GENERAL ARRANGEMENT LEGEND:

- PROPOSED CONSERVATION KERB WITH 125mm UPSTAND
- PROPOSED FLUSH EDGING
- 450mmØ DUCTILE IRON CULVERT
- PROPOSED 150Ø FOUL SEWER
- EXISTING PUBLIC SEWER
- HV — PROPOSED HV ELECTRIC CABLE
- EX HV — EXISTING HV ELECTRIC CABLE
- 14.00 — PROPOSED MAJOR CONTOUR (100mm)
- PROPOSED MINOR CONTOUR (20mm)
- PROPOSED DITCH EXTENTS
- PROPOSED RE-PROFILED DITCH BED
- SECTION LINE

VISIBILITY SPLAY LEGEND:

- EXISTING VEGETATION AND TREE BOUGHS LOWER THAN 2.4m ABOVE ROAD CHANNEL TO BE REMOVED
- 2.4m x 43m VISIBILITY SPLAY (ASSUMING A 30mph SPEED LIMIT ON TYE LANE)

DITCH CROSS-SECTION LEGEND:

- EXISTING DITCH PROFILE
- PROPOSED DITCH PROFILE
- PROPOSED FOOTWAY AND CARRIAGEWAY PROFILE

DITCH BED TO TIE INTO EXISTING LEVEL OF 13.57mAOD

SECTION A-A

EXISTING DITCH TO BE RE-PROFILED WITH A BED SLOPE OF 1:17 IN ORDER TO PROVIDE SUFFICIENT COVER OVER THE PROPOSED CULVERT. POTENTIAL IMPACT ON RPA OF ADJACENT TREES TO BE INVESTIGATED

BAGWORK HEADWALL TO UPSTREAM END OF CULVERT. PROPOSED DITCH INVERT LEVEL: 13.05mAOD EXISTING DITCH INVERT LEVEL: 13.54mAOD

450mm CULVERT WITH REINFORCED CONCRETE PROTECTION SLAB DUE TO SHALLOW DEPTH BENEATH FINISHED ROAD LEVEL (COVER TO PIPE CROWN = 0.47-0.42m). ROAD CONSTRUCTION AND CULVERT PROTECTION DETAIL TO BE AGREED WITH WSCC

FIRST 10m OF PROPOSED ACCESS ROAD TO BE 1:40 GRADE UP FROM EXISTING LEVELS

BAGWORK HEADWALL TO DOWNSTREAM END OF CULVERT. PROPOSED DITCH INVERT LEVEL: 12.95mAOD EXISTING DITCH INVERT LEVEL: 13.21mAOD

SECTION B-B

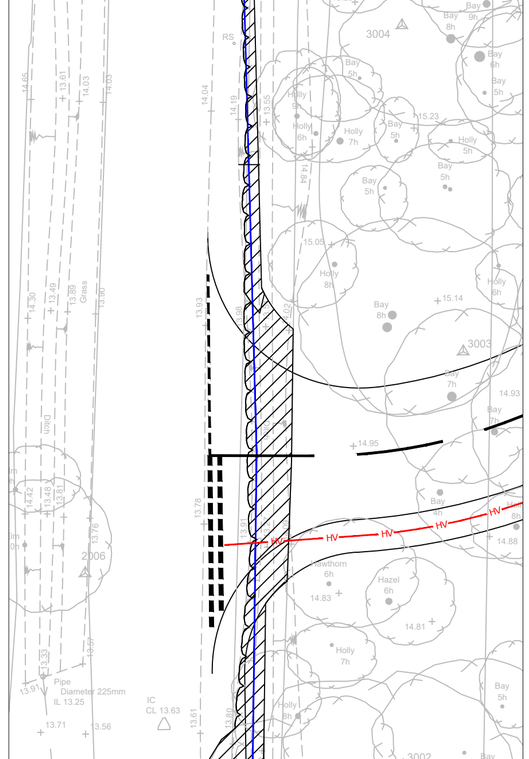
EXISTING DITCH TO BE RE-PROFILED WITH A BED SLOPE OF 1:150 IN ORDER TO PROVIDE SUFFICIENT COVER OVER THE PROPOSED CULVERT. POTENTIAL IMPACT ON RPA OF ADJACENT OAK TREE TO BE INVESTIGATED

SECTION C-C

IMPORTANT NOTE:
LOCATION & DEPTH OF TREE ROOTS TO BE CONFIRMED PRIOR TO COMMENCEMENT VIA TRIAL TRENCHING UNDERTAKEN BY AN ARBORICULTURAL SPECIALIST. REFER TO BACK-UP DRAINAGE OPTION IN THE EVENT THAT AN EXCESSIVE NUMBER OF TREE ROOTS ARE FOUND WITHIN THE PROPOSED FOOTPRINT OF THE DITCH REALIGNMENT.
DURING CONSTRUCTION, AN AIRSPADE IS TO BE USED WHEN EXCAVATING WITHIN ROOT PROTECTION AREAS.

DITCH BED TO TIE INTO EXISTING LEVEL OF 12.78mAOD

GENERAL ARRANGEMENT - PREFERRED DRAINAGE OPTION
(SCALE - 1:100)



VISIBILITY SPLAYS
SCALE - 1:200

RE-PROFILED DITCH (1.614m)
0.240m
1
1
1
1
0.500m
ALL EXISTING AND PROPOSED DITCH SIDES TO BE OVERLAID WITH "gtCOIR MATTING 700GSM" BY GREEN TECH LTD (REFER TO NOTE 7)

RE-PROFILED DITCH SECTION A-A
SCALE - 1:50

0.500m VERGE WITH TIMBER KNEE RAIL
1.500m FOOTWAY
RE-PROFILED DITCH (3.712m)
1.135m
1
1
1
1
0.500m
ALL PROPOSED DITCH SIDES TO BE OVERLAID WITH "gtCOIR MATTING 700GSM" BY GREEN TECH LTD (REFER TO NOTE 7)

RE-PROFILED DITCH SECTION B-B
SCALE - 1:50

RE-PROFILED DITCH (3.761m)
1.500m FOOTWAY
0.500m VERGE WITH TIMBER KNEE RAIL
0.810m
1
1
1
1
0.500m
ALL PROPOSED DITCH SIDES TO BE OVERLAID WITH "gtCOIR MATTING 700GSM" BY GREEN TECH LTD (REFER TO NOTE 7)

RE-PROFILED DITCH SECTION C-C
SCALE - 1:50

EXISTING DITCH TO BE RE-PROFILED AS PER PREFERRED OPTION

BAGWORK HEADWALL TO UPSTREAM END OF CULVERT. PROPOSED DITCH INVERT LEVEL: 13.05mAOD EXISTING DITCH INVERT LEVEL: 13.54mAOD

450mm CULVERT WITH REINFORCED CONCRETE PROTECTION SLAB AS PER PREFERRED OPTION

PROPOSED 1.5m DIA. MANHOLE AT CHANGE IN CULVERT SLOPE AND DIRECTION. PROPOSED INVERT LEVEL: 12.95mAOD PROPOSED COVER LEVEL: 14.300mAOD

450mm CULVERT (TWINWALL PIPE). LENGTH: 24.4m SLOPE: 1:150

IMPORTANT NOTE:
AN AIRSPADE IS TO BE USED WHEN EXCAVATING WITHIN ROOT PROTECTION AREAS

EXISTING DITCH TO BE BACKFILLED IN ORDER TO PROVIDE SUFFICIENT COVER OVER THE PROPOSED CULVERT (450mm MIN.)

BAGWORK HEADWALL TO DOWNSTREAM END OF CULVERT. PROPOSED HEADWALL INVERT LEVEL: 12.78mAOD EXISTING DITCH INVERT LEVEL: 12.78mAOD

GENERAL ARRANGEMENT - BACK-UP DRAINAGE OPTION
(SCALE - 1:200)
THIS OPTION WOULD ONLY APPLY IN THE EVENT THAT AN EXCESSIVE NUMBER OF TREE ROOTS ARE FOUND WITH THE AREA OF THE REALIGNED DITCH

155mm THICK PAV 2 IN-SITU RC SLAB TO HAVE 1NO. LAYER A393 MESH BOTTOM OF SLAB WITH MIN. 50mm COVER TO FORM PART OF NEW FOOTPATH S278 HIGHWAY WORKS

INCREASED TYPE 1 MATERIAL TO FORM CORRECT LEVELS FOR FOOTPATH CONSTRUCTION

FIBRE BOARD COMPRESSION JOINT BETWEEN RC SLAB AND CULVERT SURROUND

PROPOSED 1.2m RAILING

BAGWORK HEADWALL TO WSCC DETAIL ON DRAWING S278/38/23 REV A. TO BE BUILT UP TO SUIT BACK OF FOOTPATH LEVEL

IMPORTANT NOTE:
A MINIMUM OF 100mm ROAD CONSTRUCTION TO BE ACHIEVED OVER FULL EXTENT OF CULVERT UNDER CARRIAGEWAY.

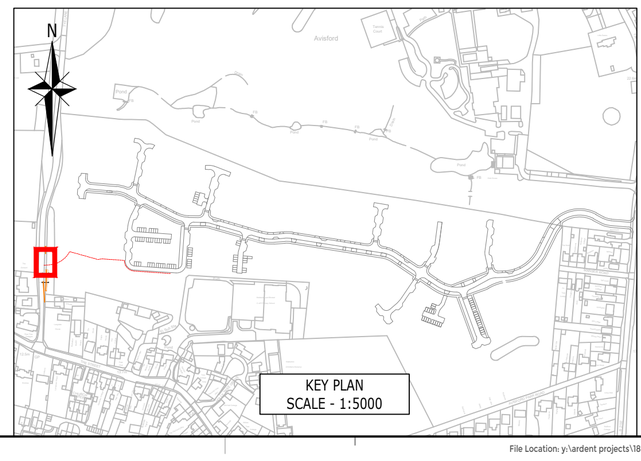
REGULATING COURSE OVER CULVERT TO FORM CORRECT LEVELS FOR BASE COURSE LAYER

17.2m 450Ø CULVERT
1.5m FOOTWAY CONSTRUCTION
9.7m REDUCED CARRIAGEWAY CONSTRUCTION OVER CULVERT
225mm
150mm
613mm
13.84
13.94
Ex DITCH IL 13.52
Ex DITCH IL 13.20
EXISTING DITCH PROFILE
RE-PROFILED DITCH
PROP. DITCH IL 12.95
PROP. DITCH IL 13.05
FLOW DIRECTION
PIPE INVERT TO BE BURRIED BELOW DITCH INVERT TO ALLOW FOR 150mm RC SLAB
PROPOSED 150Ø FOUL PIPE IL 11.97
PROPOSED HV ELECTRIC CABLE. ASSUMED DEPTH OF 800mm BELOW EXISTING CHANNEL
EXISTING DITCH REPLACED WITH 450mmØ DUCTILE IRON PIPE CULVERT (PIPE CLASS C30)
150mm (MIN.) THICK GEN3 (20 N/mm²) CONCRETE BED AND FULL CONCRETE SURROUND (MIN. 150mm THICK) IN ACCORDANCE WITH E5.3 OF SFA7
INVERT OF BEDDED PIPE TO BE ALLOWED TO FILL WITH SOIL/DETRITUS FROM UPSTREAM TO A MAXIMUM THICKNESS OF 50mm

REDUCED CARRIAGEWAY CONSTRUCTION SPECIFICATION (UP TO BASE COURSE)
SURFACE COURSE
30mm DP AC 10 DENSE SURF 100/150 TO BS EN 13108
BINDER COURSE
60mm DP AC 20 DENSE ASPHALT CONCRETE BINDER 40/60 PEN TO BS EN 13108
BASE COURSE
100mm DP AC 32 DENSE ASPHALT CONCRETE BASE 40/60 PEN TO BS EN 13108

FLEXIBLE FOOTWAY / CROSSOVER CONSTRUCTION SPECIFICATION
SURFACE COURSE
20mm DP AC 6 DENSE SURF 100/150 TO BS EN 13108
BINDER COURSE
50mm DP AC 20 DENSE ASPHALT CONCRETE BINDER 40/60 PEN TO BS EN 13108
SUB-BASE
225mm MIN. OF TYPE 1 SUB-BASE TO CL 803 MCHW1

GENERAL ARRANGEMENT - PREFERRED DRAINAGE OPTION
(SCALE - 1:100)



KEY PLAN
SCALE - 1:5000

NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION AND ALL OTHER RELATED DRAWINGS ISSUED BY THE ENGINEER.
2. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
3. ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN METRES, UNLESS OTHERWISE STATED.
4. ALL DIMENSIONS, LEVELS AND SURVEY GRID CO-ORDINATES ARE TO BE CHECKED ON SITE AND THE ENGINEER NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF THE WORKS.
5. NO DEVIATION FROM THE DETAILS SHOWN ON THIS DRAWING IS PERMITTED WITHOUT PRIOR PERMISSION FROM THE ENGINEER.
6. ALL HIGHWAYS WORKS TO BE IN ACCORDANCE WITH WEST SUSSEX COUNTY COUNCIL DEVELOPERS CONSTRUCTION MANUAL DATED APRIL 2017.
7. "gtCOIR MATTING 700GSM" IS A HEAVY DUTY EROSION CONTROL BLANKET MADE FROM 100% COIR FIBRE. THE PRODUCT IS TO BE SECURED USING 300mm LONG MILD STEEL PINS AT A DENSITY OF 2-4 PER SQUARE METRE. THE EDGES OF THE MATTING ARE TO BE OVERLAPPED BY 50-75mm AND PINNED INTO PLACE. THE OUTER EDGES OF THE BLANKETED AREA ARE TO BE LAID AND PINNED INTO A 150mm DEEP V-SHAPED TRENCH, BACKFILLED WITH AS-DUG SOIL AND SECURED WITH FIXING PINS. THE MATTING IS TO BE OVER-SEEDED WITH GRASS.

CDM NOTES:

THE ATTENTION OF THE CLIENT, PRINCIPAL DESIGNER, PRINCIPAL CONTRACTOR, DESIGNERS AND CONTRACTORS IS DRAWN TO THE FOLLOWING POTENTIAL RISKS IN CONJUNCTION WITH THE PROPOSED ON-SITE AND OFF-SITE WORKS AS DESIGNED FOR THIS PROJECT:

- WORKS IN THE VICINITY OF LIVE SERVICES INCLUDING GAS, ELECTRICITY AND BT WILL BE NECESSARY AND THE ADVICE OF ALL STATUTORY SERVICE COMPANIES MUST BE SOUGHT BEFORE ANY WORKS COMMENCE.
- WORKS WITHIN AND ABUTTING THE EXISTING HIGHWAY WILL ENTAIL TRAFFIC HAZARDS AND ALL APPROPRIATE SAFETY MEASURES INCLUDING BARRIERS, SIGNS AND LIGHTING MUST BE UNDERTAKEN TO THE APPROVAL OF THE LOCAL AUTHORITY, THE HIGHWAY AUTHORITY AND THE POLICE DEPARTMENT.
- HAZARDOUS MATERIALS INCLUDING CEMENT AND BITUMINOUS MATERIALS ARE SPECIFIED AND THE MANUFACTURERS ADVICE ON SAFE HANDLING PROCEDURES MUST BE OBTAINED AND MADE CLEAR TO ALL OPERATIVES.
- THE CONTRACTOR WILL BE RESPONSIBLE FOR LOCATING ALL EXISTING SERVICES WITHIN THE VICINITY OF THE WORKS HAND DUG AND ENSURE THESE ARE PROTECTED THROUGHOUT THE DURATION OF THE WORKS. ALL UTILITY PLANT SHOULD BE CLEARLY MARKED ON THE GROUND PRIOR TO COMMENCEMENT OF THE WORKS.
- THE CONTRACTOR MUST ENSURE ALL WORKING AREAS ARE FULLY SECURE.

ALL CULVERT WORKS SUBJECT TO ORDINARY WATERCOURSE CONSENT AND SECTION 278 APPROVAL

FOR INFORMATION ONLY

Rev	Description	Drn	Chk	App	Date
P4	PROPOSED FOUL WATER PIPE INVERT LEVEL LOWERED. ROUNDING REMOVED FROM CROSS-SECTION DIMENSIONS. EROSION CONTROL BLANKET SPECIFIED. BACK-UP OPTION PRESENTED IN CASE AN EXCESSIVE NUMBER OF TREE ROOTS ARE FOUND WITH THE AREA OF THE REALIGNED DITCH	JEC	MSL	JEC	25.10.21
P3	DITCH CROSS-SECTIONS ADDED	SRB	SRB	JEC	20.08.21
P2	ACCESS AMENDED & LONGSECTION ADDED	MJR	JEC	GH	11.06.21

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Client
VISTRY SOUTH EAST

Project Title:
LAND EAST OF TYE LANE, WALBERTON

Drawing Title:
TYE LANE PRELIMINARY SITE ACCESS

A1 Scale	Date	Designed by
AS SHOWN	05.11.2020	JEC
Drawn by	Checked by	Approved by
JEC	JEC	KM

Drawing Number 183248-001 Rev P4

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