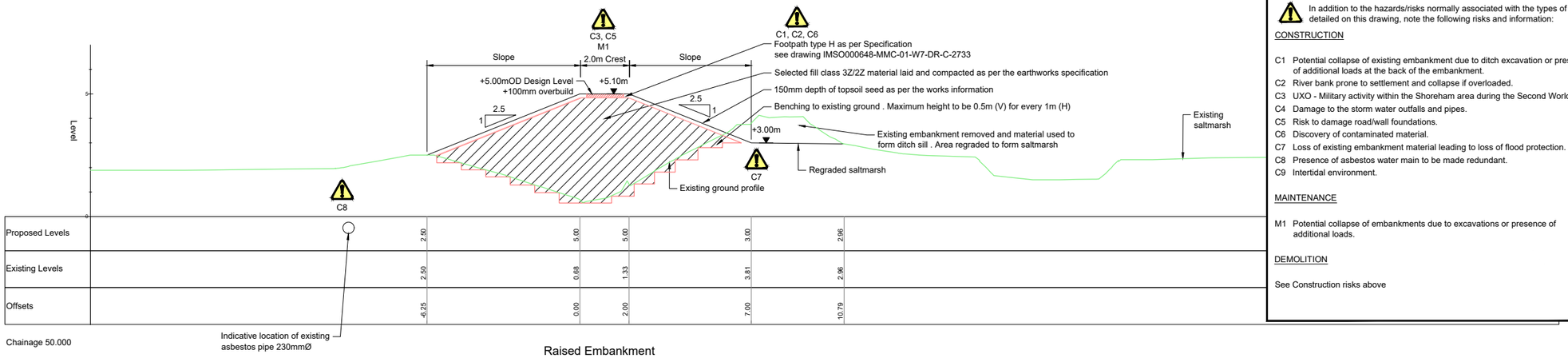
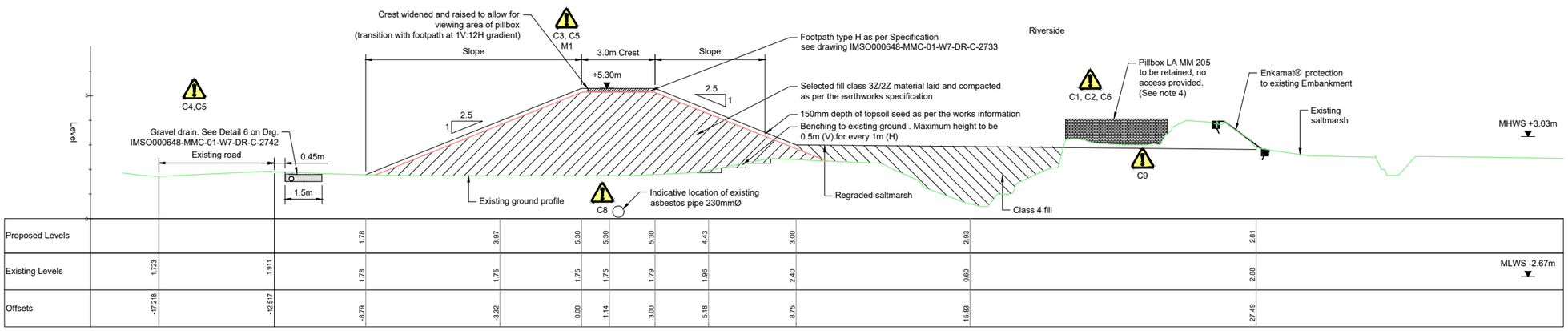


Raised Embankment

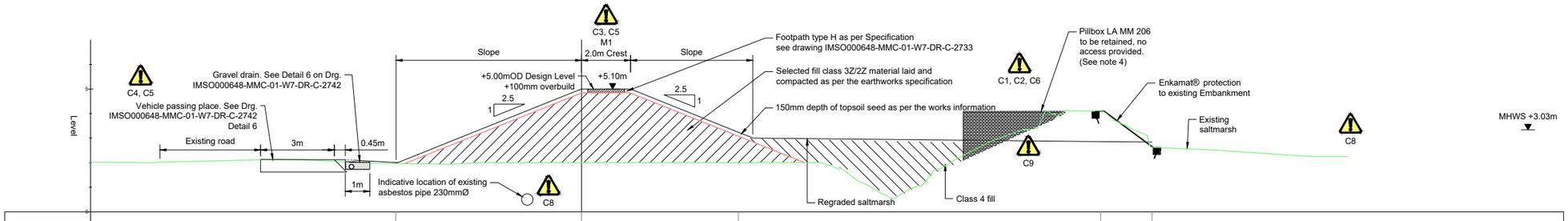
Section D 2731 — 1:100



Chainage 328

Raised Embankment

Section H 2731 — 1:100



Chainage 553

Raised Embankment

Section J 2731 — 1:100

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.
6. Class 4 Material for Saltmarsh Grading shall include
   - Construction & Demolition Material
   - Gravel content greater than 20%

   With the exception of material won from the existing embankment which should be preferentially placed at lower levels where applicable.

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 2Z/3Z material or lightweight concrete with permeability <1*10-7m/s if under water, based on the assessment of the GDSR. Testing frequency every 50m & additional tests 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. 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.
7. 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.
8. At top layer 3, complete soakaway permeability tests. Soakaway tests (SATs) are required every 50m along the embankment at the top of layer 3.
   Additional SATs may be required by the GSDR on inspection of placed material at any level.
   Size of pits & requirements for the test as per PMI 462.
   Should the coefficient of permeability not meet that required by the Specification, remedial works may be required.
9. 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 GDSR for analysis. Monitor locations as agreed with GDSR, minimum of twice daily for first week, then once daily until agreed with the GDSR.
10. 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.
11. 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
- Gravel Drain
- Class 3Z / 2Z clay fill
- Class 4 fill
- Class 1A (R) fill

As Built

Reference drawings

IMSO000648-MMC-01-W7-DR-C-2730 - Reach Overview
IMSO000648-MMC-01-W7-DR-C-2731 - General Arrangement
IMSO000648-MMC-01-W7-DR-C-2733 - Sections and Details - Sheet 2
IMSO000648-MMC-01-W7-DR-C-2742 - Sections and Details - Sheet 7

1:100 — 0 — 5m — 10m

Rev	Date	Drawn	Description	Ch'k'd	App'd
C09	11.03.19	IAS	As Built	GRW	NJC
P07	26.06.18	IAS	Planning Revision	NJC	PJP
C08	04.05.18	IAS	Construction Revision	NJC	PJP
C07	04.04.18	IAS	Construction Revision	NJC	PJP
C06	21.02.18	PMS	Construction Revision	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	A6	C09	STD

Drawing Number
IMSO000648-MMC-01-W7-DR-C-2732

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