

- DO NOT SCALE THIS DRAWING. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND EXISTING CONDITIONS ON SITE PRIOR TO COMMENCING THE WORKS.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS AND SPECIALISTS DRAWINGS AND SPECIFICATIONS.
- ALL DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL LEVELS IN METRES UNLESS NOTED OTHERWISE.
- ANY DISCREPANCIES NOTED ON SITE ARE TO BE REPORTED TO THE ENGINEER IMMEDIATELY.
- THIS DRAWING IS BASED ON TOPOGRAPHICAL SURVEY No. TOPO_02_ZD_REVISION A DATED 06/04/16.



CONTRACTUAL RESIDUAL CDM RISK

CROSS SITE SERVICES
LOCATE, DEMARK AND PROTECT OR MAKE SAFE ALL EXISTING ON SITE / CROSS SITE SERVICES PRIOR TO THE COMMENCEMENT OF ANY WORKS

CLOSE PROXIMITY OF EXISTING HEDGEROW TREES AND BUILDINGS
ALL NECESSARY PRECAUTIONS TO BE TAKEN WHEN DRAINING

EXISTING BUILDINGS
CONTRACTOR TO NOTE CLOSE PROXIMITY OF ADJACENT BUILDINGS AND ENSURE THAT THE FOUNDATIONS ARE NOT SURCHARGED OR UNDERMINED.

WORKS ADJACENT TO HIGHWAY
CONTRACTOR TO GIVE CONSIDERATION TO THE CLOSURE OF THE FOOTPATH DURING WORKS IN CLOSE PROXIMITY TO IT TO ENSURE THE SAFETY OF THE GENERAL PUBLIC. APPROPRIATE MEASURES SHOULD ALSO BE TAKEN TO AVOID UNDERMINING EXISTING HIGHWAY AND FOOTPATH.

LIVE ACCESS ROAD
THE PROPOSED WORKS ARE TO BE UNDERTAKEN WHILE MAINTAINING TRAFFIC FLOW ALONG CRUMMEL ROAD. THE CONTRACTOR MUST PROVIDE PROTECTION TO PREVENT UNAUTHORISED ACCESS TO THE CONSTRUCTION AREA AND ENSURE A SAFE SEQUENCE OF WORKS AND WORKING METHODS ARE UTILISED THROUGHOUT THE CONSTRUCTION STAGE.

OVERHEAD CABLES
CONTRACTOR TO NOTE PRESENCE OF OVERHEAD CABLES WHEN OPERATING MACHINERY ON SITE.

EXISTING WATERCOURSE
CONTRACTOR TO ENSURE ALL SURFACE WATER RUN-OFF DURING CONSTRUCTION ACTIVITIES IS MANAGED TO ENSURE NO CONTAMINATION ENTERS WATERCOURSE.

KEY

	CONTOUR DENOTES ZERO CUT / FILL
	CONTOUR DENOTES THICKNESS OF FILL MATERIAL
	CONTOUR DENOTES THICKNESS OF CUT MATERIAL

CUT AND FILL ASSESSMENT ASSUMPTIONS
ISOPACHYTE CONTOURS INDICATED ON THIS CUT AND FILL ASSESSMENT HAVE BEEN CALCULATED BASED ON FORMATION LEVELS ACHIEVED ASSUMING THE FOLLOWING CONSTRUCTION THICKNESSES:

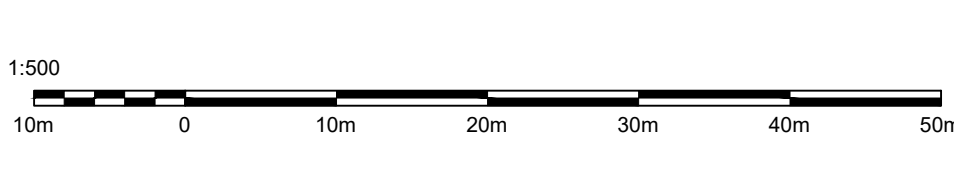
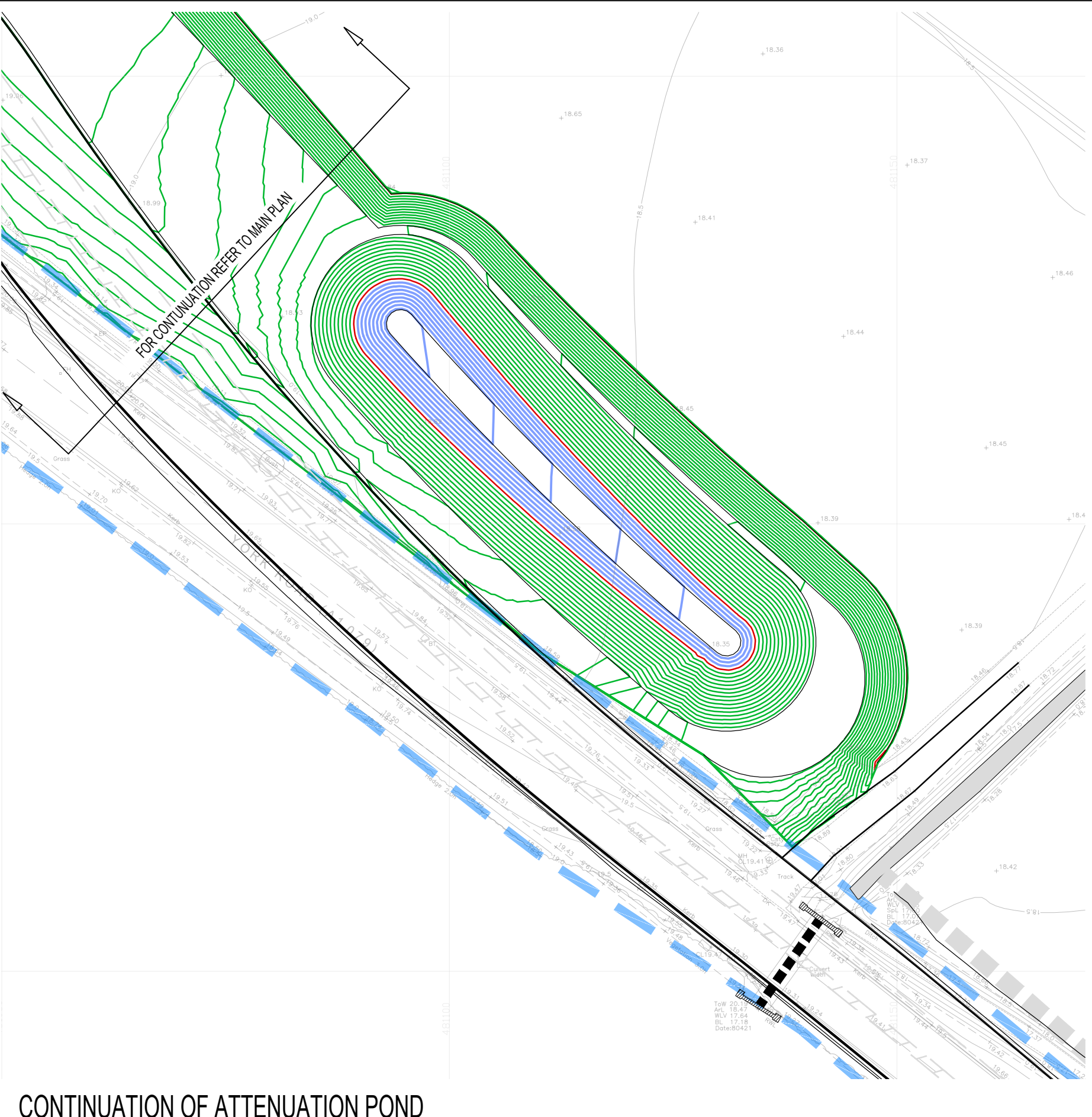
- CONSTRUCTION THICKNESSES:**
- ROAD - 740mm
 - FOOTPATH (BITUMEN) - 225mm
 - FOOTPATH (BLOCK PAVED) - 335mm
 - VERGE / EMBANKMENTS - 300mm

CUT & FILL VOLUMES: PROPOSED FORMATION LEVELS AGAINST EXISTING SURVEY LEVELS MINUS TOPSOIL STRIP:

EXISTING TOPSOIL STRIP VOLUME TO BE REMOVED FROM SITE = 5,498m³
(BASED ON 300mm THICKNESS OVER 18,328m² AREA)
THICKNESS OF TOPSOIL ESTIMATED, ACTUAL THICKNESS TO BE CONFIRMED FOLLOWING SITE INVESTIGATION

GROSS CUT = 1,265m³ (INCLUDING + 5% BULKING)
GROSS FILL = 10,325m³
NET SHORTFALL = 9,060m³

(CUT AND FILL ASSESSMENT DOESN'T TAKE ACCOUNT OF DRAINAGE / SERVICES ARISING)



A4-C01	17/08/22	ISSUED FOR INFORMATION	MWH	MPW
Rev	Date	Revision Description	Drawn	Auth'd
Client				

GLADMAN DEVELOPMENTS

Project Title
**THE BALK,
POCKLINGTON**

Description
**PROPOSED LINK ROAD
AND 3-ARM ROUNDABOUT
EARTHWORKS ANALYSIS**

Date	AUG 2022	Drawn	MWH
Scale	1:500 @M	Authorised	MPW
JPL Ref	GL00073		

Project	Org	Vol	Level	Type	Role	Number
002073	JPL	ZZ	ZZ	DR	C	1101
Stability	Revision					
A4 - TECHNICAL DESIGN						C01