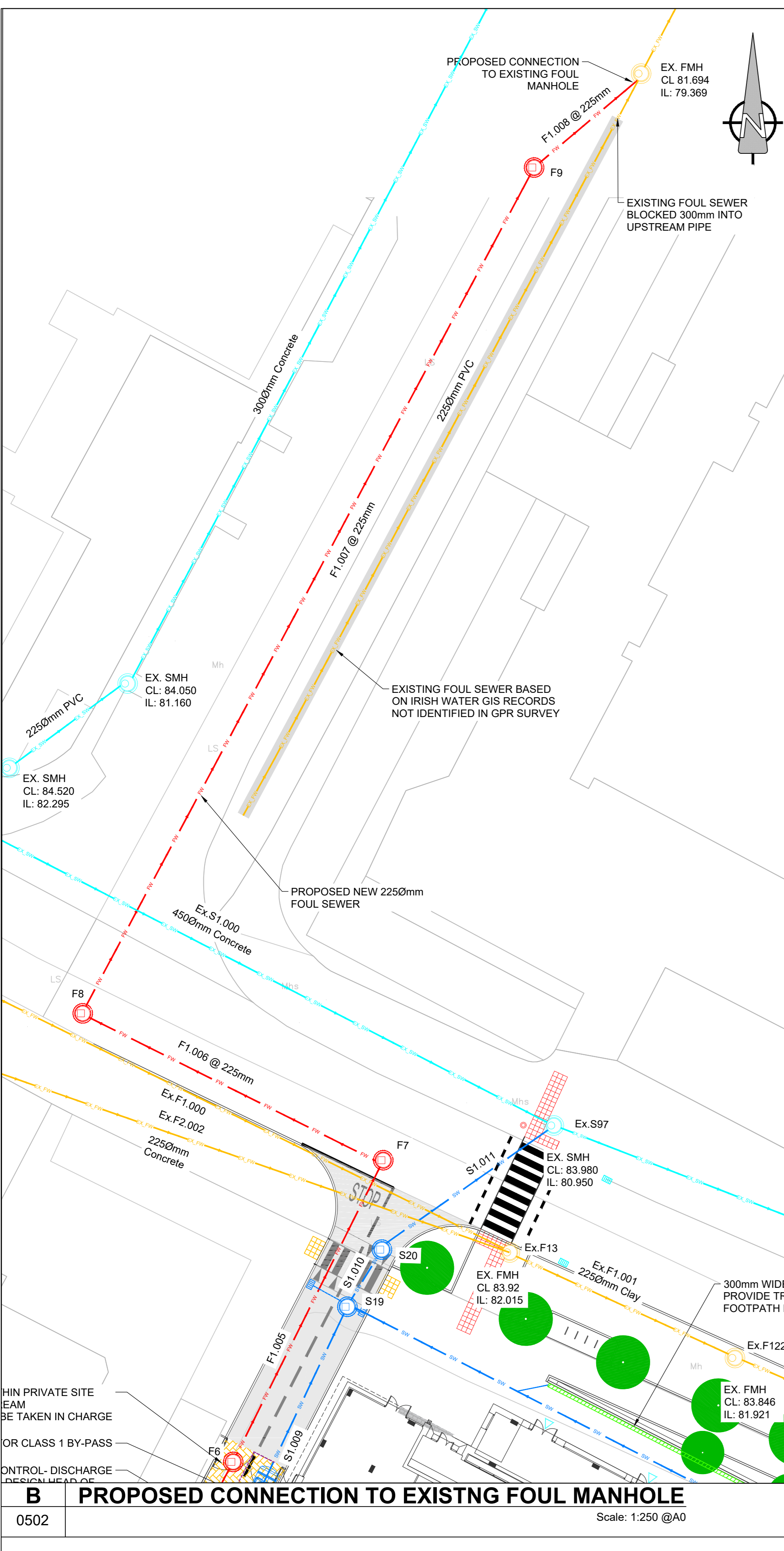


- NOTES**
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS. ANY DISCREPANCIES, ERRORS OR OMISSIONS TO BE BROUGHT TO THE ATTENTION OF THE DESIGNER.
  - ALL DIMENSIONS TO BE CHECKED BY THE CONTRACTOR ON SITE PRIOR TO COMMENCEMENT OF WORKS.
  - AECOM LIMITED IS NOT RESPONSIBLE FOR THE CONTRACTOR OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF WORKS ON SITE.
  - DIMENSIONS OF ALL BOUNDARIES AND ADJOINING ROADS TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF WORKS.
  - DO NOT SCALE ALL MEASUREMENTS AND COORDINATES TO BE CHECKED ON SITE.
  - THE LOCATION & DEPTH OF SERVICES TO BE CHECKED ON SITE PRIOR TO COMMENCING ANY WORKS.
  - MANHOLE COVERS AND FRAMES IN PUBLICLY ACCESSIBLE AREAS SHALL BE HEAVY DUTY CAST IRON CLASS D400, DOUBLE SEALED AND LOCKABLE TYPE COMPLYING WITH BS EN 124:2015.
  - GULLY GRATINGS & FRAMES SHALL COMPLY WITH BS EN 124:2015.
  - EXISTING INVERT LEVELS TO BE VERIFIED ON SITE BEFORE COMMENCING CONSTRUCTION.
  - SURFACE WATER & FOUL SEWER PIPES LESS THAN 1.2m BELOW THE ROAD SURFACE OR LESS THAN 0.3m IN NON-TRAFFICED FOOTPATHS AND LANDSCAPE AREAS (WITH AN ABSOLUTE MINIMUM DEPTH OF COVER ABOVE THE EXTERNAL CROWN OF THE PIPE Ø750mm) SHALL BE PROTECTED FROM DAMAGE BY PROVIDING MINIMUM 100mm THICK CONCRETE C1500 MOUND IN ACCORDANCE WITH BS EN 12202.
  - ATTENTION PROPOSALS SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE LOCAL AUTHORITY.
  - CITY SURVEY TO BE CONDUCTED PRIOR TO COMMENCEMENT OF ANY WORKS TO DETERMINE THE CONDITION AND VERIFY LEVELS OF THE EXISTING FOUL AND SURFACE WATER PIPES/MANHOLES. ANY SUBSTANDARD OR DEFECTIVE ELEMENTS OF THE EXISTING PIPES/MANHOLES TO BE REPORTED AND CORRECTED.
  - ALL SURFACE WATER DRAINAGE DETAILS TO BE IN ACCORDANCE WITH THE GREATER DUBLIN STRATEGIC DRAINAGE STUDY AND THE GREATER DUBLIN REGIONAL CODE OF PRACTICE FOR DRAINAGE WORKS.
  - ALL FOUL WATER DETAILS TO BE IN ACCORDANCE WITH THE IRISH WATER INFRASTRUCTURE STANDARDS DETAILS AND CODE OF PRACTICE FOR WASTEWATER INFRASTRUCTURE.
  - MANHOLES AND PIPES TO BE DESIGNED WITH CONCRETE PADS TO PREVENT UPLIFT FROM GROUNDWATER AT DETAILED DESIGN STAGE.
  - TO BE READ IN CONJUNCTION WITH DRAWINGS PR461030-ACM-XX-00-DR-CE-10-0502-0502

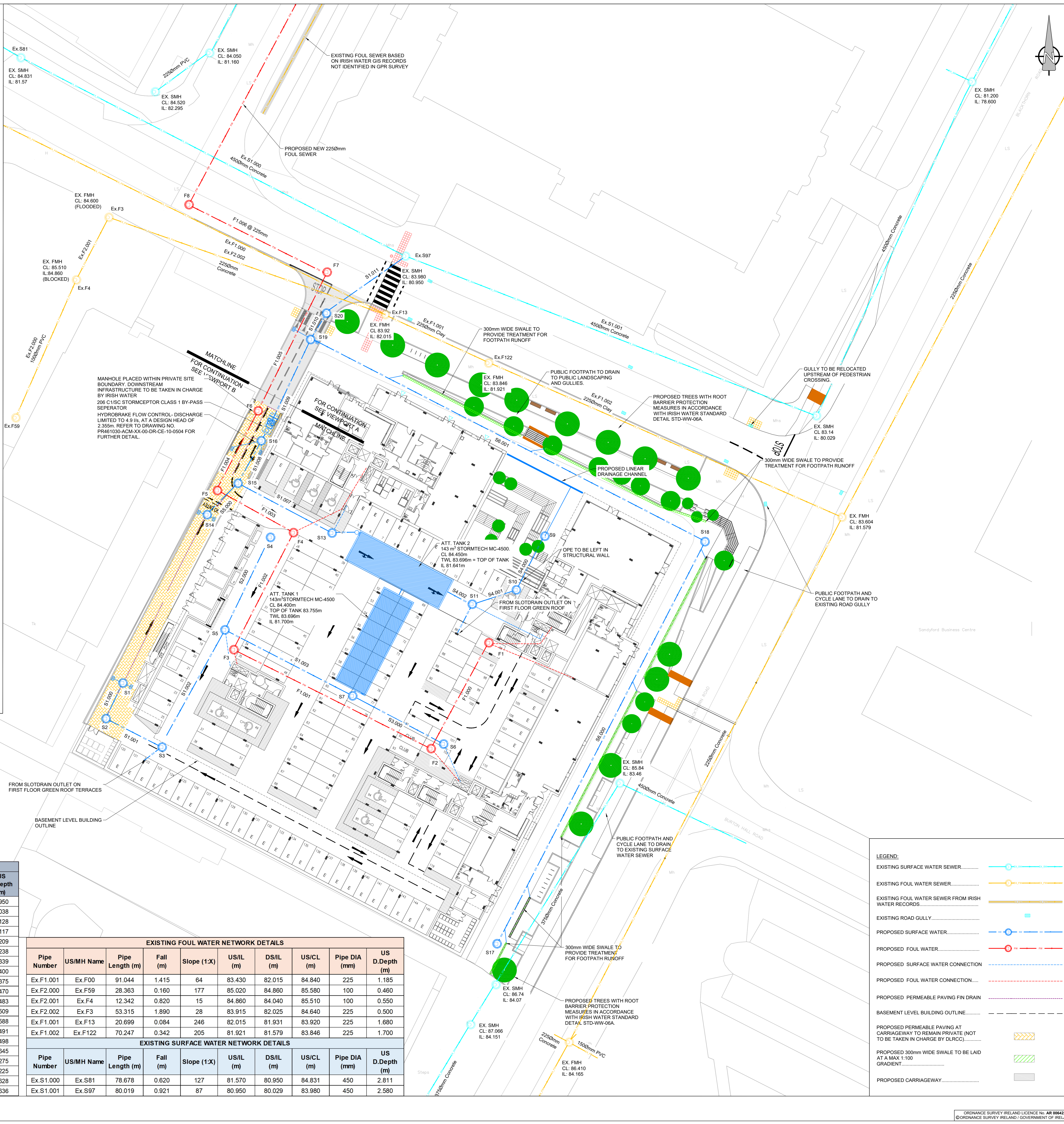


**B PROPOSED CONNECTION TO EXISTING FOUL MANHOLE**  
 0502  
 Scale: 1:250 @A0

FOUL WATER NETWORK DETAILS									
Pipe Number	US/MH Name	Pipe Length (m)	Fall (m)	Slope (1:X)	US/IL (m)	DS/IL (m)	US/CL (m)	Pipe DIA (mm)	US D.Depth (m)
F1.000	F1	24.073	0.120	200	83.050	82.930	84.480	225	1.205
F1.001	F2	41.719	0.276	151	82.930	82.654	84.480	225	1.325
F1.002	F3	24.559	0.253	97	82.654	82.401	84.500	225	1.621
F1.003	F4	15.849	0.158	100	82.401	82.242	84.320	225	1.694
F1.004	F5	16.390	0.328	50	82.242	81.915	84.300	225	1.833
F1.005	F6	28.207	0.261	108	81.915	81.654	84.200	225	2.060
F1.006	F7	27.901	0.772	36	81.654	80.882	84.120	225	2.241
F1.007	F8	78.475	1.420	55	80.882	79.462	84.380	225	3.273
F1.008	F9	11.466	0.092	125	79.462	79.370	81.700	225	2.013

SURFACE WATER NETWORK DETAILS										
Pipe Number	US/MH Name	Pipe Length (m)	Fall (m)	Slope (1:X)	Time of Entry (mins)	US/IL (m)	DS/IL (m)	US/CL (m)	Pipe DIA (mm)	US D.Depth (m)
S1.000	S1	7.508	0.038	198	5.000	82.185	82.147	84.360	225	1.950
S1.001	S2	11.942	0.060	199		82.147	82.087	84.410	225	2.038
S1.002	S3	24.199	0.121	200		82.087	81.966	84.440	225	2.128
S2.000	S4	18.420	0.092	200	5.000	82.058	81.966	84.400	225	2.117
S1.003	S5	25.924	0.130	200		81.966	81.836	84.400	225	2.209
S3.000	S6	20.028	0.100	200	5.000	81.937	81.837	84.400	225	2.238
S1.004	S7	12.362	0.062	200		81.761	81.700	84.400	300	2.339
ATT. TANK 1		11.747	0.059	200		81.700	81.641	84.400	300	2.400
S4.000	S9	8.993	0.045	200	5.000	81.650	81.605	84.450	225	2.375
S4.001	S10	8.681	0.043	200		81.605	81.562	84.500	225	2.470
S4.002	S11	11.488	0.046	250		81.562	81.516	84.470	225	2.483
ATT. TANK 2		18.117	0.079	230		81.516	81.437	84.450	300	2.509
S1.007	S13	18.015	0.060	300		81.487	81.427	84.450	375	2.588
S5.000	S14	11.386	0.057	200	5.000	81.437	81.377	84.350	225	2.491
S1.008	S15	7.936	0.026	300		81.427	81.400	84.300	375	2.498
S1.009	S16	20.647	0.103	201		81.400	81.297	84.270	225	2.645
S6.000	S17	85.740	1.500	57	5.000	85.000	83.500	86.500	225	1.275
S6.001	S18	79.572	2.203	36		83.500	81.297	84.950	225	1.225
S1.010	S19	7.611	0.038	200		81.297	81.259	84.150	225	2.628
S1.011	S20	16.271	0.081	200		81.259	81.178	84.120	225	2.636

**A PROPOSED DRAINAGE LAYOUT**  
 0502  
 Scale: 1:250 @A0



EXISTING FOUL WATER NETWORK DETAILS									
Pipe Number	US/MH Name	Pipe Length (m)	Fall (m)	Slope (1:X)	US/IL (m)	DS/IL (m)	US/CL (m)	Pipe DIA (mm)	US D.Depth (m)
Ex.F1.001	Ex.F00	91.044	1.415	64	83.430	82.015	84.840	225	1.185
Ex.F2.000	Ex.F59	28.363	0.160	177	85.020	84.860	85.580	100	0.460
Ex.F2.001	Ex.F4	12.342	0.820	15	84.860	84.040	85.510	100	0.550
Ex.F2.002	Ex.F3	53.315	1.890	28	83.915	82.025	84.640	225	0.500
Ex.F1.001	Ex.F13	20.699	0.084	246	82.015	81.931	83.920	225	1.680
Ex.F1.002	Ex.F122	70.247	0.342	205	81.921	81.579	83.846	225	1.700

EXISTING SURFACE WATER NETWORK DETAILS									
Pipe Number	US/MH Name	Pipe Length (m)	Fall (m)	Slope (1:X)	US/IL (m)	DS/IL (m)	US/CL (m)	Pipe DIA (mm)	US D.Depth (m)
Ex.S1.000	Ex.S81	78.678	0.620	127	81.570	80.950	84.831	450	2.811
Ex.S1.001	Ex.S97	80.019	0.921	87	80.950	80.029	83.980	450	2.580

**LEGEND:**

- EXISTING SURFACE WATER SEWER.....
- EXISTING FOUL WATER SEWER.....
- EXISTING FOUL WATER SEWER FROM IRISH WATER RECORDS.....
- EXISTING ROAD GULLY.....
- PROPOSED SURFACE WATER.....
- PROPOSED FOUL WATER.....
- PROPOSED SURFACE WATER CONNECTION.....
- PROPOSED FOUL WATER CONNECTION.....
- PROPOSED PERMEABLE PAVING FIN DRAIN.....
- BASEMENT LEVEL BUILDING OUTLINE.....
- PROPOSED PERMEABLE PAVING AT CARRIAGEWAY TO REMAIN PRIVATE (NOT TO BE TAKEN IN CHARGE BY DLRCC).....
- PROPOSED 300mm WIDE SWALE TO BE LAID AT A MAX 1:100 GRADIENT.....
- PROPOSED CARRIAGEWAY.....

**ISSUE/REVISION**

IR	DATE	DESCRIPTION
1	18.03.2021	STAGE 3 PLANNING ISSUE
0	17.08.2020	STAGE 2 PRE - APP ISSUE

ISO A0 841mm x 1189mm  
 Approved: BM  
 Checked: CH  
 Drawn by: DM  
 Project Management Initials:  
 Last saved by: KARL MULLIGAN (2021-03-15)  
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