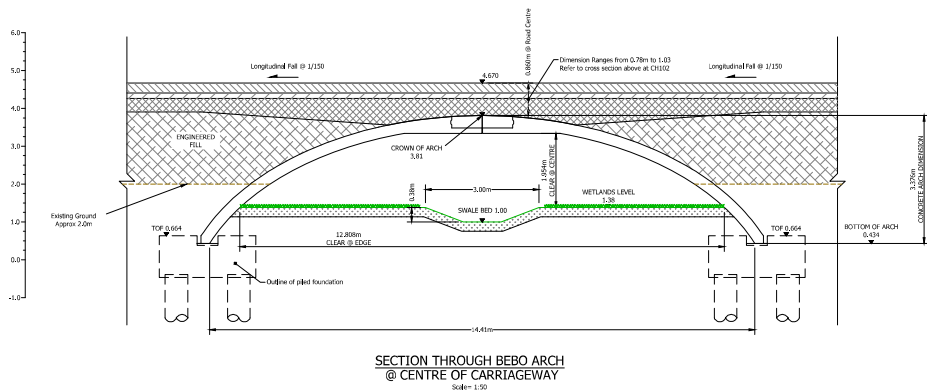
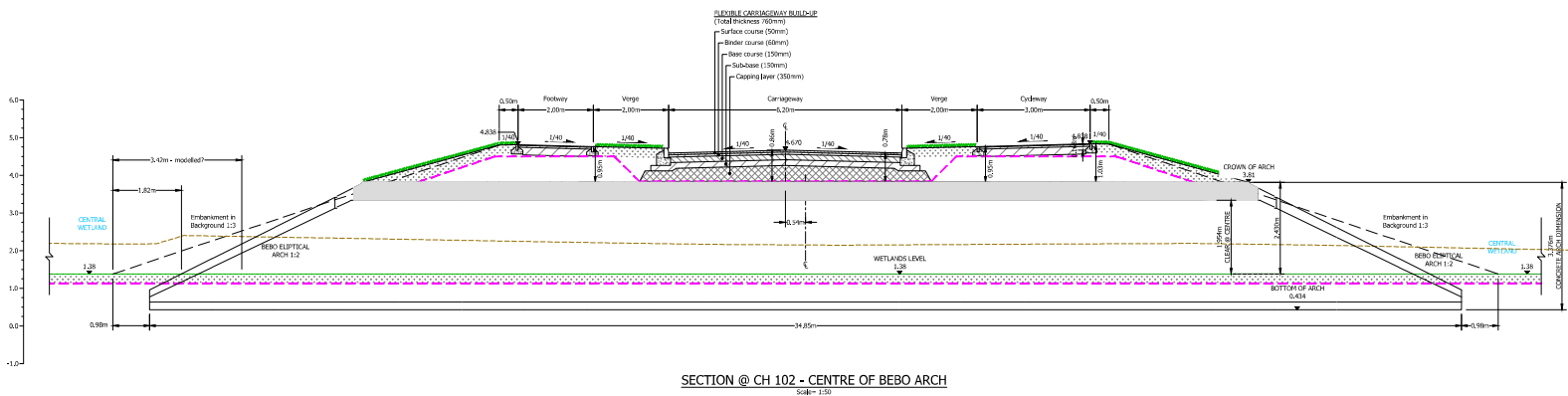
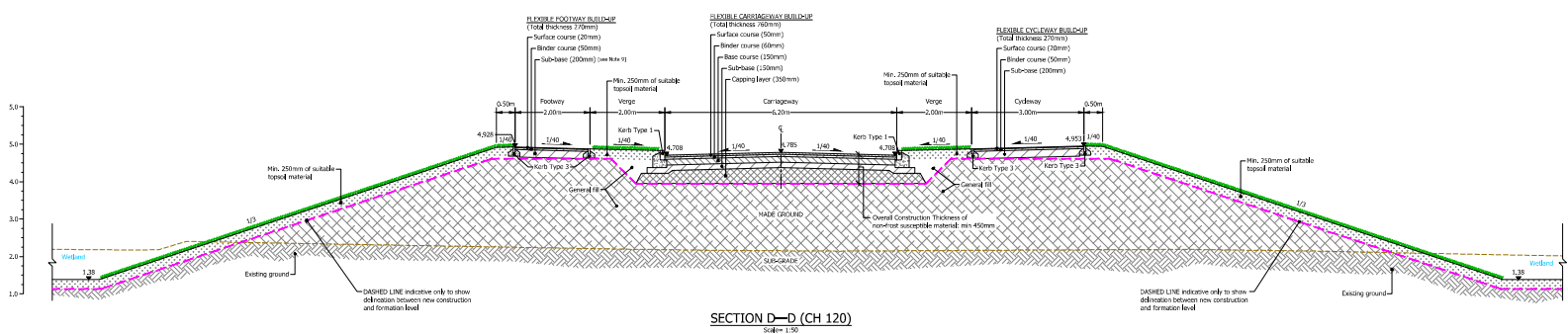




1. This drawing is to be read in conjunction with the following Mayer drawing references:

2. This drawing is to be read in conjunction with the following Mayer drawing references:

3. Site Remediation dealing with potential contamination or removal of land parcels, and potential disposal thereof, is subject to the type of work and design undertaken by Mayer Brown LLP. If required, this will be dealt with by others.

4. The thickness of the Capping layer has been designed using a CIR value of 5%.

5. No material within 400mm of the carriageway surface shall be frost susceptible.

6. The use of unsuitable soils, such as topsoil or excavator soils are to be removed from beneath all paved areas.

7. Where directed by the Engineer the Contractor shall carry out additional index tests and laboratory tests, in accordance with BS1377 Pt 4, in order to prove the CIR value of the sub-grade material.

8. The formation level should be proof rolled and any soft zones excavated and replaced with suitable compacted engineered granular or chalk fill. Any hard spots in the formation level such as old foundations may require selective crushing in the pavement and allowance should be made for removing any slabs or other hard spots etc. that may be present.

9. Based on WCC Detail 52/90/04 note 7, there is an action to reduce the sub-base depth to 100mm for footways without vehicles crossings, however, to simplify construction a constant sub-base depth of 200mm has been specified throughout.

FOR APPROVAL

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Rev. 4

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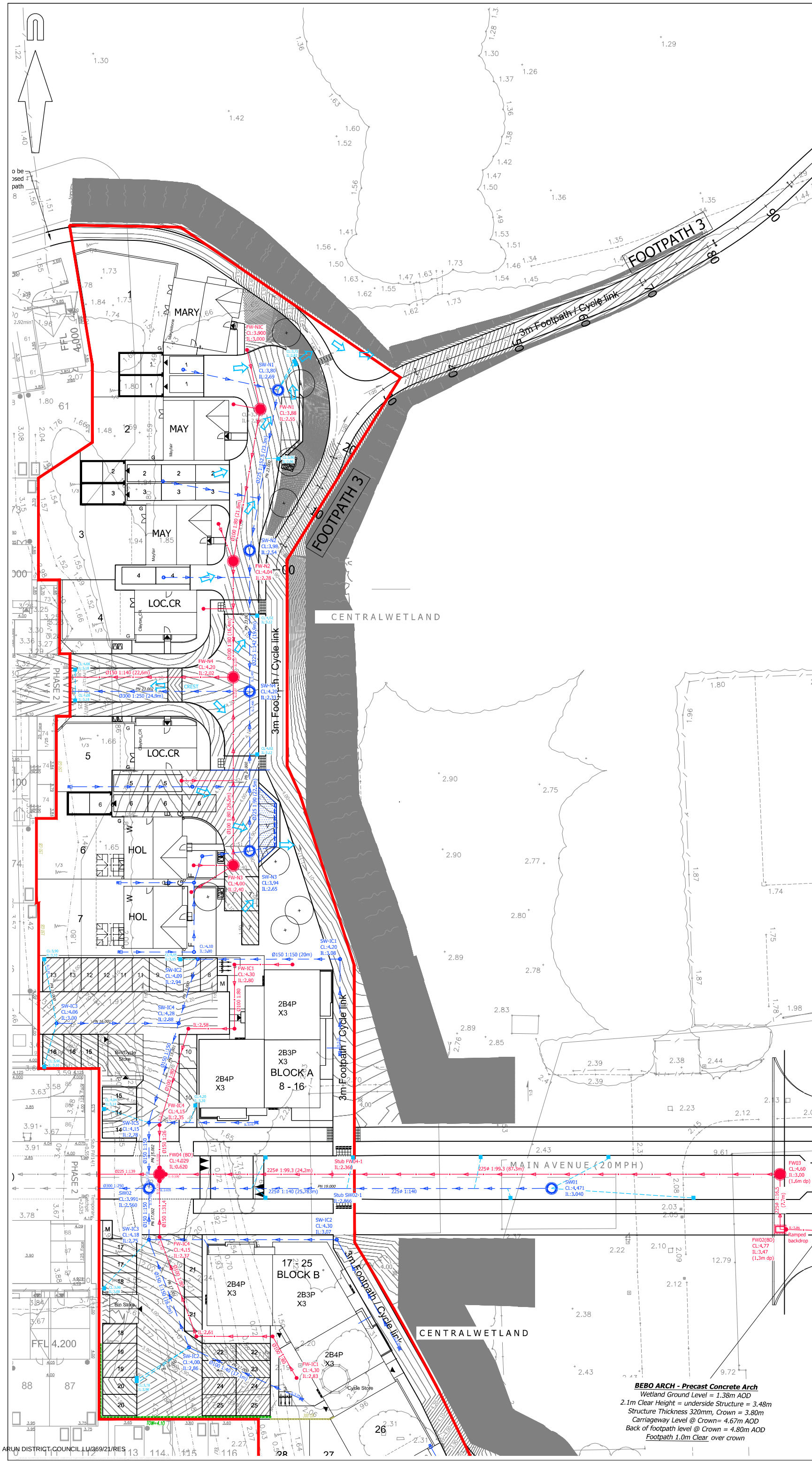
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APPENDIX M: Northern Crossing Drainage - Phase 4 & Phase 2 Interface



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A1 ORIGINAL

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DRAINAGE KEY:

- PROPOSED SURFACE WATER SEWER AND MANHOLE
- PROPOSED FOUL WATER SEWER AND MANHOLE
- PROPOSED FOUL WATER BACKDROP
- PROPOSED SURFACE WATER SEWER AND INSPECTION CHAMBER
- PROPOSED FOUL WATER SEWER AND INSPECTION CHAMBER
- PROPOSED ROAD GULLY
- PROPOSED RODDING EYE
- PROPOSED SURFACE WATER OUTFALL
- PROPOSED ATTENUATION TANK
- PROPOSED PERMEABLE PAVING & FIN DRAIN
- EXCEEDENCE FLOW ARROWS
- PROPOSED CONTOURS
- PROPOSED FOUL RISING MAIN
- SITE BOUNDARY
- LEVELS KEY:
- PROPOSED FLOOR LEVEL
- PROPOSED GRADIENT
- PROPOSED GRAVEL BOARD RETENTION
- PROPOSED RETAINING WALL

- NOTES:
- Drawing based on Persimmon Homes Thames Valley Architect's 'Site Layout' drawing reference 545_PL_AP2_101, received on 15/04/2021.
 - Based on topographic survey by WYG drawing numbered GGL/A044029/LAY/01.

FOR INFORMATION
NOT FOR CONSTRUCTION

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rev.	amendment	checked	date

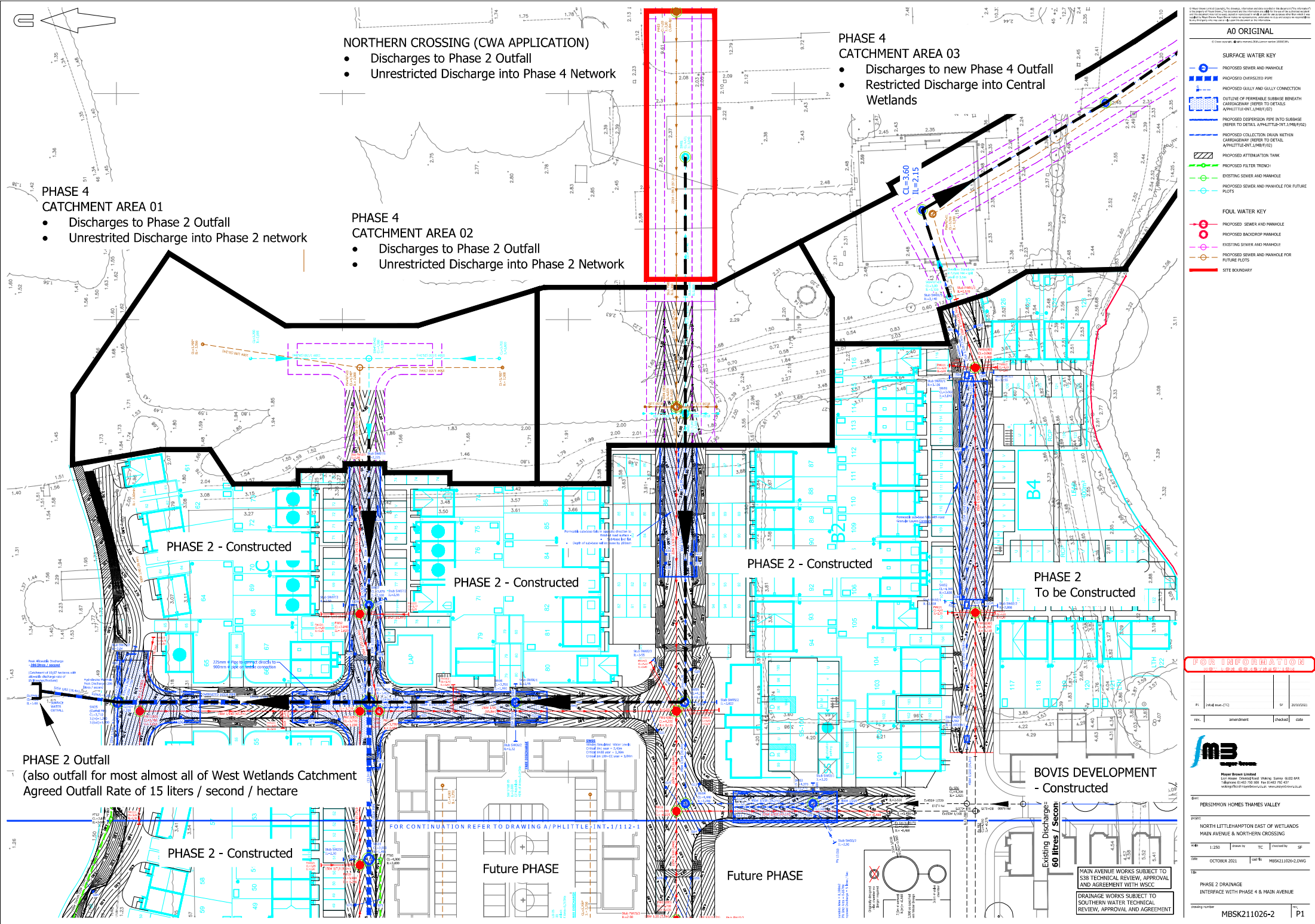


mayer brown

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Lion House Oriental Road Woking Surrey GU22 8AR
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wokingoffice@mayerbrown.co.uk www.mayerbrown.co.uk

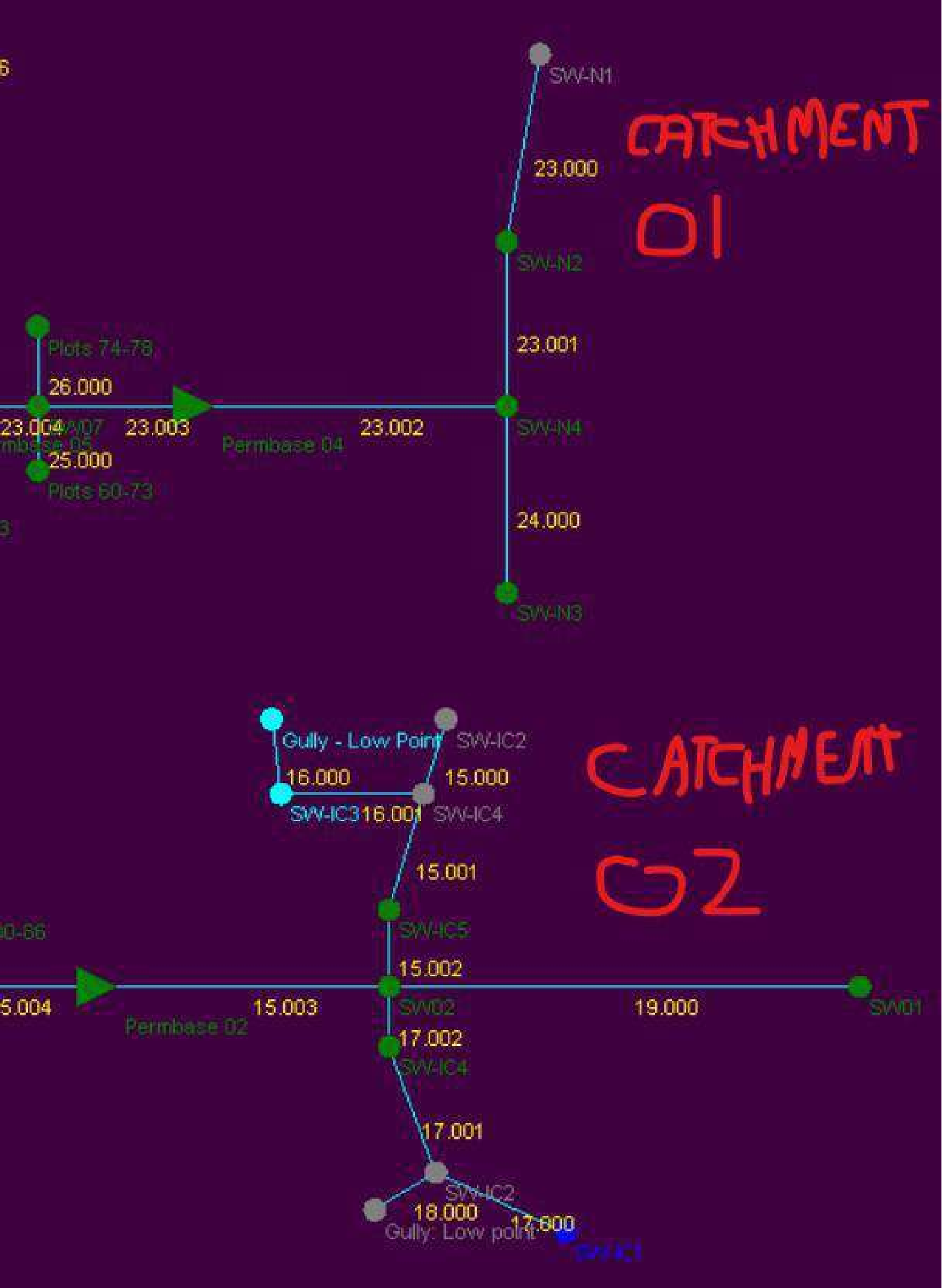
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project	NORTH LITTLEHAMPTON EAST OF WETLANDS MAIN AVENUE & NORTHERN CROSSING		
scale	1:250	drawn by	TC
		checked by	SF
date	OCTOBER 2021	cad file	MBSK211026-1.DWG
title	NORTHERN CROSSING DRAINAGE INTERFACE WITH PHASE 4 DRAINAGE		
Mayer Brown Limited Jobcode		suitability	revision
		-	P1
drawing number	MBSK211026-1		

BEBO ARCH - Precast Concrete Arch
Wetland Ground Level = 1.38m AOD
2.1m Clear Height = underside Structure = 3.48m
Structure Thickness 320mm, Crown = 3.80m
Carriageway Level @ Crown = 4.67m AOD
Back of footpath level @ Crown = 4.80m AOD
Footpath 1.0m Clear over crown

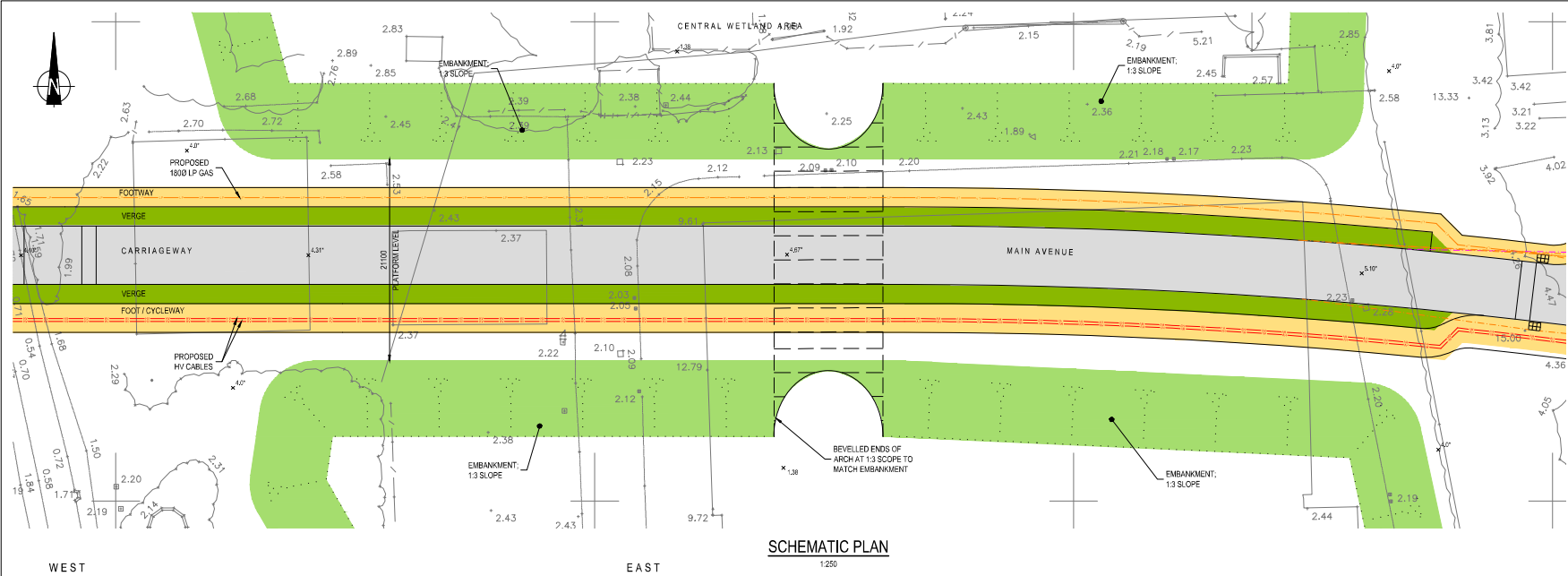


HAMPTON PARK, LITTLEHAMPTON (Dec 2020)

PHASE 4 CATCHMENT 01 & 02 WINDES PLAN (within overall west of wetlands model)



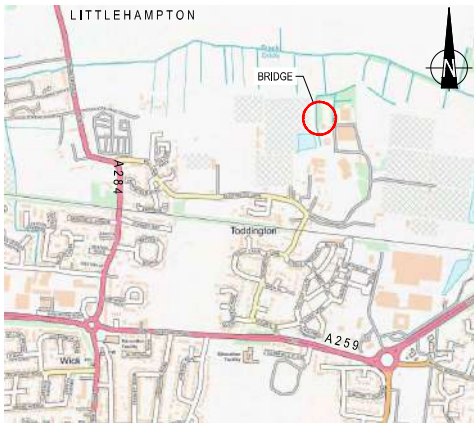
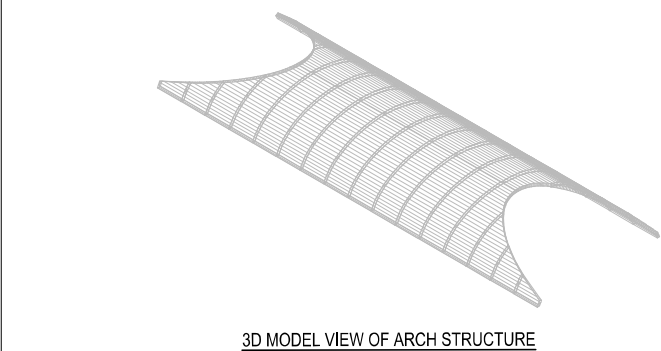
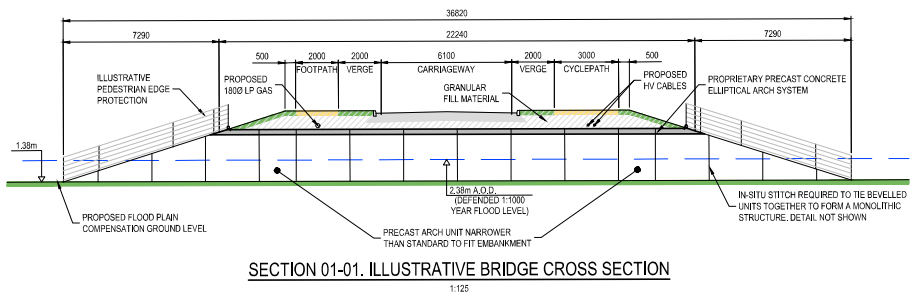
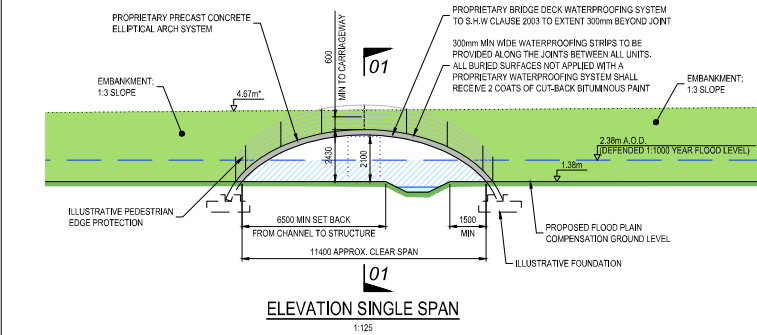
APPENDIX N: BEBO Arch under Northern Crossing



NOTES

GENERAL

- G1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
- G2. ALL LEVELS ARE IN METRES AND RELATIVE TO ORDNANCE DATUM (NEWLYN).
- G3. THIS DRAWING IS BASED UPON THE FOLLOWING SUPPLIED DIGITAL INFORMATION:
 - ORIGINAL SURVEY INFORMATION COMMISSIONED BY WYS AND CARRIED OUT BY DG YEATMAN SURVEYING AND ENGINEERING LTD. DATED JULY 2018. LOCALISED UPDATES TO THE SURVEY HAVE BEEN CARRIED SINCE AND CORRELATED WITH THE ORIGINAL SURVEY.
 - ROAD ALIGNMENT AND LEVELS BY MAYER BROWN. DRAWING REFERENCE MBK190309-01.P1. LEVELS ON DRAWING DENOTED WITH *.
 - PROPOSED CHA GROUND MODEL BY PBA. REFERENCE 190718_FLOOD COMPENSATION SCHEME.dwg
- G4. THE STRUCTURE SHOWN IS BASED ON THE G-420 ELLIPTICAL BEDO ARCH SYSTEM SUPPLIED IN THE UK BY ASSET INTERNATIONAL.
- G5. SPECIFICATION SHALL BE IN ACCORDANCE WITH THE DEPARTMENT FOR TRANSPORT HIGHWAYS ENGLAND SPECIFICATION FOR HIGHWAY WORKS INCLUDING REVISIONS UP TO MAY 2018.
- G6. ALL PROPRIETARY PRODUCTS TO BE PLACED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS.
- G7. REFER TO APPROVAL IN PRINCIPLE DOCUMENT 35944/1507/AP/001 FOR STRUCTURAL MATERIALS AND FINISHES (I.e. CONCRETE GRADES, CONCRETE FINISHES, ETC.).
- G8. UTILITY SERVICE POSITIONS SHOWN INDICATIVELY.



P04	ISSUED TO TAA	28.09.18	AJA	TOSG	JWS
P03	ISSUE FOR PLANNING	21.09.18	CRD	TOSG	JWS
P02	CHANNEL SET BACK DIMENSION ADDED	17.07.18	GCP	TOSG	JWS
P01	FIRST ISSUE	06.06.18	CRD	JWS	JWS
Mark	Revision	Date	Drawn	Chkd	Appd

FOR APPROVAL

NORTH LITTLEHAMPTON
CENTRAL WETLAND AREA
NORTH CROSSING
GENERAL ARRANGEMENT

Client			 		
Date of 1st Issue	Designed	Drawn	Offices throughout the UK and Europe		
06.06.2018	TOSG	CRD	www.peterbrett.com		
A1 Scale	Checked	Approved	© Peter Brett Associates LLP		
AS SHOWN	JWS	JWS	RENDERING		
Drawing Number	Revision	Tel: 01189 500 761			
35944/1507/003	P04				