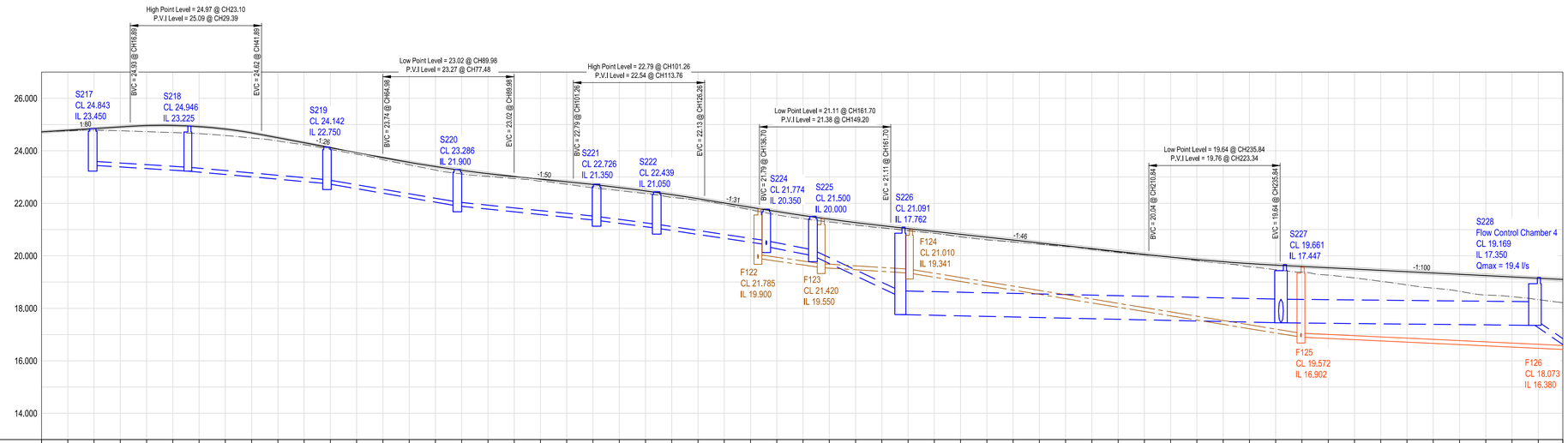


Chainage (m)	Existing Ground Levels (m)	Proposed Road ℄ Level (m)	Left Channel Level (m)	Right Channel Level (m)
0.000	24.720	24.782	24.829	24.874
5.000	24.766	24.845	24.891	24.799
10.000	24.784	24.907	24.954	24.861
15.000	24.764	24.980	25.005	24.914
20.000	24.730	24.966	25.012	24.920
25.000	24.693	24.922	24.968	24.875
30.000	24.652	24.828	24.873	24.782
35.000	24.581	24.683	24.729	24.637
40.000	24.490	24.498	24.544	24.451
45.000	24.375	24.309	24.354	24.262
50.000	24.227	24.120	24.146	24.094
55.000	24.057	23.931	23.931	23.931
60.000	23.870	23.742	23.716	23.788
65.000	23.665	23.562	23.599	23.614
70.000	23.453	23.450	23.347	23.452
75.000	23.267	23.255	23.192	23.314
80.000	23.116	23.129	23.069	23.189
85.000	23.024	23.020	23.000	23.040
90.000	22.945	22.920	22.940	22.900
95.000	22.842	22.820	22.880	22.780
100.000	22.724	22.620	22.776	22.656
105.000	22.559	22.516	22.660	22.540
110.000	22.484	22.409	22.532	22.412
115.000	22.371	22.330	22.390	22.270
120.000	22.223	22.176	22.236	22.116
125.000	22.112	22.013	22.073	21.953
130.000	21.951	21.849	21.909	21.789
135.000	21.752	21.687	21.747	21.627
140.000	21.581	21.536	21.596	21.476
145.000	21.412	21.386	21.456	21.336
150.000	21.288	21.266	21.326	21.206
155.000	21.189	21.148	21.208	21.088
160.000	21.060	21.038	21.098	20.978
165.000	20.957	20.929	20.989	20.869
170.000	20.857	20.820	20.880	20.760
175.000	20.718	20.710	20.770	20.650
180.000	20.607	20.601	20.661	20.541
185.000	20.523	20.492	20.552	20.432
190.000	20.443	20.383	20.443	20.323
195.000	20.363	20.273	20.333	20.213
200.000	20.251	20.164	20.224	20.104
205.000	20.133	20.055	20.115	19.995
210.000	20.040	19.950	20.010	19.890
215.000	19.950	19.856	19.916	19.796
220.000	19.820	19.775	19.835	19.715
225.000	19.706	19.705	19.765	19.645
230.000	19.593	19.647	19.707	19.587
235.000	19.471	19.597	19.657	19.537
240.000	19.382	19.547	19.607	19.467
245.000	19.264	19.497	19.557	19.437
250.000	19.157	19.447	19.507	19.387
255.000	19.029	19.397	19.457	19.337
260.000	18.891	19.347	19.407	19.287
265.000	18.767	19.297	19.357	19.237
270.000	18.646	19.247	19.307	19.187
275.000	18.507	19.197	19.257	19.137
280.000	18.442	19.147	19.207	19.087
285.000	18.339	19.100	19.160	19.040
289.668	18.214			

Horizontal Alignment

Straight L=3.405m | Curve L=36.184m R=54.450m | Straight L=10.617m | Curve L=5.357m R=25.000m | Straight L=5.173m | Curve L=3.938m R=24.700m | Straight L=11.296m | Curve L=6.563m R=4.500m | Straight L=21.421m | Curve L=2.292m R=7.500m | Straight L=9.030m | Curve L=3.904m R=12.400m | Straight L=27.284m | Curve L=1.903m R=5.000m | Straight L=12.064m | Curve L=2.150m R=25.000m | Straight L=49.928m | Curve L=2.404m R=40.000m | Straight L=27.975m | Curve L=2.963m R=240.000m | Straight L=43.834m

Vertical Alignment

Straight Gradient L=16.889m @ 1:80 | Crest L=25.000m Curve: K=4.972 | Straight Gradient L=23.093m @ -1:26 | Sag L=25.000m Curve: K=14.059 | Straight Gradient L=11.282m @ -1:50 | Crest L=25.000m Curve: K=19.572 | Straight Gradient L=10.437m @ -1:31 | Sag L=25.000m Curve: K=22.886 | Straight Gradient L=49.143m @ -1:46 | Sag L=25.000m Curve: K=21.097 | Straight Gradient L=53.823m @ -1:100

Road Profile

1:40 Crossfall to Right Channel | CH 50.00 Transition CH 70.00 | 1:40 Crossfall to Left Channel | CH 85.00 Transition CH 100.00 | 1:40 Crossfall to Right Channel

Foul Sewers

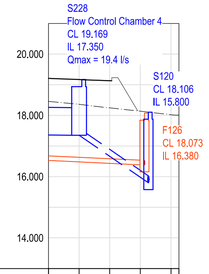
4.005 150mm Ø @ 1:35 L=12.122m Vitrified Clay Class 'S' B&S
4.006 150mm Ø @ 1:80 L=16.720m Vitrified Clay Class 'S' B&S
4.007 150mm Ø @ 1:31 L=74.518m Vitrified Clay Class 'S' B&S
1.015 150mm Ø @ 1:106 L=55.406m Vitrified Clay Class 'S' B&S
1.016 150mm Ø @ 1:100 L=82.029m Vitrified Clay Class 'S' B&S

Surface Water Sewers

9.000 150 Ø @ 1:80 L=18.034m Vitrified Clay Class 'S' B&S
9.001 150 Ø @ 1:56 L=26.430m Vitrified Clay Class 'S' B&S
9.002 150 Ø @ 1:29 L=24.684m Vitrified Clay Class 'S' B&S
9.003 150 Ø @ 1:48 L=26.160m Vitrified Clay Class 'S' B&S
9.004 150 Ø @ 1:38 L=11.528m Vitrified Clay Class 'S' B&S
9.005 150 Ø @ 1:34 L=21.023m Vitrified Clay Class 'S' B&S
9.006 225 Ø @ 1:25 L=8.864m Vitrified Clay Class 'S' B&S
9.007 225 Ø @ 1:11 L=16.637m Vitrified Clay Class 'S' B&S
9.008 900 Ø @ 1:230 L=72.496m Concrete Class 120 Class 'S' B&S
1.012 900 Ø @ 1:500 L=48.375m Concrete Class 120 Class 'S' B&S
1.013 225 Ø @ 1:7 L=11.307m Vitrified Clay Class 'S' B&S

Road 11

H 500.000
V 100.000



Chainage (m)	Existing Ground Levels (m)	Proposed Road ℄ Level (m)
0.000	18.456	19.207
5.000	18.360	19.169
10.000	18.243	19.131
15.000	18.136	
20.000	18.072	
21.307	18.073	

Foul Sewers

1.015 150mm Ø @ 1:106 L=55.406m Vitrified Clay Class 'S' B&S

Surface Water Sewers

1.013 225 Ø @ 1:7 L=11.307m Vitrified Clay Class 'S' B&S

Phase 2 Surface Water Outfall Route

H 500.000
V 100.000

Notes:-

1. Where this drawing has been issued in electronic .dwg format it has been done so in good faith. jnpgroup do not take any responsibility for any inaccuracies in the electronic data, which should be checked against the paper (or .pdf) drawing issue. Any apparent discrepancies should be immediately reported to jnpgroup. The electronic .dwg file should not be assumed to be to scale and should not be used for 'overlaying', setting out or checking of any third party information. All dimensions should be taken from the paper (or .pdf) version of the drawing. Electronic drawings may contain third party information. jnpgroup take no responsibility for this information, which should be checked against the originators paper drawing(s).
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3. Do not scale.
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6. This drawing should only be used for construction if the drawing status is "Construction", jnpgroup take no responsibility for construction works undertaken to drawings which are not marked with this status.

Health and Safety Note:
The details on this drawing have been prepared on the assumption that a competent contractor will be carrying out the works. If the contractor(s) considers that there is insufficient Health and Safety information on this drawing, this should immediately be brought to the attention of the designer.

Legend:

- Proposed Finished Road Centreline level
- Proposed Finished Road Channel level
- Existing Ground Level
- Proposed Private Foul Water Sewer
- Proposed S185 Foul Water Sewer Diversion
- Proposed Private Surface Water Sewer

Existing Utilities

The contractor shall refer to the existing and proposed services information, provided by Bellway Homes (Wessex).

It is the Contractor's responsibility to liaise with all relevant services companies to ensure that all existing services are accurately located and adequately protected during construction.

It is the Contractor's responsibility to liaise with the Developer and all relevant services companies to ensure that all new and diverted services are accurately located and adequately protected during construction.

All works to existing services to be undertaken as required by the Developer. Refer to Developer design.

Drainage & Road Layout Standard Drawing Notes

1. The contractor is to check and verify all buildings, site dimensions and levels, including sewer invert levels, before works start on site.
2. The contractor is to comply in all aspects with the current building legislation, British Standards, building regulations etc.
3. The contractor is to check the level of existing sewers which are to be used as an out-fall prior to commencement of any onsite drainage works. Any discrepancies are to be reported to the Engineer.
4. This drawing is to be read in conjunction with and checked against all other drawings, Engineering Details, specifications and any structural, geotechnical or other specialist document provided.
5. Any anomaly or contradiction between any of the above or difference between actual and drawn details is to be reported to Bellway Homes (Wessex)
6. Phase 2 mains drainage to be private but designed, constructed and tested in accordance with Sewers for Adoption 6th Edition published by WRC plc and the combined addendum to SFA.
7. All substrata structures and unconsolidated material within the road construction width to be removed
8. Formation preparation to be in accordance with Highways Agency Specification for Highway Works (SHW) cl. 616. No prepared formation to be continuously exposed to rain causing degradation below design CBR or to be left uncovered overnight.
9. Any soft, damaged or weak spots including peat contaminated material are to be excavated and replaced with SHW Type 1 in accordance with SHW cl.803 laid and compacted to cl.802, Table 8/4
10. Where ground conditions are deemed to be frost susceptible, refer to Ground Investigation report, carriageway thickness shall be 450mm minimum thickness. All material within 450mm of road construction to be non-frost susceptible.
11. Positions of existing services/statutory undertaker's apparatus adjacent to or crossing proposed sewers are to be checked by the contractor prior to starting work.

Rev.	Date	Amendment	By	Chk.
A	11.02.19	Drainage updated to suit latest site layout and Bellway comments	KM	KT

Status: Preliminary

Bellway

john newton & partners
jnpgroup
Consulting Engineers
www.jnpgroup.co.uk
Chesham • Brighouse • Hartlepool • **Leamington Spa** • Sheffield
Tel: 01926 889955 E-mail: leamingtonspa@jnpgroup.co.uk

Client	Bellway Homes
Job	Bartons Road Havant, Hampshire
Title	Phase 2 Longitudinal Sections Sheet 3 of 3
Scale	As shown @ A1
Date	August 2018
Drawn by	KM
Checked by	
Approved by	

Accredited Contractor

Drawing No. C85850-D134 | Rev. A

QA Ref: QD019 Rev D