PRELIMINARY SUBJECT TO CONFIRMATION OF UNITED UTILITIES AND TfGM ACCEPTANCE OF ALL PROPOSED SEWER ABANDONMENTS, DIVERSIONS AND CONNECTIONS

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GENERAL NOTES

1. SETTING OUT SHALL BE UNDERTAMEN USING ONLY THE INFORMATION GIVEN. DISTANCES SHOULD NOT BE SCALED FROM THIS DRAWING.
2. ALL SEWERS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SEWERS FOR ADOPTION 7TH EDITION AND UNITED UTILITIES DETAILS & GUIDELINES.
3. THE MINIMUM GRAVITY PIPE DIAMETER UNDER ADOPTABLE HIGHWAYS SHALL BE 150mm
4. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL INFORMATION GIVEN WITH REGARDS TO EXISTING SERVICES AND DRAINAGE CONNECTIONS ETC. PRIOR TO COMMENCING THE WORKS. THE RATES SHALL INCLUDE FOR HAND DIG AROUND SERVICES WHERE NECESSARY. THE CONTRACTOR SHALL ADHERE TO THE CDM REGULATIONS AT ALL TIMES
5. THE OUTSIDES OF ALL SEWERS SHALL BE A MINIMUM OF 1.0m FROM KERB LINES AND THE OUTSIDE OF MANHOLES SHALL BE A MINIMUM OF 0.5m FROM KERB LINES
6. EXISTING FLOWS IN WATERCOURSES, SEWERS AND LAND DRAINS SHALL BE MAINTAINED AT ALL TIMES
7. ONLY TRAINED PERSONNEL SHALL BE PERMITTED TO ENTER CONFINED SPACES
8. ALL MATERIALS TO BEAR THE RELEVANT B.S. KITEMARK AND COMPLY FULLY WITH THE SPECIFICATIONS. ALL CONCRETE & CONCRETE PRODUCTS MUST USE SULPHATE RESISTANT CEMENT (UNLESS THE SITE INVESTIGATION REPORT PROVES THAT SULPHATE ATTACK FROM SOILS AND GROUNDWATER WILL NOT OCCUR TO WITHSTAND A CLASS
9. ALL OPENING NOTICES ETC. AS REQUIRED UNDER HIGHWAYS ACTS ETC. ARE TO BE OBTAINED PRIOR TO COMMENCEMENT OF WORKS. ALL WORKS ARE TO BE INSPECTED BY L.A., NHBC OR THE NETWORK OPERATOR AS APPLICABLE.
10. WHERE "ULTRA RIB" UPVC PIPES (OR SIMILAR APPROVED) ARE USED IN ADOPTABLE DRAINAGE THEY SHALL STILL BE HANDLED AND LAID IN ACCORDANCE WITH THE SPECIFICATION AND GUIDANCE ISSUED BY THE HIGH PERFORMANCE PIPE ASSOCIATION.
11. A CLASS S BED AND SURROUND MUST BE USED FOR SUCH PIPES. TRENCH BACKFILL IN HIGHWAYS TO WITHIN 1M OF HIGHWAY SHALL, AS DIRECTED BY THE HIGHWAY AUTHORITY BE A SUITABLE GRANULAR MATERIAL ALL IN ACCORDANCE WITH SEWERS FOR ADOPTION CL. 4.3.4.
12. SLAB LEVELS SHALL NOT BE VARIED WITHOUT REFERENCE TO THE ENGINEER FOR GUIDANCE
13. ALL GULLY CONNECTIONS TO BE 150mm VITRIFIED CLAY UNLESS NOTED OTHERWISE
14. ALL MANHOLE COVERS TO BE RECESSED TO ACCEPT FINISH AS DETAILED BY LANDSCAPE ARCHITECT
15. SLOW REST BENDS TO BE USED IN ALL LOCATIONS MADE UP FROM 2No. 45 DEG BENDS (600mm TO INVERT FROM FFL)
16. MANHOLE POSITIONS AND ACCESS COVERS TO BE ACCURATELY SET-OUT BY LANDSCAPE ARCHITECT TO SUIT EXTERNAL FINISHES
17. ALL DRAINS CAST THROUGH FOUNDATIONS TO HAVE ROCKER PIPES ON BOTH SIDES OF FOUNDATION
18. ALL POP UP POSITIONS TO BE CONFIRMED SET OUT DIMENSIONS TO BE AGREED & PROVIDED BY OTHERS
19. ALL DISCHARGE RATES TO BE CONFIRMED BY M&E DESIGNER
20. ALL SURFACE WATER COLLECTION FEATURES TO BE CONFIRMED BY THE LANDSCAPE ARCHITECT
21. EXISTING SEWER DEPTHS HAVE BEEN APPROXIMATED FROM LIMITED INFORMATION, NEW CONNECTIONS TO BE CONFIRMED PRIOR TO CONSTRUCTION OF ANY DRAINAGE WORKS.
22. LANDSCAPE ARCHITECT TO CONFIRM GULLY AND DRAINAGE CHANNEL LOCATIONS TO LANDSCAPED AREAS.
23. FOUL NETWORK TO BE CONFIRMED FOLLOWING CONFIRMATION OF BRANCH CONNECTION POINTS FROM BUILDING M&E DESIGNER
24. CCTV SURVEY OF EXISTING SITE DRAINAGE REQUIRED PRIOR TO THE COMMENCEMENT OF ANY WORKS STARTING ON SITE

LEGEND

- PHASE 1 MANHOLE
- PHASE 1 PPIC
- PHASE 1 DRAINAGE
- PHASE 1 ACO DRAIN
- PHASE 1 THRESHOLD DRAIN
- EXISTING UNITED UTILITIES COMBINED WATER SEWERS TO REMAIN
- EXISTING TFGM DRAINAGE TO REMAIN
- EXISTING PUBLIC AND PRIVATE SEWERS TO BE ABANDONED
- PHASE 2 SITE BOUNDARY
- PROPOSED TFGM TRACK DRAINAGE DIVERSION
- PROPOSED TFGM DIVERSION DRAINAGE MANHOLE
- VICTORIA STATION DRAINAGE DIVERSION
- EXISTING UNITED UTILITIES COMBINED WATER SEWERS TO BE ABANDONED
- EXISTING PRIVATE COMBINED WATER SEWERS TO BE ABANDONED
- EXISTING PRIVATE COMBINED WATER SEWER

PLEASE REFER TO AJP DRAWING C-00006 FOR DETAILS OF THE NETWORK RAIL STATION APPROACH DRAINAGE DIVERSION

Existing Public MH TBCØ MH CL.: TBC IL: TBC

LONG MILLGATE

VICTORIA STATION

Proposed T

EXISTING TFGM TRACK DRAINAGE TO REMAIN.

EXISTING TFGM TRACK DRAINAGE DRAWINGS INDICATE THAT THIS IS A HYDROBRAKE CHAMBER WHICH RESTRICTS THE FLOW TO A MAXIMUM DISCHARGE RATE OF 5.0 L/s.

Ex. 2100Ø HYDROBRAKE CHAMBER CL: 33.350 IL: 30.160 (TBC)

EXISTING TFGM TRACK DRAINAGE TO BE DIVERTED THROUGH PROPOSED BUILDING AND TO DISCHARGE INTO EXISTING CULVERTED WATERCOURSE VIA THE EXISTING PHASE 1 SURFACE WATER DRAINAGE OUTFALL. LEGAL AGREEMENTS WITH NETWORK RAIL AND TfGM WILL BE REQUIRED. ACCESS ARRANGEMENTS TO THE TWO EXTERNAL MANHOLES TO BE AGREED.

TEMPORARY OVER-PUMPING OF EXISTING TfGM TRACK DRAINAGE LIKELY REQUIRED TO ACCOMMODATE CONSTRUCTION OF NEW DIVERSION PIPELINE. CONTRACTOR TO CONFIRM.

EXISTING UNITED UTILITIES COMBINED SEWER OVERFLOW TO BE ABANDONED AND GRUBBED UP. AGREEMENT WITH UNITED UTILITIES TO ABANDON SEWERS HAS ALREADY BEEN OBTAINED BY OTHERS.

EXISTING UNITED UTILITIES PUBLIC SEWERS TO BE ABANDONED AND GRUBBED UP. AGREEMENT WITH UNITED UTILITIES TO ABANDON SEWERS HAS ALREADY BEEN OBTAINED BY OTHERS.

Ex. 1200Ø MH CL: 33.350 IL: 29.780

INVERT TBC ON SITE FOLLOWING MANHOLE REMOVAL AND PIPE EXTENSION

300Ø @ 1:150

TfGM 01 CL.33.450 IL: 29.750 1200Ø

NEW FOUNDATION TO BRIDGE OVER TfGM DIVERSION PIPEWORK. SEQUENCE AND FINAL DETAILS ARE TO BE AGREED

EXISTING PHASE 1 DEVELOPMENT OUTFALL INTO CULVERTED WATERCOURSE TO BE USED AS OUTFALL FOR CONNECTION OF TfGM TRACK DRAINAGE. EXISTING HYDROBRAKE WITHIN THE EXISTING PHASE 1 OUTFALL CHAMBER IS SUITABLE TO ACCOMMODATE ADDITIONAL FLOWS.

AJP UNDERSTAND THAT A CONNECTION SPUR WAS FORMED AS PART OF PHASE 1 WORKS BUT A SURVEY IS REQUIRED TO CONFIRM ITS POSITION AND LEVEL

INVERT OF EXISTING MANHOLE EXPECTED AT 27.684M

BD IL: 29.155

TfGM 02 CL:33.300 IL: 29.455

300Ø @ 1:150 >>

NON RETURN VALVE TO PREVENT SURCHARGE INTO PROPOSED TfGM TRACK DRAINAGE DIVERSION.

INTERNAL SURVEYED FACE OF CULVERT

EXTERNAL FACE OF CULVERT ABUTMENT

5m OFFSET FROM EXTERNAL FACE OF CULVERT ABUTMENT

Existing gravel bed

Ex. utility boxes

Existing crossing for pedestrians (Location as per topo survey)

Existing crossing for cyclists (Location as per topo survey)

Existing new tram overhead column

Existing Bus Stop

Bus stop extent as proposed under TfGM scheme

EXISTING UNITED UTILITIES COMBINED WATER SEWERS TO REMAIN

HANOVER BUILDING

CORPORATION STREET

Existing CL: 35.30m IL: 23.415m

Existing CL: 35.310m IL: 27.724m

EXISTING PHASE 1 DRAINAGE.

PW32 CL: 35.47m IL: 25.925m

BD IL: 30.350

REV	DATE	DESCRIPTION	BY	CHK	APP
P03	12.08.2024	UPDATED VICTORIA STATION DRAINAGE DIVERSION NOTE	CLB	DJS	DJS
P02	12.07.2024	RIBA STAGE 3 (SPATIAL CO-ORDINATION) ISSUE	CLB	DJS	DJS
P01	24.05.2024	PRELIMINARY ISSUE	CLB	DJS	DJS

DRAWING STATUS: **PRELIMINARY**

CLIENT: MORGAN CAPITAL

ARCHITECT: PIERCY & COMPANY

PROJECT: NEW VICTORIA PHASE 2 MANCHESTER

TITLE: ENABLING WORKS TFGM DRAINAGE DIVERSION

STATUS:	PROJECT No.	PROJECT	ORIGINATOR	VOL/SYS	LEVEL	TYPE	ROLE	DRAWING No.	REV:
S2	221-132	NV	AJP	XX	XX	DR	C	00002	P03

SCALE @ A0	DESIGNED:	DRAWN:	CHECKED:	APPROVED:	DATE:
1:100	JJR	CLB	DJS	DJS	MAY 2024

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