Financial Budget Comparison

for Town Environment Committee

Comparison between 01/04/22 and 10/02/23 inclusive. Includes due and unpaid transactions.

Excludes transactions with an invoice date prior to 01/04/22

		2022/2023	Reserve	Actual Net	Balance	Bal %age
INCOME						
Town Environment Committee						
200	Stonehouse in Bloom	£1,500.00	£0.00	£250.00	-£1,250.00	-83.33%
205	Event Income/Donations					
205/1	Events	£1,200.00	£0.00	£934.00	-£266.00	-22.17%
205/2	Donations	£0.00	£0.00	£0.00	£0.00	0.00%
205	Total	£1,200.00	£0.00	£934.00	-£266.00	-22.17%
210	Planting Sponsorship	£800.00	£0.00	£1,513.24	£713.24	89.16%
215	Grants	£0.00	£0.00	£15,027.40	£15,027.40	100.00%
Total Town Environment Committee		£3,500.00	£0.00	£17,724.64	£14,224.64	406.42%
EXPENDITURE						
Town Environment Committee						
1190	Amenity Areas					
1190/1	Grounds Maintenance (contract)	£21,500.00	£14,900.00	£36,263.23	£136.77	0.64%
1190/2	Grounds Maintenance (in-house)	£1,000.00	£0.00	£835.21	£164.79	16.48%
1190/3	Play Equipment maint/repairs/insp	£2,500.00	£0.00	£2,928.62	-£428.62	-17.14%
1190/4	Furniture (benches etc)	£2,000.00	£0.00	£281.51	£1,718.49	85.92%
1190/5	Tree & Hedge/boundary maintenance	£6,500.00	£0.00	£0.00	£6,500.00	100.00%
1190/6	Waste Collection	£5,000.00	£0.00	£3,510.00	£1,490.00	29.80%
1190	Total	£38,500.00	£14,900.00	£43,818.57	£9,581.43	24.89%
2000	Christmas Lights	£5,000.00	£0.00	£1,313.30	£3,686.70	73.73%
2005	Climate Change	£2,000.00	£0.00	£1,480.00	£520.00	26.00%

E/594

Financial Budget Comparison

for Town Environment Committee

Comparison between 01/04/22 and 10/02/23 inclusive. Includes due and unpaid transactions.

Excludes transactions with an invoice date prior to 01/04/22

		2022/2023	Reserve	Actual Net	Balance	Bal %age
2010	In Bloom					
2010/1	Contract Planting	£5,000.00	£0.00	-£6,109.26	£11,109.26	222.19%
2010/2	Non-Contract Planting	£1,000.00	£0.00	£388.93	£611.07	61.11%
2010/3	Watering Services	£500.00	£0.00	£0.00	£500.00	100.00%
2010/4	Other	£500.00	£0.00	£3,802.58	-£3,302.58	-660.52%
2010	Total	£7,000.00	£0.00	-£1,917.75	£8,917.75	127.40%
2020	Street Furniture/Bus Shelters	£3,000.00	£0.00	£71.36	£2,928.64	97.62%
2030	Traffic Calming/Transport Studies	£1,000.00	£0.00	£0.00	£1,000.00	100.00%
2040	Town Greens Maintenance	£0.00	£0.00	£199.20	-£199.20	100.00%
2050	Cultural Events & Studies					
2050/1	Goodwill	£4,000.00	£0.00	£3,565.71	£434.29	10.86%
2050/2	Civic Awards	£300.00	£0.00	£0.00	£300.00	100.00%
2050/3	Other	£1,700.00	£0.00	£85.00	£1,615.00	95.00%
2050/4	Communications	£1,000.00	£0.00	£0.00	£1,000.00	100.00%
2050	Total	£7,000.00	£0.00	£3,650.71	£3,349.29	47.85%
2060	Signage	£300.00	£0.00	£0.00	£300.00	100.00%
2070	Town Centre Partnership	£0.00	£0.00	£0.00	£0.00	0.00%
2080	Neighbourhood Plan Review	£0.00	£0.00	£0.00	£0.00	0.00%
2090	Planning Specialist Advice					
2090/1		£0.00	£0.00	£0.00	£0.00	0.00%
2090/2		£0.00	£0.00	£0.00	£0.00	0.00%
2090	Total	£0.00	£0.00	£0.00	£0.00	0.00%
Total Town Environment Committee		£63,800.00	£14,900.00	£48,615.39	£30,084.61	47.15%

Finsbury Bridge Cowbenson

10. Town Environment Committee

Consolidated Revenue Account and Income and Expenditure Account for the year ended 31st March 2003

Code	Description	Gross Expenditure	Gross Income	Net Expenditure	Actual Net Expenditure	Revised Budget	Variance
5010	Rents	52,400.00	0.00	52,400.00	52,400.00	0.00	0.00%
5020	Rates	18,500.00	0.00	18,500.00	18,500.00	0.00	0.00%
5030	Insurance	4,200.00	0.00	4,200.00	4,200.00	0.00	0.00%
5040	Heating and Lighting	6,800.00	0.00	6,800.00	6,800.00	0.00	0.00%
5050	Cleaning	12,000.00	0.00	12,000.00	12,000.00	0.00	0.00%
5060	Repairs	3,500.00	0.00	3,500.00	3,500.00	0.00	0.00%
5070	Equipment	2,100.00	0.00	2,100.00	2,100.00	0.00	0.00%
5080	Furniture	1,800.00	0.00	1,800.00	1,800.00	0.00	0.00%
5090	Telephone	2,400.00	0.00	2,400.00	2,400.00	0.00	0.00%
5100	Postage	1,250.00	0.00	1,250.00	1,250.00	0.00	0.00%
5110	Stationery	3,600.00	0.00	3,600.00	3,600.00	0.00	0.00%
5120	Computer Software	4,500.00	0.00	4,500.00	4,500.00	0.00	0.00%
5130	Computer Hardware	8,000.00	0.00	8,000.00	8,000.00	0.00	0.00%
5140	Training	2,000.00	0.00	2,000.00	2,000.00	0.00	0.00%
5150	Travel	1,500.00	0.00	1,500.00	1,500.00	0.00	0.00%
5160	Subsistence	800.00	0.00	800.00	800.00	0.00	0.00%
5170	Other	1,200.00	0.00	1,200.00	1,200.00	0.00	0.00%
5180	Total	12,000.00	0.00	12,000.00	12,000.00	0.00	0.00%
5190	Grants	25,000.00	0.00	25,000.00	25,000.00	0.00	0.00%
5200	Contributions	15,000.00	0.00	15,000.00	15,000.00	0.00	0.00%
5210	Subscriptions	0.00	0.00	0.00	0.00	0.00	0.00%
5220	Interest Payable and Similar Charges	0.00	0.00	0.00	0.00	0.00	0.00%
5230	Interest Receivable	0.00	0.00	0.00	0.00	0.00	0.00%
5240	Total	0.00	0.00	0.00	0.00	0.00	0.00%
5250	Surplus/(Deficit)	0.00	0.00	0.00	0.00	0.00	0.00%
5260	Total Environment Committee	283,800.00	5,400.00	278,400.00	278,400.00	0.00	0.00%

E/597

From: _WEB_LLPG
Sent: 12 December 2022 12:39
To: _Council_Stonehouse Town <townclerk@stonehousetowncouncil.com>
Subject: Street Naming & Numbering - Development at Parcel E4 Land West Of Stonehouse

Hello,

I have received an application for street naming & numbering for the commercial development at Parcel E4 Land West Of Stonehouse. The street that will serve the development is currently unnamed. For your information, I have attached copies of the site and layout plans.

The applicant has not proposed a street name. Therefore, please could Stonehouse Town Council consider a suitable proposal for this new development. Please note that Stroud District Council as the street naming authority has decided not to include apostrophes within street names. I would be grateful if you could advise me of the outcome of your discussions at your earliest opportunity. Also, please can I draw your attention to our advice for street naming which can be found at www.stroud.gov.uk/address which states:

When a new development is built, the responsibility for naming the new streets rests with the Council. The new names should be consistent with the Council's protocols for road naming, specifically:

When possible, the name(s) should have a proven historical connection to the land intended for development. The name(s) will not be the name(s) of people unless there is a historical connection to the town or parish within which the development falls. The name(s) will not be the same or similar to any existing name(s) in the area. If the development contains a new network of streets a theme may be chosen, taking care not to repeat a theme already being used locally. Aesthetically unsuitable names or names capable of deliberate misinterpretation are to be avoided. Street names should not be difficult to pronounce or awkward to spell. New street names should end with one of the following suffixes

A venue | B ank | C ircle - For circular roads only | C lose - Only for a cul-de-sac | C orner | C rescent - For crescent shaped roads only | C roft | D rive | E dge | F arm | F ield(s) | G ardens (provided it will not be confused with any local open space) | G reen | G rove | H ill | L ane | M ead | M eadow | M ews | O rchard | P addock | P ark | P lace | R ise | R oad | R ow | S quare - For a Square | S treet | T riangle - For triangular roads only | V iew | W ay | W harf - Only near a navigable watercourse | Y ard

Pedestrian only access thoroughfares should end with: W alk | P ath | W ay

Please note

No street name should start with "The" "Court" is not acceptable as a street name suffix but may be used for large multi-occupied buildings "Terrace" should only be used as a subsidiary name within another road

Thank you and regards.

Neil Marriott
Principal Address Management Officer
Stroud District Council

E/596

From: WES_U FG
Sent: 12 December 2022 12:39
To: Council Streetnames <streetnames@stonehouse.gov.uk>
Subject: Street Naming & Numbering - Development at Parcel E4 | and West Of Stonehouse

Hello,

I have received an application for street naming & numbering for the commercial development at Parcel E4 | and West Of Stonehouse. The street that will serve the development is currently unnamed. For your information, I have attached copies of the site and layout plans.

The applicant has not proposed a street name. Therefore, please could Stonehouse Town Council consider a suitable proposal for this new development. Please note that Stroud District Council as the street naming authority has decided not to include apostrophes within street names. I would be grateful if you could advise me of the outcome of your discussions at your earliest opportunity. Also, please can I draw your attention to our advice for street naming which can be found at www.stroud.gov.uk/address which states:

When a new development is built, the responsibility for naming the new streets rests with the Council. The new names should be consistent with the Council's protocols for road naming specifically:

When possible, the name(s) should have a proven historical connection to the land intended for development. The name(s) will not be the name(s) of people unless there is a historical connection to the town or parish within which the development falls. The name(s) will not be the same or similar to any existing name(s) in the area. If the development contains a new network of streets a theme may be chosen. Taking care not to repeat a theme already being used locally. Aesthetically unsuitable names or names capable of distorting misinterpretation are to be avoided. Street names should not be difficult to pronounce or awkward to spell. New street names should end with one of the following suffixes:

A venue | B ank | C ircle - For circular roads only | C lose - Only for a cul-de-sac | C orner | C resent - For crescent shaped roads only | C roft | D rive | E dge | F arm | F ield(s) | Gardens (provided it will not be confused with any local open spaces) | G rove | H ill | L ane | M ead | M eadow | M ews | O rchard | P adlock | P ark | P lace | R ise | R oad | R ow | S quare - For a square | S treet | T riangle - For triangular roads only | V iew | W ay | W harf - Only near a navigable waterways | Y ard

Pedestrian only access thoroughfares should end with W alk | Path | W ay

Please note:

No street name should start with "The". "Court" is not acceptable as a street name suffix but may be used for large multi-occupied buildings. "Terrace" should only be used as a subsidiary name within another road.

Thank you and regards

Neil Warrington
Principal Officer - Main Development Office
Strategic Operations Manager

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Do Not scale off this drawing, use only figured dimensions and report any discrepancies or omissions to the Architect immediately.

rev.	date	description

Roberts Limbrick
ARCHITECTS

project
PLOT E4
STROUDWATER 13 BUSINESS PAR
OLDENDS LANE
STONEHOUSE

client
ROBERT HITCHINS LTD

drawing
LOCATION PLAN
UNIT 1
-
-

status
PLANNING

ROBERTS LIMBRICK LTD

The Carriage Building, Bruton Way, Gloucester, GL1 1DG

The Estates Office, 25 - 26 Gold Tops, Newport, NP20 4PG

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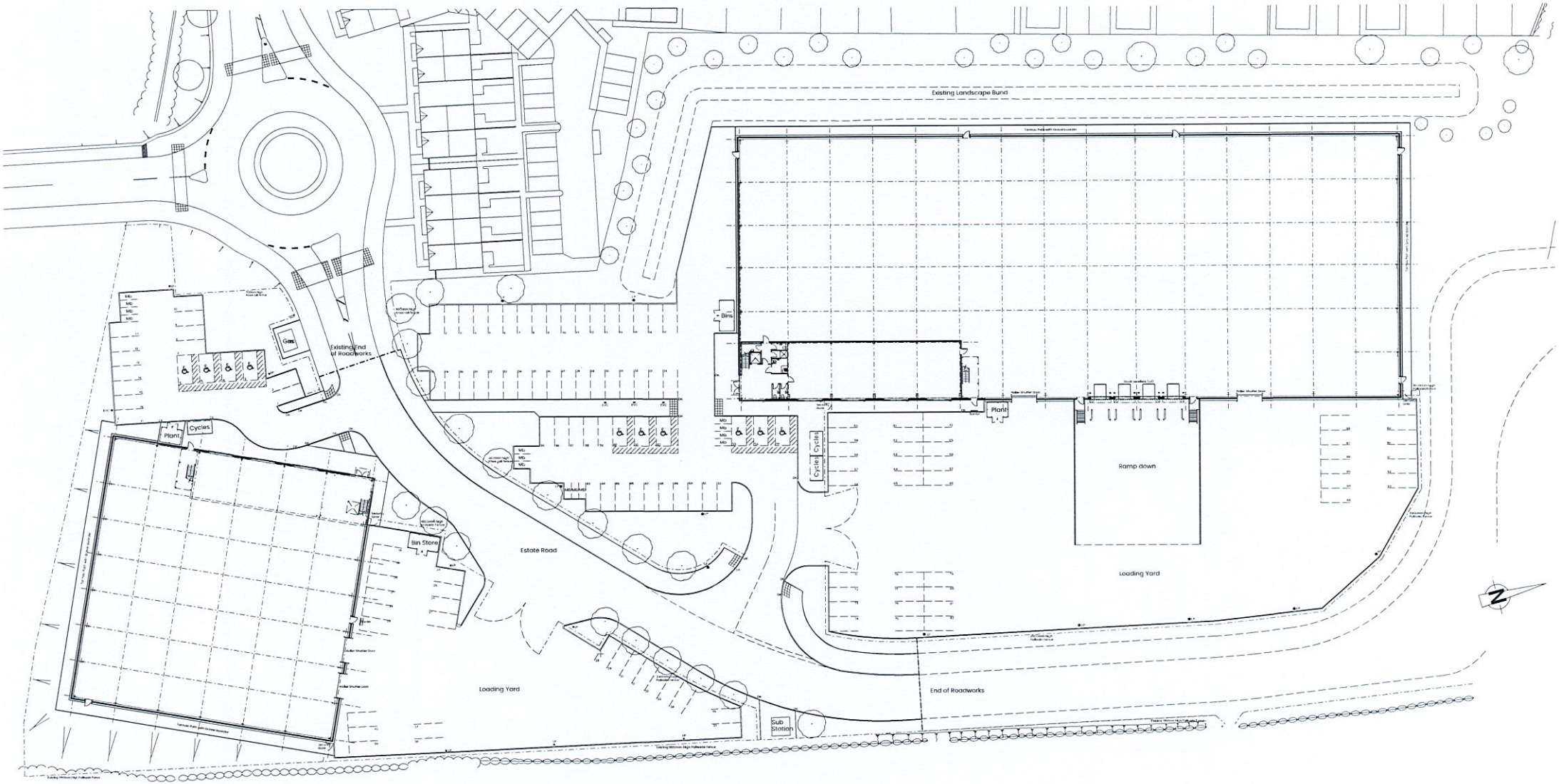
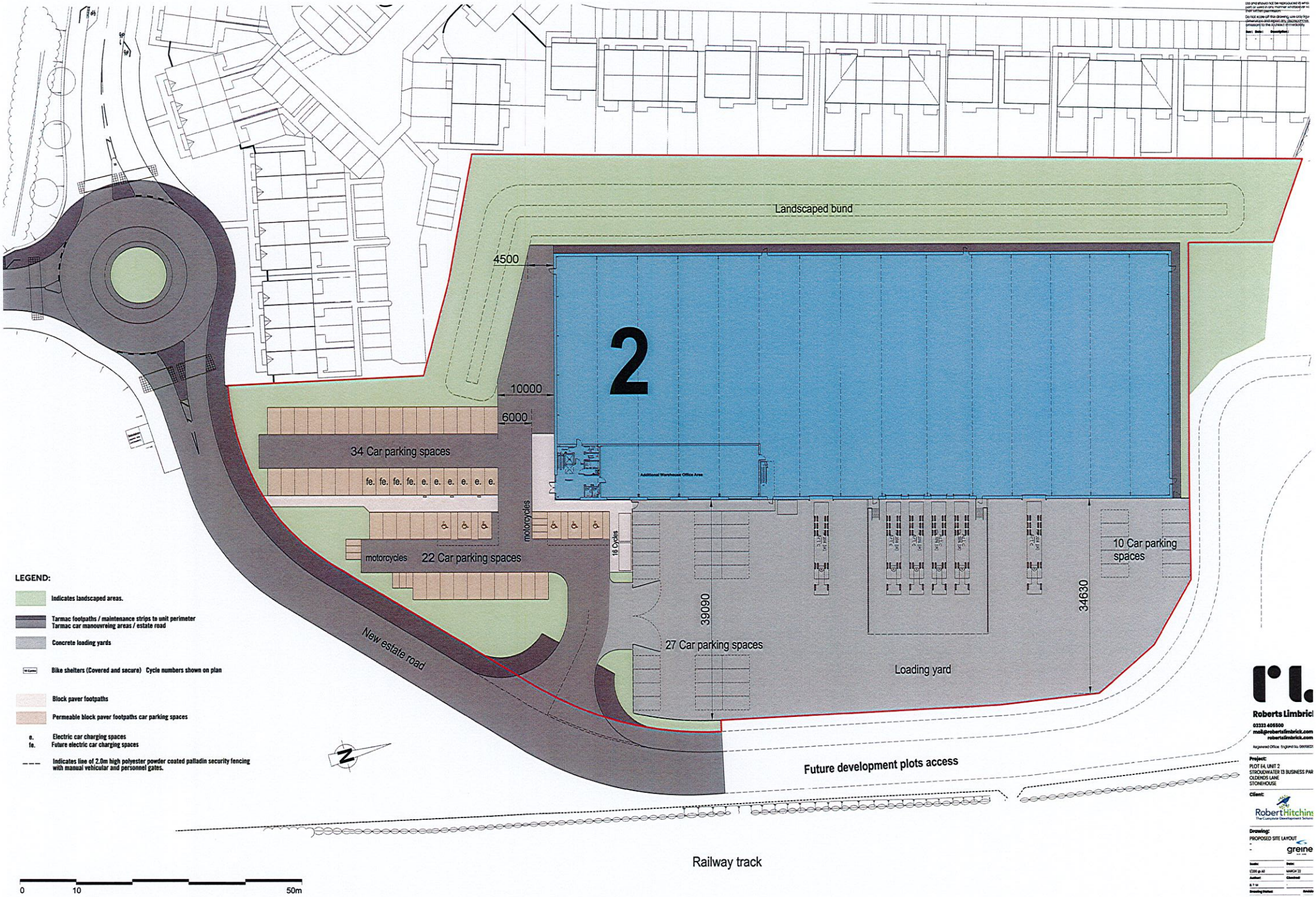
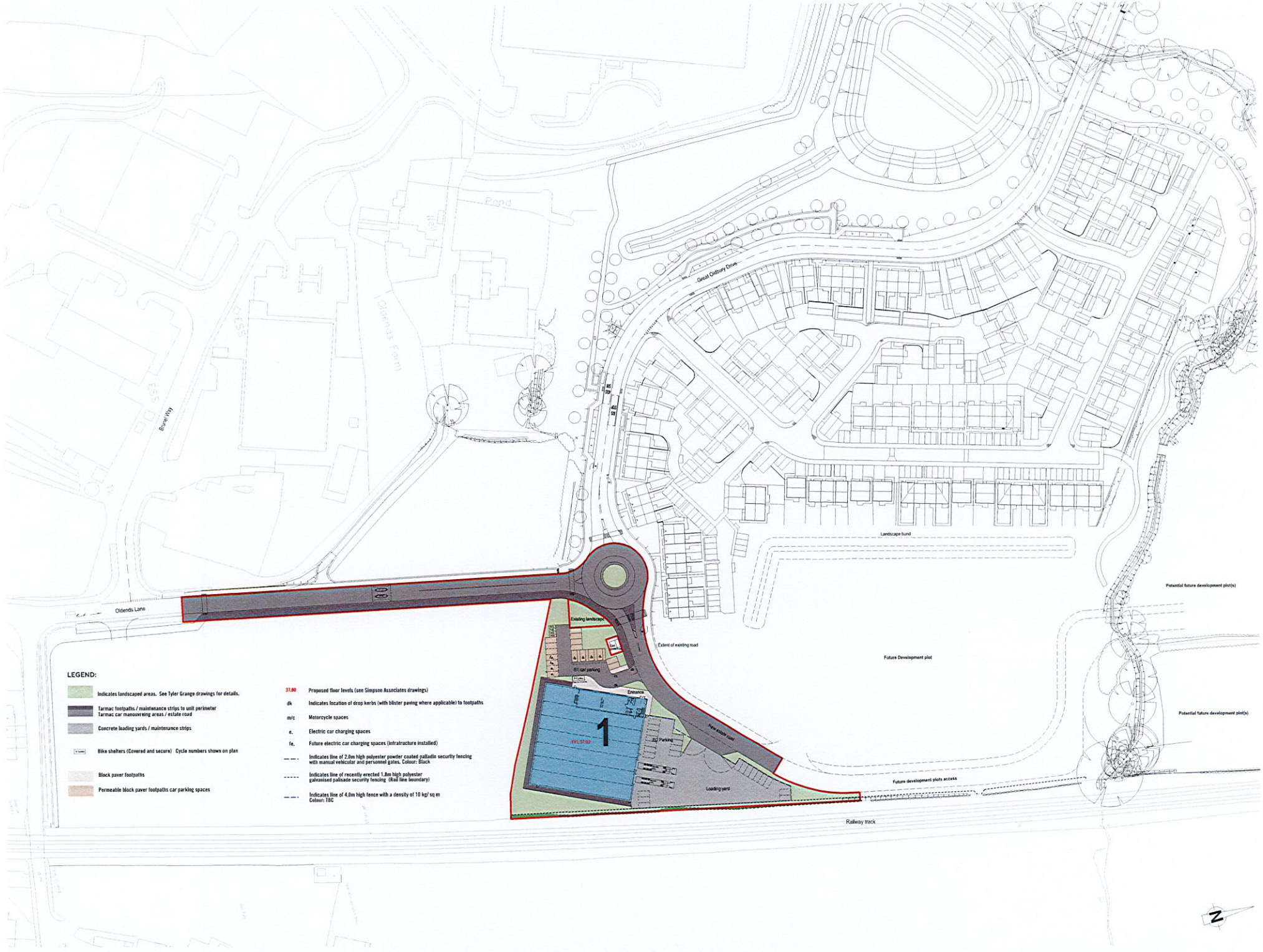
scale 1/2000 @ A1

date SEPT. '21 author RT-M / IK

project	drg no.	rev.
8862	PL01	-


Existing Landscape Bund
Existing End of Roadworks
Gate
Plant
Cycles
Bins
Plant
Cycles
Ramp down
Loading Yard
Bin Store
Estate Road
Loading Yard
End of Roadworks
Sub Station
N


Landscaped bund
4500
2
10000
6000
34 Car parking spaces
fe. fe. fe. fe. e. e. e. e. e. e.
motorcycles
motorcycles
22 Car parking spaces
16 Cycles
Additional Warehouse Office Area
39090
27 Car parking spaces
Loading yard
34630
10 Car parking spaces
New estate road
Future development plots access
Railway track
LEGEND:
Indicates landscaped areas.
Tarmac footpaths / maintenance strips to unit perimeter
Tarmac car manouvreing areas / estate road
Concrete loading yards
Bike shelters (Covered and secure) Cycle numbers shown on plan
Block paver footpaths
Permeable block paver footpaths car parking spaces
e. Electric car charging spaces
fe. Future electric car charging spaces
Indicates line of 2.0m high polyester powder coated palladin security fencing with manual vehicular and personnel gates.
0
10
50m
Roberts Limbrick
03333 406500
mail@robertslimbrick.com
robertslimbrick.com
Project:
PLOT E4, UNIT 2
STROUDWATER 13 BUSINESS PAR
OLDENDS LANE
STONEHOUSE
Client:
Robert Hitchins
Drawing:
PROPOSED SITE LAYOUT
greene
Scale:
1:200 @ A0
Date:
MARCH 22
Author:
Checked:
B.T.W
Drawing Status:
Revision
INFORMATION
B
Drawing Number:



LEGEND:

- Indicates landscaped areas. See Tyler Grange drawings for details.
- Tarmac footpaths / maintenance strips to unit perimeter
  Tarmac car manouvreing areas / estate road
- Concrete loading yards / maintenance strips
- Bike shelters (Covered and secure) Cycle numbers shown on plan
- Block paver footpaths
- Permeable block paver footpaths car parking spaces

37.00	Proposed floor levels (see Simpson Associates drawings)
dk	Indicates location of drop kerbs (with blister paving where applicable) to footpaths
m/c	Motorcycle spaces
e.	Electric car charging spaces
fe.	Future electric car charging spaces (infratructure installed)
— — -	Indicates line of 2.0m high polyester powder coated palladin security fencing with manual vehicular and personnel gates. Colour: Black
- - - - -	Indicates line of recently erected 1.8m high polyester galvanised palisade security fencing (Rail line boundary)
— — -	Indicates line of 4.0m high fence with a density of 10 kg/ sq m Colour: TBC

Roberts Limbrick ARCHITECTS

project
PLOT E4
STROUDWATER 13 BUSINESS P
OLDENDS LANE
STONEHOUSE

client
ROBERT HITCHINS LTD

drawing
PROPOSED SITE LAYOUT
UNIT 1

status
PLANNING

ROBERTS LIMBRICK LTD
The Carriage Building, Bruton Way,
Gloucester, GL1 1DG
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Newport, NP20 4PG
T. 01633 405-500
mail@robertslimbrick.com
www.robertslimbrick.com
Registered Office - England No. 09958629

scale 1:500 @ A1
date SEPT. '21 author BT-M

Thank you for your email of the 2nd February. We briefly discussed the proposal with Yakub and explained that it would have to go through Environment Committee on the 20th February before comment can be made. Should there be issues that need to be clarified, the town council's final response could be delayed. It would help therefore, if someone from your company can attend the committee to explain some of the detail – the town council is aware of the importance of this project to both local residents and drivers using the route through Stonehouse to and from the motorway because of the many historic problems that have existed in this immediate area and so it is in all or interests to make informed decisions as quickly as possible.

I look forward to your response

From: Varga-Biro, Boroka <Boroka.Varga-Biro@atkinsglobal.com>
Sent: 02 February 2023 16:07
To: Town Clerk <townclerk@stonehousetowncouncil.gov.uk>
Subject: Gloucester Road, Stonehouse drainage

Good afternoon,

I am working on behalf of Gloucestershire County Council in the drainage team and looking at the flooding problems around Horsemarling Lane – Gloucester Road roundabout.

We have produced a design for Gloucester Road (please find attached drawing). We have concluded that the most sensible way to address any concerns of passing forward additional flows / volumes downstream is to limit the works, for now at least, to remedial works on the existing arrangement. This includes installing new gullies where you would argue there should be some already (no increase in impermeable area) and replacing defects in the existing system (including replacing the sections of 100mm diameter pipe with 225mm diameter where again you would argue they should be sized as per the rest of the system).

We have created a hydraulic model in MicroDrainage for both the existing and proposed scenarios, but I want to be clear that we have had to make some assumptions particularly in terms of wider catchment areas and assumed gradients within the system due to the lack of topographical survey information in the area. However, it does give an indication of the likely relative increase in flows as a result of the replacement of the smaller diameter pipes that are causing restrictions in the system at the moment. The other defects have not been represented in the model and the catchment areas between existing and proposed models remains the same.

Please find attached Microdrainage result sheets to compare the impact between existing/proposed arrangements and the likely increase in flow rates due to upsizing part of the system. I am aware that you have a scheduled meeting with Yakub Mulla on the 6th February, I shared this design proposal with Yakub before and he is happy to progress with works next financial year as per recommendations. If you could discuss and a give a feedback to Yakub next Monday on your meeting, that would be much appreciated.

Kind regards,

Boroka Varga-Biro *BSc EngTech MICE*
Assistant Engineer, Infrastructure
UK & Europe
Engineering, Design & Project Management

+44 1452 427193 +44 7585 888271

6th Floor, Shire Hall, Bearland, Gloucester, GL1 2TH

Company

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STORM SEWER DESIGN by the Modified Rational Method

Design Criteria for Storm

Pipe Sizes STANDARD Manhole Sizes STANDARD

FSR Rainfall Model - England and Wales

Return Period (years)	1	PIMP (%)	100
M5-60 (mm)	19.000	Add Flow / Climate Change (%)	40
Ratio R	0.350	Minimum Backdrop Height (m)	0.200
Maximum Rainfall (mm/hr)	50	Maximum Backdrop Height (m)	1.500
Maximum Time of Concentration (mins)	30	Min Design Depth for Optimisation (m)	1.200
Foul Sewage (l/s/ha)	0.000	Min Vel for Auto Design only (m/s)	1.00
Volumetric Runoff Coeff.	0.750	Min Slope for Optimisation (1:X)	500

Designed with Level Soffits

Network Design Table for Storm

« - Indicates pipe capacity < flow

PN	Length (m)	Fall (m)	Slope (1:X)	I.Area (ha)	T.E. (mins)	Base Flow (l/s)	k (mm)	HYD SECT	DIA (mm)	Section Type	Auto Design
S1.000	24.625	0.300	82.1	0.000	5.00	0.0	0.600	[]	-7	Pipe/Conduit	
S1.001	38.083	0.400	95.2	0.032	0.00	0.0	0.600	o	225	Pipe/Conduit	
S1.002	9.468	0.100	94.7	0.117	0.00	0.0	0.600	[]	-7	Pipe/Conduit	
S1.003	19.406	0.200	97.0	0.040	0.00	0.0	0.600	o	225	Pipe/Conduit	
S2.000	49.410	0.200	247.1	0.000	5.00	0.0	0.600	[]	-7	Pipe/Conduit	
S3.000	39.568	0.400	98.9	0.024	5.00	0.0	0.600	[]	-7	Pipe/Conduit	
S2.001	12.535	0.650	19.3	0.167	0.00	0.0	0.600	o	225	Pipe/Conduit	
S2.002	31.897	0.250	127.6	0.029	0.00	0.0	0.600	o	225	Pipe/Conduit	

Network Results Table

PN	Rain (mm/hr)	T.C. (mins)	US/IL (m)	Σ I.Area (ha)	Σ Base Flow (l/s)	Foul (l/s)	Add Flow (l/s)	Vel (m/s)	Cap (l/s)	Flow (l/s)
S1.000	48.10	5.14	43.000	0.000	0.0	0.0	0.0	2.95	1697.8	0.0
S1.001	46.31	5.61	42.700	0.032	0.0	0.0	1.6	1.34	53.3	5.7
S1.002	46.11	5.67	42.025	0.149	0.0	0.0	7.4	2.75	1580.4	26.0
S1.003	45.26	5.91	41.925	0.189	0.0	0.0	9.3	1.33	52.8	32.4
S2.000	46.78	5.49	43.300	0.000	0.0	0.0	0.0	1.70	975.5	0.0
S3.000	47.68	5.25	43.500	0.024	0.0	0.0	1.2	2.69	1545.9	4.3
S2.001	46.52	5.56	43.100	0.191	0.0	0.0	9.6	2.99	119.0	33.7
S2.002	44.91	6.02	42.450	0.220	0.0	0.0	10.7	1.16	46.0	37.5

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Network Design Table for Storm

PN	Length (m)	Fall (m)	Slope (1:X)	I.Area (ha)	T.E. (mins)	Base Flow (l/s)	k (mm)	HYD SECT	DIA (mm)	Section Type	Auto Design
S2.003	22.214	0.300	74.0	0.000	0.00	0.0	0.600	o	150	Pipe/Conduit	
S2.004	14.294	0.200	71.5	0.000	0.00	0.0	0.600	o	100	Pipe/Conduit	
S4.000	2.787	0.048	58.1	0.103	5.00	0.0	0.600	o	750	Pipe/Conduit	

Network Results Table

PN	Rain (mm/hr)	T.C. (mins)	US/IL (m)	Σ I.Area (ha)	Σ Base Flow (l/s)	Foul (l/s)	Add Flow (l/s)	Vel (m/s)	Cap (l/s)	Flow (l/s)
S2.003	43.88	6.33	42.200	0.220	0.0	0.0	10.7	1.17	20.7«	37.5
S2.004	43.07	6.59	41.900	0.220	0.0	0.0	10.7	0.91	7.2«	37.5
S4.000	48.60	5.01	41.750	0.103	0.0	0.0	5.4	3.68	1624.4	19.0

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Manhole Schedules for Storm

MH Name	MH CL (m)	MH Depth (m)	MH Connection	MH Diam.,L*W (mm)	Pipe Out PN	Pipe Out Invert Level (m)	Pipe Out Diameter (mm)	Pipes In PN	Pipes In Invert Level (m)	Pipes In Diameter (mm)	Backdrop (mm)
S1	43.700	0.700	Junction		S1.000	43.000	-7				
S2	43.500	0.800	Junction		S1.001	42.700	225	S1.000	42.700	-7	
S3	43.000	0.975	Junction		S1.002	42.025	-7	S1.001	42.300	225	
S4	43.000	1.075	Junction		S1.003	41.925	225	S1.002	41.925	-7	
S	42.200	0.475	Open Manhole	0		OUTFALL		S1.003	41.725	225	
S6	43.800	0.500	Junction		S2.000	43.300	-7				
S6	44.000	0.500	Junction		S3.000	43.500	-7				
S7	43.600	0.500	Open Manhole	1	S2.001	43.100	225	S2.000	43.100	-7	
								S3.000	43.100	-7	
S8	43.500	1.050	Junction		S2.002	42.450	225	S2.001	42.450	225	
S9	43.300	1.100	Junction		S2.003	42.200	150	S2.002	42.200	225	
S10	43.000	1.100	Junction		S2.004	41.900	100	S2.003	41.900	150	
S	42.800	1.100	Open Manhole	0		OUTFALL		S2.004	41.700	100	
S11	42.950	1.200	Open Manhole	1800	S4.000	41.750	750				
S	42.800	1.098	Open Manhole	0		OUTFALL		S4.000	41.702	750	

MH Name	Manhole Easting (m)	Manhole Northing (m)	Intersection Easting (m)	Intersection Northing (m)	Manhole Access	Layout (North)
S1	380577.090	206493.321			No Entry	
S2	380582.383	206469.271			No Entry	
S3	380588.880	206431.746			No Entry	
S4	380590.157	206422.365			No Entry	
S	380589.599	206402.967			No Entry	
S6	380582.903	206513.996			No Entry	
S6	380644.723	206456.765			No Entry	

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Manhole Schedules for Storm

MH Name	Manhole Easting (m)	Manhole Northing (m)	Intersection Easting (m)	Intersection Northing (m)	Manhole Access	Layout (North)
S7	380607.966	206471.414	380607.966	206471.414	Required	
S8	380596.074	206467.450			No Entry	
S9	380598.552	206435.650			No Entry	
S10	380599.271	206413.447			No Entry	
S	380595.435	206399.677			No Entry	
S11	380597.945	206398.482	380597.945	206398.482	Required	
S	380595.428	206399.680			No Entry	

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PIPELINE SCHEDULES for Storm

Upstream Manhole

PN	Hyd Sect	Diam (mm)	MH Name	C.Level (m)	I.Level (m)	D.Depth (m)	MH Connection	MH DIAM., L*W (mm)
S1.000	[]	-7	S1	43.700	43.000	0.200	Junction	
S1.001	o	225	S2	43.500	42.700	0.575	Junction	
S1.002	[]	-7	S3	43.000	42.025	0.475	Junction	
S1.003	o	225	S4	43.000	41.925	0.850	Junction	
S2.000	[]	-7	S6	43.800	43.300	0.000	Junction	
S3.000	[]	-7	S6	44.000	43.500	0.000	Junction	
S2.001	o	225	S7	43.600	43.100	0.275	Open Manhole	1
S2.002	o	225	S8	43.500	42.450	0.825	Junction	
S2.003	o	150	S9	43.300	42.200	0.950	Junction	
S2.004	o	100	S10	43.000	41.900	1.000	Junction	
S4.000	o	750	S11	42.950	41.750	0.450	Open Manhole	1800

Downstream Manhole

PN	Length (m)	Slope (1:X)	MH Name	C.Level (m)	I.Level (m)	D.Depth (m)	MH Connection	MH DIAM., L*W (mm)
S1.000	24.625	82.1	S2	43.500	42.700	0.300	Junction	
S1.001	38.083	95.2	S3	43.000	42.300	0.475	Junction	
S1.002	9.468	94.7	S4	43.000	41.925	0.575	Junction	
S1.003	19.406	97.0	S	42.200	41.725	0.250	Open Manhole	0
S2.000	49.410	247.1	S7	43.600	43.100	0.000	Open Manhole	1
S3.000	39.568	98.9	S7	43.600	43.100	0.000	Open Manhole	1
S2.001	12.535	19.3	S8	43.500	42.450	0.825	Junction	
S2.002	31.897	127.6	S9	43.300	42.200	0.875	Junction	
S2.003	22.214	74.0	S10	43.000	41.900	0.950	Junction	
S2.004	14.294	71.5	S	42.800	41.700	1.000	Open Manhole	0
S4.000	2.787	58.1	S	42.800	41.702	0.348	Open Manhole	0

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Summary of Critical Results by Maximum Level (Rank 1) for Storm

Simulation Criteria

Areal Reduction Factor 1.000 Additional Flow - % of Total Flow 40.000
Hot Start (mins) 0 MADD Factor * 10m³/ha Storage 2.000
Hot Start Level (mm) 0 Inlet Coeffiecient 0.800
Manhole Headloss Coeff (Global) 0.500 Flow per Person per Day (l/per/day) 0.000
Foul Sewage per hectare (l/s) 0.000

Number of Input Hydrographs 0 Number of Storage Structures 0
Number of Online Controls 0 Number of Time/Area Diagrams 0
Number of Offline Controls 0 Number of Real Time Controls 0

Synthetic Rainfall Details

Rainfall Model FSR Ratio R 0.350
Region England and Wales Cv (Summer) 0.750
M5-60 (mm) 19.000 Cv (Winter) 0.840

Margin for Flood Risk Warning (mm) 300.0 DVD Status OFF
Analysis Timestep Fine Inertia Status OFF
DTS Status ON

Profile(s) Summer and Winter
Duration(s) (mins) 15
Return Period(s) (years) 1, 30, 100
Climate Change (%) 0, 0, 0

PN	US/MH Name	Storm	Return Period	Climate Change	First (X) Surcharge	First (Y) Flood	First (Z) Overflow	Overflow Act.	Water Level (m)
S1.000	S1	15 Summer	1	+0%					43.000
S1.001	S2	15 Winter	100	+0%					42.793
S1.002	S3	15 Winter	100	+0%	100/15 Winter				42.545
S1.003	S4	15 Winter	100	+0%	30/15 Summer				42.542
S2.000	S6	15 Winter	100	+0%					43.565
S3.000	S6	15 Winter	100	+0%					43.566
S2.001	S7	15 Winter	100	+0%	30/15 Summer				43.565
S2.002	S8	15 Summer	1	+0%					42.675
S2.003	S9	15 Summer	1	+0%	1/15 Summer				42.425
S2.004	S10	15 Summer	1	+0%	1/15 Summer				42.050
S4.000	S11	15 Winter	100	+0%					41.910

PN	US/MH Name	Surcharged Depth (m)	Flooded Volume (m³)	Flow / Cap.	Overflow (l/s)	Half Drain Time (mins)	Pipe Flow (l/s)	Status	Level Exceeded
S1.000	S1	-0.500	0.000	0.00			0.0	OK	
S1.001	S2	-0.132	0.000	0.36			19.1	OK*	
S1.002	S3	0.020	0.000	0.10			76.9	SURCHARGED*	
S1.003	S4	0.392	0.000	1.70			89.8	SURCHARGED*	
S2.000	S6	-0.235	0.000	0.00			0.2	FLOOD RISK*	

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Summary of Critical Results by Maximum Level (Rank 1) for Storm

PN	US/MH Name	Surcharged Depth (m)	Flooded Volume (m³)	Flow / Cap.	Overflow (l/s)	Half Drain Time (mins)	Pipe Flow (l/s)	Status	Level Exceeded
S3.000	S6	-0.434	0.000	0.01			13.2	OK	
S2.001	S7	0.240	0.000	0.41			42.2	FLOOD RISK	
S2.002	S8	0.000	0.000	0.59			27.2	SURCHARGED*	
S2.003	S9	0.075	0.000	0.87			18.0	SURCHARGED*	
S2.004	S10	0.050	0.000	2.36			16.9	SURCHARGED*	
S4.000	S11	-0.590	0.000	0.10			57.8	OK	

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Woodcoste Grove
Ashley Road, Epsom
Surrey, KT18 5BW

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Innovyze | Network 2020.1.3

STORM SEWER DESIGN by the Modified Rational Method

Design Criteria for Storm

Pipe Sizes STANDARD Manhole Sizes STANDARD

FSR Rainfall Model - England and Wales

Return Period (years)	1	PIMP (%)	100
M5-60 (mm)	19.000	Add Flow / Climate Change (%)	40
Ratio R	0.350	Minimum Backdrop Height (m)	0.200
Maximum Rainfall (mm/hr)	50	Maximum Backdrop Height (m)	1.500
Maximum Time of Concentration (mins)	30	Min Design Depth for Optimisation (m)	1.200
Foul Sewage (l/s/ha)	0.000	Min Vel for Auto Design only (m/s)	1.00
Volumetric Runoff Coeff.	0.750	Min Slope for Optimisation (1:X)	500

Designed with Level Soffits

Network Design Table for Storm

PN	Length (m)	Fall (m)	Slope (1:X)	I.Area (ha)	T.E. (mins)	Base Flow (l/s)	k (mm)	HYD SECT	DIA (mm)	Section Type	Auto Design
S1.000	24.625	0.300	82.1	0.000	5.00	0.0	0.600	[]	-7	Pipe/Conduit	
S1.001	38.083	0.400	95.2	0.032	0.00	0.0	0.600	o	225	Pipe/Conduit	
S1.002	9.468	0.100	94.7	0.117	0.00	0.0	0.600	[]	-7	Pipe/Conduit	
S1.003	19.406	0.200	97.0	0.040	0.00	0.0	0.600	o	225	Pipe/Conduit	
S2.000	49.410	0.200	247.1	0.000	5.00	0.0	0.600	[]	-7	Pipe/Conduit	
S3.000	39.568	0.400	98.9	0.024	5.00	0.0	0.600	[]	-7	Pipe/Conduit	
S2.001	12.535	0.650	19.3	0.167	0.00	0.0	0.600	o	225	Pipe/Conduit	
S2.002	32.739	0.250	131.0	0.029	0.00	0.0	0.600	o	225	Pipe/Conduit	
S2.003	36.073	0.361	100.0	0.000	0.00	0.0	0.600	o	225	Pipe/Conduit	
S2.004	2.473	0.048	51.5	0.103	0.00	0.0	0.600	o	750	Pipe/Conduit	

Network Results Table

PN	Rain (mm/hr)	T.C. (mins)	US/IL (m)	Σ I.Area (ha)	Σ Base Flow (l/s)	Foul (l/s)	Add Flow (l/s)	Vel (m/s)	Cap (l/s)	Flow (l/s)
S1.000	48.10	5.14	43.000	0.000	0.0	0.0	0.0	2.95	1697.8	0.0
S1.001	46.31	5.61	42.700	0.032	0.0	0.0	1.6	1.34	53.3	5.7
S1.002	46.11	5.67	42.025	0.149	0.0	0.0	7.4	2.75	1580.4	26.0
S1.003	45.26	5.91	41.925	0.189	0.0	0.0	9.3	1.33	52.8	32.4
S2.000	46.78	5.49	43.300	0.000	0.0	0.0	0.0	1.70	975.5	0.0
S3.000	47.68	5.25	43.500	0.024	0.0	0.0	1.2	2.69	1545.9	4.3
S2.001	46.52	5.56	43.100	0.191	0.0	0.0	9.6	2.99	119.0	33.7
S2.002	44.85	6.03	42.450	0.220	0.0	0.0	10.7	1.14	45.4	37.5
S2.003	43.37	6.49	42.200	0.220	0.0	0.0	10.7	1.31	52.0	37.5
S2.004	43.34	6.50	41.750	0.324	0.0	0.0	15.2	3.90	1724.7	53.2

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Manhole Schedules for Storm

MH Name	MH CL (m)	MH Depth (m)	MH Connection	MH Diam.,L*W (mm)	Pipe Out PN	Pipe Out Invert Level (m)	Pipe Out Diameter (mm)	Pipes In PN	Pipes In Invert Level (m)	Pipes In Diameter (mm)	Backdrop (mm)
S1	43.700	0.700	Junction		S1.000	43.000	-7				
S2	43.500	0.800	Junction		S1.001	42.700	225	S1.000	42.700	-7	
S3	43.000	0.975	Junction		S1.002	42.025	-7	S1.001	42.300	225	
S4	43.000	1.075	Junction		S1.003	41.925	225	S1.002	41.925	-7	
S	42.200	0.475	Open Manhole	0		OUTFALL		S1.003	41.725	225	
S6	43.800	0.500	Junction		S2.000	43.300	-7				
S6	44.000	0.500	Junction		S3.000	43.500	-7				
S7	43.600	0.500	Open Manhole	1	S2.001	43.100	225	S2.000	43.100	-7	
								S3.000	43.100	-7	
S8	43.500	1.050	Junction		S2.002	42.450	225	S2.001	42.450	225	
S9	43.300	1.100	Junction		S2.003	42.200	225	S2.002	42.200	225	
S11	42.950	1.200	Open Manhole	1800	S2.004	41.750	750	S2.003	41.839	225	
S	42.800	1.098	Open Manhole	0		OUTFALL		S2.004	41.702	750	

MH Name	Manhole Easting (m)	Manhole Northing (m)	Intersection Easting (m)	Intersection Northing (m)	Manhole Access	Layout (North)
S1	380577.090	206493.321			No Entry	
S2	380582.383	206469.271			No Entry	
S3	380588.880	206431.746			No Entry	
S4	380590.157	206422.365			No Entry	
S	380589.599	206402.967			No Entry	
S6	380582.903	206513.996			No Entry	
S6	380644.723	206456.765			No Entry	
S7	380607.966	206471.414	380607.966	206471.414	Required	

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Manhole Schedules for Storm

MH Name	Manhole Easting (m)	Manhole Northing (m)	Intersection Easting (m)	Intersection Northing (m)	Manhole Access	Layout (North)
S8	380596.074	206467.450			No Entry	
S9	380597.949	206434.765			No Entry	
S11	380597.696	206398.693	380597.696	206398.693	Required	
S	380595.428	206399.680			No Entry	

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PIPELINE SCHEDULES for Storm

Upstream Manhole

PN	Hyd Sect	Diam (mm)	MH Name	C.Level (m)	I.Level (m)	D.Depth (m)	MH Connection	MH DIAM., L*W (mm)
S1.000	[]	-7	S1	43.700	43.000	0.200	Junction	
S1.001	o	225	S2	43.500	42.700	0.575	Junction	
S1.002	[]	-7	S3	43.000	42.025	0.475	Junction	
S1.003	o	225	S4	43.000	41.925	0.850	Junction	
S2.000	[]	-7	S6	43.800	43.300	0.000	Junction	
S3.000	[]	-7	S6	44.000	43.500	0.000	Junction	
S2.001	o	225	S7	43.600	43.100	0.275	Open Manhole	1
S2.002	o	225	S8	43.500	42.450	0.825	Junction	
S2.003	o	225	S9	43.300	42.200	0.875	Junction	
S2.004	o	750	S11	42.950	41.750	0.450	Open Manhole	1800

Downstream Manhole

PN	Length (m)	Slope (1:X)	MH Name	C.Level (m)	I.Level (m)	D.Depth (m)	MH Connection	MH DIAM., L*W (mm)
S1.000	24.625	82.1	S2	43.500	42.700	0.300	Junction	
S1.001	38.083	95.2	S3	43.000	42.300	0.475	Junction	
S1.002	9.468	94.7	S4	43.000	41.925	0.575	Junction	
S1.003	19.406	97.0	S	42.200	41.725	0.250	Open Manhole	0
S2.000	49.410	247.1	S7	43.600	43.100	0.000	Open Manhole	1
S3.000	39.568	98.9	S7	43.600	43.100	0.000	Open Manhole	1
S2.001	12.535	19.3	S8	43.500	42.450	0.825	Junction	
S2.002	32.739	131.0	S9	43.300	42.200	0.875	Junction	
S2.003	36.073	100.0	S11	42.950	41.839	0.886	Open Manhole	1800
S2.004	2.473	51.5	S	42.800	41.702	0.348	Open Manhole	0

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Summary of Critical Results by Maximum Level (Rank 1) for Storm

Simulation Criteria

Areal Reduction Factor 1.000 Additional Flow - % of Total Flow 40.000
Hot Start (mins) 0 MADD Factor * 10m³/ha Storage 2.000
Hot Start Level (mm) 0 Inlet Coeffiecient 0.800
Manhole Headloss Coeff (Global) 0.500 Flow per Person per Day (l/per/day) 0.000
Foul Sewage per hectare (l/s) 0.000

Number of Input Hydrographs 0 Number of Storage Structures 0
Number of Online Controls 0 Number of Time/Area Diagrams 0
Number of Offline Controls 0 Number of Real Time Controls 0

Synthetic Rainfall Details

Rainfall Model FSR Ratio R 0.350
Region England and Wales Cv (Summer) 0.750
M5-60 (mm) 19.000 Cv (Winter) 0.840

Margin for Flood Risk Warning (mm) 300.0 DVD Status OFF
Analysis Timestep Fine Inertia Status OFF
DTS Status ON

Profile(s) Summer and Winter
Duration(s) (mins) 15
Return Period(s) (years) 5, 30, 100
Climate Change (%) 0, 0, 0

PN	US/MH Name	Storm	Return Period	Climate Change	First (X) Surcharge	First (Y) Flood	First (Z) Overflow	Overflow Act.	Water Level (m)
S1.000	S1	15 Summer	5	+0%					43.000
S1.001	S2	15 Winter	100	+0%					42.793
S1.002	S3	15 Winter	100	+0%	100/15 Winter				42.545
S1.003	S4	15 Winter	100	+0%	30/15 Summer				42.542
S2.000	S6	15 Winter	100	+0%					43.383
S3.000	S6	15 Winter	100	+0%					43.510
S2.001	S7	15 Winter	100	+0%	100/15 Summer				43.383
S2.002	S8	15 Summer	5	+0%					42.675
S2.003	S9	15 Summer	30	+0%					42.425
S2.004	S11	15 Winter	100	+0%					41.989

PN	US/MH Name	Surcharged Depth (m)	Flooded Volume (m³)	Flow / Cap.	Overflow (l/s)	Half Drain Time (mins)	Pipe Flow (l/s)	Status	Level Exceeded
S1.000	S1	-0.500	0.000	0.00			0.0	OK	
S1.001	S2	-0.132	0.000	0.36			19.1	OK*	
S1.002	S3	0.020	0.000	0.10			76.9	SURCHARGED*	
S1.003	S4	0.392	0.000	1.70			89.8	SURCHARGED*	
S2.000	S6	-0.417	0.000	0.00			0.4	OK	
S3.000	S6	-0.490	0.000	0.01			13.2	OK	

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Summary of Critical Results by Maximum Level (Rank 1) for Storm

PN	US/MH Name	Surcharged Depth (m)	Flooded Volume (m³)	Flow / Cap.	Overflow (l/s)	Half Drain Time (mins)	Pipe Flow (l/s)	Status	Level Exceeded
S2.001	S7	0.058	0.000	0.59			60.6	FLOOD RISK	
S2.002	S8	0.000	0.000	1.12			50.9	SURCHARGED*	
S2.003	S9	0.000	0.000	1.23			63.8	SURCHARGED*	
S2.004	S11	-0.511	0.000	0.22			123.1	OK	

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CLASSIFICATION - Baseline (Low Risk)

Scale 1:500

10m 0m 10m 20m 30m

DO NOT SCALE

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DITCH CLEARANCE REQUIRED ON EXISTING OPEN CUT DITCH SECTION

DITCH CLEARANCE REQUIRED ON EXISTING OPEN CUT DITCH SECTION

INSTALL NEW ROAD GULLY TO CREATE A DOUBLE GULLY ARRANGEMENT (SEE NOTE 7).

REPLACE APPROX. 2m LENGTH OF Ø150mm VC PIPE WITH A Ø150mm HDPE PIPE BETWEEN G3 AND MAIN LINE (SEE NOTE 6).

REPLACE 1.5m SECTION OF Ø225mm CO PIPE BETWEEN 8.50 -10.09m DOWNSTREAM FROM OPEN CUT 1 WITH Ø225mm HDPE PIPE. (SEE NOTE 4)

REPLACE 1m OF Ø225mm CO PIPE WITH A Ø225mm HDPE PIPE BETWEEN 3 - 4m DOWNSTREAM FROM MH1 (SEE NOTE 4).

DITCH CLEARANCE REQUIRED ON EXISTING OPEN CUT DITCH SECTION

REPLACE 2m SECTION OF Ø225mm HDPE PIPE BETWEEN 7.5 - 9.5m UPSTREAM FROM OUTLET 2.

INSTALL NEW DOUBLE GULLY (SEE NOTE 7).

INSTALL NEW ROAD GULLY (SEE NOTE 7).

INSTALL NEW CATCHPIT PCP1 (SEE NOTE 8).

INSTALL 5m LENGTH OF Ø150mm HDPE PIPE BETWEEN PGY2 AND MAIN LINE (SEE NOTE 6).

INSTALL 2m LENGTH OF Ø150mm HDPE PIPE BETWEEN PGY4 AND MAIN LINE (SEE NOTE 6).

EXISTING RATES (NO CHANGE):
- CAPACITY 52.8l/s
- FLOW 32.4l/s

INSTALL APPROX. 35m OF Ø225mm HDPE PIPE BETWEEN PCP1 AND MH2 (SEE NOTE 6).

EXISTING RATES:
- CAPACITY 7.2l/s
- FLOW 37.5l/s

PROPOSED RATES:
- CAPACITY 52l/s
- FLOW 37.5l/s

INSTALL NEW TYPE 3 HEADWALL AT OUTLET 1 (SEE NOTE 10).

INSTALL NEW TYPE 3 HEADWALL AT OUTLET 3 (SEE NOTE 10).

INLET2 G3 OPENCUT1 Ø225mm C.O MH1 78 Ø225mm V.C PGY1 GY2 Ø225mm C.O PGY2 PGY3 Ø225mm V.C PGY4 PCP1 OUTLET2 66 INLET1 GY1 2x Ø225mm V.C OUTLET1 MH2 OUTLET3 Shelter Balanc Hors 3 1 7

LOCATION OF WORKS

LOCATION PLAN - NTS

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks (Reference shall also be made to the design hazard log).

Construction

1. WORKING ADJACENT TO LIVE TRAFFIC - REFER TO TRAFFIC MANAGEMENT PLAN.
2. PUBLIC INTERACTION.
3. UNDERGROUND AND OVERHEAD SERVICES NOT SHOWN ON LOCATION PLAN.
4. BUS STOP WITH BUS SHELTER IN VERGE PRESENT.

Maintenance / Cleaning

NA

Use

NA

Decommissioning / Demolition

NA

KEY

- EXISTING GULLY
- PROPOSED GULLY
- EXISTING MANHOLE
- PROPOSED MANHOLE
- EXISTING PIPE
- PROPOSED PIPE
- EXISTING OPEN CUT DITCH
- EXISTING WATERCOURSE
- EXISTING HEADWALL
- PROPOSED HEADWALL
- EXISTING PIPE TO BE ABANDONED

NOTES

1. CONTRACTOR TO PAY CLOSE ATTENTION TO PAS128 AND HSG47 - SEE CDM WORKBOOK FOR MORE INFORMATION.
2. NO UTILITIES INFORMATION IS SHOWN ON THE DRAWING. REFER TO C2 STATS PLANS FOR DETAILS.
3. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE STATED.
4. TRAFFIC MANAGEMENT TO BE CONFIRMED AND APPROVED BY THE PRINCIPAL CONTRACTOR.
5. ALL WHITE LINE MARKINGS REMOVED OF DAMAGED DURING CONSTRUCTION TO BE REINSTATED UPON COMPLETION OF DRAINAGE WORKS.
6. FOR PIPE BEDDING DETAILS REFER TO GCC STANDARD DETAIL SEE GH/HSD/500/20-B. FOR PIPES LESS THAN 1.2m COVER - TYPE Z CONCRETE BED AND SURROUND REQUIRED.
7. FOR GULLY DETAILS REFER TO GCC STANDARD DETAIL GH/HSD/500/14-A
8. FOR TYPE 7 CATCHPIT DETAILS REFER TO GCC STANDARD DETAIL GH/HSD/500/06-A.
9. FOR TYPE 3 HEADWALL DETAILS REFER TO GCC STANDARD DETAILS GH/HSD/500/15-A.

Rev.	Date	Description	By	Chk'd	App'd
C01	09.01.23	FIRST ISSUE	ECP	BVB	TD

Drawing Status: FOR CONSTRUCTION

Suitability: A1

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Client: Gloucestershire County Council

Project Title: DRAINAGE - CAPITAL SCHEME

Drawing Title: GLOUCESTER ROAD, STONEHOUSE GL10 2HQ DRAINAGE LAYOUT

Scale	Designed	Drawn	Checked	Authorised
1:500	ECP	ECP	BVB	TD
Original Size: A3	Date: 22/09/2022	Date: 22/09/2022	Date: 18/10/2022	Date: 09/01/2023

Drawing Number: 5214158-ATK-GR-XX-DR-C-0001

Revision: C01

CLASSIFICATION - Baseline (Low Risk)