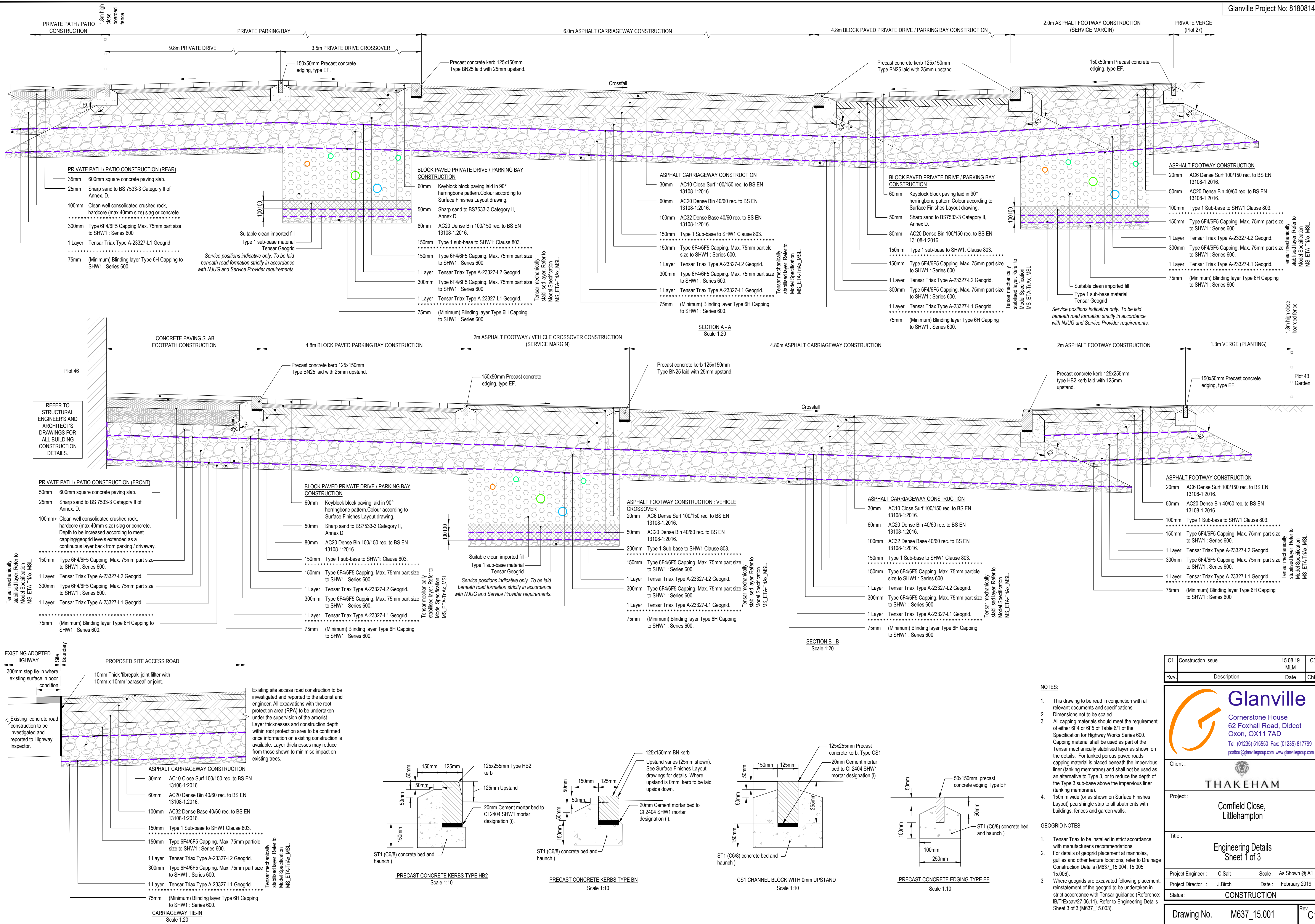
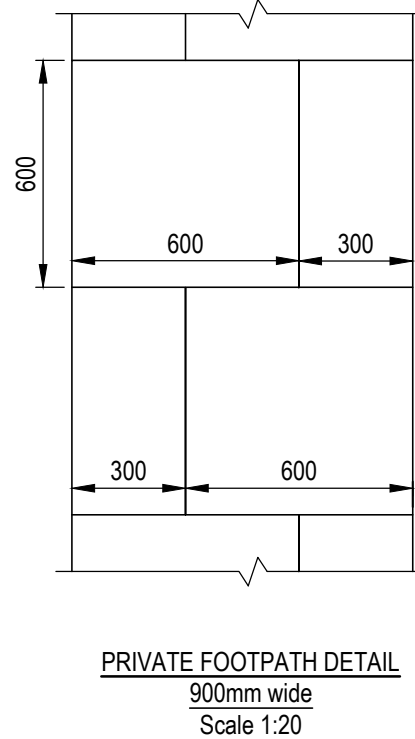
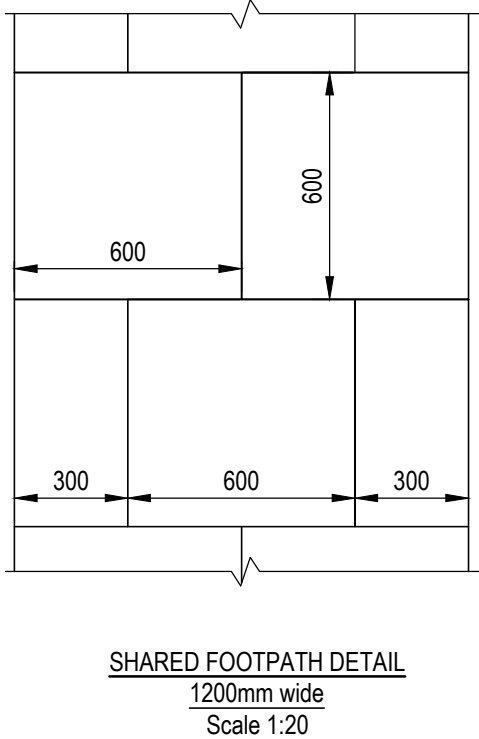
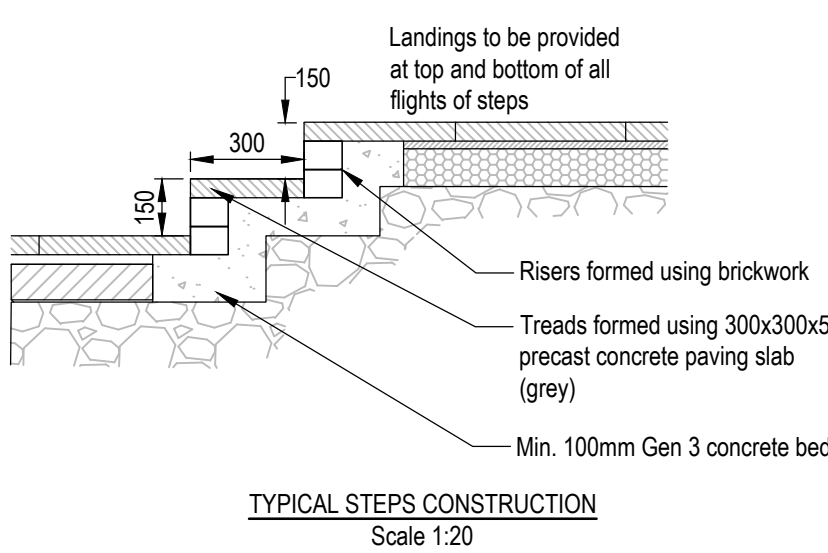
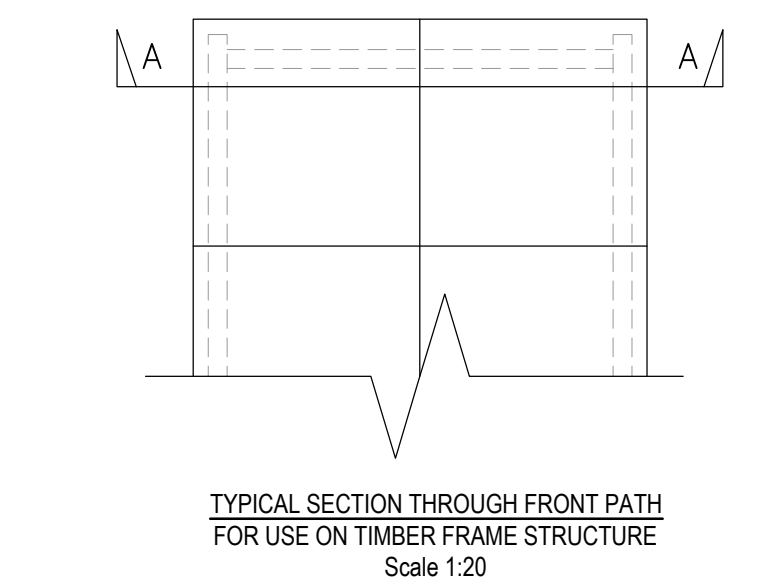
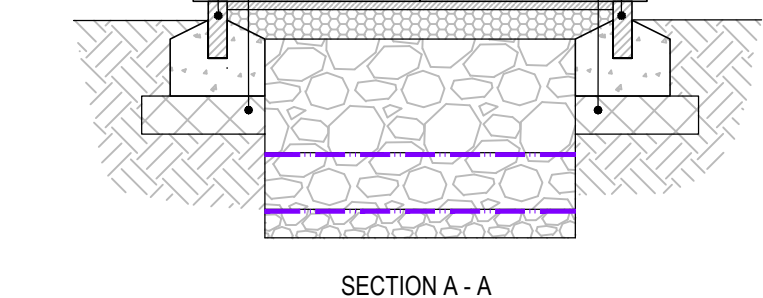
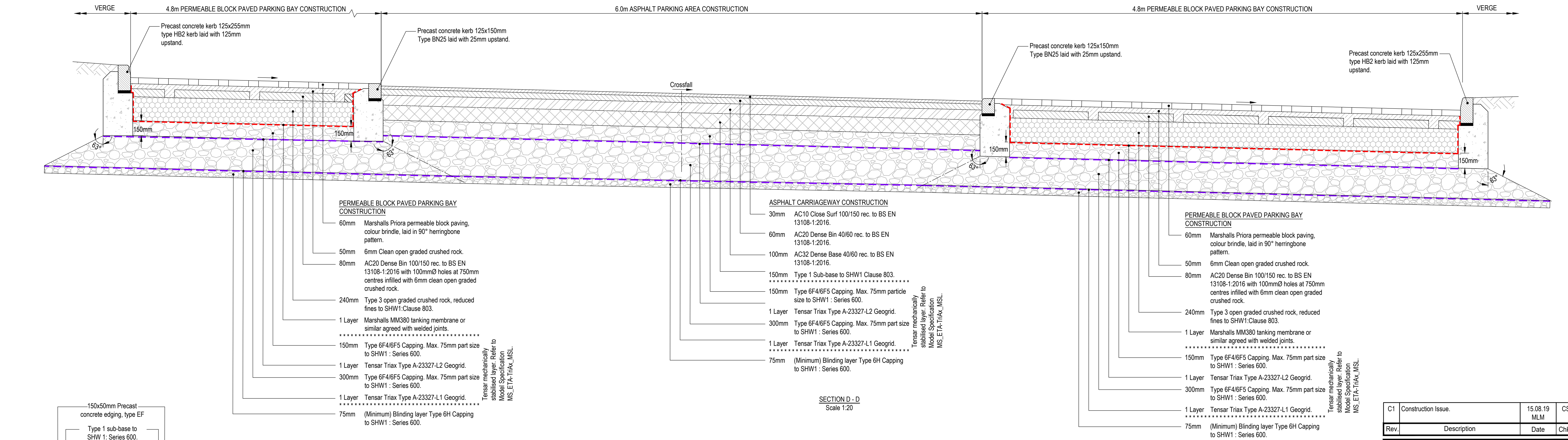
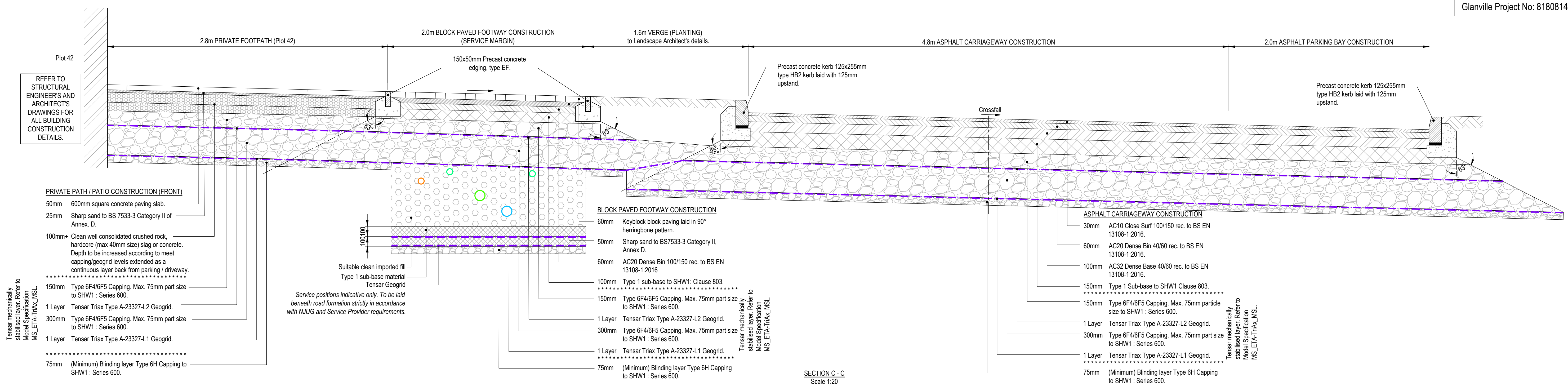




C1	Construction Issue.	15.08.19	CS
Rev.	Description	Date	Chkd

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Client :	 THAKEHAM		
Project :	Cornfield Close, Littlehampton		
Title :	Engineering Details Sheet 1 of 3		
Project Engineer :	C.Salt	Scale :	As Shown @ A1
Project Director :	J.Birch	Date :	February 2019
Status :	CONSTRUCTION		
Drawing No.	M637_15.001		Rev C



- NOTES:
- This drawing to be read in conjunction with all relevant documents and specifications.
 - Dimensions not to be scaled.
 - All capping materials should meet the requirement of either 6F4 or 6F5 of Table 611 of the Specification for Highway Works Series 600. Capping material shall be used as part of the Tensar mechanically stabilised layer as shown on the details. For tanked porous paved roads capping material is placed beneath the impervious liner (tanking membrane) and shall not be used as an alternative to Type 3, or to reduce the depth of the Type 3 sub-base above the impervious liner (tanking membrane).
 - 150mm wide (or as shown on Surface Finishes Layout) pea shingle strip to all abutments with buildings, fences and garden walls.

- GEOGRID NOTES:
- Tensar Triax to be installed in strict accordance with manufacturer's recommendations.
 - For details of geogrid placement at manholes, gullies and other feature locations, refer to Drainage Construction Details (M637_15.004, 15.005, 15.006).
 - Where geogrids are excavated following placement, reinstatement of the geogrid to be undertaken in strict accordance with Tensar guidance (Reference: IB/TrExcav/27.06.11). Refer to Engineering Details Sheet 3 of 3 (M637_15.003).

C1	Construction Issue.	15.08.19	CS
Rev.	Description	Date	Chkd



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Client : 

Project : **Thakeham**

Project : **Cornfield Close, Littlehampton**

Title : **Engineering Details Sheet 2 of 3**

Project Engineer : C.Salt Scale : As Shown @ A1

Project Director : J. Birch Date : February 2019

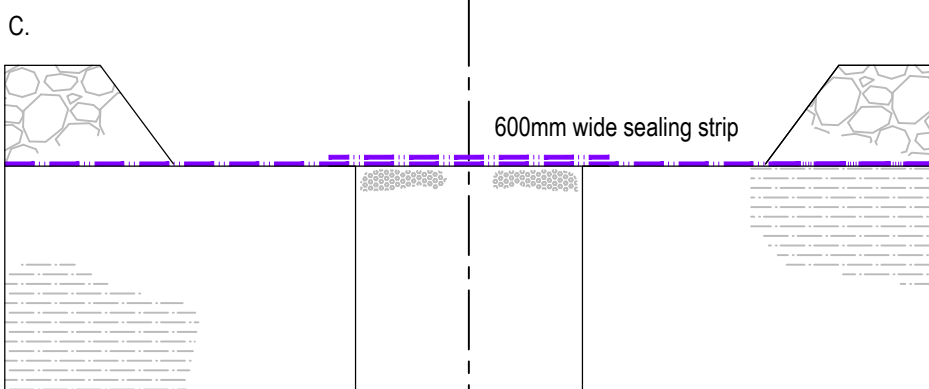
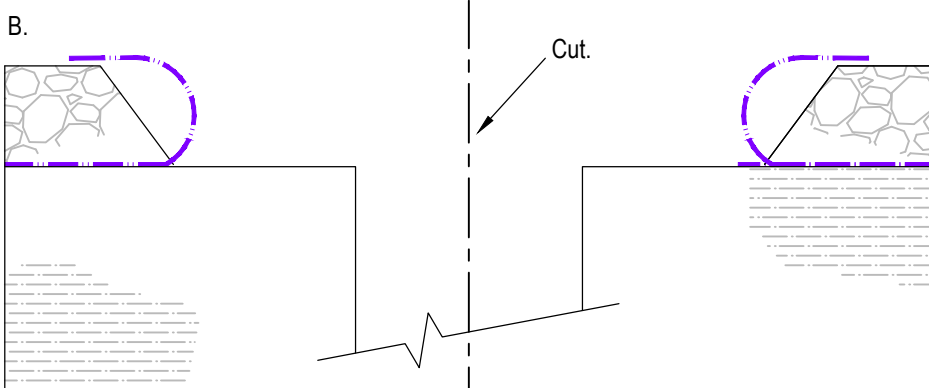
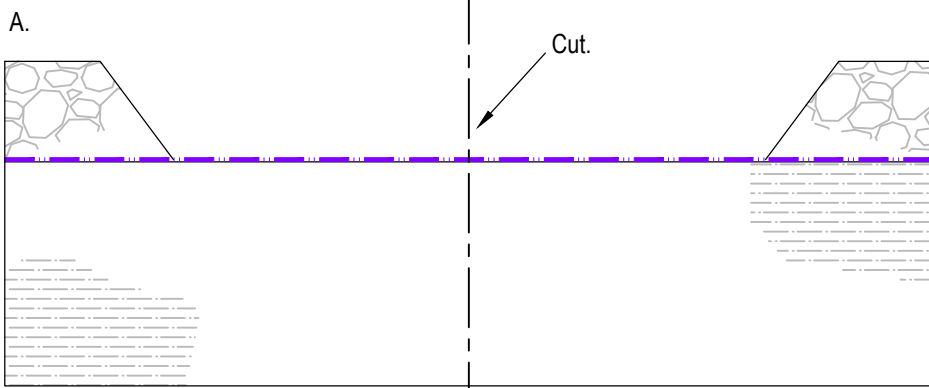
Status : **CONSTRUCTION**

Drawing No. **M637_15.002** Rev **C1**

GEOGRID REINSTATEMENT NOTES:

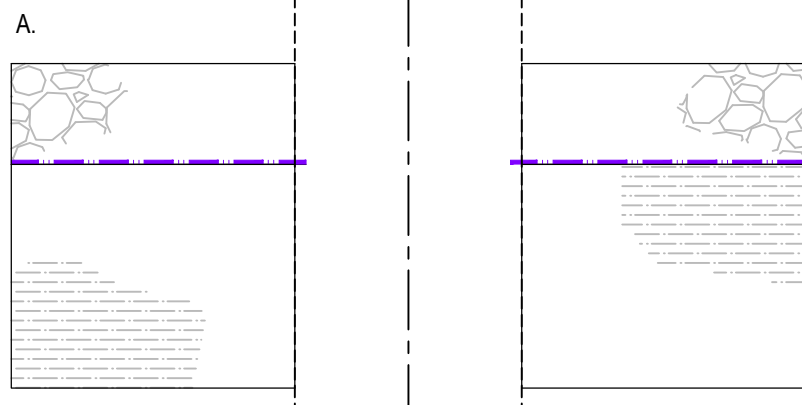
- There are two methods of reinstating Ground Stabilisation geogrids following trench excavation and the final choice of method usually rests with the Contractor.
- Reinstatement of single layer of geogrid shown for information. Where two layers of geogrid are used (e.g. within Mechanically Stabilised Layer), the process to be the same for reinstatement of both layers.
- An extra consideration about the sealing strip is to extend it further and beyond the side wall of the trench excavation. The trench side walls are a location where differential settlement can be predicted and to have the geogrid extending over this interface is a useful extra in the reinstatement process.

METHOD 1 - "Peel back" method.

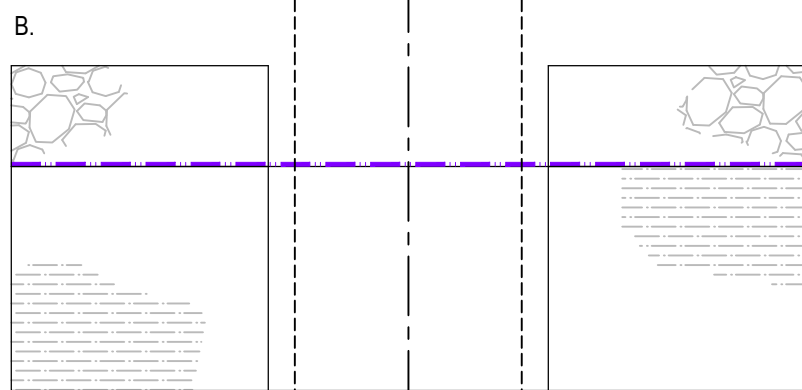


Upon back filling the trench excavation, relocate the geogrids and place a 600mm (min.) sealing strip of geogrid. Replace fill.

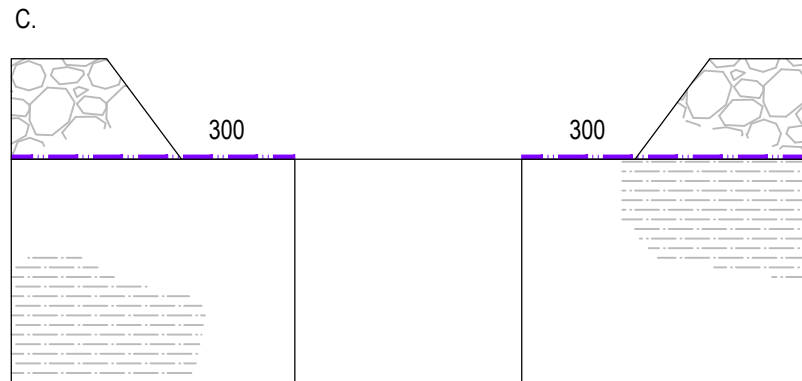
METHOD 2 - "Dig through" method.



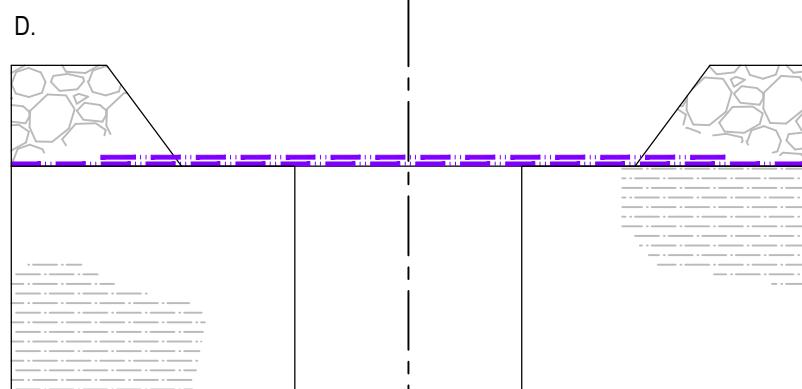
Excavate trench and break through geogrid.



Backfill trench to geogrid level.

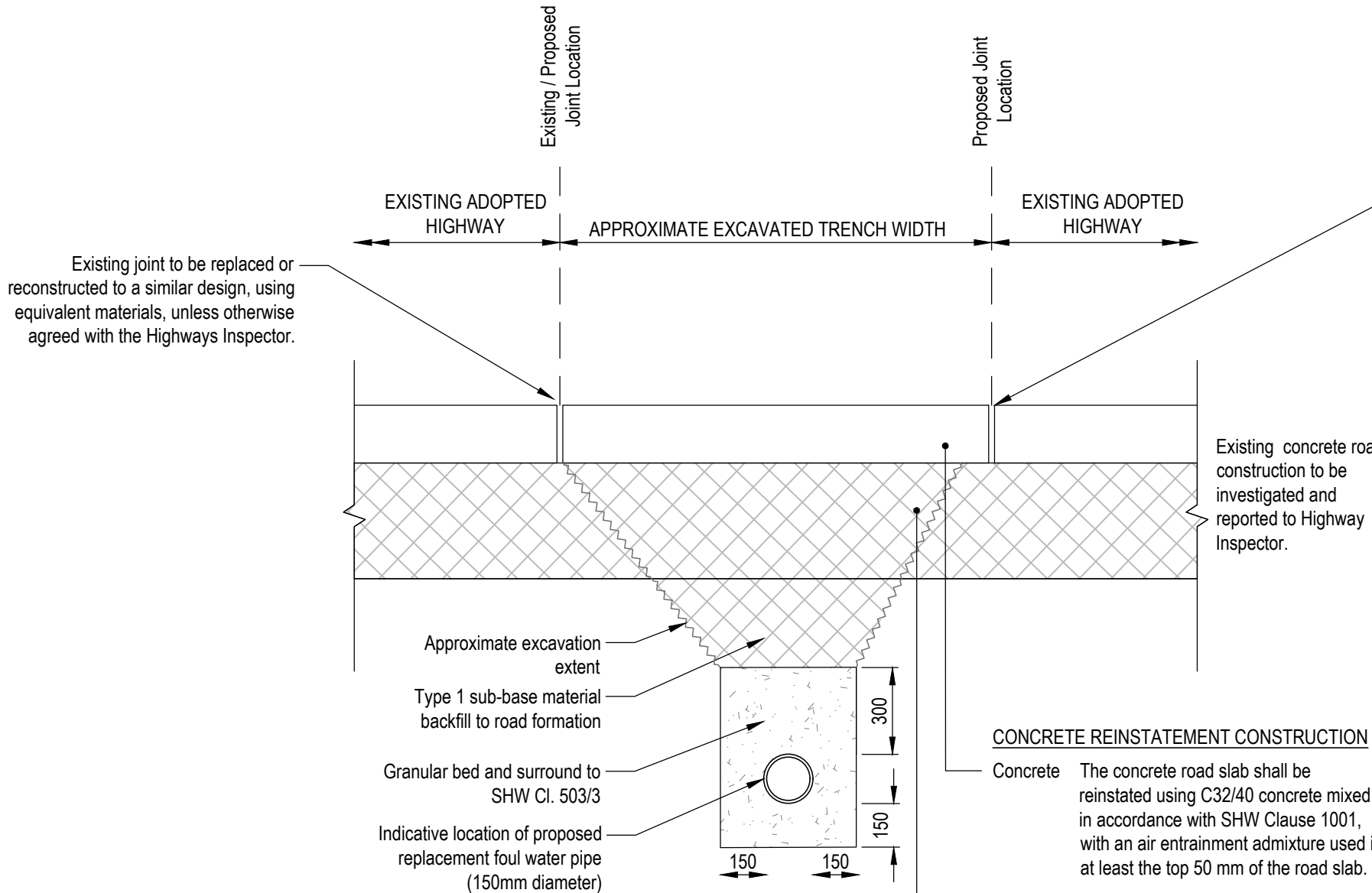


Trim back the fill to expose 300mm of geogrid.



Place sealing strip of geogrid. Repace fill.

GEOGRID REINSTATEMENT FOLLOWING TRENCH EXCAVATIONS
Scale: N.T.S.



CONCRETE REINSTATEMENT CONSTRUCTION DETAIL
Scale 1:20

GENERAL CONCRETE REINSTATEMENT NOTES:

Concrete road reinstatement works within Adoptable Highway to be carried out strictly in accordance with New Roads and Street Works Act (NRSWA) 1991 "Specification for the Reinstatement of Openings in Highways" (Third Edition) Code of Practice for England (April 2010), with specific reference to Section 7 "Rigid and Modular Roads". All works to be agreed with the Highways Inspector.

EDGE SUPPORT AND PREPARATION NOTES:

- Edge preparation and support should be carried out fully in accordance with Section 7.4 of NRSWA "Specification for the Reinstatement of Openings in Highways"
- Cracking within the adjacent road slab, resulting from the excavation operation, shall require the relevant area of the slab to be removed and included within the area to be reinstated.
- Where, following trimming, the excavation extends to within 300 mm of the road slab edge, joint, other reinstatement or ironwork, the relevant area of the slab shall be removed and included within the area to be reinstated.
- All edges shall be cleaned and wetted prior to the placement of the concrete.

REINFORCEMENT NOTES:

Where steel reinforcement within the concrete road slab has been cut, new steel reinforcing of equivalent weight shall be provided, in accordance with the following requirements:

- The new reinforcement shall be lapped and wired or welded to the existing reinforcement.
- A minimum of 150 mm of the existing reinforcement shall be exposed to allow adequate attachment of the new reinforcement.
- Where 150 mm of the exposed reinforcement cannot be preserved during the excavation, the concrete road slab shall be trimmed, as necessary, to expose additional reinforcement. This additional trimming shall not supersede the requirement to provide a slab edge taper or dowel bars.

MEMBRANE NOTES:

- Any slip membrane shall be reinstated beneath the road slab and a curing membrane shall be used above the road slab.
- Impermeable polythene or similar sheeting may be used for both the slip and curing membranes.
- Sprayed plastic film may be used as a curing membrane by agreement.

TEXTURE DEPTH NOTES:

- For small excavations, narrow trenches and other openings less than 1.0m wide, reference shall be made to Section S2.6.1(2) and Table S2.5 of NRSWA "Specification for the Reinstatement of Openings in Highways".
- For all other excavations the Highway Authority shall be consulted and a method agreed. The finished surface shall comply with Table S2.5 as per Note 1.
- Texture depth should be between 0.6mm and 1.25mm in accordance with Table S2.5 as per Note 1.

CONCRETE SPECIFICATION NOTES:

- Where concrete is mixed off site, Quality Assurance Certificates detailing the Specifications against which the concrete has been ordered and supplied should be obtained by the Undertaker for confirmation of material quality. Where possible, the concrete should be obtained from a plant which holds a valid Quality Assurance Certificate.
- In the case of small excavations, a site-batched equivalent to C32/40 concrete may be used.
- The cured road slab shall be opened to traffic as soon as a crushing strength of 25N/mm² is achieved.

NOTES:

- This drawing to be read in conjunction with all relevant documents and specifications.
- Dimensions not to be scaled.
- All capping materials should meet the requirement of either 6F4 or 6F5 of Table 6/1 of the Specification for Highway Works Series 600. Capping material shall be used as part of the Tensar mechanically stabilised layer as shown on the details. For tanked porous paved roads capping material is placed beneath the impervious liner (tanking membrane) and shall not be used as an alternative to Type 3, or to reduce the depth of the Type 3 sub-base above the impervious liner (tanking membrane).
- 150mm wide (or as shown on Surface Finishes Layout) pea shingle strip to all abutments with buildings, fences and garden walls.

GEOGRID NOTES:

- Tensar Triax to be installed in strict accordance with manufacturer's recommendations.
- For details of geogrid placement at manholes, gullies and other feature locations, refer to Drainage Construction Details (M637_15.004, 15.005, 15.006).
- Where geogrids are excavated following placement, reinstatement of the geogrid to be undertaken in strict accordance with Tensar guidance (Reference: IB/T/Excav/27.08.11). Refer to Engineering Details Sheet 3 of 3 (M637_15.003).

C1	Construction Issue.	15.08.19 MLM	CS
Rev.	Description	Date	Chkd



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Client :



THAKEHAM

Project :

Cornfield Close,
Littlehampton

Title :

Engineering Details
Sheet 3 of 3

Project Engineer : C.Salt Scale : As Shown @ A1

Project Director : J. Birch Date : April 2019

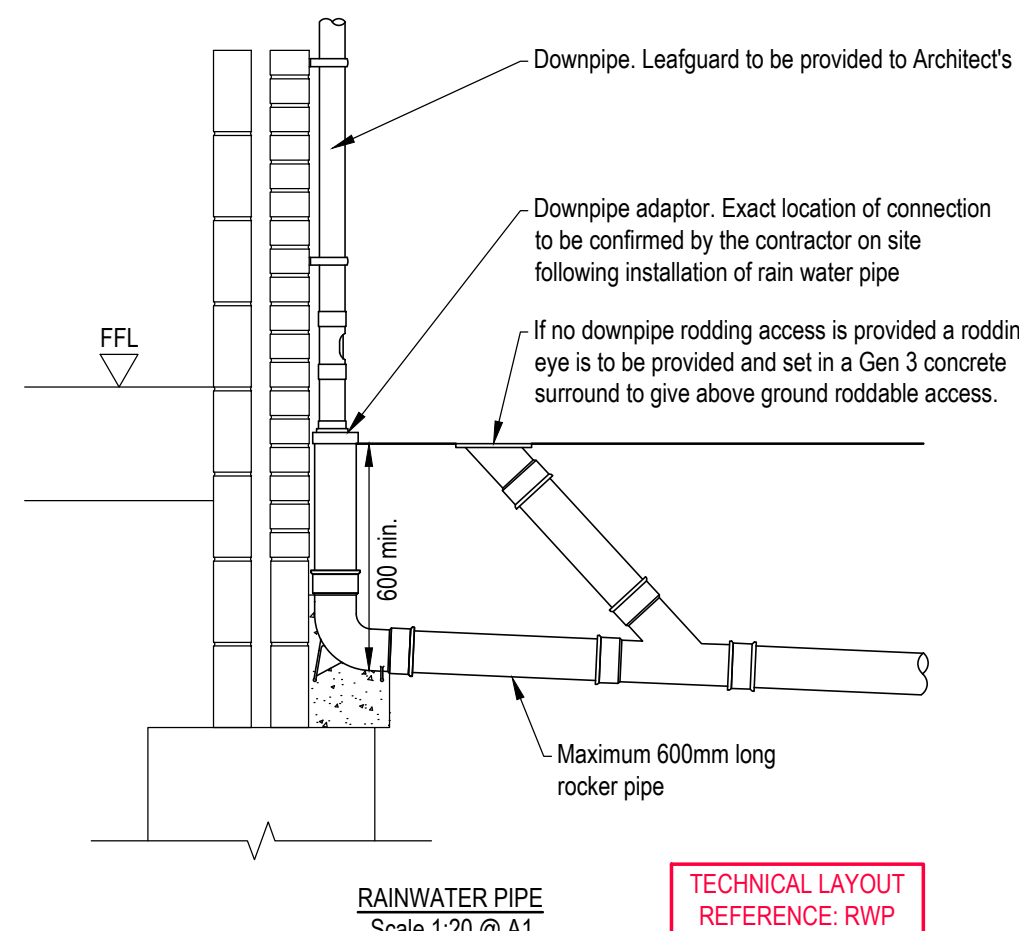
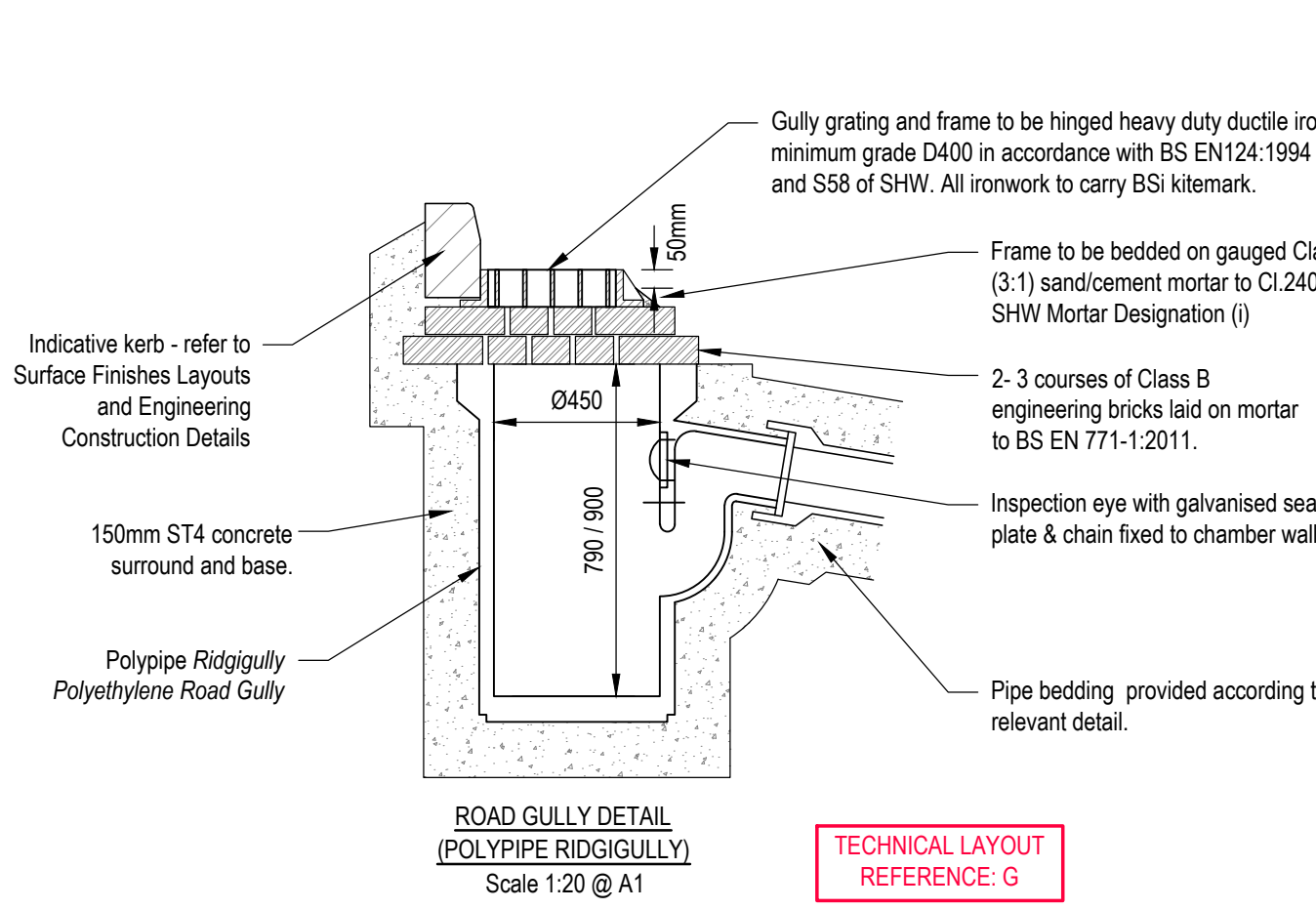
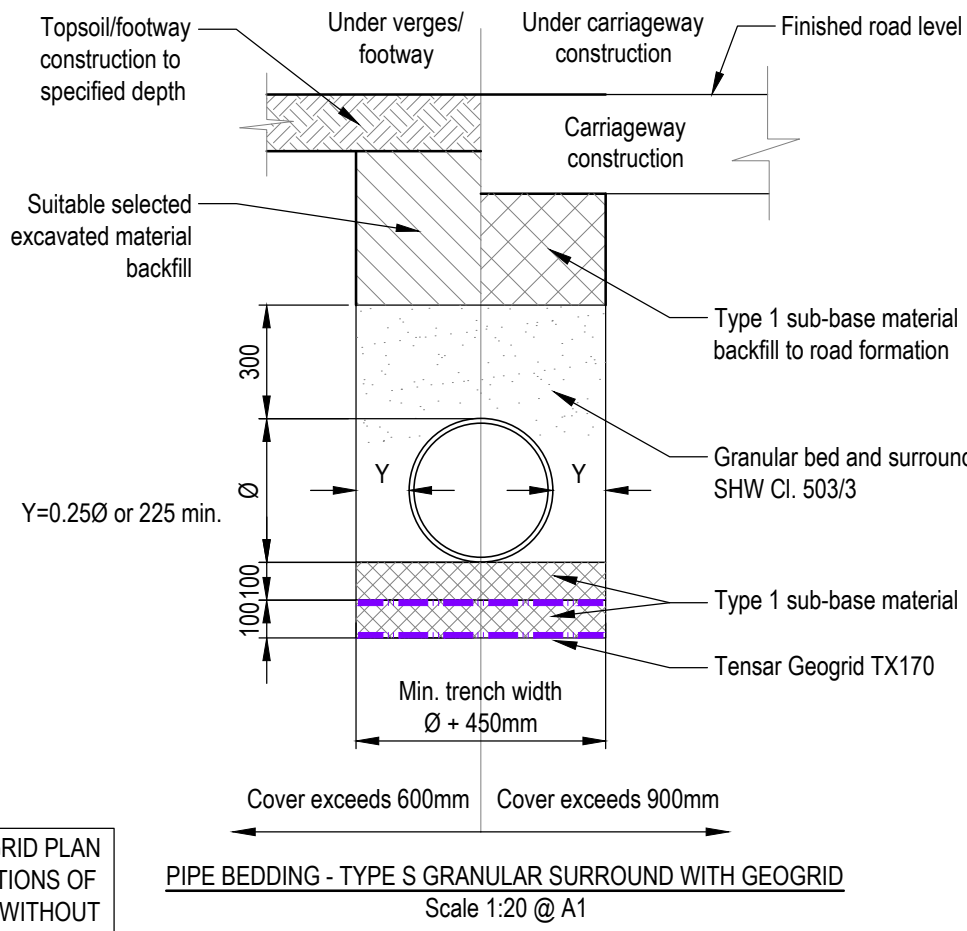
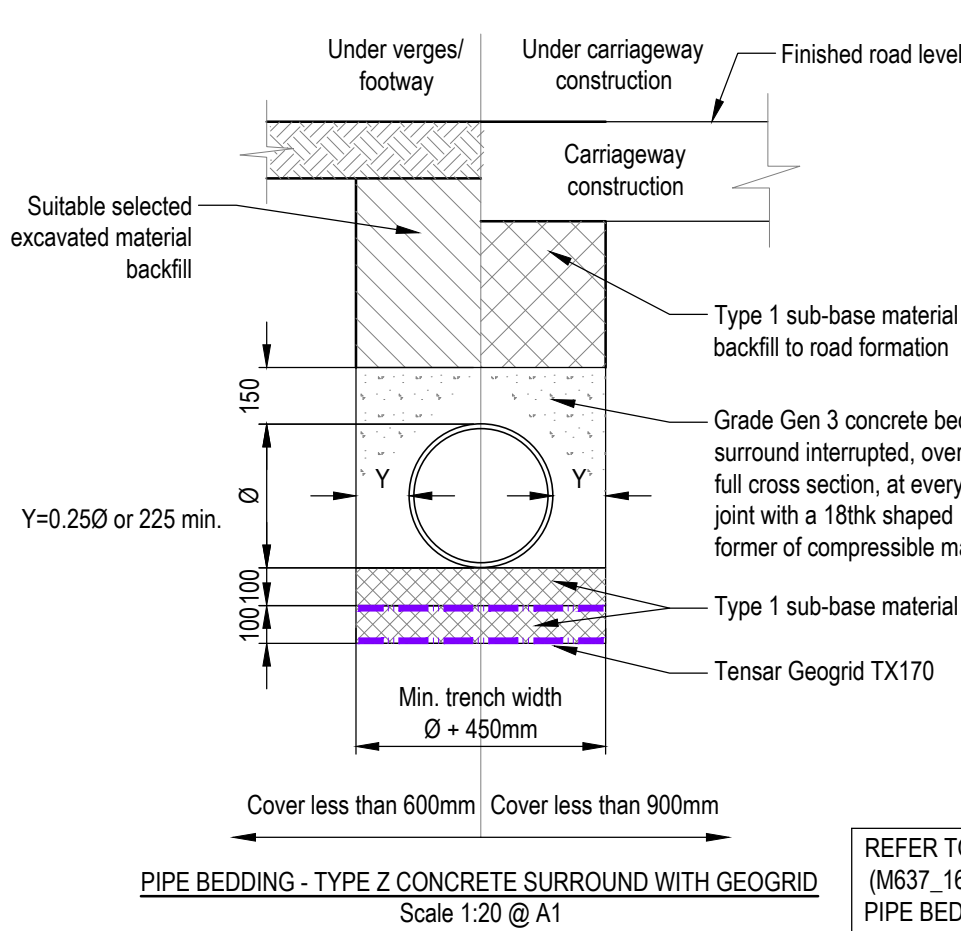
Status : CONSTRUCTION

Drawing No. M637_15.003

Rev C1

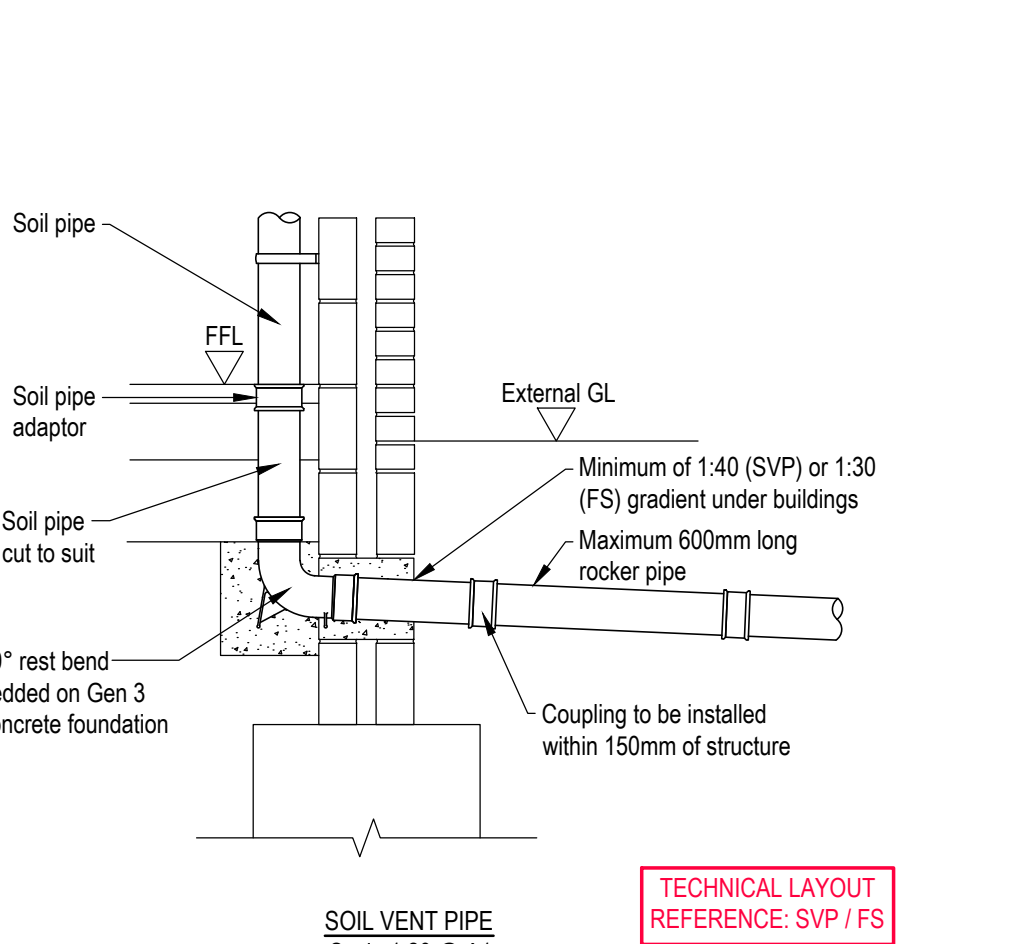
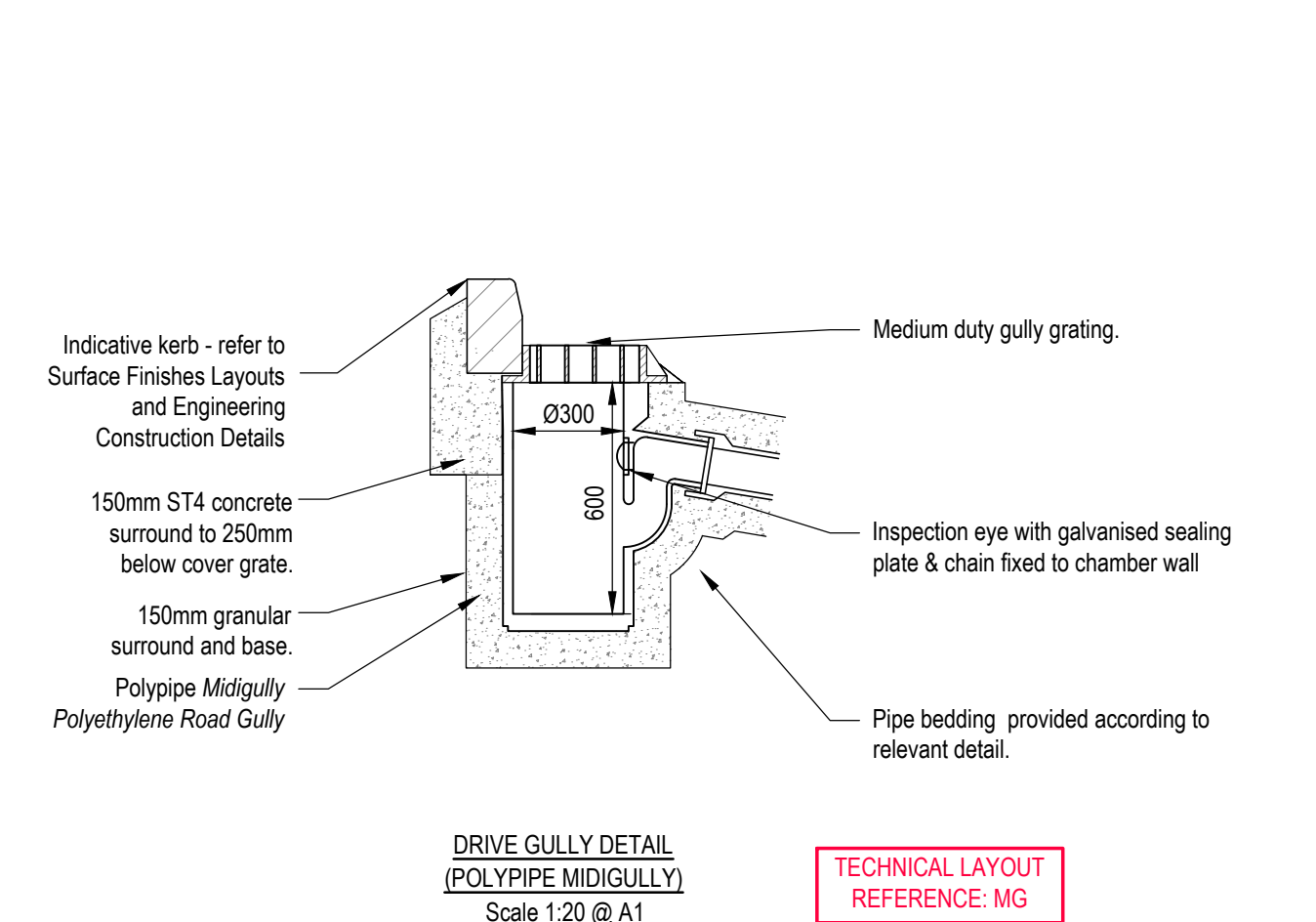
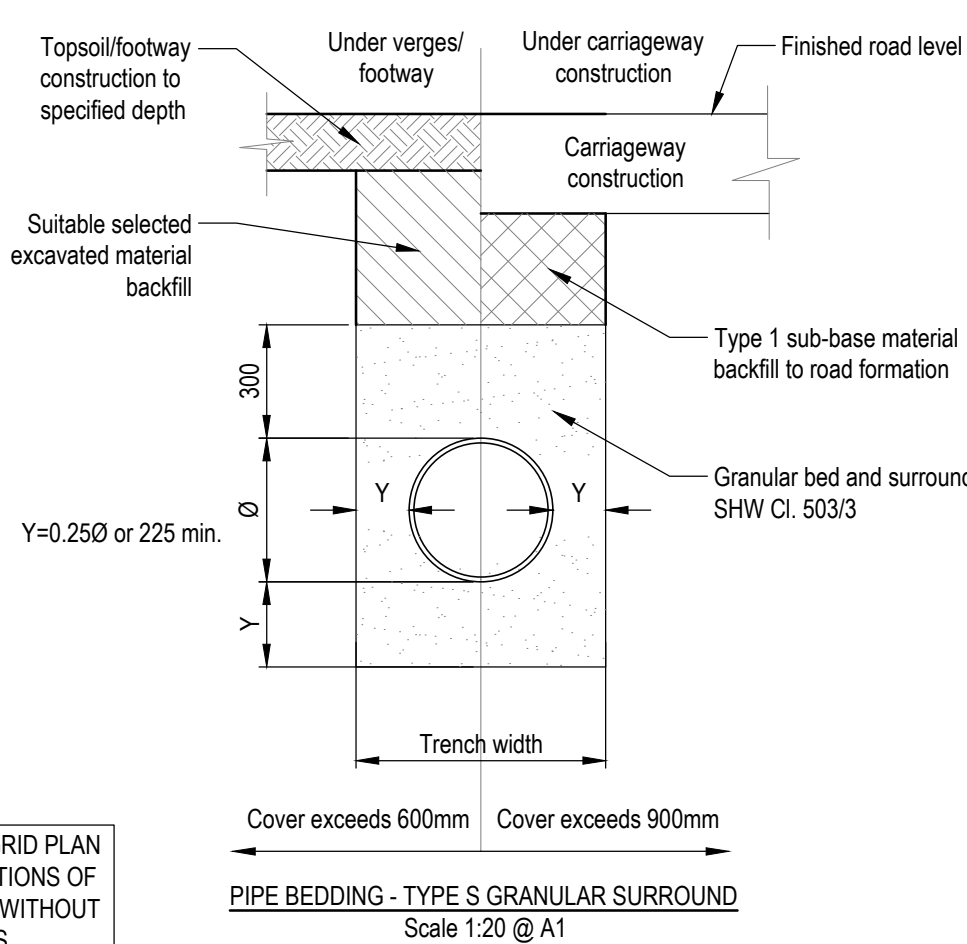
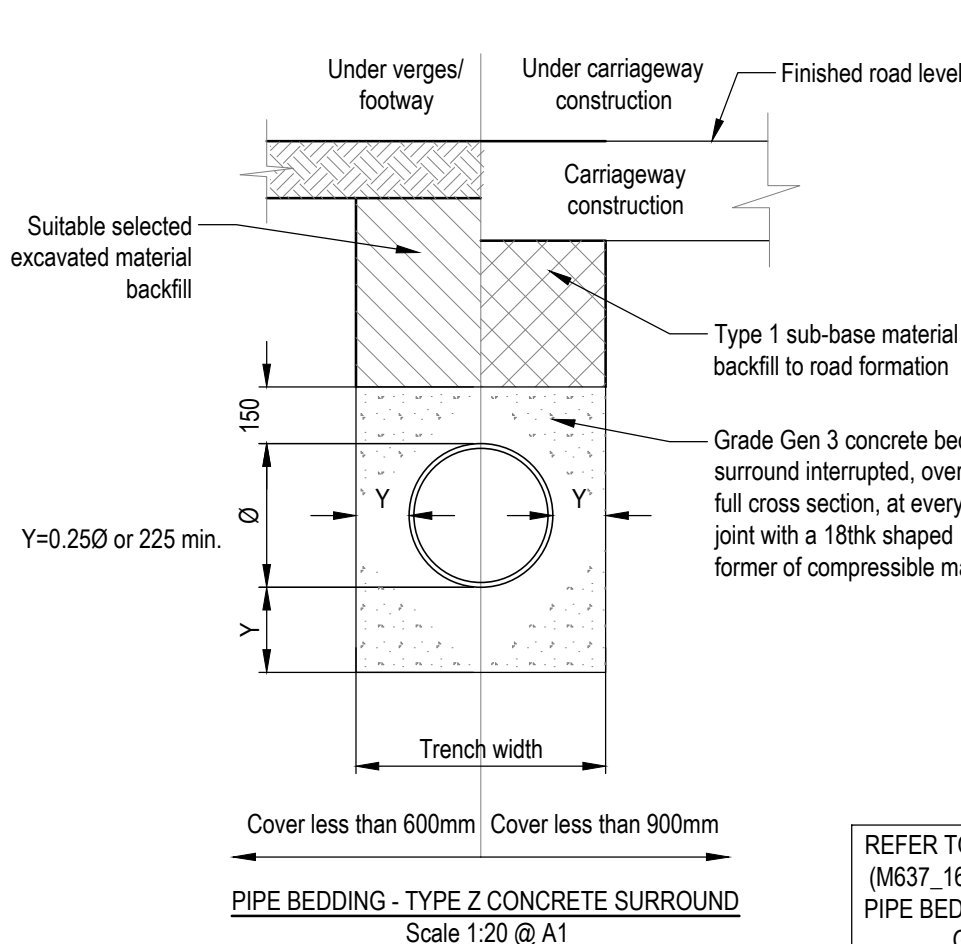
Appendix D

Drainage Construction Details

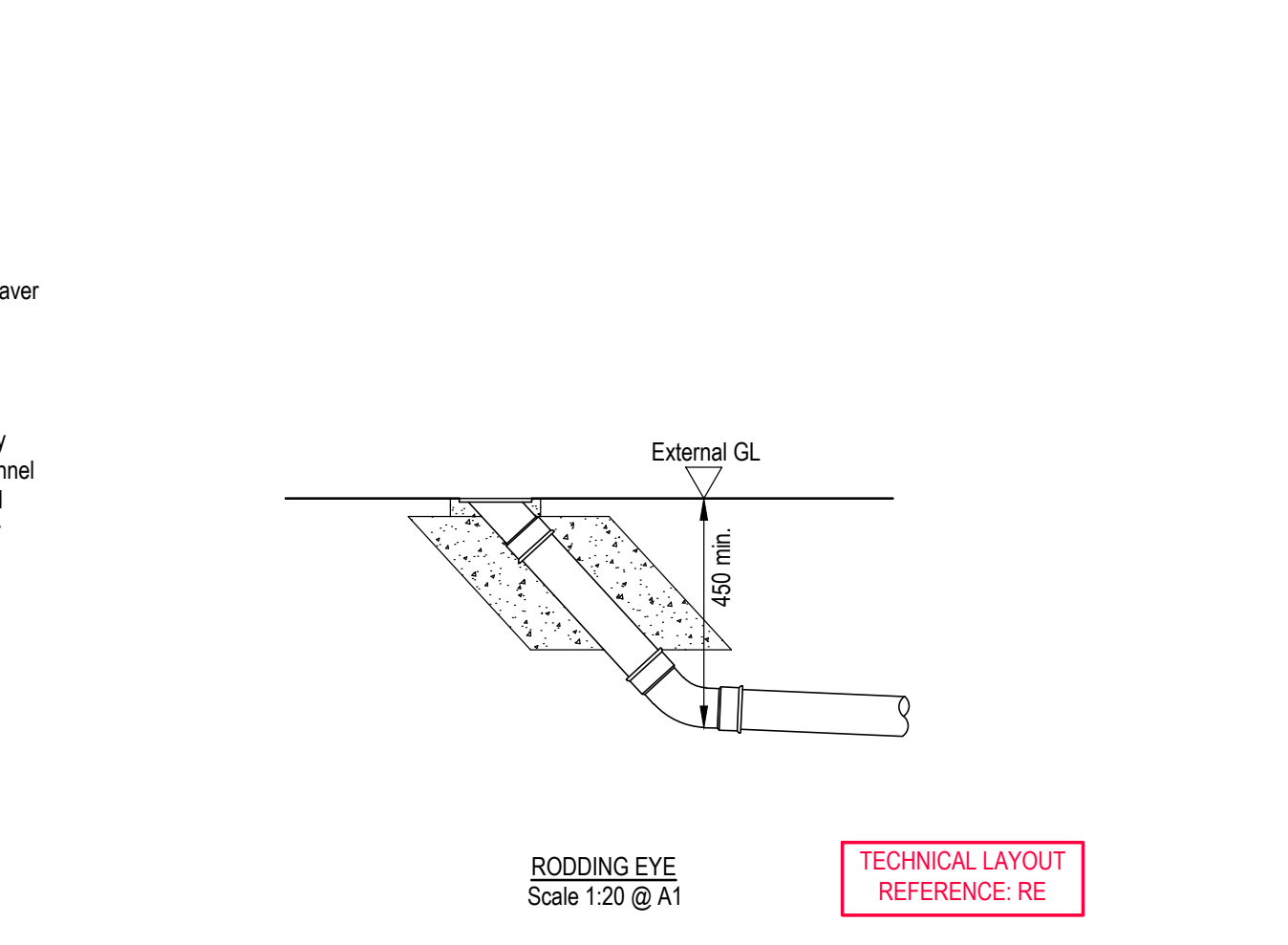
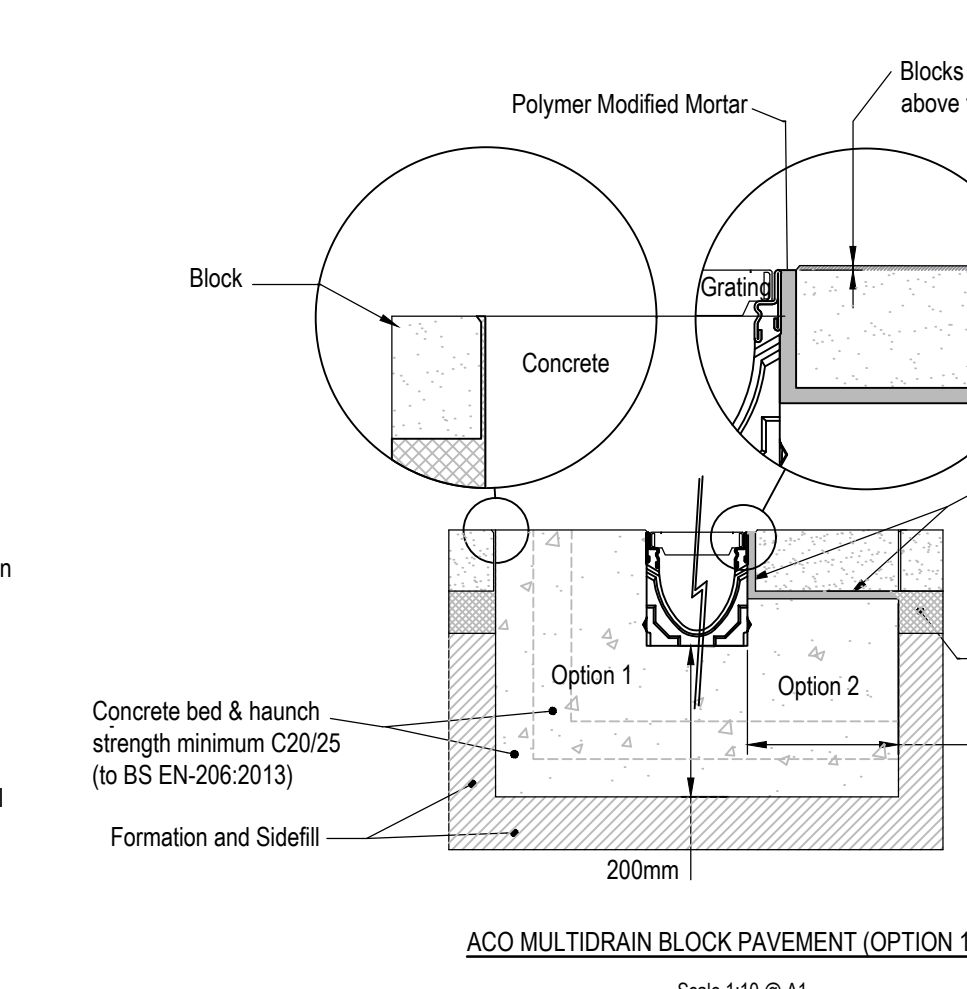
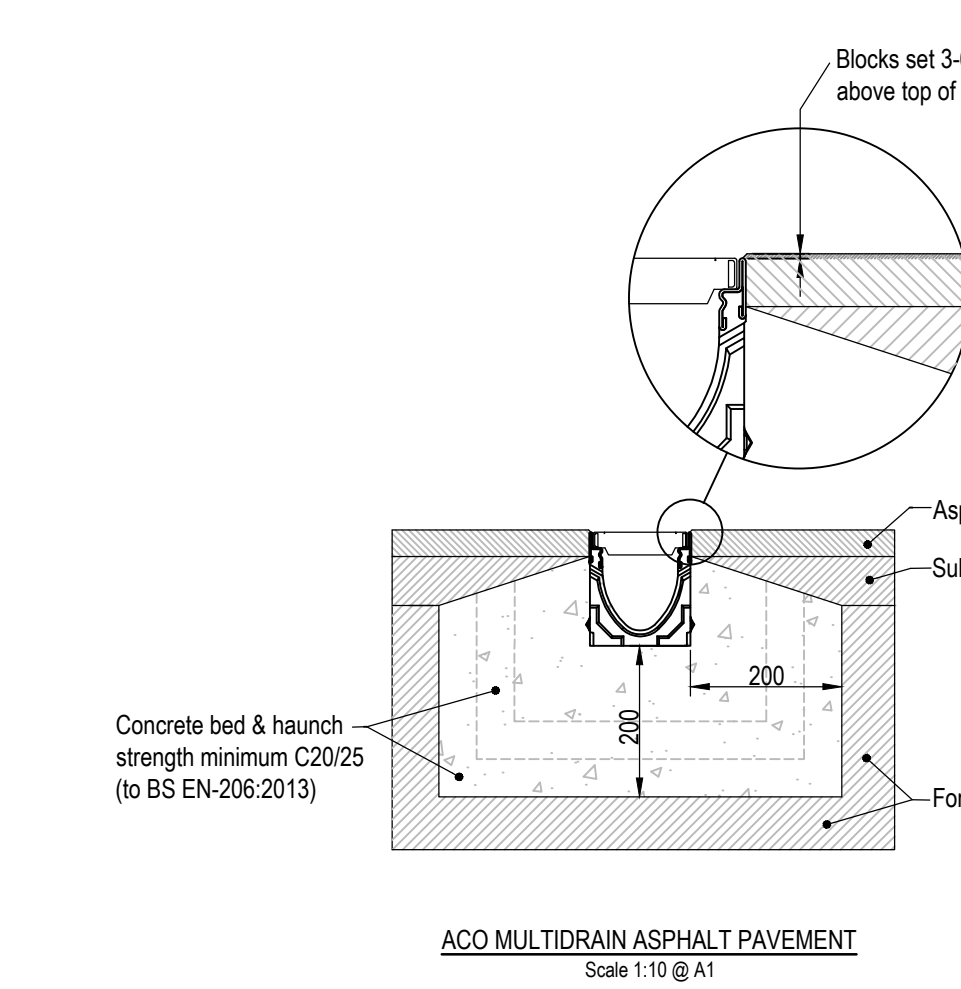


- NOTES**
1. This drawing is to be read in conjunction with all other relevant documents and specifications.
 2. Do not scale from this drawing.
 3. Buried concrete to be Design Sulphate Class DS-2 and ACEC AC-2 within Made Ground, and DS-1 and AC-1 within River Terrace Deposits or Chalk Bedrock.
 4. Any discrepancies between this drawing and any other engineering drawings should be reported to the Project Engineer immediately.
 5. Unless specifically noted otherwise, clauses and tables refer to the Specification for Highway works (SHW) Volume 1 of the Manual for Contract Documents for Highway Works.

Drawing reference no.	Drawing Title
M637_11.001/11.002/11.003	- Road and Site Setting Out
M637_12.001/12.002/12.003	- Longitudinal Sections
M637_13.001/13.002/13.003/13.004	- Technical Layout
M637_14.001/14.002/14.003/14.004	- Surface Finishes Layout
M637_15.001/15.002/15.003	- Engineering Details
M637_15.004/15.005/15.006	- Drainage Details
M637_16.001	- Cut and Fill
M637_16.002	- Tensar Geogrid Plan
M637_18.001/18.002/18.003/18.004	- Combined Services
THA21635-03A	- Tree Protection Plan, 2018.08.11
GY14624/11001A	- ACD Environmental
	- Topographical Survey, 2017.11.27
	- Sunshine Survey Ltd.



Rev.	Description	Date	Chkd
T3	Concrete catchpit and backdrop detail removed. Pipe bedding detail updated.	04.04.19	MLM
T2	Concrete Catchpit detail, leafguard and note added.	14.03.19	MLM
T1	Tender Issue.	25.02.19	MLM



Rev.	Description	Date	Chkd
T3	Concrete catchpit and backdrop detail removed. Pipe bedding detail updated.	04.04.19	MLM
T2	Concrete Catchpit detail, leafguard and note added.	14.03.19	MLM
T1	Tender Issue.	25.02.19	MLM



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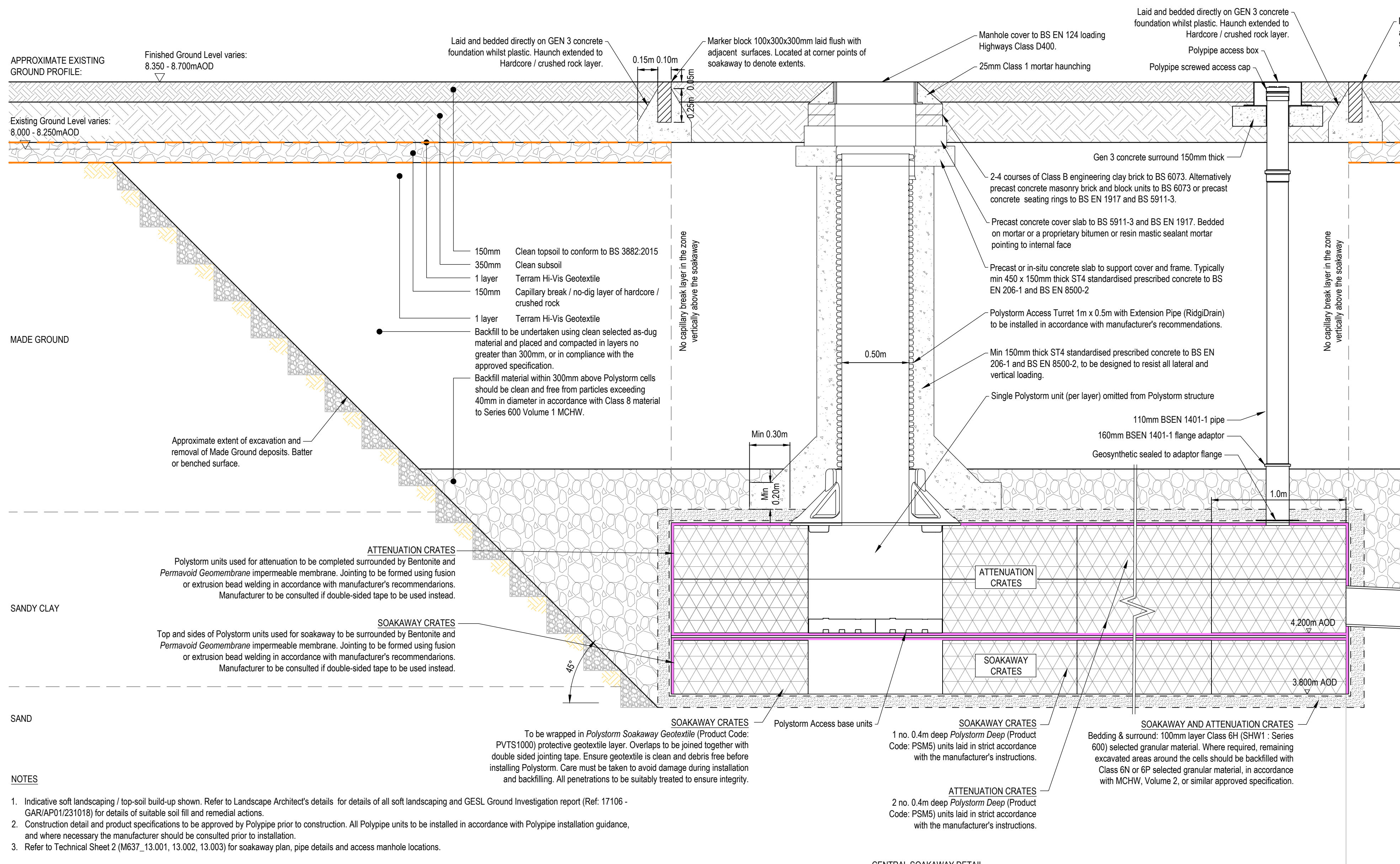
Client : 

Project : **Thakeham**

Title : **Cornfield Close, Littlehampton**

Project Engineer : C.Salt Scale : As Shown @ A1
Project Director : J.Birch Date : February 2019
Status : **TENDER**

Drawing No. **M637_15.004** Rev **T3**

**SOAKAWAY CONSTRUCTION**

Soakaway draining via BASE ONLY and is relied upon for draining surface water from the entire site. As such, additional care should be taken when constructing the structure.

The base of crates are designed to be located within the free-draining River Terrace Deposits, consisting of SAND. Where ground conditions differ from this expected material, the Engineer is to be consulted immediately.

The bedding material specified (Class 6H SHW1) should conform to this standard to ensure free draining of water through this layer.

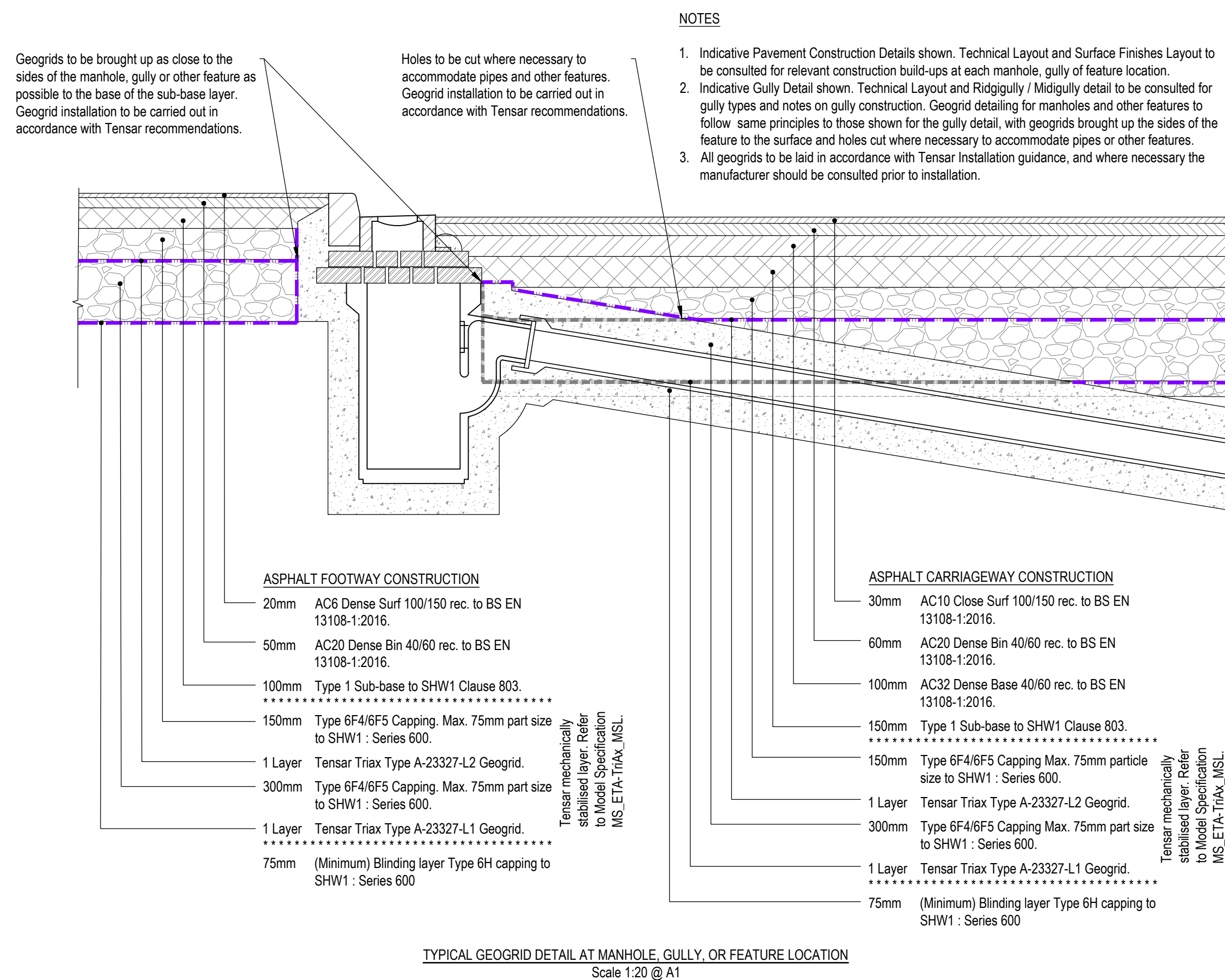
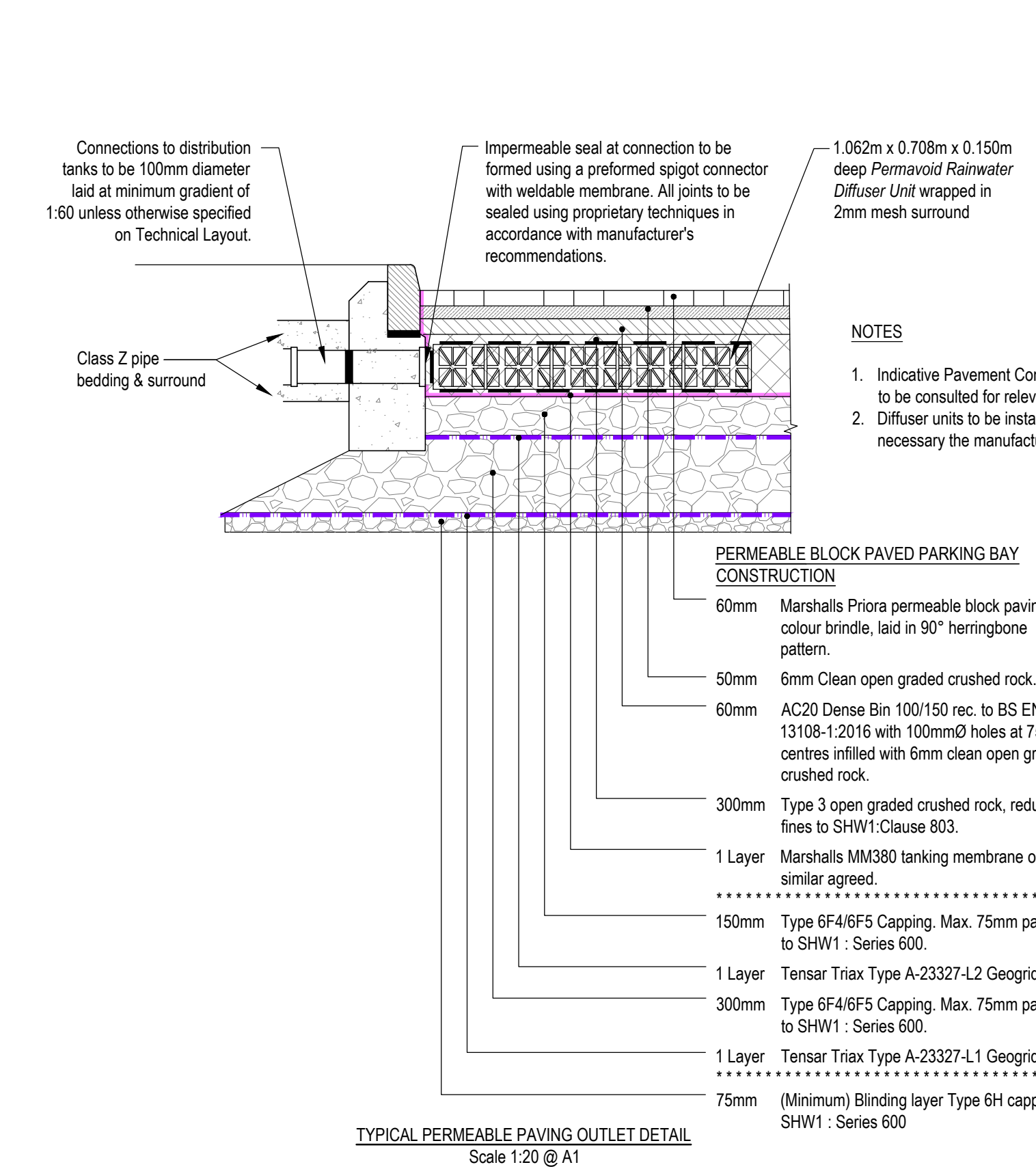
SOAKAWAY CONSTRUCTION SEQUENCE

Many soakaway failures result from actions carried out during the construction process.

All infiltration devices should be protected from contamination by silt, cement washings etc. during the construction period.

It is recommended that until all construction works have been completed within the contributory areas, that the manholes upstream of the soakaway are used as catchpits and regularly inspected and cleaned throughout the construction process.

FOR DETAILS OF ALL INLET AND OUTLET MANHOLES, REFER TO DRAINAGE DETAILS SHEETS 3 AND 4 (M637_15.006/15.007).

CENTRAL SOAKAWAY DETAIL
Scale 1:20 @ A1**NOTES**

- This drawing is to be read in conjunction with all other relevant documents and specifications.
- Do not scale from this drawing.
- Buried concrete to be Design Sulphate Class DS-2 and ACEC AC-2 within Made Ground, and DS-1 and AC-1 within River Terrace Deposits or Chalk Bedrock.
- Any discrepancies between this drawing and any other engineering drawings should be reported to the Project Engineer immediately.
- Unless specifically noted otherwise, clauses and tables refer to the Specification for Highway works (SHW) Volume 1 of the Manual for Contract Documents for Highway Works.

Drawing reference no.

M637_11.001 - 11.005
M637_12.001
M637_13.001/13.002/13.003/13.004
M637_14.001/14.002/14.003/14.004
M637_15.001/15.002/15.003
M637_15.004/15.005/15.006/15.007
M637_16.001
M637_16.002
M637_17.001/17.002
M637_18.001/18.002/18.003/18.004
THA21635-03A

Drawing Title

- Setting Out
- Longitudinal Sections
- Technical Layout
- Surface Finishes Layout
- Engineering Details
- Drainage Details
- Cut and Fill
- Tensar Geogrid Plan
- S278 Agreement Plans
- Combined Services
- Tree Protection Plan, 2018.08.11
- ACD Environmental.
- Topographical Survey, 2017.11.27
- Sunshine Survey Ltd

GY46241/001A

T4	Central Soakaway detail revised.	15.08.19 MLM / CS	JB
T3	Soakaway maintenance / catchpit detail & levels, and pavement construction updated.	04.04.19 MLM	CS
T2	Notes to Polystorm updated and note and construction note added.	14.03.19 MLM	CS
T1	Tender Issue.	25.02.19 MLM	CS
Rev.	Description	Date	Chkd

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Client :

Project : **Comfield Close, Littlehampton**

Title : **Drainage Details Sheet 2 of 4**

Project Engineer : C.Salt Scale : As Shown @ A1
Project Director : J.Birch Date : February 2019

Status : **TENDER**

Drawing No. **M637_15.005** Rev **T4**

Table 1	
Nominal internal diameter of largest pipe in manhole (mm)	Minimum nominal internal dimension of manhole (mm)
Less than 375	1200
375-450	1350
500-700	1500
750-900	1800
Greater than 900	Pipe diameter + 900

Table 2	
Pipe Diameter (mm)	Effective Length of rocker pipe (m)
150 to 600	0.6
601 to 750	1.0
Over 750	1.25

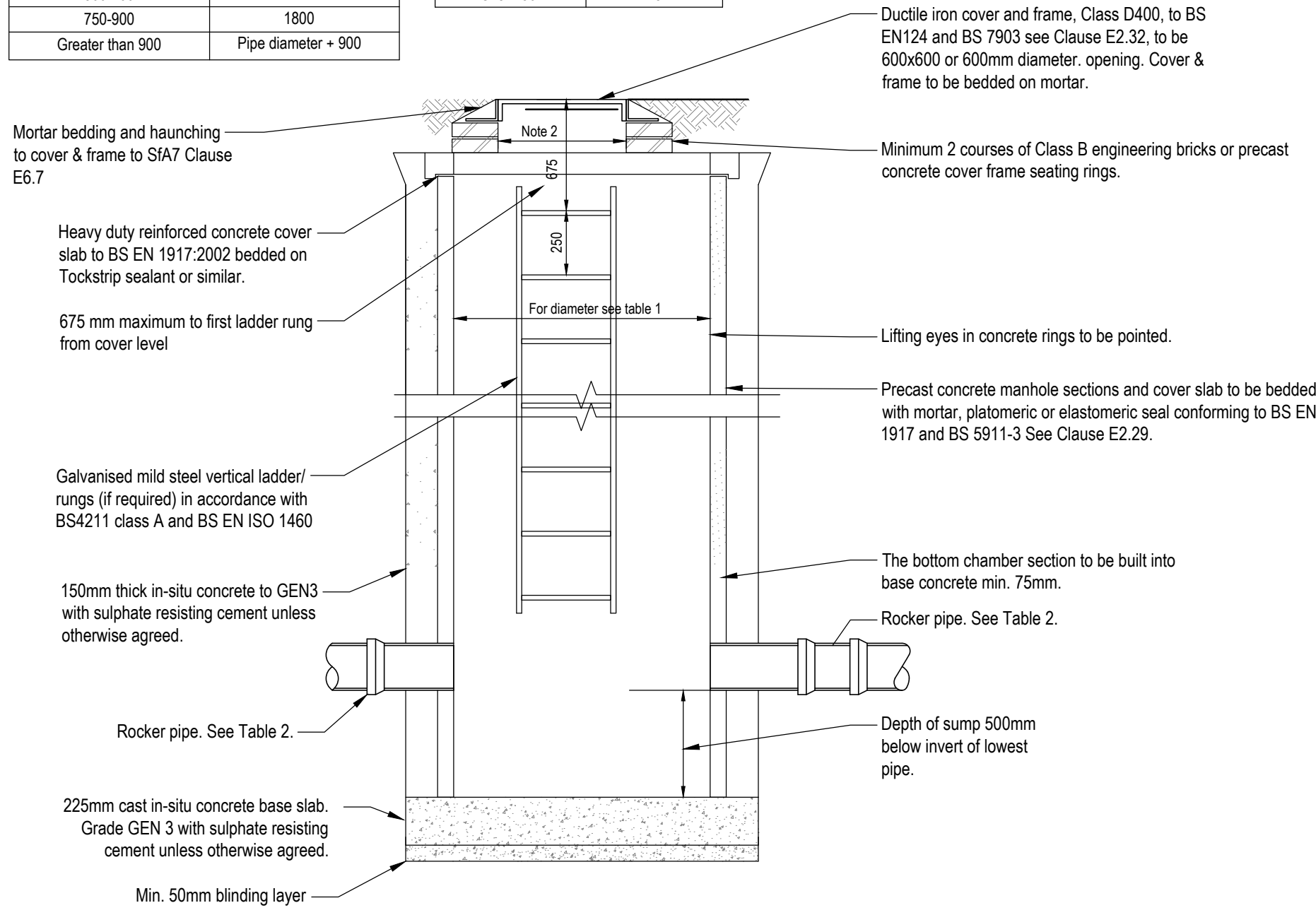


TABLE A: POLYPIPE CATCHPIT AND SILT TRAP DIMENSIONS AND SPECIFICATION					
	POLYSTORM CATCHPIT	RIDGISTORM SILT TRAP: MINI	RIDGISTORM SILT TRAP: BASIC	RIDGISTORM SILT TRAP: ADVANCED	RIDGISTORM CATCHPIT
Chamber Diameter (mm)	600	320	460	460	450 - 3000
Precast Chamber Depth (mm)	1500	600	1220	830	To suit*
Extender Unit Depth (mm)	-	215	215	215	-
Pipe Diameters (mm)	150/225/300	110	160	160	100 - 3000
Sump Depth (mm)	300	250	420	280	To suit (min. 500mm)

* Steps to be provided at depths >1.5m (refer to RAM detail). Ladder to be provided at depths >3m (refer to T1-CP detail).

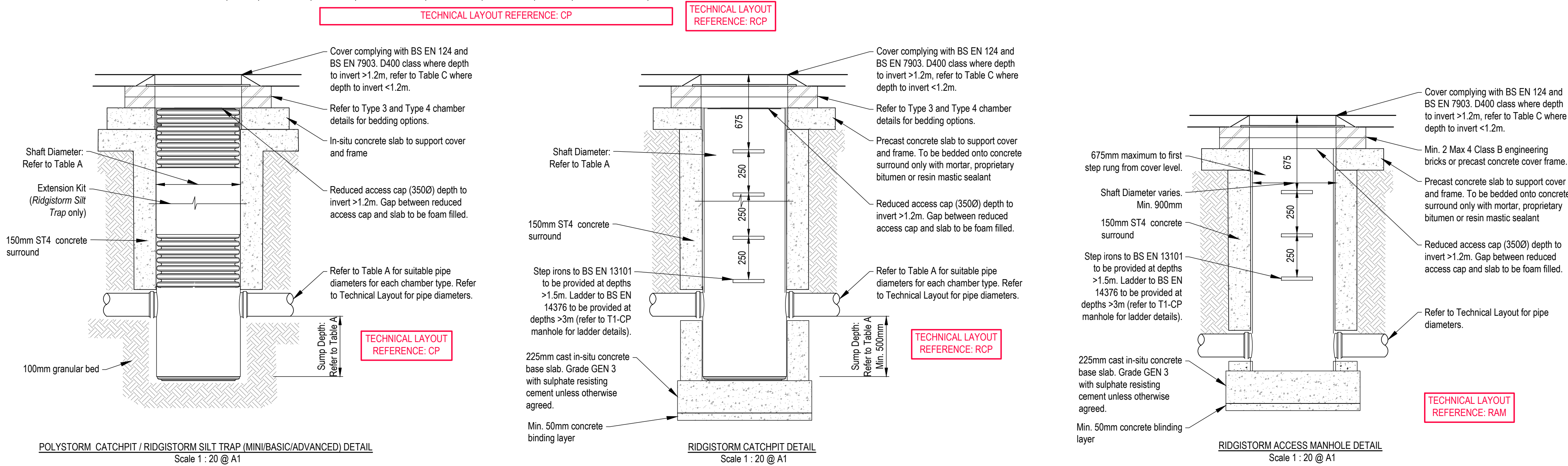


TABLE B: MINIMUM DIMENSIONS FOR MANHOLES					
TYPE OF ACCESS	SIZE OF LARGEST PIPE (DN)	MINIMUM INTERNAL DIMENSIONS (1)		MINIMUM CLEAR OPENING SIZE (1)	
		RECTANGULAR LENGTH x WIDTH (mm x mm)	CIRCULAR DIAMETER (mm)	RECTANGULAR LENGTH x WIDTH (mm x mm)	CIRCULAR DIAMETER (mm)
MANHOLE LESS THAN 1.5m DEEP TO SOFFIT	LESS THAN OR EQUAL TO 150	750 x 675 (7)	1000 (7)	750 x 675 (2)	N/A (3)
	225	1200 x 675	1200	1200 x 675 (2)	
	300	1200 x 750	1200		
MANHOLE GREATER THAN 1.5m DEEP TO SOFFIT	GREATER THAN 300	1800 x (DN+450)	THE LARGER OF 1800 or (DN+450)		600
	LESS THAN OR EQUAL TO 225	1200 x 1000	1200	600 x 600	
	300	1200 x 1075	1200		
	375-450	1350 x 1225	1200		
MANHOLE SHAFT (4) GREATER THAN 3.0m DEEP TO SOFFIT OF PIPE	GREATER THAN 450	1800 x (DN+775)	THE LARGER OF 1800 or (DN+775)		600
	STEPS (5)	1050 x 800	1050	600 x 600	
	LADDER (5)	1200 x 800	1200		
	WINCH (6)	900 x 800	900		

NOTES:
(1) LARGER SIZES MAY BE REQUIRED FOR MANHOLES ON BENDS OR WHERE THERE ARE JUNCTIONS.
(2) MAY BE REDUCED TO 600x600mm WHERE REQUIRED BY HIGHWAY LOADING CONSIDERATIONS, SUBJECT TO A SAFE SYSTEM OF WORK BEING SPECIFIED.
(3) NOT APPLICABLE DUE TO WORKING SPACE NEEDED.
(4) MINIMUM HEIGHT OF CHAMBER IN SHAFTED MANHOLE 2m FROM BENCHING TO UNDERSIDE OF REDUCING SLAB.
(5) MINIMUM CLEAR SPACE BETWEEN LADDER OR STEPS AND THE OPPOSITE FACE OF THE SHAFT SHOULD BE APPROXIMATELY 900mm.
(6) WINCH ONLY - NO STEPS OR LADDERS, PERMANENT OR REMOVABLE.
(7) THE MINIMUM SIZE OF ANY MANHOLE SERVING A SEWER (i.e. ANY DRAIN SERVING MORE THAN ONE PROPERTY) SHOULD BE 1200x750mm RECTANGULAR OR 1200mm DIAMETER.

TABLE C: PRIVATE MANHOLE/INSPECTION CHAMBER COVER GRADES AND AREAS OF USE		
FACTA CLASS	COVER GRADE TO BS EN: 124	LOCATION
D	D400	FOR USE IN INDUSTRIAL ROADS AND PARKING AREAS ACCESSIBLE TO ALL TYPES OF ROAD VEHICLES INCLUDING HGV'S. FOR USE WHERE DEPTH TO SOFFIT >1.2m
C	C250*	FOR USE IN PRIVATE ROADS OR PARKING AREAS eg. CAR PARKS AND MINOR PRIVATE ROADS ACCESSIBLE TO REFUSE VEHICLES, FIRE APPLIANCES ETC WITH POSSIBLE OCCASIONAL HGV USE. FOR USE ONLY WHERE DEPTH TO SOFFIT <1.2m
B	B125	FOR USE IN FOOTWAYS, PEDESTRIAN AREAS, DRIVEWAYS AND CAR PARKS ACCESSIBLE BY LIGHT VEHICLES ONLY. FOR USE ONLY WHERE DEPTH TO SOFFIT <1.2m
AAA	A15	FOR USE IN AREAS WHICH CAN ONLY BE USED BY PEDESTRIANS AND CYCLISTS. FOR USE ONLY WHERE DEPTH TO SOFFIT <1.2m
* D400 MAY BE USED IN LIEU OF C250 IF PREFERRED.		

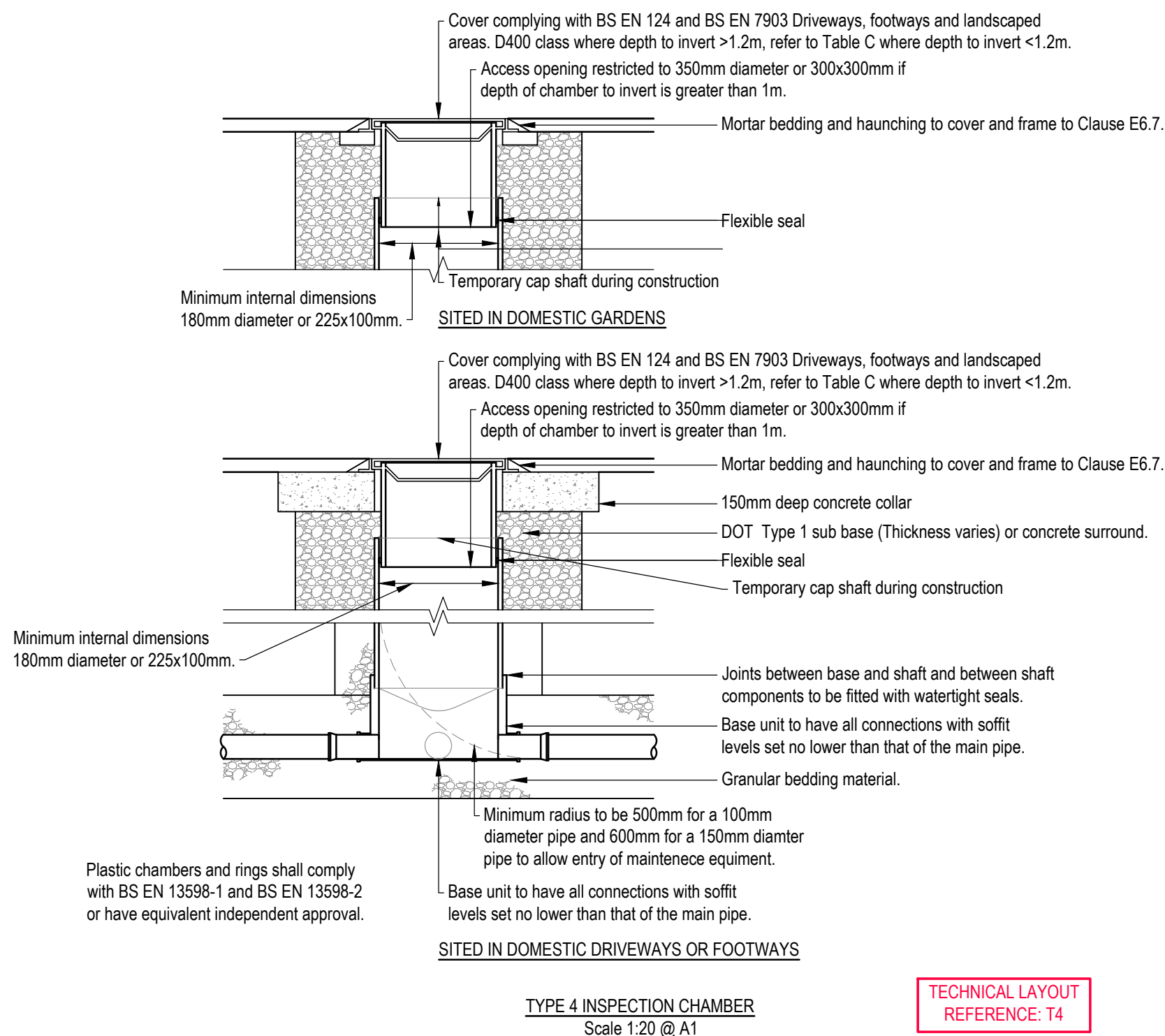
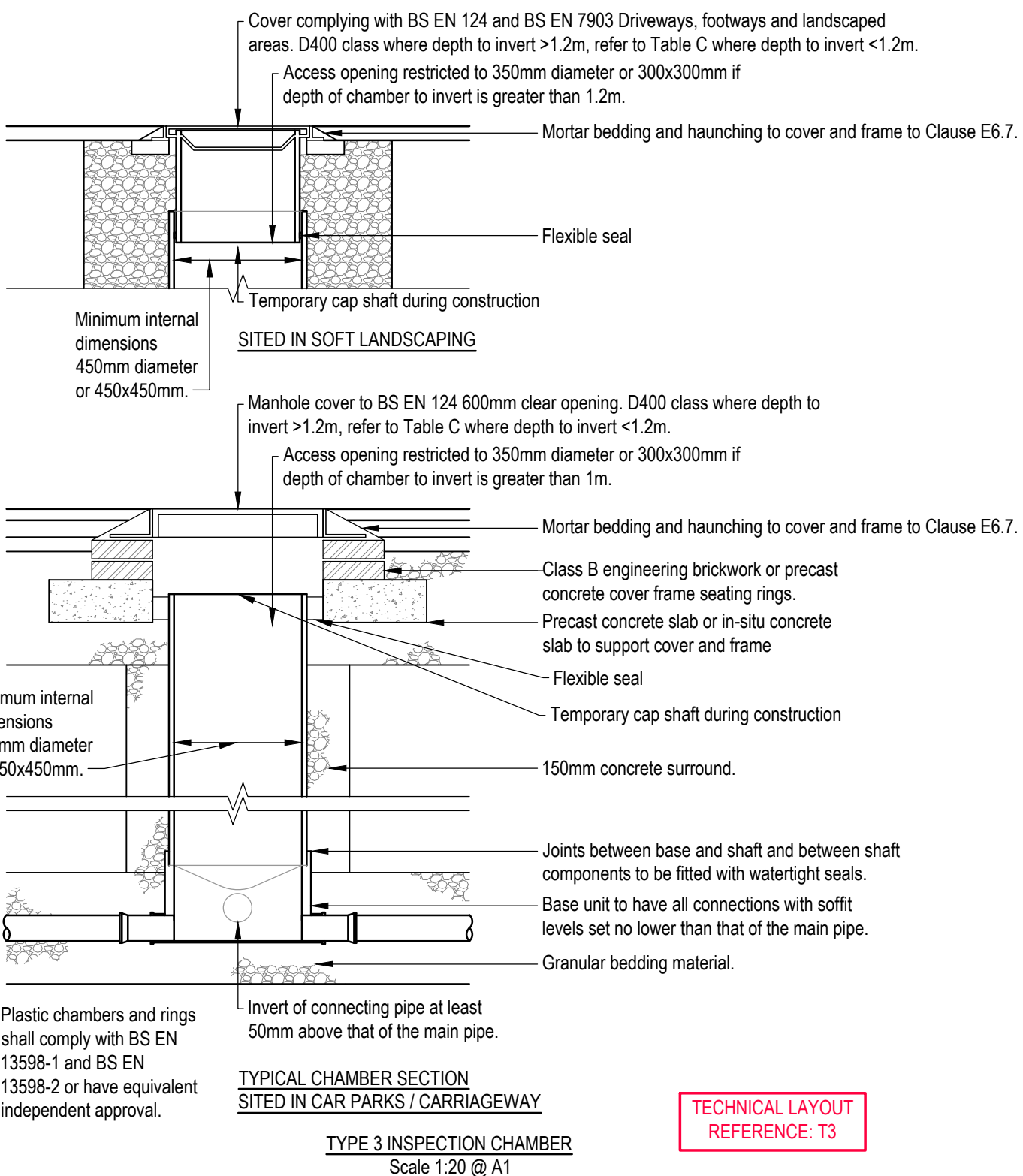
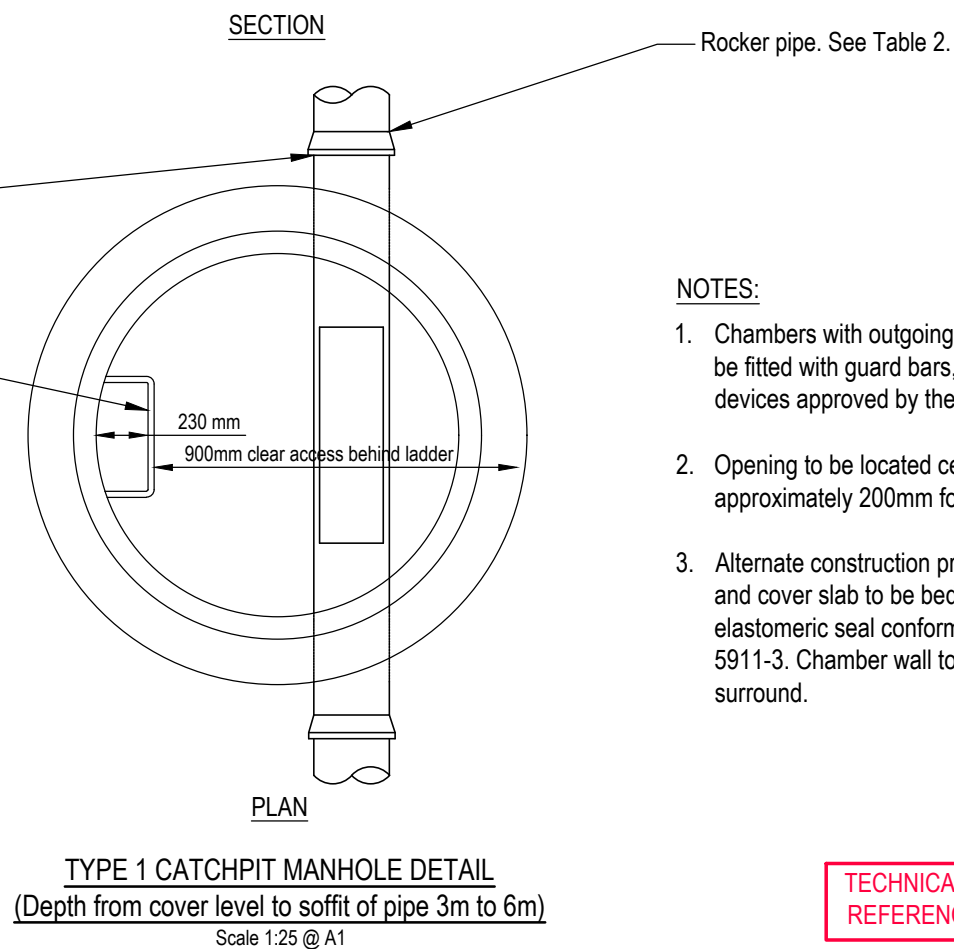


TABLE D: MINIMUM DIMENSIONS FOR ACCESS FITTINGS AND INSPECTION CHAMBERS					
TYPE OF ACCESS	DEPTH TO INVERT FROM COVER LEVEL (m)	MINIMUM INTERNAL DIMENSIONS (1)		MINIMUM CLEAR OPENING SIZE (1)	
		LENGTH x WIDTH (mm x mm)	CIRCULAR (mm)	LENGTH x WIDTH (mm x mm)	CIRCULAR (mm)
RODDING EYE	-	AS DRAIN BUT MINIMUM 100mm.	-	-	SAME SIZE AS PIPEWORK
ACCESS FITTING SMALL 150mm DIA. SMALL 150x100mm LARGE 225x100mm	0.6m OR LESS EXCEPT WHERE SITUATED IN A CHAMBER	150 x 100 225 x 100	150 225	150 x 100 (1) 225 x 100 (1)	SAME SIZE AS ACCESS FITTING
INSPECTION CHAMBER					
SHALLOW	0.6m OR LESS	225 x 100	190 (2)		190 (1)
MEDIUM	1.2m OR LESS	450 x 450	450	MIN 430 x 430	430
DEEP	GREATER THAN 1.2m	450 x 450	450	MAX 300 x 300 (3)	ACCESS RESTRICTED TO MAX 350 (3)

NOTES:
(1) THE CLEAR OPENING MAY BE REDUCED BY 20mm IN ORDER TO PROVIDE PROPER SUPPORT FOR THE COVER AND FRAME.
(2) DRAINS UPTO 150mm DIAMETER.
(3) A LARGER CLEAR OPENING COVER MAY BE USED IN CONJUNCTION WITH A RESTRICTED ACCESS. THE SIZE IS RESTRICTED FOR HEALTH AND SAFETY REASONS TO DETER ENTRY.

NOTES

- This drawing is to be read in conjunction with all other relevant documents and specifications.
- Do not scale from this drawing.
- Buried concrete to be Design Sulphate Class DS-2 and ACEC AC-2 within Made Ground, and DS-1 and AC-1 within River Terrace Deposits or Chalk Bedrock.
- Any discrepancies between this drawing and any other engineering drawings should be reported to the Project Engineer immediately.
- Unless specifically noted otherwise, clauses and tables refer to the Specification for Highway works (SHW) Volume 1 of the Manual for Contract Documents for Highway Works.

Drawing reference no.
M637_11.001/11.002/11.003
M637_12.001/12.002/12.003
M637_13.001/13.002/13.003/13.004
M637_14.001/14.002/14.003/14.004
M637_15.001/15.002/15.003
M637_15.004/15.005/15.006
M637_16.001
M637_16.002
M637_18.001/18.002/18.003/18.004
THA21635-03A
GY46241/1001A

Drawing Title
- Road and Site Setting Out
- Longitudinal Sections
- Technical Layout
- Surface Finishes Layout
- Engineering Details
- Drainage Details
- Cut and Fill
- Tenser Geogrid Plan
- Combined Services
- Tree Protection Plan, 2018.08.11
- ACD Environmental.
- Topographical Survey, 2017.11.27
- Sunshine Survey Ltd.

T3	Cover grades notes and table updated. T1-C detail amended. RAM detail added.	04.04.19	MLM	CS
T2	Table C updated and note added.	14.03.19	MLM	CS
T1	Tender Issue.	25.02.19	MLM	CS

Rev.	Description	Date	Chkd
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Client : 

Project : Cornfield Close, Littlehampton

Title : Drainage Details Sheet 3 of 3

Project Engineer : C.Salt Scale : As Shown @ A1

Project Director : J.Birch Date : February 2019

Status : TENDER

Drawing No. M637_15.006 Rev T3

Finished Ground Level varies:
8.350 - 8.700m AOD

SOAKAWAY CONSTRUCTION

Soakaway draining via BASE ONLY and is relied upon for draining surface water from the entire site. As such, additional care should be taken when constructing the structure.

The base of crates are designed to be located within the free-draining River Terrace Deposits, consisting of SAND. Where ground conditions differ from this expected material, the Engineer is to be consulted immediately.

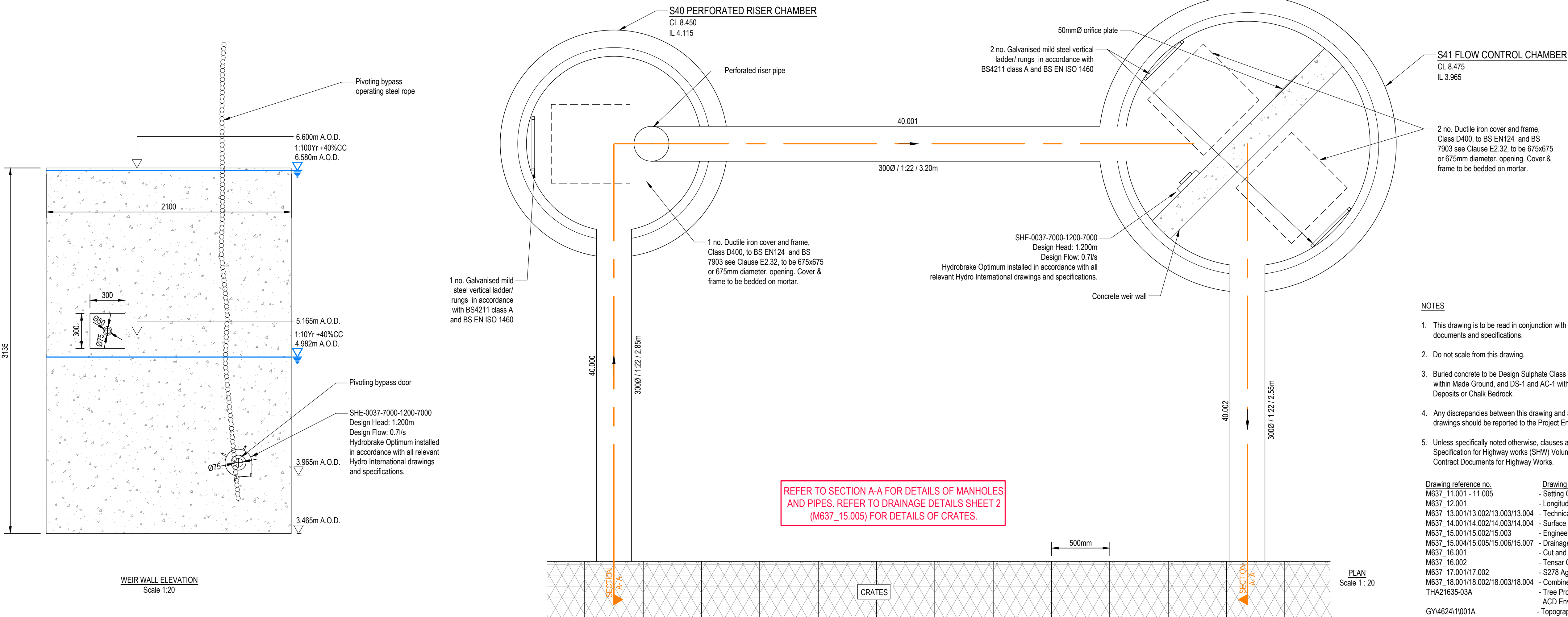
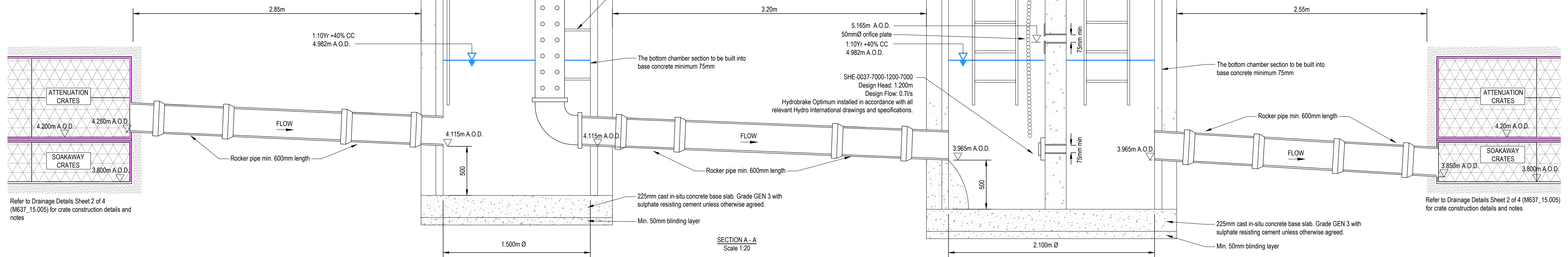
The bedding material specified (Class 6H SHW1) should conform to this standard to ensure free draining of water through this layer.

SOAKAWAY CONSTRUCTION SEQUENCE

Many soakaway failures result from actions carried out during the construction process.

All infiltration devices should be protected from contamination by silt, cement washings etc. during the construction period.

It is recommended that until all construction works have been completed within the contributory areas, that the manholes upstream of the soakaway are used as catchpits and regularly inspected and cleaned throughout the construction process.



NOTES

- This drawing is to be read in conjunction with all other relevant documents and specifications.
- Do not scale from this drawing.
- Buried concrete to be Design Sulphate Class DS-2 and ACEC AC-2 within Made Ground, and DS-1 and AC-1 within River Terrace Deposits or Chalk Bedrock.
- Any discrepancies between this drawing and any other engineering drawings should be reported to the Project Engineer immediately.
- Unless specifically noted otherwise, clauses and tables refer to the Specification for Highway works (SHW) Volume 1 of the Manual for Contract Documents for Highway Works.

Drawing reference no.	Drawing Title
M637_11.001 - 11.005	- Setting Out
M637_12.001	- Longitudinal Sections
M637_13.001/13.002/13.003/13.004	- Technical Layout
M637_14.001/14.002/14.003/14.004	- Surface Finishes Layout
M637_15.001/15.002/15.003	- Engineering Details
M637_15.004/15.005/15.006/15.007	- Drainage Details
M637_16.001	- Cut and Fill
M637_16.002	- Tensar Geogrid Plan
M637_17.001/17.002	- S278 Agreement Plans
M637_18.001/18.002/18.003/18.004	- Combined Services
THA21635-03A	- Tree Protection Plan, 2018.08.11
GY46241/001A	- ACD Environmental.
	- Topographical Survey, 2017.11.27
	- Sunshine Survey Ltd.

T1	Tender Issue.	15.08.19	JB
Rev.	Description	Date	Chkd

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Client : **THAKEHAM**

Project : **Cornfield Close, Littlehampton**

Title : **Drainage Details Sheet 4 of 4**

Project Engineer : C.Salt Scale : As Shown @ A1
Project Director : J.Birch Date : August 2019
Status : **TENDER**

Drawing No. **M637_15.007** Rev **T1**

REFER TO SECTION A-A FOR DETAILS OF MANHOLES AND PIPES. REFER TO DRAINAGE DETAILS SHEET 2 (M637_15.005) FOR DETAILS OF CRATES.

Appendix E
Exceedance Plan



- KEY**
- SSL 7.500 Proposed structural slab level
 - FFL 7.400 Proposed finished floor level
 - Proposed contour (0.05m band)
 - Proposed contour (0.50m band)
 - Site Boundary
 - HP Road High Point
 - Exceedance Flow Route
- NOTES**
- This drawing is to be read in conjunction with all other drawings and specifications.
 - Any discrepancies found between information shown on this or any other drawing shall be reported to the Engineer immediately and prior to works commencing on site.
 - Dimensions not to be scaled for construction purposes.

A1	First Issue	15.08.19 MB	CS
Rev.	Description	Date	Chkd



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Client : **THAKEHAM**

Project :
Cornfield Close, Littlehampton

Title :
Exceedance Flow
Routes Plan

Project Engineer :	C. Salt	Scale :	1:1000 @ A3
Project Director :	J. Birch	Date :	Aug 2019
Status :	APPROVAL		

Drawing No.	M637/16.003	Rev	A1
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Glanville Project No: 8180814