EXISTING BUILDINGS AND WALLS

- EXISTING BUILDING
- EXISTING BUILDING OPEN SIDED
- EXISTING PASSAGE
- Wall Ht1.3m — EXISTING WALL WITH HEIGHT
- R/W — EXISTING RETAINING WALL

EXISTING FENCE STYLES AND DESCRIPTIONS

- C/B — EXISTING CLOSE BOARDED
- C/I — EXISTING CORRUGATED IRON
- C/P — EXISTING CONCRETE PANAL
- C/L — EXISTING CHAINLINK
- H/R — EXISTING HANDRAIL
- IWN — EXISTING INTERWOVEN
- I/R — EXISTING IRON RAILINGS
- L/F — EXISTING LATTICE
- Misc — EXISTING MISCELLANEOUS
- PAL — EXISTING PALING
- P/C — EXISTING POST & CHAIN
- P/R — EXISTING POST & RAIL
- P/W — EXISTING POST & WIRE
- B/W — EXISTING POST & BARBED WIRE
- W/M — EXISTING WIRE MESH
- EXISTING STILE
- EXISTING GATE
- EXISTING FENCE LINESTYLE

EXISTING STREET FURNITURE

- BB — EXISTING BELISHA BEACON
- BS — EXISTING BUS STOP
- B — EXISTING BOLLARD
- CE — EXISTING CATS EYE
- CC — EXISTING COAL CHUTE
- CCTV — EXISTING CLOSED CIRCUIT TV
- DR — EXISTING DRAIN
- EP — EXISTING ELECTRICITY POLE
- FL — EXISTING FLOOD LIGHT
- FS — EXISTING FLAG STAFF
- LP — EXISTING LAMP POST
- LB — EXISTING LETTER BOX
- NP — EXISTING NAME PLATE (STREET)
- MR — EXISTING MOORING RING
- MP — EXISTING MILE POST
- MK — EXISTING SERVICE MARKER
- MS — EXISTING MILE STONE
- P — EXISTING POST
- PM — EXISTING PARKING METER
- RP — EXISTING REFLECTOR POST

EXISTING ROADS

- EXISTING KERBS
- EXISTING EDGE OF SURFACING
- kerb PC kerb — EXISTING PEDESTRIAN CROSSING
- Track — EXISTING TRACK
- FP — EXISTING FOOTPATH

EXISTING GEOTECHNICAL INFORMATION

- BH — EXISTING BOREHOLE
- TP — EXISTING TRIAL PIT
- MON — EXISTING MONITOR PIN
- PH — EXISTING PROBE HOLE
- WS — EXISTING WINDOW SAMPLE

EXISTING SURVEY INFORMATION SIGNS

- EXISTING PERMANENT MARKER
- EXISTING O.S. TRIG STATION
- EXISTING O.S. BENCH MARK

EXISTING INSPECTION CHAMBERS AND PIPES

- IC — EXISTING INSPECTION COVER
- IC/EL — EXISTING INSPECTION COVER (ELEC)
- MH — EXISTING MANHOLE
- BT — EXISTING BRITISH TELECOM COVER
- IC/COM — EXISTING INSPECTION COVER (COMMS)
- CATV — EXISTING CABLE TV
- IC/TL — EXISTING IC TRAFFIC SIGNALS
- G — EXISTNG GULLY
- KO — EXISTING KERB OUTLET
- VP — EXISTING VENT PIPE
- DP — EXISTING DOWN PIPE
- RWP — EXISTING RAIN WATER PIPE
- SVP — EXISTING SOIL PIPE
- G—PIPE — EXISTING GAS PIPE
- UTL — UNABLE TO LIFT EXISTING COVER
- ST — EXISTING STOP TAP
- SV — EXISTING STOP VALVE
- LH — EXISTING LAMPHOLE
- HYD — EXISTING HYDRANT
- ER — EXISTING EARTH ROD
- GV — EXISTING GAS VALVE
- WM — EXISTING WATER METER
- WO — EXISTING WASHOUT
- RE — EXISTING RODDING EYE

EXISTING GENERAL INFORMATION

- PP — EXISTING PETROL PUMP
- BL — EXISTING BASEMENT LIGHT
- D.CH — EXISTING DISH TYPE CHANNEL
- S.CH — EXISTING SLOT TYPE CHANNEL
- G.CH — EXISTING GRATE TYPE CHANNEL
- TAC — EXISTING TACTILE PAVING
- C/BR — EXISTING CRASH BARRIER
- COL — EXISTING COLUMN
- STAN — EXISTING STANCHION
- VAC — EXISTING CAR VACUM
- OF — EXISTING OFFSET FILL
- AV — EXISTING AIR VALVE
- TR — EXISTING TROUGH
- CHY — EXISTING CHIMNEY
- TCB — EXISTING TELEPHONE CALL BOX

EXISTING OVERHEAD FEATURES

- E.PYLON — ELECTRICITY PYLON
- ETL — ELECTRICITY
- TTL — TELEPHONE

EXISTING VEGETATION

- EXISTING HEDGE
- EXISTING EDGE OF WOOD/BUSHES
- STUMP — EXISTING STUMP
- EXISTING TREES
- EXISTING SLOPES WITH HEIGHT GREATER THAN 1m

SETTING OUT

- PROPOSED STRING ALIGNMENT
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- STRIAGHT ALIGNMENT
- PARABOLIC ALIGNMENT
- STATION LEVEL — SETTING OUT STATIONS

SITE CLEARANCE

- EXISTING YORK STONE FLAGS TO BE REMOVED AND STORED FOR RE-USE AND EXCAVATED TO A DEPTH OF 115mm BELOW FOOTWAY LEVEL (BFL)
- EXISTING ASP FLAGS TO BE REMOVED TO TIP AND EXCAVATED TO A DEPTH OF: 195mm BFL IN TLRN AND 215mm BFL IN WESTMINSTER
- EXISTING ASP FLAGS TO BE WASHED AND RE-POINTED TO NEW FOOTWAY LEVELS. REMOVE TO STORE WHEN REQUIRED TO ADJUST NEW FOOTWAY LEVELS
- EXISTING ASP FLAGS TO BE REMOVED TO TIP AND EXCAVATED TO A DEPTH OF 600mm FOR FULL CARRIAGEWAY CONSTRUCTION
- EXISTING SETTS TO BE REMOVED TO TIP AND EXCAVATED TO A DEPTH OF 195mm BFL IN TLRN AND 215mm BFL IN WESTMINSTER
- EXISTING SETTS TO BE REMOVED TO TIP AND EXCAVATED TO A DEPTH OF 600mm FOR FULL CARRIAGEWAY CONSTRUCTION
- PLANE OFF EXISTING CARRIAGEWAY SURFACE UP TO 40mm. REFER TO CUT AND FILL DRAWING FOR DETAILS
- PLANE OFF EXISTING CARRIAGEWAY SURFACE UP TO 100mm. REFER TO CUT AND FILL DRAWINGS FOR DETAILS
- EXISTING BOUND AGGREGATE PAVING TO BE EXCAVATED TO A DEPTH OF 112mm BELOW FOOTWAY LEVEL
- EXISTING BOUND AGGREGATE PAVING TO BE EXCAVATED TO A DEPTH OF 600mm FOR FULL CARRIAGEWAY CONSTRUCTION
- EXISTING MASTIC/CONCRETE SURFACE TO BE EXCAVATED TO A DEPTH OF 195mm BFL IN TLRN AND 215mm BFL IN WESTMINSTER
- EXISTING MASTIC/CONCRETE SURFACE TO BE EXCAVATED TO A DEPTH OF 135mm BELOW FOOTWAY LEVEL
- EXISTING MASTIC/CONCRETE SURFACE TO BE EXCAVATED TO A DEPTH OF 350mm BELOW FOOTWAY LEVEL
- EXISTING MASTIC/CONCRETE SURFACE TO BE EXCAVATED TO A DEPTH OF 600mm FOR FULL CARRIAGEWAY CONSTRUCTION
- EXISTING CARRIAGEWAY TO BE EXCAVATED TO A DEPTH OF 260mm APROX. (EXISTING SURFACE, BINDER AND BASE) FOR THE PREPARATION OF NEW BUILD-OUT AND ISLANDS
- EXISTING TREE PIT TO BE EXCAVATED TO A DEPTH OF 12mm BELOW TREE PIT FOOTWAY LEVEL
- EXISTING PRIVATE FORECOURT/SKYLIGHT
- EXISTING KERB TO BE REMOVED
- EXISTING ROAD MARKING TO BE REMOVED
- EXISTING TACTILE TO BE REMOVED TO TIP AND EXCAVATED TO A DEPTH OF 215mm BELOW FOOTWAY LEVEL
- EXISTING SIGN AND POST TO BE REMOVED
- SP — EXISTING SIGN TO BE REMOVED. POST TO REMAIN
- SP — EXISTING SIGN TO BE RELOCATED (TAKE TO STORE FOR REUSE). POST TO BE REMOVED
- SP — EXISTING ILLUMINATED SIGN AND WIDE POST TO BE DISCONNECTED AND REMOVED
- LC — EXISTING LAMP COLUMN TO BE REMOVED
- B — EXISTING WESTMINSTER BOLLARD TO BE REMOVED
- B — EXISTING CANNON BOLLARD TO BE REMOVED
- BB — EXISTING BELISHA BEACON TO BE REMOVED
- P — EXISTING POST TO BE REMOVED
- IGP — EXISTING ILLUMINATED GUIDE POST TO BE REMOVED
- BS — EXISTING BUS STOP TO BE REMOVED
- WML — EXISTING WALL MOUNTED LIGHT TO BE REMOVED
- TS — EXISTING TRAFFIC SIGNAL TO BE REMOVED
- TM — EXISTING TICKET MACHINE TO BE REMOVED
- PB — EXISTING POST BOX TO BE REMOVED
- EXISTING TYPE 2 CYCLE RACK TO BE REMOVED
- EXISTING TYPE 1 CYCLE RACK TO BE REMOVED

- EXISTING TREE TO BE REMOVED
- EXISTING GRANITE KERB
- EXISTING LINE MARKING
- SP — EXISTING SIGN AND POST TO REMAIN
- SP — EXISTING ILLUMINATED SIGN AND WIDE BASE POST TO REMAIN
- LC — EXISTING LAMP COLUMN
- B — EXISTING CANNON BOLLARD
- B — EXISTING WESTMINSTER BOLLARD
- BB — EXISTING BELISHA BEACON
- TS — EXISTING TRAFFIC SIGNAL
- P — EXISTING POST
- IGP — EXISTING ILLUMINATED GUIDE POST
- BS — EXISTING BUS STOP FLAG
- TM — EXISTING TICKET MACHINE
- PB — EXISTING POST BOX
- EXISTING GULLY
- WML — EXISTING WALL MOUNTED LIGHT
- EXISTING TYPE 1 CYCLE STAND
- EXISTING TYPE 2 CYCLE STAND

EXISTING UTILITIES

- BT GEO — EXISTING BT GEO
- BT BT BT — EXISTING BT
- COLT — EXISTING COLT
- CITYFIBRE — EXISTING CITY FIBRE
- CSP FIBRE — EXISTING CSP FIBRE
- ELECTRIC — EXISTING ELECTRIC
- ENERGETICS — EXISTING ENERGETICS UK
- ES PIPELINES — EXISTING ES PIPELINES
- EU NETWORKS — EXISTING EU NETWORKS
- FULCRUM — EXISTING FULCRUM
- GAMMA — EXISTING GAMMA
- LP GAS — EXISTING GAS - LP
- MP GAS — EXISTING GAS - MP
- IP GAS — EXISTING GAS - IP
- HP GAS — EXISTING GAS - HP
- GTC — EXISTING GTC
- INSTALCOM — EXISTING INSTALCOM
- INTEROUTE — EXISTING INTEROUTE
- KCOM — EXISTING KCOM
- KPN — EXISTING KRN
- LON UND — EXISTING LU POWERLINK
- SEARCH AREA — EXISTING SEARCH AREA
- SEWER >> — EXISTING SEWER
- BSKYB — EXISTING SKY
- SSE TEL — EXISTING SSE TELECOM
- TATA — EXISTING TATA
- TELENT — EXISTING TELENT
- TFL — EXISTING TFL
- VERIZON — EXISTING VERIZON
- VIRGIN — EXISTING VIRGIN
- VODAFONE — EXISTING VODAFONE
- WATER — EXISTING WATER
- ZAYO — EXISTING ZAYO
- EXISTING LUL UNDERGROUND TUNNEL EXTENT

DRAWING NOTES

- COMPULSORY ACTION
- PROHIBITIVE ACTION
- EXTRA INFORMATION
- WARNING

GENERAL ARRANGEMENT

- PROPOSED 750x600x63mm CONCRETE PAVERS LAID ON 100mm C16/20 CONCRETE BASE AND 50mm SAND/CEMENT BED (TO BE USED IN WCC)
- PROPOSED 900x600x63mm CONCRETE PAVERS LAID ON 30mm SAND/CEMENT BED AND 100mm C16/20 CONCRETE BASE (TO BE USED IN TLRN)
- NEW FINE PICKED GRANITE SETTS 'MID GREY' 250x150x100mm MACHINED 5 SIDES, FAIR PICKED TOP ON RAMP, FINE PICKED TOP ON FLAT ON 50mm STEINTEC MORTAR, 200mm C16/20 WET LEAN CONCRETE BASE, MECHANICAL GROUTED. JOINTS TO BE 6-8mm STEINTEC MORTAR
- NEW 750x600x63 YORK STONE FLAGS TO MATCH EXISTING YORK STONE FLAGS LAID ON 50mm SAND/CEMENT BED AND C16/20 VARIABLE DEPTH WET LEAN CONCRETE BASE OVER PLANED CARRIAGEWAY
- RELAY FROM STORE 750x600 YORK STONE FLAGS TO SUIT NEW FOOTWAY LEVELS ON 50mm SAND/CEMENT BED. SLABS TO BE WASHED AND RE-POINTED
- PROPOSED 400x400x65 TACTILE PAVING LAID ON 100mm C16/20 WET LEAN CONCRETE BASE AND 50mm SAND/CEMENT BED WITH 6-8mm JOINTS. COLOUR OF TACTILE SLABS TO BLEND WITH SURROUNDING PAVING.
- PROPOSED 400x400x65 TACTILE PAVING LAID ON 100mm C16/20 WET LEAN CONCRETE BASE AND 30mm SAND/CEMENT BED WITH 6-8mm JOINTS. CHARCOAL COLOUR FOR TLRN AREAS.
- PROPOSED 400x400x65mm YORKSTONE TACTILE PAVING LAID ON 100mm C16/20 WET LEAN CONCRETE BASE AND 50mm SAND/CEMENT BED WITH 6-8mm JOINTS. YORKSTONE TO MATCH SURROUNDING YORKSTONE FLAGS
- PROPOSED 12mm GEOPAVE UVR RESIN SYSTEM FOR BOUND AGGREGATE PAVING LAID ON 100mm C25/30 WET LEAN CONCRETE BASE
- PROPOSED 50mm CARRIAGEWAY SURFACE HRA 35/14 F SURF 40/60 PMB + 50mm BINDER AC20 HDM bin 40/60 PMB WTR2 IN WCC MANAGED HIGHWAY.
- PROPOSED 40mm CARRIAGEWAY SURFACE IN TLRN SMA 14 surf 40/60 PMB + WTR2 MIN PSV 68+
- PROPOSED FULL CARRIAGEWAY CONSTRUCTION. 40mm HRA 35/14 F SURF 40/60 PMB (SMA 14 surf 40/60 PMB + WTR2 IN TLRN SECTION) + WTR2 WITH 14/20 PRE-COATED CHIPPINGS SURFACE COURSE ON 60mm (MIN) BINDER COURSE AC20 HDM bin 40/60 PMB WTR2, 200mm SRC C20 BASE AND UP TO 300mm TYPE 1 SUB-BASE
- PROPOSED AREA OF 100mm RESURFACING USING WEARING COURSE AS INDICATED BY BACKGROUND COLOUR ON 50mm (MIN) BINDER COURSE AC20 HDM bin 40/60 PMB WTR2
- PROPOSED BLACK HIGH FRICTION SURFACING
- PROPOSED FOOTWAY MASTIC ASPHALT 30mm THICK ON 100mm C16/20 WET LEAN CONCRETE BASE
- PROPOSED BUFF HIGH FRICTION SURFACING
- PROPOSED CARRIAGEWAY RAMP TO RAISED TABLE
- PROPOSED 150x300mm GRANITE KERB ON 150mm C16/20 WET LEAN CONCRETE
- PROPOSED 300x200mm GRANITE KERB ON 150mm C16/20 WET LEAN CONCRETE
- PROPOSED 300x200mm FLUSH GRANITE KERB WITH DROPPER LAID ON 150mm C16/20 WET LEAN CONCRETE WITH 6mm UPSTAND (MAX)
- PROPOSED 300x200 CHAMFERED GRANITE KERB ON 150mm C16/20 WET LEAN CONCRETE
- PROPOSED PRIMROSE YELLOW LINE MARKINGS
- PROPOSED WHITE LINE MARKING
- SP — PROPOSED SIGN AND POST. REFER TO SIGN SCHEDULE FOR DETAILS
- SP — EXISTING SIGN TO BE REUSED (FROM STORE) AND INSTALLED ON NEW POST
- SP — PROPOSED SIGN ON EXISTING POST. REFER TO SIGN SCHEDULE FOR DETAILS
- SP — PROPOSED ILLUMINATED SIGN ON NEW WIDE BASE POST. REFER TO SIGN SCHEDULE FOR DETAILS
- LC — PROPOSED LAMP COLUMN. REFER TO LIGHTING DRAWINGS FOR DETAILS
- BB — PROPOSED BELISHA BEACON. FOR DETAILS REFER TO LIGHTING DRAWINGS
- IGP — PROPOSED INTERNALLY ILLUMINATED SOLAR POWERED BOLLARD ACCORDING TO WESTMINSTER STANDARD DETAIL SD-11-45 REV B - KEEP RIGHT BOLLARD SIGN FACE
- IGP — PROPOSED INTERNALLY ILLUMINATED SOLAR POWERED BOLLARD ACCORDING TO WESTMINSTER STANDARD DETAIL SD-11-45 REV B - KEEP LEFT BOLLARD SIGN FACE
- IGP — PROPOSED INTERNALLY ILLUMINATED SOLAR POWERED BOLLARD ACCORDING TO WESTMINSTER STANDARD DETAIL SD-11-45 REV B - BLANK BOLLARD SIGN FACE
- IGP-TfL — PROPOSED SELF-RIGHTING BOLLARD TMP EVO 'N' OR SIMILAR APPROVED WITH MINIMUM RETROREFLECTIVE CLASS OF 'R2' OR 'RA2' - KEEP RIGHT BOLLARD SIGN FACE
- IGP-TfL — PROPOSED SELF-RIGHTING BOLLARD TMP EVO 'N' OR SIMILAR APPROVED WITH MINIMUM RETROREFLECTIVE CLASS OF 'R2' OR 'RA2' - KEEP LEFT BOLLARD SIGN FACE
- IGP-TfL — PROPOSED SELF-RIGHTING BOLLARD TMP EVO 'N' OR SIMILAR APPROVED WITH MINIMUM RETROREFLECTIVE CLASS OF 'R2' OR 'RA2' - BLANK BOLLARD SIGN FACE
- NAL — PROPOSED NAL SOCKET
- BS — PROPOSED BUS STOP FLAG (INSTALLED BY TfL)
- PROPOSED LOCATION FOR TRAFFIC SIGNAL CONTROLLER. FMC TO INSTALL FOUNDATION. TfL CONTRACTOR TO INSTALL CONTROLLER OVER FOUNDATION
- TS LC — PROPOSED TRAFFIC SIGNAL COMBINED WITH LIGHTING COLUMN ON NAL SOCKET. NAL SOCKET TO BE INSTALLED FOLLOWING MANUFACTURER SPECIFICATION.
- TS — PROPOSED TRAFFIC SIGNALS ON NAL SOCKET. NAL SOCKET TO BE INSTALLED FOLLOWING MANUFACTURER SPECIFICATION. TRAFFIC SIGNALS INSTALLED BY TfL
- PB — PROPOSED LOCATION FOR RELOCATED POST BOX
- PROPOSED TYPE 2 CYCLE RACK
- PROPOSED TYPE 1 CYCLE RACK
- CCTV#x CNGC#x — PROPOSED LOCATION FOR CCTV / CONGESTION CHARGE CAMERA. CCTV #x (CCTV) - CNGC #x (CONGESTION CHARGE). PLEASE REFER TO CCTV DRAWINGS FOR MORE INFORMATION
- PROPOSED TREE WITH NEW 1.5m x 1.5m RESIN BOUND GRAVEL PIT TO WCC STANDARD DETAILS. EXCAVATE TREE PIT, FILL WITH TYPE 1 AND PATCH WITH TARMAC. TREE TO BE INSTALLED BY WCC CONTRACTOR. MAKE GOOD AND FINISH WITH STEEL PLATE AND RESIN BOUND MATERIAL
- PROPOSED RESIN BOUND GRAVEL TREE PIT ON EXISTING TREE. PLEASE REFER TO WESTMINSTER STANDARD DETAILS. SIZE OF TREE PIT TO BE AGREED ON SITE WITH ENGINEER
- Box TBxx — PROPOSED TELEPHONE KIOSK / ADVERTISEMENT PANEL (TBxx: OWNER BT - Bxx: OWNER JCDECAUX - CLEARCHANNEL)

SERVICE COVERS

- EXISTING SERVICE COVER TO BE REMOVED AND NEW RECESSED COVER TO BE INSTALLED. PLEASE REFER TO UTILITY DIVERSION DRAWINGS
- EXISTING COVER TO BE RAISED/LOWERED TO SUIT NEW LEVELS
- EXISTING SERVICE COVER TO BE STRENGTHENED DUE TO COVER GOING FROM FOOTWAY TO CARRIAGEWAY. PLEASE REFER TO UTILITY DIVERSION DRAWINGS
- EXISTING SERVICE COVER TO BE RELOCATED. PLEASE REFER TO UTILITY DIVERSION DRAWINGS

FOR THAMES WATER FRAMEWORK NEEDING REPLACEMENT, PLEASE USE ONLY THAMES WATER APPROVED WREKIN PRODUCTS SERIES NUMBER FA655 - CLASS D400

DRAINAGE

- NEW 150mmØ VITRIFIED CLAY PIPE. TO BE INSTALLED AT NO GREATER THAN 45° FROM DIRECTION OF FLOW AS PER STANDARD DETAIL SD-05-18
- NEW THAMES WATER SEWER CONNECTION. NEW 150mmØ VITRIFIED CLAY PIPE. TO BE INSTALLED AT NO GREATER THAN 45° FROM DIRECTION OF FLOW AS PER STANDARD DETAIL SD-05-18
- NEW THAMES WATER SEWER CONNECTION. NEW 225mmØ VITRIFIED CLAY PIPE. TO BE INSTALLED AT NO GREATER THAN 45° FROM DIRECTION OF FLOW AS PER STANDARD DETAIL SD-05-18
- EXISTING PIPE REQUIRES REPLACEMENT WITH NEW 150mmØ VITRIFIED CLAY PIPE. TO BE INSTALLED AT NO GREATER THAN 45° FROM DIRECTION OF FLOW AS PER STANDARD DETAIL SD-05-18
- EXISTING PIPE REQUIRES LINING REPAIR WORKS. PLEASE REFER TO CCTV DRAINAGE SURVEYS FOR MORE INFORMATION
- EXISTING PIPE TO BE RETAINED
- EXISTING PIPE TO BE REMOVED. EXISTING CONNECTION TO SEWER TO BE REUSED
- EXISTING SEWER PIPE (INDICATIVE ONLY)
- EXISTING TRUNK SEWER PIPE (INDICATIVE ONLY)
- MH — NEW 600x900mm MANHOLE WITH HEAVY DUTY DOUBLE CAST IRON COVER AND FRAME ACCORDING TO WESTMINSTER STANDARD DETAIL SD-05-04
- EXISTING HOPPER BOX TO BE REMOVED AND BACKFILLED WITH CONCRETE TO WITHIN 100mm FROM FINISHED SURFACE LEVEL AND REINSTATED WITH APPROPRIATE SURFACING MATERIALS. REFER TO WESTMINSTER STANDARD DETAIL SD-05-15
- EXISTING GULLY COVER AND FRAME TO BE TAKEN UP AND CARTED TO CONTRACTOR'S TIP. EXISTING GULLY AND REDUNDANT PIPEWORK TO BE REMOVED AND BACKFILLED. ALL CONNECTIONS TO BE REUSED. NEW CONNECTIONS TO EXISTING OUTLETS TO BE FITTED AT NO GREATER THAN 45° ANGLE FROM DIRECTION OF FLOW
- EXISTING GULLY TO REMAIN
- PROPOSED NEW GULLY. INSTALL HEAVY DUTY FRAME AND CYCLE FRIENDLY GULLY GRATE. INVERT LEVEL TO BE 600mm BELOW COVER LEVEL. IF EXISTING CONNECTION IS REUSED, IT MUST BE CLEANED
- REPLACE EXISTING GULLY GRATE WITH CYCLE FRIENDLY GULLY GRATE AND ADJUST TO SUIT NEW LEVELS. GULLY POT AND CONNECTION TO BE CLEANED

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REV	DATE	BY	DESCRIPTION	CHK	APD
B	14.06.2017	JCH	CHANGES TO STEINTEC	JN	CDS
A	24.02.2017	JCH	DETAILED DESIGN ISSUE	JN	CDS

NOTES:

CLIENT: City of Westminster

DRAWING STATUS: DETAILED DESIGN

SCALES	1:200	ORIGINAL ISSUE SIGNATURES	
FMC PROJECT NO	WWESA1212	DESIGN/DRN	JCH
BRIEF/DSB NO	31243	CHECKED	JN
ORIGINAL SIZE	A1	APPROVED	CDS
GRID	OS_DATA	© Copyright reserved	

PROJECT: BAKER STREET 2 WAY

TITLE: BAKER STREET KEY SHEET 01 OF 01

CONWAY great people : great work

WSP | PARSONS BRINCKERHOFF

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DRAWING No: 70004404-03-BS-01-KEY-01 Rev. B

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