



- EXTERNAL LEVEL NOTES:**
- All levels to comply with Building Regulations Part M - Part 1. Architect to confirm plots where Part M - Part 2 or Part 3 apply.
 - The approach route to any dwelling should be level, gently sloping or, where necessary ramped. On steeply sloping sites a stepped approach can be used.
 - Part M provisions to be generally provided to the principal entrance, however if this is not feasible an alternative entrance is reasonable.
 - The approach route should be a minimum 900mm wide and have a maximum crossfall of 1:40.
 - A 1200x1200mm threshold to be provided at the principal access. Maximum crossfall 1:40
 - A ramped approach is acceptable with the following criteria
 - Individual flights are:
 - For gradients up to 1:15 - not more than 10m long
 - For gradients up to 1:12 - not more than 5m long
 - Every flight has a minimum clear width of 900mm
 - Every flight has a top and bottom landing.
 - An intermediate flight is provided between individual flights and any change in direction.
 - Every landing is a minimum of 1200mm long, clear of the swing of any doors or gate.
 - An external stepped approach is acceptable with the following criteria
 - Steps are uniform with a rise of 75-150mm and a minimum going of 280mm.
 - Steps have suitable tread nosings.
 - No individual flight has a rise of more than 1800mm between landings.
 - Every flight has a minimum clear width of 900mm
 - Top, bottom and intermediate landings has a minimum length of 900mm.
 - Every flight with three or more risers has a suitable handrail to one side.
 - Should any departure from the proposed slab or external levels be considered, agreement shall be sought from the Engineer immediately and prior to the commencement or continuation of any works.
 - Threshold drainage is required where levels fall towards a flush entrance.
 - Where tanking of double DPC is proposed, this should be suitably detailed and designed by the specialist / structural engineer as part of the foundations.
 - Any soft spots discovered after proof rolling shall be removed and replaced with suitable engineering fill.
 - New road levels to tie in smoothly with existing road. Levels to be confirmed prior to construction and reported to the Engineer

REV	DESCRIPTION	BY	DATE