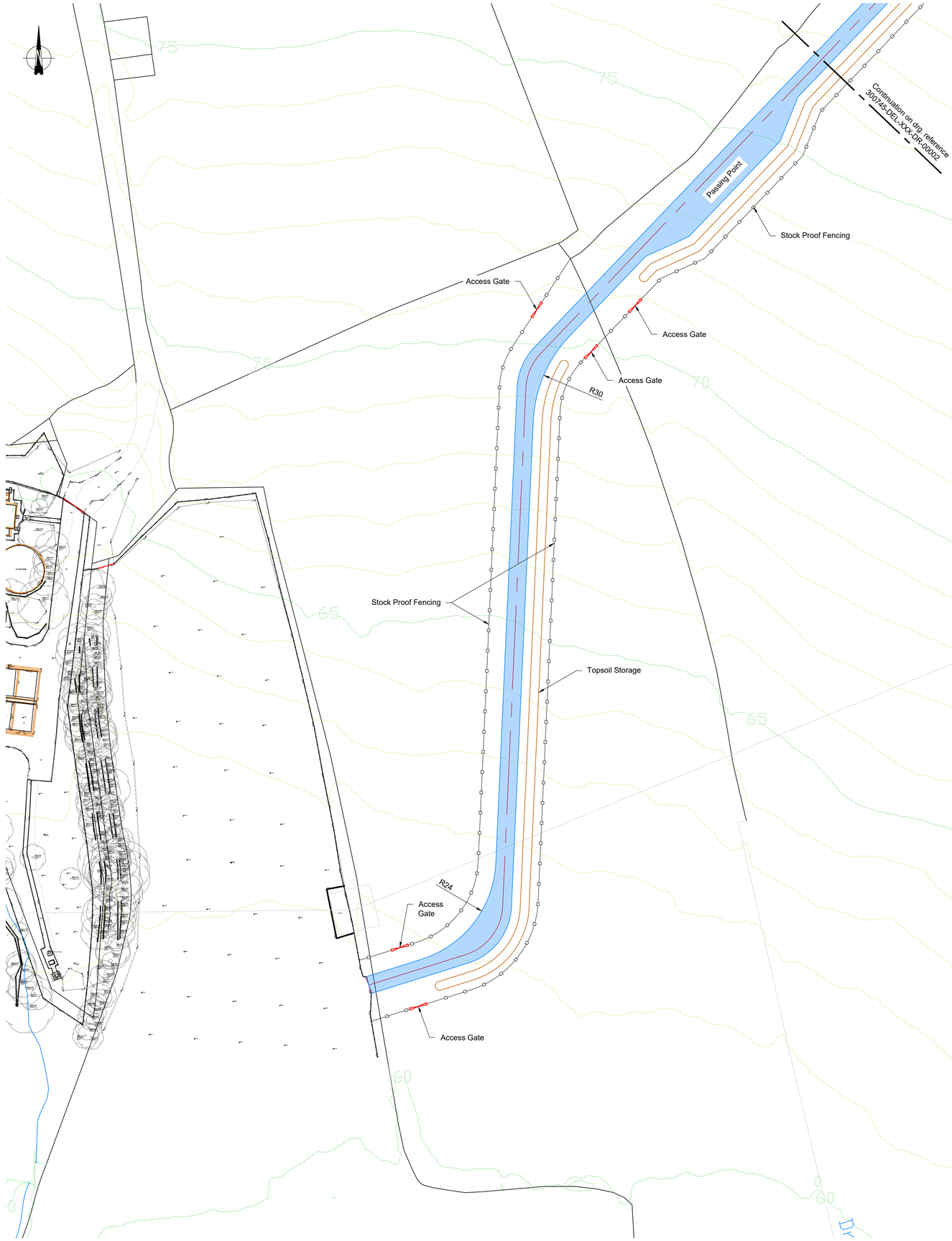
DO NOT SCALE FROM THIS DRAWING

IF IN DOUBT ASK



Notes

1. All dimensions are in metres (m) unless otherwise noted.
2. All levels are in metres above Ordnance Datum (mAOD) unless otherwise noted.
3. Ordnance Survey mapping and LIDAR data;

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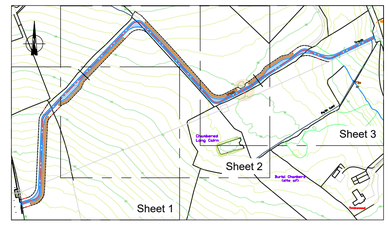
   Ordnance Survey 0100031673
4. The design also is presented on the following drawings:
   - 300745-DEL-F302-DR-00002 Temporary Access Road, General Arrangement, Sheet 2 of 3.
   - 300745-DEL-F302-DR-00003 Temporary Access Road, General Arrangement, Sheet 3 of 3
   - 300745-DEL-F302-DR-00004 Temporary Access Road, Details.
5. The temporary access track has been designed based upon the provided exploratory hole information where the expected ground is predominantly topsoil over weathered rockhead, with occasional areas of alluvium.
6. The design has considered that the temporary access track will follow existing vertical and horizontal alignment.
7. Topsoil to be stripped and stockpiled separately. Topsoil bunds to be covered in erosion control/jute matting to reduce surface run-off.
8. Any soft spots to be excavated and replaced with compacted granular material.
9. The noted "Boggy Area" is to be underlain with a granular drainage blanket (see Typical Section 2 - Through Access Track in Boggy Area).
10. Ground to be proof rolled prior to construction of haul road.
11. CBR to be proved at formation level prior to construction of haul road.
12. Terram 1000 separator layer (or similar approved) to be placed on formation.
13. Geogrid to be placed over the separator layer in accordance with Table 1.
14. The temporary access track is to be formed using the following granular materials.
    a. Type 1 granular fill material laid in accordance with MCDHW, SHW, Series 800.
    b. Class 6F5 granular fill material laid in accordance with MCDHW, SHW, Series 600.
    c. Class 6C granular fill material laid in accordance with MCDHW, SHW, Series 600.
15. Haul road has been designed to accommodate the following plant and vehicles:
    a. 8 wheeled muck-away and stone delivery vehicles (35t)
    b. Light daily use vehicles
    c. 8 wheeled ridged body vehicles with Hiabs (36t)
    d. 9t / 6t Wheeled Dumpers
    e. Cranes (130t mobile crane considered)
    f. 8 wheelers tankers/jet vehicle (40t)
    g. Farm tractor (Need to maintain access for the farmer) (20t)
16. Cross fall on the road to be 2.5%.
17. Plate bearing tests to be carried out on finished level to confirm adequate compaction. To be tested with a 450mm dia plate to 1000 kPa, resultant settlement to be <10mm
18. Haul road to be regularly inspected for rutting, ponding of water and general degradation. Haul road to be well maintained and made good where necessary.
19. Area to be managed locally to prevent pollution of the ground and/ or surrounding area.
20. Field access gate locations to be agreed with land owner and to have drop over frame locks.



Location Plan
Scale 1:5000

0 10 20 30 40 50m
Scale 1:500 at A1

DESIGNER'S RISK ASSESSMENT
HEALTH, SAFETY AND THE ENVIRONMENT
Residual Risks Associated With The Types Of Works Detailed On This Drawing

General
1) Generic Hazards and Risks, such as working at height, confined spaces, working with hazardous materials etc. have not been identified.
2)Significant residual risks have been identified. These are not necessarily those that involve the greatest risks but those (including health risks) that are not likely to be obvious, are unusual, or are likely to be difficult to manage effectively.
3) It is assumed that all personnel are competent to undertake the works shown on this drawing.
4) It is assumed that appropriate PPE will be worn as identified in the risk assessment of the construction method statement for these works.
5) It is assumed that proprietary equipment, plant, products and materials will be used in accordance with the manufacturer's / suppliers instructions and Materials Safety Data Sheets.

Construction	
C1	Topsoil to be removed and any soft spots to be excavated and replaced with compacted granular material & formation proof rolled.
C2	CBR to be proved at formation level prior to construction of haul road.
C3	Cross fall on the road to be 2.5% to divert water towards the field and avoid water ponding on the surface.
C4	Plate bearing tests to be carried out on finished level to confirm adequate compaction. To be tested with a 450mm dia plate to 1000 kPa, resultant settlement to be <10mm.
Use and Maintenance	
M1	Haul road designed to accommodate plant noted in the TW2. Should any larger items of plant be required to traverse the access track, designer to be consulted.
M2	Haul road to be regularly inspected for rutting, ponding of water and general degradation. Haul road to be well maintained and made good where necessary.
Decommissioning and Demolition	
D1	
Hold Points (to be implemented before construction can commence)	
Does the Designer require a constructability review meeting to be held?	No
Does the Designer need to review the construction method statement?	No
Other?	N/A

Rev.	Description of Revision				
P01	First Issue				
	Designed	Drawn	Checked	Approved	Date
	KET	NL	ND	PT	08-06-23

Client: Dŵr Cymru Welsh Water

Project: St Nicholas

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Drawing Title: Temporary Access Road General Arrangement Sheet 1 of 3

Drawing No.	Revision
300745-DEL-XXX-DR-00001	P01
Scale 1:500	Original Size A1
Drawing status Preliminary	