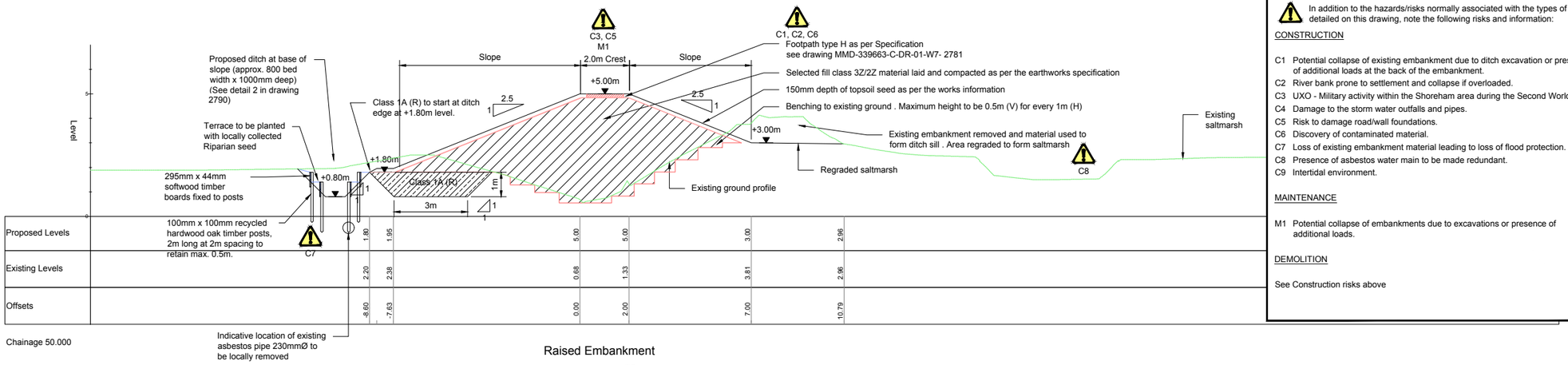
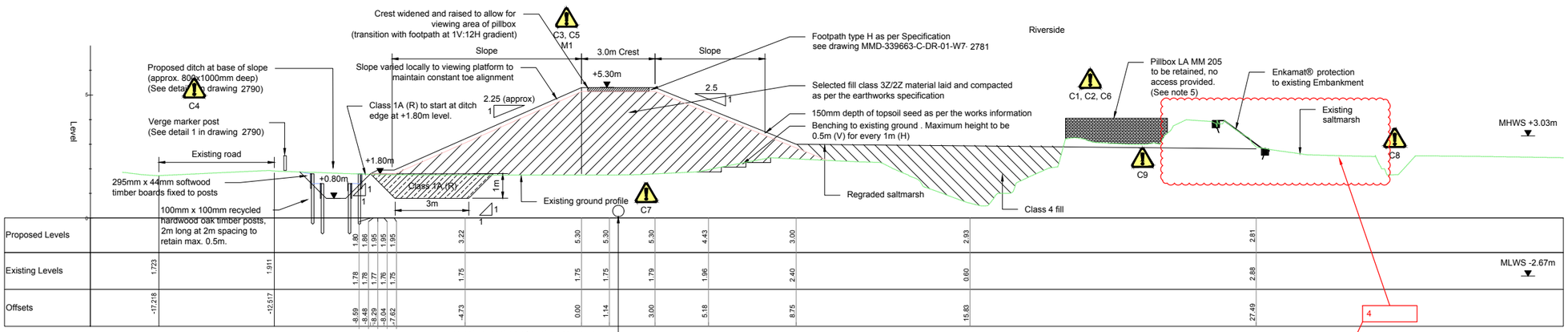


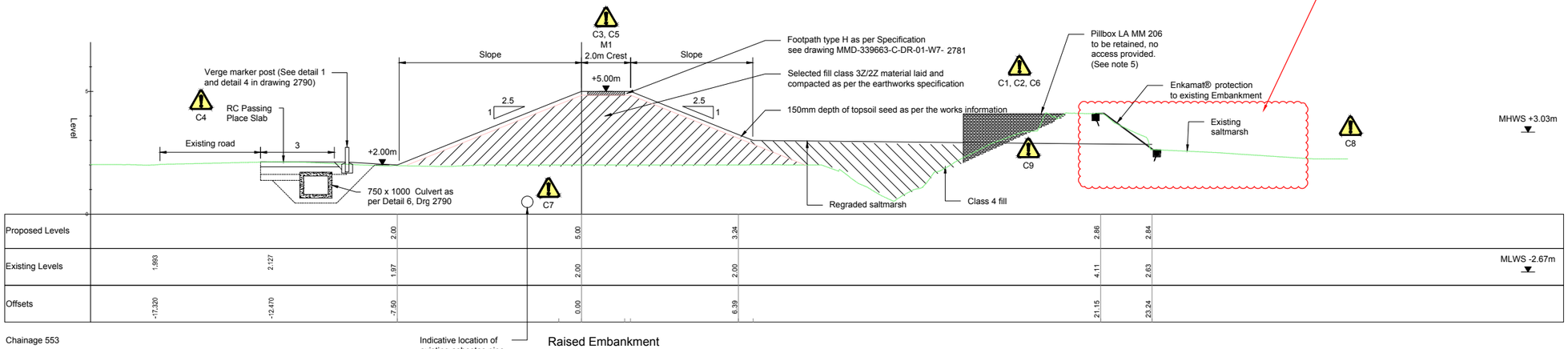
Raised Embankment

Section D — 1:100 — 2779



Raised Embankment

Section H — 1:100 — 2779



Raised Embankment

Section J — 1:100 — 2779

Safety, Health & Environmental Information

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement.

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following risks and information:

CONSTRUCTION

- C1 Potential collapse of existing embankment due to ditch excavation or presence of additional loads at the back of the embankment.
- C2 River bank prone to settlement and collapse if overloaded.
- C3 UXO - Military activity within the Shoreham area during the Second World War.
- C4 Damage to the storm water outfalls and pipes.
- C5 Risk to damage road/wall foundations.
- C6 Discovery of contaminated material.
- C7 Loss of existing embankment material leading to loss of flood protection.
- C8 Presence of asbestos water main to be made redundant.
- C9 Intertidal environment.

MAINTENANCE

- M1 Potential collapse of embankments due to excavations or presence of additional loads.

DEMOLITION

See Construction risks above

Notes

1. All dimensions are in metres unless noted otherwise.
2. All levels are in metres relative to Ordnance Datum Newlyn (OD).
3. All positions are in metres relative to National Grid.
4. Banks to be reprofiled around existing pillboxes to new saltmarsh level. Enkamat protection to be provided around pillbox banks.
5. Hold points are to be authorised for release by the GDSR only.

Construction Sequence For Typical Landscape Works

1. Remove and stockpile in-situ topsoil
2. HOLD POINT Prepare the surface for receiving fill.
3. Remove soft spots (CBR<2% and/or Cu <40kPa), proofroll and inspect foundation to ensure ground is suitable for placement of fill. Replace soft spots with class 3Z material or lightweight concrete with permeability <1*10-7m/s if under water, based on the assessment of the GDSR. Testing frequency is at the discretion of the GDSR.
4. Where soft ground extends deeper than 1m below existing ground level, contact the GDSR for further advice. Where significant areas of soft ground are present, additional hold periods may be required to ensure bearing failure does not occur.
5. Where the existing ground slopes are steeper than 1V:5H, trim sloping surface to create a benched profile with benches of no more than 0.5m in height for every 1m horizontal cut.
6. Excavate existing surface material from the toe level of the proposed ditch towards the river for a minimum distance of 6m. Replace excavated ground with Class 1A(R) material (lightweight concrete if under water) and compact in accordance with the earthworks specification.
7. Place rod and plate monitoring points as per locations in Appendix 6/12 of the Sectional Appendices 600 Series. Monitor a minimum of once daily or as directed by the GDSR.
8. Fill shall be placed in layers in accordance with Table 6/4 of the MCHW Series 600 specification. Testing of general fill is preferably at the point of deposition.
9. HOLD POINT At mid-height of the embankment, falling head permeability tests are to be completed as required by the GDSR. Should the coefficient of permeability not meet that required by the earthworks specification, remedial works on the drainage ditch may be required.
10. HOLD POINT Build to +4.0mAOD and then cease work. An approximately 2-4 week hold period is likely to be required. Send all monitoring data to DSR for analysis. Monitor locations as agreed with GDSR, minimum of twice daily for first week, then once daily until agreed with the GDSR.
11. Finish embankment with either granular material for access paths, or with topsoil depending on requirements. Finished level is to be:
    a. Overbuilt by 100mm above design level where construction is held for a period of >2 months but no additional maintenance is anticipated; OR
    b. 50mm above design level where maintenance is anticipated.The existing embankment must only be excavated following the complete construction of the new embankment in order to maintain flood defence at all times. Material excavated from the existing embankment may be used as class 4 fill.
12. The existing embankment must only be excavated following the complete construction of the new embankment in order to maintain flood defence at all times. Material excavated from the existing embankment may be used as class 4 fill.
13. At culverted sections 1A backfill at rear toe of embankment to be omitted. Type 1A to commence ad midpoint of headwall of culverted section.
14. Vehicle passing spaces to be provided using airport permitted development rights

Key to symbols

- Proposed Embankment / Finished ground level
- Existing Ground
- Ditch
- Class 3Z / 2Z clay fill
- Class 4 fill
- Class 1A (R) fill
- 5 — Reference numbers are linked to SATW change Tracking Document

Reference drawings

IMSO000648-MMC-01-W7-DR-C-2778 - Reach Overview
IMSO000648-MMC-01-W7-DR-C-2779 - General Arrangement
IMSO000648-MMC-01-W7-DR-C-2781- Sections and Details - Sheet 2
IMSO000648-MMC-01-W7-DR-C-2790 - Sections and Details - Sheet 7

1:100 0 5m 10m

Rev	Date	Drawn	Description	Ch'k'd	App'd
P01	30.04.18	LB	For Planning Approval	NJC	PJP

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Client: Environment Agency

Title: Shoreham Adur Tidal Walls
Reach W7 - Shoreham Airport

Sections - Sheet 1

Designed	R G Kennett	RGK	Eng check	C Arnold	CA
Drawn	L Brookman	LB	Coordination	N J Clarke	NJC
Dwg check	P M Starnes	PMS	Approved	P J Phipps	PJP

Scale at A1	Status	Rev	Security
1:100	A5	P01	STD

Drawing Number: IMSO000648-MMC-01-W7-DR-C-2780

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