Road number : 1

Coordinates along road centre line at 10 metre intervals

| Metrage | Easting | Northing | Curve/Straight |
|---|---|---|---|
| 0.0000 | 2046.0000E | 4109.0000N | Start |
| 10.0000 | 2055.3729 | 4105.5145 | Straight |
| 20.0000 | 2064.7458 | 4102.0289 | Straight |
| 30.0000 | 2074.1187 | 4098.5434 | Straight |
| 36.0817 | 2079.8190E | 4096.4236N | Tangent Point |
| 40.0000 | 2083.4019 | 4094.8433 | Curve Radius 33.000 |
| 50.0000 | 2091.4731 | 4089.0043 | Curve |
| 60.0000 | 2097.4341 | 4081.0229 | Curve |
| 70.0000 | 2100.7417 | 4071.6862 | Curve |
| 80.0000 | 2101.0946 | 4061.6707 | Curve |
| 87.1086 | 2099.5201E | 4054.7528N | Tangent Point |
| 90.0000 | 2098.5789 | 4052.0188 | Straight |
| 100.0000 | 2095.3243 | 4042.5632 | Straight |
| 103.5152 | 2094.1802E | 4039.2394N | Tangent Point |
| 110.0000 | 2092.4727 | 4032.9882 | Curve Radius 50.000 |
| 120.0000 | 2091.4581 | 4023.0565 | Curve |
| 122.8148 | 2091.5302E | 4020.2431N | Tangent Point |
| 130.0000 | 2091.9235 | 4013.0585 | Straight |
| 130.5666 | 2091.9544E | 4012.5028N | Tangent Point |
| 140.0000 | 2091.5792 | 4003.0908 | Curve Radius 50.000 |
| 150.0000 | 2089.2626 | 3993.3800 | Curve |
| 150.3401 | 2089.1500E | 3993.0591N | Tangent Point |
| 150.3401 | 2089.1500E | 3993.0591N | Tangent Point |
| 160.0000 | 2084.4960 | 3984.6437 | Curve Radius 29.417 |
| 162.9995 | 2082.5183E | 3982.3903N | Tangent Point |
| 170.0000 | 2077.6394 | 3977.3710 | Straight |
| 180.0000 | 2070.6677 | 3970.2010 | Straight |
| 181.6751 | 2069.5000E | 3969.0000N | End |

Job : e1276

Road number : 2

Coordinates along road centre line at 10 metre intervals

| Metrage | Easting | Northing | Curve/Straight |
|---|---|---|---|
| 0.0000 | 2096.9185E | 4081.9531N | Start |
| 10.0000 | 2105.2401 | 4087.4934 | Straight |
| 19.4238 | 2113.0803E | 4092.7242N | Tangent Point |
| 20.0000 | 2113.5636 | 4093.0410 | Curve Radius 50.000 |
| 30.0000 | 2122.4359 | 4097.6181 | Curve |
| 40.0000 | 2132.0406 | 4100.3413 | Curve |
| 41.6831 | 2133.7083E | 4100.6085N | Tangent Point |
| 41.6831 | 2133.7083E | 4100.6085N | Tangent Point |
| 50.0000 | 2141.9947 | 4100.7011 | Curve Radius 31.633 |
| 58.0720 | 2149.7988E | 4098.7259N | Tangent Point |
| 60.0000 | 2151.6935 | 4098.0189 | Straight |
| 70.0000 | 2160.8958 | 4094.3517 | Straight |
| 80.0000 | 2170.1991 | 4090.6846 | Straight |
| 90.0000 | 2179.5025 | 4087.0175 | Straight |
| 100.0000 | 2188.8058 | 4083.3503 | Straight |
| 105.0457 | 2193.5000E | 4081.5000N | End |

Job : e1276

Road number : 3

Coordinates along road centre line at 10 metre intervals

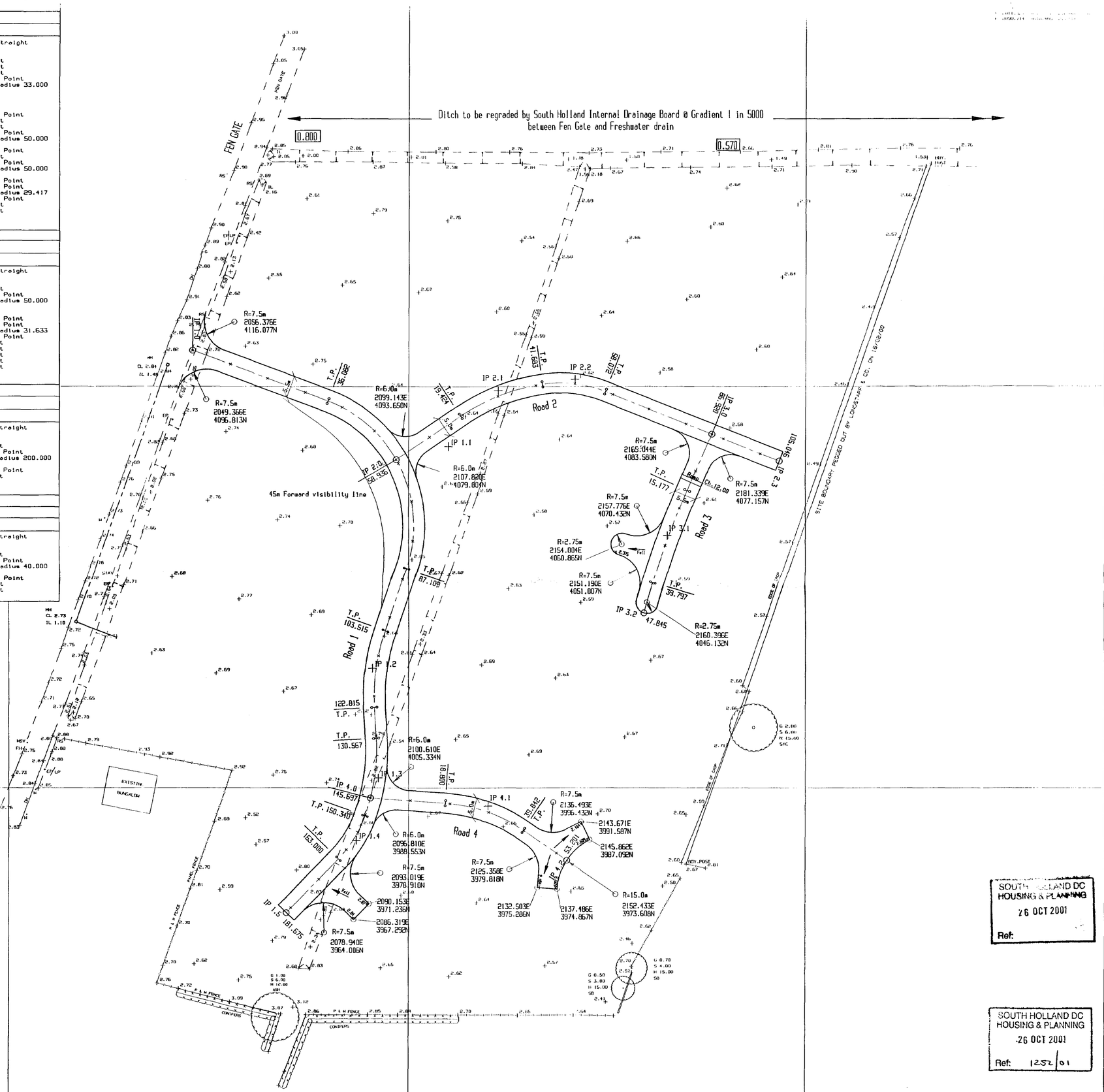
| Metrage | Easting | Northing | Curve/Straight |
|---|---|---|---|
| 0.0000 | 2176.6368E | 4088.1470N | Start |
| 10.0000 | 2172.5875 | 4079.0035 | Straight |
| 15.1773 | 2170.4910E | 4074.2697N | Tangent Point |
| 20.0000 | 2168.5915 | 4069.8370 | Curve Radius 200.000 |
| 30.0000 | 2164.9963 | 4060.5068 | Curve |
| 39.7971 | 2161.9306E | 4051.2027N | Tangent Point |
| 40.0000 | 2161.8718 | 4051.0085 | Straight |
| 47.8447 | 2159.6000E | 4043.5000N | End |

Job : e1276

Road number : 4

Coordinates along road centre line at 10 metre intervals

| Metrage | Easting | Northing | Curve/Straight |
|---|---|---|---|
| 0.0000 | 2090.4974E | 3997.5006N | Start |
| 10.0000 | 2100.4745 | 3996.8241 | Straight |
| 18.8000 | 2109.2544E | 3996.2287N | Tangent Point |
| 20.0000 | 2110.4582 | 3996.1296 | Curve Radius 40.000 |
| 30.0000 | 2120.1779 | 3993.9856 | Curve |
| 39.8416 | 2128.9270E | 3989.4743N | Tangent Point |
| 40.0000 | 2129.0583 | 3989.3857 | Straight |
| 50.0000 | 2137.3467 | 3983.7910 | Straight |
| 53.2011 | 2140.0000E | 3982.0000N | End |




| | | | | | | |
|---|---|---|---|---|---|---|
| I.P. 1.0 | 2118.000 | 4113.000 | | | | |
| I.P. 1.1 | 2110.000 | 4065.200 | 33.000 | 32.200 | 51.027 | 80-35-41 |
| C.P. 1.1 | 2068.317 | 4065.493 | | | | |
| I.P. 1.2 | 2091.000 | 4030.000 | 50.000 | 9.771 | 19.300 | 22-06-57 |
| C.P. 1.2 | 2141.458 | 4022.966 | | | | |
| I.P. 1.3 | 2092.500 | 4002.500 | 50.000 | 10.018 | 19.774 | 22-39-32 |
| C.P. 1.3 | 2042.829 | 4009.760 | | | | |
| I.P. 1.4 | 2087.000 | 3987.000 | 29.417 | 6.429 | 12.659 | 24-39-23 |
| C.P. 1.4 | 2061.486 | 4002.897 | | | | |
| I.P. 1.5 | 2069.500 | 3969.000 | | | | |
| | | | | | | |
| I.P. 2.0 | 2096.919 | 4081.953 | | | | |
| I.P. 2.1 | 2122.500 | 4099.000 | 50.000 | 11.317 | 22.259 | 25-30-26 |
| C.P. 2.1 | 2140.809 | 4051.116 | | | | |
| I.P. 2.2 | 2142.000 | 4101.000 | 31.633 | 8.383 | 16.389 | 29-41-04 |
| C.P. 2.2 | 2138.198 | 4069.296 | | | | |
| I.P. 2.3 | 2193.500 | 4081.500 | | | | |
| | | | | | | |
| I.P. 3.0 | 2176.637 | 4088.147 | | | | |
| I.P. 3.1 | 2165.500 | 4063.000 | 200.000 | 12.325 | 24.620 | 07-03-11 |
| C.P. 3.1 | 2353.360 | 3993.283 | | | | |
| I.P. 3.2 | 2159.600 | 4043.500 | | | | |
| | | | | | | |
| I.P. 4.0 | 2090.497 | 3997.501 | | | | |
| I.P. 4.1 | 2120.000 | 3995.500 | 40.000 | 10.770 | 21.042 | 30-08-24 |
| C.P. 4.1 | 2106.548 | 3956.320 | | | | |
| I.P. 4.2 | 2140.000 | 3982.000 | | | | |

| Rev. No. | REVISION | Date | Drawn By | Check By |
|---|---|---|---|---|
| A | Road 3 ramp position moved to Ch.12.00 | 12.10.00 | AJMB | AJMB |

Written dimensions to be taken. Do not scale off the drawing.

Any discrepancies, written or scaled, should be brought to the attention of the engineer immediately.

This drawing to be read in conjunction with the relevant Bills of Quantities and Local Authority Specification.

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The Health & Safety plan will be issued by the planning supervisor with these drawings.


WORMALD, BURROWS PARTNERSHIP

Civil Engineering Consultants
12a & 14a Hitchin Street, Tel 01767 317244
Biggleswade, Beds SG18 8AX, U.K. Fax 315434


SOUTH HOLLAND DC
HOUSING & PLANNING
26 OCT 2001
Ref:

SOUTH HOLLAND DC
HOUSING & PLANNING
26 OCT 2001
Ref: 12.52/01

Project

Proposed Development at:-
Moulton Chapel - Lincolnshire

Drawing Description

Horizontal Road Alignment

Client

Swallow Homes Ltd
West Elloe Avenue
Spalding
Lincolnshire PE11 2BS

Drawing Number

E1276/1/A

Drawn By WD Date May'00

Scale 1:500

Checked By AJMB Date 8.8.00

Architects

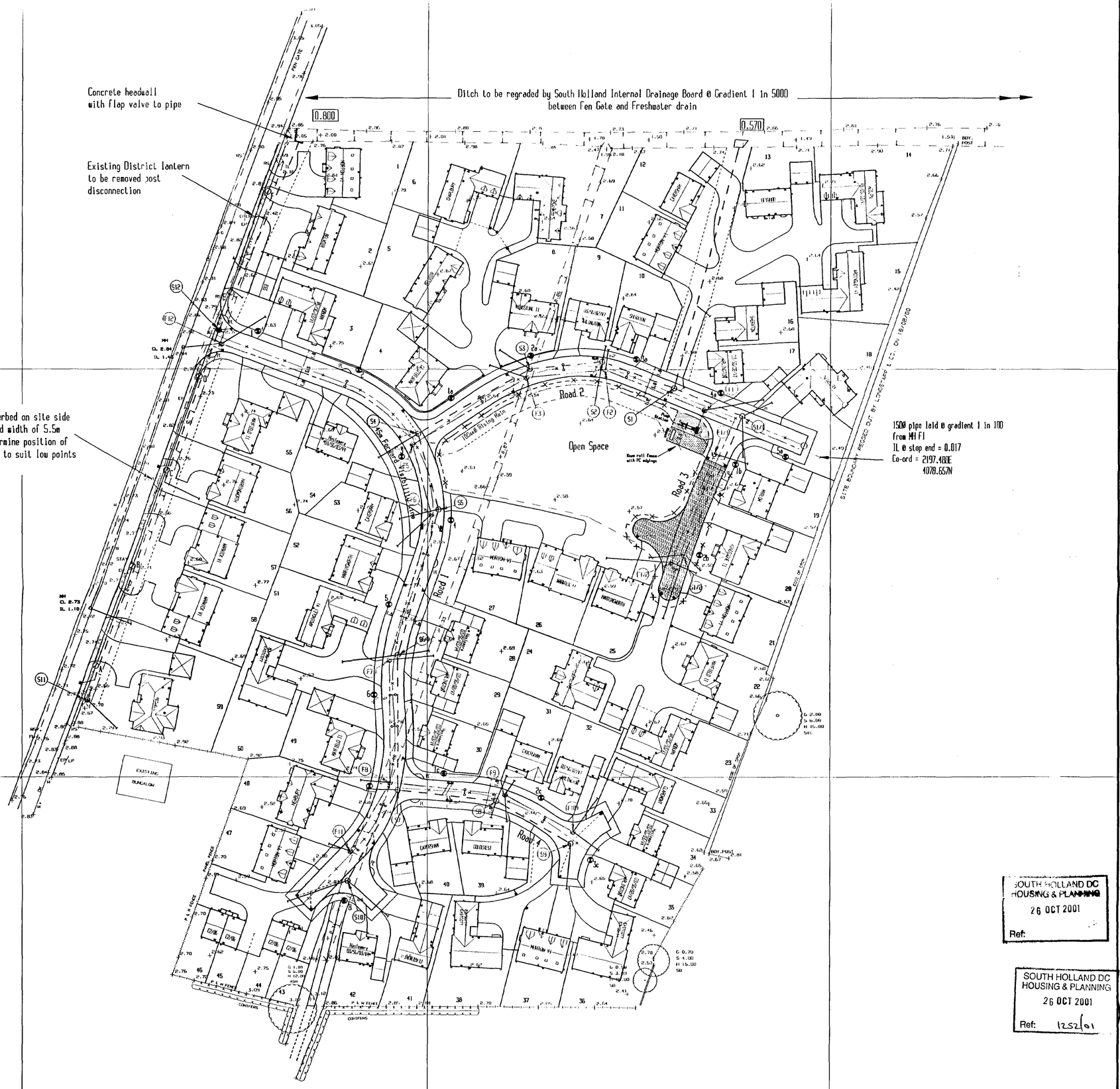
DETERMINED PLAN

MANHOLE SCHEDULE
Surface Water Sewer

| MH No | Cover Level | Invert Level | MH type & Dia | Grade of MH cover | Co-ords |
|---|---|---|---|---|---|
| SMH 1 | 2.55 | 0.885 | X 1500 | D | 2161.495E 4055.432N |
| SMH 2 | 2.47 | 0.933 | X 1350 | D | 2143.470E 4101.956N |
| SMH 3 | 2.53 | 0.975 | X 1350 | D | 2125.328E 4100.195N |
| SMH 4 | 2.76 | 1.055 | X 1350 | D | 2097.592E 4084.334N |
| SMH 5 | 2.67 | 1.103 | X 1350 | D | 2102.681E 4065.851N |
| SMH 6 | 2.82 | 1.195 | X 1350 | D | 2092.718E 4029.962N |
| SMH 7 | 2.71 | 1.278 | X 1350 | D | 2092.718E 3996.818N |
| SMH 8 | 2.65 | 1.528 | X 1350 | D | 2117.089E 3994.087N |
| SMH 9 | 2.76 | 1.611 | X 1350 | D | 2135.707E 3983.642N |
| SMH 10 | 2.64 | 1.378 | X 1350 | D | 2080.401E 3974.516N |
| SMH 11 | 2.95 | 1.500 | X 1350 | D | 2016.124E 4019.063N |
| SMH 12 | 2.78 | 1.80 | B 1200 | D | 2048.516E 4109.658N |
| SMH 1/1 | 2.64 | 1.040 | X 1350 | D | 2178.316E 4088.617N |
| SMH 1/2 | 2.63 | 1.188 | X 1350 | D | 2163.983E 4054.756N |

MANHOLE SCHEDULE
Foul Water Sewer

| MH No | Cover Level | Invert Level | MH type & Dia | Grade of MH cover | Co-ords |
|---|---|---|---|---|---|
| FMH 1 | 2.54 | -0.293 | B 1350 | D | 2171.455E 4079.458N |
| FMH 2 | 2.44 | -0.113 | B 1200 | D | 2144.259E 4099.975N |
| FMH 3 | 2.62 | 0.020 | B 1200 | D | 2124.502E 4098.050N |
| | | | | | |
| FMH 5 | 2.75 | 0.240 | B 1200 | D | 2096.252E 4081.728N |
| FMH 6 | 2.65 | 0.360 | B 1200 | D | 2100.935E 4064.564N |
| FMH 7 | 2.83 | 0.606 | B 1200 | D | 2090.714E 4028.781N |
| FMH 8 | 2.75 | 0.806 | B 1350 | D | 2090.818E 3998.667N |
| FMH 9 | 2.63 | 1.00 | B 1350 | D | 2119.233E 3995.681N |
| FMH 10 | 2.76 | 1.200 | B 1200 | D | 2136.296E 3986.540N |
| FMH 11 | 2.66 | 1.000 | B 1200 | D | 2081.037E 3981.731N |
| FMH 12 | 2.78 | 1.513 | B 1200 | D | 2049.289E 4105.256N |
| FMH 1/1 | 2.50 | 0.688 | B 1200 | D | 2178.665E 4078.414N |
| FMH 1/2 | 2.59 | 1.050 | X 1350 | D | 2160.782E 4052.827N |




- Proposed FWS
- Proposed SWS
- Proposed Pram Crossing ( all require tactile paving)
- Proposed Gully
- Concrete Blockwork Shared Surface Road
- × Marker posts to LCC specification
- Sewer Easement

$\Phi_2$ 5m columns to Appendix 13/2 & 19/3 type G1 with post top mounted lanterns to Appendix 14/2 (Sheet 1) Philips ME50 TB Pos 3 or equivalent

Road 2 columns to be ME50 TFG type (flat glass lantern)

$\varnothing_B$ 6m columns to Appendix 13/2 & 19/3 type G1 with post top mounted lanterns to Appendix 14/2 (Sheet 2) Philips ME70 TB Pos 2

All column setbacks 1.6m from kerb face

The Street Lighting contractor is made aware of the following Appendices of Specification for the Highway Works 13/1,13/2,14/1,14/2,14/4 & 19/3

Terminations are Type A to SD14/1A (1998)

Existing Services

- Water
- BT
- Electricity

Routes of existing plant are taken from record drawings and exact location is to be verified on site in conjunction with statutory undertakings.

| Rev. No. | REVISION | Date | Drawn By | Checked By |
|---|---|---|---|---|
| H | Street lighting amended.Pumping station position altered, MH F4 omitted, sewers realigned | 11.10.00 | MD | MD |
| G | Plots 17,24,48,49 revised.Plot 19 now "MARLOW" type | 5.10.00 | AJMB | AJMB |
| F | Lamp column no.8 repositioned | 28.9.00 | AJMB | AJMB |
| E | Road 3 verge increased to 1.8m opposite Plot 25 | 21.9.00 | MD | MD |
| D | S12-ditch headwall flap valve shown | 18.9.00 | MD | MD |
| C | Street lighting scheme added Road 3 Verge increased to 1.8m opposite to plots 19-21 | 29.8.00 | AJMB | AJMB |
| B | Existing service information added to Fen Gate | 16.8.00 | BC | AJMB |
| A | Plots 12-14 amended, MH S1 moved | 9.8.00 | AJMB | AJMB |

Written dimensions to be taken. Do not scale off the drawing.
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SOUTH HOLLAND DC HOUSING & PLANNING 26 OCT 2001 Ref:

SOUTH HOLLAND DC HOUSING & PLANNING 26 OCT 2001 Ref: 1252/01


WORMALD, BURROWS PARTNERSHIP
Civil Engineering Consultants
12a & 14a Hitchin Street, Biggleswade, Beds SG18 8AX, U.K.
Tel 0767 317244 Fax 315434


Project
Proposed Development at:- Moulton Chapel - Lincolnshire

Drawing Description
Adoptable Roads & Sewers

Client
Swallow Homes Ltd
West Elloe Avenue
Spalding
Lincolnshire PE11 2BS

Drawing Number
E1276/2/H

Drawn By WD Date May '00

Scale 1:500

Checked By AJMB Date 8.8.00

Architect

DETERMINED PLAN

# Longitudinal Section

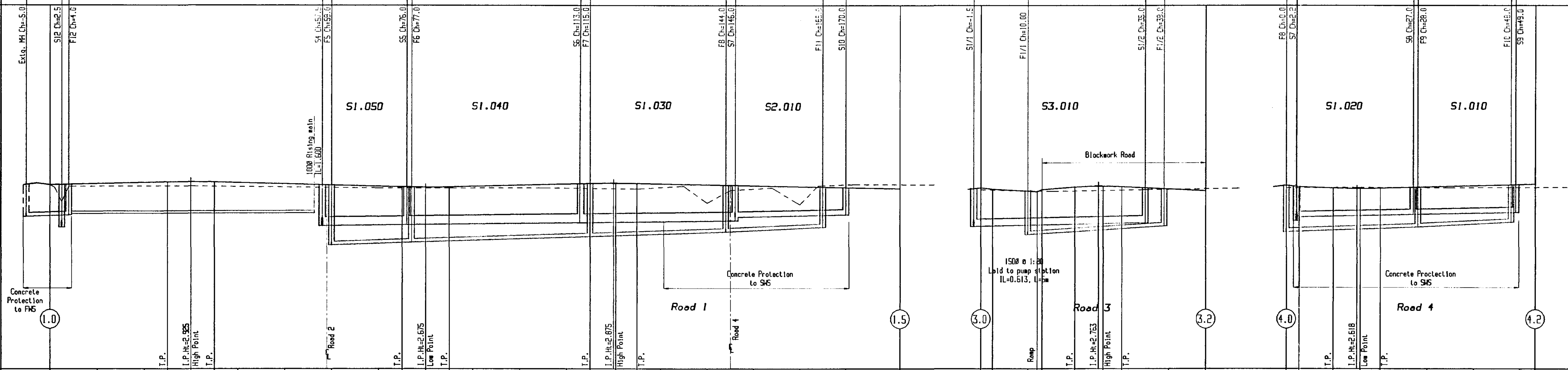
## Roads 1, 3 and 4 (upper section)

MANHOLE COVER LEVELS (Approx.)

FOUL WATER SEWER INVERT LEVELS: 1.450 150Ø 1/150 L=9.5m 1.513 | 1.563 100Ø Rising Main | 0.240 150Ø 1/150 L=18m 0.36 | 150Ø 1/150 L=37m 0.615 | 150Ø 1/150 L=30m 0.806 | 150Ø 1/100 L=20m | 0.688 150Ø 1/?? L=2?m 1.055 | 0.806 150Ø 1/150 L=29m 1.000 | 150Ø 1/100 L=19m

SURFACE WATER SEWER INVERT LEVELS: 1.000 | 1.055 375Ø 1/396 L=19m 1.103 | 375Ø 1/402 L=37m 1.195 | 375Ø 1/398 L=33m 1.278 | 1.428 225Ø 1/250 L=25m 1.528 | 1.040 300Ø 1/250 L=37m 1.195 | 1.428 225Ø 1/250 L=25m 1.528 | 225Ø 1/25? L=21m

MANHOLE DIAMETER: 1200, 1200, 1200, 1350, 1200, 1350, 1200, 1350, 1200, 1350, 1350, 1200, 1350, 1350, 1200, 1350, 1200, 1350, 1350, 1350, 1350, 1200, 1350




### Road 1

| METRAGE ON CENTRELINE | LEVELS ON CENTRELINE OF CARRIAGEWAY | LEVELS ON LEFT HAND CHANNEL | LEVELS ON RIGHT HAND CHANNEL |
|---|---|---|---|
| 0.000 | 2.775 | | |
| 10.000 | 2.825 | 2.756 | 2.756 |
| 20.000 | 2.875 | 2.806 | 2.806 |
| 25.000 T.P. | 2.900 | 2.831 | 2.831 |
| 30.000 | 2.913 | 2.844 | 2.844 |
| 35.000 T.P. | 2.900 | 2.831 | 2.831 |
| 40.000 | 2.875 | 2.806 | 2.806 |
| 50.000 | 2.825 | 2.756 | 2.756 |
| 60.000 | 2.775 | 2.706 | 2.706 |
| 70.000 | 2.725 | 2.656 | 2.656 |
| 75.000 T.P. | 2.700 | 2.631 | 2.631 |
| 80.000 | 2.688 | 2.619 | 2.619 |
| 85.000 T.P. | 2.700 | 2.631 | 2.631 |
| 90.000 | 2.725 | 2.656 | 2.656 |
| 100.000 | 2.775 | 2.706 | 2.706 |
| 110.000 | 2.825 | 2.756 | 2.756 |
| 115.000 T.P. | 2.850 | 2.781 | 2.781 |
| 120.455 | 2.864 | 2.795 | 2.795 |
| 125.000 T.P. | 2.854 | 2.785 | 2.785 |
| 130.000 | 2.833 | 2.764 | 2.764 |
| 140.000 | 2.792 | 2.723 | 2.723 |
| 150.000 | 2.750 | 2.681 | 2.681 |
| 160.000 | 2.708 | 2.639 | 2.639 |
| 170.000 | 2.667 | 2.598 | 2.598 |
| 181.675 | 2.618 | 2.549 | 2.549 |

VERTICAL DESIGN ON CARRIAGEWAY CENTRELINE: GRADIENT .5% (1 in 200) | HOG R=1000m | GRADIENT -.5% (-1 in 200) | SAG R=1000m | GRADIENT .5% (1 in 200) | HOG | GRADIENT -.417% (-1 in 240)

HORIZONTAL DESIGN ON CARRIAGEWAY CENTRELINE: STRAIGHT | R.H. CURVE | STRAIGHT | L.H. CURVE | STRT | R.H. CURVE | R.H. CURVE | STRAIGHT

### Road 3

| METRAGE ON CENTRELINE | LEVELS ON CENTRELINE OF CARRIAGEWAY | LEVELS ON LEFT HAND CHANNEL | LEVELS ON RIGHT HAND CHANNEL |
|---|---|---|---|
| 0.000 | 2.660 | | |
| 2.500 | 2.598 | | |
| 10.000 | 2.523 | 2.460 | 2.460 |
| 12.000 | 2.503 | 2.440 | 2.440 |
| 13.000 | 2.583 | 2.520 | 2.520 |
| 20.000 T.P. | 2.688 | 2.625 | 2.625 |
| 26.000 | 2.733 | 2.670 | 2.670 |
| 30.000 T.P. | 2.713 | 2.650 | 2.650 |
| 40.000 | 2.613 | 2.550 | 2.550 |
| 47.845 | 2.535 | 2.472 | 2.472 |

VERTICAL DESIGN ON CARRIAGEWAY CENTRELINE: GRADIENT -.995% | GR. 1.5% | HOG R=400m | GRADIENT -1% (-1 in 100)

HORIZONTAL DESIGN ON CARRIAGEWAY CENTRELINE: STRAIGHT | L.H. CURVE | STRT

### Road 4

| METRAGE ON CENTRELINE | LEVELS ON CENTRELINE OF CARRIAGEWAY | LEVELS ON LEFT HAND CHANNEL | LEVELS ON RIGHT HAND CHANNEL |
|---|---|---|---|
| 0.000 | 2.768 | | |
| 2.750 | 2.699 | | |
| 10.000 T.P. | 2.651 | 2.588 | 2.588 |
| 15.714 | 2.632 | 2.569 | 2.569 |
| 20.000 T.P. | 2.643 | 2.580 | 2.580 |
| 30.000 | 2.693 | 2.630 | 2.630 |
| 40.000 | 2.743 | 2.680 | 2.680 |
| 50.000 | 2.793 | 2.730 | 2.730 |
| 53.201 | 2.809 | 2.746 | 2.746 |

VERTICAL DESIGN ON CARRIAGEWAY CENTRELINE: GRAD. | SAG | GRADIENT .5% (1 in 200)

HORIZONTAL DESIGN ON CARRIAGEWAY CENTRELINE: STRAIGHT | R.H. CURVE | STRAIGHT

EXISTING LEVELS: 2.775, 2.670, 2.060, 2.720, 2.730, 2.650, 2.650, 2.660, 2.620, 2.730, 2.020, 2.560, 2.660, 1.950, 2.750, 2.810, 2.790, 2.580, 2.510, 2.580, 2.640, 2.660, 2.670, 2.660, 2.670

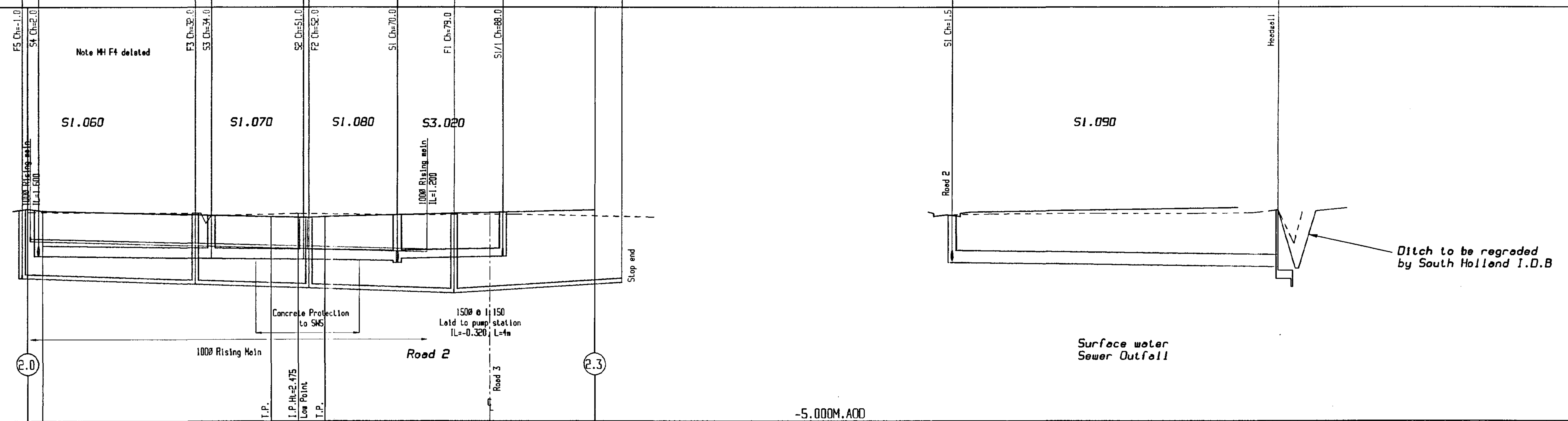
## Road 2 and Surface Water Outfall (lower section)

MANHOLE COVER LEVELS (Approx.): 2.75, 2.76, 2.6?, 2.53, 2.47, 2.44, 2.55, 2.54, 2.54, 2.55

FOUL WATER SEWER INVERT LEVELS: 0.240 150Ø 1/150 L=33m 0.020 | 150Ø 1/150 L=20m -0.113 | 150Ø 1/150 L=27m -0.233 | 150Ø 1/100 L=31m 0.017

SURFACE WATER SEWER INVERT LEVELS: 1.055 375Ø 1/400 L=32m 0.975 | 375Ø 1/405 L=18m 0.933 | 375Ø 1/375 L=19m 0.885 | 0.960 300Ø 1/250 L=18m 1.040 | 0.885 0.810 450Ø 1/394 L=62m 0.655

MANHOLE DIAMETER: 1200, 1350, 1200, 1350, 1350, 1200, 1500, 1350, 1350, 1500




### Road 2

| METRAGE ON CENTRELINE | LEVELS ON CENTRELINE OF CARRIAGEWAY | LEVELS ON LEFT HAND CHANNEL | LEVELS ON RIGHT HAND CHANNEL |
|---|---|---|---|
| 0.000 | 2.780 | | |
| 2.750 | 2.711 | | |
| 10.000 | 2.675 | 2.612 | 2.612 |
| 20.000 | 2.625 | 2.562 | 2.562 |
| 30.000 | 2.575 | 2.512 | 2.512 |
| 40.000 | 2.525 | 2.462 | 2.462 |
| 45.000 T.P. | 2.500 | 2.437 | 2.437 |
| 50.000 | 2.487 | 2.424 | 2.424 |
| 55.000 T.P. | 2.500 | 2.437 | 2.437 |
| 60.000 | 2.525 | 2.462 | 2.462 |
| 70.000 | 2.575 | 2.512 | 2.512 |
| 80.000 | 2.625 | 2.562 | 2.562 |
| 90.000 | 2.675 | 2.612 | 2.612 |
| 100.000 | 2.725 | 2.662 | 2.662 |
| 105.046 | 2.750 | 2.687 | 2.687 |

VERTICAL DESIGN ON CARRIAGEWAY CENTRELINE: GRADIENT -.5% (-1 in 200) | SAG R=1000m | GRADIENT .5% (1 in 200)

HORIZONTAL DESIGN ON CARRIAGEWAY CENTRELINE: STRAIGHT | R.H. CURVE | R.H. CURVE | STRAIGHT

EXISTING LEVELS: 2.670, 2.640, 2.640, 2.250, 2.550, 2.620, 2.570, 2.590, 2.490, 2.550, 2.580, 2.600, 2.600, 2.620, 2.726, 1.490, 2.650

## Notes

1. All foul water sewers shall be Extra Strength Clayware to BS 65.
2. All 150-300mm surface water sewers shall be Extra Strength Clayware to BS 65. All surface water sewers of 375mm or greater shall be Concrete Class M to BS 5911.
3. All pipe bedding shall be Class S, (FM 2.2), unless otherwise stated.

| Rev. No. | REVISION | Date | Drawn By | Checked By |
|---|---|---|---|---|
| A | F5 to F1,F1/1 to F1/2 and Road 3 vertical alignment amended. | 11.10.00 | WD | WD |

Written dimensions to be taken. Do not scale off the drawing.
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WORMALD, BURROWS PARTNERSHIP
Civil Engineering Consultants
12a & 14a Hitchin Street, Biggleswade, Beds SG18 8AX, U.K.
Tel 01767 317244 Fax 315434


Project: Proposed Development at:- Moulton Chapel, Lincolnshire

Drawing Description: Longitudinal Section

Client: Swallow Homes Ltd, West Elloe Avenue, Spalding, Lincolnshire, PE11 2BS

Drawing Number: E1276/3/A

Drawn By: MPW Date 2.8.00

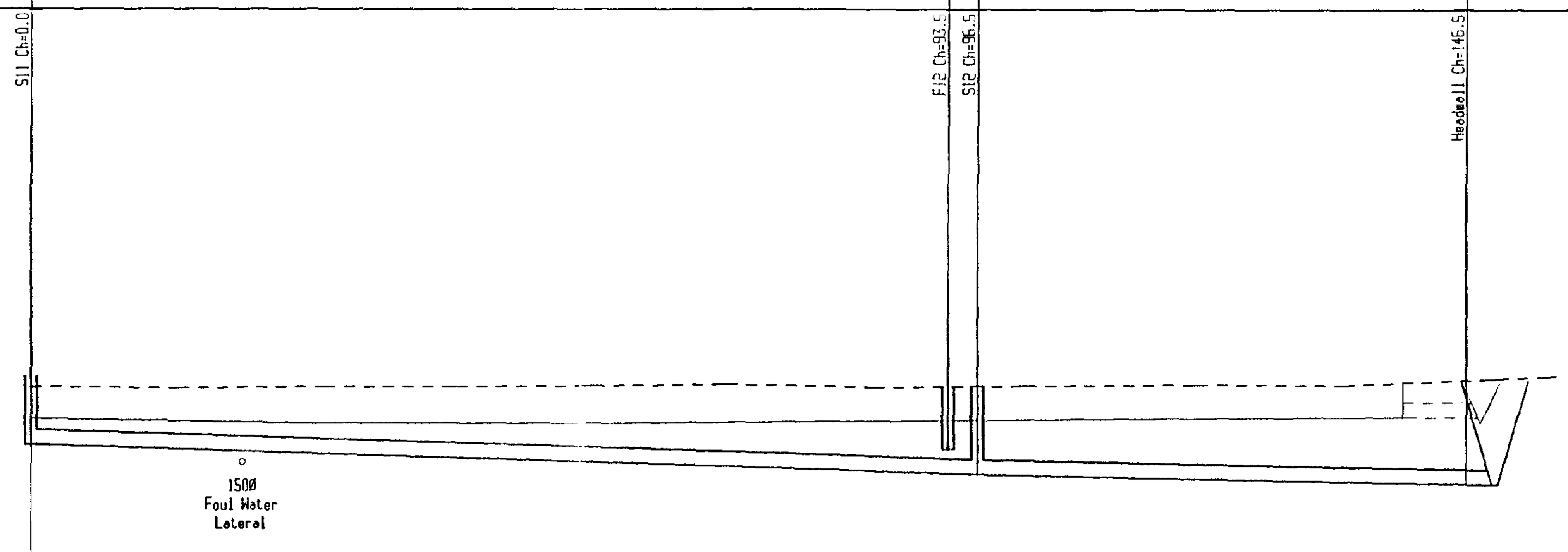
Checked By: WD Date 8.8.00

Scale: Horz:-1:500 Vert:-1:100

Architect


SOUTH HOLLAND DC HOUSING & PLANNING 26 OCT 2001 Ref: 1252/01
EAQA REGISTERED COMPANY ISO 9001 CERT No. 99

| | |
|---|---|
| MANHOLE COVER LEVELS approx | |
| FOUL WATER SEWER INVERT LEVELS | 1.513 |
| SURFACE WATER SEWER INVERT LEVELS | 1.660 — 300Ø 1/146.2 L=95.5m — 1.000 — 300Ø 1/250 L=50m — 0.800 |
| MANHOLE DIAMETER | 1350 · 1200 · 1200 |




FEN GATE

DATUM -5.000M.AOD

| | |
|---|---|
| METRAGE ON CENTRELINE | |
| LEVELS ON CENTRELINE OF CARRIAGEWAY | |
| LEVELS ON LEFT HAND CHANNEL | |
| LEVELS ON RIGHT HAND CHANNEL | |
| VERTICAL DESIGN ON CARRIAGEWAY CENTRELINE | |
| HORIZONTAL DESIGN ON CARRIAGEWAY CENTRELINE | |
| EXISTING LEVELS | 2.770 · 2.120 · 2.740 · 2.030 · 2.770 · 2.770 · 2.780 · 2.0[illegible] · 2.820 · 2.750 · 2.790 · 2.1[illegible] · 2.820 · 2.810 · 2.160 · 2.940 · 2.950 |
| MANHOLE COVER LEVELS | |
| FOUL WATER SEWER INVERT LEVELS | |
| SURFACE WATER SEWER INVERT LEVELS | |
| MANHOLE DIAMETER | |

DATUM

| | |
|---|---|
| METRAGE ON CENTRELINE | |
| LEVELS ON CENTRELINE OF CARRIAGEWAY | |
| LEVELS ON LEFT HAND CHANNEL | |
| LEVELS ON RIGHT HAND CHANNEL | |
| VERTICAL DESIGN ON CARRIAGEWAY CENTRELINE | |
| HORIZONTAL DESIGN ON CARRIAGEWAY CENTRELINE | |
| EXISTING LEVELS | |

1. All foul water sewers shall be Extra Strength Clayware to BS 65.
2. All 150-300mm surface water sewers shall be Extra Strength Clayware to BS 65. All surface water sewers of 375mm or greater shall be Concrete Class M to BS 5911.
3. All pipe bedding shall be Class S, (FM 2.2), unless otherwise stated.

| Rev. No. | REVISION | Date | Drawn By | Checked By |
|---|---|---|---|---|
| | | | | |

Written dimensions to be taken. Do not scale off the drawing.

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WORMALD, BURROWS PARTNERSHIP
Civil Engineering Consultants
12a & 14a Hitchin Street, Tel 01767 317244
Biggleswade, Beds SG18 8AX, U.K. Fax 315434


Project
Proposed Development at:-
Moulton Chapel- Lincolnshire

Drawing Description
Longitudinal Section

Client
Swallow Homes Ltd
West Elloe Avenue
Spalding
Lincolnshire
PE11 2BS

Drawing Number
E1276/4

Drawn By MPW Date 4.8.00

Scale Horz 1:500 Vert 1:100

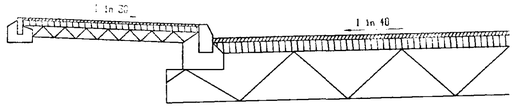
Checked By WD Date 8.8.00

Architect


SOUTH HOLLAND DC
HOUSING & PLANNING
26 OCT 2001
Ref: 1252/01



EAQA REGISTERED COMPANY ISO 9001 CERT No.99

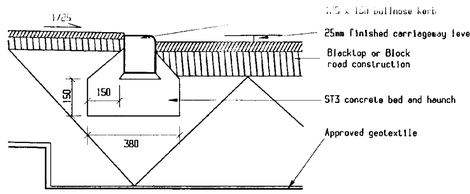



BLACKTOP CARRIAGEWAY

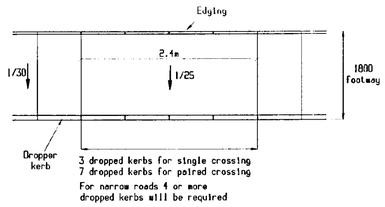
FOOTWAY CONSTRUCTION

WEARING COURSE - 25mm of 6mm nominal DBM Clause 9.4
BASE COURSE - 50mm of 20mm nominal DBM Clause 9.1
SUB BASE - 100mm of Type 1 material Clause 1.2

## Typical Cross Section




## SECTION




3 dropped kerbs for single crossing
7 dropped kerbs for paired crossing

For narrow roads 4 or more dropped kerbs will be required

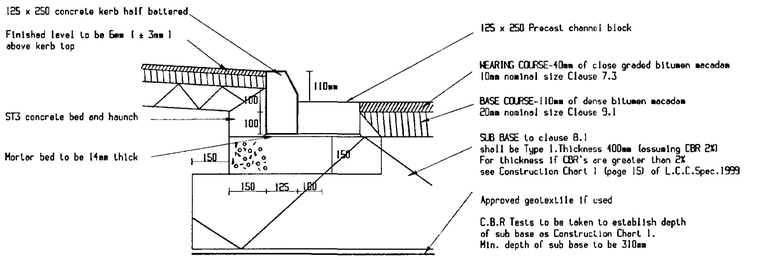
## PLAN

# Vehicle Crossing (D.B.M.)

VEHICLE CROSSING CONSTRUCTION

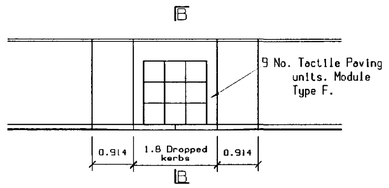
WEARING COURSE - 25mm of 6mm nominal DBM Clause 9.4
BASE COURSE - 100mm of 20mm nominal DBM Clause 9.1
SUB BASE - 150mm of Type 1 material Clause 1.2

Where CBR less than 2% on approved Geosynthetic layer to Clause 6.7 will be required

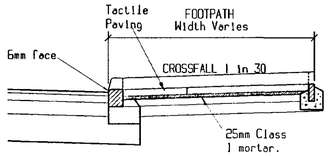



## Carriageway and Kerb Detail- up to 5.5m (construction chart 1) (Blacktop Construction)

A note 'C.B.R.test results from a U.K.A.S. accredited laboratory & construction depths must be approved by the Highway Authority prior to commencement of any works on site'.

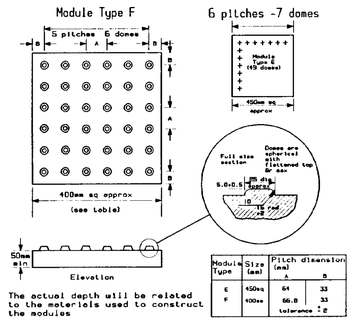



FOOTPATH CONSTRUCTION :- As footway detail except that tactile paving set into 50mm lean concrete under 25mm Class 1 mortar.




Section B-B

Tactile Surface Pattern for use at Pram Crossings



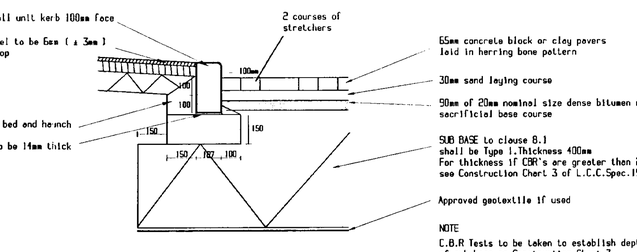

The actual depth will be related to the materials used to construct the modules

NOTES 1) Colour Buff or contrasting colour to be agreed with Lincs CC

NOTES:

1) Tactile surface shall be in accordance with DETR Guidance on the use of Tactile Paving Surfaces dated Nov.1998
2) Paving shall be cut as necessary to kerb radius if required.

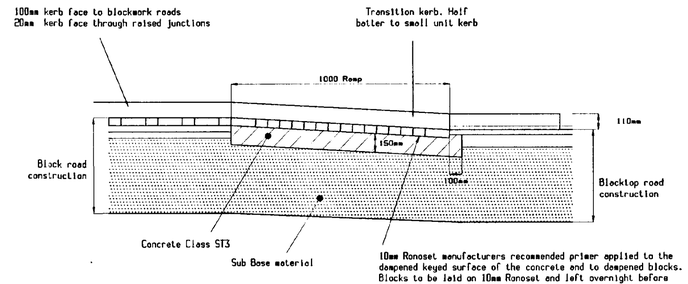
## PRAM CROSSING DETAILS




## Carriageway and Kerb Detail- up to 5.5m (construction chart 3)

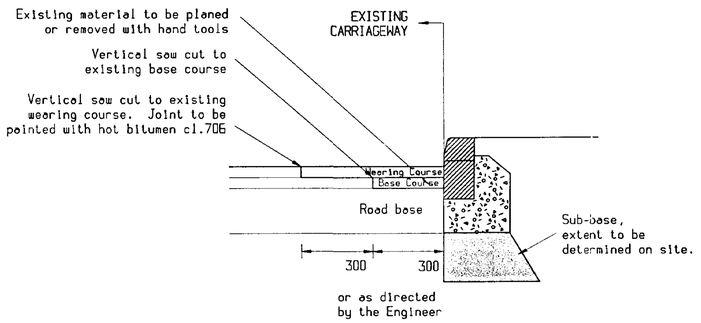
A note 'C.B.R.test results from a U.K.A.S. accredited laboratory & construction depths must be approved by the Highway Authority prior to commencement of any works on site'.

## Block Road Construction to road 3

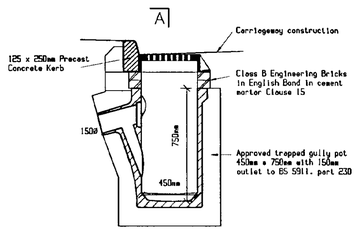



## Blockwork Ramp Detail Road 3

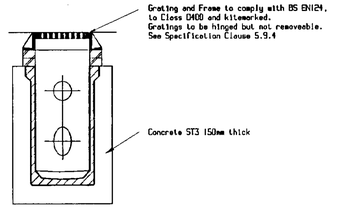
Channel blocks will be provided where the carriageway longitudinal gradient is less than 1 in 150 & the channel blocks will need to be laid to 'false falls' where the longitudinal gradient is less than 1 in 250.




## NEW KERB CONSTRUCTION TO FEN GATE



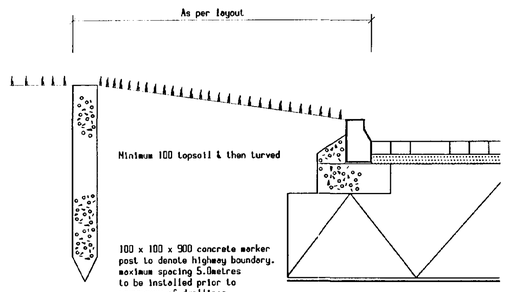

Trapped Channel Gully.




NOTES:
ALL CONCRETE POTS TO BS 5911 part 230
ALL SALT-GLAZED TO BS 65
ALL SYNTHETIC POTS TO CP312
GRATES AND FRAMES TO COMPLY WITH BS EN124 CLASSE 5 CLASS D400 AND KITE MARKED. COVERS TO BE HINGED BUT NOT REMOVABLE SEE SPECIFICATION CLAUSE 5.9.4

Section A-A.

## TYPICAL CHANNEL GULLY DETAILS




## SERVICE MARGIN DETAIL

ALL WORKS TO BE CONSTRUCTED TO LATEST L.C.C SPEC.DATED 1999 TO WHICH THE CLAUSE NUMBERS ON THIS DRAWING REFER.

ALL HIGHWAY SIGNING/MARKINGS TO BE AGREED ON SITE BY DIVISIONAL HIGHWAYS MANAGER.

| Rev. No. | REVISION | Date | Drawn By | Check By |
|---|---|---|---|---|
| A | Service margin detail & channel block note added | 29.8.00 | AJMB | AJM |

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Project
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Standard Road Details

Client
Swallow Homes Ltd
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Drawing Number
E1276/5/A

Drawn By MPW
Date 4.8.00

Scale
NTS

Architect

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26 OCT 2001
Ref: 1252/01

Checked By WD
Date 7.8.00

EAQA REGISTERED COMPANY ISO 9001