



Proposed Residential Development

on

Land South of Toddington Lane

Littlehampton

The Construction Method Statement

In respect of Conditions: 22, 23 and 25

For Phase 3: A2 / B6

or

LU/47/11

Persimmon Homes Ltd

February 2020 v4

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1.0 Introduction

- 1.1 Outline planning permission for a residential and mixed use development was granted on the 23rd January 2013 for Land South of Toddington, Littlehampton application reference: LU/47/11. Reserve matters consent has been achieved for the construction of the B3/B5 access road under consents LU/114/15/RES and LU/92/16/RES and for the construction of the southern section of the Lyminster Bypass under consent LU/278/17/RES. This Construction Environmental Management Plan has been prepared to help grant Planning Permission in respect of Parcels A2 and B6.
- 1.2 Outline planning conditions 22, 23 and 25 require the developer to submit and have approved by the District Council a Construction Method Statement, details of the construction compound and wheel cleaning proposals. This document provides the above information and is to be read in conjunction with the plans attached within Appendices A to C of this document.
- 1.3 All contractors and sub-contractors working on site are required to comply with the measures specified in this Management Plan.

2.0 Working Hours

- 2.1 To minimise the disturbance to local residents and in accordance with the provisions of outline planning permission condition No.22 all construction activities will take place between:

Monday to Fridays 0800hrs and 1800hrs

Saturday 0800hrs and 1300hrs

and shall not be carried out at any time on Sundays or Public Holidays
- 2.2 There will be no continuous 24 hour activities except in an emergency or on any Sunday or Bank Holiday working, unless agreed in advance with Arun District Council.
- 2.3 The starting and warming up of engines/equipment outside the working hours (as detailed in point 2.1) will not be allowed.

3.0 Site Organisation

- 3.1 The site location plan indicates the location of the existing site compound which is intended to remain in its current form and work in conjunction with a satellite compound layout for the duration of the new proposed development works of Parcels A2 and B6. The compound will continue to be kept secure at all times and will be maintained in as clean and orderly fashion as possible.
- 3.2 The site compound on A2 Parcel will be lit outside working hours by halogen lights that will be set on timers and PIR for intruder purposes only. The lights will only be for the purposes of site safety and security.
- 3.3 Lighting will be located and directed with cowls where necessary to prevent intrusive light spillage directed in the first instance toward existing and future residential properties to the west and north.

- 3.4 As far as is reasonably practicable the visual intrusion of the construction site on nearby residents will be contained and limited.
- 3.5 Any security cameras will be located and directed so that they do not intrude into adjacent residential properties.

4.0 Protective Fencing

- 4.1 Protective fencing will be erected around all construction areas prior to site work commencing and subsequently be maintained in good condition.
- 4.2 The fencing will be removed and/or relocated to a new position only when safe to do so.

5.0 Noise and Vibration

- 5.1 Screens/hoardings will be retained around the site compound to mitigate noise levels where practicable.
- 5.2 All contractors will be required to control and limit noise and vibration levels so that current legislative standards are not exceeded.
- 5.3 All materials will be handled, stored and used in a manner that minimises noise.
- 5.4 Plant and equipment will be shut down when not in use. Engine compartments will be closed when equipment is in use.
- 5.5 Semi-static equipment will be sited as far away as reasonably practicable from residential dwellings adjacent to the development site.
- 5.6 All complaints received about noise or vibration will be investigated in a timely manner and where necessary, work practices will be modified.
- 5.7 Site policy for this site dictates that radios/stereos are not allowed externally and radios/stereos are only allowed inside when the building is enclosed.

6.0 Traffic Management and Public Access

- 6.1 It is anticipated that no more than 20 Heavy Goods Vehicle deliveries will occur during a normal week. All construction traffic will approach and leave the site via Mill Lane/Toddington Lane. Construction traffic will only enter and leave from the West of Toddington Lane. No construction traffic will enter and leave from the East.
- 6.2 Standard directional signage will be employed to guide construction traffic movements towards the existing access, there is more than sufficient distance to travel to the compound within the site such that vehicles will not be delayed entering into it. Signage is to be agreed with WSCC Highways.

- 6.3 HGV movements and other deliveries to the site will be restricted as far as reasonably possible so as to avoid peak traffic flow periods (i.e. 0800-0900 and 1700-1800).
- 6.4 Car sharing will be encouraged amongst the workforce in order to minimise traffic movements.
- 6.5 Car parking for construction workers is provided within the contractor's compound area on the existing site compound area. No car parking will be allowed around the current development and this will be managed by the Site Manager.
- 6.6 All deliveries will be organised by the Site Manager to ensure that there is no impediment to access and that delivery times are arranged so that adequate staff are onsite at the delivery time.
- 6.7 Access to the site will use the approved temporary site access. Once constructed the main site access will be used.
- 6.8 It is of note that the s106 attached to the outline consent includes upgrades to sections of the existing highway network. Of relevance to the CEMP is the s278 works upgrading Toddington Lane which includes the new proposed access on to A2 and B6. This is shown on the attached agreement plan in Appendix B, submitted as part of the s278 process.

7.0 Movement Storage and Treatment of Bulk Materials and Spoil

- 7.1 Construction materials and spoil will be stored in accordance with a health and safety plan.
- 7.2 The spoil that is generated from the development will be re-used on site wherever possible. Any contaminated spoil will be removed and taken to an appropriately licensed landfill for disposal.
- 7.3 Subsoil and topsoil will be separated and stored correctly for use after construction. Subsoil will not be compacted, disturbed or drained which could cause problems with its subsequent use.

8.0 Dust and Odour Control

- 8.1 Best practicable means will be used to control dust and airborne pollutants at the site including the occurrence of smoke and fume emissions.
- 8.2 Areas of hard standing associated with the development will be constructed as soon as possible.
- 8.3 All plant and equipment will be checked prior to use to ensure that it is in good working order and repair, and conforms to manufacturers or statutory emissions standards. Any defective items of plant shall not be used.

- 8.4 All processing plant and vehicles carrying loose aggregate and workings will be covered or shielded to reduce/avoid dust emissions.
- 8.5 In periods of dry weather and where practicable, all soil stockpiles and surfaces will be dampened down with water to reduce dust emissions.
- 8.6 Where practicable, material stockpiles will be located away from the site boundary.
- 8.7 All earthworks will be sealed or re-planted as early as practicable to minimise dust.
- 8.8 Where practicable, on site aggregate handling will be carried out in enclosed areas.
- 8.9 Proper consideration will be given to wind conditions and the location of sensitive receptors such as those dwellings beyond the development sites western boundary when activities are likely to emit dust, aerosols, fumes or odours.
- 8.10 Site toilets will be located well away from sensitive receptors.
- 8.11 The programme for street cleaning comprises the following:
- Off-site street sweeping at site access on a daily basis as required (if mud is found on the road), or as required throughout the day and all traffic exiting the site will be subject to systematic wheel washing as required by the use of a pressurised wheel wash.
 - A speed limit of 10mph will be imposed on all construction vehicles at the site.
 - Visual inspections of areas contiguous to the development site, with particular reference to sensitive locations will be undertaken as a routine on a weekly basis and are recorded within the weekly Site Manager Report. Dust deposition checks will be used to inform any remedial measures that need to be employed at the site.
 - Entrance highway condition will be addressed by vacuum road brush cleaning on a minimum of a daily basis or as necessary. Use of a jet wash within the site to help clean vehicles before joining the public highway will be used on every occasion unless conditions dictate otherwise.
 - Any identified recurring generators of dust will be replaced or improved.

9.0 Storage of Fuels and Oils and Other Hazardous Materials

- 9.1 Special care will be taken during deliveries, particularly when fuels and hazardous materials are involved. Deliveries will be supervised at all times, tanks and containers will be labelled with the nature and volume of their contents and the content levels will be checked prior to delivery to prevent overfilling.
- 9.2 Loading and unloading delivery areas will be clearly marked and isolated from the surface water drainage system and/or bare ground. Raised kerb surrounds may be needed, with drainage to the foul sewer when possible. Delivery pipes will be fitted with automatic cut-off valves to prevent overfilling.
- 9.3 Loading and unloading will take place clear of the public highway in designated areas.

- 9.4 Vandalism and theft are frequent causes of pollution. Lockable valves are fitted on all storage tanks/containers, fences will remain secured and gates kept locked.
- 9.5 Where possible, materials will be stored under cover and potential pollutants will be transferred into safe storage without delay.
- 9.6 A notice will remain displayed stating that valves and trigger guns must be locked when not in use.
- 9.7 Any oil storage tank and oil stored in drums will continue to be sited on an impervious base within an oil-tight bund with no drainage outlet. All fill pipes, draw pipes and sight gauges will continue to be enclosed within the bund, and the tank vent pipe will be directed downwards into it. The base and bund walls will as at present be impermeable to the material sited and be 110% of the capacity of the largest tank in the bund. The bund is suitable for its purpose, checked daily and there are spillage kits onsite should an accident occur.
- 9.8 Storage of oil tanks/drums at or above roof level will be avoided.
- 9.9 Any oil pipelines to be installed at the site will be situated in an accessible position above the ground where possible. Should an underground oil storage tank and pipeline be laid underground, it will be placed in a protective sleeve or duct with open grating covers for inspection purposes.
- 9.10 Leaking or empty oil drums will be removed from the site immediately and disposed of via a licensed waste disposal contractor.
- 9.11 Bowsers will be stored within the site security compound when not in use.
- 9.12 Before any tank is moved or perforated at the end of a contract, all contents and residues will be emptied by a competent operator for safe disposal.
- 9.13 Mobile plant will be refuelled in a designated area, on an impermeable surface, away from any drains or bare ground. A spill kit will be kept in close proximity.
- 9.14 Vehicles will never be left unattended during refuelling and valves will not be jammed open. Hoses and valves will be checked regularly for signs of wear and these will be turned off and securely locked when not in use. Diesel pumps and similar equipment will remain on drip trays to collect minor spillages. The drip trays will be checked regularly and any accumulated oil removed for disposal.
- 9.15 Correct facilities are provided for storage and disposal of paint and liquid wastes.
- 9.16 Equipment and plant such as tanks, bunds, pipe work and drains will be checked and maintained on a regular basis. Any corrective work necessary will be carried out as soon as possible.
- 9.17 The use of pesticides and herbicides will follow guidance outlined in the Environment Agency's Pollution Prevention Guidelines (PPGs).
- 9.18 A register of hazardous material with associated handling and disposal methods (i.e. beyond the COSHH mandatory register for health and safety) will be kept on site at all times.
- 9.19 The quantity of hazardous materials on-site will be minimised. All hazardous materials will be stored on site in accordance with a health and safety plan.

10.0 Mud on Roads

- 10.1 There is potential during certain phases of the construction for vehicle washing and road sweeping to be required. Persimmon Homes will therefore enforce strict measures, to avoid the environmental nuisance of mud on roads. These measures will include, but are not limited to:
- 10.2 Use of an approved mechanical road sweeper to clean the site of any mud or debris deposited by site vehicles within the vicinity of the site. The road sweeper is to be available whenever needed and will be properly used and maintained.
- 10.3 Provision of wheel washing facilities will be rumble grates where a member of staff will spray all wheels prior to exiting site and going over the grate.
- 10.4 The effluent should be contained for proper treatment or disposal.
- 10.5 The possible installation of line connections to existing drainage will need to be passed by the environmental agency.
- 10.6 Catch pits could also be installed with aggregate and concrete base to catch any silt from the wheel wash process and then the water can drain away naturally from the pit.
- 10.7 Adequate sheeting of vehicles carrying waste materials.
- 10.8 Measures will be taken to ensure that mud and detritus is not swept into gullies.

11.0 Water and Ground Conditions

- 11.1 Where possible waste materials will, in the following order of preference, be reduced, re-used, recycled and disposed of.
- 11.2 Attempts will be made to avoid the over-specification of materials, thereby reducing wastage. Pre-fabrication, which minimises material use and waste through controlled off-site processes and where there is a high level of quality control in a factory environment, also reduces failure and increases component durability/lifetime with associated environmental benefits, will be sought wherever possible.
- 11.3 Any ground contamination by spillage of fuel oils and hydraulic oils during construction will be excavated and removed to an appropriately licensed waste disposal site.
- 11.4 The site is regarded as free from contamination. However, if during site preparation/construction activities, contaminants are identified, analysis will be undertaken to ascertain the nature of the contaminants and steps taken to remediate the ground and remove the contaminants. Removal will then be undertaken by a licensed contractor and the contaminants deposited in an appropriately licensed landfill.
- 11.5 Construction work will take place in such a way as to prevent, contain or limit, as far as reasonably practicable, any adverse impacts arising from the presence of contaminated land or material discovered during construction activities.
- 11.6 All waste materials will be segregated on site.

- 11.7 Separate skips will be used so that wastes can be segregated for recycling and to prevent cross contamination. Used containers (especially if they contain hazardous materials/liquids) may need special handling and the manufacturer's instructions will be followed.
- 11.8 All waste will be stored in designated areas, isolated from surface drains and banded to contain any spillages. Rubbish compactors will be covered to prevent the build-up of contaminated rain water and drained to a tank/the foul sewer to prevent pollution liquid entering the ground/surface water drains.
- 11.9 If plant/equipment maintenance is carried out on site, used oil will be sorted in a banded area for collection. Oil and fuel filters will be stored in a designated bin in a banded area for separate collection and recycling.
- 11.10 In order to comply with the Duty of Care regulations the contractor(s) appointed to remove the waste from the site will be registered with the Environment Agency. A written description of the waste will be given to the contractor(s). Where there is hazardous waste for disposal, a more rigorous consignment note system will be followed.
- 11.11 All contractors will comply with all relevant waste regulations including: carrier's registration of waste contractors, disposal of licensed facilities, Duty of Care waste transfer notes, waste exemption registration (if applicable) and special waste consignments notes (if applicable).
- 11.12 Where possible, waste materials will be disposed of at sites closest to the development site in order to minimise transport impacts.

12.0 Dealing with Emergencies

- 12.1 A site incident response/emergency plan will define the procedures for dealing with events such as spillages of oil/chemicals and leaking containers. All staff and contractors working at the site will be made aware of the site incident response/emergency plan and will know how to deal within an incident. Training exercises will be undertaken as necessary.
- 12.2 An up to date drainage plan will be maintained and all contractors will be made familiar with the drainage systems, any potential hazards (in particular, how to deal with fire-water runoff) and action to take in an emergency. The plan and other necessary information will be displayed in the site office.
- 12.3 A variety of products/materials will be kept on site for use in the event of a spillage/leakage (e.g.) sand and/or earth bags, proprietary absorbents in the form of granules, sheets, pillows or loose powder, leak sealing devices such as pad, clamp or putty and drain seals). The materials will be well maintained, strategically placed at accessible locations and clearly marked with durable notices explaining their uses.
- 12.4 In the event of a major spillage, the Environmental Agency would be notified.
- 12.5 Any ground contaminant by a spillage/leakage of fuel oils/hydraulic oils during construction will be excavated and removed to an appropriately licensed waste disposal site.

- 12.6 Any items used for the clear up of spillage will be disposed of in a similarly appropriate manner.
- 12.7 Health and safety controls will be established in accordance with relevant health and safety procedures including arrangements for the possibility that unforeseen contamination / pollution may be encountered during the construction phase.
- 12.8 Personal protective equipment (PPE) will be worn by all construction personnel including, where necessary, hard hats, high visibility clothing and protective footwear.

13.0 Communication with Local Authority and Local Residents

- 13.1 On-going liaison will be maintained Arun District Council during the construction period.
- 13.2 At an appropriate location along the frontage of the site a contact name, telephone number and address for information or complaint purposes will be displayed. Out of hours' name and contact details will be included on any site notices. Details of the CDM co-ordinator (Persimmon Homes Thames Valley) will also be included.

14.0 General

- 14.1 All contractors will be made aware of their responsibilities and informed of the ways in which their actions can cause pollution and generate waste and how these can be prevented. They will also be encouraged not to use excessive resources such as water or energy.
- 14.2 Construction plant/equipment and vehicles will be maintained in order to minimise emissions and maximise fuel efficiency. Hazard warnings will be attached to plant/equipment as necessary.
- 14.3 Construction work will be carried out so that, as far as reasonably practicable, disturbance to the environment is contained within defined limits and site restoration proposals are implemented in a timely fashion.
- 14.4 The measures set out in this Plan will be adhered to except where there is demonstrable conflict with safety issues.
- 14.5 The controls specified within this Construction Environment Management Plan are enforced by the Site Manager and have been sent a copy of this report. The controls are implemented by the Site Manager at toolbox talks and monitored during monthly Health and Safety Reviews.

Appendix A

Drawing No. 544_PL_CMP – Phase 3 Construction

Management Plan

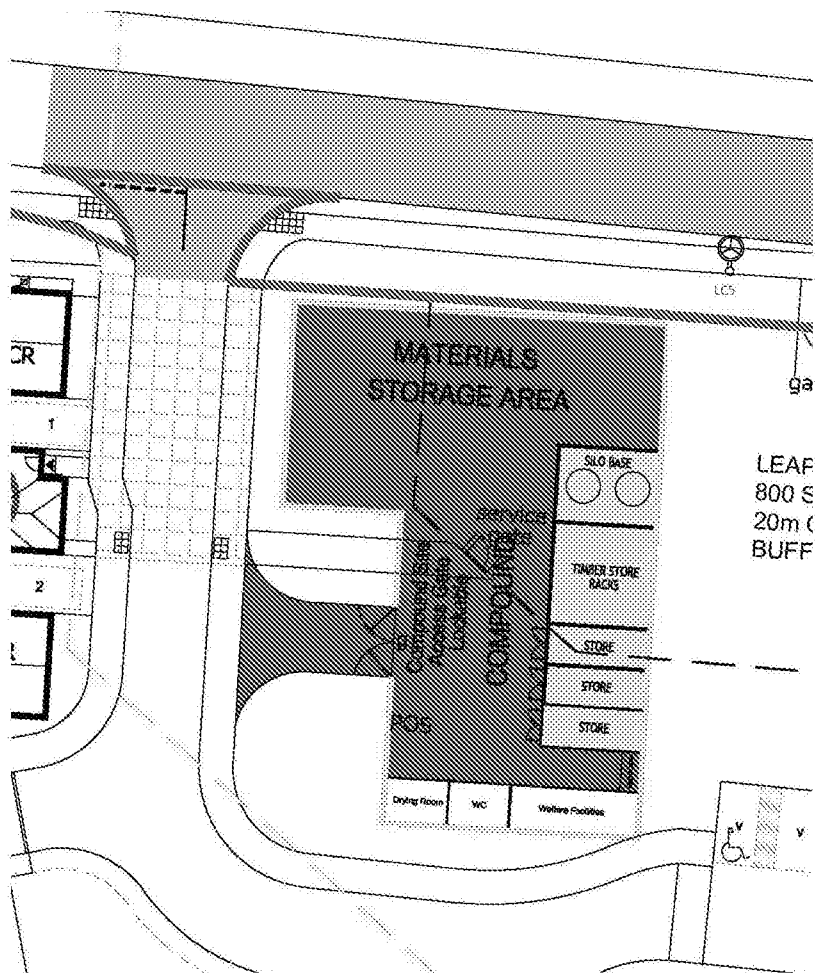


Image 1: Construction Compound Layout

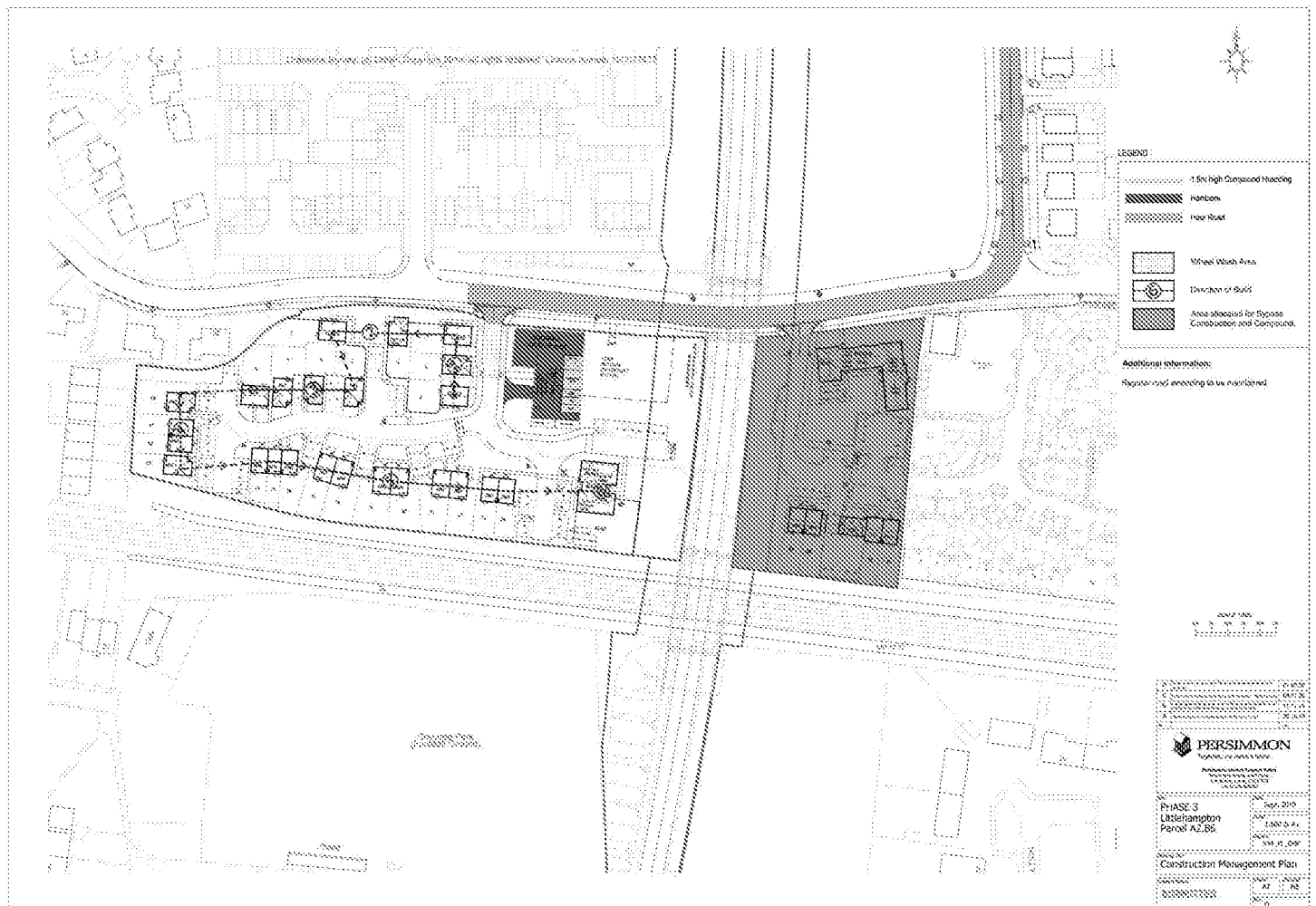
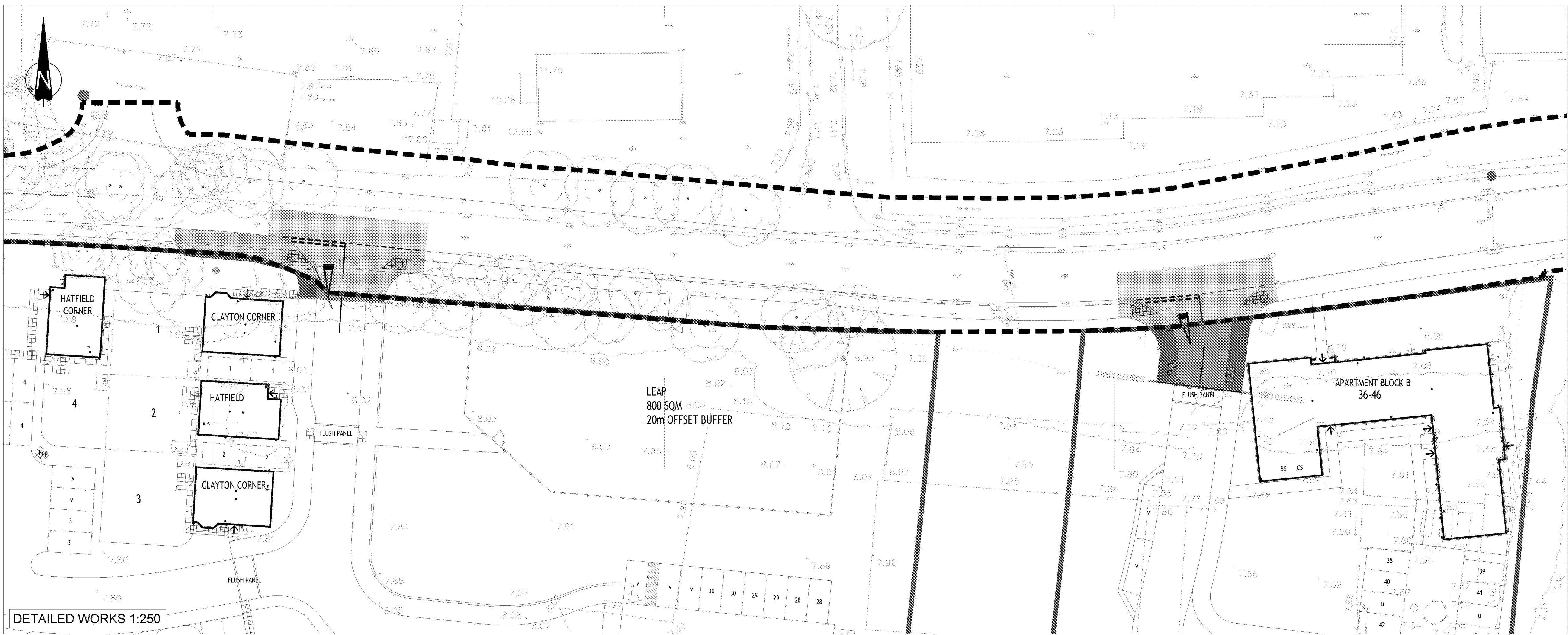


Image 2: Construction Management Plan

Appendix B

Drawing No. 19163/100S278 S278 Agreement Plan



DETAILED WORKS 1:250



VISIBILITY SPLAYS 1:500

The Contractor is to check and verify in conjunction with the Architects details all setting out points, building and site dimensions, levels and sewer invert levels at connection points and ensure that they are fully conversant with the contents and requirements of the site investigation report before work starts. The Contractor is to comply in all respects with current building legislation, British Standard Specifications, Building Regulations etc, whether or not specifically stated on this drawing

This drawing is not intended to show details of ground conditions or ground contaminants. Each area of ground relied upon to support any structure depicted (including drainage) must be investigated by the Contractor any areas of formation for said structures which do not accord with the anticipated conditions as described in the site investigation report are to be immediately notified to the Engineer, where applicable. Any suspect fluid ground or ground contaminants on or within the ground should be further investigated by a suitable expert. Any earthworks shown indicate typical slopes for guidance only and should be investigated further by a suitable geotechnical expert.

Where existing trees are shown to be retained they should be subject to a full Arboricultural inspection for safety. All trees are to be planted so as to ensure they are a minimum of 5 metres from buildings and 3 metres from drainage and services, where applicable. A foundation is to be provided to accommodate the proposed tree planting, where applicable.

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ANY AREAS OF EXISTING HIGHWAY THAT ARE AFFECTED BY THE INSTALLATION OF NEW SERVICE TRENCHES/ROAD CROSSINGS (INCLUDING SEWERS) FOR ANY DEVELOPMENT RELATED PURPOSE ARE REQUIRED TO BE PLANNED AND RESURFACED, FULL WIDTH (CARRIAGEWAY / FOOTWAY / CYCLEWAY) BY THE LENGTH OF THE EXCAVATION.

THIS COMMENT APPLIES TO ALL/ANY UTILITY TRENCH WORKS (ROUTES OF WATER SUPPLY, COMMUNICATIONS INCLUDING TELECOMS OR INTERNET SERVICE, GAS AND ELECTRICITY AND SEWERS INCLUDING RISING MAIN ROUTES) FEEDING TO THE DEVELOPMENT SITE.

WSCC AGREEMENT PLAN NOTES:

1. No works shall commence within the existing public highway until the Agreement is signed and the Traffic Management Scheme has been approved in writing.
2. Any soft spots within the proposed highway shall be dug out and the void backfilled in layers up to formation level with selected granular material as directed and to the satisfaction of the Highways Inspector.
3. All fill material up to foundation level of the proposed highways to be approved and compacted in layers as directed and to the satisfaction of the Highway Inspector.
4. Proposed depth of capping layer shall depend on CBt test results and agreed with by the Highways Inspector. <30t = 25t + 500mm, 25t-50t = 300mm, >50t = 120mm Type 1.
5. Any damage caused to the existing highway during the course of the works to be repaired as directed and to the satisfaction of the Highway Inspector and / or Area Engineer.
6. Continuity of access to occupied areas to be maintained to satisfaction of Highway Inspector, Area Office Engineer and / or Local Authority.
7. Any new trees within 3.0m of the proposed highway shall have their roots restrained by root barriers as directed and to the satisfaction of the Highway Inspector.
8. Any abandoned / redundant pipes and chambers that fall within the proposed highways shall be grouped up and the void backfilled in layers up to formation level of the carriageway with selected granular material or permanently filled with concrete or similar filler.
9. All redundant connection in existing manholes, chambers shall be sealed and the benching made good as directed and to the satisfaction of the Highway Inspector and/or utility company involved.
10. All existing live drains, sewers, ducts, cables, etc, that will pass under the proposed highway shall be surveyed, probed, traced, rodged, jetted, CCTV'd, etc, to ascertain their structural condition and suitability to fall within the new highway. If deemed necessary, special protection and / or replacement may be required as directed and to the satisfaction of the Highway Inspector, Area Engineer and / or Utility Company involved.
11. Any existing live manholes, chambers, boxes, etc, that will be located within the proposed highway shall be surveyed to ascertain their structural condition and suitability to fall within the new highway. If deemed necessary, special protection and / or replacement may be required as directed and to the satisfaction of the Highway Inspector, Area Engineer and / or Utility Company involved.
12. Developer / Contractor to provide suitable and effective wheel washing facilities to prevent mud from being conveyed onto public highway and to provide the means to clean the highway to the satisfaction of the Highways Inspector, Area Engineer and / or Local Authority.
13. No concrete to be poured or laid in temperatures below 2°C on a falling max / min thermometer or before the temperature reaches 2°C on a rising max / min thermometer (to be provided by the Contractor and displayed in position agreed by the Highways Inspector).
14. All road signs and markings to comply with the Traffic Signs Manual. All road markings to be thermoplastic.
15. Contractor to comply with Chapter 8 of the Traffic Signs Manual 2006.
16. Tactile paving to comply with the Guidance on the use of Tactile Paving Surfaces 1998. The actual layout of tactile paving to be agreed on site with the Highways Inspector prior to laying slabs.
17. No private surface water runoff shall be permitted to discharge onto the highway, or vice versa. Cut-off drains, channels and/or gullies shall be used to intercept any conflicting water.

LIST OF SUPPORTING DRAWINGS	
Drawing No	Rev Title
19163/400	- General Arrangement
19163/401	- Signing & Lining Arrangement
19163/402	- Kerbing & Finishes Layout
19163/410	- Drainage & Contour Layout
19163/411	- Longitudinal Section
19163/450	- Access Road Cross Section

Refer to WSCC 278/38 Highway Agreement Standard Details drawings and latest revision thereof.

Highway Inspector to approve all kerb and / or edging line and level on site with the main contractor at a PRE-START MEETING prior to installation. The Highway Inspector will direct the contractor accordingly to achieve a satisfactory finish which may deviate from the technically approved detailed drawings. The contractor will record all variances for the 'as-built' drawing issue.

S278

Extent of highway boundary (TBC)

Site Boundary

Road Construction

Footway Construction

Proposed Tactile Paving

Proposed Street Lighting*

Proposed Gully & Connection

Existing Surface Water Sewer*

Visibility Splay

S38

Items marked with an asterisk (*) are to be confirmed

S38/278 Drawing Schedule

19163 / 401	S278 Signing & Lining
19163 / 402	S278 Kerbing & Finishes

STREET LIGHTING LEGEND TO BE INSERTED HERE ON RECEIPT OF DESIGN

Rev.	Description	Date	By
First Issue		15/08/19	DA

Drawing Status

Please note that whilst drawing may be used for tender purposes, information is subject to West Sussex County Council technical approval as part of ongoing consultations & design check. Amendments may therefore be requested.

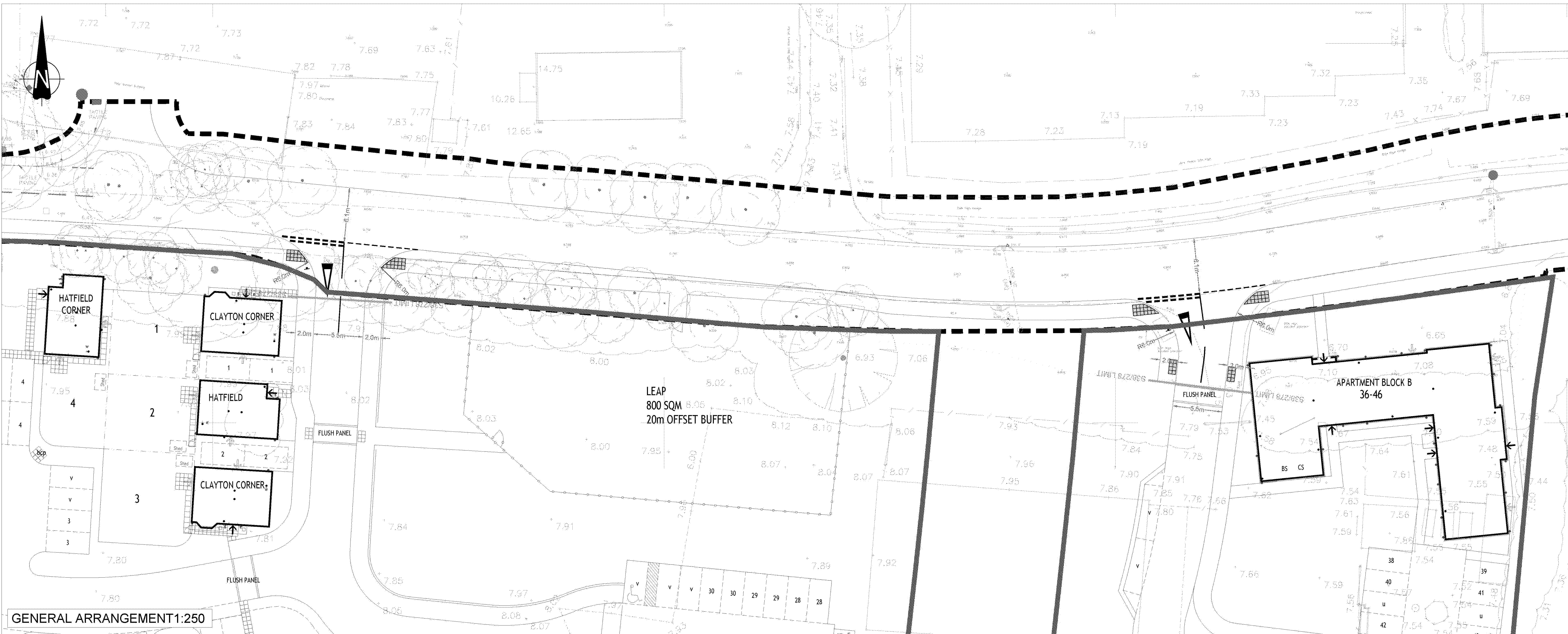
Client	PERSIMMON Together, we make a home
Project	Littlehampton Phase 3 West Sussex
Title	Section 278 Works Section 278 Agreement Plan

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Scale	1:250 / 500 @ A1	Drawn	DA
Date	August 2019	Checked	SF
File	19163/dwgs/civils/current/S278	Drawing	19163 / 100S278

Appendix C

Drawing No. 19163/400 S278 General Arrangement Plan / Vehicular Access



The Contractor is to check and verify in conjunction with the Architects details all setting out points, building and site dimensions, levels and sewer invert levels at connection points and ensure that they are fully conversant with the contents and requirements of the site investigation report before work starts. The Contractor is to comply in all respects with current building legislation, British Standard Specifications, Building Regulations etc, whether or not specifically stated on this drawing.

This drawing is not intended to show details of ground conditions or ground contaminants. Each area of ground relied upon to support any structure depicted (including drainage) must be investigated by the Contractor any areas of formation for said structures which do not accord with the anticipated conditions as described in the site investigation report are to be immediately notified to the Engineer, where applicable. Any suspect fluid ground or ground contaminants on or within the ground should be further investigated by a suitable expert. Any earthworks shown indicate typical slopes for guidance only and should be investigated further by a suitable geotechnical expert.

Where existing trees are shown to be retained they should be subject to a full Arboricultural inspection for safety. All trees are to be planted so as to ensure they are a minimum of 5 metres from buildings and 3 metres from drainage and services, where applicable. A foundation is to be provided to accommodate the proposed tree planting, where applicable.

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GENERAL NOTES

- Levels of the existing road at the point of tie-in with proposed site road must be checked prior to commencement of works.
- Any discrepancies between the details shown and actual on site conditions to be reported immediately to the engineer prior to commencement of works.
- Existing services within extent of proposed works to be investigated further. Chambers to be lowered to suit proposed levels as necessary.
- All works are to be constructed in accordance with West Sussex County Council.
- Make good new & existing footway construction. Joints in adjacent Bituminous layers to be stepped 300mm horizontally. Faces to be painted with hot 50 or 70 pen Bitumen to BS3690 prior to laying of adjacent new footway construction.
- CBR testing will be required to determine construction thickness.
- All materials within 450mm of finished levels should be non-frost susceptible.
- Tactile paving construction to be 25mm class 2 cement mortar, 75 - 150mm sub base.
- Minimum sub-base extension from kerb face to be 150mm beyond back of edging kerbs. Minimum capping extension from kerb face to be 500mm.
- Bond coats are required between all bituminous pavement layers.
- Minimum width of new full depth carriageway construction to be 1000mm. Existing carriageway cut back and tied in as necessary.

General Arrangement Plan Legend

- Extent of highway boundary (TBC)
- Site Boundary
- Visibility Splay (3.4m x 43m)

Rev.	Description	Date	By
First Issue		15/08/19	DA

Drawing Status

Please note that whilst drawing may be used for tender purposes, information is subject to West Sussex County Council technical approval as part of ongoing consultations & design check. Amendments may therefore be requested.

Client

PERSIMMON
Together, we make a home

Project

Littlehampton Phase 3
West Sussex

Title

Section 278 Works
General Arrangement Plan

BANNERS GATE
CIVIL, STRUCTURAL & ARCHITECTURAL DESIGN SERVICES
10-11 Birmingham Street, Hove, Brighton, BN1 1AB
Tel: 01323 6871500 Fax: 01323 6871501
E-mail: mail@bannersgate.com

Scale	1:250 / 500 @ A1	Drawn	DA
Date	August 2019	Checked	SF
File	19163/dwgs/civils/current/S278	Drawing	19163 / 400