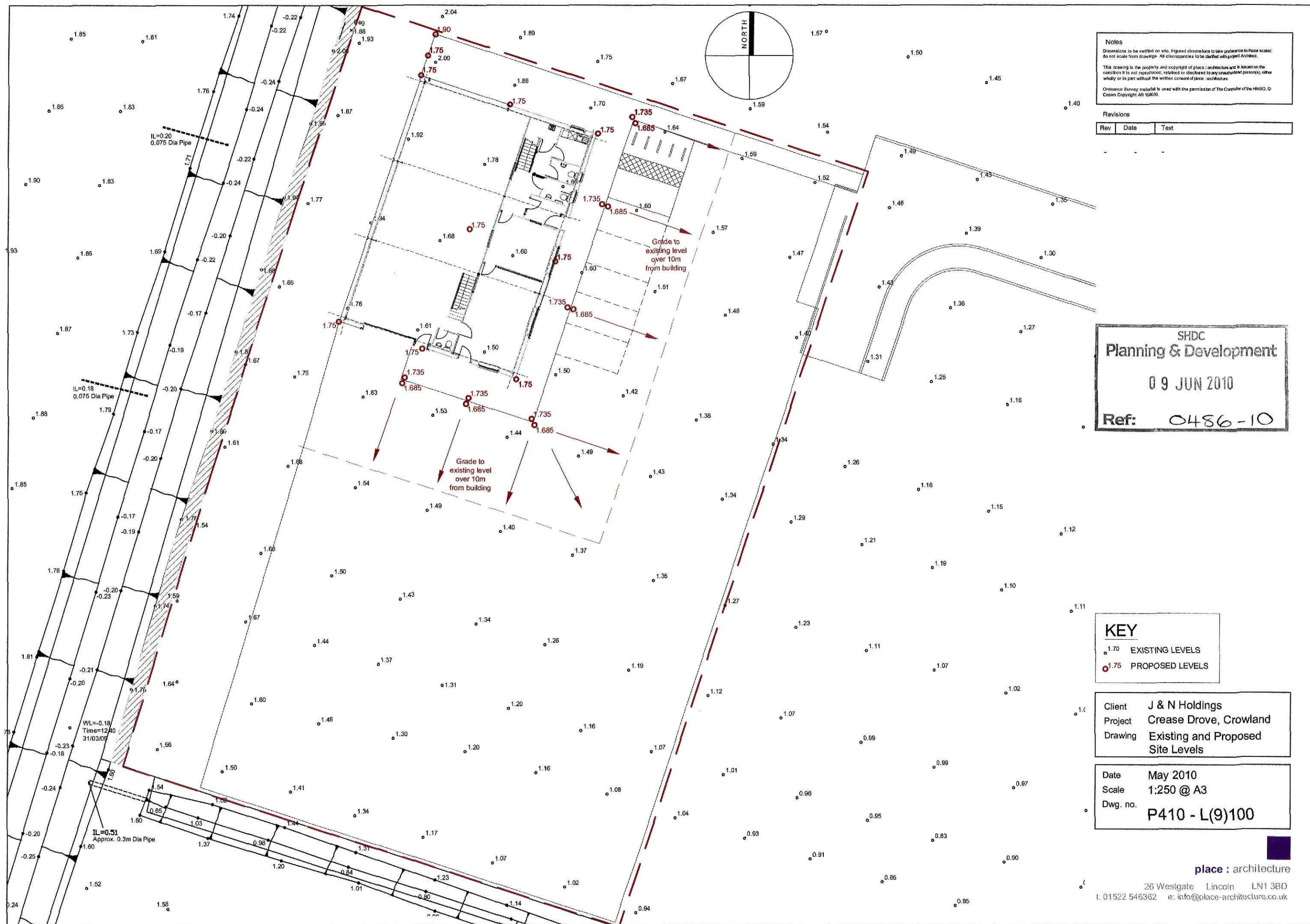
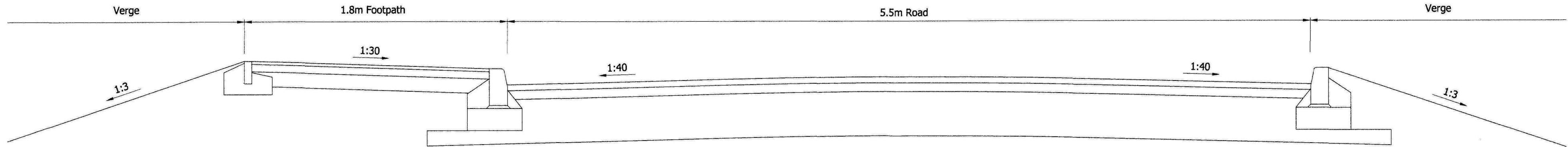




NOTES

- DO NOT SCALE THIS DRAWING.
- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS STATED OTHERWISE.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS & SPECIFICATIONS.
- ALL PROPRIETARY ITEMS TO BE INSTALLED IN STRICT COMPLIANCE WITH MANUFACTURERS INSTRUCTIONS AND RECOMMENDATIONS.



Footway / Service Margin Construction

Surface Course: 25mm of 6mm size dense 100/150 or 160/220 surface course compacted to a void content within the range 2%-10%.

Binder Course: 50mm of 20mm size dense 40/60 or 100/150 binder course compacted to a void content within the range 2%-10%.

Sub-Base: 100mm of type 1 sub-base.

Road Construction:

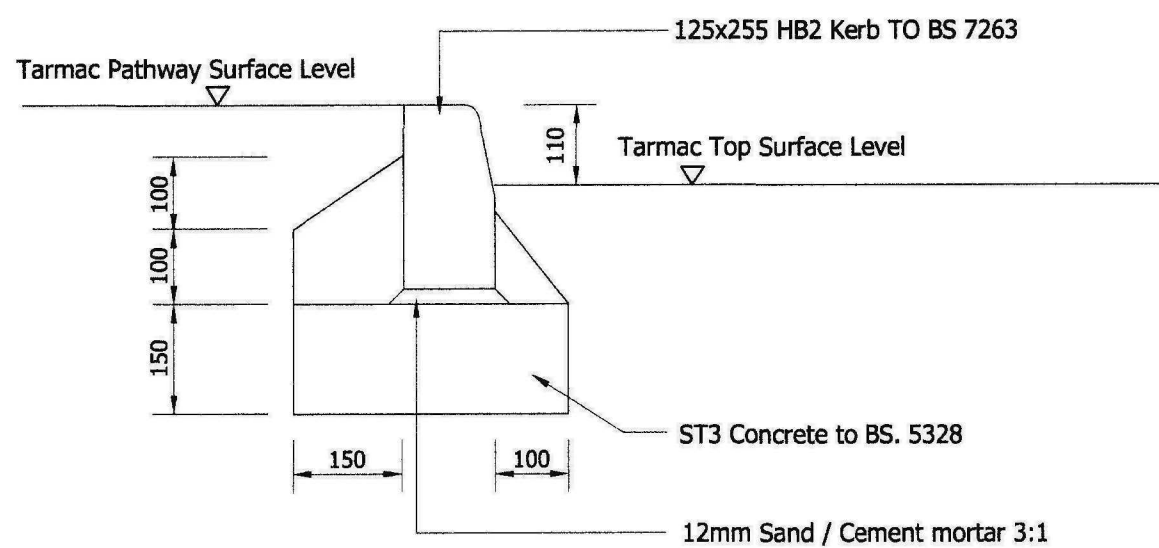
Sub-Base and capping must extend a minimum of 275mm beyond face/edge of carriageway

Surface Course: 40mm of 10mm close graded surface course. It must be compacted to a void content within the range 2% - 10%.

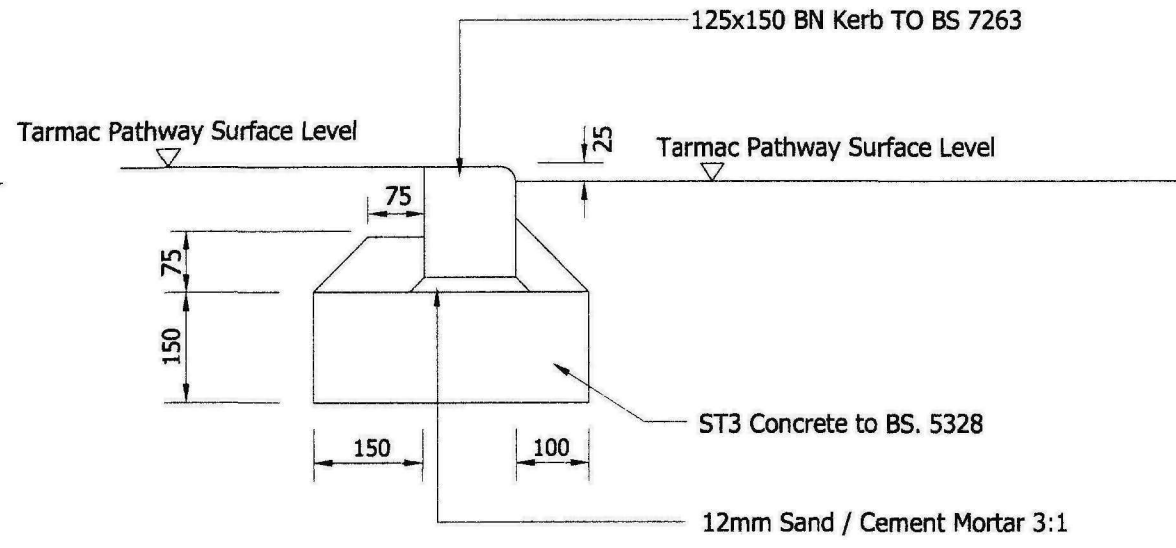
Binder Course: 60mm thickness of binder course materials shall be 20mm size recipe mix dense binder course and shall be laid in layers not less than 50mm in thickness nor greater than 110mm in thickness. Compaction must be to a void content within the range 2%-8% and all layers must be bonded together.

Sub-Base: 300mm of Type 1 sub-base.

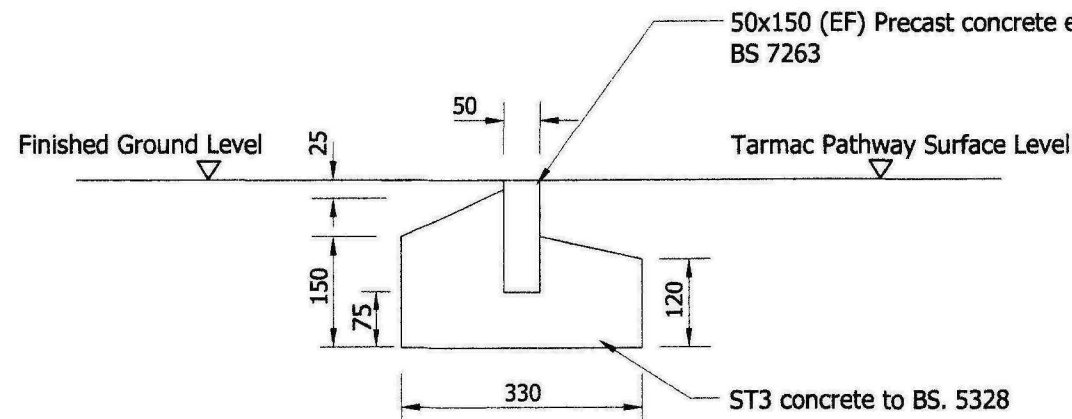
Section Through Highway
(Scale 1:20)



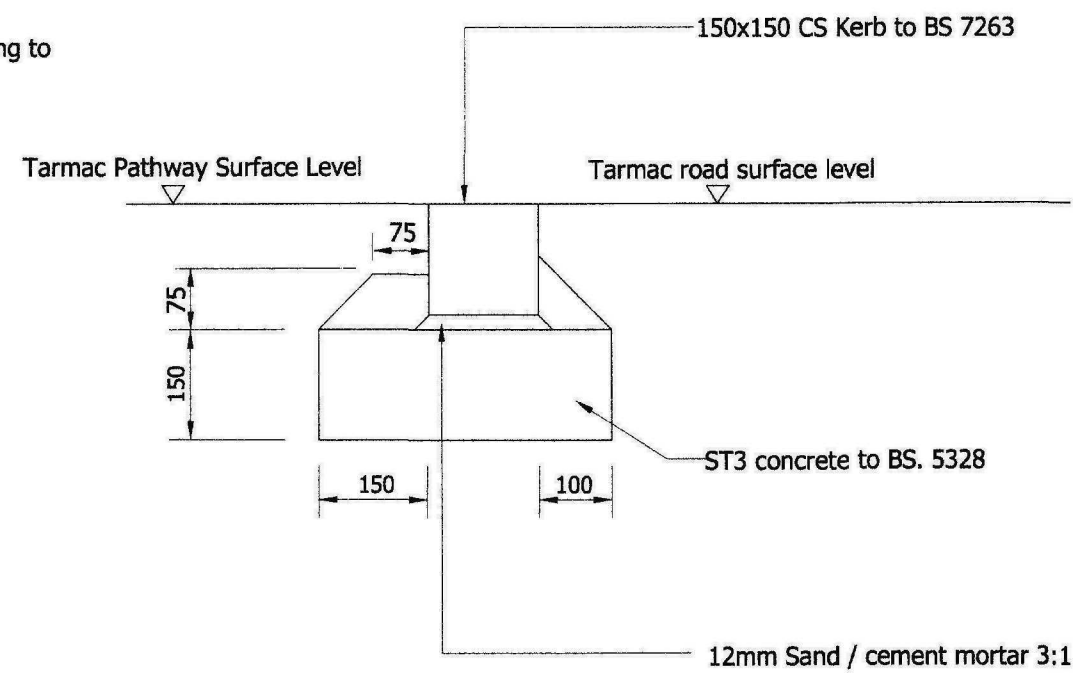
Half Battered Kerb (125 x 255 HB2)
(Scale 1:10)



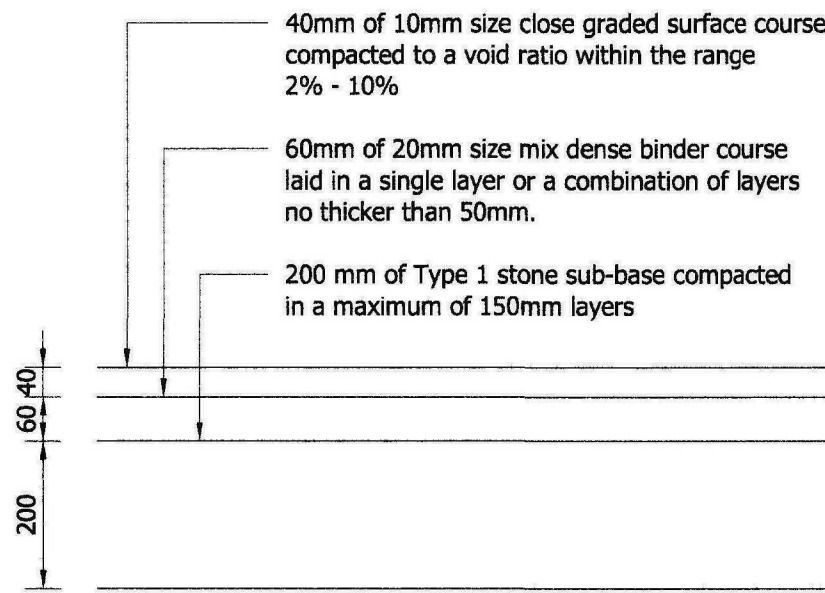
Dropped Kerb (125 x 150 BN)
(Scale 1:10)



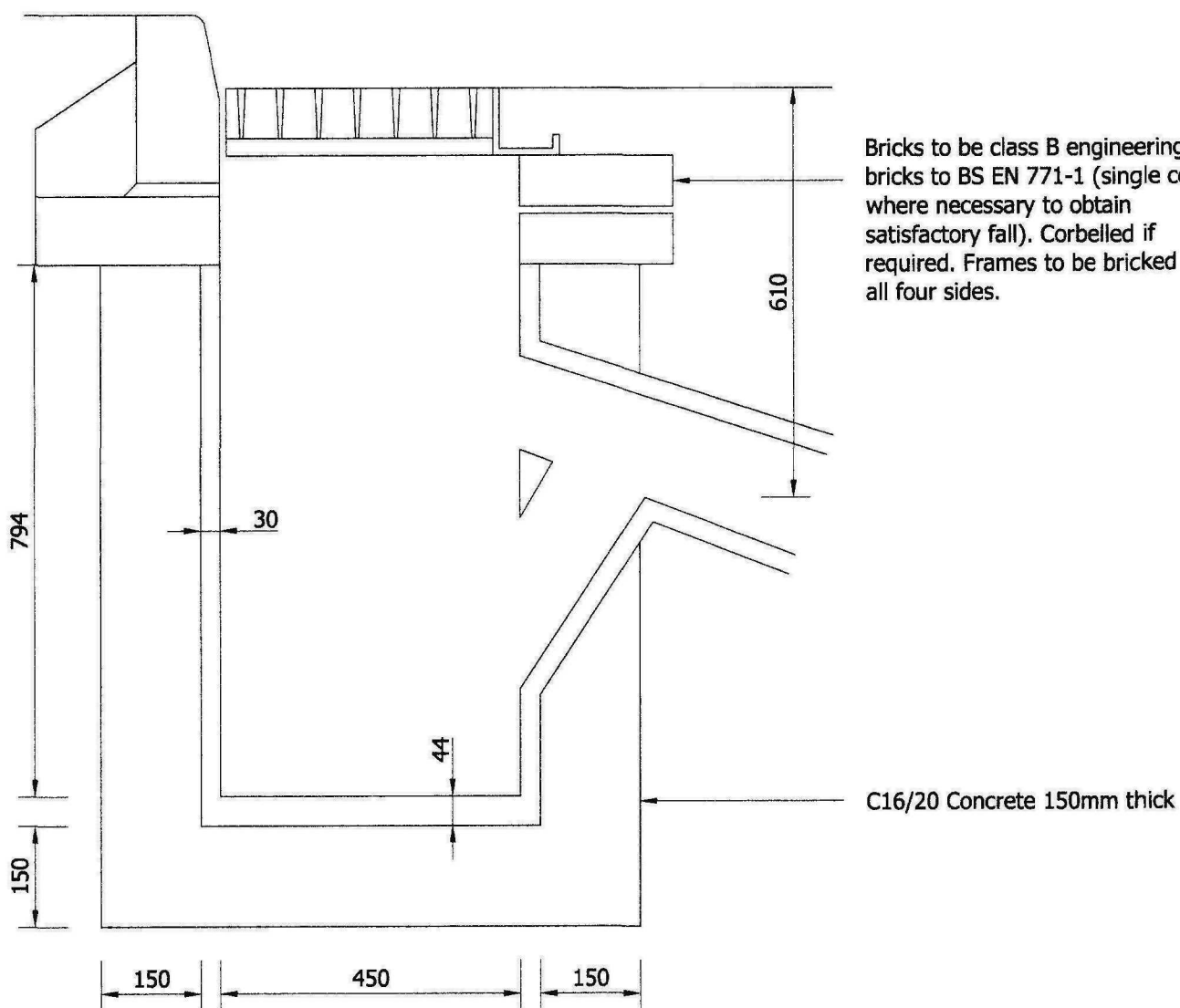
Footway Edging (50 x 150 EF)
(SCALE 1:10)



Flush Kerb (150 x 150 CS)
(Scale 1:10)



Carpark Construction Detail
(1:10)



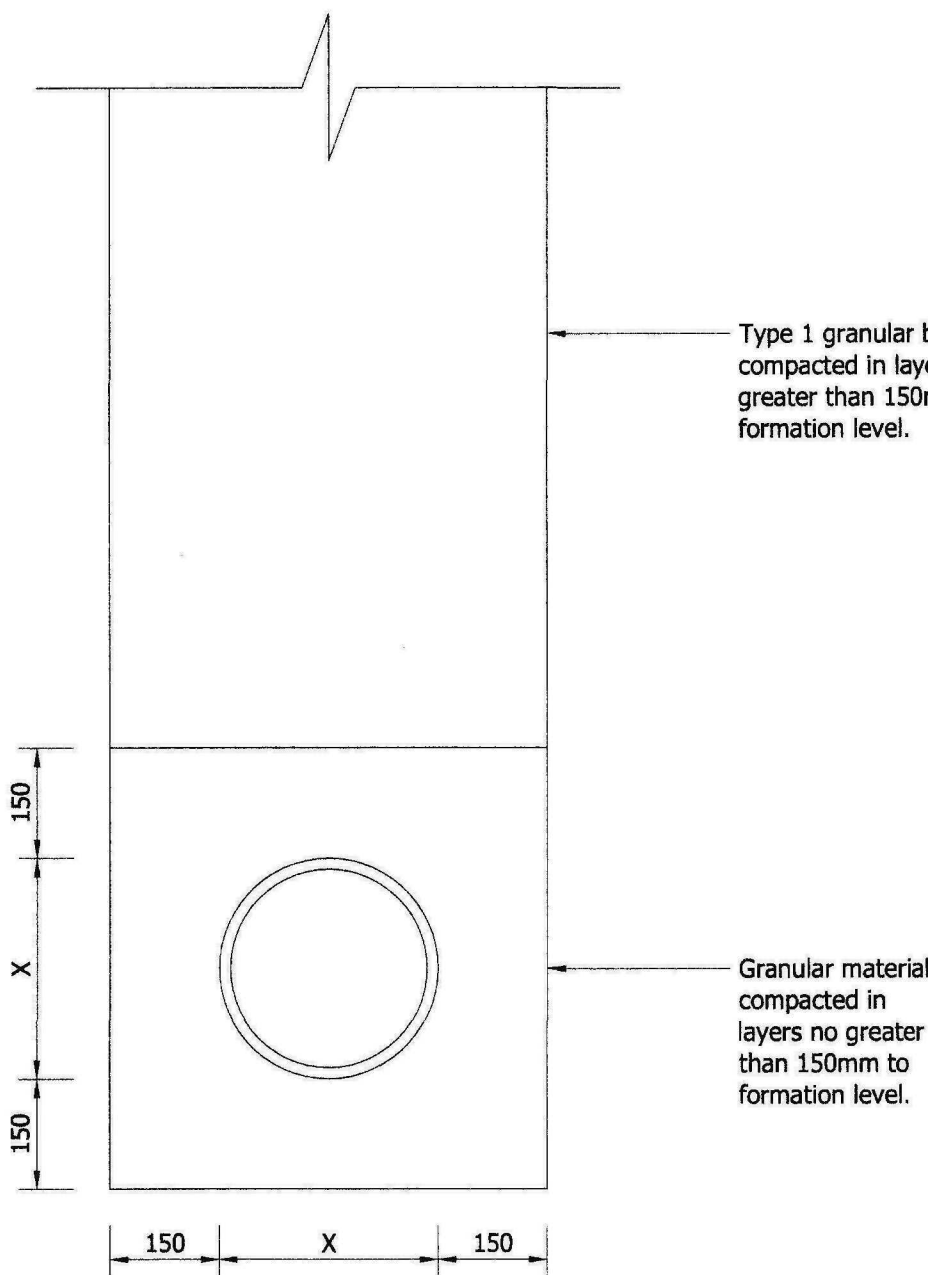
Notes

All in SITU concrete to be C16/20 with sulphate resisting cement unless agreed otherwise.

In SITU C16/20 Concrete 150mm thick surround outlet pipe for first one metre under verge or total length if under carriageway.

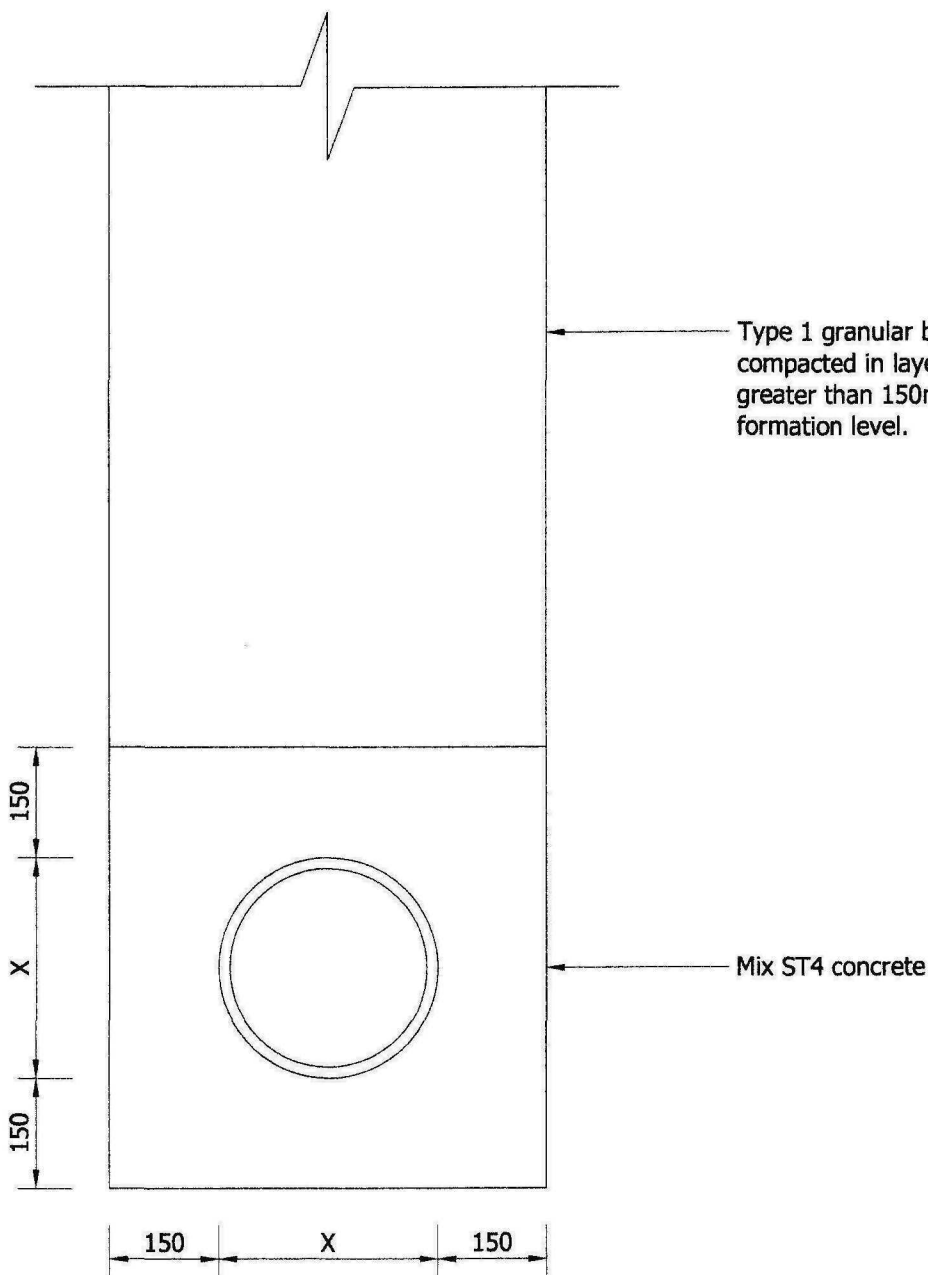
Where grating is to be trafficked or laid against within 24 hours of frame being placed in position, then a suitable ultra rapid hardening mortar and concrete (monoset 241 or similar) shall be used to bed cover and frame.

Trapped Road Gully
(Scale 1:10)



Type S Bedding
(Scale 1:10)

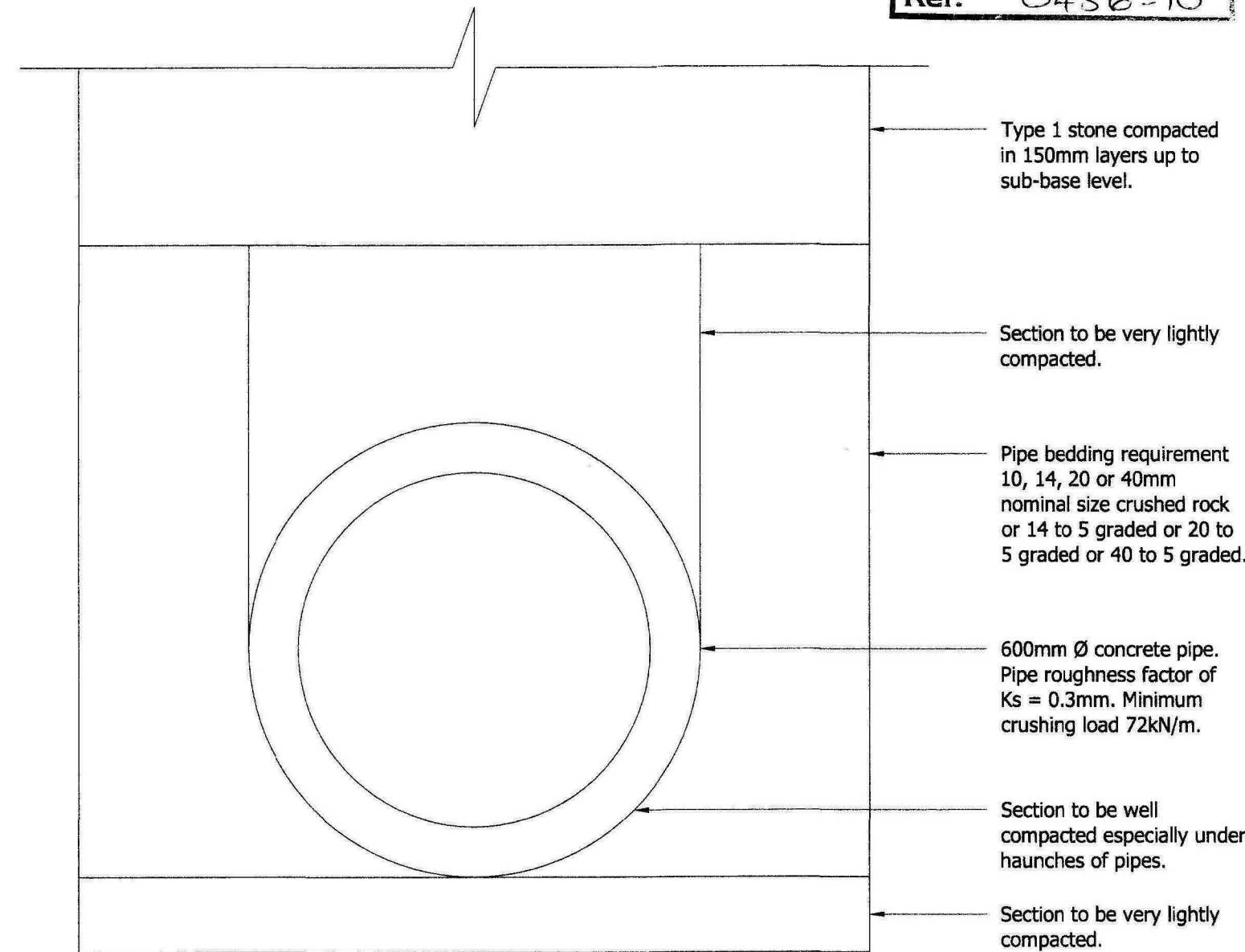
Vitrified Clay pipes to BS 65: 1988 to Classes S Standard Strength; ES Extra Strength and SS Super Strength.



Type Z Bedding
(Scale 1:10)

Surround to be used for gully and kerb drainage outlets

Vitrified Clay pipes to BS 65: 1988 to Classes S Standard Strength; ES Extra Strength and SS Super Strength

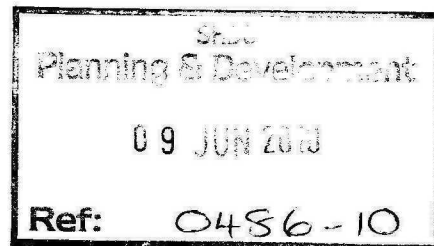


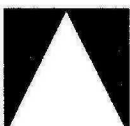
Type S 600 Ø Concrete Pipe - 360° Granular Bed and Surround
(SCALE 1:10)

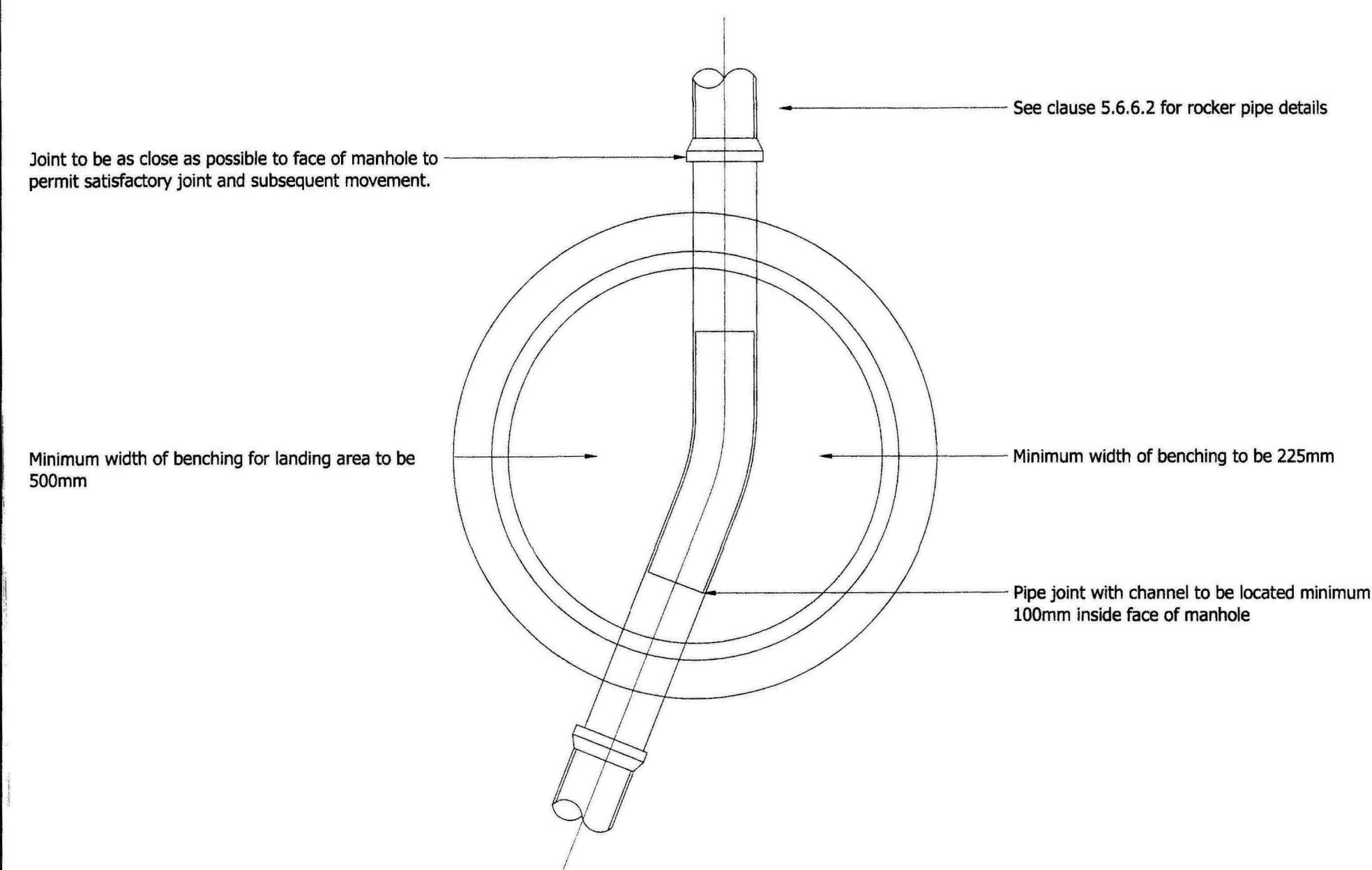
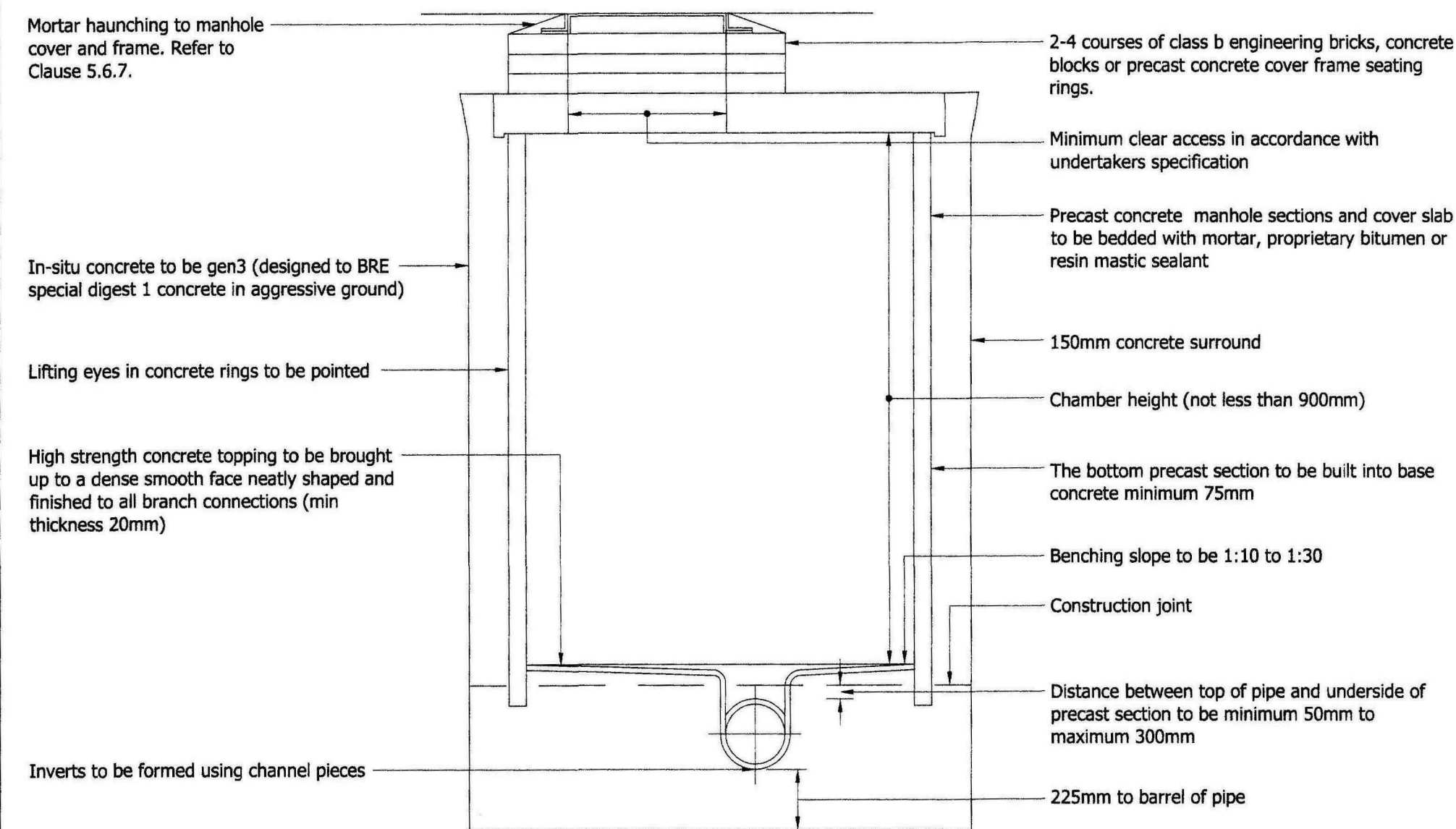
Maintain pipeline flexibility by leaving gaps at pipe joints filled with compressible material.

Bedding beneath and at sides of pie to be well compacted.

Bedding/backfill directly above pipe to be lightly compacted.

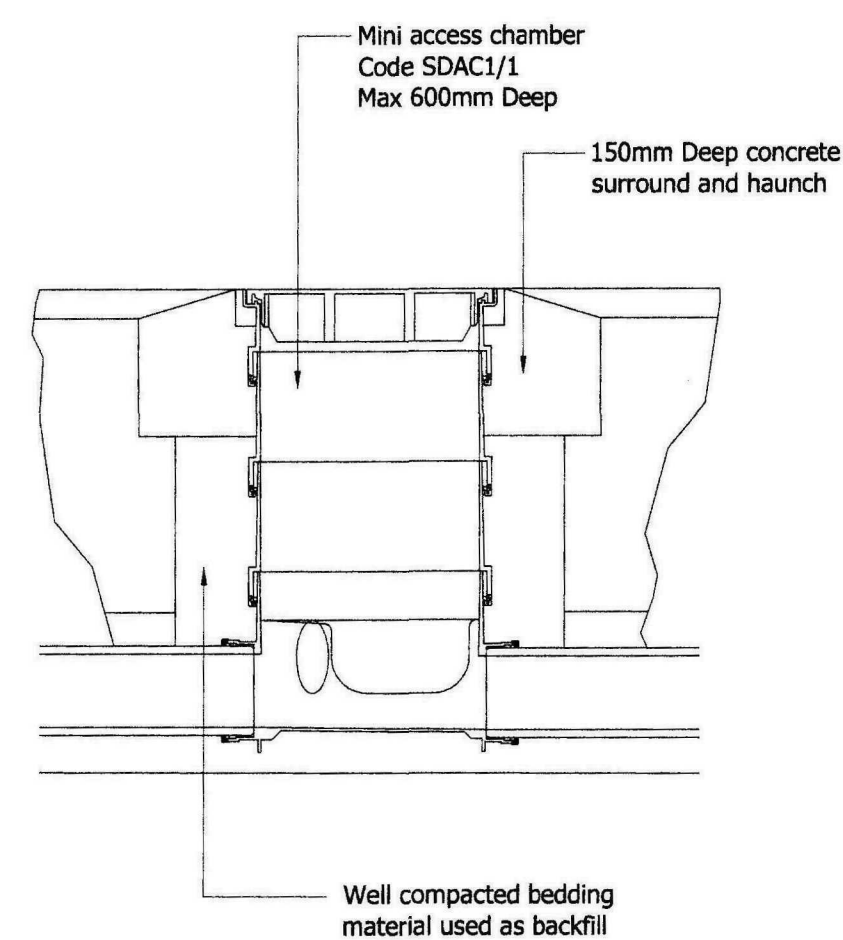


A	Carpark construction detail added		SDG	Dec 09
Rev	Amendments		Rev'd by	Date
Client Trent Valley Construction				
Project Crease Drove, Crowland, Peterborough, Cambridgeshire				
Title Construction Details - Sheet 1 of 3				
Job No 09-0511				
Drawing No 09-0511-A1-303			Rev	A
Status Preliminary				
Scale As Shown		Date Nov 09		
Project Engineer MO		Drawn By SDG		
		Checked By TC		
 Waldeck Associates Consulting Civil & Structural Engineers				
 Kesteven Business Centre 2 Kesteven Street Stamford Lincolnshire NG34 7DT ☐ 35 Priestgate Peterborough Cambridgeshire PE1 1XL ☐ 4 Henley Way Doddington Road Lincoln LN6 3QR Tel. 01529 415909 Fax. 01529 414844 Tel. 01733 339018 Fax. 01733 339019 Tel. 01522 696688 Fax. 01522 686291				

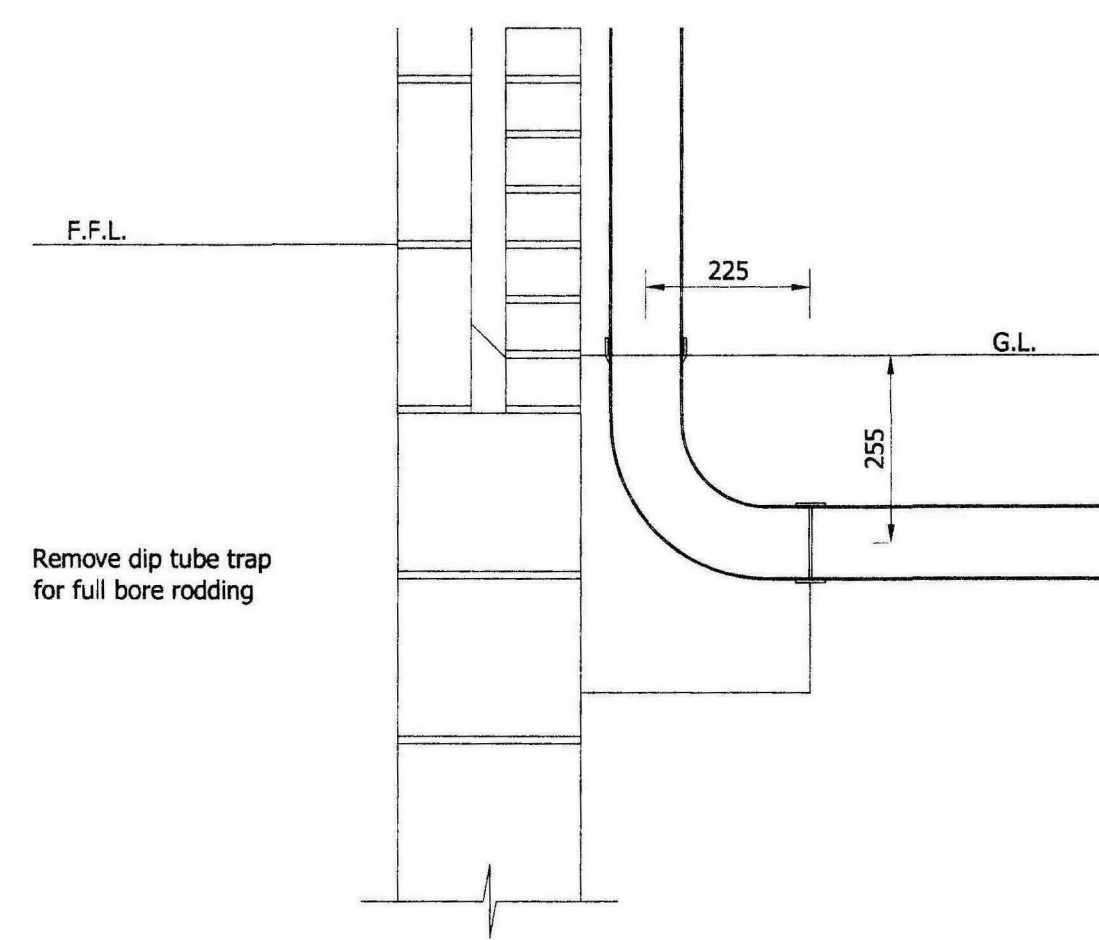


Typical Manhole Detail - Type B
(Scale 1:20)

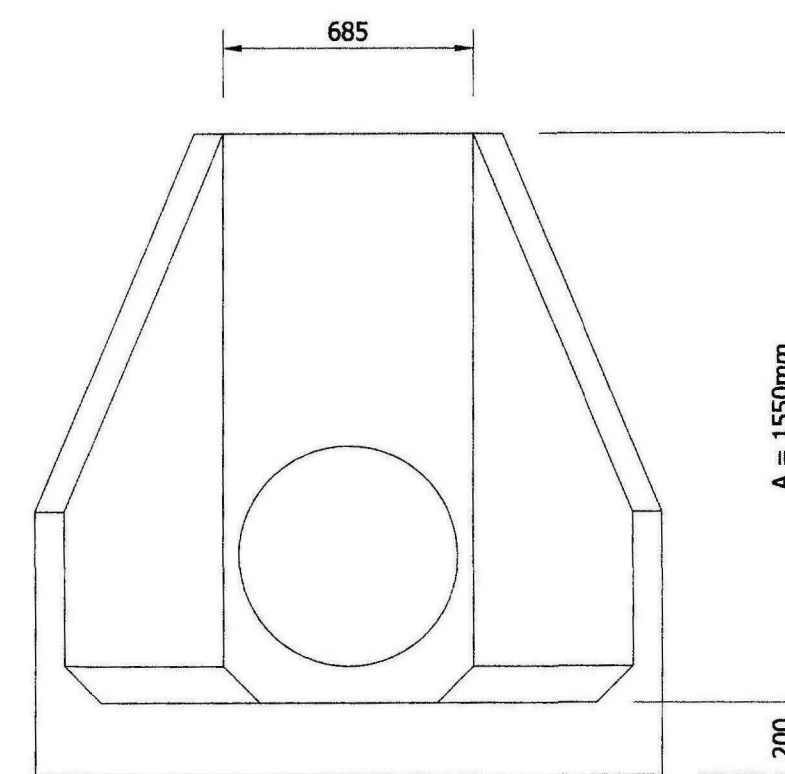
Maximum depth from cover level to soffit of pipe 3.0m
for steps and access arrangements see table 2.3



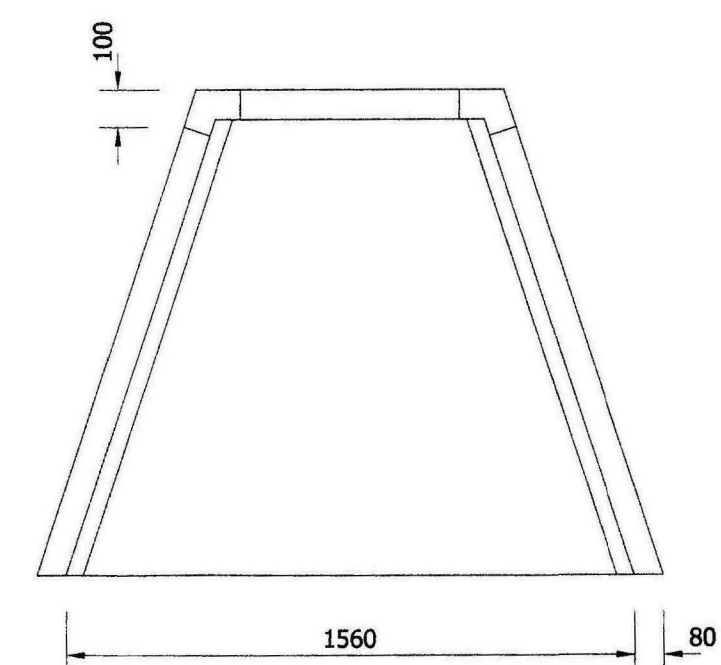
Mini PPIC
(Scale 1:10)



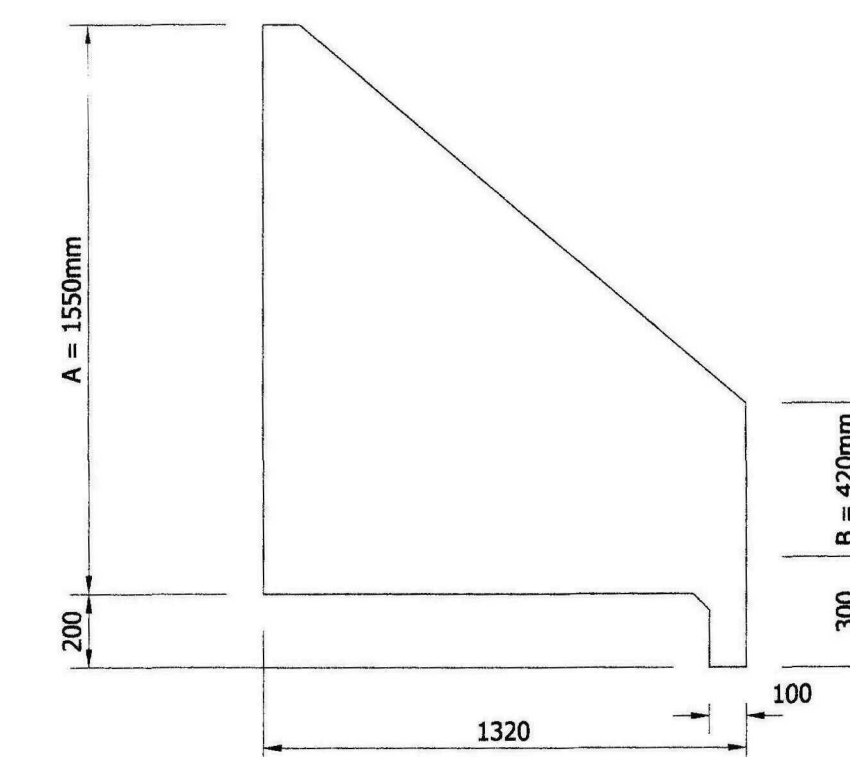
Swept Bend RWP
(Scale 1:10)



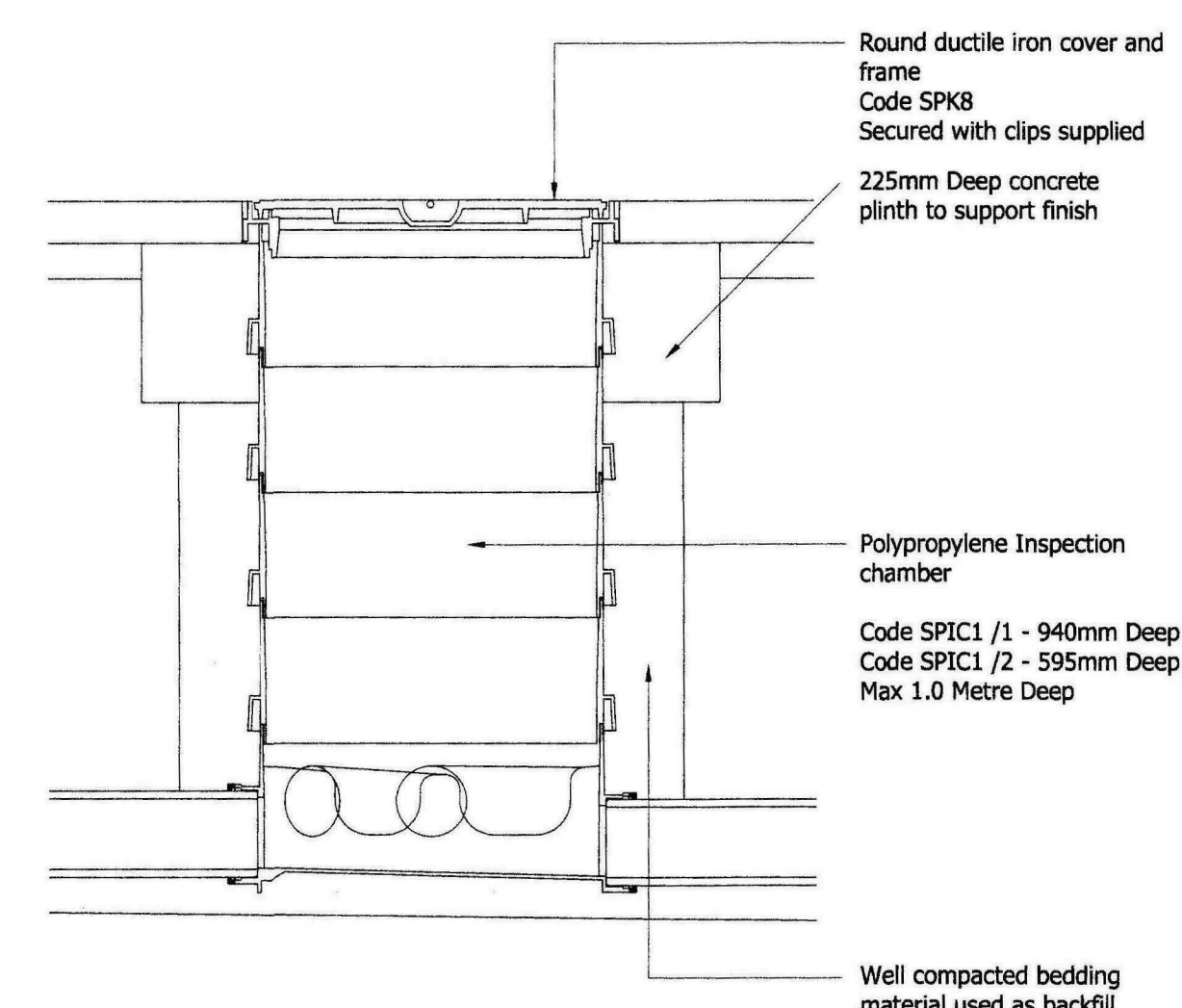
Elevation On Spillway Headwall
(Scale 1:20)



Plan On Spillway Headwall
(Scale 1:20)



Section Through Spillway Headwall
(Scale 1:20)



NB - Universal product - Adaptor to PVC-U
Pipe Included

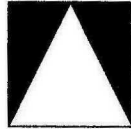
Polypropylene Inspection Chamber
(Scale 1:10)

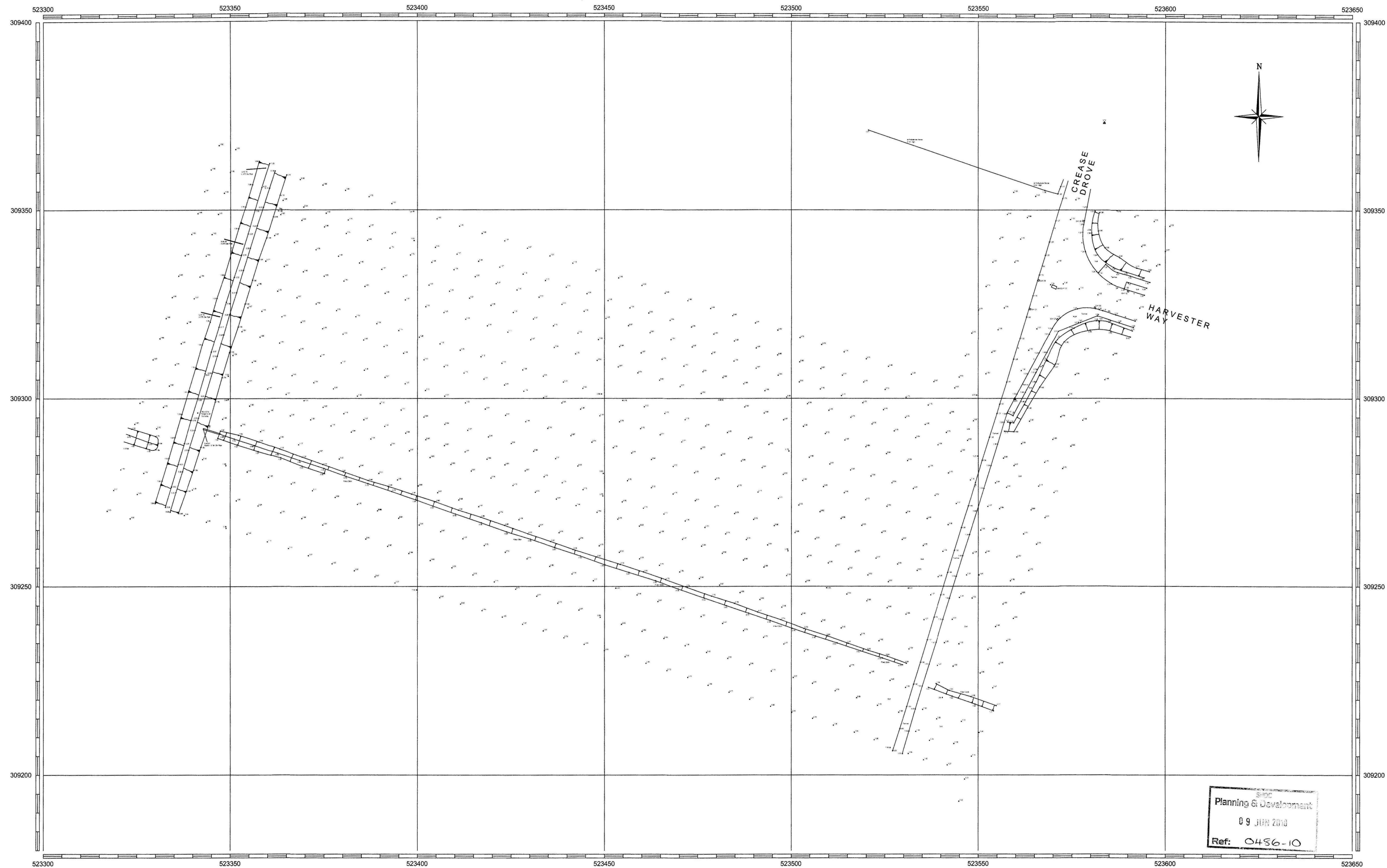
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SHOC
Planning & Development
09 JUN 2010
Ref: 0486-10

B	Revetted headwall detail replaced with concrete headwall detail	ML	Feb 10
A	Back inlet gully detail replaced with swept bend detail.	SDG	Dec 09
Rev	Amendments	Rev'd by	Date
Client Trent Valley Construction			
Project Crease Drove, Crowland, Peterborough, Cambridgeshire			
Title Construction Details - Sheet 2 of 3			
Job No 09-0511			
Drawing No 09-0511-A1-304		Rev B	
Status Preliminary			
Scale As Shown		Date Nov 09	
Project Engineer MO		Drawn By SDG	
		Checked By TC	
 Waldeck Associates Consulting Civil & Structural Engineers			
 Kesteven Business Centre 2 Kesteven Street Sleaford Lincolnshire NG34 7DT Tel. 01529 415909 Fax. 01529 414944			
☐ 35 Priestgate Peterborough Cambridgeshire PE1 1JL Tel. 01733 339018 Fax. 01733 339019			
☐ 4 Henley Way Doddington Road Lincoln LN6 3QR Tel. 01522 696688 Fax. 01522 686291			



SHDC
Planning & Development
09 JUN 2009
Ref: 0486-10

NOTES

1. All co-ordinates are shown relative to Ordnance Survey National Grid System, established using GPS. (Global Positioning System).
2. All levels are shown relative to Ordnance Survey datum, established using GPS.

SURVEY STATIONS				
Station Ref	Easting (m)	Northing (m)	Height (m)	
ST1	523559.757	309299.878	1.465	Nail
ST2	523583.670	309373.148	1.480	Nail

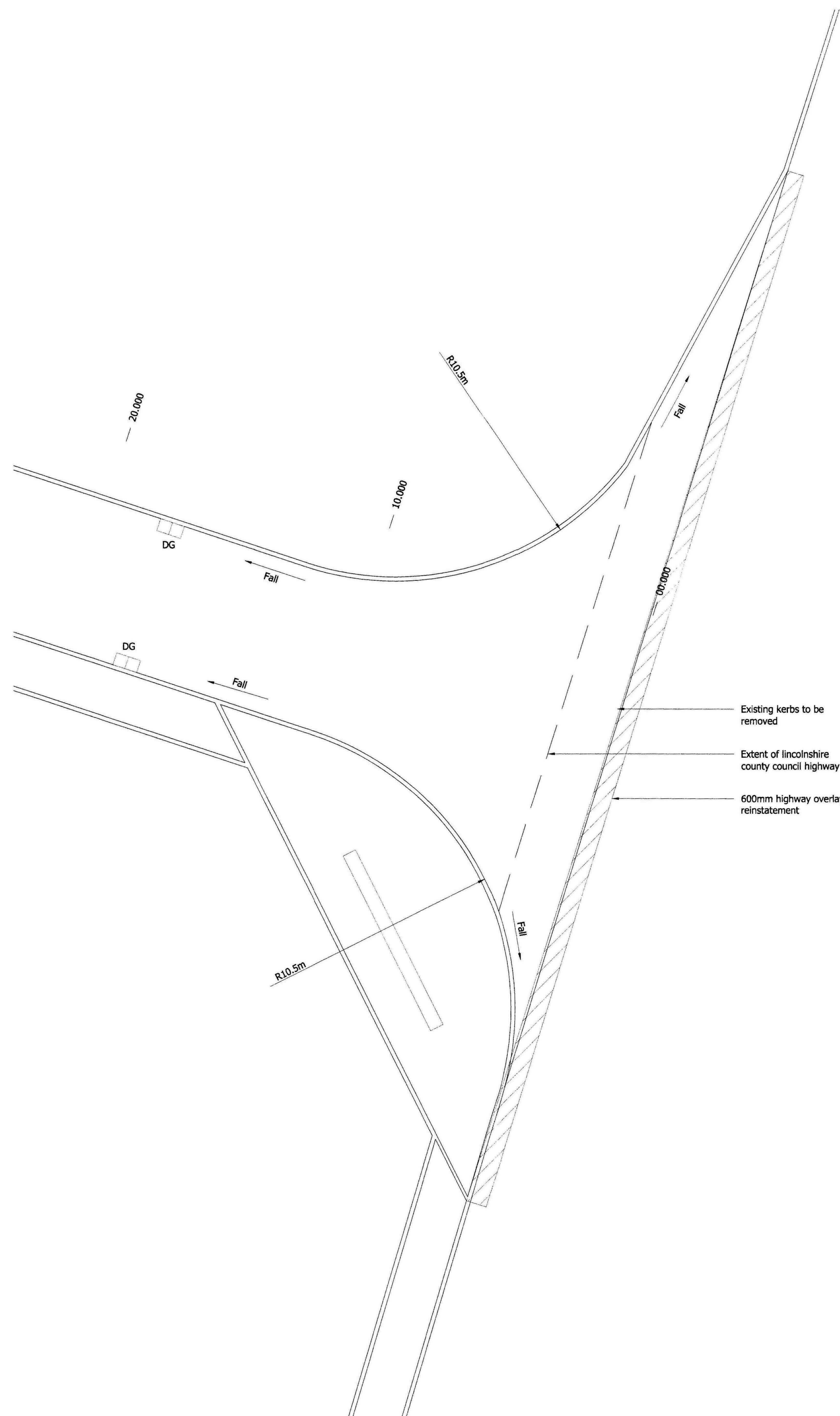
Fence Line Abbreviations TP Timber Post R Rail W Wire Mesh MP Metal Post P Paving CL Chain Link CP Concrete Post CB Close Boarded W Wire CI Corrugated Iron IR Iron Railing HM Hit & Miss		Survey Station MH Manhole CP Catchpit IC Inspection Cover UTS Unable to Survey SC Service Cover PH Fire Hydrant GAS Gas Cover WM Water Meter SV Stop Valve WV Water Valve		Marking Abbreviations Mk Marker Post ER Earth Rod Cover RE Rodding Eye EL Electricity Cover BT British Telecom CTV Cable TP Telephone Post EP Electricity Post LC Lamp Column SP Sign Post RS Road Sign	
Top / Bottom of Bank Building / Overhead Canopy Line Wall Change of Surface Kerb / Dropped Kerb Line Drainage Channel Fence Line Hedge Line Tree / Scrub Canopy Line O/H Telephone Cable O/H Electricity Cables Rock Face		CL- Cover Level 10.15 Spot Level UTL Unable to Lift BH Borehole (with level) T.PIT Trial Pit (with level)		Finished Floor Level Invert Level TL Traffic Light BB Balisha Beacon G- Gully KO Kerb Offset RWP Rain Water Pipe TCB Telephone Call Box LB Litter Bin Tree	

Rev	Description	Date	Signed
Revisions			

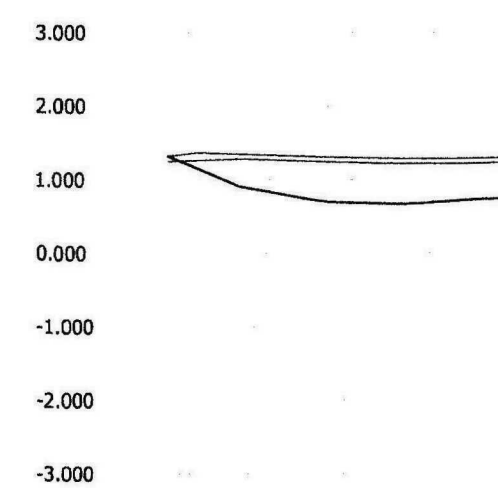
Client : South Holland District Council			
Project : PROPOSED DEVELOPMENT, CREASE DROVE, SPALDING, LINCOLNSHIRE.			
Title : Topographical Survey			
Drawn S.D.S.	Checked C.A.G.		
Date Mar 2009	Scale 1:500	Original Size A1	
Drawing No. SL2151/1			

SURVEYLINE
GEOMATICS UK Limited
LAND & BUILDING SURVEYORS

1 Lyndon Business Park
Farrier Road
LNG 3RU
Tel: 01522 509400
Fax: 01522 509401
E Mail: mail@surveyline-uk.com
Web: www.surveyline-uk.com

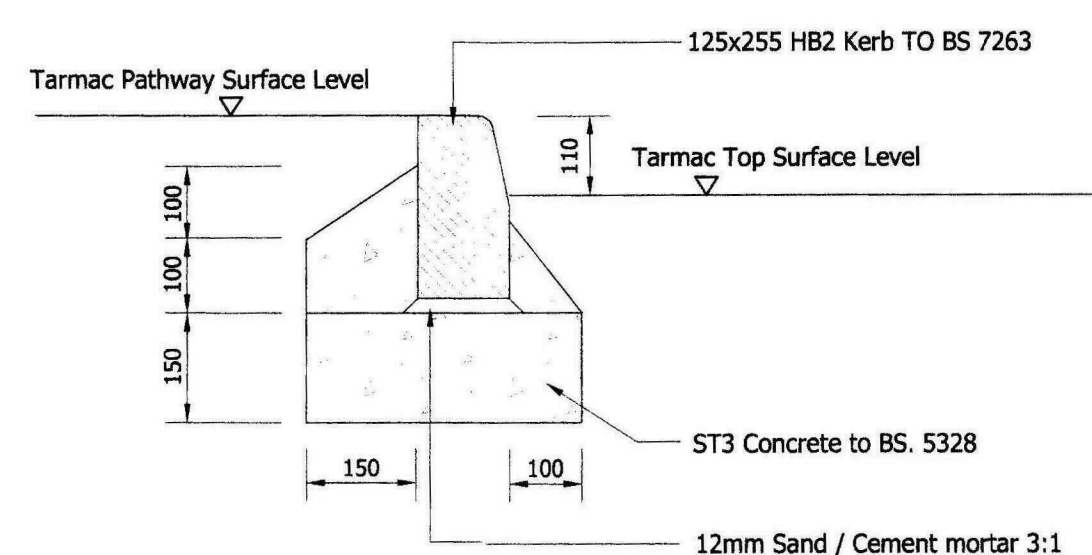


Plan On Turning Head
(Scale 1:100)

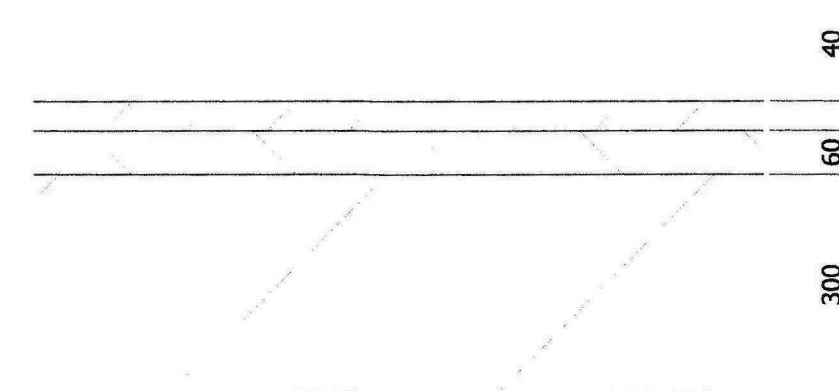


Chainage	0.000	2.000	10.000	11.627	15.900	17.630	20.000
Existing Ground Level	1.316	1.185	0.905	0.745	0.695	0.665	0.673
Alignment Level	1.316	1.366	1.313	1.302	1.286	1.282	1.285
Vertical Alignment	G= 2.500% L= 40 G= -0.667% L= -150 KF= 9.0 L= 12.000						
Horizontal Alignment							
Left Hand Channel			1.244	1.217	1.217		
Right Hand Channel			1.244	1.217	1.217		

Longitudinal Section Through Turning Head
(Nts)

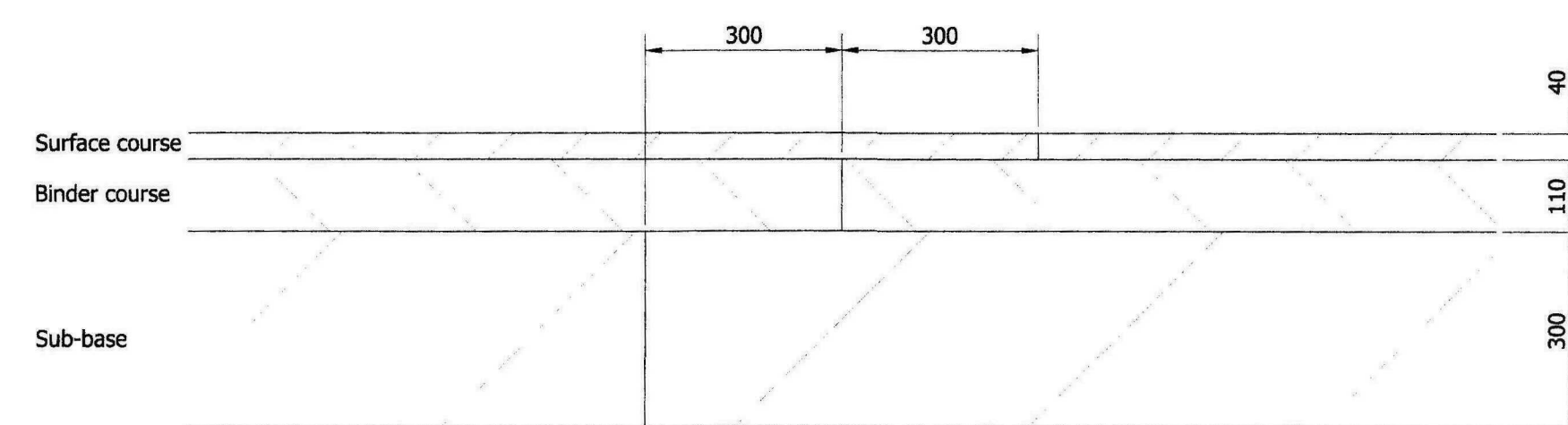


Half Battered Kerb (125 x 255 HB2)
(Scale 1:10)

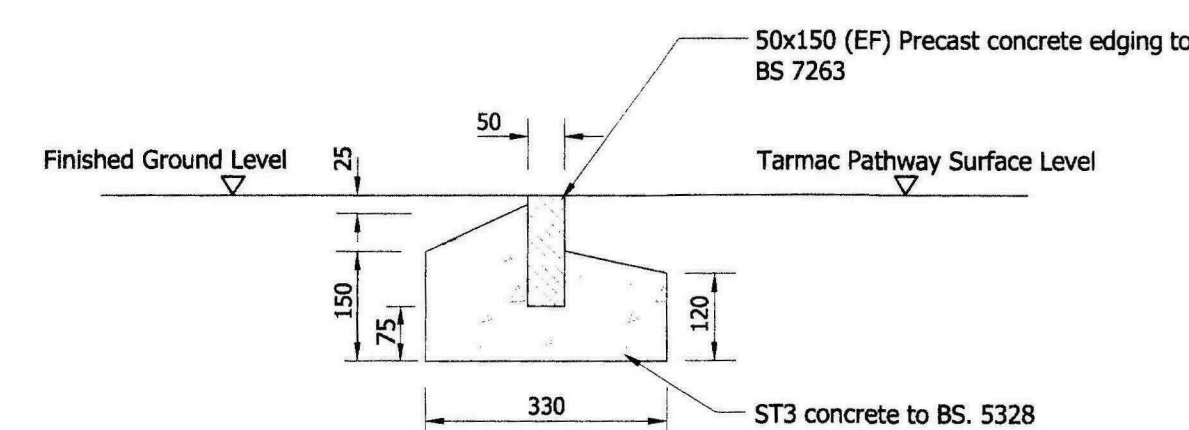


Private Road Construction
(Scale 1:10)

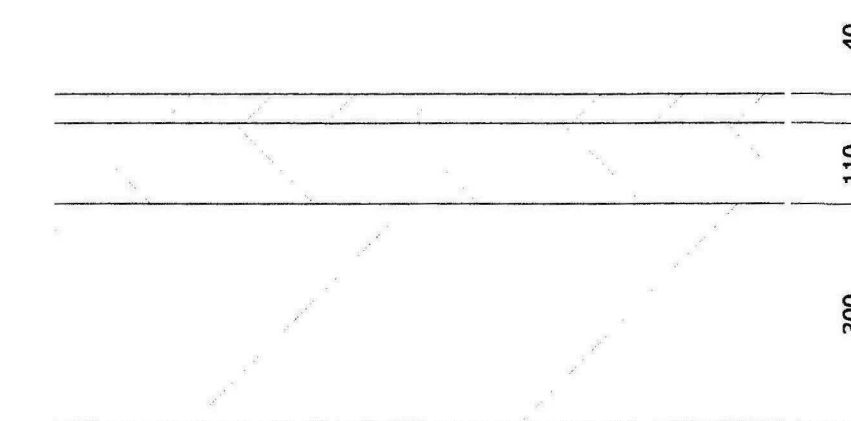
Private Road	
Surface Course:	40mm of 10mm close graded surface course.
Binder Course:	60mm compacted binder course materials shall be 20mm size recipe mix dense binder course and shall be laid in a single layer or combination of layers not less than 50mm in thickness nor greater than 110mm in thickness. Compaction to a void content within the range 2%-8% and all layers must be bonded together.
Sub-Base:	300mm thick type 1 sub-base.



Carriageway Tie In Detail
(Scale 1:10)



Footway Edging (50 x 150 EF)
(Scale 1:10)



Highways Road Construction
(Scale 1:10)

Highways Road Spec:	Sub-Base and capping must extend a minimum of 275mm beyond face/edge of carriageway
Surface Course:	40mm of 10mm close graded surface course (ac 10 close surf 100/150) to clause 7.3. It must be compacted in accordance with 7.2 to a void content within the range 2% - 10%.
Binder Course:	110mm thickness of binder course materials shall be 20mm size recipe mix dense binder course (ac 20 dense bin 40/60 rec) to clause 9.1 and shall be laid in a single layer or combination of layers not less than 50mm in thickness nor greater than 110mm in thickness. Compaction must be in accordance with clause 7.2 to a void content within the range 2%-8% and all layers must be bonded together.
Sub-Base:	300mm thick type 1 sub-base. Based on a 3% CBR. CBR test to be undertaken by contractor and results confirmed by engineer. CBR values shall be determined by plate bearing tests in accordance with clause 8.2

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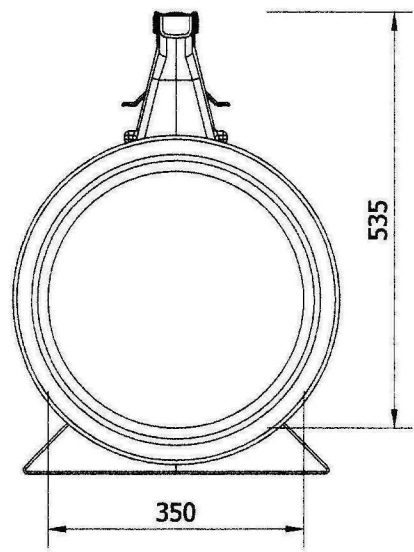
NOTES

1. Do not scale from this drawing.
2. All dimensions are in millimetres (mm) unless stated otherwise.
3. This drawing is to be read in conjunction with all other relevant drawings and specifications.
4. All proprietary items to be installed in strict compliance with manufacturers instructions and recommendations.

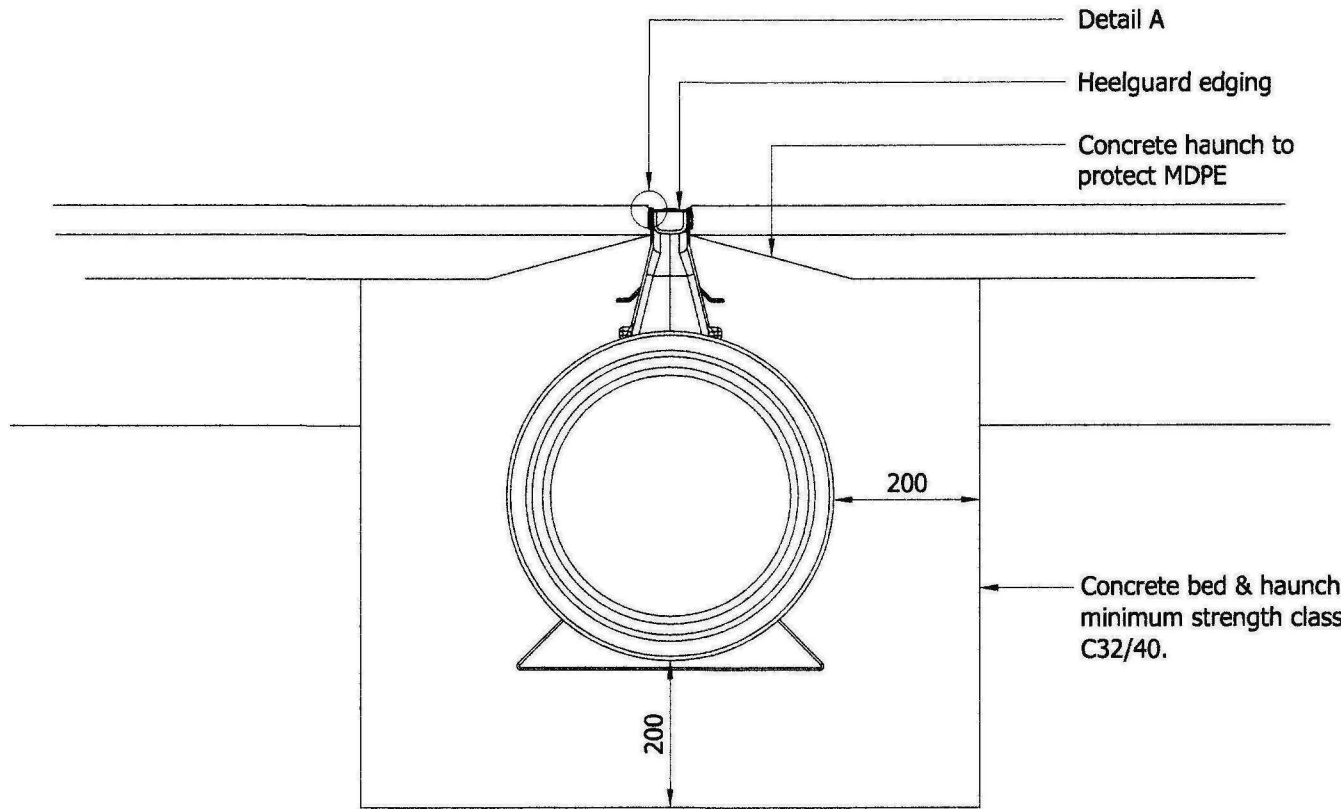
Rev	Amendments	Rev'd by	Date
Client Trent Valley Construction			
Project Crease Drive, Crowland, Peterborough, Cambridge			
Title Proposed Turning Head Plan, Longitudinal Sections And Kerb Details			
Job No 09-0511			
Drawing No 09-0511-307			Rev -
Status Preliminary			
Scale at A1 As shown	Date Feb 10		
Project Engineer MO	Drawn By ML		
	Checked By BW		
 Waldeck Associates Consulting Civil & Structural Engineers			
Kesteven Business Centre 2 Kesteven Street Sleaford Lincolnshire NG34 7DT Tel. 01529 415909 Fax. 01529 414944			
35 Priestgate Peterborough Cambridgeshire PE1 1LJ Tel. 01733 339018 Fax. 01733 339019			
4 Henley Way Doddington Road Lincoln LN6 3QR Tel. 01522 696688 Fax. 01522 686291			

ACO Construction Notes

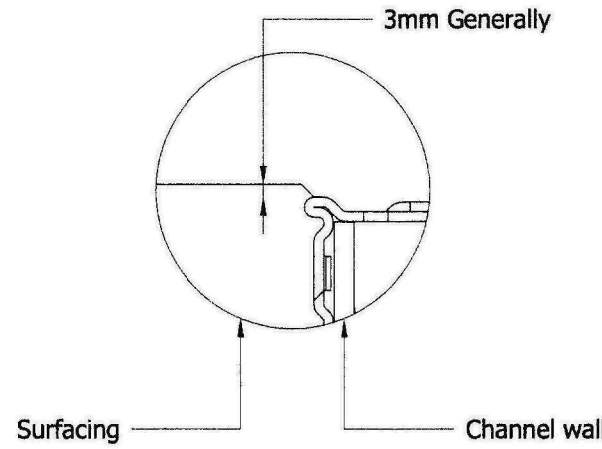
- Ground Conditions: The long term performance of a channel installation to sustain vertical and lateral wheel loads depends upon:
 - ground conditions
 - stability of the adjacent pavement and
 - a durable concrete bed and surround.NOTE that the stability of any channel/concrete surround to resist lateral loads from manoeuvring vehicles should be checked. The dimensions shown on ACO channel installation sketches are those of the laboratory test block and customers should ensure that these minimum dimensions are suitable for the existing ground and service loading conditions. Engineering advice may be necessary.
- Surface Cracks: Alternate crack control and movement joints transversely within an exposed concrete bed and haunch may reduce unsightly surface cracking. As the design and layout of such joints is a function of the concrete mix design, the concrete curing regime and the contractor's programme (daywork joints for example) then engineering/contractor advice may be required.
- Joint Sealant: Where ACO Drain channel joints/fittings and channel/concrete/pavement interfaces are to be sealed (where used in foul water or chemical applications for instance) contact a sealant specialist for guidance on the appropriate compound. It should be noted that the preparation of ACO resin concrete channels to receive a sealant does not vary from that required of cement concrete. Guidance on the necessary surface preparation and/or priming should be sought from the sealant manufacturer.
- Surface protection: With asphalt pavements avoid contact between compaction equipment and channel/grating. This may be achieved by ensuring that the finished surface level lies above the grating level (by at least 3mm). Stones should be removed from grating prior to laying/rolling wearing course. Covering or protecting the grating, before concreting the haunch or laying asphalt, removes the time, and cost, of cleaning the channel and grating of cement/asphalt material and embedded stones.
- Movement Joints: The channel must be isolated from lateral loads resulting from thermal movement of concrete slabs. A joint may be positioned up to 1.0/1.5m from the channel (UK external installations). In internal applications where temperatures are controlled, possibly within a low range of extremes, joints may not be required. Engineering advice may be necessary. If joints are doweled then it is imperative that the dowels are aligned correctly in relation to the joint in both vertical and horizontal planes; that they are effectively debonded (with a proprietary sleeve and capping). Cutting of the joint material (to allow dowel fixing for example) must be made good to prevent the passage of concrete through a joint.
- Temporary Installation: A channel installation is not complete until the final surfacing is laid. In any temporary condition, i.e. with the channel walls projecting above an asphalt base course or concrete sub-base, site traffic should not cross channels. Loose boards; stone fill or cover plates will not protect the channel walls or grating. A temporary channel crossing should be formed by raising the asphalt base course locally, to 3 - 5mm above grating level, either side of a channel for a distance of 750 to 1000mm say, to form ramps. Concrete ramps should be formed in other pavements. NOTE that the channel LOAD CLASS should be adequate to carry the site traffic.
- Surface Cracks: Alternate crack control and movement joints transversely within an exposed concrete bed and haunch may reduce unsightly surface cracking. As the design and layout of such joints is a function of the concrete mix design, the concrete curing regime and the contractor's programme (daywork joints for example) then engineering/contractor advice may be required.
- Overlay Gratings: The longitudinal edges of an overlay grating, which is designed to sit on top of a channel, are not protected by channel edge rails. Overlay gratings are designed principally for block or paving slab installations. Installed within a concrete or an asphalt pavement it is important to ensure that the grating edges are isolated from the concrete or asphalt to facilitate grating fixing/removal.
- Further Advice: Refer to ACO Technical and Installation Manuals for further information and advice concerning:
 - Handling
 - Health and Safety
 - Maintenance and
 - detailed installation guidance etc., etc.Advice, on any aspect of ACO channel systems, may also be obtained from ACO Drain Technical Department.



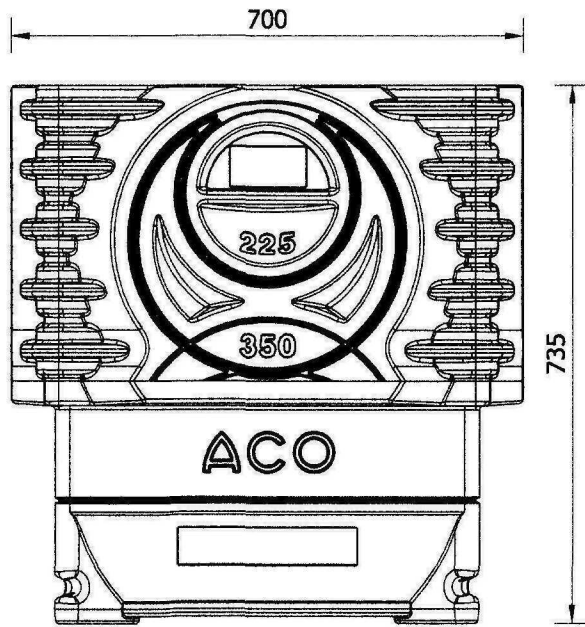
ACO Qmax 350 With Heelguard Edge
(Scale 1:10)



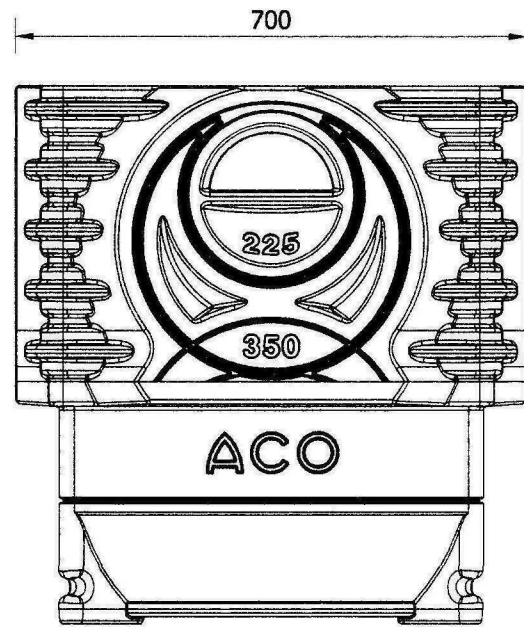
ACO Qmax Installation Detail
(Scale 1:10)



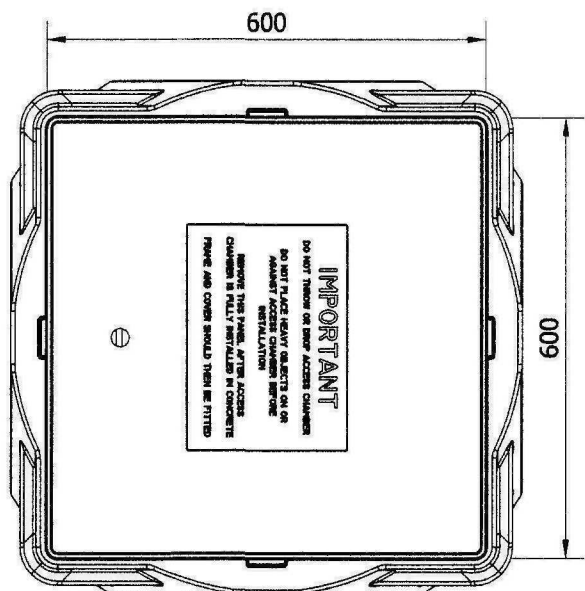
Detail A



Section A - A

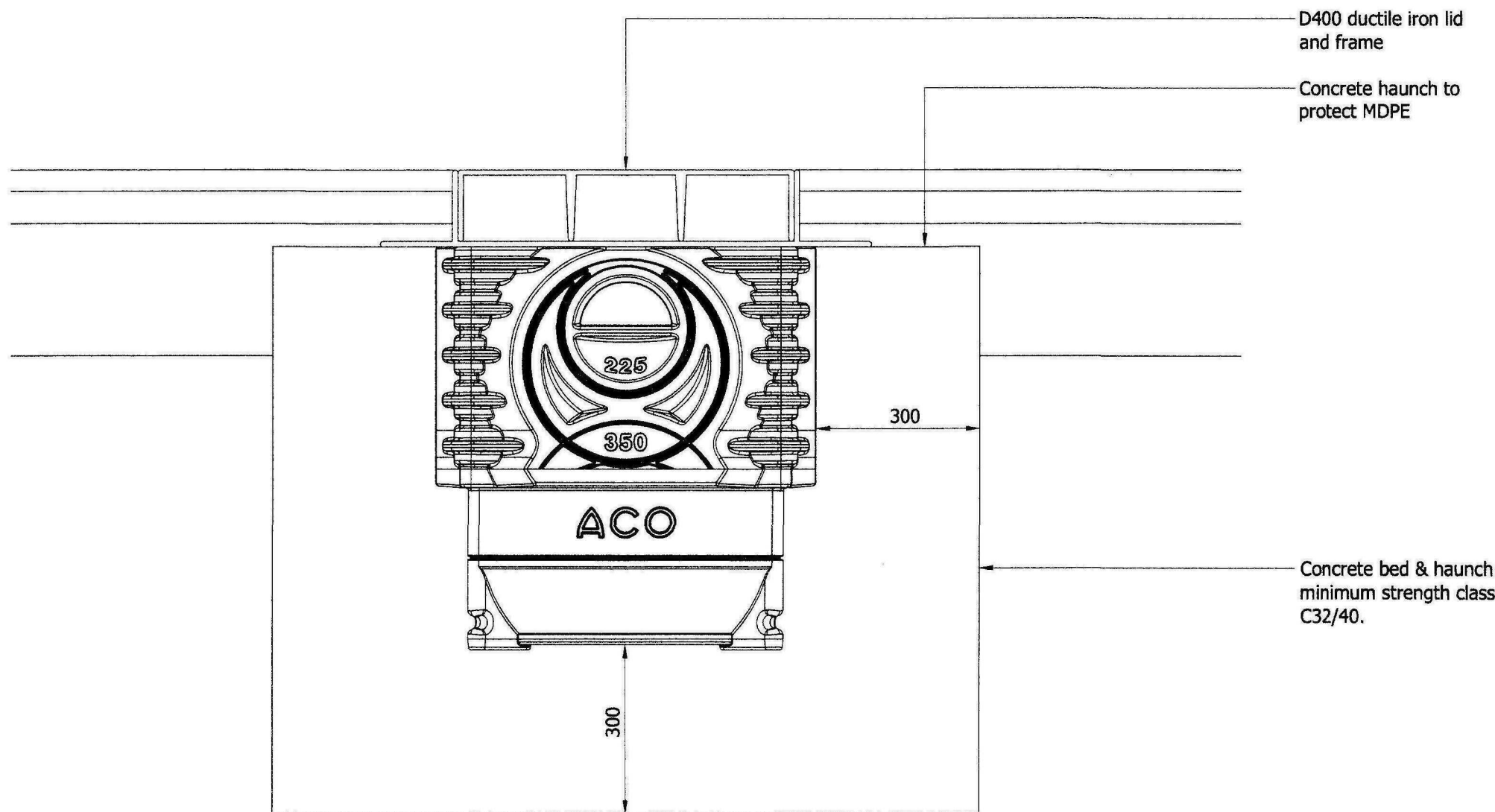


Section B - B



Plan

ACO Qmax Access Chamber (Shallow)
(Scale 1:10)



ACO Qmax Access Chamber (Shallow) - Installation Detail
(Scale 1:10)

Remove the appropriate ACO Qmax Access Chamber circular connection panel(s) with padsaw or similar.

Excavate a 200mm bed and surround (minimum 200mm Class A 15 to C 250, or minimum 300mm Class D 400 to F 900), blind where necessary. Allowance must be made for the access chamber, cover and frame.

Backfill the ACO Qmax Access Chamber with concrete to a depth of 300mm to fix the unit in place.

Connect the channels; for ACO Qmax 225 and 350 female channel connections, the seal must be removed to connect to the ACO Qmax Access Chamber. Male channels can connect directly. For connection of ACO Qmax 600 and 900 channels to ACO Qmax Access Chamber, a universal Access Chamber Connector must be used. The ACO Qmax Access Chamber Connector must be cut and the pipe connection detail removed as shown in fig. 3, to enable connection to the ACO Qmax Access Chamber.

Install and backfill access chamber and channels with concrete as per ACO Installation detail. Remove ACO Qmax Access Chamber top panel prior to installation of frame and cover.

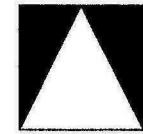
Ground Conditions and Reinforcement: The customer should ensure that the minimum dimensions shown below are suitable for the existing ground conditions. The structural design / reinforcement of the concrete surround is to be determined by the client. Engineering advice may be necessary.

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A	ACO Qmax 225 channel drain detail omitted. Qmax installation detail amended.	SDG	Dec 09
Rev	Amendments	Rev'd by	Date
Client Trent Valley Construction			
Project Crease Drove, Crowland, Peterborough, Cambridgeshire			
Title Construction Details - Sheet 3 of 3			
Job No 09-0511			
Drawing No 09-0511-A1-305		Rev	A
Status Preliminary			
Scale As Shown		Date Nov 09	
Project Engineer MO		Drawn By SDG	Checked By TC
 Waldeck Associates Consulting Civil & Structural Engineers			
Kesteven Business Centre 2 Kesteven Street Sleaford Lincolnshire NG34 7DT			
Tel. 01529 415909 Fax. 01529 414844		35 Priestgate Peterborough Cambridgeshire PE1 1LJ	
Tel. 01733 339018 Fax. 01733 339019		4 Henley Way Doddington Road Luton LU6 3QR	
Tel. 01522 686888 Fax. 01522 686291			

NOTES

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SHDC
Planning & Development
09 JUN 2010
Ref: 0456-10

B	SWS position and invert level amended inline with IDB's comments	ML	Feb 10
A	Road levels amended to suit clay band depth. Foul and surface water drainage amended. Longitudinal section extended to show outfall into open watercourse.	SDG	Dec 09
Rev	Amendments	Rev'd by	Date
Client Trent Valley Construction			
Project Crease Drove, Crowland, Peterborough, Cambridgeshire			
Title Longitudinal Section			
Job No 09-0511			
Drawing No 09-0511-A1-302			Rev B
Status Preliminary			
Scale		Date Nov 09	
Project Engineer MO		Drawn By SDG	
		Checked By TC	
Waldeck Associates Consulting Civil & Structural Engineers			
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NOTES

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Foul Water Drainage Layout												
Ref.	Manhole cover level	Manhole diameter	Manhole type	Manhole cover	Manhole depth	Pipe In		Pipe Out		Coordinates		Comments
						IL (m)	Dia (mm)	IL (m)	Dia (mm)	Easting	Northing	
FW1	1.716	1200	Type X	D400	2.381	-	-	- 0.665	150	601148	674352	-
FW2	1.497	1200	Type X	D400	2.404	- 0.907	150	- 0.907	150	635636	663011	-
FW3	0.980	300	Mini PPIC	A15	0.600	-	-	0.380	100	664886	617927	-
FW4	0.980	300	Mini PPIC	A15	0.600	-	-	0.380	100	669220	631102	-
FW5	0.980	450	PPIC	A15	0.690	0.290	100	0.290	100	667145	624795	-
FW6	0.980	300	Mini PPIC	A15	0.600	-	-	0.380	100	700283	612717	-
FW7	0.980	300	Mini PPIC	A15	0.314	-	-	0.666	100	692067	615893	-
FW8	0.980	300	Mini PPIC	A15	0.314	-	-	0.666	100	684173	618490	-
FW9	0.855	1200	Type X	D400	0.878	0.027	100	- 0.023	150	673477	621535	-
FW10	1.324	1200	Type X	D400	2.557	- 1.233	150	- 1.233	150	682092	647734	-
FW11	1.335	1200	Type X	D400	2.879	- 1.544	150	- 1.544	150	726383	633169	-

Surface Water Drainage Layout												
Ref.	Manhole cover level	Manhole diameter	Manhole type	Manhole cover type	Manhole depth	Pipe In		Pipe Out		Coordinates		Comments
						IL (m)	Dia (mm)	IL (m)	Dia (mm)	Easting	Northing	
SW1	1.324	1500	Type B	D400	1.284	0.340	300	0.040	600	727369	631365	Capped stub connection
AC1	0.800	600 x 600	ACO access	D400	0.735	-	-	0.220	350	666319	591802	ACO Qmax Access Chamber - shallow
AC2	0.800	600 x 600	ACO access	D400	0.735	-	-	0.220	350	710282	599742	ACO Qmax Access Chamber - shallow
AC3	0.800	600 x 600	ACO access	D400	0.735	0.220	350	0.220	350	672968	612015	ACO Qmax Access Chamber - shallow
AC4	0.800	600 x 600	ACO access	D400	0.735	0.220	350	0.220	350	680441	634732	ACO Qmax Access Chamber - shallow
SW2	1.351	1500	Type B	D400	1.380	- 0.029	600	- 0.029	600	683078	645930	-
-	-	-	-	-	-	0.271	300	-	-	-	-	Capped stub connection
SW3	1.338	1500	Type B	D400	1.440	- 0.102	600	- 0.102	600	636622	661207	-
-	-	-	-	-	-	0.198	300	-	-	-	-	Capped stub connection
SW4	1.683	1500	Type B	D400	1.440	- 0.152	600	- 0.152	600	603882	671973	-
-	-	-	-	-	-	0.148	300	-	-	-	-	Capped stub connection
SW5	1.992	1500	Type B	D400	2.199	- 0.207	600	- 0.207	600	566004	684429	-
-	-	-	-	-	-	0.089	300	-	-	-	-	Capped stub connection
HW1	2.007	1500	Type B	D400	2.159	- 0.152	600	- 0.152	600	560522	686231	Outfall into open watercourse

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Planning & Development
09 JUN 2010
Ref: 0486-10

B	SW5 position and invert level amended inline with IDB's comments. Channel drain AC1, AC3 and AC4 relocated.	ML	Feb 10
A	Foul and surface water drainage amended to suit revised road levels. On site surface water drainage layout amended. Manhole schedules revised inline with revised drainage.	SDG	Dec 09
Rev	Amendments	Rev'd by	Date

Client

Trent Valley Construction

Project

Crease Drove, Crowland, Peterborough, Cambridge

Title

Foul and Surface Water Drainage Layout and Manhole Schedules

Job No

09-0511

Drawing No

09-0511-A1-301

Rev

B

Status

Preliminary

Scale

1:250

Date

Nov 09

Project Engineer

MO

Drawn By

SDG

Checked By

TC

Waldeck Associates

Consulting Civil & Structural Engineers

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NG34 7DT

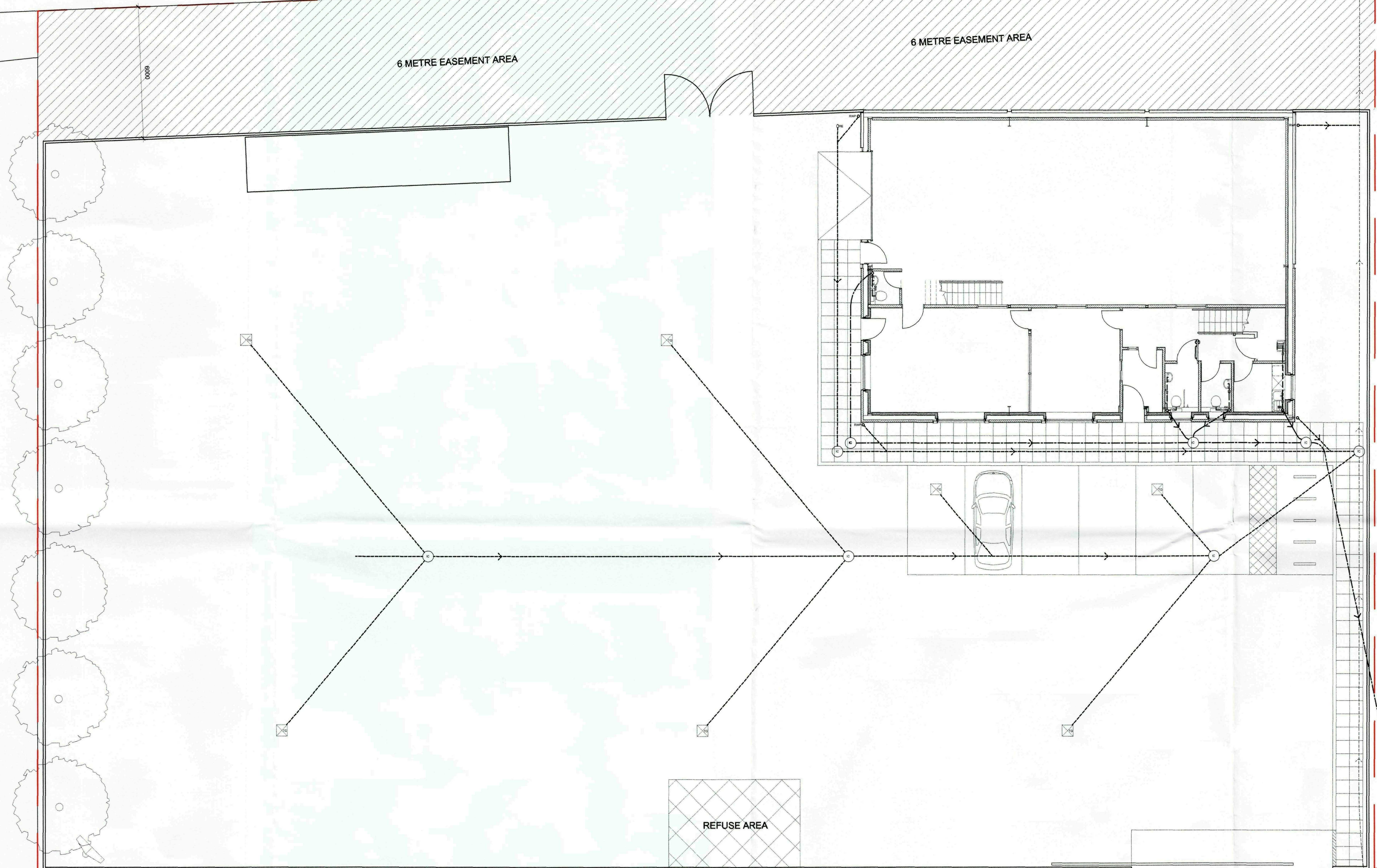
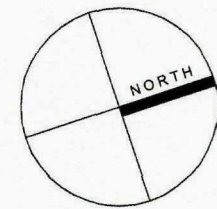
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Notes

Dimensions to be verified on site. Figured dimensions to take preference to those scaled; do not scale from drawings. All discrepancies to be clarified with project Architect.

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Revisions		
Rev	Date	Text

SHDC
Planning & Development
09 JUN 2010
Ref: 0486-10

Surface water drainage	
NEW DRAIN	NEW DRAIN
EXISTING DRAIN RETAINED	EXISTING DRAIN RETAINED
EXISTING DRAIN REMOVED	EXISTING DRAIN REMOVED
MAN WATER PIPE	MAN WATER PIPE
ACCESS EYE	ACCESS EYE
MANHOLE	MANHOLE
INSPECTION CHAMBER	INSPECTION CHAMBER
COVER LEVEL	COVER LEVEL
INVERT LEVEL	INVERT LEVEL
Foul water drainage	
NEW DRAIN	NEW DRAIN
EXISTING DRAIN RETAINED	EXISTING DRAIN RETAINED
EXISTING DRAIN REMOVED	EXISTING DRAIN REMOVED
MANHOLE	MANHOLE
INSPECTION CHAMBER	INSPECTION CHAMBER
TRAPPED GULLY	TRAPPED GULLY
BACK INLET GULLY	BACK INLET GULLY
ACCESS JUNCTION	ACCESS JUNCTION
Above ground drainage	
ABOVE GROUND DRAIN	ABOVE GROUND DRAIN
WITH G-PIPE	WITH G-PIPE
SOIL & VENT PIPE	SOIL & VENT PIPE

TENDER

client J & N Holdings
project Crease Drive, Crowland
drawing GA Drawing
Layout & Drainage

date Jan 2010
scale 1:100 @ A1
dwg. no. P410 - L(2)001

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Setting Out Coordinates			
Location	Chainage	Coordinates	
		Easting	Northing
1	0.000	753056	622910
2	10.000	743556	626034
3	20.000	734057	629158
4	30.000	724558	632283
5	40.000	715058	635407
6	50.000	705559	638531
7	60.000	696059	641656
8	70.000	686560	644780
9	80.000	677061	647905
10	90.000	667561	651029
11	100.000	658062	654153
12	110.000	648562	657278
13	120.000	639063	660402
14	130.000	629564	663526
15	140.000	620064	666651
16	150.000	610565	669775
17	158.535	602457	672442
18	0.000	682008	646278
19	9.749	678961	637016
20	0.000	604609	671734
21	10.000	601474	662238
22	14.797	599970	657683
23	TP1	742075	629415
24	TP2	740641	624095
25	TP3	688768	641154
26	TP4	681411	637263
27	TP5	673307	646252
28	TP6	611356	666622
29	TP7	603999	662730

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Planning & Development
09 JUN 2010
Ref: 0486-10

A	Gully locations amended to suit revised road levels and drainage layout.	SDG	Dec 09
Rev	Amendments	Rev'd by	Date

Client	Trent Valley Construction		
Project	Crease Drove, Crowland, Peterborough, Cambridge		
Title	Highways Layout		
Job No	09-0511		
Drawing No	09-0511-A1-300	Rev	A
Status	Preliminary		
Scale	1:250	Date	Nov 09
Project Engineer	MO	Drawn By	SDG
		Checked By	TC
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