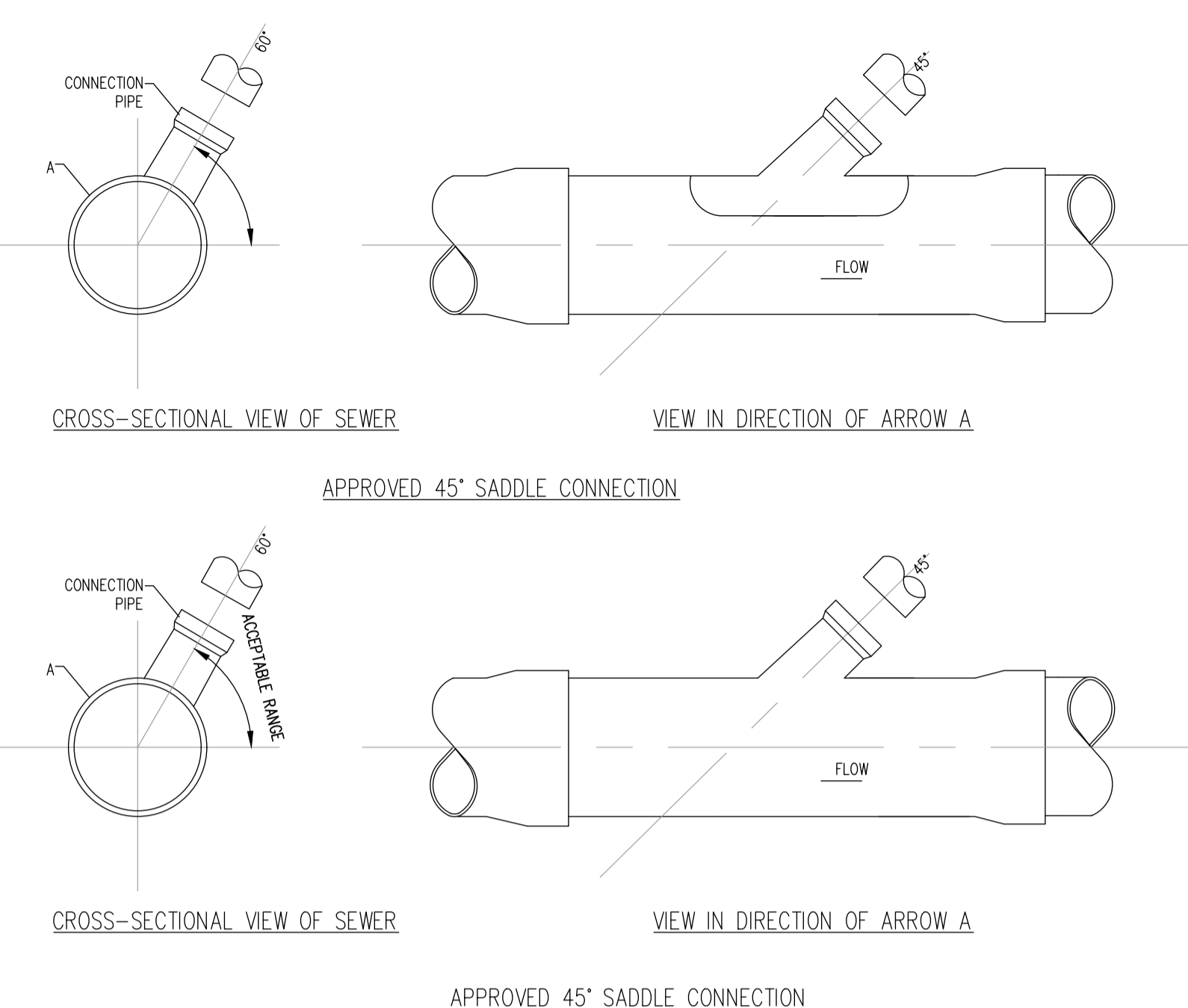


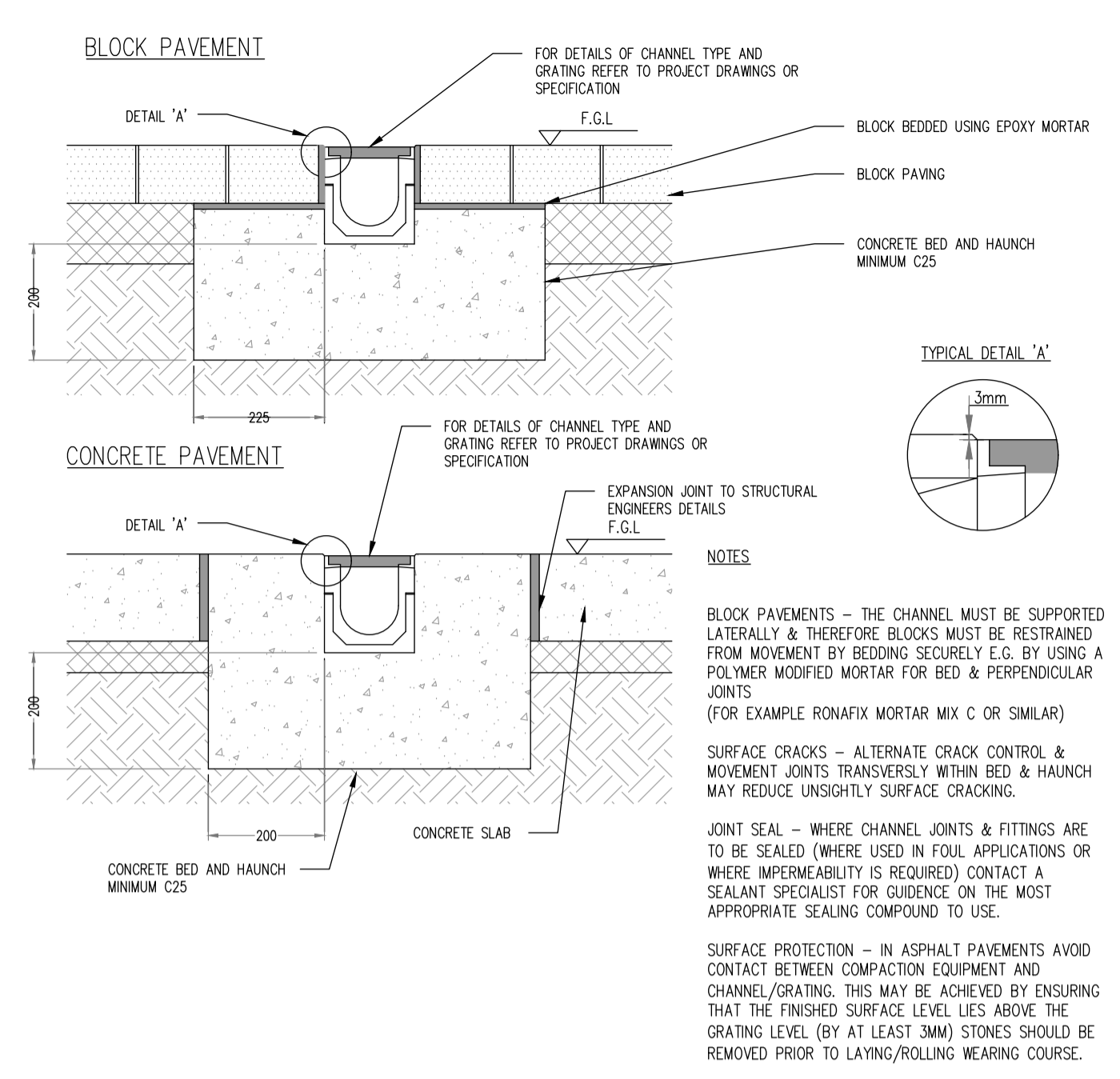
PLAN INSPECTION CHAMBER (PRECAST CONCRETE CONSTRUCTION)

- NOTES:**
1. ALL DIMENSIONS ARE IN MILLIMETRES (mm) UNLESS NOTED OTHERWISE.
 2. AN INSPECTION CHAMBER SHOULD BE LOCATED AT OR WITHIN 1m OF THE PROPERTY BOUNDARY AT THE UPSTREAM END OF EACH SERVICE CONNECTION ON THE PRIVATE SIDE OF THE CURTLAGE, IF PRACTICABLE.
 3. ANY PIPE AND ASSOCIATED ACCESS UPSTREAM OF THE POINT OF CONNECTION TO A PUBLIC SEWER IS A PRIVATE DRAIN AND SHOULD BE CONSTRUCTED IN ACCORDANCE WITH THE BUILDING REGULATIONS.
 4. ACCESS POINTS SHOULD BE LOCATED SO THAT THEY ARE ACCESSIBLE AND APPARENT TO THE MAINTAINER AT ALL TIMES FOR USE. THEY SHOULD AVOID REAR GARDENS OR ENCLOSED LOCATIONS AND THEY SHOULD NEVER BE OVERLAIN WITH SURFACE DRESSING, TOPSOIL, ETC.
 5. COVERS AND FRAMES SHALL BE SUITABLE FOR ROAD AND TRAFFIC CONDITIONS SUBJECT TO APPROVAL FROM IRISH WATER.
 6. 200mm ALL AROUND, 100mm DEEP CONCRETE FLINTH WITH PROTECTIVE STAINLESS STEEL METAL BAND AROUND COVERS IN GREEN AREAS.
 7. PRECAST CHAMBER UNITS MAY ALSO BE USED SUBJECT TO APPROVAL FROM IRISH WATER.
 8. CONCRETE CHAMBER SHALL BE SURROUNDED BY A MINIMUM OF 150mm COMPACTED CLAUSE 804 OR CLAUSE 808 MATERIAL AS PER STD-WW-07.

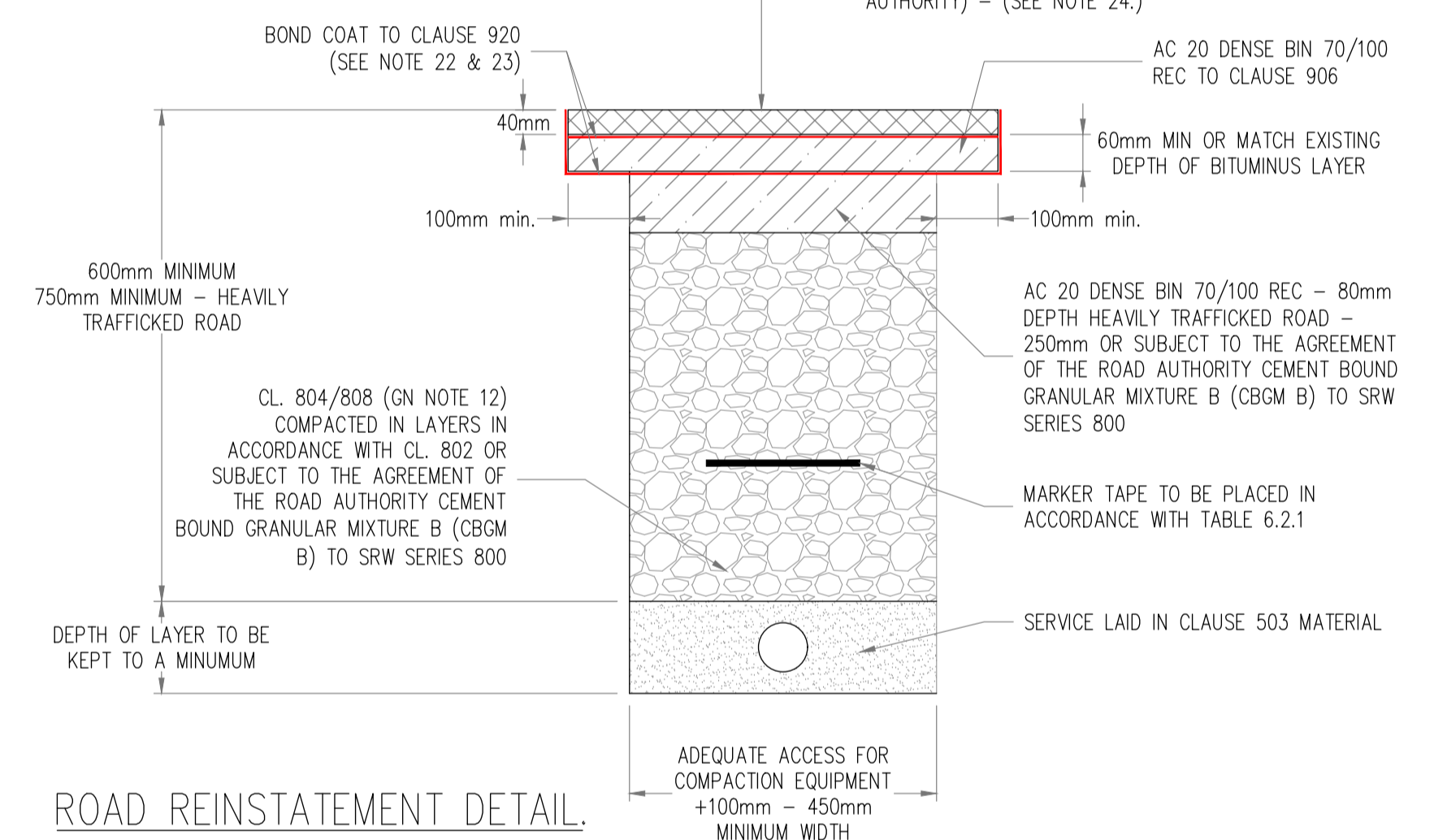


TYPICAL SEWER/SERVICE PIPE (STD-WW-04) SCALE 1:20

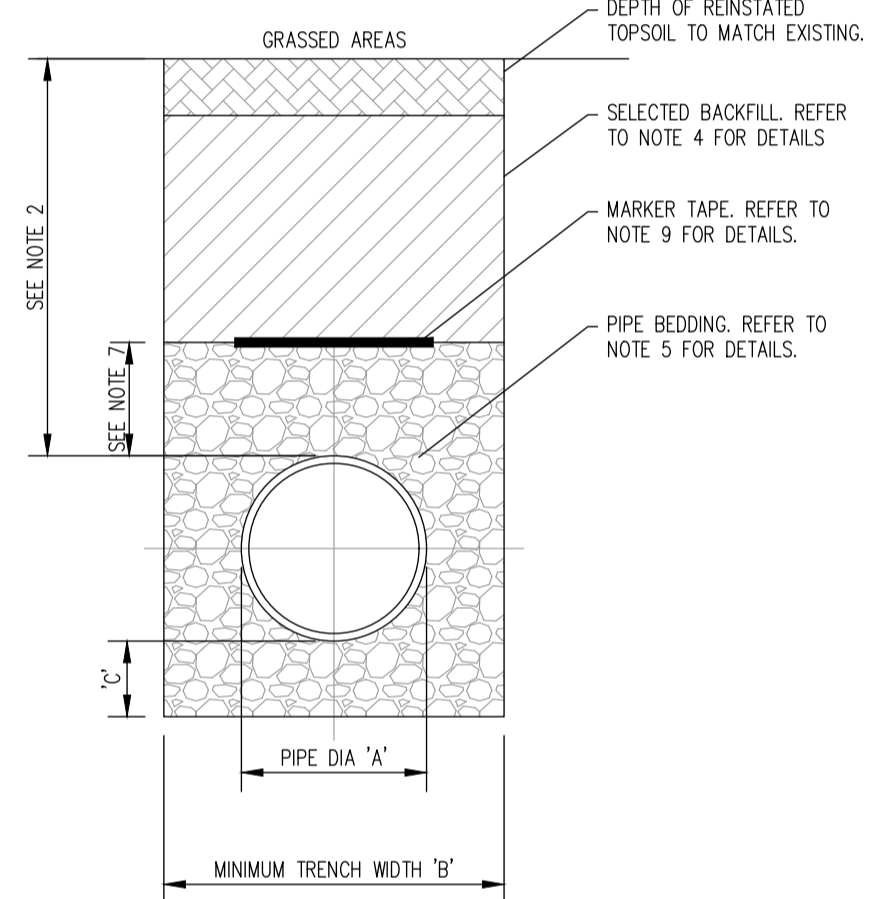
- NOTES:**
- NOTES 1-17 LISTED IN GENERAL REINSTATEMENT NOTES APPLY.
18. AS A MINIMUM THE REINSTATEMENT LAYER SHALL MATCH EXISTING BOUND AC LAYERS OR DEPTHS SHOWN.
 19. WHERE A TEMPORARY SURFACE HAS BEEN USED, MATERIAL SHALL BE PLANED OUT TO THE DEPTH SPECIFIED IN THIS DRAWING. THE NEW PERMANENT SURFACE SHALL BE MACHINE LAID AND MECHANICALLY COMPACTED WITH A VIBRATING ROLLER.
 20. WHERE THE TRIMMED EDGE OF AN EXCAVATION IS WITHIN 400MM* OF A JOINT/EDGE, IRONWORK OR OTHER REINSTATEMENT, THIS TRIMMED EDGE SHALL BE EXTENDED TO INCLUDE SAME AND THE AREA OF REINSTATEMENT SHALL BE EXTENDED ACCORDINGLY. (INCREASE TO 800MM WHERE THIS IS PRE-EXISTING PRACTICE)
 21. CLAUSE 808 OR CEMENT BOUND GRANULAR MATERIAL SURFACE TO BE SPRAYED PER CLAUSE 920 PRIOR TO APPLICATION OF ASPHALT CONCRETE LAYER.
 22. JOINT SEALER TO BE A HOT 40/60 PER BITUMEN BINDER OR COLD THIXOTROPIC BITUMEN 50-70 PEN TO BE APPLIED TO ALL VERTICAL CUTS IN ACCORDANCE WITH B.S. 594987 PRIOR TO APPLICATION OF BITUMINOUS MATERIALS.
 23. JOINTS SEALED WITH HOT BITUMEN AND TOPPED WITH FINE SAND/GRIT TO GET A MINIMUM 55 SKID RESISTANCE VALUE AS DETERMINED BY THE PORTABLE SKID RESISTANCE PENDULUM USED IN ACCORDANCE WITH ROAD NOTE 27 AND SHALL NOT EXCEED 3MM DEPTH AND 50 MM WIDTH OR OTHER METHOD APPROVED BY THE ROAD AUTHORITY.
 24. SURFACE COURSE TO MATCH EXISTING SURFACES UNLESS OTHERWISE DIRECTED BY ROAD AUTHORITY.
 25. THE COURSE AGGREGATE IN THE ASPHALT CONCRETE SURFACE COURSE SHALL HAVE A POLISHED STONE VALUE OF NOT LESS THAN 60.
 26. A MINIMUM DEPTH OF COVER OF 600MM SHALL BE ALLOWED ON LIGHTLY TRAFFICKED ROADS AS DIRECTED BY THE ROAD AUTHORITY.
 27. CYCLE LANE TO BE REINSTATEMENT TO MATCH EXISTING SURFACE (REFER TO CHAPTER 5).



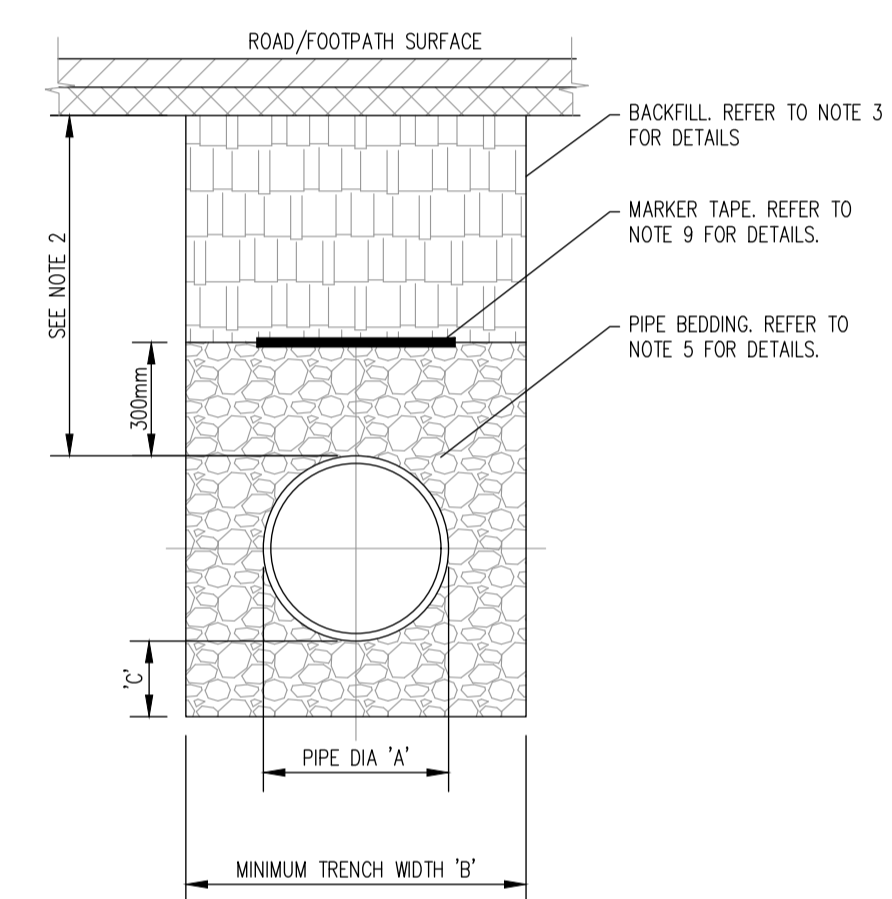
- NOTES:**
1. ALL DIMENSIONS ARE IN MILLIMETRES (mm) UNLESS NOTED OTHERWISE.
 2. AS FAR AS PRACTICABLE, JUNCTION AND SERVICE CONNECTION SHALL BE BUILT IN FOR ALL PLANNED USERS WHEN THE SEWER IS BEING CONSTRUCTED. WHETHER IT IS NECESSARY TO MAKE A POST-CONSTRUCTION CONNECTION THE DEVELOPER SHALL BRING THE SEWER TO THE INSPECTION CHAMBER, INSTALL THE INSPECTION CHAMBER AND SEAL THE UPSTREAM END UNTIL THE CONNECTION IS REQUIRED.
 3. THE VERTICAL ANGLE BETWEEN THE SERVICE CONNECTING PIPE AND THE HORIZONTAL SHALL BE GREATER THAN 0° AND NOT MORE THAN 60°.
 4. WHERE THE CONNECTION IS BEING MADE TO A SEWER WITH A NORMAL INTERNAL DIAMETER OF 300mm DIAMETER OF LESS, CONNECTIONS SHALL BE MADE USING 45° ANGLE JUNCTION.
 5. WHERE THE CONNECTION IS BEING MADE TO A SEWER WITH NORMAL INTERNAL DIAMETER GREATER THAN 300mm:
 - A) IF THE DIAMETER OF THE CONNECTION PIPE IS GREATER THAN HALF THE DIAMETER OF THE SEWER, AN ACCESS MANHOLE SHALL BE CONSTRUCTED TO FORM THE CONNECTION POINT; OR
 - B) IF THE DIAMETER OF THE CONNECTION PIPE IS LESS THAN OR EQUAL TO HALF DIAMETER OF THE SEWER, THE CONNECTION SHALL BE MADE USING A PREFORMED SADDLE FITTING WITH A SLOW BEND BETWEEN THE SADDLE AND THE CONNECTION SEWER/DRAIN.
 6. CONNECTIONS MADE WITH THE SADDLE FITTINGS SHALL BE MADE BY CUTTING AND SAFELY REMOVING A CORE FROM THE PIPE AND JOINING THE SADDLE FITTING TO THE PIPE IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS TO ENSURE A WATER TIGHT JOINT. THE CONNECTING PIPE SHALL NOT PROTRUDE INTO THE SEWERS.
- BLOCK PAVEMENTS - THE CHANNEL MUST BE SUPPORTED LATERALLY & THEREFORE BLOCKS MUST BE RESTRAINED FROM MOVEMENT BY BEDDING SECURELY E.G. BY USING A POLYMER MODIFIED MORTAR FOR BED & PERPENDICULAR JOINTS (FOR EXAMPLE RONAFIX MORTAR MIX C OR SIMILAR) (FOR EXAMPLE RONAFIX MORTAR MIX C OR SIMILAR)
- SURFACE CRACKS - ALTERNATE CRACK CONTROL & MOVEMENT JOINTS TRANSVERSELY WITHIN BED & HAUNCH MAY REDUCE UNSIGHTLY SURFACE CRACKING.
- JOINT SEAL - WHERE CHANNEL JOINTS & FITTINGS ARE TO BE SEALED (WHERE USED IN FOUL APPLICATIONS OR WHERE IMPERMEABILITY IS REQUIRED) CONTACT A SEALANT SPECIALIST FOR GUIDANCE ON THE MOST APPROPRIATE SEALING COMPOUND TO USE.
- SURFACE PROTECTION - IN ASPHALT PAVEMENTS AVOID CONTACT BETWEEN COMPACTION EQUIPMENT AND CHANNEL/GRATING. THIS MAY BE ACHIEVED BY ENSURING THAT THE FINISHED SURFACE LEVEL LIES ABOVE THE GRATING LEVEL (BY AT LEAST 3MM) STONES SHOULD BE REMOVED PRIOR TO LAYING/ROLLING WEARING COURSE.



ROAD REINSTATEMENT DETAIL. SCALE 1:10

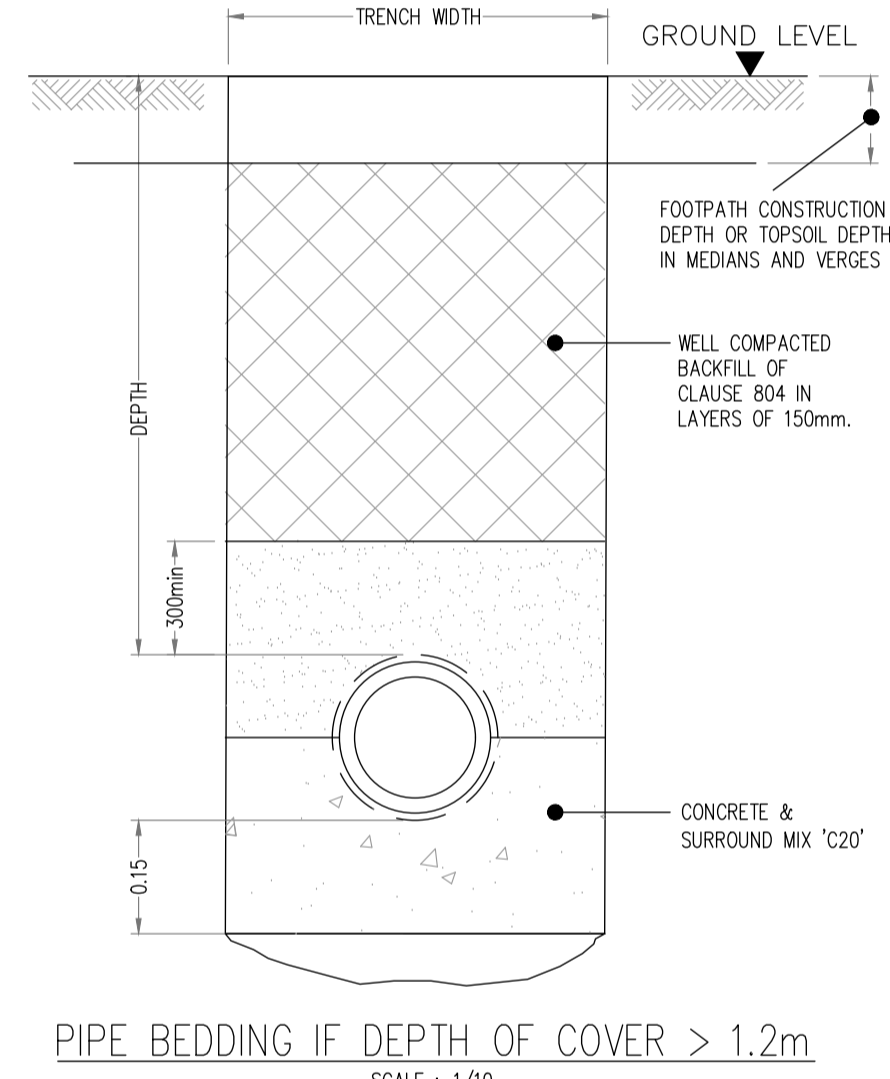


CROSS SECTION IN GRASSED AREAS

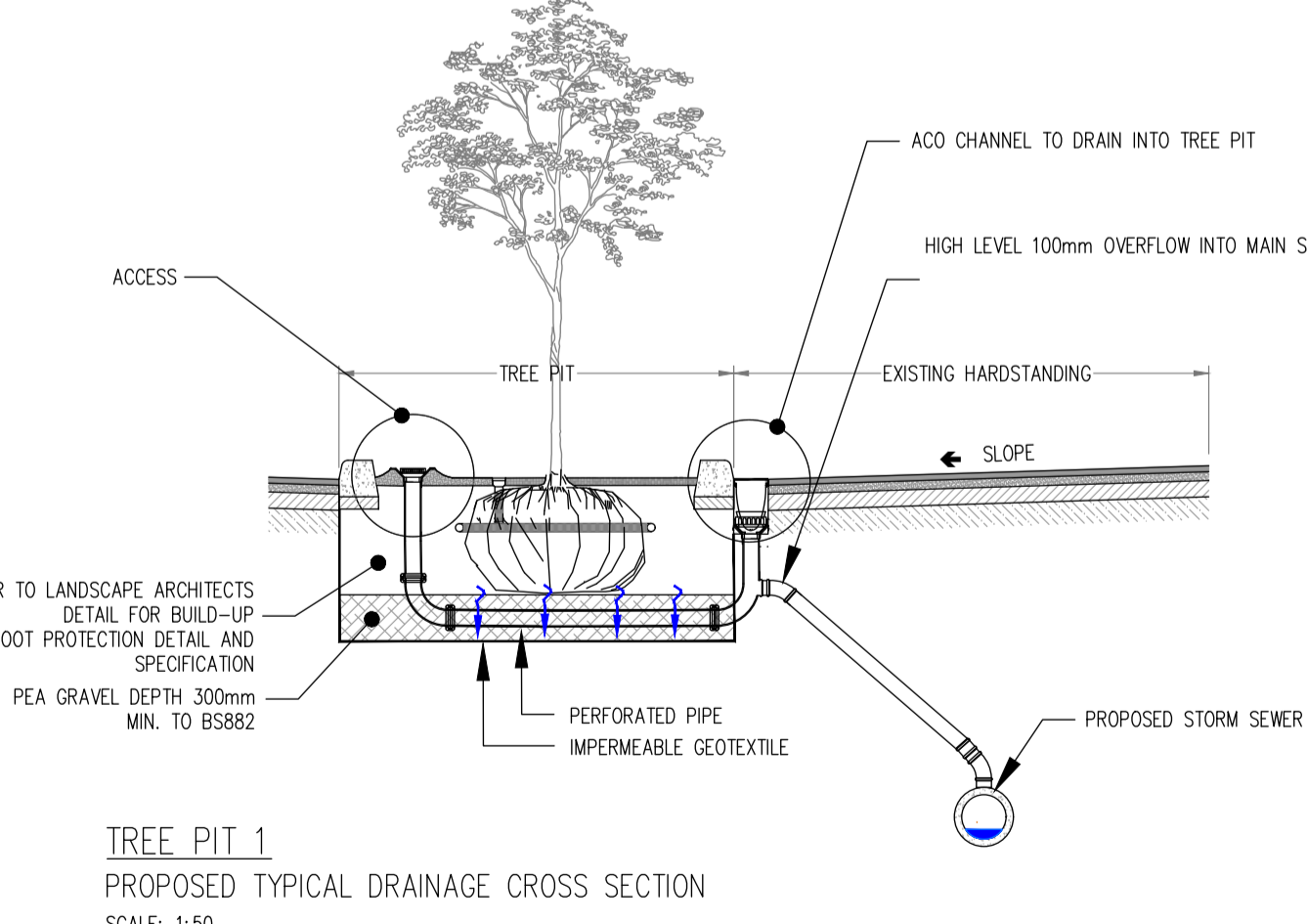


CROSS SECTION IN ROADS

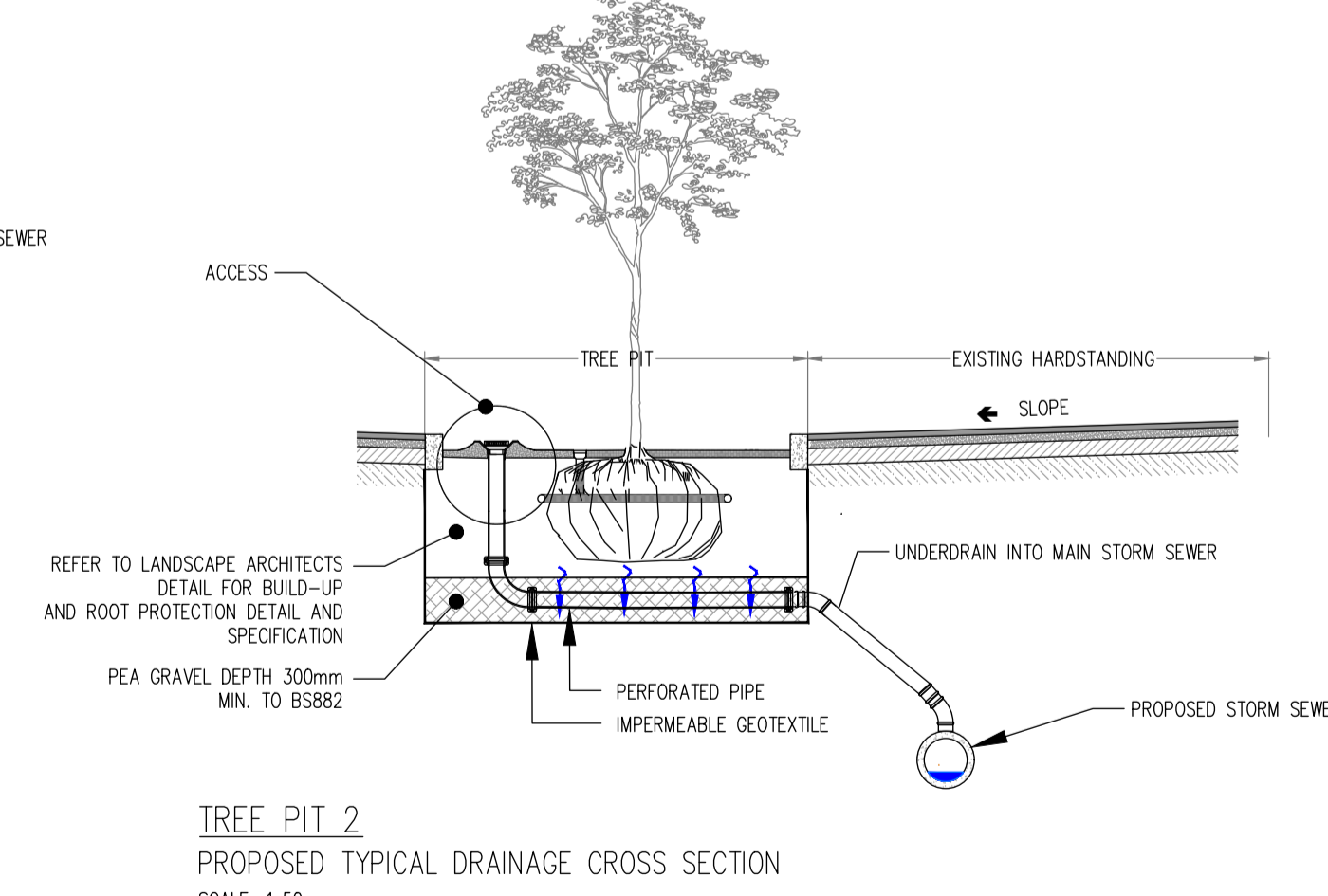
TRENCH BACKFILL AND BEDDING (STD - WW - 07) SCALE 1:20



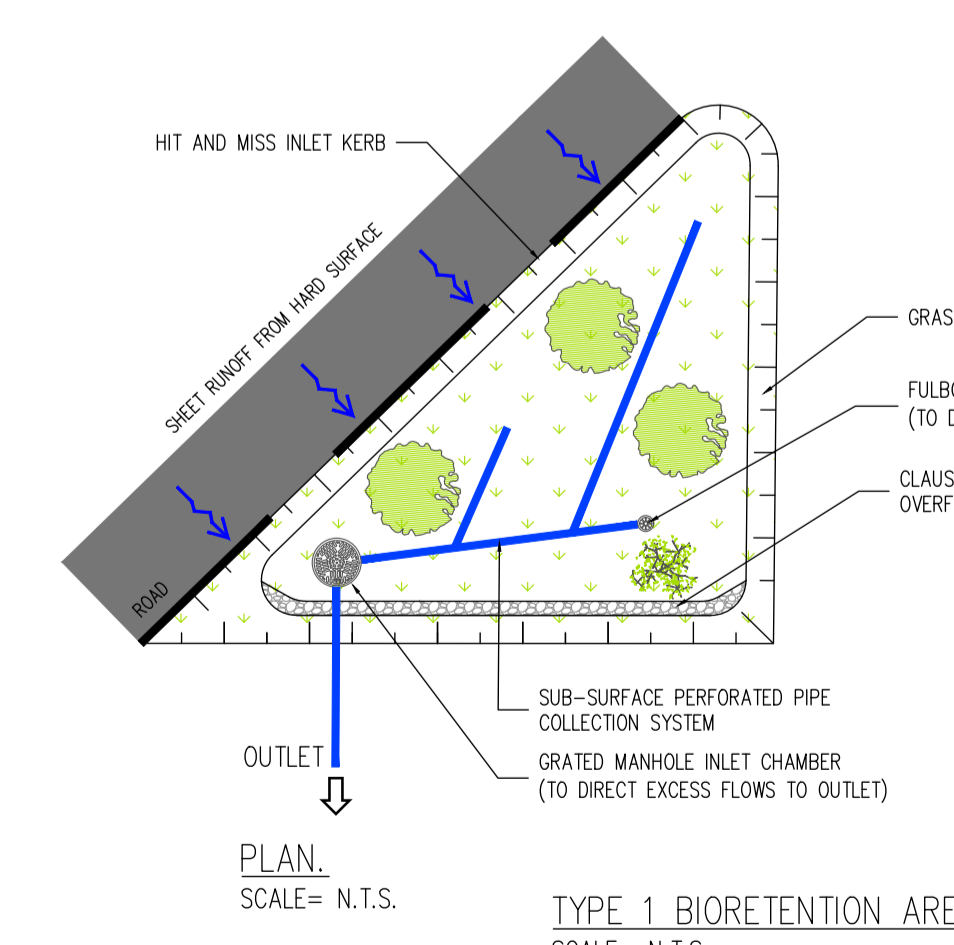
PIPE BEDDING IF DEPTH OF COVER > 1.2m SCALE 1:10



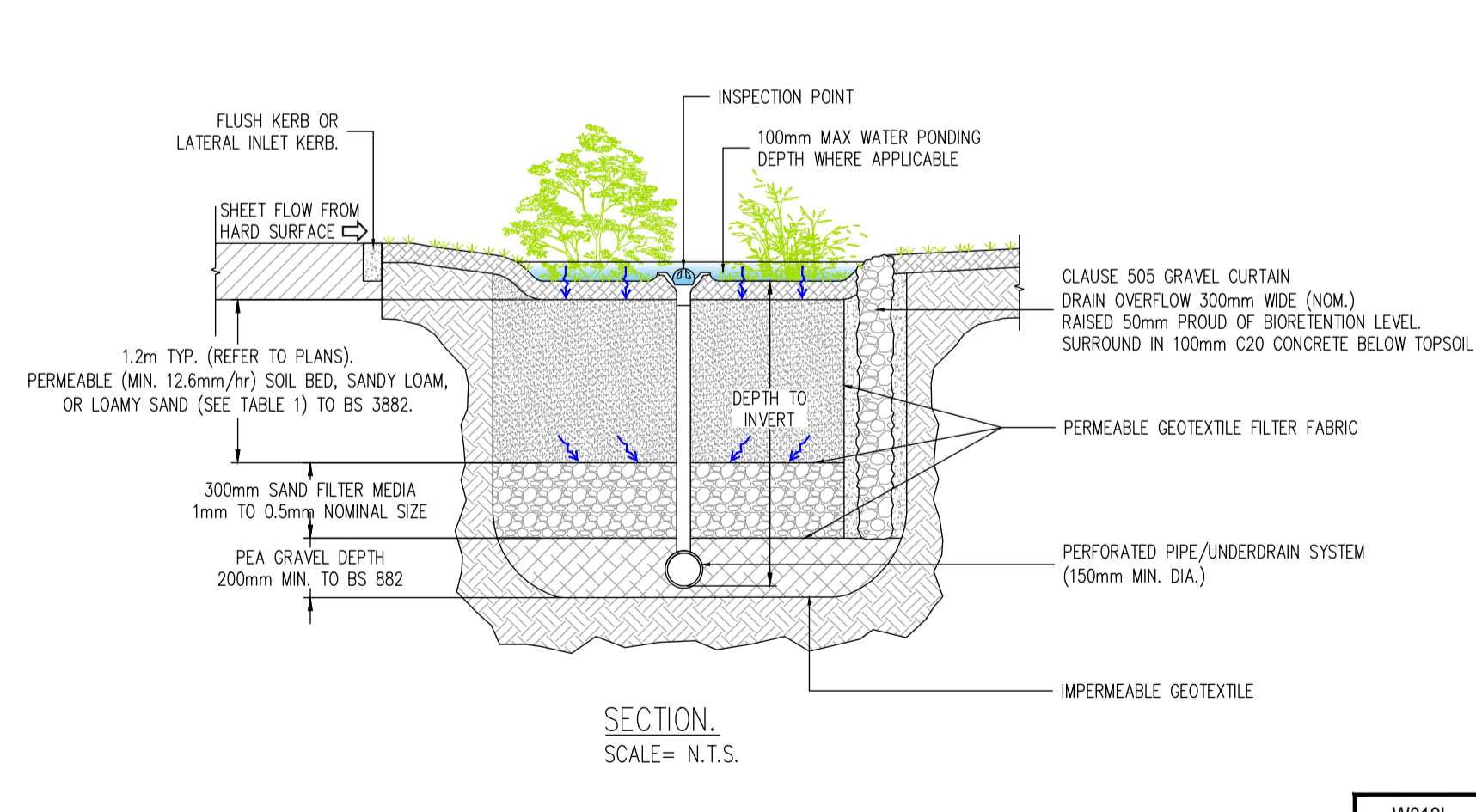
TREE PIT 1 PROPOSED TYPICAL DRAINAGE CROSS SECTION SCALE: 1:50



TREE PIT 2 PROPOSED TYPICAL DRAINAGE CROSS SECTION SCALE: 1:50



TYPE 1 BIORETENTION AREA. SCALE= N.T.S.



SECTION. SCALE= N.T.S.

COMPLIANCE

- NOTES**
1. For setting out refer to Architect's drawings.
 2. This drawing to be read in conjunction with all other Architectural and Engineering drawings and all other relevant drawings and Specifications.
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Rev. No.	Date	REVISION NOTE	Dim. By	Chk. By
CP01	07.07.2023	ISSUED FOR COMPLIANCE	JF	SS

Architect	NBK Architects Ltd			
Project	Proposed Extension to Terminal Building and Ancillary Development Works at Weston Airport			
Title	Drainage Details			
Dwg. No.	W012L-CSC-ZZ-XX-DR-CP-0005			
Date	Dim. by	Chk. by	Apprv. by	Scale
July 2023	JF	SS	OS	AS SHOWN @ A1

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