



- Legend**
- GREY Existing typically shown in GREY.
  - BLACK Proposed typically shown in BLACK
  - Overhead cables, as recorded upon the existing topographic survey
  - Existing watercourse

- Notes**
1. The purpose of this drawing is to illustrate areas of 'green space' which offer the potential to accommodate arising from the construction of the proposed relief road and development areas.
  2. The information shown does not purport to be a design for construction and is offered for DISCUSSION PURPOSES ONLY.
  3. Information has been simplified for clarity.
  4. The existing land profile is very steep in places and constrained by existing assets (such as airport surface water drainage and utilities). As a result the potential to accommodate materials is much more limited than the plan view suggests.
  5. The following summaries general considerations:
    - 5.1. In general terms, a nominal 'sensible' limit of 1.5m-2m uplift has been assumed. However, this has been exceeded in places.
    - 5.2. 1 in 10 batters from revised plateau levels have generally been used as they reflect notional existing conditions; thus it is assumed that they will not look 'out of place'. 1 in 6 batters typically used on western repositories where existing gradients are typically steeper.
    - 5.3. While no specific flood plain is identified upon public record plans, it is recommended that no works take place in the vicinity of existing watercourse(s) which are to be retained.
    - 5.4. No works can be undertaken within 5m either side of the airport surface water drain.
    - 5.5. Land raising should be avoided in the vicinity of overhead services and related poles.
  6. All volumes specified are indicative only.
  7. Placement of hazardous material is subject to and reliant upon all necessary risk assessments and licensing issues being obtained and approved by the Regulators prior to commencement.
  8. This drawing should be read in conjunction with IDOM Merebrook drawing: 18404/307/003 rev C.
  9. Where the term none hazardous has been used this includes inert material / drainage arisings.
  10. For cross sections A-A to J-J refer to drawing 18404-307-004 Rev A.

**Re-grade Area 2**

General regrading. 15m nominal offset from overhead lines. 1 in 6 nominal batter, 1m high.

2,800m<sup>3</sup> Nett fill of which 1255m<sup>3</sup> is top soil (300mm) and 1545m<sup>3</sup> is none hazardous material

No works suggested under overhead lines - 15m (nominal) standoff shown.

Area under lines is relatively steep and offers limited potential for accommodation of material

**Re-grade Area 1**

Filled noise attenuation bund constructed with 1 in 2 batters to a maximum height of 50.80m AOD.

Batters to tie back into the existing landform. Where batters tie into existing level, adjacent to proposed attenuation pond, no allowance has been made for a maintenance access.

Total volume of fill required to achieve profile:

8569m<sup>3</sup> of which 2562m<sup>3</sup> is 600mm of clean cover.

2547.48m<sup>3</sup> of hazardous material can be placed in this stockpile with a further 3529.52m<sup>3</sup> of none hazardous material to be placed.

**Re-grade Area 3**

Filled area. Reprofiled to provide a useable area in east.

1 in 6 general batters to make area look less 'engineered'.

7,800m<sup>3</sup> Nett fill of which 2174m<sup>3</sup> is top soil (300mm) and 5626m<sup>3</sup> of none hazardous material.

Offset from swale to provide maintenance access

**Re-grade Area 4**

General regrading from top of swale to 5m easment requires 5,980m<sup>3</sup> Nett fill

1 in 6 batters to make area appear less 'engineered'. 1m fill height. 3,800m<sup>3</sup> Nett fill

No works permitted over existing airport drain and associated easement

Route to facilitate access to watercourse

8m offset from watercourse - typical standoff for works

**Re-grade Area 5**

Existing terrain is relatively steep. Reprofiled surface is similarly relatively steep. Considered impractical to make a level plateau. 1 in 6 batters to periphery to make area appear less 'engineered'. Area of works constrained by (inferred) overhead lines.

**Re-grade Area 6**

Relatively level area formed. Considered impractical to make a level plateau. 1 in 6 batters to periphery to make area appear less 'engineered'. Area of works constrained by (inferred) overhead lines. 25,900m<sup>3</sup> Nett fill

**Re-grade Area 7**

General regrading requires 40,650 m<sup>3</sup> Nett fill

**Re-grade Area 8**

General regrading requires 42,880m<sup>3</sup> Nett fill

Filled areas may need to be located around ditch easement (if present) - shown at 8m

Section lines shown	19/12/2017	L
Notes amended	SNC RH FRD	
Amendments to proposed re-grade areas to minimise disposal volumes	29/11/2017	K
Section lines A-A to J-J added	24/09/2017	J
Internal only	PRD MB MB	
Cross section location 1-1' added	RM PRD MB	
None hazardous material of 22085m <sup>3</sup> distributed worked into 3 of the re-profiled areas where feasible. 22085m <sup>3</sup> added.	RM PRD MB	
Noise attenuation bund re-designed to extend east and west. Volume of fill revised.	RM PRD MB	
Noise attenuation bund designed / added to mitigate flood area. Volume of fill amended.	RM PRD MB	
Removal of games pitch	RM PRD MB	
Additional areas of reprofiling shown	PRD MB MB	
Presentation cleared. Additional constraint annotation	DT PD MB	
Additional areas added	DT PD MB	
Final issue	DT PD MB	
Issue Details	Dwn Chk Appr	

Miller Homes Ltd  
Clowes Developments Ltd

Project  
Castle Donington Relief Road

Dwg Title  
Regrading Plan

Job No	18404	Dwg No	SK-025	Revision	L
Scale	1:2000	Date	January 2017	Frame Dimensions mm	(A0) 1189 x 841
Drawn	DT	Checked	PD	Approved	MB

London  
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