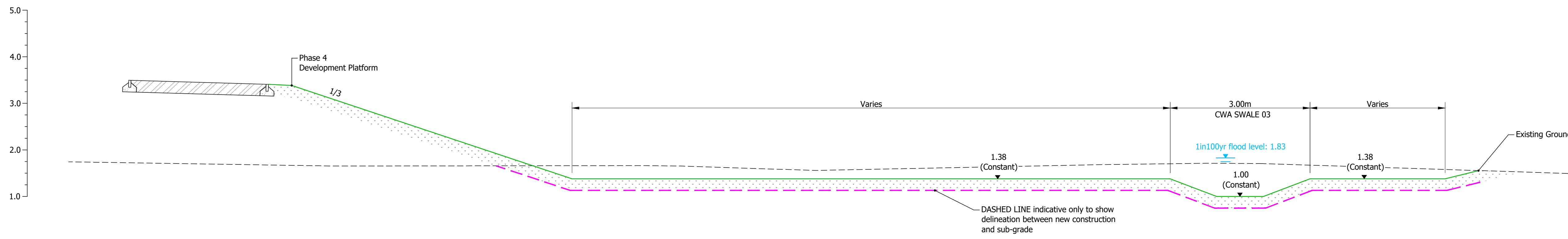
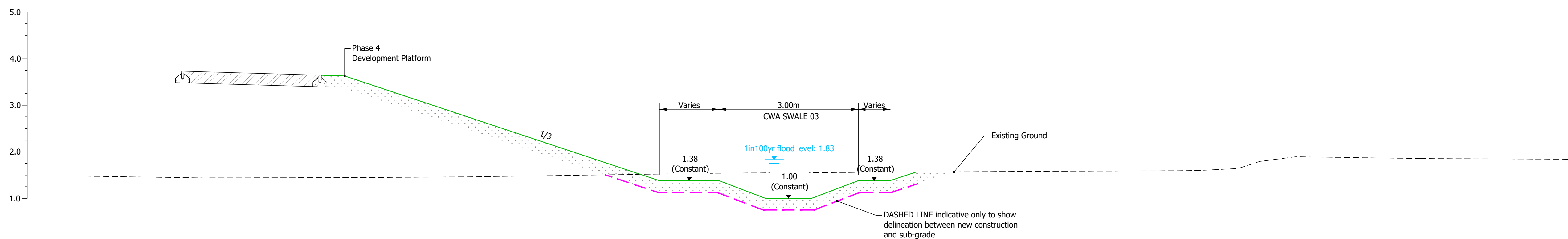


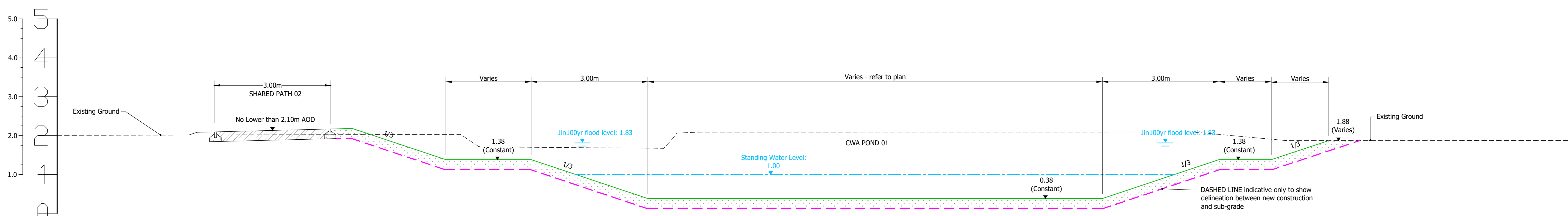
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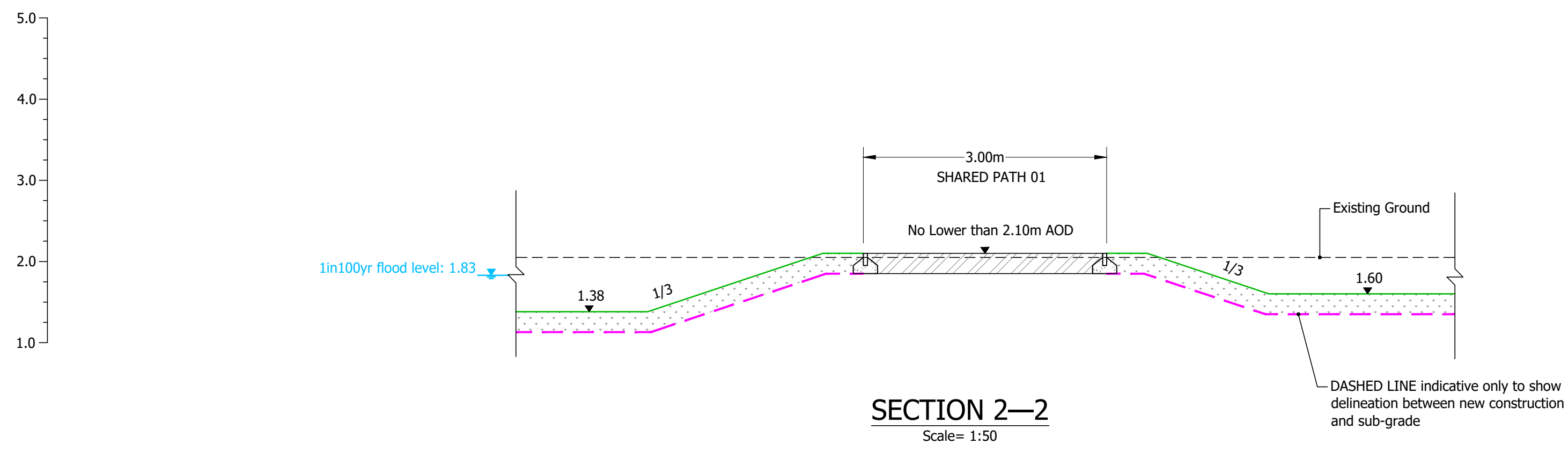
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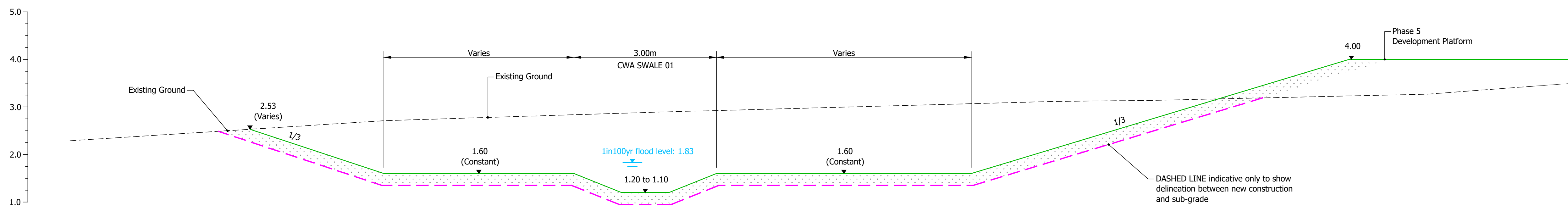
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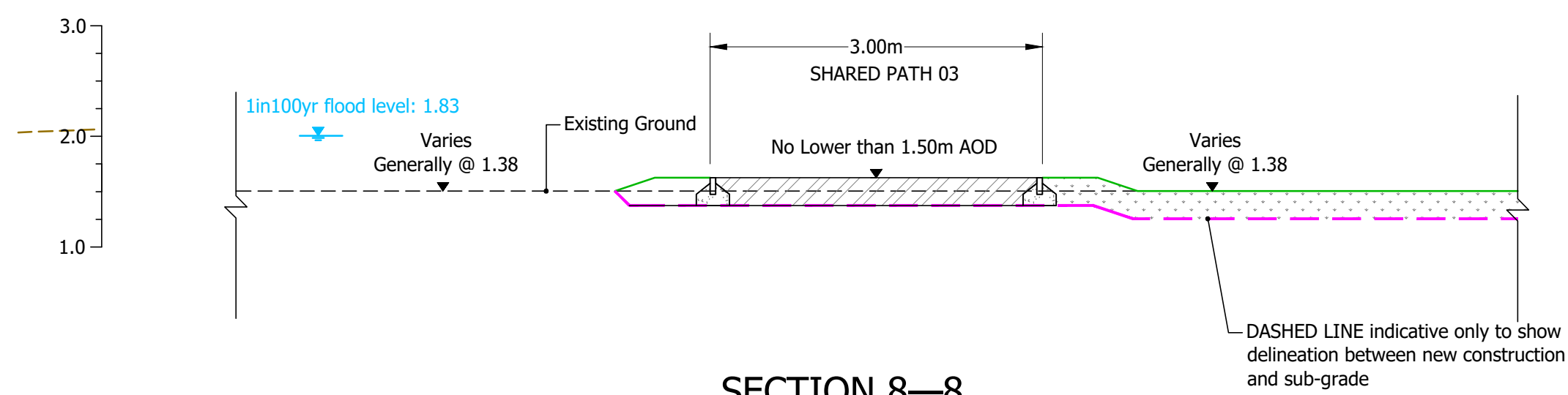
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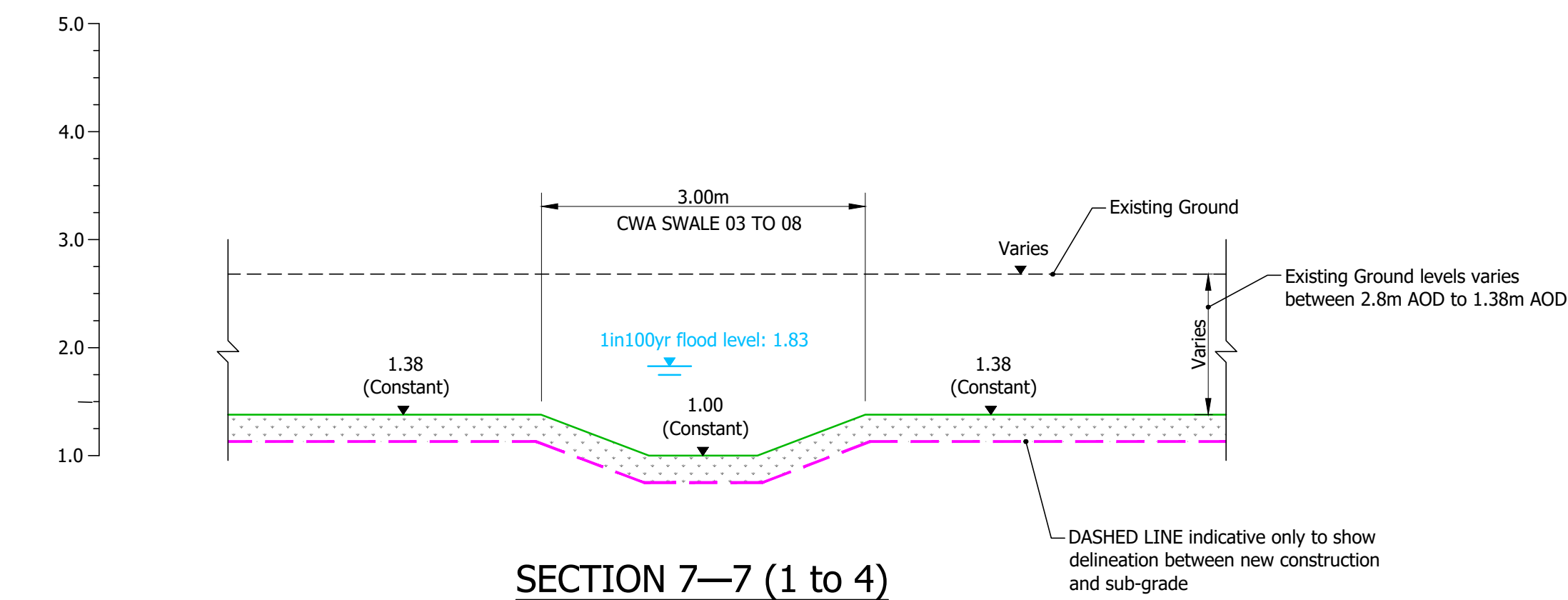
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SECTION 1—1
Scale= 1:50



SECTION 8—8
Scale= 1:50



SECTION 7—7 (1 to 4)
Scale= 1:50

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NOTES:

- This drawing is not to be scaled.
- This drawing is to be read in conjunction with the following Mayer Brown drawing references:
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- Site Remediation dealing with potential contamination or intrusive plant species, and potential disposal thereof, is outside the scope of civils and drainage design undertaken by Mayer Brown Ltd. If required, this will be dealt with by others.

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P1	Initial issue: (IC)	SF	09/07/2021
rev.	amendment	checked	date

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client
PERSIMMON HOMES THAMES VALLEY

project
NORTH LITTLEHAMPTON
EAST OF WETLANDS
MAIN AVENUE & NORTHERN CROSSING

scale
1:50

drawn by
IC

checked by
SF

date
JULY 2021

cad file
MBC03.DWG

title
PROPOSED CENTRAL WETLAND SWALES
CONSTRUCTION DETAILS

Mayer Brown Limited jobcode
suitability
revision
P1

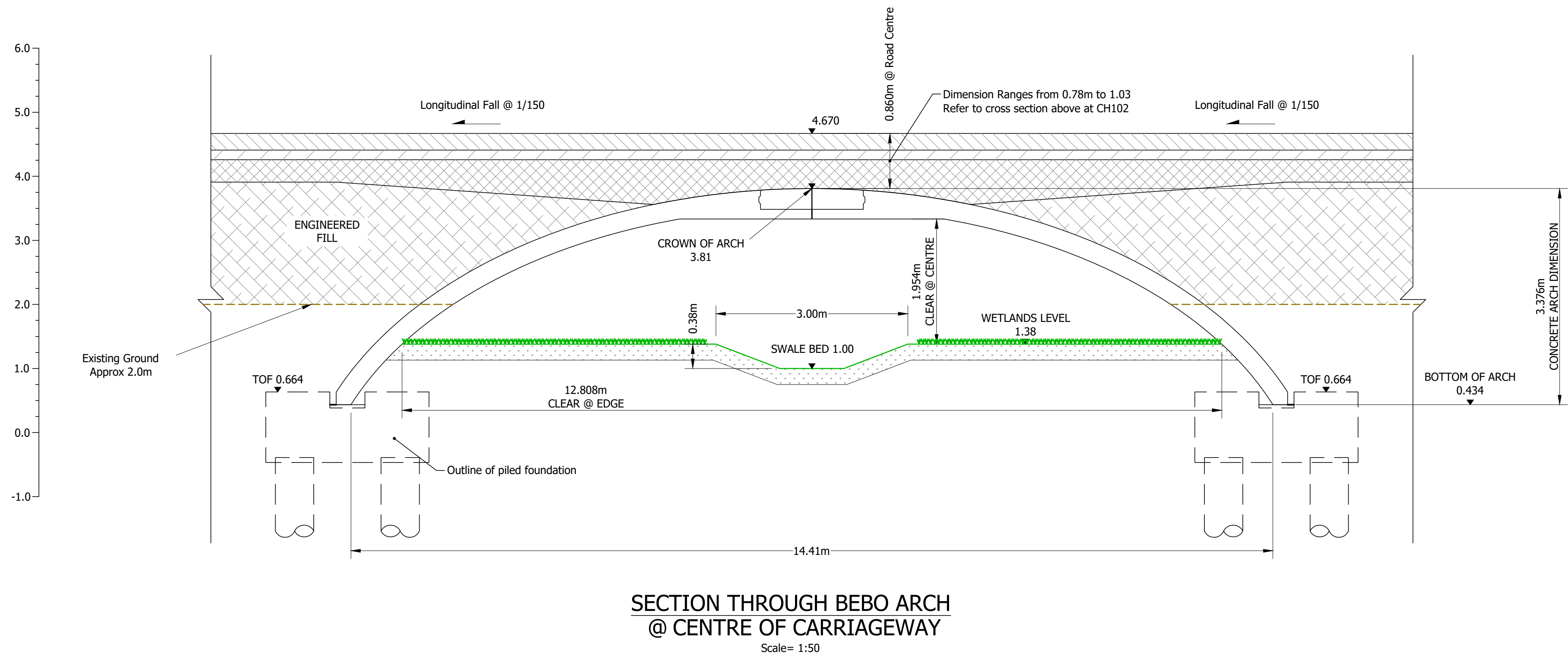
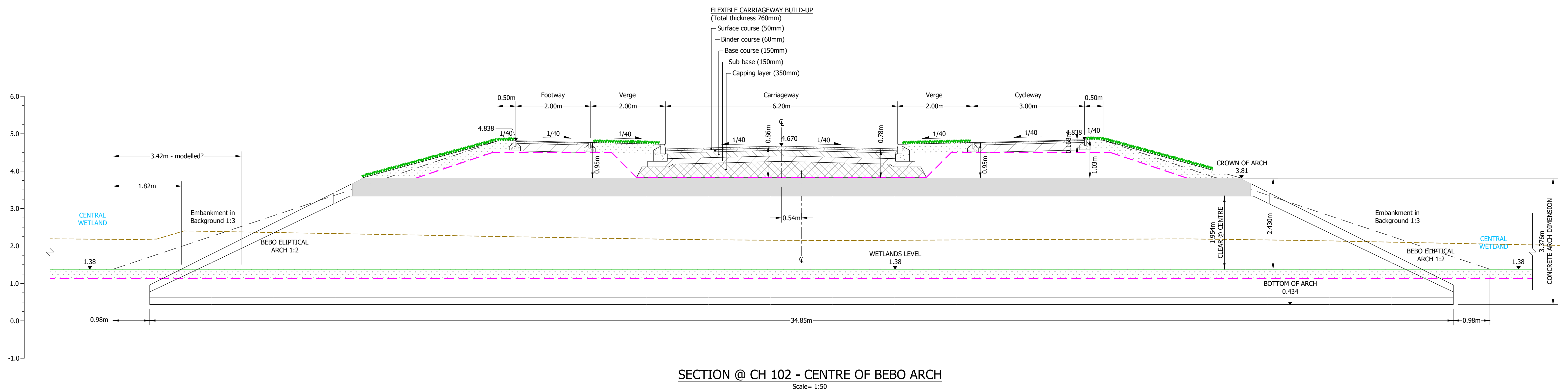
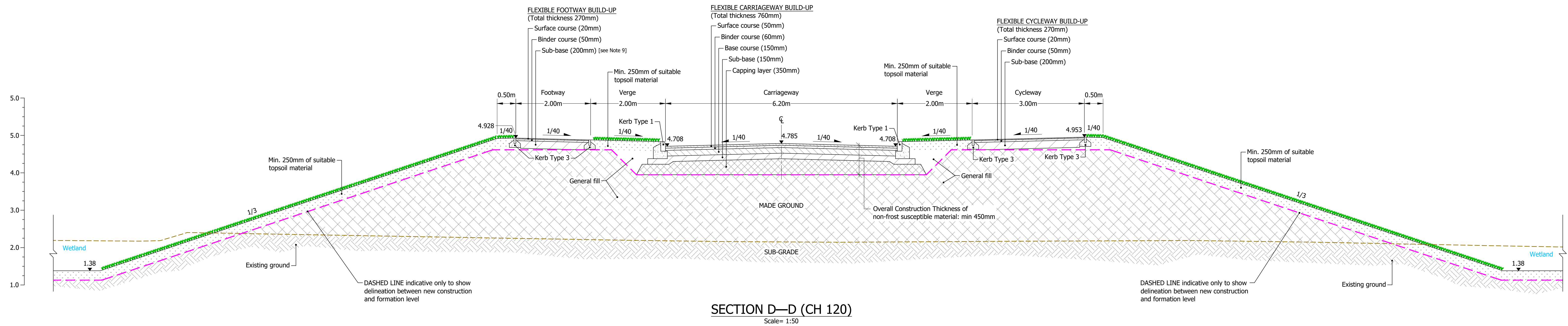
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- Site Remediation dealing with potential contamination or intrusive plant species, and potential disposal thereof, is outside the scope of civils and drainage design undertaken by Mayer Brown Ltd. If required, this will be dealt with by others.
- The thickness of the Capping layer has been designed using a CBR value of 5%.
- No material within 450mm of the carriageway surface shall be frost susceptible.
- The use of unsuitable soils, such as topsoil or desiccated soils are to be removed from beneath all paved areas.
- Where directed by the Engineer the Contractor shall carry out additional in-situ tests and laboratory tests, in accordance with BS1377; Pt 4, in order to prove the CBR value of the sub-grade material.
- The formation level should be proof rolled and any soft zones excavated and replaced with suitably compacted engineered granular or chalk fill. Any hard spots in the formation level such as old foundations may induce reflective cracking in the pavement and allowance should be made for removing any slabs or other hard spots etc. that may be present.
- Based on WSCC Detail 5278/38/04 note 7, there is an option to reduce the sub-base depth to 150mm for footways without vehicles crossovers. However, to simplify construction a constant sub-base depth of 200mm has been specified throughout.



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project
NORTH LITTLEHAMPTON
EAST OF WETLANDS
MAIN AVENUE & NORTHERN CROSSING

scale 1:50	drawn by IC	checked by SF
date JULY 2021	cad file MBC02.DWG	

title
NORTHERN CROSSING AND BEBO CONSTRUCTION
DETAIL

Mayer Brown Limited jobcode	suitability	revision P1
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drawing number
MB/C/02

