATE FLIGHT IS PROVIDED BETWEEN INDIVIDUAL FLIGHTS AND ANY CHANGE IN DIRECTION.
 - EVERY LANDING IS A MINIMUM OF 1200MM LONG, CLEAR OF THE SWING OF ANY DOORS OR GATE.
- AN EXTERNAL STEPPED APPROACH IS ACCEPTABLE WITH THE FOLLOWING CRITERIA
 - STEPS ARE UNIFORM WITH A RISE OF 75-150MM AND A MINIMUM GOING OF 280MM.
 - STEPS HAVE SUITABLE TREAD NOSINGS.
 - NO INDIVIDUAL FLIGHT HAS A RISE OF MORE THAN 1800MM BETWEEN LANDINGS.
 - EVERY FLIGHT HAS A MINIMUM CLEAR WIDTH OF 900MM
 - TOP, BOTTOM AND INTERMEDIATE LANDINGS HAS A MINIMUM LENGTH OF 900MM.
 - EVERY FLIGHT WITH THREE OR MORE RISERS HAS A SUITABLE HANDRAIL TO ONE SIDE.
- SHOULD ANY DEPARTURE FROM THE PROPOSED SLAB OR EXTERNAL LEVELS BE CONSIDERED, AGREEMENT SHALL BE SOUGHT FROM THE ENGINEER IMMEDIATELY AND PRIOR TO THE COMMENCEMENT OR CONTINUATION OF ANY WORKS.
- THRESHOLD DRAINAGE IS REQUIRED WHERE LEVELS FALL TOWARDS A FLUSH ENTRANCE. ARCHITECT TO CONFIRM IF NOT REQUIRED.
- WHERE TANKING OF DOUBLE DPC IS PROPOSED, THIS SHOULD BE SUITABLY DETAILED AND DESIGNED BY THE STRUCTURAL ENGINEER AS PART OF THE FOUNDATIONS.
- ANY SOFT SPOTS DISCOVERED AFTER PROOF ROLLING SHALL BE REMOVED AND REPLACED WITH SUITABLE ENGINEERING FILL.
- NEW ROAD LEVELS TO TIE IN SMOOTHLY WITH EXISTING ROAD. LEVELS TO BE CONFIRMED PRIOR TO CONSTRUCTION AND REPORTED TO THE ENGINEER

KEY

- Full site boundary
- Works boundary
- Existing levels
- Proposed finished floor level (patio to fall 50mm, 3m from rear access)
- Proposed garage slab level
- Proposed levels
- Proposed contours
- Proposed back of footpath
- Neighbouring site levels
- Proposed gradient
- Embankment/batter
- Retaining wall (maximum 900mm - geowall TBC by others)
- Retaining wall (> 900mm - TBC by others)
- Step
- Shed extents (shed base flagged, retention from 0-100mm maximum with rolled edge)
- Tanking to garages
- Underbuild/brickwork coursing (additional to the 150mm step)
- Double damp proof coursing (DPC to be at every plot entrance until 150mm step below is achieved. noted areas require further protection due to surrounding infrastructure constraints)
- Private channel drain
- Private drainage gully

PO3	PC	REVISED TO CLIENT REQUEST	RJ	RJ	
PO2	RJ	REVISED TO NEW LAYOUT	RJ	RJ	
PO1	PSC	INITIAL ISSUE	RJ	RJ	
REV.	DATE	DRAWN	DESCRIPTION	CHKD	APPRD
STATUS DESCRIPTION				FOR INFORMATION	STATUS
				FOR INFORMATION	S2

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PROJECT: WOOLLEY COLLIERY

DRAWING TITLE: PROPOSED EXTERNAL WORKS SHEET 6

CLIENT: MJ GLEESON

HBL REF.	DATE	SCALE(S)	
10701	31.10.25	1:500	A1
DRAWN	CHECKED	APPROVED	
PC	RJ	RJ	

DRAWING No. 10701-HBL-XX-XX-DR-C-5206 REV. P03

