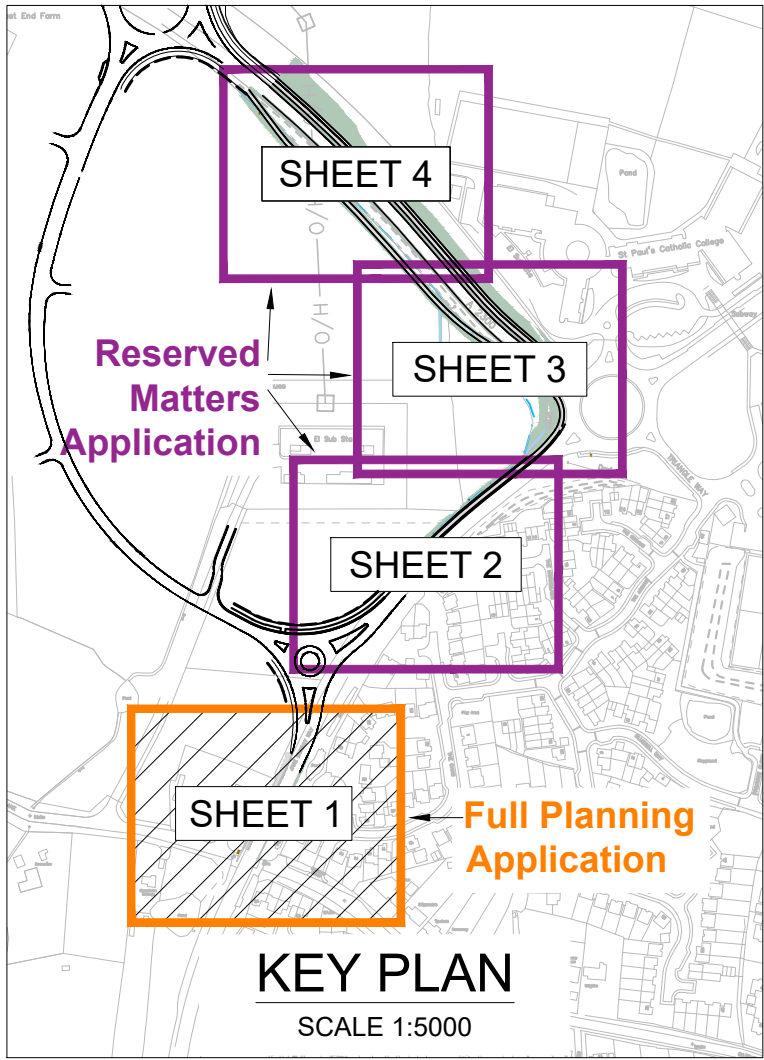




SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
UNUSUAL SIGNIFICANT HAZARDS

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement.
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

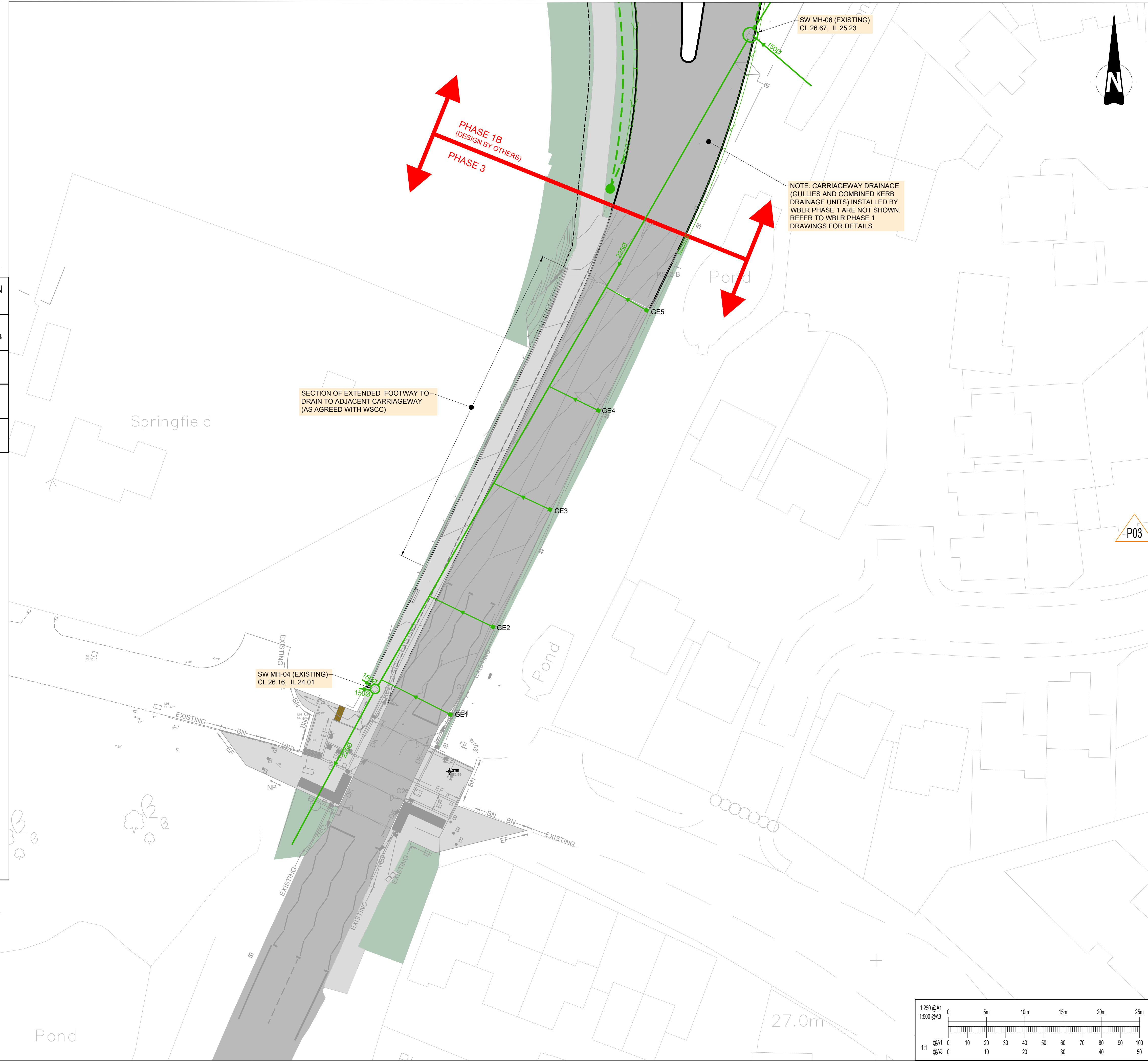
CONSTRUCTION
None

MAINTENANCE / CLEANING

DECOMMISSIONING / DEMOLITION

NOTES:

- ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
- THE WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH REQUIREMENTS OF WSCC.
- WORKS TO DITCHES AND CULVERTS ARE SHOWN ON DRAWINGS 19442-WIE-ZZ-XX-DR-C-950041 TO 950044
- ALL MANHOLES TO BE CATCHPITS WITH 450mm SUMP UNLESS OTHERWISE STATED.
- THE FOLLOWING WSCC STANDARD DETAILS APPLY:
 - S278/38/11 = PCC ROAD GULLY AND PIPE MATERIALS
 - S278/38/33 = PIPE BEDDING
 - S278/38/36 = LATERAL CONNECTIONS
 - WSCC-SD1-1100-031 COMBINED DRAINAGE AND KERB BLOCK
- FOR FILTER DRAIN CATCHPIT MH DETAIL - SEE S278/38/29 'FILTER DRAIN COLLECTOR'. CATCHPITS TO BE FITTED WITH C250 GRADE COVER (DUE TO VERY LOW RISK OF VEHICULAR OVER-RUN).
- FOR FILTER DRAIN TRENCH DETAIL - REFER TO DETAIL ON SHEET 2 OF THIS DRAWING SET.
- PIPE SIZES BASED ON POLYPIPE RIDGIDRAIN PRODUCT.
- COMBINED DRAINAGE KERB UNITS TO BE INSTALLED IN ACCORDANCE WITH WSCC STANDARD DETAIL AND MANUFACTURERS GUIDELINES.
- REDUNDANT GULLIES SHALL BE INFILLED OR REMOVED (DEPENDANT ON WHETHER THEY WILL OBSTRUCT OTHER WORKS) AS DETAILED IN APPENDIX S/1
- IF EXISTING SUB-SURFACE DRAINAGE IS ENCOUNTERED THE CONTRACTOR SHALL NOTIFY THE CLIENT OR THEIR REPRESENTATIVE WHO SHALL LIAISE WITH THE HIGHWAY AUTHORITY TO AGREE AND INSTRUCT ANY WORKS THAT MAY BE REQUIRED.



This drawing should not be scaled. Dimensions to be verified on site.
Any discrepancies should be referred to the Engineer prior to work being put in hand.

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GENERAL NOTES

KEY:

--- EXISTING KERB LINE TO BE REMOVED

WSCC HIGHWAY DRAINAGE:

EXISTING - RETAINED:

○ HIGHWAY MH / DRAIN RUN

● HIGHWAY MH / DRAIN RUN INSTALLED DURING WBLR PHASE 1

■ GE## ROAD GULLY

■ GE## ROAD GULLY AT MINOR KERB RE-ALIGNMENT*

* IT IS ANTICIPATED THAT GULLY POT CAN BE RETAINED AND BRICKWORK ADJUSTED / RE-BUILT TO ALLOW MINOR RELOCATION OF GRATING AND FRAME. CONTRACTOR TO ALLOW FOR NEW GRATING AND FRAME HOWEVER WSCC MAY ACCEPT EXISTING IS RE-USED SUBJECT TO INSPECTION.

EXISTING - TO BE REMOVED / ABANDONED:

■ GX## ROAD GULLY & GULLY LEAD

■ CONCRETE V-CHANNEL

NEW / PROPOSED:

■ G## ROAD GULLY

■ DRAIN RUN / GULLY LEAD, 150Ø

■ FDC## FILTER DRAIN CATCHPIT: 600x450mm (INTERNAL) WITH SUMP UNLESS INDICATED NOT REQUIRED. (CIRCLE IS FOR IDENTIFICATION ON DRAWING ONLY, DOES NOT REPRESENT ACTUAL SIZE)

■ FILTER DRAIN, 150Ø HALF PERFORATED, PERFORATIONS LAID UPWARDS

COMBINED DRAINAGE AND KERB SYSTEM: MARSHALLS BEANY BLOCK:

■ STANDARD GREY HALF BATTERED SYMMETRICAL TOP UNIT ON BASE 205

OF## HALF BATTERED SYMMETRICAL ACCESS COVER, ON BASE 205 OUTFALL UNIT, ON TRAPPED GULLY UNIT (150mmØ OUTFALL)

AC## HALF BATTERED SYMMETRICAL ACCESS COVER ON BASE 205 UNIT

SE STANDARD GREY STOP END UNIT (HANDED TO SUIT, TO TRANSITION BETWEEN BEANY BLOCK AND STANDARD HB2 KERB) WITH MIN. 150mm ST1 CONCRETE BED AND BACKING. OPEN END OF ADJACENT BASE UNIT TO BE CAPPED OFF WITH GALVANISED STEEL BASE END CAP.

ORDINARY WATERCOURSE (DITCHES & CULVERTS - SEE NOTE 3)

■ EXISTING DITCH

■ PROPOSED / RE-ALIGNED DICHTH

■ EXISTING CULVERT

■ PROPOSED / EXTENDED CULVERT

P03	20.05.25	KERB/DRAIN BEANY BLOCK TOP UNITS CHANGED FROM STRAIGHT BACK TO SYMMETRICAL TO AGREE WITH WSCC DETAIL.	SP
P02	25.04.25	AMENDMENTS FOLLOWING CLIENT COMMENTS	SP
P01	25.03.25	FIRST ISSUE	SP
Rev	Date	Description	By

Amendments	
Project	WBLR Phase 3
Title	DRAINAGE - CARRIAGEWAY & FOOTWAY SHEET 1

Client	Homes England	Jackson
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waterman	
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Status	FOR TECHNICAL APPROVAL	
Designed By	JH/SP	Waterman Ref WIE19442
Drawn By	SP	Date MAR 25 Scales @ A1 1:250
Project - Originator - Volume - Level - Type - Role - Number		Revision
19442-WIE-ZZ-XX-DR-C-900501		P03