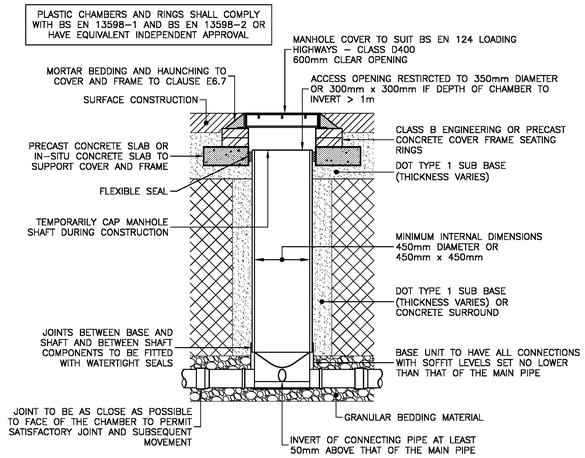
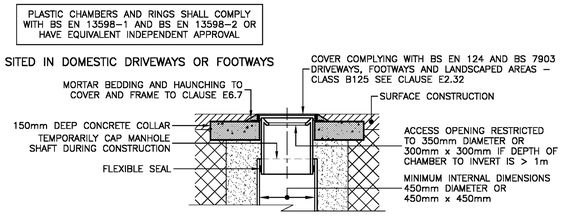


TYPICAL ACCESS CHAMBER DETAIL – TYPE 3 (FLEXIBLE MATERIAL DETAIL)

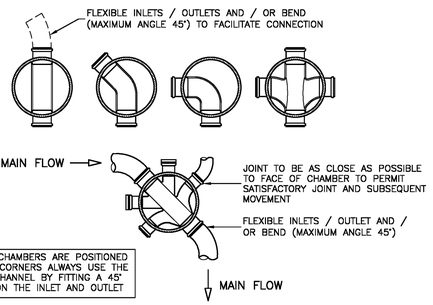
MAXIMUM DEPTH FROM COVER LEVEL TO SOFFIT OF PIPE IN AREAS SUBJECT TO VEHICLE LOADING 3m, NON ENTRY

(1:25)



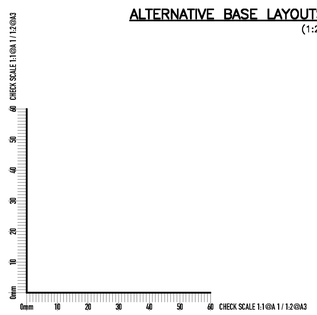
ALTERNATIVE TOP DETAILS FOR LIGHT VEHICLE LOADING AND LANDSCAPED AREAS – TYPE 3

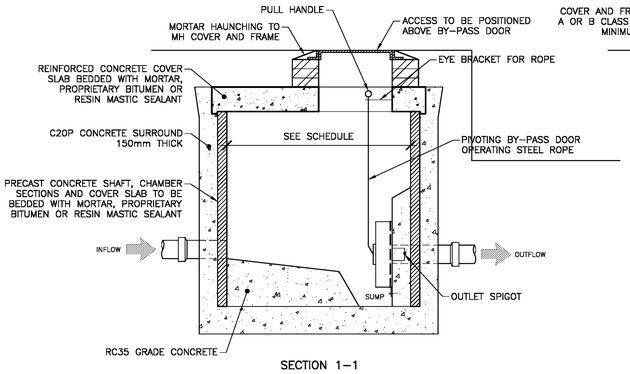
(1:25)



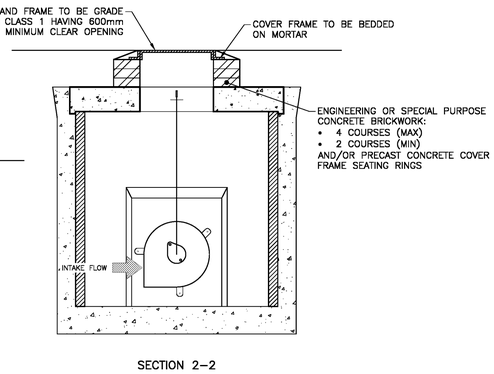
ALTERNATIVE BASE LAYOUTS FOR TYPE 3 CHAMBERS

(1:25)

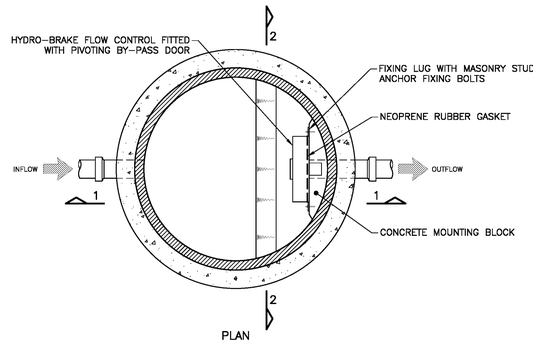




SECTION 1–1



SECTION 2–2

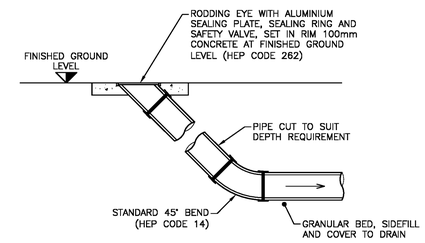


PLAN

MANHOLE WITH HYDRO–BRAKE MD–SHE–0078–2000–0200–2000

(DETAIL INDICATIVE ONLY–ACTUAL DETAILED INSTALLATION TO BE IN ACCORDANCE WITH THE SPECIALIST MANUFACTURER'S RECOMMENDATIONS)

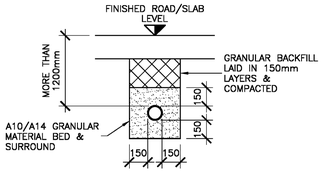
(1:25)



RODDING EYE DETAIL

(VC SHOWN – PVCu ALTERNATIVE TO SUIT)

(1:25)

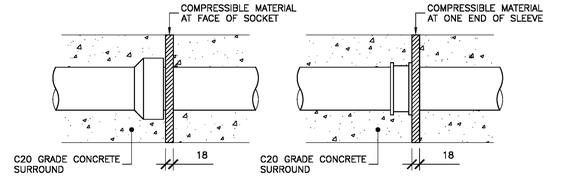


SIZE OF GRANULAR MATERIAL (TO BS 882: 1983)		
NOMINAL BORE OF PIPE (mm)	SIZE (mm)	
	SINGLE–SIZED	GRADED
100 & 150	10	–
225 & 300	10 OR 20	20 TO 5
375 – 500	20	20 TO 5

PIPE BED & SURROUND DETAIL

(CLASS S)

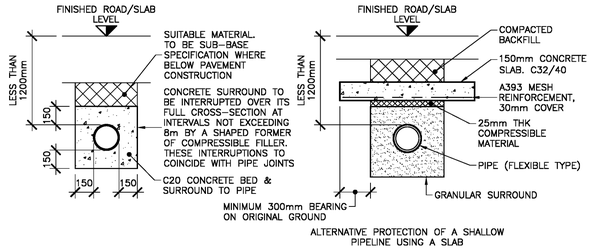
(1:25)



O–RING JOINTED PIPES

SLEEVE JOINTED PIPES

THE FLEXIBILITY OF A PIPELINE BEDDED ON, OR SURROUNDED WITH, CONCRETE SHOULD NORMALLY BE MAINTAINED BY THE PROVISION OF FLEXIBLE CONSTRUCTION JOINTS THROUGH THE CONCRETE AT PIPE JOINTS. THESE SHOULD BE MADE FROM BITUMEN IMPREGNATED INSULATING BOARD COMPLYING WITH B.S. 1142 PART 3, OR OTHER EQUALLY COMPRESSIBLE FILLER MATERIAL SUCH AS EXP&ED POLYSTYRENE. THE BOARD SHOULD BE CUT TO FIT THE PIPES & PLACED AT THE FACE OF THE PIPE SOCKETS OR AT ONE END OF SLEEVE JOINTS. THE JOINT MATERIAL SHOULD BE AT LEAST 18mm THICK PLACED AT 5.0m CENTRES MAX.



ALTERNATIVE PROTECTION OF A SHALLOW PIPELINE USING A SLAB

PROTECTION TO PIPELINES WITH LESS THAN 1200mm COVER

(1:25)

NOTES

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GENERAL NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS AND SPECIALISTS DRAWINGS AND DETAILS.
2. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS.
3. ANY DISCREPANCIES BETWEEN THIS DRAWING AND OTHER INFORMATION IS TO BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO THE COMMENCEMENT OF THE WORKS ON SITE.
4. THE MAIN CONTRACTOR SHALL BE RESPONSIBLE FOR THE SETTING OUT AND ACCURACY OF ALL DIMENSIONS.
5. THE CONTRACTOR IS TO ENSURE THE STABILITY AND STRUCTURAL INTEGRITY OF THE EXISTING PROPERTY AT ALL TIMES DURING WORKS AND IS TO BE RESPONSIBLE FOR ALL PROPPING AND SHORING AS REQUIRED.
6. MAIN CONTRACTOR TO PROVIDE AND FIX SUITABLE BRACING AND PROPPING FOR ALL ELEMENTS IN THE TEMPORARY CONDITION DURING CONSTRUCTION STAGE, SUCH AS TO ENSURE STRUCTURE STABILITY AT ALL TIMES.
7. IT IS THE CONTRACTORS SOLE RESPONSIBILITY FOR ASCERTAINING SAFE DISPOSAL OF ANY OFF–SITE EXCAVATED SPOIL. NO CLAIM RESULTING FROM ABNORMAL TIP REQUIREMENTS WILL BE ENTERTAINED.

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH DRAWING No.SPR032–500

CDM REGULATIONS 2015

ARCH ASSOCIATES HAVE CONSIDERED AND, WHERE REASONABLY PRACTICABLE, AVOIDED FORESEEABLE RISKS IN THE PREPARATION OF THE DESIGN SHOWN ON THIS AND RELATED DRAWINGS. SIGNIFICANT RISKS WHICH REMAIN AND ASSOCIATED CONTROL MEASURES ARE IDENTIFIED BELOW AND SHOULD BE GIVEN PARTICULAR ATTENTION BY THE MAIN CONTRACTOR ON SITE.

ACTIVITY	HAZARD	CONTROL

NOTE: THE ABOVE ASSESSMENT RECORDS ONLY THOSE ELEMENTS CONSIDERED UNUSUAL, DIFFICULT TO MANAGE OR OUTSIDE OF THE ANTICIPATED EXPERTISE OF A COMPETENT CONTRACTOR

Revision	Date	Description	By
P2	18.05.21	HYDROBRAKE REF. ADDED	JH
P1	09.04.21	PRELIMINARY ISSUE	JH

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Client: SEAWARD PROPERTIES LTD.

Architect: STUDIO LACK ARCHITECTURE

Project Title: LAND OFF CANAL MEWS BARNHAM

Drawing Title: DRAINAGE & EXTERNAL WORKS DETAILS SHEET 1

Scale	Paper Size	Date	Drawn By	Checked By
AS SHOWN	A1	MARCH 2021	JH	CH

Project No.	Drawing No.	Revision
SPR032	551	P2