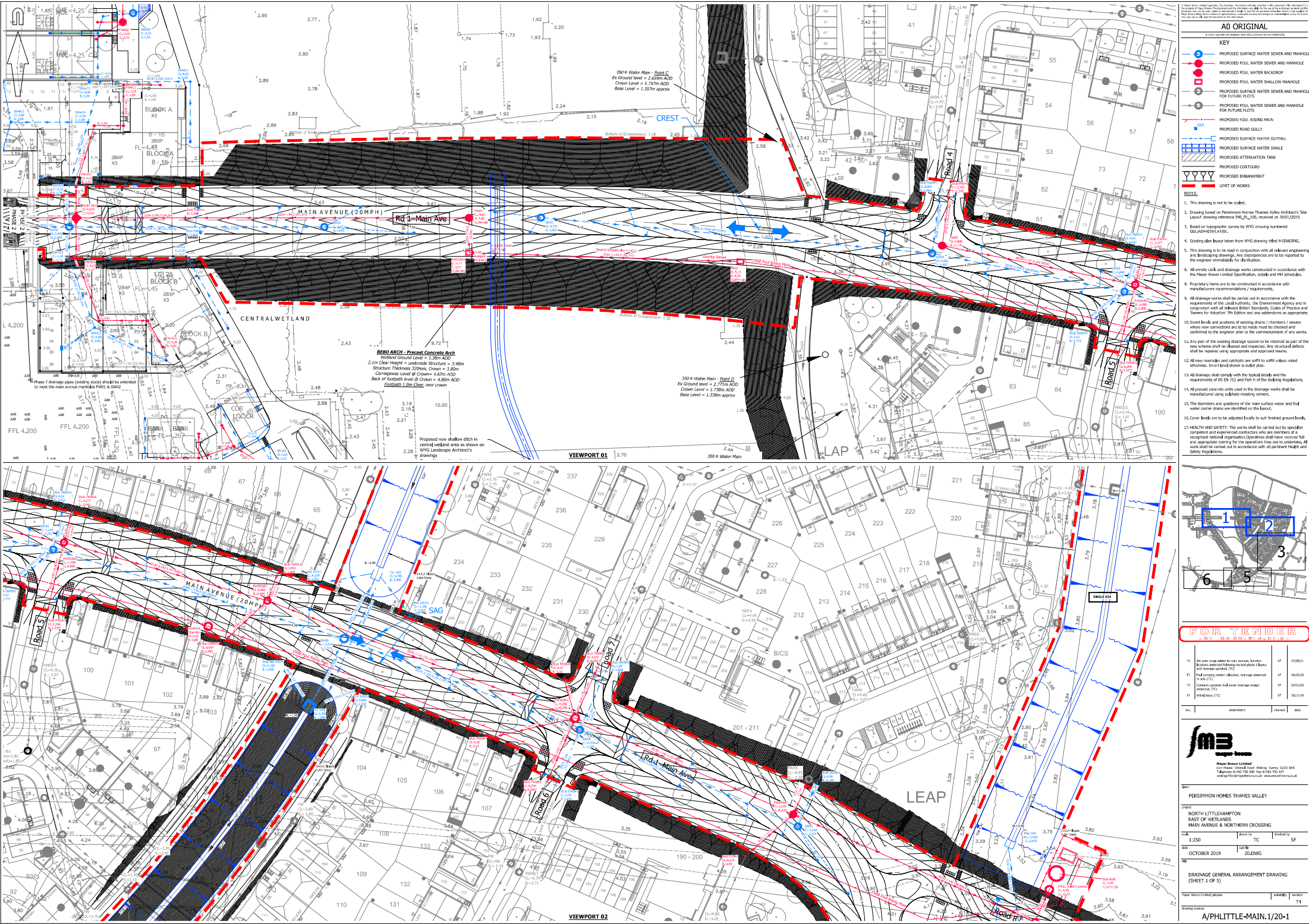
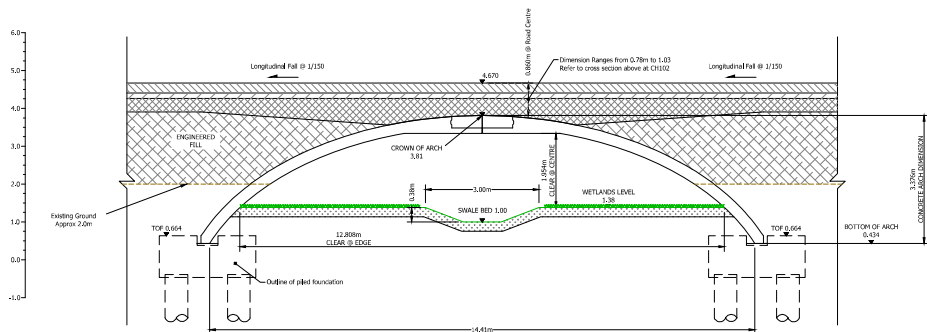
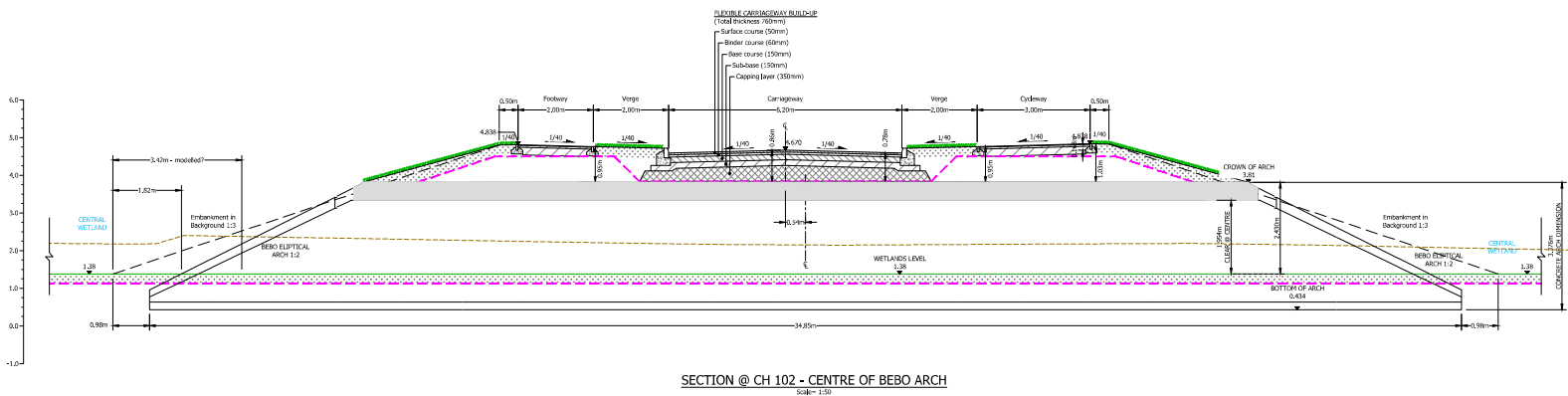
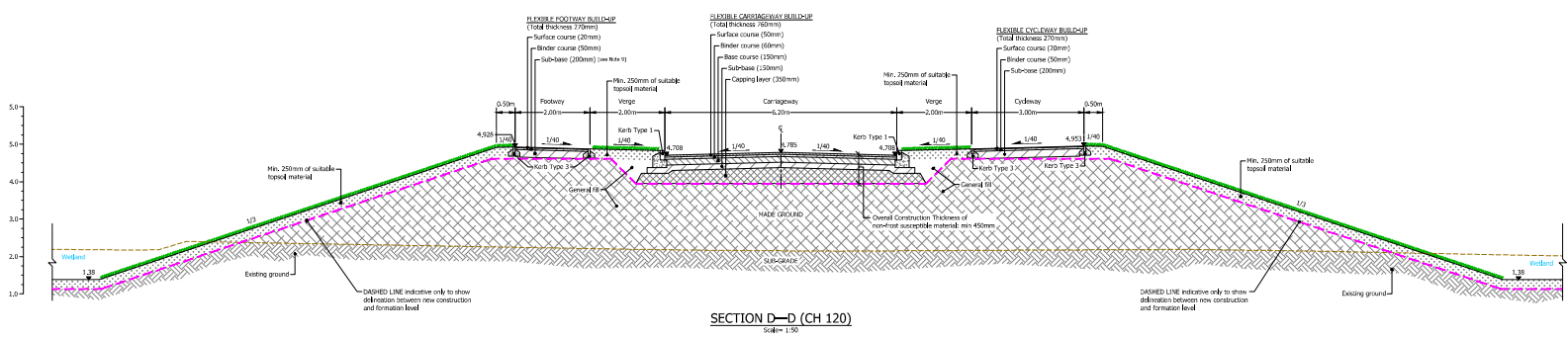








1. This drawing is to be read in conjunction with the following Mayer drawing references:

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 debris and material should be carried out in accordance with the following:

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 D276/04 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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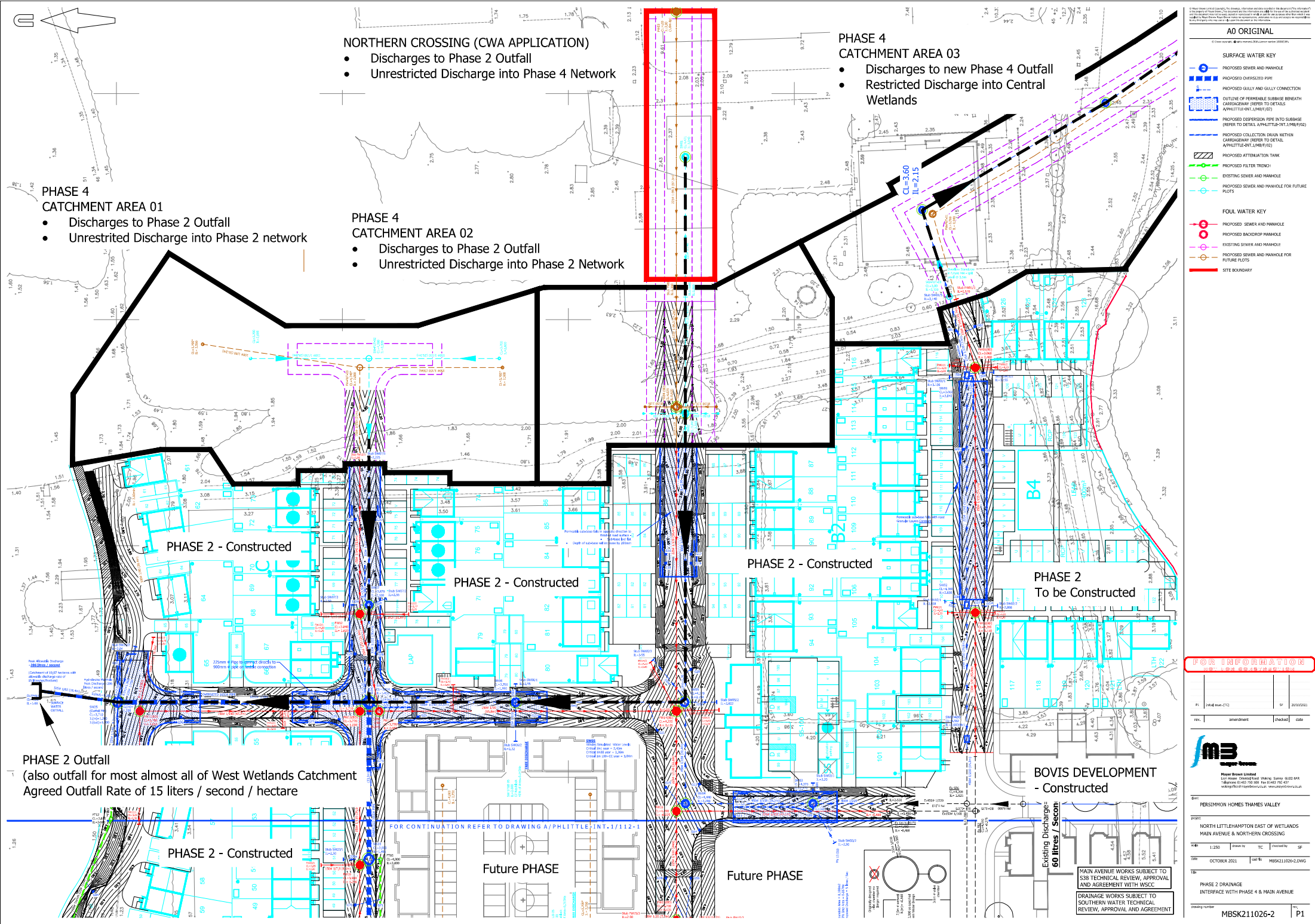
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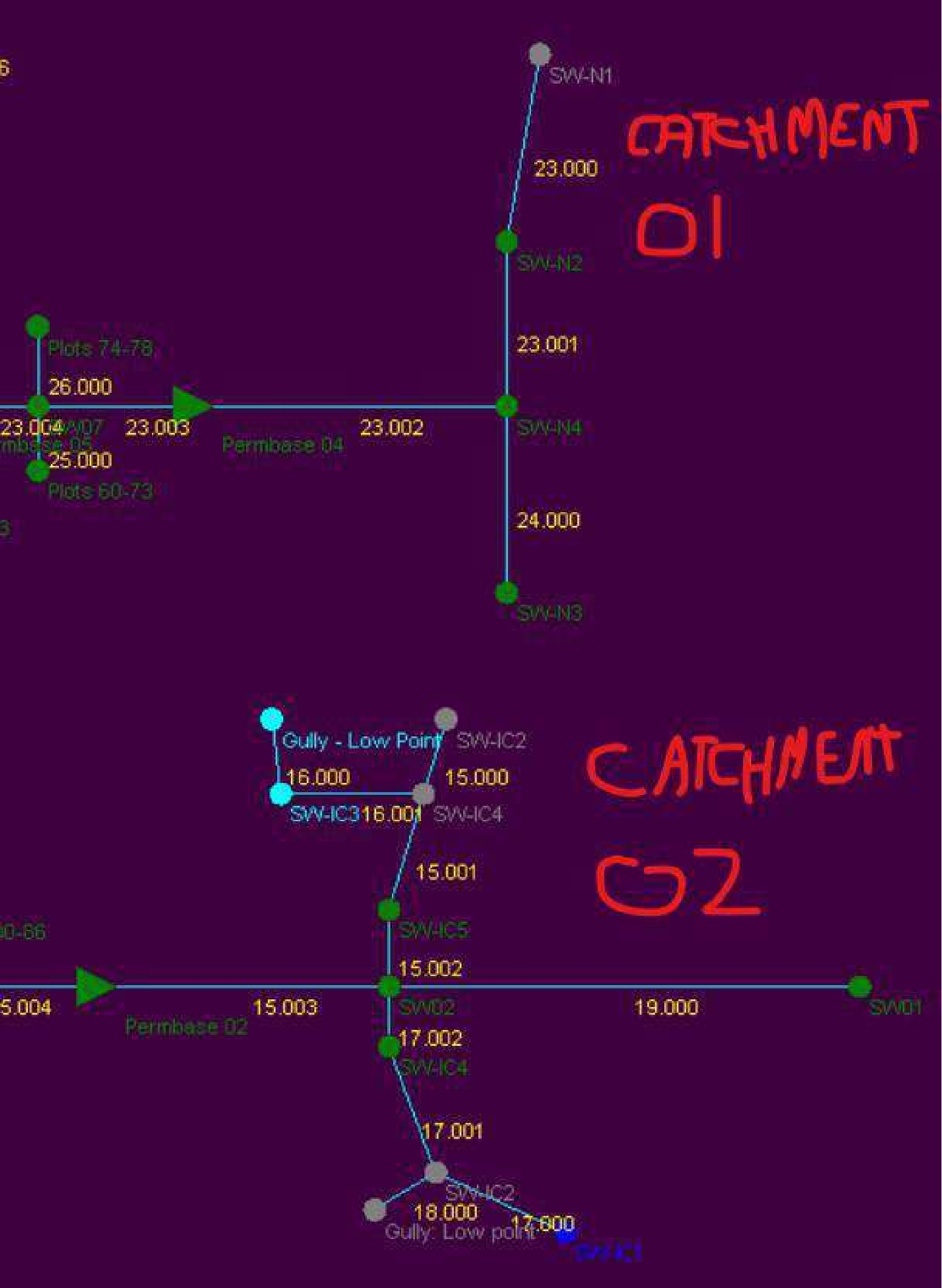
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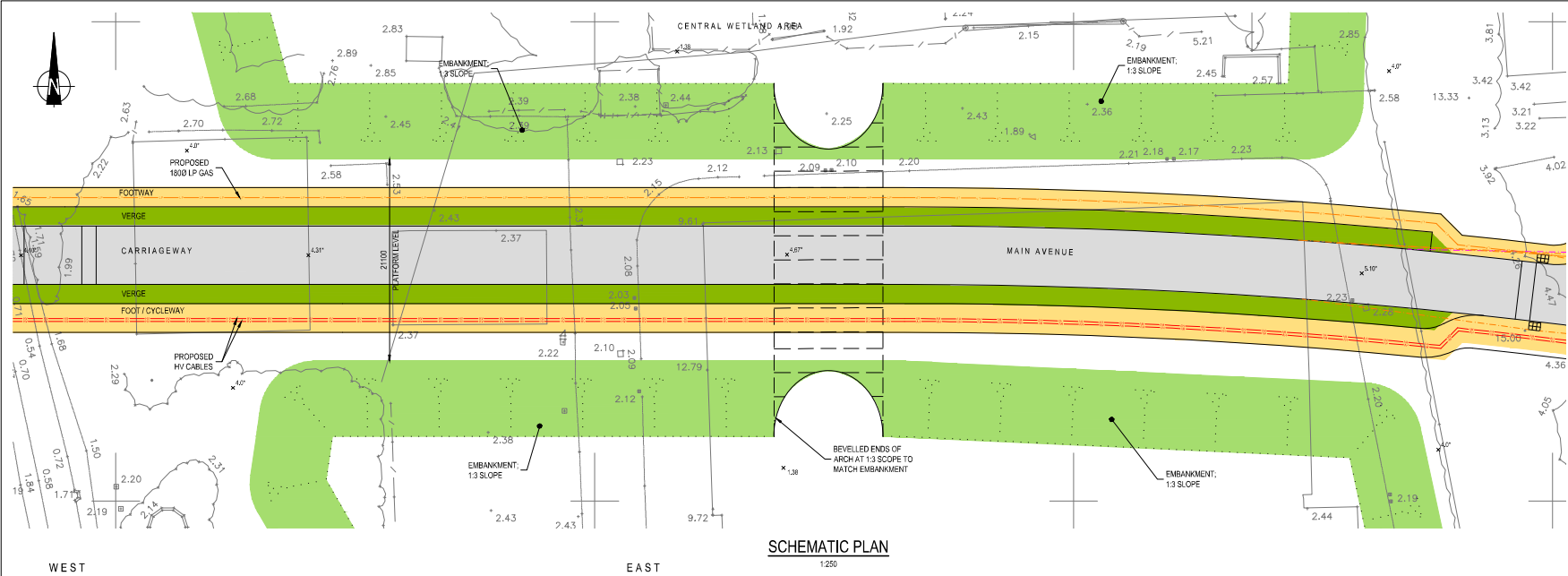
APPENDIX M: Northern Crossing Drainage - Phase 4 & Phase 2 Interface



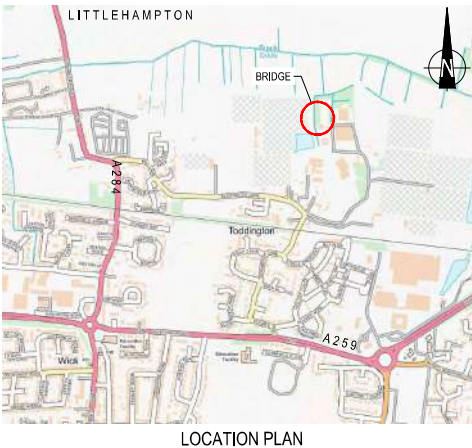
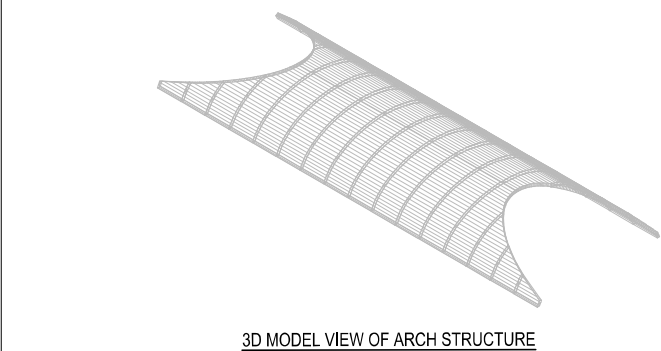
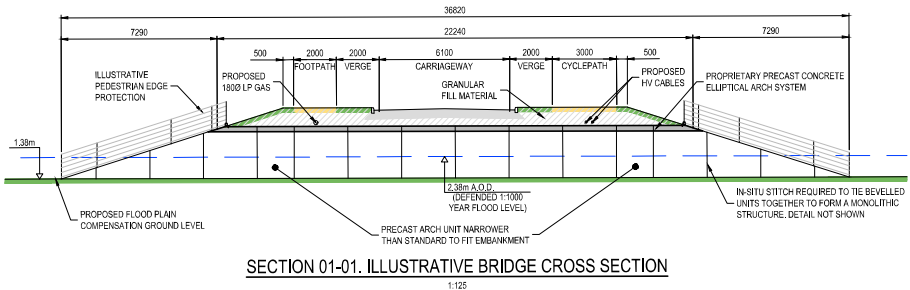
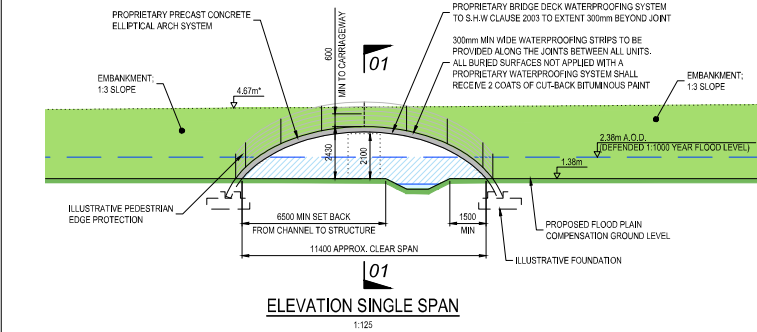
PHASE 4 CATCHMENT 01 & 02 WINDES PLAN (within overall west of wetlands model)



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