access to No 14

450mm 1/450

CUL-1
IL2.328

CUL-2
IL2.211

The Eaton
Plot 1

The Hornsby
Plot 2

The Ashton
Plot 5

The Ashton
Plot 4

The Darby
Plot 3

The Fulton
Plot 6

The Fulton
Plot 7

The Darby
Plot 8

The Stanton
Plot 9

The Stanton
Plot 10

The Blakely
Plot 11

The Blakely
Plot 12

The Kinsley
Plot 13

The Kinsley
Plot 14

The Kinsley
Plot 15

PN8

PN9

PN6

PN7

PN5

wall

open space

ornamental pond

The Hornsby
Plot 58

The Ashton
Plot 55

The Ashton
Plot 54

The Ashton
Plot 53

The Elton
Plot 52

The Elton
Plot 51

The Elton
Plot 50

The Elton
Plot 49

The Elton
Plot 48

The Tyndall
Plot 47

The Tyndall
Plot 46

The Old Chapel
Plot 57

The Churchill
Plot 56

S1

S2

S3

S4

F6

F8

HW1

HW2

BASIN
AREA=135m²

bed level: 1.00m
Top of Bank: 2.85m
Banking Slope: 1 in 1.5

POND BANKING TO BE
REINFORCED EARTH
STABILISATION WITH GEOGRIDS
(SEE CONSTRUCTION DETAILS)

HD5
IL1.548
IL1.173

PN 1.004

S1.04 (MATCH INVERTS)

SWALES AND SURFACE WATER FLOW

HIGHWAY NOTES

ALL ADOPTABLE HIGHWAY TO BE CONSTRUCTED IN ACCORDANCE WITH LINCOLNSHIRE COUNTY COUNCIL: 'DEVELOPMENT ROAD AND SUSTAINABLE DRAINAGE SPECIFICATION AND CONSTRUCTION' (MAY 2018 EDITION).

1. THE SPECIFICATION IN ALL RESPECTS SHALL BE IN ACCORDANCE WITH THE CURRENT DEVELOPMENT ROAD AND SUSTAINABLE DRAINAGE SPECIFICATION AND CONSTRUCTION PUBLICATION IN FORCE IN THE COUNTY AT THE TIME OF CONSTRUCTION.
2. THE MINIMUM LONGITUDINAL FALL FOR HIGHWAYS, WITHOUT CHANNEL BLOCKS SHALL BE 1 IN 150, AND WITH CHANNEL BLOCKS 1 IN 250.
3. GENERAL DETERIORATION OF THE EXISTING HIGHWAY / FOOTWAY / VERGES CREATED THROUGH CONSTRUCTION OF THE NEW SECTION 38 DEVELOPMENT WILL BE REINSTATED TO THE DEVELOPMENT ROAD AND SUSTAINABLE DRAINAGE SPECIFICATION AND CONSTRUCTION AT THE DEVELOPERS' OWN COST AT THE AGREEMENT OF THE INSPECTING HIGHWAY AND FLOOD AUTHORITY OFFICER.
4. NO PRIVATE SURFACE WATER SHALL DISCHARGE ONTO THE ADOPTABLE HIGHWAY.
5. NO PRIVATE STRUCTURAL FEATURES SHALL OVERHANG THE ADOPTABLE HIGHWAY.
6. NO PRIVATE RETAINING WALLS EXCEEDING 1.37 METRES SHALL BE WITHIN 3.66 METRES OF THE HIGHWAY BOUNDARY.

North Arrow

N
W E
S

NOTES

1. The contractor shall check all tie-ins for line and level with existing before commencing any works. The Engineer shall be notified immediately, in writing, should any errors be found.
2. Any discrepancies, of whatever nature, must be reported to the Engineer prior to the commencement or continuance of any further works.
3. All private drainage works to be in accordance with the requirements of Building Regulations 2000, Part H, "Drainage and waste disposal", (01st April 2002).
4. All pipes to be bedded and backfilled in accordance with Part H, Diagram 10. Shallow pipes shall be protected in accordance with Part H, Diagram 11.
5. Unless otherwise stated, all private drainage to be 100mm diameter. Gradients have been shown where there are pipe capacity issues and these should be regarded as minimums. Unless there are constraints dictating otherwise, gradients shall generally be 1 in 60. 100mm diameter pipes shall not be laid flatter than 1 in 80, 150mm diameter pipes shall not be laid flatter than 1 in 150.
6. All pipes, chambers and fittings to be installed strictly in accordance with the manufacturers instructions.
7. Pipes which run adjacent to buildings shall be installed in strict accordance with Part H, Clauses 2.23 to 2.25 and Diagram 8.
8. All private manholes and inspection chambers situated in areas subject to vehicular loading to have Class B125 covers and frames to BS EN124 and those not subject to have class A15 covers and frames.
9. All drains in the vicinity of existing or proposed trees to be constructed in accordance with the requirements of NHBC Practice Note 3.
10. Private drainage frames must be tied to manhole risers by use of manufacturers ties (e.g. Polypipe ref. FRX500 fixing kit and FRX501 black ties.) The ground works contractor will be held fully responsible for any accidents due to incorrect fitting or failure to use the correct manufacturers fixing equipment.
11. All existing land drains encountered on site during construction to be re-connected.
12. Should any departure from the slab level be considered, agreement shall be sought from the Engineer immediately and prior to commencement or continuance of any works, and should take full account of all restrictions to the slab level.
13. Garage slabs relate to the finished level of the concrete at the front entrance of the garage.
14. Where a drive slopes towards a garage there is to be a 75mm ramp up to the garage slab.
15. Maximum gradients of gardens to be 1 in 6 (unless stated otherwise), except for designed banking works.
16. All dimensions in metres unless otherwise stated.

Adoptable Drainage Key

- Proposed Foul Water Manhole to AWSL Specification
- Proposed Surface Water Manhole to AWSL Specification
- Proposed Highway Water Manhole to Lincolnshire County Council Specification
- Proposed trapped road gully & 150mm Dia. Vitrified Clay Connection with Type X Bed & Surround. Gratings to be from Peter Savage Type KD51DP
- Proposed transition kerb
- High point and Low point locations
- Proposed PCC Edging Kerb (EF)
- Proposed PCC Bullnosed kerb (BN)
- Proposed PCC Half Battered Kerb (HB)
- 300mm Highway Deep Swale

PRELIMINARY DESIGN
NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION/REASON FOR ISSUE	APPR
F	30/10/20	GENERAL REVISIONS	MRF
E	02/10/20	ADJUSTED PLOT STYLE - THICKER PIPE RUNS	AO
D	23/9/20	UPDATED TO NEW LAYOUT	MRF
C	24/08/20	REMOVED PRIVATE DRAINAGE FROM PLAN	AO
B	04/08/20	ADDITIONAL LEVELS ADDED (PRIVATE DRIVES)	AO
A	25/6/20	RD1 CHAN LEV MODS	MRF

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TITLE
Proposed Residential Development
Chapel Walk, Moulton Chapel
Lincolnshire
External Works (2 of 3)

ORIG J.T.C	DATE May 2020
CHKD	SCALE 1:200 @ A1
APPR	DRAWING NO 2351-13 REV F

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