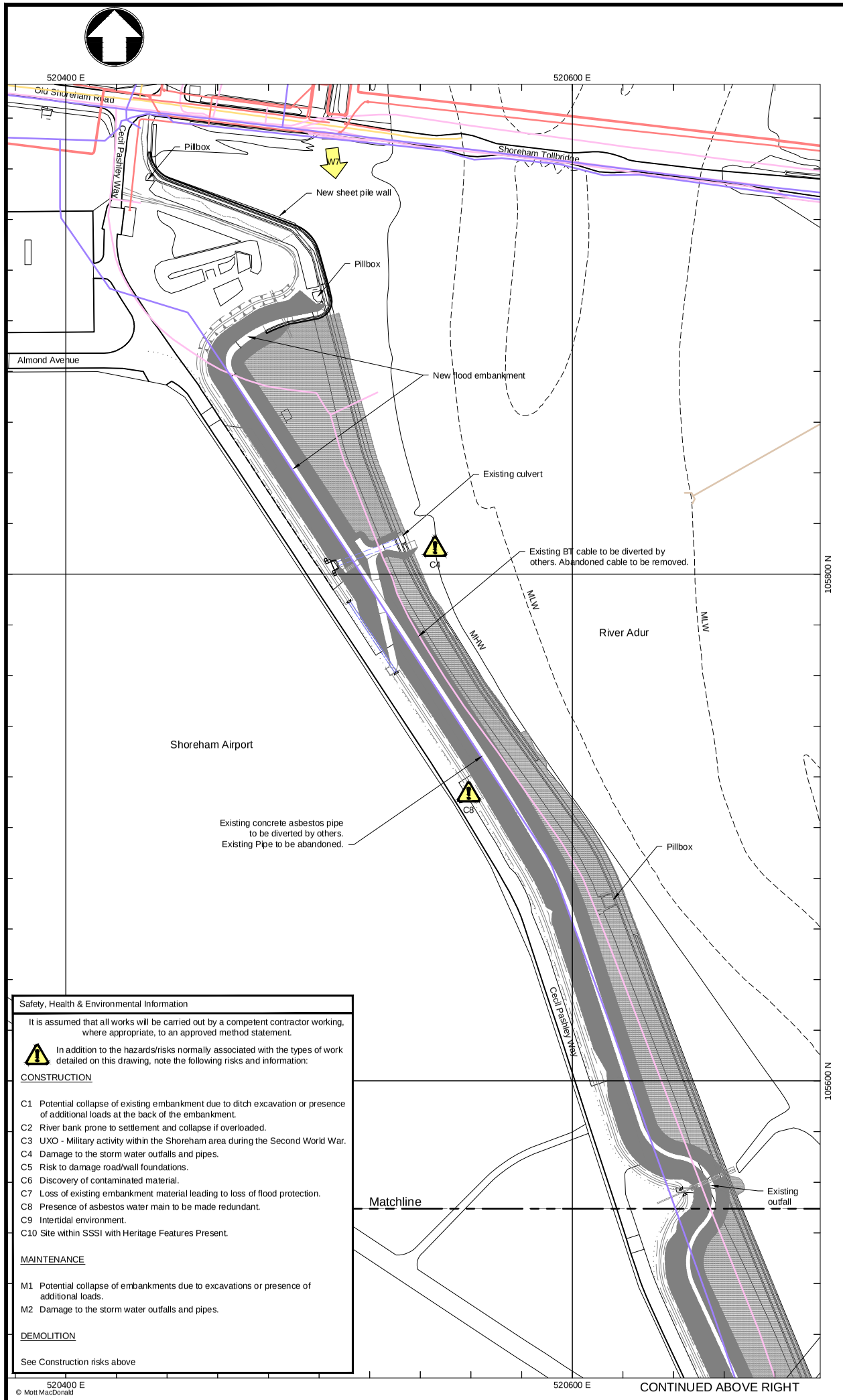
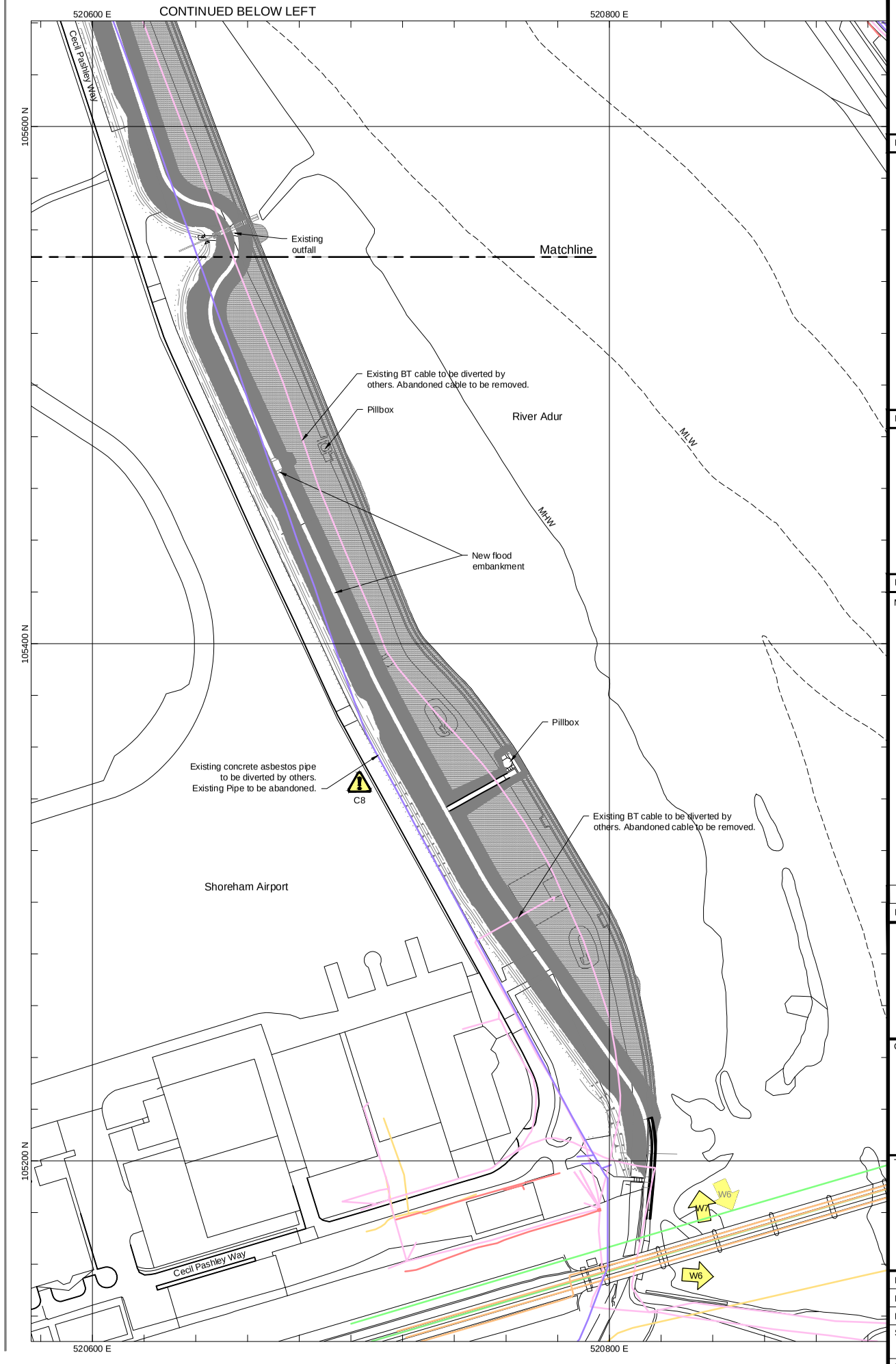
C. Planning Permission Drawings (AWDM/1614/15)





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.
- C10 Site within SSSI with Heritage Features Present.

MAINTENANCE

- M1 Potential collapse of embankments due to excavations or presence of additional loads.
- M2 Damage to the storm water outfalls and pipes.

DEMOLITION

See Construction risks above

Notes

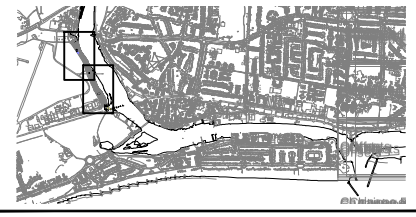
1. All dimensions are in metres unless noted otherwise.
2. All levels are in metres relative to Ordnance Datum Newlyn (OD).
3. All positions are in metres relative to National Grid.
4. The service information within this drawing has been provided by a third party. Mott MacDonald Limited takes no responsibility for the accuracy of this information. The Contractor is to satisfy themselves on the location, type, depth and accuracy of this information and arrange the necessary diversions to construct the flood structures.
5. Contractor to arrange temporary diversion of all utilities along flood embankment with providers: Water, BT.

Key to symbols

- British Telecommunications
- ESP Utilities Group
- GTC [includes Envoy]
- Instalcom Ltd
- Network Rail
- Southern Gas Networks (Scotia)
- Southern Water - Sewer
- Southern Water - Water
- SSE
- SSE - Gas
- Highways Agency Area 4
- UK Power Networks
- Vodafone Limited

MHW Mean high water
MLW Mean low water
W7 Reach extent

Key plan



Reference drawings

MMD-339663-C-DR-01-W7-2731 - General Arrangement

1:1000 0 50m 100m

Rev	Date	Drawn	Description	Ch'k'd	App'd
P02	06.10.15	IAS	For Planning Approval / Tender	NJC	PJP

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Client

Environment Agency

Title

Shoreham Adur Tidal Walls
Reach W7 : Shoreham Airport

Map of Existing Services

Designed	R G Kennett	RGK	Eng check	F Loy	FL
Drawn	I A Sussex	IAS	Coordination	N J Clarke	NJC
Dwg check	P M Starnes	PMS	Approved	P J Phipps	PJP

Scale at A1	Status	Rev	Security
1:1000	D2	P02	STD

Drawing Number
MMD-339663-C-DR-01-W7-2713

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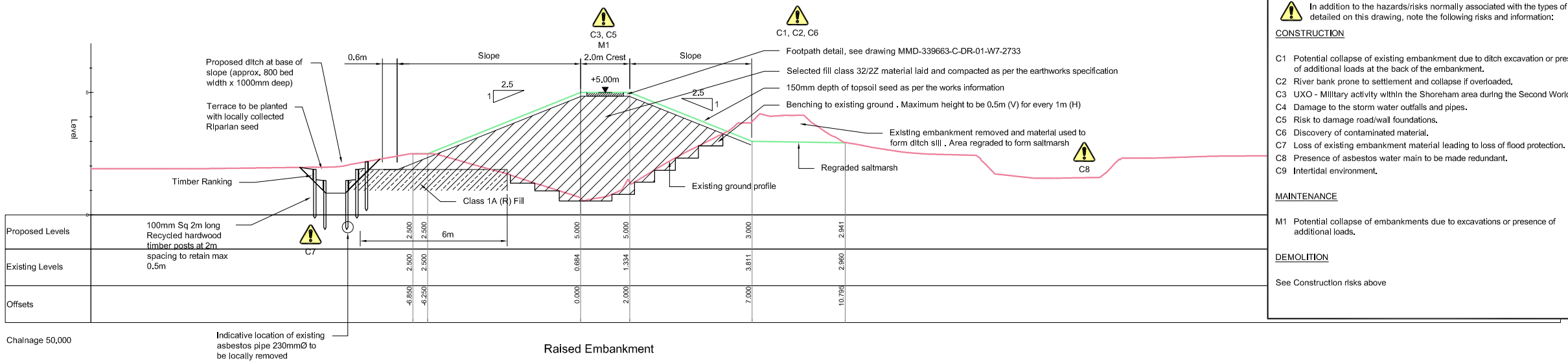
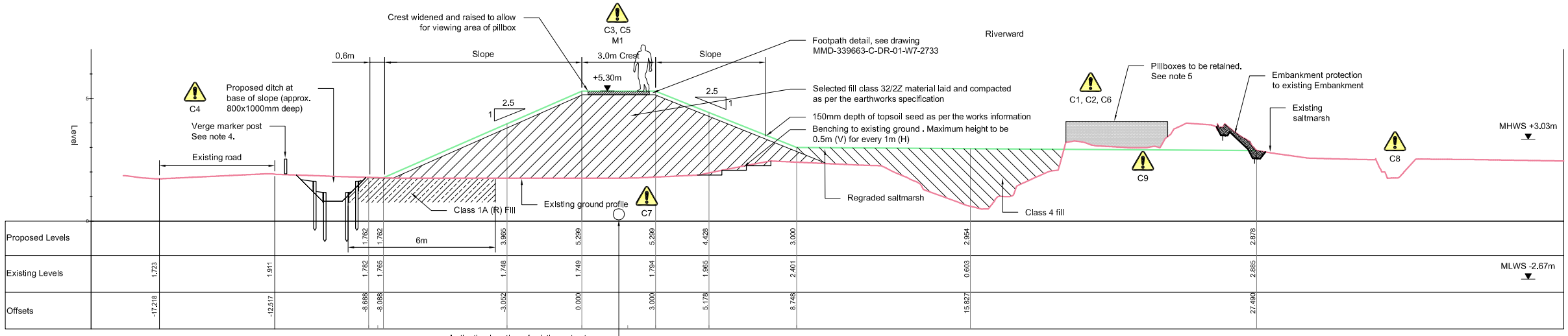


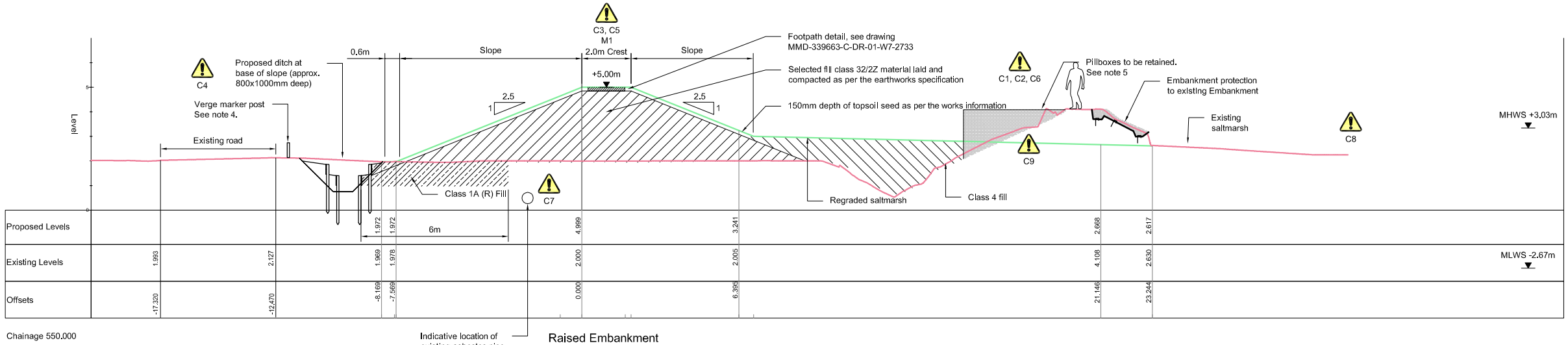
Raised Embankment

Section 1:100 — D — 2731



Raised Embankment

Section 1:100 — H — 2731



Raised Embankment

Section 1:100 — J — 2731

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. Marker posts to be 600mm high timber posts with amber reflectors at 2m centres along entire verge.
5. Banks to be reprofiled around existing pillboxes to new saltmarsh level. Enkamat protection to be provided around pillbox banks.

Construction Sequence For Typical Landscape Works

1. Remove and stockpile in-situ topsoil
2. HOLD POINT Prepare the surface for receiving fill. Remove soft spots and proofroll and inspect foundation to ensure ground is suitable for placement of fill. Testing frequency is at the discretion of the GDSR. Replace with class 2Z material (lightweight concrete if under water). Where soft ground extends deeper than 1m below existing ground level, contact the geotechnical design site representative (GDSR) for further advice. Where existing surface sloping >1V:5H brim sloping surface to create a benched profile with benches no more than 0.5m in height every 1m horizontal cut.
3. Excavate existing surface material from the toe level of the proposed drain 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. Place rod and plate monitoring points as per locations in Appendix 6/12 of Series 600 in works information.
4. 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.
5. HOLD POINT At mid-height of the embankment a falling head permeability test is required. Should the required coefficient of permeability not meet that required by the earthworks specification, remedial works on the drainage ditch may be required.
6. HOLD POINT Build to +4.0mAOD and then cease work. An approximately 2-4 week hold period is likely to be required. Monitor locations as agreed with GDSR. Send all monitoring data to DSR for analysis.
7. Finish embankment with granular material for access paths. 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.
8. 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.

Key to symbols

- Proposed Embankment / Finished ground level
- Existing Ground
- Ditch
- Class 32 / 2Z clay fill
- Class 4 fill
- Class 1A (R) fill

Reference drawings

MMD-339663-C-DR-01-W7-2730 - Reach Overview
MMD-339663-C-DR-01-W7-2731 - General Arrangement
MMD-339663-C-DR-01-W7-2733 - Sections and Details - Sheet 2

1:100 0 5m 10m

Rev	Date	Drawn	Description	Ch'k'd	App'd
P5	16.10.15	DR	For Planning Approval / Tender	NJC	PJP
P4	06.10.15	DR	For Planning Approval / Tender	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	D Reid	DR	Coordination	N J Clarke	NJC
Dwg check	P M Starnes	PMS	Approved	P J Phipps	PJP

Scale at A1	Status	Rev	Security
1:100	D2	P05	STD

Drawing Number: MMD-339663-C-DR-01-W7-2732

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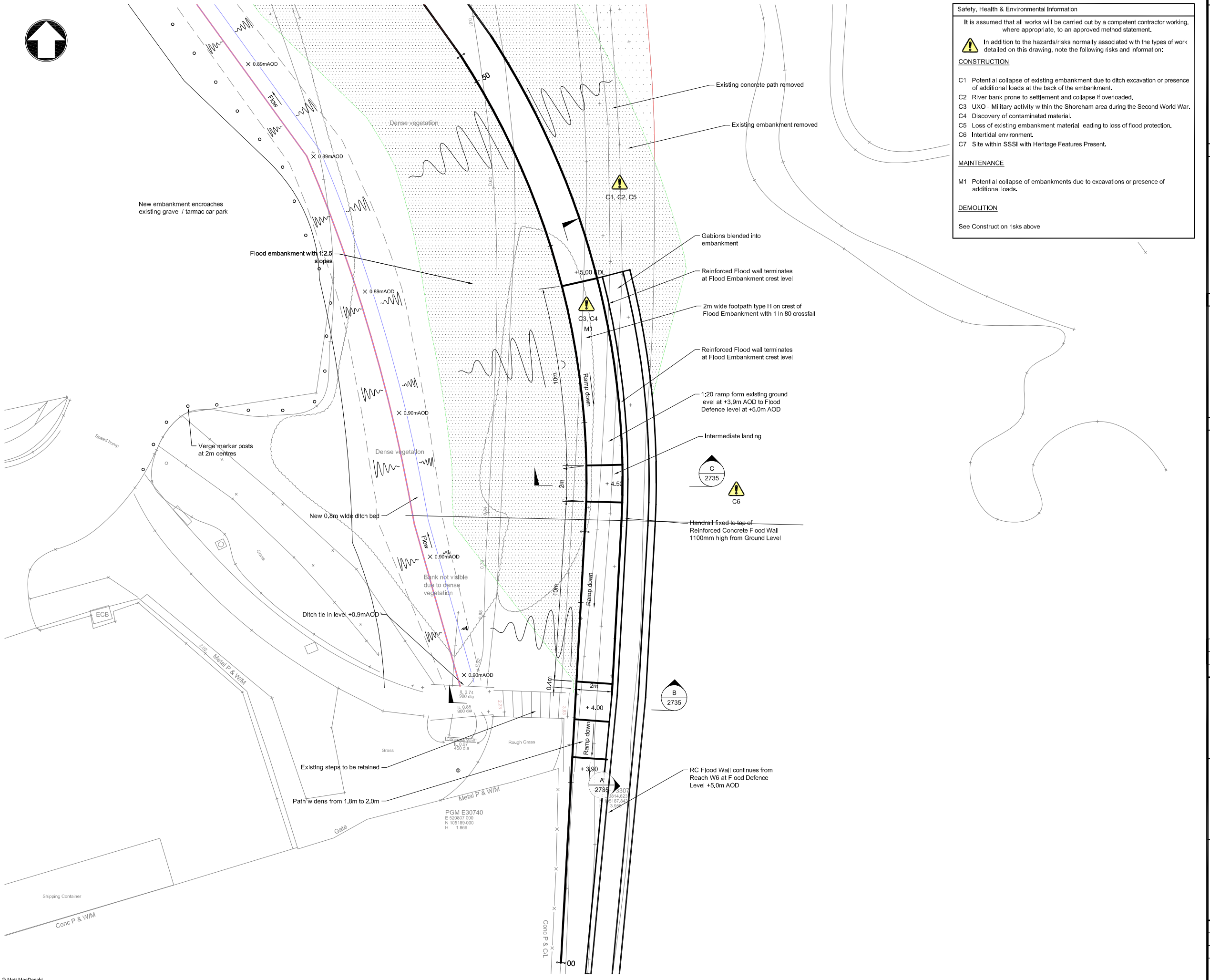

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Safety, Health & Environmental Information

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 Discovery of contaminated material.
C5 Loss of existing embankment material leading to loss of flood protection.
C6 Intertidal environment.
C7 Site within SSSI with Heritage Features Present.

MAINTENANCE

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

DEMOLITION

See Construction risks above

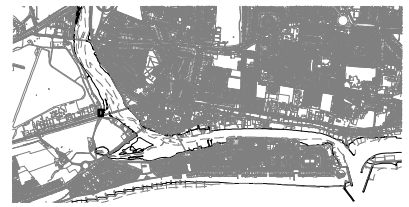
Notes

1. All dimensions are in millimetres 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. Embankment earthworks to be constructed as per specification and drawing MMD-339663-C-DR-01-W7-2732. Flood Defence Level (F.D.L) +5.0mAOD. Embankments constructed above this level to allow for settlement as per drawing MMD-339663-C-DR-01-W7-2732.

Key to symbols

- Top of Embankment
- Bottom of Embankment
- Ditch - top of bank
- Ditch - base
- Approximate tie-in to salt marsh
- New flood embankment
- Regraded Saltmarsh

Key plan



Reference drawings

MMD-339663-C-DR-01-W7-2730	-	Reach Overview
MMD-339663-C-DR-01-W7-2731	-	General Arrangement
MMD-339663-C-DR-01-W7-2732	-	Sections - Sheet 1
MMD-339663-C-DR-01-W7-2733	-	Sections and Details - Sheet 2
MMD-339663-C-DR-01-W7-2735	-	Sections - Sheet 3

1:100 0 5m 10m

Rev	Date	Drawn	Description	Ch'k'd	App'd
P5	16.10.15	DR	For Planning Approval / Tender	NJC	PJP
P4	06.10.15	DR	For Planning Approval / Tender	NJC	PJP

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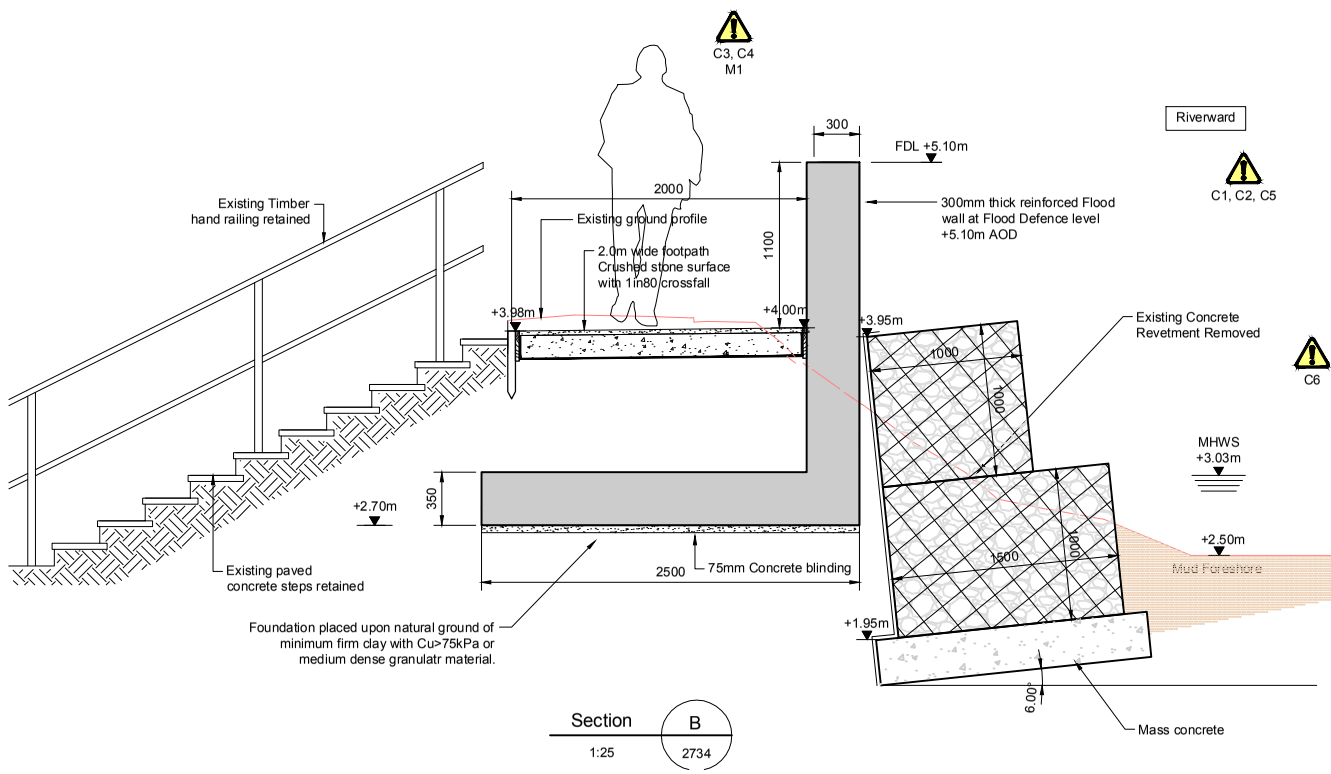
Client: Environment Agency

Title
Shoreham Adur Tidal Walls
Reach W7: Shoreham Airport
Detail W7 - 1

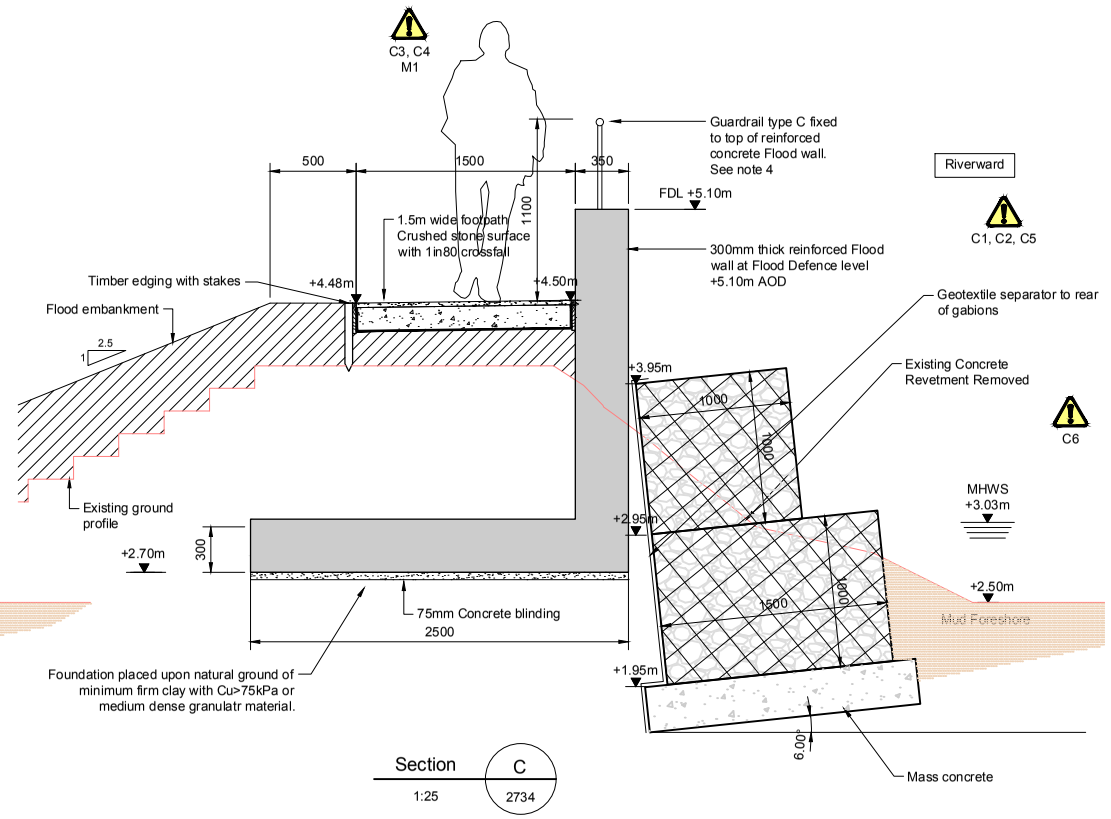
Designed	R G Kennett	RGK	Eng check	D Collery	DC
Drawn	D Reid	DR	Coordination	N J Clarke	NJC
Dwg check	P M Starnes	PMS	Approved	P J Phipps	PJP

Scale at A1	Status	Rev	Security
1:100	D2	P05	STD

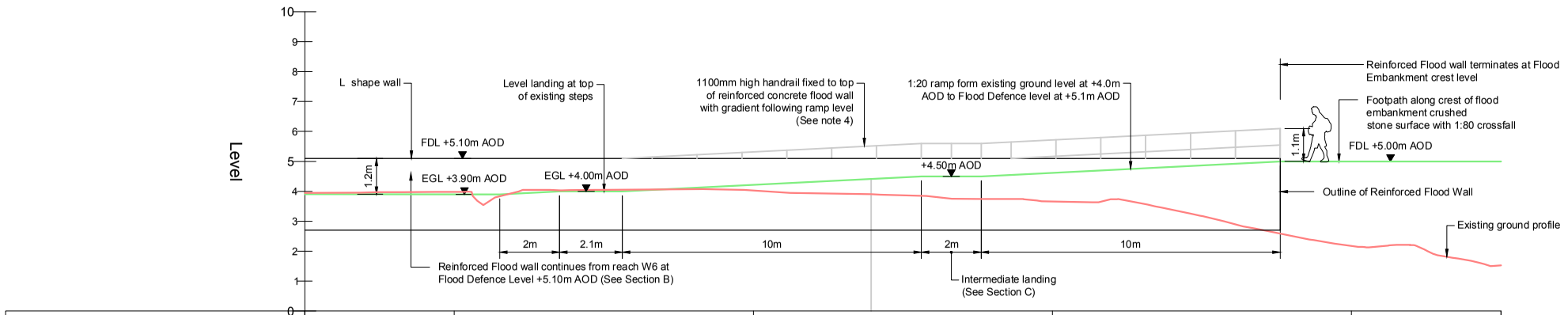
Drawing Number
MMD-339663-C-DR-01-W7-2734



Section B
1:25
2734



Section C
1:25
2734



Chainage	05.000	10.000	20.000	30.000	40.000	45.000
Existing Levels	3.945	3.976	4.030	3.661	2.174	1.521
Proposed Levels	3.900	3.899	4.218	4.618	5.000	5.000

Section A
1:100
2734

Notes

1. All dimensions are in millimetres 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. Handrail to be Bridgewater Iron 2 Rail 8 x1572 Broxap or similar approved. Posts to be painted grey and rails to be 1.4436 to BS EN 10088-1 stainless steel.
5. Gabion wall to be founded on 300mm minimum of compacted well graded granular fill or mass concrete. Foundation to extend 50mm minimum either side of basket. Foundation placed upon natural ground of minimum firm clay with Cu>75kPa or medium dense granular material.

Key to symbols

- Proposed Embankment / Finished ground level
- Existing Ground
- Ditch
- Class 3Z / 2Z clay fill
- Class 4 fill
- Class 1A (R) fill

Reference drawings

MMD-339663-C-DR-01-W7-2730 - Reach Overview
MMD-339663-C-DR-01-W7-2731 - General Arrangement
MMD-339663-C-DR-01-W7-2732 - Sections - Sheet 1
MMD-339663-C-DR-01-W7-2733 - Sections and Details - Sheet 2
MMD-339663-C-DR-01-W7-2734 - Detail W7-1

1:100 0 5m 10m

1:25 0 1.250m 2.5m

Rev	Date	Drawn	Description	Ch'k'd	App'd
P06	22.10.15	DR	For Planning Approval / Tender	NJC	PJP
P05	20.10.15	DR	For Planning Approval / Tender	NJC	PJP
P04	16.10.15	DR	For Planning Approval / Tender	NJC	PJP
P03	16.09.15	DR	For Planning Approval / Tender	NJC	PJP

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.

MAINTENANCE

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

DEMOLITION

See Construction risks above

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Client

Environment Agency

Title

Shoreham Adur Tidal Walls
Reach W7 - Shoreham Airport

Sections - Sheet 3

Designed	R G Kennett	RGK	Eng check	D Collery	DC
Drawn	D Reid	DR	Coordination	N J Clarke	NJC
Dwg check	P M Starnes	PMS	Approved	P J Phipps	PJP

Scale at A1	Status	Rev	Security
1:100	D2	P06	STD

Drawing Number
MMD-339663-C-DR-01-W7-2735

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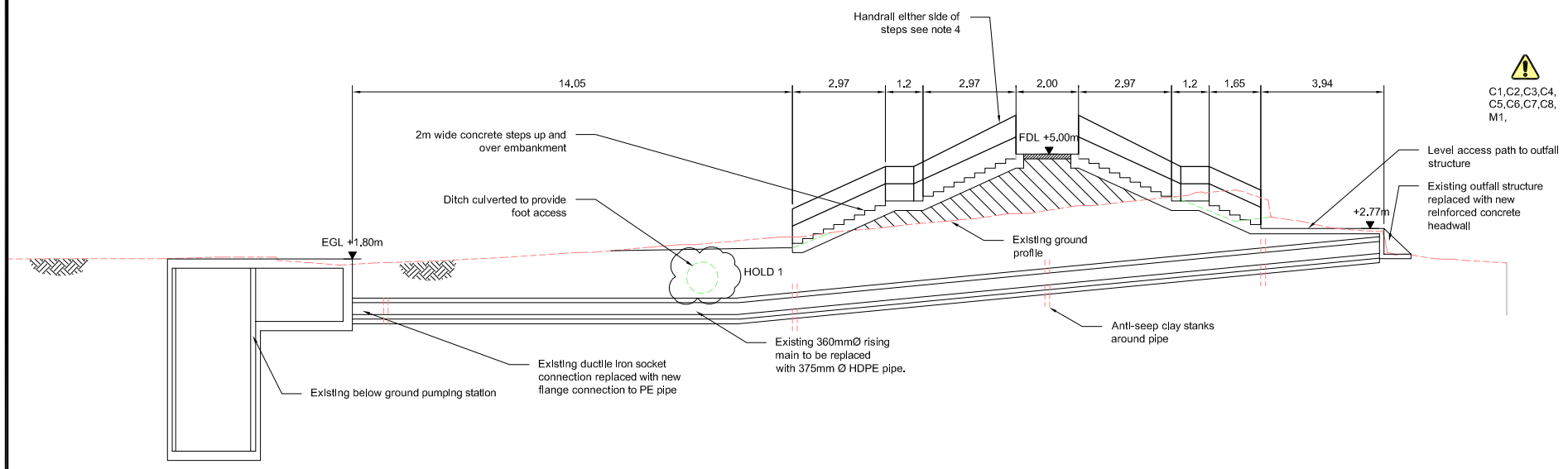
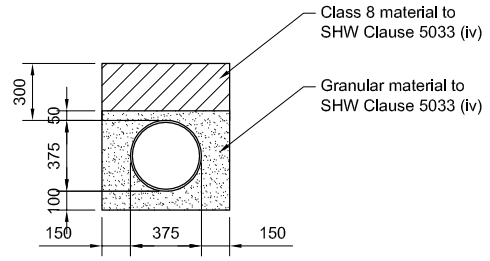
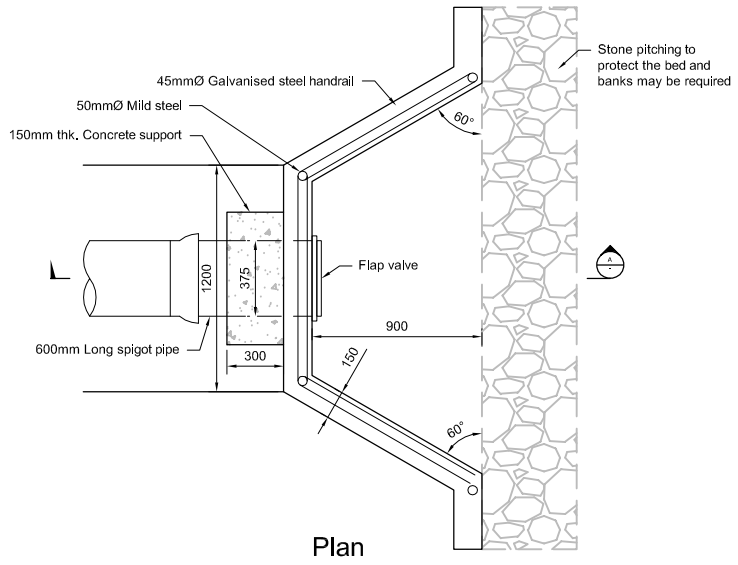


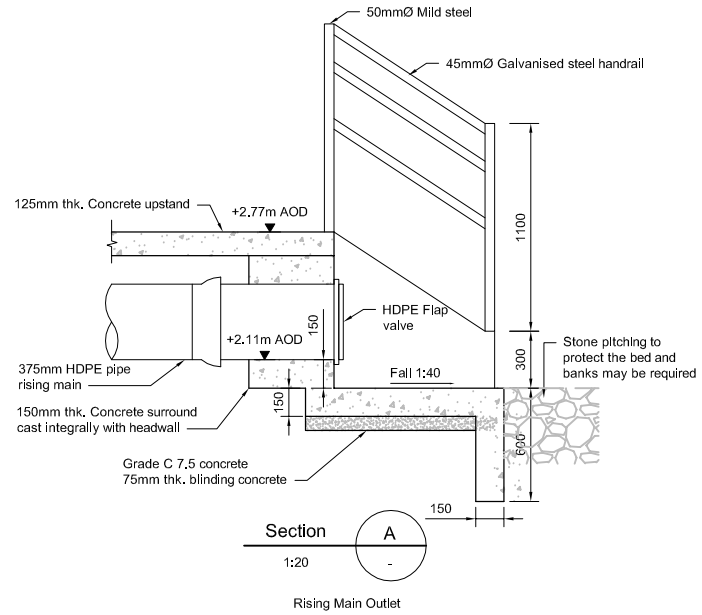
Section L
1:100 2738



Pipe Bedding Detail



Plan
Scale 1:20



Section A
1:20 -

Rising Main Outlet

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 Open excavations
C8 Loss of existing embankment material causing failure of river bank
C9 Contact with Buried Services
C10 Interaction of the Contractors equipment with the public
C11 Intertidal environment
C16 Site within SSSI with Heritage Features Present

MAINTENANCE

M12 Potential collapse of embankments due to excavations or presence of additional loads.
M13 River bank prone to settlement and collapse if overloaded
M14 Damage to the storm water outfalls and pipes

OPERATION

O15 Slips, trips and falls during operation of new penstocks

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. Handrailing to be tubular steelwork hotdipped galvanised to BS EN ISO 1961 Handrailing to be two rail type with barrier height as defined in BS6180 shall be 1100mm.

Key to symbols

- Top of Embankment
- Bottom of Embankment
- Ditch - top of bank
- Ditch - base
- Approximate tie-in to salt marsh
- Imported / Reused clay fill

HOLD 1 Culvert design on hold. To be confirmed

Reference drawings

MMD-339663-C-DR-01-W7-2730 - Reach Overview
MMD-339663-C-DR-01-W7-2731 - General Arrangement Plan
MMD-339663-C-DR-01-W7-2732 - Sections Sheet 1
MMD-339663-C-DR-01-W7-2733 - Sections Sheet 2
MMD-339663-C-DR-01-W7-2738 - Area of Interest 3

1:100 0 5m 10m

Rev	Date	Drawn	Description	Ch'k'd	App'd
P2	16.09.15	DR	For Planning Approval / Tender	DC	NJC

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Client: Environment Agency

Title: Shoreham Adur Tidal Walls
Reach W7 - Shoreham Airport

Sections - Sheet 5

Designed	R G Kennett	RGK	Eng check	D Collery	DC
Drawn	D Reid	DR	Coordination	N J Clarke	NJC
Dwg check	P M Starnes	PMS	Approved	P J Phipps	PJP

Scale at A1	Status	Rev	Security
1:100	D2	P02	STD

Drawing Number: MMD-339663-C-DR-01-W7-2739

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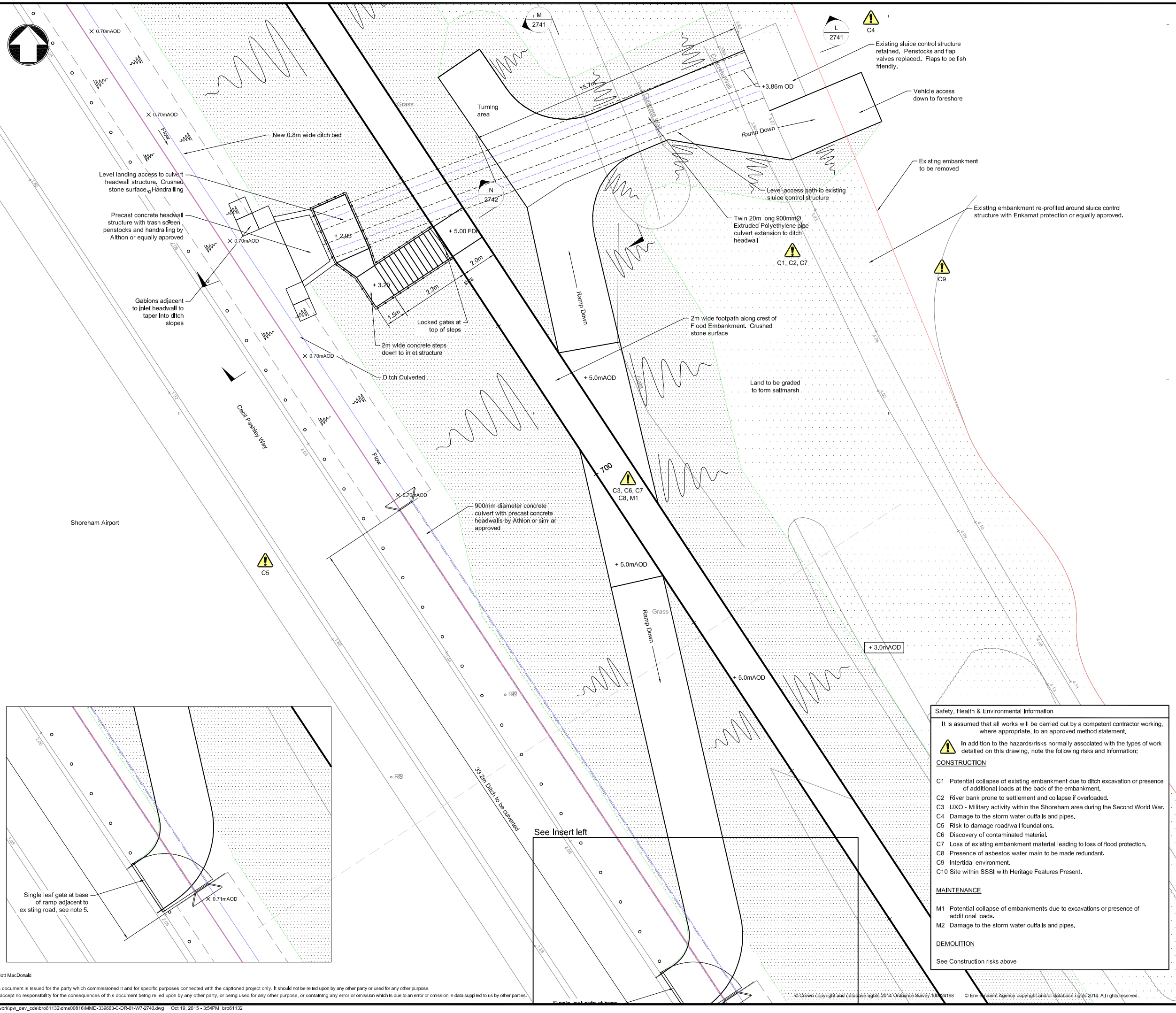


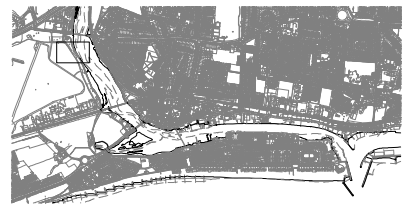
Notes

1. All dimensions are in millimetres 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. Embankment earthworks to be constructed as per specification and drawing MMD-339663-C-DR-01-W7-2732. Flood Defence Level (F.D.L) +5.0mAOD. Embankments constructed above this level to allow for settlement as per drawing MMD-339663-C-DR-01-W7-2732.
5. Vehicle access gate to be 3m wide single leaf manual swing barrier, hot dipped galvanised to BE EN ISO 1461 (1999) with padlock by ASF Engineering or similar approved.

Key to symbols

- Top of Embankment
- Bottom of Embankment
- Ditch - top of bank
- Ditch - base
- Approximate tie-in to salt marsh
- New flood embankment
- Regraded Saltmarsh

Key plan



Reference drawings

MMD-339663-C-DR-01-W7-2730	-	Reach Overview
MMD-339663-C-DR-01-W7-2731	-	General Arrangement
MMD-339663-C-DR-01-W7-2732	-	Sections - Sheet 1
MMD-339663-C-DR-01-W7-2733	-	Sections and Details - Sheet 2
MMD-339663-C-DR-01-W7-2741	-	Sections - Sheet 6
MMD-339663-C-DR-01-W7-2742	-	Sections - Sheet 7

1:100 0 5m 10m

Rev	Date	Drawn	Description	Ch'k'd	App'd
P4	06.10.15	DR	For Planning Approval / Tender	NJC	PJP

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.
C10 Site within SSSI with Heritage Features Present.

MAINTENANCE

M1 Potential collapse of embankments due to excavations or presence of additional loads.
M2 Damage to the storm water outfalls and pipes.

DEMOLITION

See Construction risks above

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Client

Environment Agency

Title

Shoreham Adur Tidal Walls
Reach W7 - Shoreham Airport

Detail W7 - 4

Designed	R G Kennett	RGK	Eng check	D Collery	DC
Drawn	D Reid	DR	Coordination	N J Clarke	NJC
Dwg check	P M Starnes	PMS	Approved	P J Phipps	PJP

Scale at A1	Status	Rev	Security
1:100	D2	P04	STD

Drawing Number

MMD-339663-C-DR-01-W7-2740

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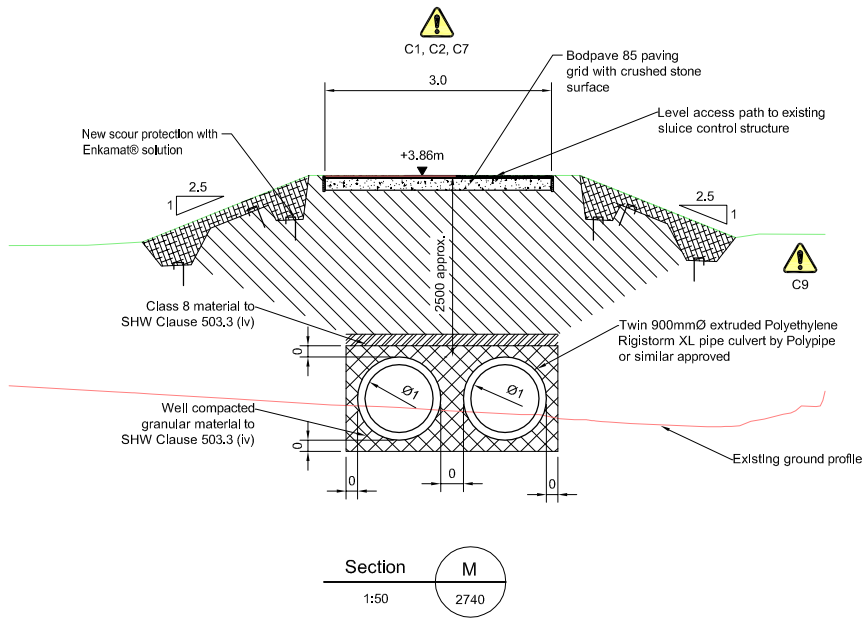
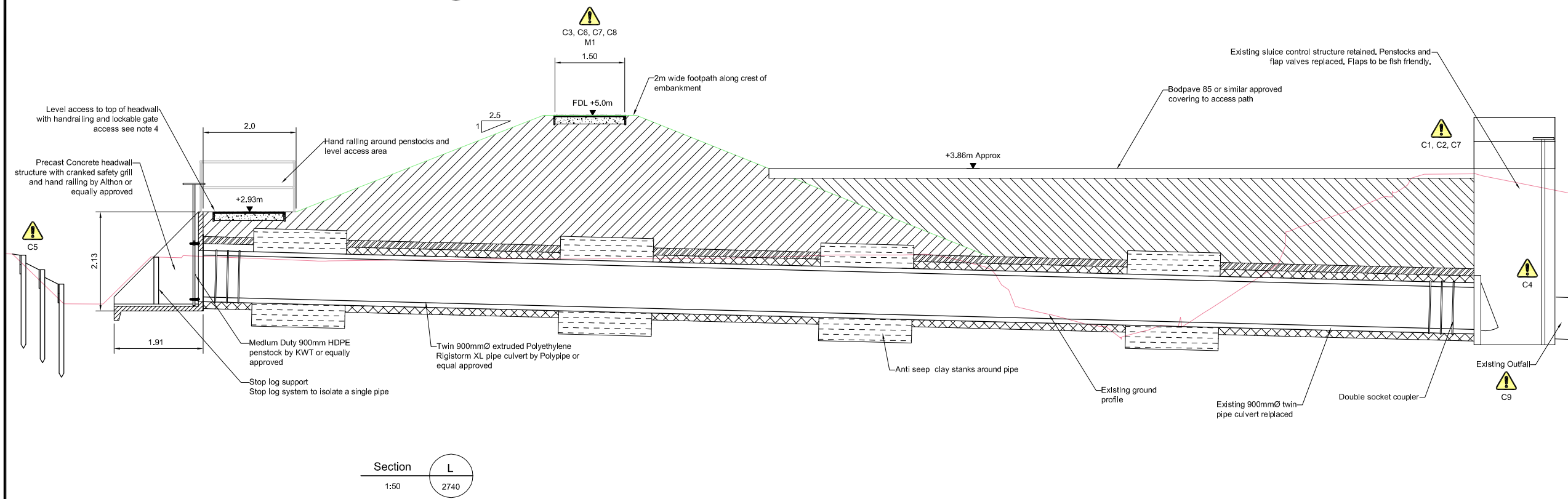


Section M
1:50 2740



Section L
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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.
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C9 Intertidal environment.
C10 Site within SSSI with Heritage Features Present.

MAINTENANCE

M1 Potential collapse of embankments due to excavations or presence of additional loads.
M2 Damage to the storm water outfalls and pipes.

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. Handrailing to be tubular steelwork hotdipped galvanised to BS EN ISO 1961 Handrailing to be two rail type with barrier height as defined in BS6180 shall be 1100mm.
5. Embankment earthworks to be constructed as per specification and drawing MMD-339663-C-DR-01-W7-2732. Flood Defence Level (F.D.L) +5.0mAOD. Embankments constructed above this level to allow for settlement as per drawing MMD-339663-C-DR-01-W7-2732.

Key to symbols

- Proposed Embankment / Finished ground level
- Existing Ground
- Ditch
- Class 32 / 2Z clay fill
- Class 4 fill
- Class 1A (R) fill

Reference drawings

MMD-339663-C-DR-01-W7-2730 - Reach Overview
MMD-339663-C-DR-01-W7-2731 - General Arrangement
MMD-339663-C-DR-01-W7-2732 - Sections - Sheet 1
MMD-339663-C-DR-01-W7-2733 - Sections and Details - Sheet 2
MMD-339663-C-DR-01-W7-2740 - Detail W7-4

1:50 0 2.5m 5m

Rev	Date	Drawn	Description	Ch'k'd	App'd
P4	06.10.15	DR	For Planning Approval / Tender	NJC	PJP

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Client
Environment Agency

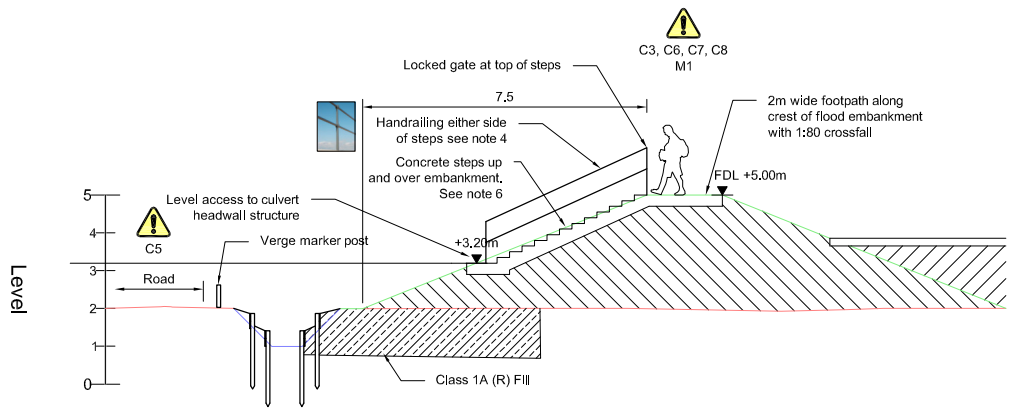
Title
Shoreham Adur Tidal Walls
Reach W7 - Shoreham Airport

Sections - Sheet 6

Designed	R G Kennett	RGK	Eng check	D Collery	DC
Drawn	D Reid	DR	Coordination	N J Clarke	NJC
Dwg check	P M Starnes	PMS	Approved	P J Phipps	PJP

Scale at A1	Status	Rev	Security
1:100	D2	P04	STD

Drawing Number
MMD-339663-C-DR-01-W7-2741



Section N
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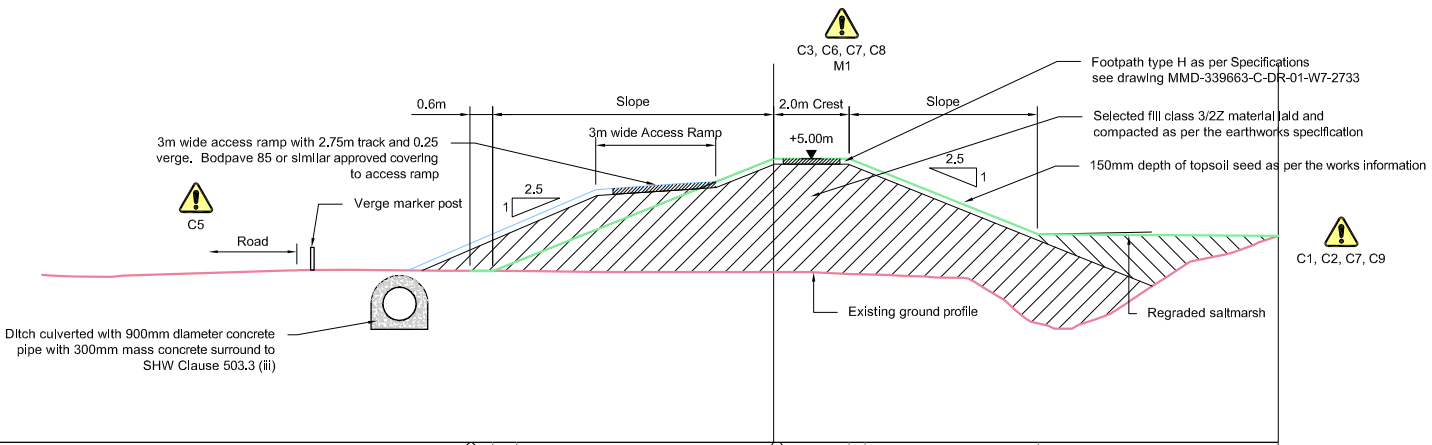

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