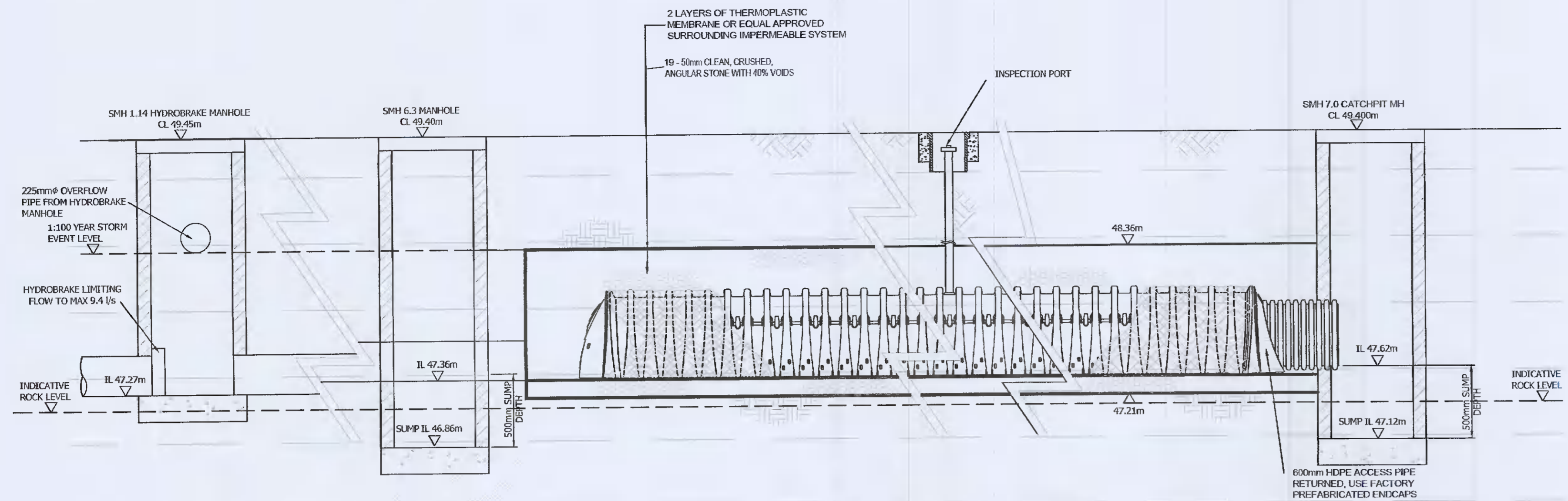


GENERAL NOTES:

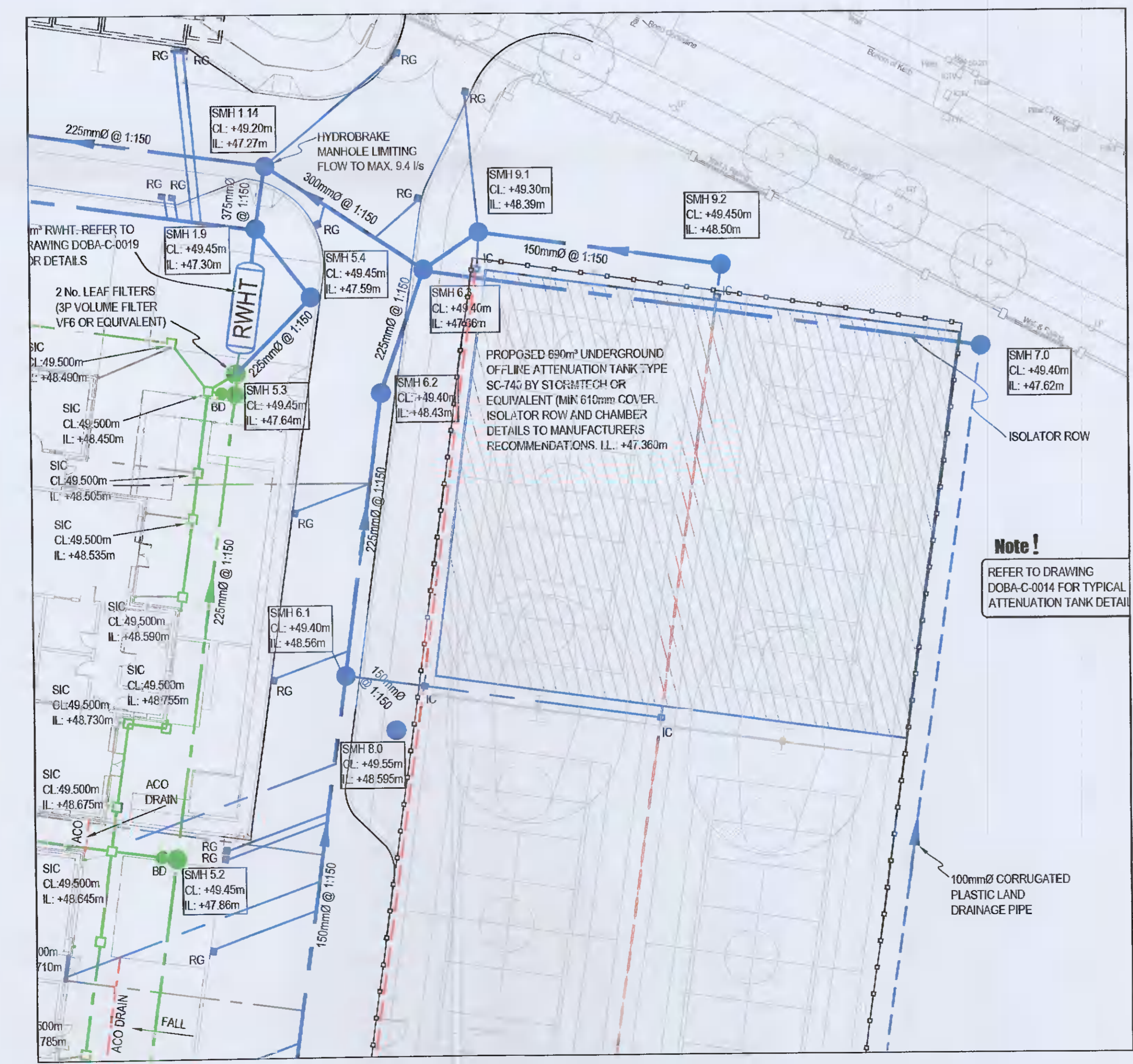
1. FOR STANDARD DOBA NOTES REFER TO DRAWING LCC-DOB-XX-XX-DR-S001 & S002
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTS & ENGINEERS DRAWINGS AND SPECIFICATIONS
3. USE FIGURED DIMENSIONS ONLY. DO NOT SCALE
4. ALL FFL AND SSL TO BE CONFIRMED BY ARCHITECT
5. ALL DPCs, DPMs, RADON BARRIERS, INSULATION AND ALL WEATHERING DETAILS TO ARCHITECT'S DRAWINGS & SPECIFICATIONS
6. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND LEVELS WITH ARCHITECTURAL DRAWINGS PRIOR TO START OF CONSTRUCTION. ANY DISCREPANCIES TO BE NOTIFIED TO THE ENGINEER & ARCHITECT FOR RESOLUTION

ATTENUATION TANK NOTES:

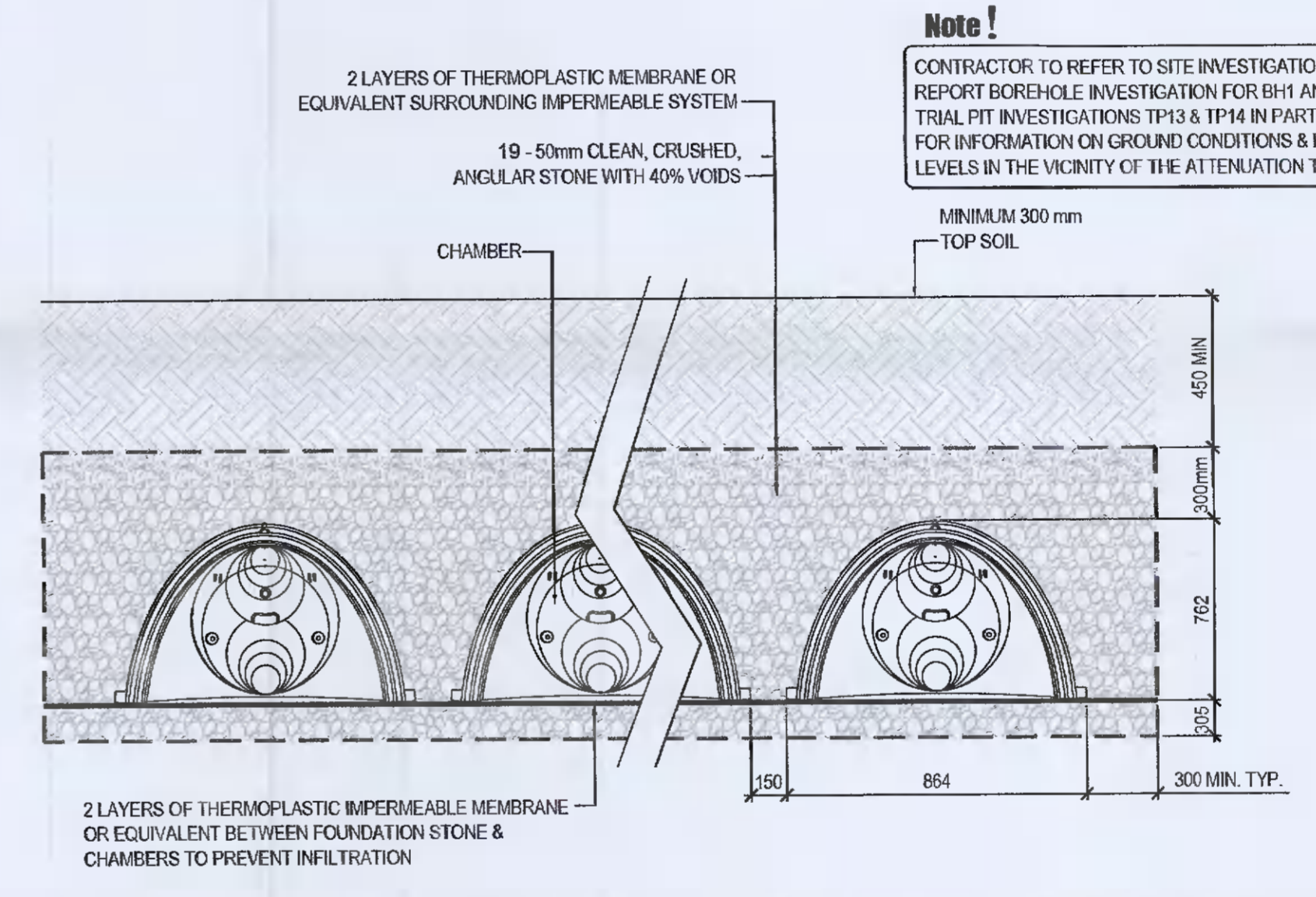
1. ATTENUATION TANK SYSTEM IS TO CONSIST OF A VOID, FORMED FROM ONE OR MULTIPLE ROWS OF PARABOLIC ARCH SHAPED CHAMBERS WITH A CANTILEVER FOOT THAT IS A MINIMUM WIDTH OF 100MM.
2. CHAMBERS SHALL BE MANUFACTURED FROM HDPE OR HDPP MATERIAL AND BE FORMED BY AN INJECTION MOLDED PROCESS. VIRGIN (NOT RECYCLED) POLYMER SHOULD BE USED.
3. CHAMBERS SHOULD HAVE A MINIMUM WALL THICKNESS THAT IS CONSISTENT OVER BOTH THE CREST AND VALLEY. THICKNESS IS DEPENDENT ON THE NOMINAL HEIGHT OF THE CHAMBER AND SHOULD MEET THE FOLLOWING; 400MM HIGH CHAMBER = 3.1MM, 800MM HIGH CHAMBER = 4.4MM, 1100MM = 5.8MM, 1500MM = 6.4MM.
4. CHAMBER SHOULD BE RATED TO TAKE TRAFFIC AND EMERGENCY ACCESS HEAVY VEHICLES (FIRETRUCK). THIS IS DEFINED AS PER EN BS 9295, A 112.5KN WHEEL (937.5KN/M2 BASED ON 0.2M X 0.6M WHEEL). THE CHAMBER SHALL BE BURIED TO A MINIMUM DEPTH TO RESIST THIS LOAD WITH A FACTOR OF SAFETY OF 1.75 APPLIED. MANUFACTURER TO SHOW INDEPENDENT TESTING TO VERIFY MINIMUM CHAMBER DEPTH REQUIRED TO MEET THE LIVE LOAD DESCRIBED ABOVE.
5. CHAMBER SHALL HAVE A DESIGN LIFE OF MINIMUM 50 YEARS WHEN UNDER CONSTANT DEAD LOAD. MANUFACTURE TO SHOW INDEPENDENT TESTING VERIFYING MAXIMUM DEPTH OF BURIAL. A FACTOR OF SAFETY OF 1.95 THROUGH THE DESIGN LIFE TO BE APPLIED. A CREEP REDUCTION BASED ON A 10,000 HOUR CREEP MODULUS TEST TO BE ALSO FACTORED IN FOR THE DESIGN LIFE REQUIRED. MATERIALS SHALL HAVE A 50 YEAR TENSILE CREEP MODULUS NOT LESS THAN 165MPA
6. TOTAL SUSPENDED SOLIDS REMOVAL EFFICIENCY SHOULD AT LEAST AVERAGE AN EFFICIENCY OF 80%, AND BE TESTED AND APPROVED BY A RECOGNIZED EPA (ENVIRONMENTAL PROTECTION AGENCY)
7. SYSTEM SHOULD BE FULLY ACCESSIBLE BY MAINTENANCE PERSONNEL AND SHOULD NOT BE RESTRICTED TO CAMERA INSPECTION ALONE.
8. SYSTEM SHOULD BE CERTIFIED TO CIRIA C737
9. ATTENUATION SYSTEM IS TO BE DESIGNED AND INSTALLED IN ACCORDANCE WITH MANUFACTURER'S DETAILS AND SPECIFICATIONS.
10. ATTENUATION TANK TO BE DESIGNED FOR A MINIMUM FIRE TENDER LOADING OF 16.5 TONNES
11. SPECIALIST DESIGNER & MANUFACTURER OF ATTENUATION TANK SYSTEM TO PROVIDE:
 - PROOF AND COPY OF CURRENT IN DATE PROFESSIONAL INDEMNITY INSURANCE
 - PROVISION OF ANCILLARY CERTIFICATES OF COMPLIANCE FOR DESIGN AND COMPLETION
 - DETAILED TECHNICAL SUBMISSION INCLUDING BUT NOT LIMITED TO; SITE SPECIFIC DRAWINGS AND DETAILS INDICATING LAYOUT OF SYSTEM, SITE SPECIFIC CALCULATIONS DEMONSTRATING SUITABILITY OF PROPOSED SYSTEM, TESTING INFORMATION & PROVING COMPLIANCE OF PRODUCT WITH RELEVANT STANDARDS
 - INSPECTION PLAN FOR THE ASSIGNED CERTIFIER'S ATTENTION FOR THE INSPECTION OF THE ATTENUATION TANK SYSTEM AS INSTALLED ON SITE
 - UPON COMPLETION OF EACH INSPECTION, A COPY OF THE INSPECTION REPORT ALSO TO BE FORWARDED TO THE ASSIGNED CERTIFIER
 - RELEVANT MANUFACTURER'S PRODUCT AND COLLATERAL WARRANTIES FOR THE VOID FORMERS
 - RELEVANT CE MARKING AND DECLARATION OF PERFORMANCE CERTIFICATES FOR THE VOID FORMERS



TYPICAL ATTENUATION SYSTEM ARRANGEMENT
SCALE 1:25



KEYPLAN
SCALE 1:250



TYPICAL CROSS-SECTION THROUGH ATTENUATION SYSTEM

ISSUED FOR PLANNING

S4.P01	ISSUED FOR PLANNING	15.02.2022	TN	RK
Rev.	Note	Date	Drawn	Check

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Client:		DUBLIN & DUN LAOGHAIRE ETB		
Project:		LUCAN COMMUNITY COLLEGE		
Drawing Title:		TYPICAL ATTENUATION TANK DETAILS		
Drawn By:	Checked By:	Approved By:	Date:	Scale:
RR	RK	DOB	19.09.2016	AS SHOWN
Project Number:	Drawing Number:	Status Code:	Rev Number:	
DOBA1446	LCC-DOB-XX-SI-DR-C-0014	S4	P01	