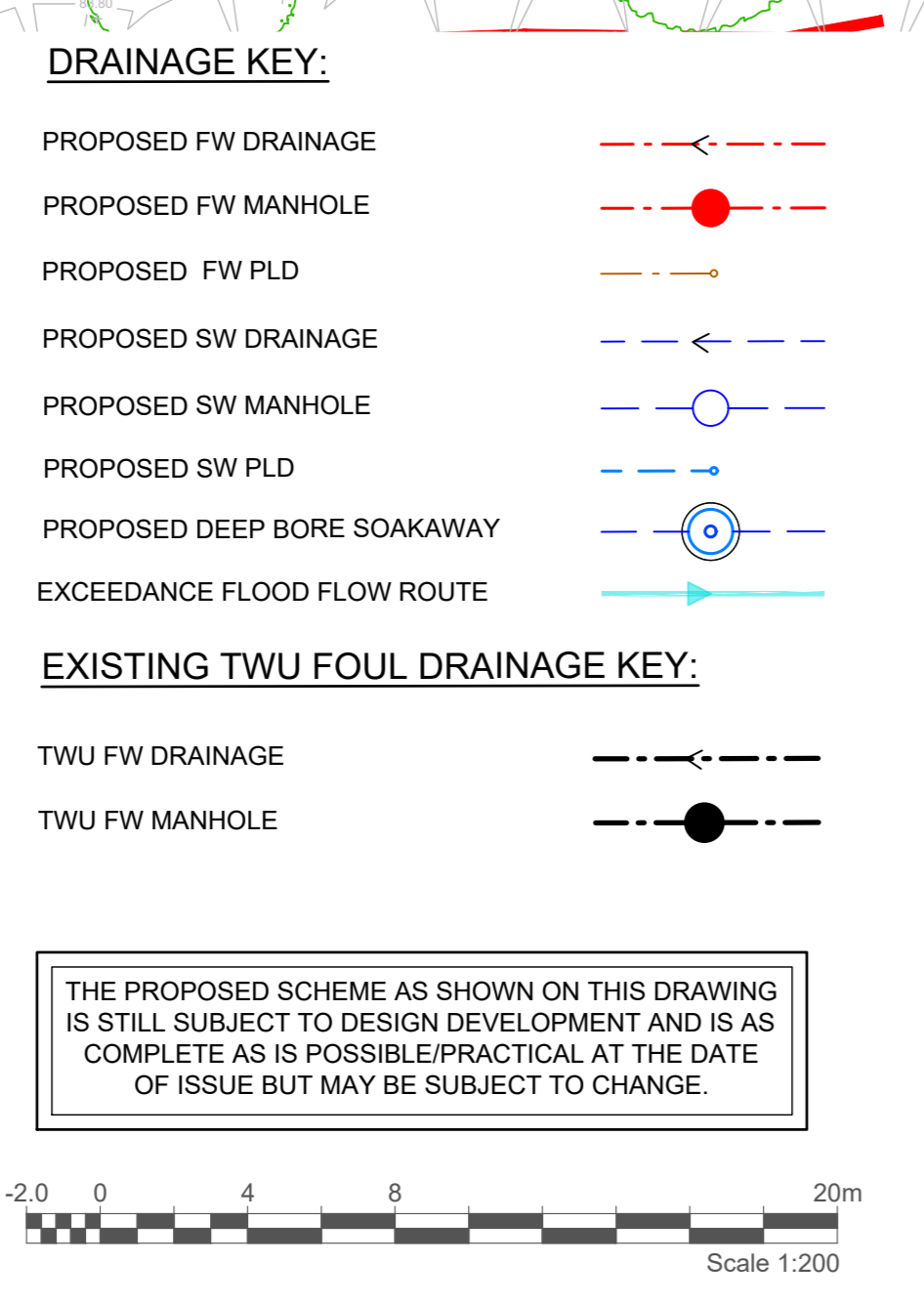
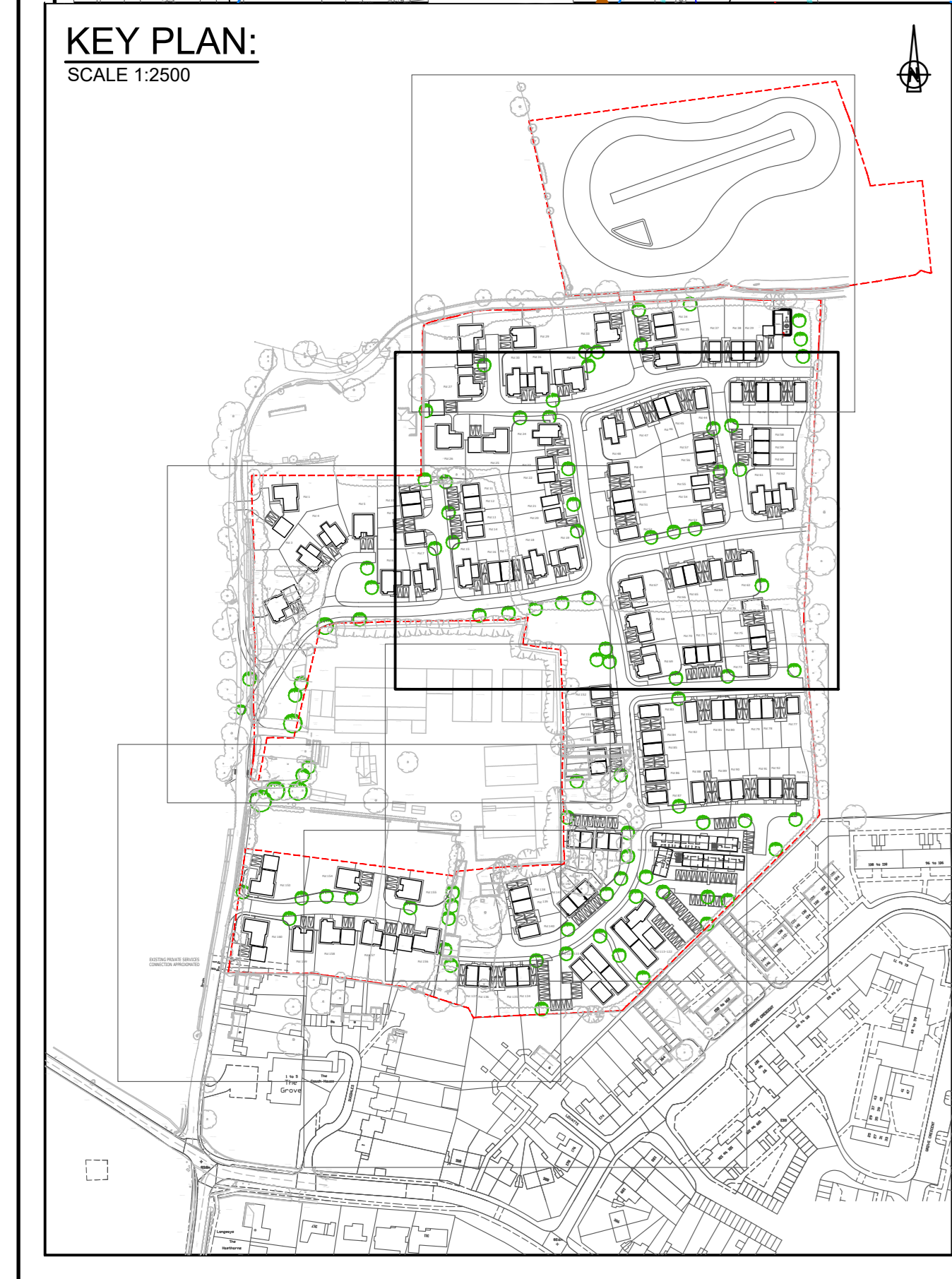


- GENERAL NOTES**
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DETAILS, DRAWINGS, SPECIFICATIONS, REPORTS AND OTHER DOCUMENTS ISSUED BY THE ARCHITECT AND OTHER DESIGN TEAM MEMBERS.
 - REPORT ANY DISCREPANCIES IMMEDIATELY AND AWAIT FURTHER INSTRUCTIONS BEFORE PROCEEDING WITH ANY ASSOCIATED CONSTRUCTION WORKS. IF A DETAIL APPEARS UNCLEAR, OR THERE IS ANY DOUBT, THEN CONTACT PEP FOR FURTHER ADVICE.
 - CONTRACTORS ARE NOT TO WORK TO THIS DRAWING UNLESS IT IS FOR CONSTRUCTION STATUS. AS THE DESIGN MAY NOT HAVE BEEN FINALISED.
 - ANY DIGITAL SCALING / TAKE OFF FROM THIS DRAWING IS DONE SO AT THE CONTRACTORS RISK. ONLY FIGURED DIMENSIONS SHOULD BE USED.
 - DESIGN INFORMATION DEPICTED ON THIS DRAWING IS "PROVISIONAL" ONLY AND MAY NOT BE REPRESENTATIVE OF THE FINAL DESIGN SOLUTION WHICH MAY VARY SUBSTANTIALLY.
 - ALL WORKS WITHIN THE EXISTING PUBLIC HIGHWAY TOGETHER WITH ANY PROPOSED ADAPTABLE HIGHWAY WORKS ARE TO BE DESIGNED IN ACCORDANCE WITH THE APPROPRIATE LOCAL AUTHORITY OR COUNTY COUNCIL SPECIFICATION AND CONSTRUCTED TO THEIR APPROVAL OR THE APPROVAL OF THEIR NOMINATED AGENT.
 - PEP LIMITED HAVE NOT CHECKED THE ACCEPTABILITY OF VEHICULAR MOVEMENTS FOR HOVS WITHIN THE SITE.

- DESIGN LIMITATIONS:**
- THE PROPOSED DRAINAGE STRATEGY AND ASSOCIATED INFILTRATION RATES UTILISED TO SIZE ASSOCIATED DEEP BORE SOAKAWAY FIELD HAVE BEEN BASED ON ENZGO LIMITED SI REPORT (REF: CRM 1027 071 GEL 002 B).
 - THE PROPOSED DRAINAGE SCHEME INCLUDES AN ADDITIONAL 10% ALLOWANCE IN IMPERVIOUS AREA TO ACCOMMODATE FUTURE CATCHMENT URBANISATION.
 - ASSESSMENT OF THE FSR & FEH RAINFALL MODELS HAVE BEEN UNDERTAKEN & FOUND THAT THE FEH RAINFALL MODEL PRODUCES THE WORST CASE RAINFALL. ON THIS BASIS SIZING OF ILLUSTRATED SURFACE WATER DRAINAGE FEATURES HAVE UTILISED THE FEH RAINFALL MODEL.
 - LABORATORY CBR TESTING WITHIN AREAS OF HARDSTANDING IS TO BE UNDERTAKEN TO CONFIRM WORST CASE DESIGN CBR.
 - ALL SPECIFIED STANDARD CONCRETE MIXES TO BE SUITABLY ADJUSTED TO COMPLY WITH CLASS DS-18 ACEC CLASS AC-18 IN ACCORDANCE WITH BRE SPECIAL DIGEST 1.
 - ALLOWANCE FOR PIPEWORK & ASSOCIATED CHAMBERS TO LINK TO PRIMARY SW & FW NETWORKS IS TO BE ALLOWED FOR.
 - THE PROPOSED DEVELOPMENT OVERLIES SOURCE PROTECTION ZONE 2 & AS SUCH DISPOSAL OF COLLECTED RUNOFF BY MEANS OF INFILTRATION IN THE FORM OF DEEP BORE SOAKAWAYS WILL REQUIRE ENVIRONMENT AGENCY CONSENT.
 - VARIOUS EXISTING UTILITIES, INCLUDING A MP LARGE DIAMETER (15") GAS MAIN ARE KNOWN TO TRACK LITTLE GREEN LAKE. ON THIS BASIS A DETAILED UTILITY TRACE WITHIN WORKS AREAS IS TO BE UNDERTAKEN TO DETERMINE EXACT LINE & LEVELS TO DETERMINE ANY DIVERSIONARY WORKS. IT IS ASSUMED THE CLIENTS TEAM WILL BE RESPONSIBLE FOR ALL STATUTORY UTILITY SERVICES.

- INFILTRATION BASIN NOTES:**
- PROPOSED INFILTRATION RATES ARE BASED ON ENZGO LIMITED SI REPORT (REF: CRM 1027 071 GEL 002 B). IT IS RECOMMENDED THAT BOREHOLE SOAKAWAYS ARE TESTED ONCE INSTALLED TO ENSURE DESIGN INFILTRATION RATES ARE MET.
 - GROUNDWATER LEVEL AT THE LOCATION OF THE BOREHOLE FIELD HAS BEEN CONFIRMED AT 54.43m AOD.
 - ALL SOAKAWAY BORES TO PENETRATE UNDERLYING CHALK STRATUM BY AT LEAST 10m.
 - NO INFILTRATION FEATURES ARE TO BE CONSTRUCTED IN CONTAMINATED GROUND.

FLAT NATURE OF EXISTING TOPOGRAPHY RESULTS IN CARRIAGEWAY VERTICAL ALIGNMENT EXCEEDING HCC HIGHWAYS 1% MINIMUM LONGITUDINAL GRADIENT THRESHOLD. AS SUCH ILLUSTRATED CARRIAGEWAY LEVELS AND ASSOCIATED FFL'S SHOULD BE REGARDED AS INDICATIVE UNTIL SUCH TIME AS THE ASSOCIATED DEPARTURE HAS BEEN AGREED WITH HCC HIGHWAYS.



- PRIVATE DRAINAGE NOTES:**
- ALL PRIVATE DRAINAGE WORKS TO BE IN ACCORDANCE WITH PART H OF THE CURRENT BUILDING REGULATIONS AND BS 8301 / BS EN 752.
 - ALL PRIVATE DRAINAGE TO BE EITHER: PVCU TO BS EN 1401-1 (BS 4660/5451) CARADON, MARLEY OR SIMILAR OR VITRIFIED CLAYWARE TO BS 65 AND BS EN 295. OR CONCRETE TO BS 5911-1 & BS EN 1916 FLEXIBLY JOINTED.
 - THE DRAINAGE DESIGN SHOWN ON THIS DRAWING HAS BEEN BASED UPON A PVCU DRAINAGE SYSTEM.
 - RWP LATERAL CONNECTIONS ARE TO BE SIZED TO SUIT RWP SIZE AS DESIGNED BY SPECIALIST. GULLY LATERALS TO BE SIZED TO SUIT GULLY OUTLETS. ALL OTHER PIPES ARE 110mm DIAMETER UNLESS NOTED OTHERWISE. FOUNDATIONS ADJACENT TO DRAIN RUNS ARE TO BE CONSTRUCTED SO THAT THE DIFFERENCE BETWEEN THE FORMATION LEVEL OF THE FOUNDATION AND INVERT LEVEL OF ANY DRAIN MUST NOT EXCEED THE HORIZONTAL DISTANCE MINUS 500mm.
 - WHERE FOULED AND SURFACE WATER SEWERS CROSS AND THERE IS LESS THAN 100mm CLEARANCE SHORT LENGTHS OF BOTH RUNS ARE TO BE ENCASED IN CONCRETE.
 - ALL RWP, SWP AND FOUL DRAINAGE POSITIONS ARE TO BE CONFIRMED BY THE ARCHITECT. WHERE RWP'S ARE CONNECTED DIRECT TO DRAIN, RIDDING ACCESS PLATES ARE TO BE PROVIDED.
 - WHERE LATERAL DRAINS (PLD) TO BE FORMED IN VITRIFIED CLAYWARE.

- SECTION 38 NOTES: GENERAL**
- ALL EXISTING LEVELS TO BE CONFIRMED ON SITE PRIOR TO COMMENCEMENT OF ANY WORKS.
 - ALL MATERIALS USED AND WORKS UNDERTAKEN IN THE CONSTRUCTION OF THE ROADS TO BECOME ADOPTED AS PART OF THE PUBLIC HIGHWAY. MUST BE STRICTLY IN ACCORDANCE WITH HCC STANDARD DETAILS AND SPECIFICATIONS (ROADS IN HERTFORDSHIRE: A DESIGN GUIDE). WORKS TO BE CARRIED OUT UNDER THE INSPECTION OF THE COUNCIL'S AREA HIGHWAY MANAGER. ALL ROAD MARKINGS AND TRAFFIC SIGNS SHALL COMPLY WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.
 - BEFORE ANY WORKS ARE COMMENCED THE HCC AREA HIGHWAY MANAGER MUST BE CONTACTED.
 - THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT SCHEME DRAWINGS AND SPECIFICATIONS.
 - EXISTING COVERS RETAINED ARE TO BE ADJUSTED TO SUIT PROPOSED FINISHED GROUND LEVELS & COVER CLASS SUITABLY UPGRADDED TO SUIT ANTICIPATED LOADING.
 - ALL COVERS EXISTING OR PROPOSED LOCATED WITHIN THE CARRIAGEWAY EXTENT ARE TO BE TREATED WITH PREMARK OR SIMILAR APPROVED ANTI-SKID COATING.
 - HIGHWAY BOUNDARY MARKERS IN LINE WITH HCC GUIDANCE TO BE INSTALLED TO DELINEATE HIGHWAY BOUNDARY WITHIN SOFT LANDSCAPING AREAS.
 - ALL PRIVATE LATERAL DRAINS SERVING PROPERTIES IS TO BE FORMED IN VITRIFIED CLAYWARE.

- ADAPTABLE DRAINAGE NOTES:**
- ALL ADAPTABLE DRAINAGE WORKS TO BE IN ACCORDANCE WITH THE WATER AUTHORITIES ASSOCIATION SEWERS FOR ADOPTION 7TH EDITION.
 - ALL ADAPTABLE DRAINAGE TO BE EITHER: VITRIFIED CLAYWARE TO BS 65 AND BS EN 295 FOR PIPES UP TO 300mm DIAMETER & CONCRETE TO BS 5911-1 & BS EN 1916 FOR PIPES OF 375mm DIAMETER OR GREATER.
 - ALL MANHOLE COVERS AND FRAMES ARE TO BE TO BS EN 124 AND KITE MARKED (REFER TO SCHEDULE FOR LOAD CLASS).
 - ALL GULLY GRATES AND FRAMES TO BE TO BS EN 124 CLASS D400.
 - WHERE FOUL AND SURFACE WATER SEWERS CROSS AND THERE IS LESS THAN 100mm CLEARANCE SHORT LENGTHS OF BOTH RUNS ARE TO BE ENCASED IN CONCRETE.
 - ALL PIPE CONNECTIONS ARE TO BE MADE VIA PRE-FORMED JUNCTIONS.
 - USE AND ADOPTION OF POLYPROP CHAMBERS SUBJECT TO DISCUSSION/AGREEMENT WITH ANGLIAN WATER.
 - ALL PRIVATE LATERAL DRAINS SERVING PROPERTIES IS TO BE FORMED IN VITRIFIED CLAYWARE.

- NOTES: SURFACE FINISHES**
- ALL WORKS WITHIN THE PUBLIC HIGHWAY SHALL BE CARRIED OUT AND COMPLY WITH THE REQUIREMENTS OF THE DTP "TRAFFIC SIGNS MANUAL CHAPTER 8" TRAFFIC SAFETY MEASURES AND SIGNS FOR ROAD WORKS AND TEMPORARY SITUATION.
 - KERBEDGEING BED AND HAUNCHING SHALL BE LAID IN ONE OPERATION.
 - TRANSITION KERBS SHALL BE USED AT ALL CHANGES IN KERB FACE.
 - FOR RADII OF 10m OR LESS, KERBS OF THE APPROPRIATE RADIUS SHALL BE USED.
 - FOR RADII BETWEEN 12m AND 18m, STRAIGHT KERBS 600mm LONG SHALL BE USED.
 - THE LENGTH OF ANY KERBEDGEING SHALL NOT BE LESS THAN 450mm.
 - CUTTING OF KERBEDGEING SHALL BE BY APPROVED MECHANICAL MEANS.
 - STREET LIGHTING SHALL BE IN ACCORDANCE WITH HCC LIGHTING SPECIFICATION.

REV	BY	CHK	DATE	AMENDMENTS
001	PEP	PEP	29.01.21	DRAWING NOTES UPDATED.
002	PEP	PEP	09.07.20	LAYOUT UPDATED TO SUIT REVISED RED LINE BOUNDARY.
003	PEP	PEP	19.06.20	STRATEGY AMENDED TO SUIT SINGLE OUTFALL ARRANGEMENT IN LINE WITH HPL REQUEST SURFACE FINISH NOTE 8 CCC REFERENCE AMENDED TO HCC. GRADIENT BOX NOTE ADDED.
004	PEP	PEP	04.06.20	EXCEEDANCE FLOOD FLOW ROUTES ADDED.
005	PEP	PEP	19.05.20	DRAINAGE STRATEGY DETAIL UPDATED.
006	PEP	PEP	22.04.20	FIRST ISSUE.

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PROJECT: KINGSDOWN FARM RICKMANSWORTH

TITLE: SCHEMATIC DRAINAGE STRATEGY 5 OF 6

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