

The elevation profile shows the road's vertical alignment. The 'Existing Ground' is represented by a dashed line, and the 'Proposed Road' is a solid black line. The road starts at a 'Main Street' intersection, rises through a '0.975m Ramp' to a '18.362m Plateau', and then descends through another '0.975m Ramp'. The profile includes several vertical curves, indicated by the blue-shaded areas under the road line. The road ends at a stationing of 34.0, where it meets the 'Main Street' again.

[illegible]

Figure 10 is an elevation profile graph showing the proposed road (Road 1) and existing ground. The Y-axis represents Elevation in meters, ranging from 155.00 to 166.00. The X-axis represents Stationing, ranging from 6+0 to 15+0. The graph includes the following elements:

- Existing Ground:** A dashed line representing the current terrain.
- Road 1:** A solid line representing the proposed road profile.
- Vertical Curve Segments:**
 - 7.121m Platform:** A horizontal segment of the road profile.
 - 0.975m Ramp:** A sloped segment of the road profile.
- Proposed Road Profile:** A solid line showing the road's elevation, which is generally higher than the existing ground.
- Vertical Curve:** A dashed line showing the vertical curve used to transition between the platform and the ramp.

Existing Ground Level	185.520 185.533	185.540 185.556	185.561 185.573	185.584 185.593	185.608 185.615	185.639 185.643	185.668 185.671	185.700 185.702	185.732 185.733	185.764 185.765	185.796 185.797	185.828 185.829	185.860 185.861	185.892 185.893	185.924 185.925	185.956 185.957	185.988 185.989	186.020 186.021	186.052 186.053	186.084 186.085	186.116 186.117	186.148 186.149	186.180 186.181	186.212 186.213	186.244 186.245	186.276 186.277	186.308 186.309	186.340 186.341	186.372 186.373	186.404 186.405	186.436 186.437	186.468 186.469	186.500 186.501	186.532 186.533	186.564 186.565	186.596 186.597	186.628 186.629	186.660 186.661	186.692 186.693	186.724 186.725	186.756 186.757	186.788 186.789	186.820 186.821	186.852 186.853	186.884 186.885	186.916 186.917	186.948 186.949	186.980 186.981	187.012 187.013	187.044 187.045	187.076 187.077	187.108 187.109	187.140 187.141	187.172 187.173	187.204 187.205	187.236 187.237	187.268 187.269	187.300 187.301	187.332 187.333	187.364 187.365	187.396 187.397	187.428 187.429	187.460 187.461	187.492 187.493	187.524 187.525	187.556 187.557	187.588 187.589	187.620 187.621	187.652 187.653	187.684 187.685	187.716 187.717	187.748 187.749	187.780 187.781	187.812 187.813	187.844 187.845	187.876 187.877	187.908 187.909	187.940 187.941	187.972 187.973	188.004 188.005	188.036 188.037	188.068 188.069	188.100 188.101	188.132 188.133	188.164 188.165	188.196 188.197	188.228 188.229	188.260 188.261	188.292 188.293	188.324 188.325	188.356 188.357	188.388 188.389	188.420 188.421	188.452 188.453	188.484 188.485	188.516 188.517	188.548 188.549	188.580 188.581	188.612 188.613	188.644 188.645	188.676 188.677	188.708 188.709	188.740 188.741	188.772 188.773	188.804 188.805	188.836 188.837	188.868 188.869	188.900 188.901	188.932 188.933	188.964 188.965	188.996 188.997	189.028 189.029	189.060 189.061	189.092 189.093	189.124 189.125	189.156 189.157	189.188 189.189	189.220 189.221	189.252 189.253	189.284 189.285	189.316 189.317	189.348 189.349	189.380 189.381	189.412 189.413	189.444 189.445	189.476 189.477	189.508 189.509	189.540 189.541	189.572 189.573	189.604 189.605	189.636 189.637	189.668 189.669	189.700 189.701	189.732 189.733	189.764 189.765	189.796 189.797	189.828 189.829	189.860 189.861	189.892 189.893	189.924 189.925	189.956 189.957	189.988 189.989	190.020 190.021	190.052 190.053	190.084 190.085	190.116 190.117	190.148 190.149	190.180 190.181	190.212 190.213	190.244 190.245	190.276 190.277	190.308 190.309	190.340 190.341	190.372 190.373	190.404 190.405	190.436 190.437	190.468 190.469	190.500 190.501	190.532 190.533	190.564 190.565	190.596 190.597	190.628 190.629	190.660 190.661	190.692 190.693	190.724 190.725	190.756 190.757	190.788 190.789	190.820 190.821	190.852 190.853	190.884 190.885	190.916 190.917	190.948 190.949	190.980 190.981	191.012 191.013	191.044 191.045	191.076 191.077	191.108 191.109	191.140 191.141	191.172 191.173	191.204 191.205	191.236 191.237	191.268 191.269	191.300 191.301	191.332 191.333	191.364 191.365	191.396 191.397	191.428 191.429	191.460 191.461	191.492 191.493	191.524 191.525	191.556 191.557	191.588 191.589	191.620 191.621	191.652 191.653	191
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Existing Ground Level	16.971	16.972	16.937	16.860	16.787	16.715	16.649
LH Channel Levels					16.999	16.124	
Proposed CL Level		16.809	16.934	16.955	16.999	16.124	
RH Channel Levels				16.219	16.244		
Vertical Geometry							
Horizontal Alignment		Length: 26.80m					
Cut & Fill Differential		-0.13	0.07		0.27	0.47	

[illegible]

Figure 10 is an elevation profile graph. The vertical axis is labeled 'Elevation' and ranges from 156.00 to 161.00 in increments of 1.00. The horizontal axis represents stationing, with labels at -7.0, -5.0, 0.0, 5.0, and 10.0. A solid black line represents 'Road 2', starting at an elevation of approximately 160.8 at station -7.0, dipping slightly to 160.7 at station -5.0, then rising to 160.8 at station 0.0, and ending at approximately 160.5 at station 10.0. A dashed black line represents the 'Existing Ground', starting at approximately 160.2 at station -7.0 and sloping downward to approximately 157.8 at station 10.0. A vertical blue line segment is drawn at station -5.0, extending from the 'Existing Ground' line up to the 'Road 2' line, indicating a proposed construction or grading change.

Existing Ground Level	160.183 160.186	159.530	159.105	158.739	158.544
LH Channel Levels					
Proposed CL Level		160.046	160.489	160.327	160.262
RH Channel Levels				160.382	
Vertical Geometry				1.300% -3.37%	
Horizontal Alignment			Length: 132.1m	Length: 120.0m Right-of-Way	Length: 172m
Cut & Fill Differential	1.13	1.38	1.58		

[illegible]

Existing Ground Level	158	157	157	156	156	155	155	155
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|-----|----------|---|-----|-----|
| P07 | 24.11.25 | S17 added to avoid clash with HV | BRM | - |
| P06 | 24.04.25 | Gradient of Road 1 at change
30m added to +120 instead of
-120 as per LCC comments. | BRM | - |
| P05 | 23.04.25 | Sheet number removed. | BRM | - |
| P04 | 27.03.25 | Manhole S6 added and SW
network renumbered to suit. | BRM | - |
| P03 | 20.03.25 | Long sections updated to include
removal of manholes and slight
F10 network shallowing. | BRM | - |
| P02 | 04.02.25 | F10 - F12 section added to show
proposed gravity foul connection
within Thornton Lane. | BRM | - |
| P01 | 31.01.25 | Issued for approval. | BRM | - |
| Rev | Date | Amendments | By | Chk |

Client

ALLISON HOMES

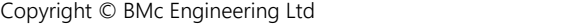
Project

MAIN STREET
STANTON UNDER BARDON

Status

FOR APPROVAL

Drawing Number	Revision
24005-BMC-25-XX-DR-C-703	P07



Health & Safety Information Key

- | | |
|---|--|
|  | Used to provide design specific safety information that may not be obvious to a competent contractor but may be useful |
|  | Used to restrict/prevent a possible action, e.g. stop construction traffic from entering an area |
|  | Used to warn of significant design hazards, adding recommendations |
|  | Used to encourage a positive action, e.g. use of robust protection for inspection chambers |