A1

## NOTES

1. This drawing is to be read in conjunction with all other BPC drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
2. BPC accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
3. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.
5. All dimensions to be checked on site. All details and dimensions relating to sub-contractors work must be checked and agreed between the sub-contractor or supplier and the general contractor.
6. The electronic information from this drawing can not be guaranteed as dimensionally drawn exact. Figured dimensions must be used for setting out and detailing. BPC logos and company information must be removed from copies if information is re-used.
7. The main contractor is responsible for the design of all temporary works, and is also responsible for the safe maintenance and stability of existing buildings at all times.
8. The main contractor is responsible for dealing with all occurrences of ground water during the construction period.
9. The contractor must comply with all current legislation relating to health & safety.
10. All products specified shall be installed in strict accordance with the manufacturers recommendations and instructions. If there are discrepancies between that information and the details on any BPC drawings, the manufacturers instructions must be used.
11. Contractor to confirm all invert levels where connections are proposed prior to commencing any drainage works. Contractor to commence drainage works at the point of discharge.

GENERAL

1. The main contractor is responsible for the design of all temporary works, and is also responsible for the safe maintenance and stability of existing buildings at all times.
2. The main contractor is responsible for dealing with all occurrences of ground water during the construction period.
3. The contractor must comply with all current legislation relating to health & safety.
4. All products specified shall be installed in strict accordance with the manufacturers recommendations and instructions. If there are discrepancies between that information and the details on any Bright Plan Civils drawings, the manufacturers instructions must be used.
5. All concrete and cement mortar to be in accordance with BS8500, BSEN206 and BSEN998.
6. All setting out coordinates shall be cross referenced with the Architects working drawings prior to excavation.
7. The contractor is responsible for managing surface water run off during construction.

Existing Public CWY:
- Levels to existing CWY to be retained SOUTH side of carriageway.

Island Refuge Removal:
- Existing refuge removed.
- Levels to be in to existing surrounding CWY levels.

Existing Public CWY:
- Levels to existing CWY to be retained SOUTH side of carriageway.

Existing Public CWY:
- Levels to existing CWY to be retained SOUTH side of carriageway.

Proposed 450mm brickwork wall - non-retaining wall with 1:3 sloped earth bank to proposed site levels to rear of kerb.

See Drawing 101 for proposed horizontal alignment (levels and contours) for S278 Highway Application

Proposed levels to tie in with existing highway levels at extent of works - to be reviewed on site

Indicative proposal to offer adoption of highway to rear of bellmouth - subject to S278 design drawings.

Proposed 450mm brickwork wall - non-retaining wall with sloped earth bank to proposed site levels to rear of kerb.

Existing Public CWY:
- Levels to existing CWY to be retained SOUTH side of carriageway.

Tie-in:
- Tie-in along existing surface change, with existing gullies maintained
- Existing drainage channel line to remain

Proposed levels to tie in with existing highway levels at extent of works - to be reviewed

See Drawing 101 for proposed horizontal alignment (levels and contours) for S278 Highway Application

FOOTPATH Access Tie-In
Stepped access and adjacent retaining wall to tie-in to footpath, retaining wall by others

EARTHWORKS Tie-In
Proposals to tie-in to existing earth levels with no more than 1:3 slope at back of surfacing

Proposed Levels & Highway Boundary:
- Constant slope to back of bellmouth, approx. 1:20.
- Proposed highway boundary at rear of bellmouth.
- Highway entrance and footpaths to adoptable standards

Proposed Pedestrian Access:
- Max 1:20 slope and min 1.8m wide in accordance with Part M (V2, 1.13).

Proposed ACCESS
Level design beyond Public Highway demarcation may vary. 1st 10m of access to provide nominal platform typically 1:20

EARTHWORKS Tie-In
Proposals to tie-in to existing earth levels with no more than 1:3 slope at back of surfacing

Proposed footpath:
- Levels to tie into proposed landscaping levels - landscaping at 1:6 max.
- Max 1:20 slope and min 1.8m wide in accordance with Part M (V2, 1.13).
- Max crossfall at 1:40

FOOTPATH Tie-In
- Footpath within public highway and within applicant's private land to be resurfaced and relevelled to tie-in to proposed bus stop realignment

Existing Services Hazard:
- Proposed levels reduction and construction depth to be considered in coordination with shallow existing services runs.
- Contractor to investigate on site and identify remedial measures, including services adjustments, protection and/or proposed site design amendments as required.

Proposed service yard:
- Brush finished reinforced concrete slabs to support HGV loading and forklift maneuvering.
- Max crossfall at 1:60
- Constant slope falls to tie in with proposed concrete joints in accordance with concrete surfacing design

BPC propose flush access for concrete slab level design

BPC propose flush access for concrete slab level design

Earthworks investigation nº3:
- Levels to earth slope to be retained where possible.
- Contractor to investigate existing situation on site and confirm to engineer.
- Constraints to be confirmed

Boundary Constraint:
- Proposed road extension off site to connect to the existing allotment site.
- Contractor to investigate existing levels on site and confirm required tie-in.

Boundary Constraint:
- Levels to existing 3rd party boundary side to be retained.
- Contractor to investigate existing levels on site and confirm to engineer.

- Client/architect to specify boundary level feature

-LEVELS KEY-

| | |
|---|---|
| 21.64 | Existing Spot Level |
| ×11.40 | Proposed Spot Level |
| FFL | Proposed Finished Floor Level |
| | Level Threshold/Access |
| | Proposed Contour (Primary) |
| | Proposed Contour (Secondary) |
| | Proposed Contour (Primary - Highway) |
| | Proposed Contour (Secondary - Highway) |
| | Proposed Gradient Arrow/Fall Direction |
| HP | Proposed High Point |
| LP | Proposed Low Point |
| 0.300 | Proposed (Retained) Level Difference |
| | Retaining Wall (By Others) |
| | Proposed Bank Batter (Varies) |
| | Highway Boundary |

Refer to structural drawings for further information on structural slab levels.

Topographical information shown is based on site survey undertaken by others as part of site-wide development.

Contours are only as accurate as the initial land survey information. Contours are approximate only and spot levels may vary slightly on site.

LEVEL PROPOSALS SUBJECT TO CONFIRMATION OF HIGHWAY LEVELS & ARBORICULTURAL CONSTRAINTS

PART M ACCESS COMPLIANCE:
All main access points flush with gently sloped compliance, unless otherwise detailed on plans.

HIGHWAY LEVEL PROPOSALS IN ABEYANCE SUBJECT TO FURTHER TOPOGRAPHIC SURVEY AND S278 DESIGN

## RESIDUAL HAZARDS

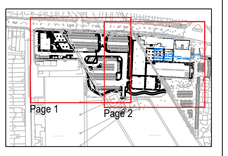
In addition to the hazards/risks normally associated with the type of work detailed on this drawing, note the following:

1. Buried services. Contractor to refer to locate existing services and undertake necessary precautions and investigation prior to excavating.
2. Site access with live traffic. Contractor to ensure traffic management is designed, erected and maintained to protect the workforce and the public. Contractor to undertake necessary precautions and ensure suitable traffic management is in place prior to commencement.
3. Working in live sewers. Contractor to ensure operatives are familiar and competent with the dangers of working in live sewers.
4. Excavations close to existing structures. Contractor to prepare method statement to ensure stability of existing structure.
5. Excavations close to existing earth embankments. Contractor to prepare method statement to ensure stability of existing and proposed landscaping.

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement

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1:250 @ A1
1:500 @ A3
0 4 8 12 16 20 24 m




FOR APPROVAL
NOT FOR CONSTRUCTION

| Rev. | Amendments | Date |
|---|---|---|
| B | Revised Issue | 05/10/2022 |
| A | Revised Issue - Boundary Treatment & FFL | 18/08/2022 |
| - | Original Issue | 12/07/2022 |

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| | |
|---|---|
| Drawing Status | FOR APPROVAL |
| Client | Tate Bros Ltd |
| Project | Mayberry Garden Centre & Eastbrook Car Showroom |
| Drawing Title | Engineering Layout: Proposed Level Design Page 2 of 2 |

| Scale | Date | Drawn By | Checked By |
|---|---|---|---|
| 1:250 | Oct 2022 | DJL | MJA |

Drawing No. D2099-102 Rev. B