

dandara new homes

Construction Method Statement

Windroos Worthing Road, Wick, Littlehampton

Rev: A

Date: 30th November 2018

Office Address: Wade Park Farm, Salisbury Road, Ower, Hampshire, SO51 6AG

Document Control

Site Name: Windroos
Document Title: Construction Method Statement
Document Reference: WIN-ENG-04-4.8
Date of First Completion: 16th November 2018

	Name	Position	Date
Prepared by:	Christian O'Brien	Engineer	15/11/2018
Reviewed by:	Leigh Noakes	Technical Manager	16/11/2018
Approved by:	Chris Harrison	Operations Director	16/11/2018

Revision	Date	Description	Prepared	Reviewed	Approved
-	16/11/2018	Draft Issue	COB	LN	CH
A	30/11/2018	Final Issue	COB	LN	CH

Internal Distribution

Revision	Date	Name	Position	Department
-	16/11/2018	John Richards	Planning Director	Planning
A	30/11/2018	Rob Seymour	Commercial Manager	Commercial
-	-	TBC	Construction Manager	Construction

Contents

1	Introduction	1
1.1	Background	1
1.2	Objectives	1
1.3	Scope	1
2	Proposed Works	2
2.1	Site Background	2
2.2	Construction Programme	2
2.3	Enabling Works	3
2.4	Construction of Substructures and Superstructures	3
3	Vehicle Access and Restrictions	4
3.1	Site Access	4
3.2	Proposed Estate Roads	4
3.3	Site Restrictions	5
4	Construction Traffic Management	6
4.1	Site Location	6
4.2	Heavy Goods Vehicles	6
4.3	Construction Access Route	7
4.4	Loading, Unloading and Storage of Plant Materials	9
4.5	Turning Facilities	9
4.6	Onsite Holding Areas	9
4.7	Offsite Holding Areas	10
4.8	Wheel Washing Facilities	10
4.9	Air Quality and Dust Suppression	10
5	Construction Organisation	11
5.1	Site Compound	11
5.2	Welfare Facilities	11
5.3	Parking for Site Operatives and Visitors	11
5.4	Hours of Working	12
5.5	Noise	12
5.6	Site Contacts	12
5.7	Communication Strategy	13
5.8	Responsibilities of the Principal Contractor	13

Appendices

- Appendix A Construction Access Map
- Appendix B Construction Method Plan
- Appendix C Large Tipper Tracking

1 Introduction

1.1 Background

This Construction Method Statement (CMS) was written and targeted specifically for Dandara's proposed 84 residential unit development, Windroos, located on Worthing Road, Littlehampton.

The nature of construction and its associated activities, has the potential to cause an impact on the local area and its existing residents if improperly managed, coordinated and mitigated. Therefore, the purpose of this CMS is to ensure that the impact of the development's construction work on local residents and the nearby highway network is kept to an absolute minimum.

1.2 Objectives

The primary objective of this CMS is to comprehensively demonstrate how impacts of the construction traffic upon Worthing Road and the local highway network will be successfully managed, coordinated and mitigated to provide safe, suitable and convenient access for all users, while also protecting nearby residents' living conditions.

The secondary objective of this CMS is to submit to the Local Planning Authority, Arun District Council, to satisfy and discharge planning Condition 11 of Outline Application Ref: LU/229/10/.

1.3 Scope

It is intended that the agreed CMS will cover the following:

- The means of access for construction traffic from Worthing Road (Section 3 and 4)
- The provision of measures to reduce construction traffic on Worthing Road (Section 3.3)
- The parking of vehicles of site operatives and visitors (Section 5.3)
- Loading and unloading of plant and materials (Section 4.4)
- Storage of plant and materials used in constructing the development (Section 4.4)
- The provision of onsite turning facilities so that all vehicles enter and leave in a forward gear only (Section 4.5)
- The provision of an onsite holding area within the site to enable the controlled release of vehicles leaving the site (Section 4.6)
- Wheel washing facilities (Section 4.8)
- Measures to control the emission of dust and dirt during construction (Section 4.9)

2 Proposed Works

2.1 Site Background

Windroos is a brownfield site that was developed in the early 1970s as a plant nursery. Coverage by glasshouses reduced over time and it more recently operated as a haulage yard facility, with associated mechanical workshop. The company owner and their family lived on the site in 2 bungalows towards the southern part of the site.

The south of the site runs adjacent to the A259 Worthing Road and is where the site is accessed.

An existing residential development is located along the west and north boundaries, which were constructed by George Wimpey, David Wilson Homes and Bryant Homes around 2009, with the former sales name of Eden Park.

The Body Shop Head Office is located to the east, as well as an Amazon Warehouse to the north east, which are both accessed off The Body Shop Roundabout located 100m east of the site access on the A259.

Proposed works includes the demolition of 2 bungalows, workshop building, glasshouse and the subsequent construction of 84 dwellings; comprising of low rise traditional masonry 2-storey houses and a 3-storey apartment block.

2.2 Construction Programme

The total construction duration is anticipated to be in the region of 27 months, with demolition proposed for January 2019 and aims for starting the house build phase in April 2019 and completion in April 2021 respectively.

The construction programme is influenced by several constraints, including the available working space and resources. As such, the development will be completed in approximately 11 stages to permit the most efficient means of working.

All works will be completed within our site boundary.

The Plots currently scheduled within each Stage are as follows:

- Stage 1: 1-8 simultaneously with 9-13
- Stage 2: 41, 40, 39, 42-44, 45-52
- Stage 3: 53-57 simultaneously with 58-61
- Stage 4: 73-84 (Apartment Block) to be released with Stage 6
- Stage 5: 62-67
- Stage 6: 68-72
- Stage 7: 38, 37, 36, 35, 34, 33, 32
- Stage 8: 31, 30, 29, 28, 27
- Stage 9: 14-18
- Stage 10: 26, 25, 24, 23, 22
- Stage 11: 21, 20, 19

2.3 Enabling Works

Due to the former land use, the enabling works will comprise of the demolition of 2 bungalows, a commercial workshop and a greenhouse structure.

Once the demolition has been completed, the site will be ready for earthworks and associated top soil strip, without the requirement for major vegetation clearance or removal of excavated materials.

The proposed site levels have been designed using a “cut and fill” approach, to optimise the re-use of excavated materials locally at the site and significantly reducing construction traffic movements in/out of the site during this stage.

Trees and areas of vegetation to be retained will be protected from adverse effects during construction through the installation of temporary fencing, as appropriate and in accordance with the approved tree protection measures prior to the works.

All of the main estate roads, including unallocated vehicular spaces, and adjacent footways will be first constructed prior to Plot construction up to base level, with a temporary wearing course used for construction traffic.

2.4 Construction of Substructures and Superstructures

The construction period minus the preliminary works is anticipated to be 24 months. A typical construction programme for each unit is shown in Table 1, illustrating the activities undertaken and the corresponding durations.

Table 1 – Construction programme for a typical unit

Activity	Duration (Weeks)
Foundation, Drainage and Oversite	4
Brickwork and Joist	7
Roof Carcass	2
Glazing and First Fix	2
Plastering / Drylining	2
Second Fix	2
Tiling and Decorating	2
Finishes and Externals	2
Quality Control Final Inspection, CML and Handover	4
Total Duration:	27

3 Vehicle Access and Restrictions

3.1 Site Access

Access to the site is only made off the A259 Worthing Road. The access shown in Figure 1 is suitable for and will be used by: site operative's vehicles (transit vans/cars), visitor's vehicles (Building Control Inspectors, Dandara Office staff, etc. and typically cars), and HGVs transporting plant and materials.



Figure 1 – Photograph of the existing road with points of access to the site

3.2 Proposed Estate Roads

Any temporary onsite haul roads will form the geometry of the proposed estate roads that have been designed to accommodate the tracking of a fire tender and refuse vehicle.

A swept path analysis for a large tipper has been undertaken, confirming that the existing and proposed access is suitable for construction vehicles and is shown in Appendix C.

Table 2 – Comparison between Fire Tender, Refuse Vehicle and Large Tipper

Specification (units)	Fire Tender	Refuse Vehicle	Large Tipper
Overall Length (m)	8.680	9.860	10.201
Overall Width (m)	2.180	2.450	2.500
Overall Body Height (m)	3.452	3.814	2.893
Min. Body Ground Clearance (m)	0.337	0.366	0.343
Track Width (m)	2.121	2.450	2.500
Lock to Lock Time (seconds)	6.00	4.00	6.00
Kerb to Kerb Turning Radius (m)	7.910	9.500	11.550

3.3 Site Restrictions

It is advised that vehicular movements are to be 'left in and left out' due to the busy nature of Worthing Road at all times of the day.

Construction traffic arriving to the site from the east are to continue 800m west along Worthing Road to utilise the A284/A259 roundabout (Morrisons) and double back to allow a left turn into the site.

Construction traffic wishing to leave the site travelling westbound are to turn left and utilise The Body Shop Roundabout 70m east of the site access.

Due to the limited site compound area, deliveries should be made 'just in time', with strictly no construction traffic queuing on Worthing Road and its vicinity.

There are several Primary and Secondary schools within the vicinity of the site, with students and families using Worthing Road as a means of commute by walking, cycling or by car. As such, there will be a restriction on deliveries to reduce the impacts of construction traffic and material deliveries during peak hours.

Suppliers will be advised that there will be no deliveries made to the site during the hours of:

- 8:30am – 9:00am
- 2:45pm – 3:45pm

4 Construction Traffic Management

4.1 Site Location

Figure 2 shows the location of the development within Littlehampton and the wider highway network.

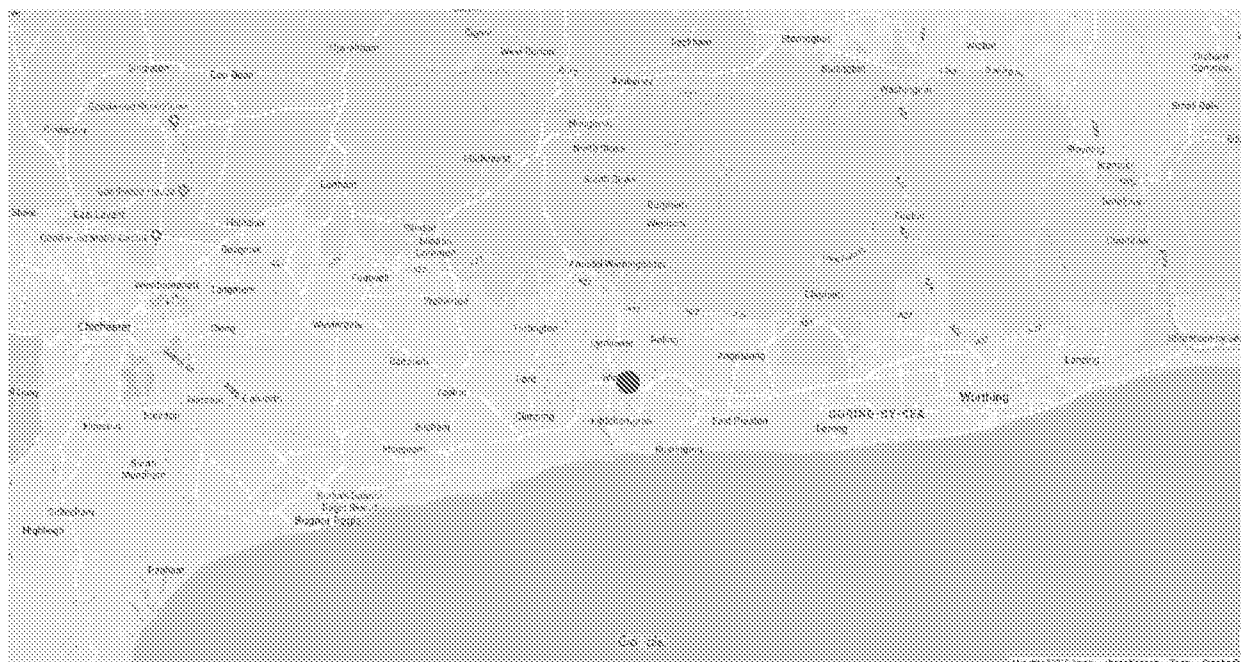


Figure 2 – Indicative Site Location within the wider Highway Network

4.2 Heavy Goods Vehicles

Heavy Goods Vehicles (HGV's), including that typically used for construction related traffic, are permitted to use any classification of road for access and deliveries, hence it is difficult to restrict their movements. The situation is made increasingly more difficult due to HGV's being operated by other companies, suppliers and organisations out of our direct control; who may not fully understand or appreciate the potential consequences and impacts of their HGV movements. However, this CMS and supporting appendices will be issued to appropriate third parties who will be directly involved in the development, on how best to manage their HGV movements, to ensure minimal impact on the surrounding highway network.

As a main through route, HGV's are directed to use the most appropriate route via motorways, dual carriageways and main roads.

4.3 Construction Access Route

The main routes into Littlehampton are via the A27, A280 and A284. Research has been undertaken to assess the most suitable routes for construction traffic utilising these road networks towards Littlehampton.

Figures 3, 4 and 5 show routes from various strategic locations that were checked by inputting vehicle dimensions from Table 1 into an online freight journey planner, which contains information on the locations of any height, weight and width restrictions along the proposed route.

Therefore, a strategy for the means of access for construction traffic has been determined by assessing the local road conditions, in addition with the site vehicular access and associated restrictions. As a result, Appendix A shows the recommended route for construction traffic local to the site, to minimise the impacts associated with the construction of the Windroos development on the local highway network.

A copy of the pre-determined recommended routes in the form of the 'Construction Access Map' (Appendix A) will be distributed to our suppliers and sub-contractors who will be involved with the site.

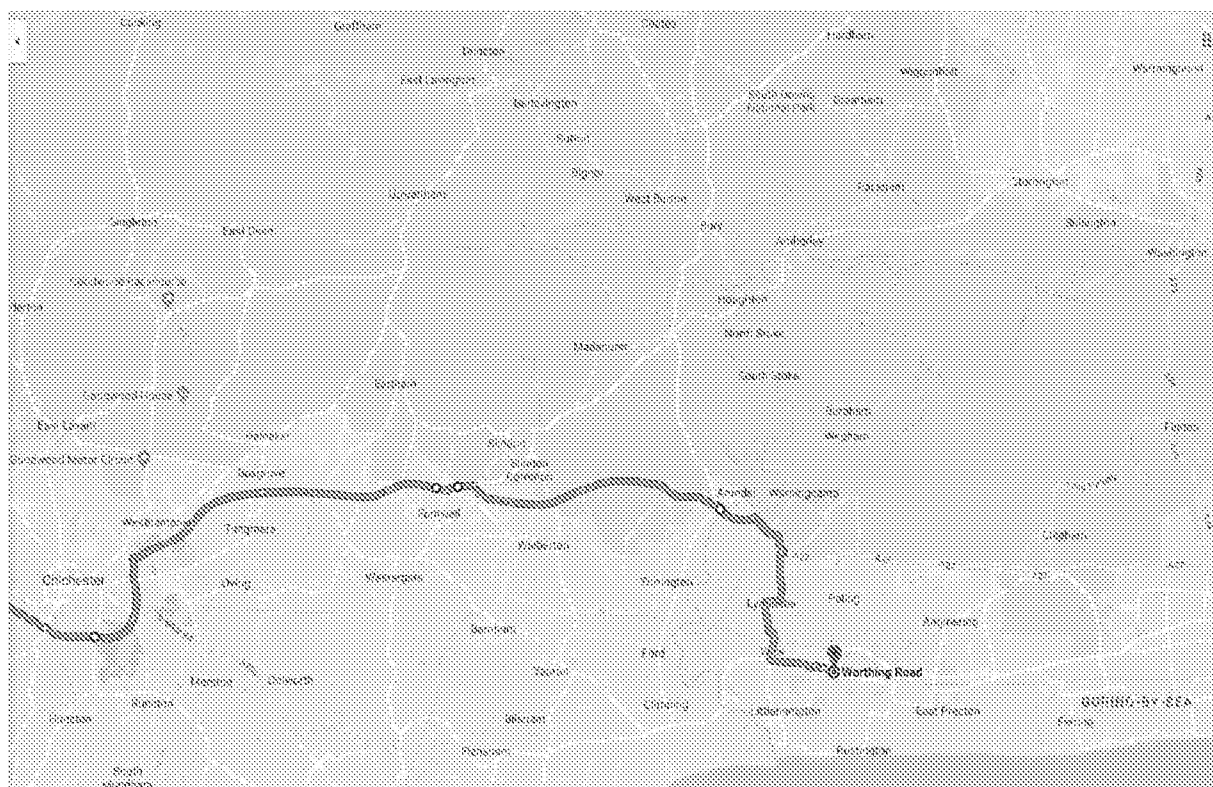


Figure 3 – Construction Access to Worthing Road from Chichester, Portsmouth and Southampton

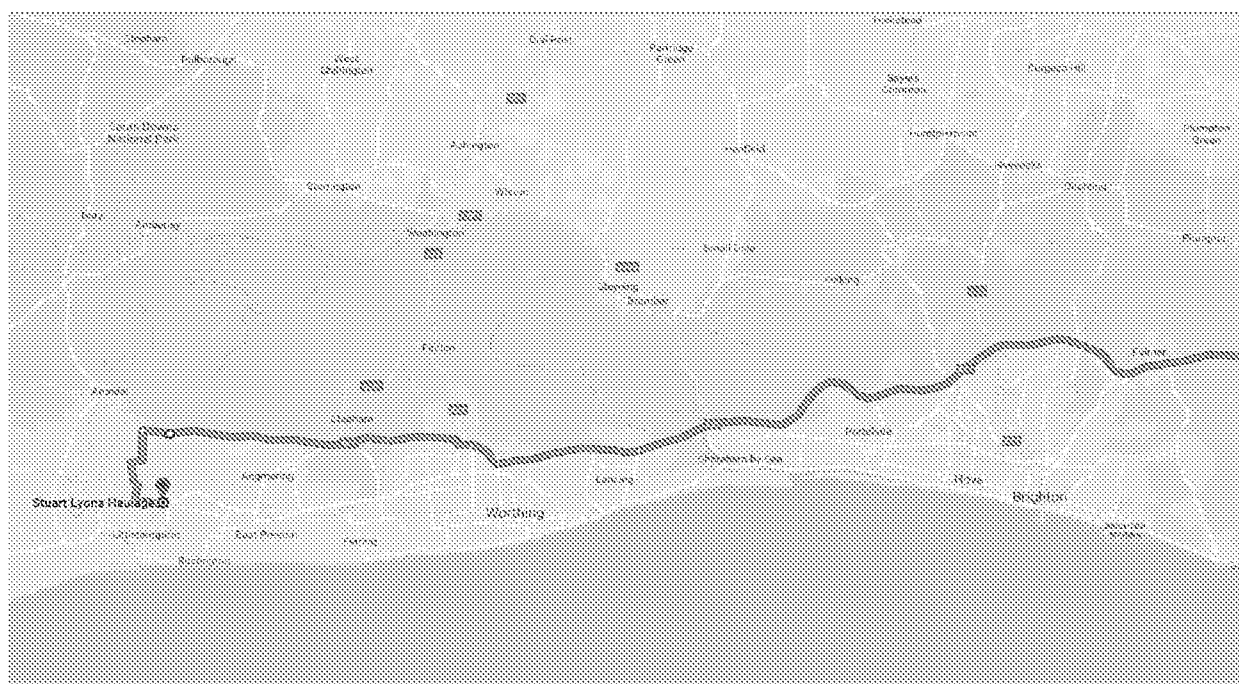


Figure 4 – Construction Access to Worthing Road from Worthing, Brighton and Eastbourne



Figure 5 – Construction Access to Worthing Road from Horsham and London

4.4 Loading, Unloading and Storage of Plant Materials

To facilitate the efficient and safe loading and unloading of plant and materials, in addition to 4 No. 20'x8' secure stores within the main compound, a loading and secure storage area will be temporarily provided in the rear gardens of Plots 15-21 as indicated on the 'Construction Method Plan' in Appendix B.

Materials for use in the works will be stockpiled in the site compound, temporary storage area or adjacent to the immediate work area. Material storage areas shall be suitably demarcated, and segregation shall be maintained at all stages to ensure minimal contamination and/or waste.

4.5 Turning Facilities

There is to be no reversing into the site or onto Worthing Road.

All vehicular turning is to be restricted on site, with the Principal Contractor providing such facility as part of their proposed Traffic Management Plan. It is recommended that the road encompassing the central square public open space is used to form a loop for construction traffic to safely turn on site and enable access/egress to the site in a forward gear. This has been demonstrated on the 'Construction Method Plan' in Appendix B.

4.6 Onsite Holding Areas

It is anticipated that through organised project planning by the Site Manager, deliveries can be scheduled to stagger throughout the day, particularly avoiding peak hours, as well as avoiding multiple deliveries on site at the same time.

An estimation of the primary delivery frequencies, when required, is shown in Table 3. The frequencies in Table 3 are only indicative and are not to be looked at as an absolute total or minimum and are subject to change according to the stage of build.

Where it is unavoidable and multiple deliveries occur and/or are attempting to leave the site simultaneously, construction vehicles will be conducted to a lay-by within the site as a temporary holding area if deemed necessary by the Site Manager or Gateman.

Three of the unallocated triple bays (18m long by 2.2m wide) located around the southern public open space will be used during the construction period as the primary onsite holding areas.

Table 3 – Schedule of Estimated Primary Deliveries

Materials	Stages Required	Estimated Frequency
Large Plant and Equipment	E and Completion	2 per day
Aggregates	E, SS	6 per day
General Contractors Materials	E, SS, L	6 per day
Fuel Deliveries	SS	1 per week
General Deliveries	E, SS, L	4 per day

E = Enabling Works; SS = Substructures and Superstructures; L = Landscaping

4.7 Offsite Holding Areas

Although it is anticipated that there is sufficient area on site to accommodate deliveries throughout the entire build programme, if there is a scenario which requires the vehicle to be turned away by the Site Manager or Gateman, vehicles will be advised to wait offsite until further notice.

Vehicles turned away are to utilise one of the following lay-bys both on the A27:

- 50.842260, -0.527723 (Latitude, Longitude) – Eastbound from the A284
- 50.841012, -0.501559 (Latitude, Longitude) – Westbound between Decoy Lane and The Vinery

4.8 Wheel Washing Facilities

Due to the nature of the cohesive materials on site, it is likely that tyres will gather material from the site before surfaced roads have been constructed. The presence of mud can constitute a public nuisance and loss, or injury, can result in a claim for negligence. Due to the occurrence of materials collecting on tyres being unavoidable at certain stages of the works, active measures will be taken to prevent dirt, mud and debris from being deposited on the road.

As a first defence, vehicles shall first be limited to trafficking on hard surfaces on the site, where possible, to minimise initial collation of materials on tyres. Vehicles will also abide by the site speeds of no more than 10mph, or that stated otherwise on site, primarily for safety purposes, but also to help retain any dirt and debris on the vehicle.

For all vehicles leaving the site at the only access point at Worthing Road, wheel wash facilities will be used in the form and specification of a manned hand-held jet wash, with road sweepers on full time where necessary whilst importing any fill material. No vehicles leaving the site will have mud on its tyres. All vehicles leaving the site will be inspected and confirmed to be sufficiently clean to prevent the migration of dirt and debris onto Worthing Road and the nearby public highway. This will be monitored daily by the Principal Contractor's Site Manager to ensure public highways and site roads are kept clean.

4.9 Air Quality and Dust Suppression

Dust is particularly problematic for unpaved granular roads; however temporary haul roads are to be capped with a tarmac surfacing to prevent fines from the sub-base material from being airborne from vehicle movements and tyre 'plucking'.

The likelihood of dust is ultimately determined by the local geological strata, which is more likely in loose particulate strata like sandstones and chalks. The predominant soil type is clay, which is a cohesive material and should not give rise to fugitive dust in the interim, prior to the tarmac surfacing.

If unforeseen fugitive dust occurs, then the generated dust will generally be mitigated in accordance with BRE Report 456 – 'Control of dust from construction and demolition activities'. This includes damping down of fill material embankments and/or haul roads using towed spray bowsers.

5 Construction Organisation

5.1 Site Compound

The ground workers will be Principal Contractor during the enabling works and prior to Dandara having an onsite presence. The ground workers will have a satellite compound, which will allow its location to be moved in accordance with the necessary phasing of construction. The satellite compound will still comprise of the necessary temporary cabins, welfare, and material storage.

Once Dandara become Principal Contractor at the start of the house building phase, a construction site compound will be set up as indicated on the 'Construction Method Plan' in Appendix B. The site compound will have segregated areas for pedestrians and vehicles, allocated parking spaces, offices for staff, canteen, drying area, toilets and material storage.

5.2 Welfare Facilities

In accordance with the Construction Design and Management Regulations 2015, welfare facilities on site will include:

- Suitable and sufficient sanitary convenience
- Suitable and sufficient washing facilities, including showers
- Adequate supply of wholesome drinking water
- Suitable and sufficient changing rooms and lockers
- Suitable and sufficient rest rooms

5.3 Parking for Site Operatives and Visitors

Specific parking areas as indicated on the 'Construction Method Plan' in Appendix B, will be located adjacent to the compound with overflow available at strategic locations around the site to suit the current area of works or to avoid conflict with occupations.

Additional temporary parking at peak periods of construction will be provided when necessary, utilising some of the constructed unallocated vehicular spaces spread across the site that will be formed up to base level. Parking areas will be clearly signed and monitored by the Site Manager.

A total of 26 parking spaces is available at the main compound (1 Site Manager, 1 Forklift Driver, 1 Building Control or Dandara Office Staff Visitor, and 23 Site Operative) and a further 14 available in proposed parking court areas pre-occupation. The total of 40 potential spaces is deemed suitable and sufficient parking to accommodate the anticipated staff of approximately 50 (assuming the typical car share for the trades contractors).

All personnel transportation vehicles will be required to park within the designated areas and strictly no parking will be permitted on Worthing Road.

Only construction plant will be permitted overnight parking onsite.

It is encouraged that site operatives car share with colleagues where appropriate or make use of public transport. Bus route maps and guides are available at the following link: <https://www.westsussex.gov.uk/roads-and-travel/travel-and-public-transport/bus-and-coach-travel/plan-your-journey/bus-route-maps-and-guides/>

5.4 Hours of Working

In general, site working hours are envisaged as being within the following:

- Monday to Friday: 7:30am to 5:30pm
- Saturday: 8:00am to 1:00pm
- Sundays or Bank Holidays: No construction activity will take place

5.5 Noise

All works will be undertaken in accordance with the Control of Noise at Work Regulations 2005, including the associated Lower Exposure Action Value of 80dB, Upper Exposure Action Value of 85dB and Exposure Limit Value of 87dB.

As approved for guidance by The Control of Noise (Code of Practice for Construction and Open Sites) (England) Order 2015 statutory instrument, the British Standard BS5228 Code of practice for noise and vibration control on construction and open sites – Part 1: Noise, will be used to guide basic methods of noise control relating to construction.

Where the operative and/or Site Manager believes a significant disturbance may be caused, the Site Manager will contact the nearby property owner/resident to inform them of the intended works and their duration, and if required what measures are being employed to mitigate.

5.6 Site Contacts

The ground worker who has been appointed to undertake the groundworks element of the scheme and who is initially the Principal Contractor for the main works is:

TBC – Contractor not yet appointed but information will be provided to the Local Authority as soon as this information becomes available.

- Foreman TBC (Mobile: TBC)
- Contract Manager TBC (Mobile: TBC)

Once the development has reached the oversite stage (approximately 16 weeks), the groundworker will step down as Principal Contractor and will then be the responsibility and duty of Dandara.

Dandara Limited (Southern), Wade Park Farm, Salisbury Road, Ower, Hampshire, SO51 6AG

- Site Manager TBC (Mobile: TBC)
- Construction Manager TBC (Mobile: TBC)

Dandara's Site Manager will be located on site and responsible for the day-to-day operations of the development. If Dandara's Site Manager is unavailable, then the Construction Manager should be contacted as the secondary point of contact for any enquiries regarding the construction of the development.

5.7 Communication Strategy

Communication to the local residents and commerce about the works will be through a letter drop before commencing the works. The site will be continually monitored to ensure compliance with the CMS requirements and company procedures. Any non-conformances will be highlighted at monthly team meetings and a remedial strategy implemented as soon as is reasonably practicable.

5.8 Responsibilities of the Principal Contractor

It will be the responsibility of the Principal Contractor's Site Manager for ensuring that the construction activities relating to the proposed development are undertaken in strict accordance with this CMS.

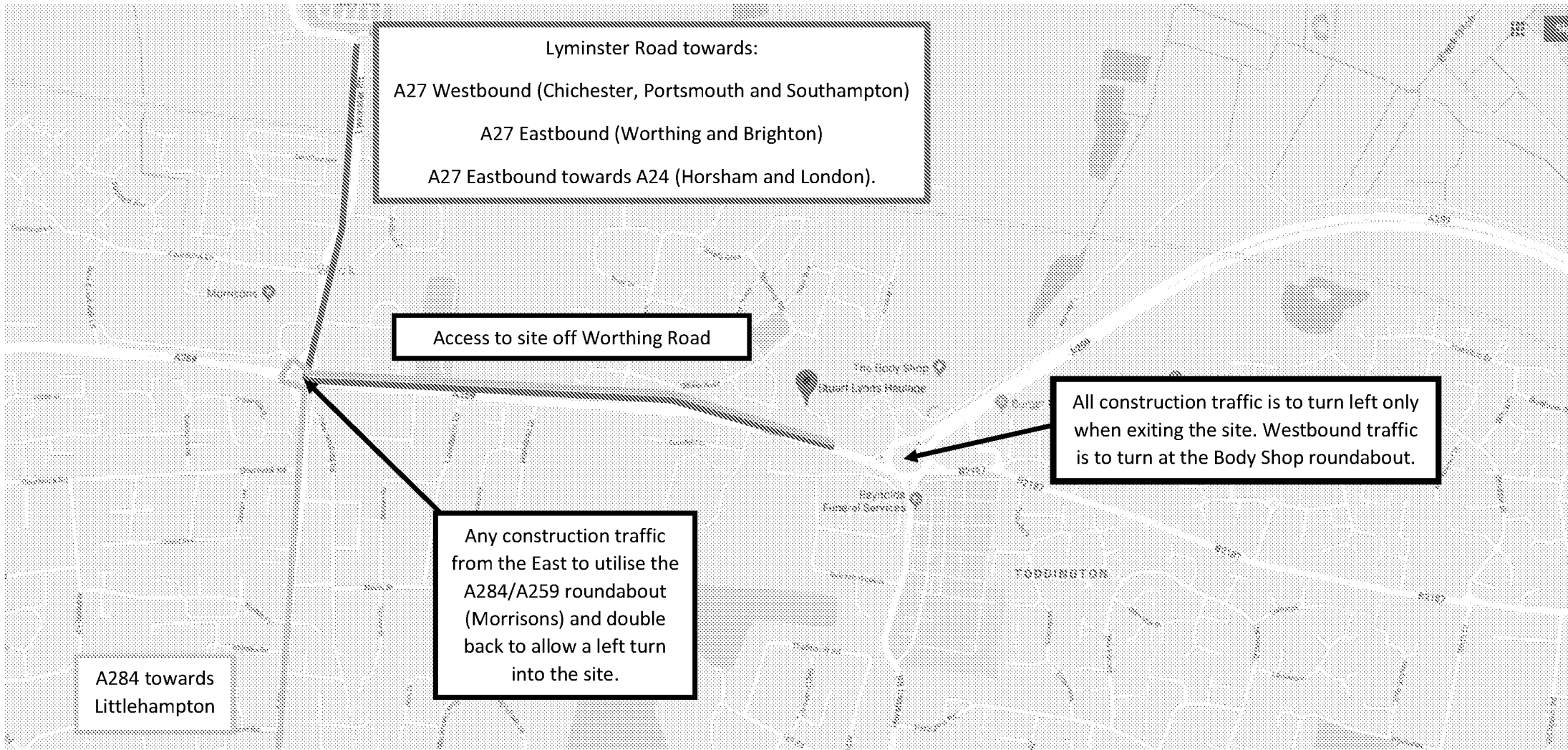
A contractor (including a Principal Contractor) appointed to work on a project will have the skills, knowledge and experience necessary to fulfil the role that they are appointed to undertake, in a manner that secures the health and safety of any person affected by the project, in accordance with the Construction (Design and Management) Regulations 2015.

All site personnel, visitors, sub-contractors and suppliers will be expected to abide by this CMS. Where delivery drivers will be regularly coming to the site they will be issued with copies of this plan either as paper copies or in electronic form. The plan will also be posted on the site office notice board and will be discussed during the site induction as part of the site traffic management plan.

This page is intentionally blank

Appendix A Construction Access Map

This page is intentionally blank

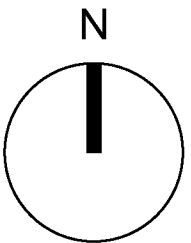


Construction Access Map

Windroos, Worthing Road, Wick, Littlehampton, West Sussex, BN17 6LY

Appendix B Construction Method Plan

This page is intentionally blank



1. Drawing to be read in conjunction with the Construction Method Statement (CMS).
2. Proposed construction compound and associated build order are indicative and subject to change.

	1.8m Hoarding
	Gate
	Construction Traffic Vehicular Route
	Construction Stages and Build Order
	Parking
	Material Storage
	Mortar Silo
	Timber Post and Rail Fence
	Holding Area Lay-by

Drwg. No.	Rev.
WIN-ENG-04-CMP	A

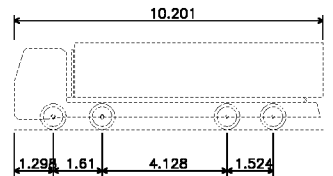
Appendix C Large Tipper Tracking

This page is intentionally blank

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

LARGE TIPPER VEHICLE PROFILE



Large Tipper	10.201m
Overall Length	2.495m
Overall Width	2.890m
Overall Body Height	0.341m
Min Body Ground Clearance	2.471m
Track Width	6.00s
Lock to lock time	11.550m
Kerb to Kerb Turning Radius	

LARGE TIPPER: LEFT IN, LEFT OUT: SCALE 1:250

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	Chk
-	-	-	-	-

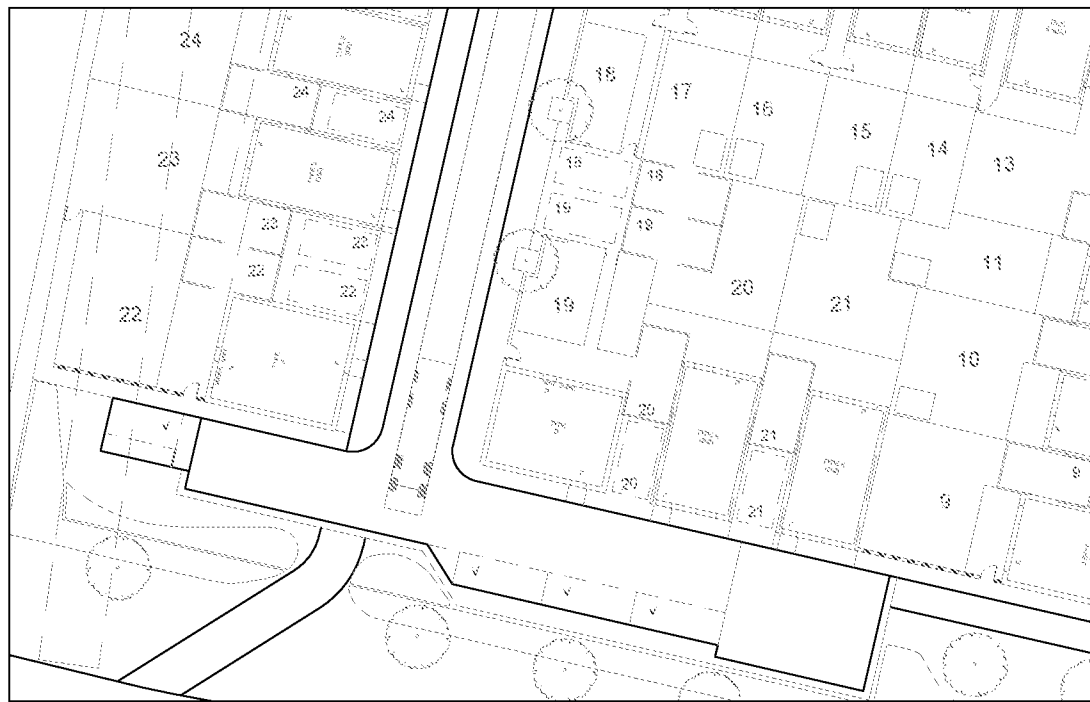
Project Name WINGROVE NURSERY LITTLEHAMPTON	Title VEHICLE TRACKING: CONSTRUCTION ACCESS: LARGE TIPPER: EXISTING ACCESS	 Paul Basham Associates Ltd Lancaster Road, 8 Domes Hill Road, Farnham PO16 3PU 01493 860134 info@paulbashamassociates.com www.paulbashamassociates.com	Client 	Checked By PW	Checked Date 20.11.18	Scale 1:250	(AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By PL	Drawn Date 20.11.18	Client Drawing No. -	PBA Drawing No. 147.5001.003	Revision -	ARUN DISTRICT COUNCIL



MAIN SITE TRACK: SCALE 1:1000



TRACK BY 17, 18, 26 & 27: SCALE 1:500

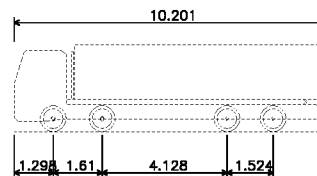


TRACK BY 19 & 22: SCALE 1:500

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

LARGE TIPPER VEHICLE PROFILE



Large Tipper	10.201m
Overall Length	2.495m
Overall Width	2.890m
Overall Body Height	0.341m
Min Body Ground Clearance	2.471m
Track Width	6.00s
Lock to lock time	11.550m
Kerb to Kerb Turning Radius	

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	Chk
A	-	22.11.18	RL	PW

Project Name VANGROVE NURSERY LITTLEHAMPTON	Title VEHICLE TRACKING: CONSTRUCTION ACCESS LARGE TIPPER: PROPOSED ACCESS	 Paul Basham Associates Ltd Lancaster Court, 8 Domes Road, Fareham PO15 3PU 01496 360124 info@paulbashamassociates.com www.paulbashamassociates.com	Client 	Checked By PW	Checked Date 20.11.18	Scale A3 SHOWN (AT A3 SIZE)
Project Phase PRELIMINARY				Drawn By PL	Drawn Date 20.11.18	Client Drawing No. - PBA Drawing No. 147.5001.004 Revision A