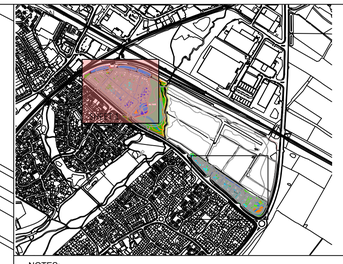
OS NORTH



GAVRAY DRIVE

PLAY

Flood Compensation

Unknown
CL. 67.76
IL. =64.26

BIN/BIKE STORE

BIKE/ BIN STORE

| SURFACE LEVEL DATA | | | |
|---|---|---|---|
| NUMBER | MINIMUM LEVEL | MAXIMUM LEVEL | COLOUR |
| 1 | -3.00 | -2.00 | |
| 2 | -2.00 | -1.00 | |
| 3 | -1.00 | -0.50 | |
| 4 | -0.50 | 0.00 | |
| 5 | 0.00 | 0.25 | |
| 6 | 0.25 | 0.50 | |
| 7 | 0.50 | 0.75 | |
| 8 | 0.75 | 1.25 | |

DRAINAGE LEGEND

- PROPOSED SURFACE WATER SEWER NETWORK
- PROPOSED FOUL WATER SEWER NETWORK
- EXISTING THAMES WATER FOUL SEWER
- PROPOSED ATTENUATION BASIN
- PROPOSED EARTHWORKS EMBANKMENT
- RETAINING STRUCTURE
- BASIN MAINTENANCE EASEMENT
- PROPOSED ATTENUATION TANK
- PROPOSED TANKED PERMEABLE PAVING

NOTES:

1. The volumes provided are an approximation only and are based on current design levels. The volumes given below should be used with caution.
2. A top soil strip has not been included within this assessment. However, assuming a 300mm strip is required over the 4.62ha development site, at 60% hard standing, approximately 8,316m$^3$ is required to be taken off site or used in landscaping with 5,544m$^3$ remaining. Please note, the depth of topsoil strip will need to be confirmed through ground investigations. Top soil may **not** be used in replacement for engineering 'fill' material however may be used in not structural and aphetic circumstance subject to design.
3. The values provided are based on a 3D generated ground model of the design levels against the topographical survey. It is recommended these volumes are reviewed after the actual CBR testing results for the highway are provided.

   **Development:**

   Gross Cut = 10240m$^3$
   Gross Fill = 17046m$^3$
   Topsoil offset = 5,544m$^3$
   Attenuation Tank = 460m$^3$

   Therefore, 802m$^3$ of engineering material will be required. It is assumed this will be obtained in the form of construction materials (i.e. foundations, highways, etc.)
4. No bulking factors have been applied to the above calculations.
5. Other factors such as trenches for utilities, landscaping, etc. have not been taken into account in the calculations above.
6. This volume does not account for any material produced during the demolition of the existing site.
7. A proportion of this topsoil can be assumed to be replaced within areas of POS and property gardens
8. **No allowances have been made for arising from construction.**

REVISIONS

| Rev | Date | Description | By | Ckd | App |
|---|---|---|---|---|---|
| P05 | 27/09/21 | Updated to Architectural Layout issued 24/08/21 | JAC | JAC | SM |
| P04 | 24/06/21 | Volumetric calculations updated, error amended, further details added. | JAC | RJH | RJH |
| P03 | 21/06/21 | Volumetric calculations updated. | JAC | RJH | RJH |
| P02 | 22/03/21 | Updated to latest drainage strategy. | JAC | RJH | RJH |
| P01 | 19/02/21 | First Issue. | JAC | RJH | RJH |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L&Q ESTATES LTD.

PROJECT
GAVRAY DRIVE
BICESTER

TITLE
CUT AND FILL STRATEGY
SHEET 1 (WESTERN DEVELOPMENT)

| HYDROCK PROJECT NO. | SCALE @ A1 |
|---|---|
| C-15114 | 1 : 500 |

| STATUS DESCRIPTION | STATUS |
|---|---|
| INFORMATION | S2 |

DRAWING NO. (PROJECT CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER)
15114-HYD-XX-XX-DR-D-2050

REVISION
P05