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DO NOT SCALE FROM THIS DRAWING.

CONTRACTORS MUST CHECK ALL DIMENSIONS ON SITE. ONLY FIGURED DIMENSIONS ARE TO BE WORKED FROM. DISCREPANCIES MUST BE REPORTED IMMEDIATELY TO CAMBRIA CONSULTING LIMITED BEFORE PROCEEDING.

THE CONTRACTOR IS TO REFER TO THE SPECIFICATION, FULL SCHEDULE OF RESIDUAL RISKS IN THE CONTRACT DOCUMENTS AND ALSO TO INFORMATION FROM OTHER DESIGNERS, IN PARTICULAR THE M&E CONSULTANT REGARDING EXISTING LIVE SERVICES.

 THIS SYMBOL IS USED TO HIGHLIGHT INSTANCES OF RISK WITHIN THE CONSTRUCTION PROCESS. ALWAYS CHECK FOR LATER REVISIONS OF THIS DRAWING.

KEY

-  EXISTING FOUL DRAINAGE
-  FOUL DRAINAGE PIPE
-  FOUL DRAINAGE CHAMBER
-  SURFACE WATER DRAINAGE PIPE (CARRIER)
-  SURFACE WATER DRAINAGE PIPE (PERFORATED)
-  SURFACE WATER DRAINAGE CHAMBER
-  LINEAR / THRESHOLD CHANNEL DRAIN
-  RODDING EYE
-  RAINGARDEN
-  PERMEABLE BLOCK PAVING
-  PERMEABLE ASPHALT PAVING
-  GREEN/BLUE ROOF
-  ATTENUATION TANK
-  DIFFUSER UNIT AT SUB-BASE FORMATION LEVEL

- NOTES:**
1. PROPOSED DRAINAGE DESIGN IN ACCORDANCE WITH BUILDING REGULATIONS APPROVED DOCUMENT H & SEWERS FOR ADOPTION TTH EDITION.
 2. DRAINAGE DESIGN SUBJECT TO DETAILED HYDRAULIC MODELLING & CONSULTATION WITH SAB.
 3. DRAINAGE RATES, ATTENUATION STORAGE & EXTENT OF ABOVE GROUND SUDS SUBJECT TO SAB APPROVAL.
 4. ALL DOWNPIPES TO DISCHARGE TO SUDS FEATURES VIA ABOVE GROUND CHANNELS AND BELOW GROUND PIPES.
 5. ALL PIPEWORK Ø150 UNLESS OTHERWISE STATED.
 6. ALL CHAMBER COVERS LOCATED IN VEHICLE TRAFFICKED AREAS TO BE LOAD CLASSIFICATION: D400.
 7. ALL CHAMBER COVERS LOCATED IN NON-VEHICLE TRAFFICKED AREAS TO BE LOAD CLASSIFICATION: B125.
 8. RAINWATER PIPE POSITIONS ARE SHOWN INDICATIVELY AND ARE TO BE CONFIRMED BY THE ARCHITECT.

- NOTES: EXISTING MANHOLES & DRAINS**
1. THE POSITIONS AND LEVELS SHOWN FOR EXISTING MANHOLES AND DRAINS ARE APPROXIMATE.
 2. AT THE COMMENCEMENT OF WORKS THE CONTRACTOR SHALL UNDERTAKE A FULL SURVEY OF THE EXISTING DRAINAGE TO VERIFY THE DETAILS SHOWN. ANY SIGNIFICANT DISCREPANCIES OR ANY ADDITIONAL DRAINAGE NOT IDENTIFIED SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.
 3. IF ANY EXISTING FOUL OR SURFACE DRAIN THAT HAS NOT BEEN IDENTIFIED IS FOUND WITHIN THE SITE THE CONTRACTOR IS TO INVESTIGATE THE ORIGIN AND STATUS OF THE DRAIN AND REPORT TO THE ENGINEER FOR INSTRUCTION.
 4. REDUNDANT DRAINS ARE TO BE DEALT WITH AS FOLLOWS:
 - 4.1. WITHIN THE FOOTPRINT OF THE NEW BUILDINGS - DRAINS ARE TO BE REMOVED AND THE RESULTING TRENCH BACKFILLED AND COMPACTED WITH SUITABLE FILL MATERIAL.
 - 4.2. OUTSIDE THE BUILDING FOOTPRINT - DEPTH > 1.0m FROM FINISHED LEVELS TO CROWN OF PIPE - DRAINS ARE TO BE ABANDONED. DEPTH < 1.0m FROM FINISHED LEVELS TO CROWN OF PIPE - DRAINS TO BE REMOVED AND BACKFILLED.
 - 4.3. ALL ABANDONED DRAIN RUNS SHALL BE SEALED AT EACH END WITH GEN3 CONCRETE.
 5. MANHOLES TO BE REMOVED SHALL BE COMPLETELY BROKEN OUT AND BACKFILLED WITH SUITABLE COMPACTED FILL MATERIAL. UNDAMAGED COVERS AND FRAMES SHALL BE RETAINED ON SITE FOR RE-USE WHERE APPROPRIATE.
 6. WHERE NEW MANHOLES ARE TO BE CONSTRUCTED ON EXISTING DRAIN RUNS, ROCKER PIPES SHALL BE INSTALLED ON ALL ENTRIES, INCLUDING THE EXISTING RUN, IN ACCORDANCE WITH THE SPECIFICATION.

P02	ISSUED FOR PRE-SAB APPLICATION	GJ	RJ	LKM
				04/03/25
P01	ISSUED FOR RIBA STAGE 3	GJ	RJ	RJ
				07/02/25
Rev.	Description	By	Chk	App

Client:



Project:
**CAERLEON SCHOOL
 CB2183**

Drawing Title:
**PROPOSED DRAINAGE
 OVERVIEW**

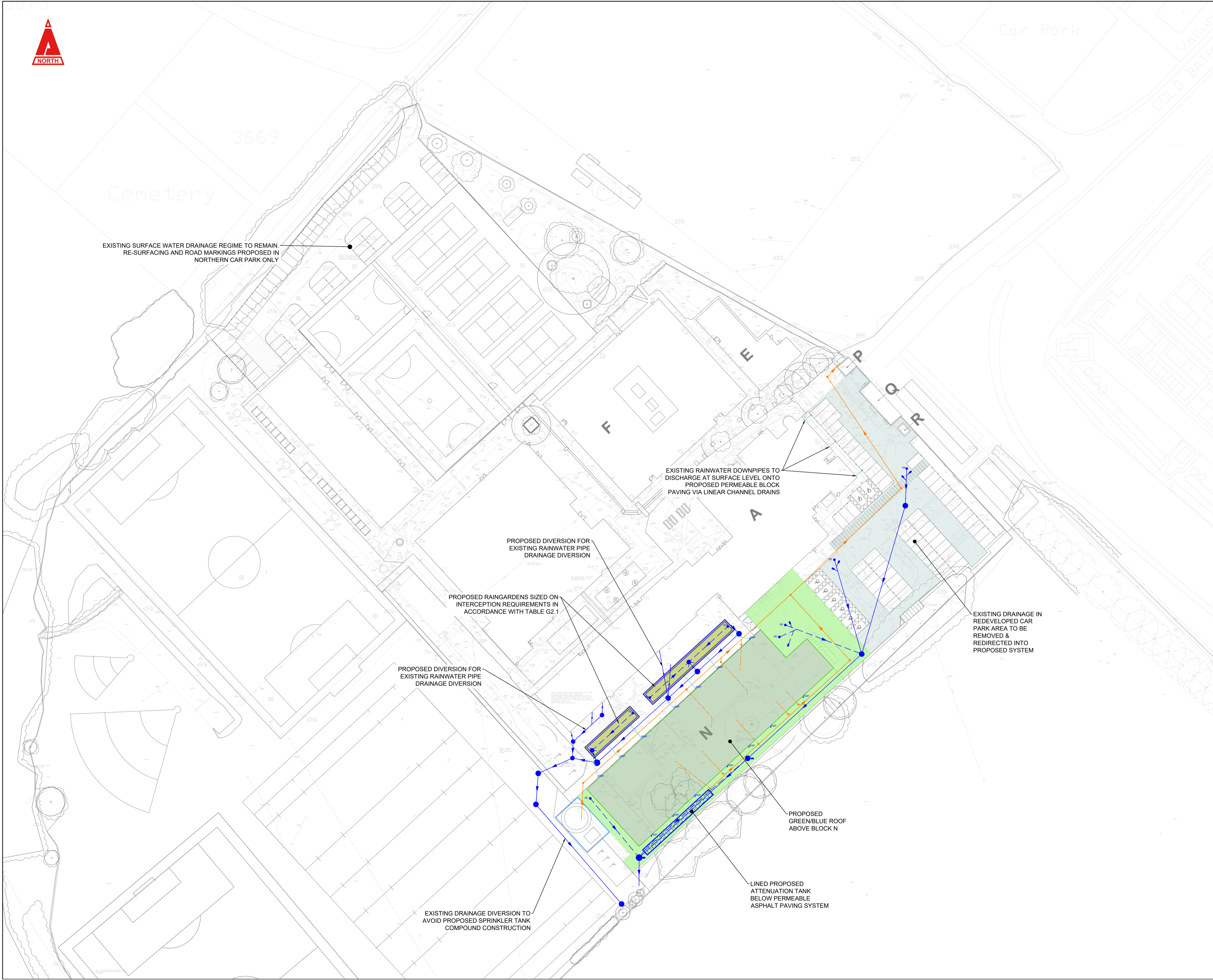
Drawing No.
CB2183 CAM XX XX DR C 0500

Project	Originator	Function	Spacial	Form	Disc	Number
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Status:	Scale @A1:	Rev.
S4 PRELIMINARY	1:500	P02

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EXISTING SURFACE WATER DRAINAGE REGIME TO REMAIN. RE-SURFACING AND ROAD MARKINGS PROPOSED IN NORTHERN CAR PARK ONLY

EXISTING RAINWATER DOWNPIPES TO DISCHARGE AT SURFACE LEVEL ONTO PROPOSED PERMEABLE BLOCK PAVING VIA LINEAR CHANNEL DRAINS

PROPOSED DIVERSION FOR EXISTING RAINWATER PIPE DRAINAGE DIVERSION

PROPOSED RAINGARDENS SIZED ON INTERCEPTION REQUIREMENTS IN ACCORDANCE WITH TABLE G2.1

PROPOSED DIVERSION FOR EXISTING RAINWATER PIPE DRAINAGE DIVERSION

EXISTING DRAINAGE IN REDEVELOPED CAR PARK AREA TO BE REMOVED & REDIRECTED INTO PROPOSED SYSTEM

PROPOSED GREEN/BLUE ROOF ABOVE BLOCK N

LINED PROPOSED ATTENUATION TANK BELOW PERMEABLE ASPHALT PAVING SYSTEM

EXISTING DRAINAGE DIVERSION TO AVOID PROPOSED SPRINKLER TANK COMPOUND CONSTRUCTION