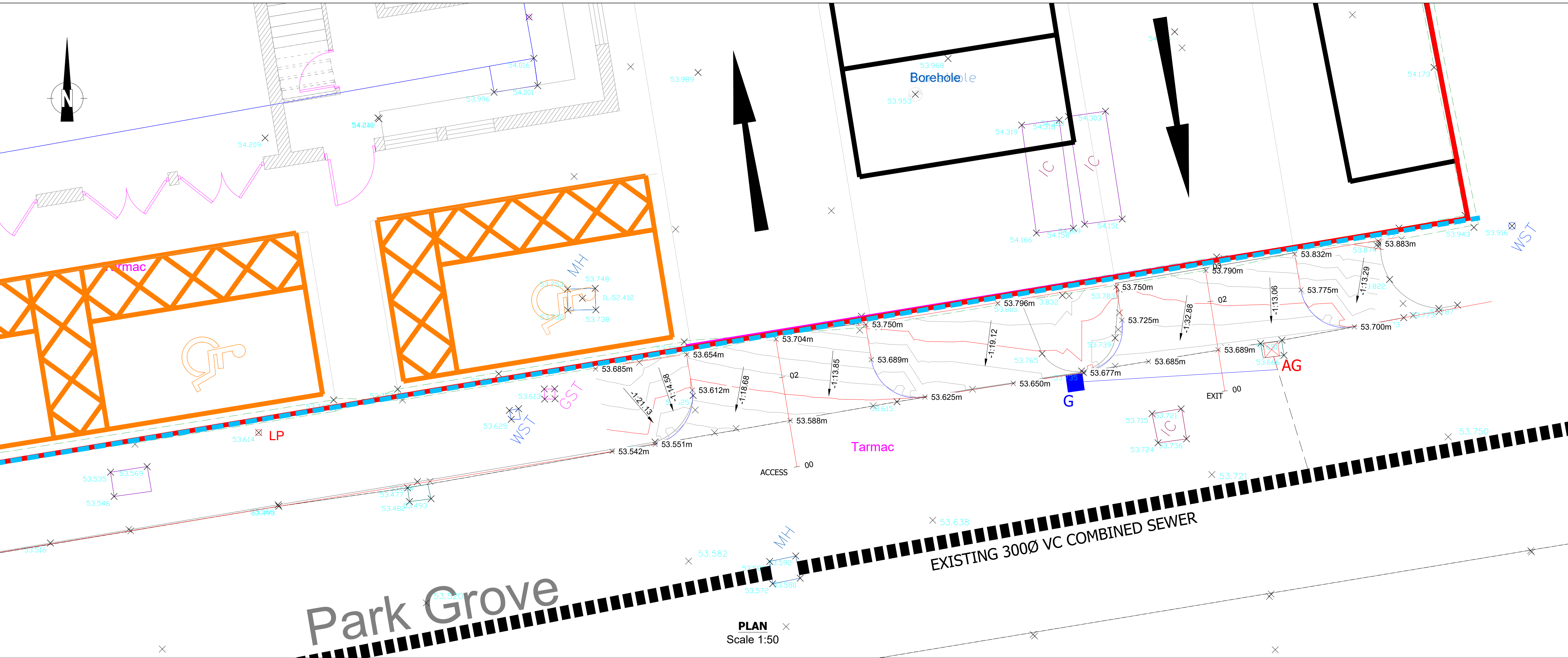




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REFER TO DIMENSIONS AND DO NOT SCALE.
- NOTES
- THIS DRAWING SHOULD BE READ IN RELATION TO THE SUBJECT OF THE TITLE ONLY. OTHER INFORMATION SHOWN ON THE DRAWING IS TO BE CONSIDERED INDICATIVE ONLY. REFERENCE SHOULD BE MADE TO APPROPRIATE DRAWING SERIES/SPECIFICATIONS FOR OTHER INFORMATION.
 - ALL DIMENSIONS ARE IN METRES UNLESS SPECIFIED OTHERWISE.
 - UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT AUTHORITY, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ISSUES ARE PRELIMINARY, SUBJECT TO CHANGE AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR COMMENCE SITE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK.
 - PRESENCE OF STATUTORY UNDERTAKERS EQUIPMENT IN THE HIGHWAY SHOULD BE VERIFIED BY THE CONTRACTOR ON SITE PRIOR TO STARTING ANY WORKS. THE LOCATION OF STATUTORY PLANT SHOWN ON ANY PLANS IS INDICATIVE ONLY AND SHOULD NOT BE RELIED UPON FOR THE LOCATION OF ANY PIPEWORK OR CABLING. THE CONTRACTOR SHOULD CONFIRM THE LOCATION OF ALL STATS PLANT BY HAND DUG TRAIL TRENCHES PRIOR TO COMMENCING ANY WORKS. ALLOWANCE FOR THE PRESENCE OF ALL STATS APPROPRIATE PROTECTION/DIVERSION MEASURES (INCORPORATING SPLIT DUCT AND 150MM CONCRETE SURROUND OR SIMILAR STATUTORY APPROVED METHOD) IS TO BE PUT IN PLACE BY THE CONTRACTOR (UNLESS STATED OTHERWISE) WHERE STATS EQUIPMENT ARE FOUND TO BE WITHIN THE AREA OF HIGHWAY WORKS.
 - ALL WORKS TO BE UNDERTAKEN IN ACCORDANCE WITH MANCHESTER CITY COUNCIL LOCAL GUIDANCE, THE DEPARTMENT FOR TRANSPORT (DFT), SPECIFICATION FOR HIGHWAY WORKS (SHW) AND THE RELEVANT BRITISH STANDARDS.
 - ALL GULLIES AND PIPE BEDDING TO BE IN ACCORDANCE WITH STANDARD DETAIL DRAWING ARF_MK_PARKGROVE_SD_01
 - ALL VOIDS PRESENT AFTER GULLIES HAVE BEEN REMOVED TO BE FILLED WITH ST4 CONCRETE.
 - UNITED UTILITIES PERMISSION TO BE OBTAINED FOR ANY NEW CONNECTION TO PUBLIC SEWERS.
 - ALL IRONWORK WITHIN THE CARRIAGEWAY OR WITHIN AREAS SUBJECT TO VEHICULAR LOADING SHALL BE A MINIMUM GRADE D400 IN ACCORDANCE WITH WITH BS EN 124 UNLESS OTHERWISE STATED.
 - WHERE PROPOSED GULLY/OUTFALL CONNECTIONS UTILIZ EXISTING GULLY LEADS, THE EXISTING LEAD IS TO BE CHASED BACK TOWARDS THE MAIN CARRIER DRAIN TO A POINT WHERE SUITABLE FALL CAN BE ACHIEVED FROM THE PROPOSED GULLY/OUTFALL. EXISTING GULLY TO PUBLIC SEWER IS ASSUMED. IF FOUND TO BE DIFFERENT THAN AS SHOWN, REPORT TO THE DESIGNER FOR FURTHER CONSULTATION AND ADVICE FOR CONNECTING PROPOSED GULLY OUTLETS.
 - MAJOR CONTOURS AT 0.5M INTERVALS. MINOR CONTOURS AT 0.1M INTERVALS.

ACCESS - LONGSECTION
SCALE: H 1:100,V 1:100. DATUM: 52.000

EXIT - LONGSECTION
SCALE: H 1:100,V 1:100. DATUM: 52.000

Chainage		0.000		
		1.026	53.587	
		1.614	53.625	
		2.162	53.657	
		2.896	53.691	
Existing Levels				
Proposed Levels				

Chainage		0.000		
		0.918	53.688	
		1.444	53.724	
		1.948	53.750	
		2.549	53.781	
Existing Levels				
Proposed Levels				

- KEY
- APPROXIMATE EXTENT OF ADOPTED HIGHWAY IN THE VICINITY OF THE HIGHWAY WORKS
 - PROPOSED GULLY AND 150MM CONNECTION
 - INDICATIVE CONNECTION
 - EXISTING GULLY TO BE REMOVED AND TAIL TO BE REUSED.
 - EXISTING COMBINED SEWER
 - ACO MULTI DRAIN MD (150MM) TO CUT OFF SURFACE WATER FLOWS FROM THE CAR PARK

C.D.M. REGULATIONS 2015
Please refer to General Arrangement Plan for general CDM notes

FOR APPROVAL