

Construction & Environment
Management Plan

Saxon Corner, Emsworth
Hampshire

Rev F. 05/03/19



BARRATT
— HOMES —

Contents

The construction method statement covers the following aspects:

Barratt David Wilson Homes, Safety, Health and Environmental Management Systems (SHE) , Site Timetable and stages for development.

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2. Details of provisions of parking and turning of operative and construction vehicles during development.
3. Loading and unloading
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Barratt David Wilson Homes, Health and Environmental Management Systems (SHE) , Site Timetable and stages for development.

Barratt Development PLC operates the Occupational SHE Management Systems across the group to set out and maintain high standards in Health, Safety and Environmental standards. With dedicated SHE Managers responsible for monthly inspections and auditing of Construction Sites throughout the Barratt Group this system is supported by Divisional Management Teams to ensure that our site activities are safe and cause minimum disruption to the communities within which we operate.

The site will be constructed over a 5 year period from commencement to completion. This is on the basis that 40 units will be completed per year. The external environment will be completed prior to the plot being occupied. The open space facing the area of construction will be completed prior to occupation. The site will be secured via hoarding to the front of the development which will be sympathetic to the surrounding environment. In terms of the local area a meet the builder session will be held with the local community prior to site start to ensure that impact is minimised on surrounding land.

1. Temporary and Permanent Access from Havant road.

Access and egress from the site shall be gained through three stages during the construction works:

- 1) During the initial ground work stages, and until the start of the permanent S278 (to be approved) works:
 - a) Existing gated entrance off Havant Road (Appendix G) – New S171 application for new widened drop kerbs. This will be used to access the site.
 - b) A new temporary area of hardstanding will be provided at the same position as the planning approved access. The temporary hardstanding and drop kerbs will be subject to another S171 application (Appendix F). This will be used to egress the site.

All hardstanding works to be completed to the standard of the S171 details and any services requiring diversions shall be co-ordinated with the relevant utility provider before works commence. The use of two accesses will provide better flow and reduce the congestion imposed on Havant Road that a single access may cause. A banksman/site attendant will be made available to assist HGVs entering and leaving the site. Temporary low level advance directional, and warning, signage will be erected leading to the site from both the A27 and Emsworth within a 50m distance of the accesses. The signage will notify pedestrians, cyclists and vehicles of upcoming construction traffic crossing the footway, cycleway and carriageway into and out of the site.

- 2) Once S278 approval and agreement is obtained for the permanent access to the scheme, BDW will commence the S278 works. Whilst the access shown in Appendix F is closed:
 - a) The access shown in Appendix G will be used for two-way traffic. A banksman will be available to direct incoming and outgoing vehicles from the site.

- b) Traffic management for the S278 works will account for this access.
Traffic management to be agreed with the Street Works team at HCC.
- 3) Once the S278 works are completed (including bellmouth entrance, signals and roundabout lining):
 - a) Permanent access and egress will from the newly constructed bellmouth.
 - b) The existing gated entrance shown in Appendix G will remain as emergency access until the end of the site construction works.

Directional site signage will be sought via an approved signage contractor, whom will seek the necessary consent/approvals from Hampshire County Council Highways with regards to locations of these signs.

BDW agree to enter into a S278 agreement for the bellmouth entrance, signals, roundabout white lining and all other works associated works relating to permanent access to the site. Visibility splays will conform to an adoptable standard. We confirm vegetation maintenance to be agreed with the adopting authority (HCC).

2. Details of provisions of parking and turning of operative and construction vehicles during development.

The Site Operatives and other visitors will be directed to the site wide operative's car park to park their vehicles. This car park is located on the hard standing by the compound as shown on the plan in Appendix A. A turning circle will be provided adjacent to the site car park for turning. The car park will be adequately sized (45 no. vehicle spaces) by the number of contractors proposed in section 12. A typical example of a compound layout has been provided in Appendix E (Please note this is subject to site constraints).

The larger vehicles onsite will be supervised when reversing via a banksman/member of site team in line with the Health & Safety requirements including to the entrance of the site as per section 1.

Any construction traffic to the site will be directed via the construction traffic route as shown in appendix B. Site deliveries will only take place during hours of site operation.

Note:

Temporary compound to be created as shown on the Construction Management Plan whilst Main compound and Sales/Show arena is set up.

3. Loading and Unloading

All Contractors will be issued instruction to ensure that the route for construction vehicle access to the site is via the new access at Havant Road.

Materials will be delivered between working hours of 08.00-18.00 Monday to Friday

Please refer to drawing showing place of compound.

4. Storage of Materials and Minerals Extraction

Materials will be stored close to the compound area for ease. This will be placed in the last phase of the building works to avoid problems and access for lorries deliveries etc and also mainly for the occupants of the earlier plots for ease of access to their plot.

As part of the planning obligation (condition 14), the site has not been identified as a viable option for large and medium to small minerals extraction. However, 'Incidental Extraction' is possible. The ground worker will be required to appropriately stockpile arisings across the site for suitable reuse.

The Minerals Assessment for this site concluded that there was a potential for Incidental Extraction and recovery of aggregates that could be reused as part of the construction works at this site. In the event of a surplus of aggregates being produced as part of the development then there is also a potential for off site reuse by third parties.

A key element of the Incidental Extraction and recovery will be the segregation of materials. The quality of the aggregate will be detrimentally affected if the clay and topsoil cannot be adequately segregated and will render the material unsuitable for reuse.

Segregated site won aggregate should be separately excavated and transported to a designated stockpile that shall be clearly signed and bounded by temporary fencing to mitigate the potential for physical contamination with clay or topsoil.

The location of the segregated stockpile shall be documented and testing shall be carried out to determine the Material Classification and demonstrate the quality of the material for any engineering reuse (such as construction of roads and pavements, car parking areas, temporary haul roads or backfill to service trenches for example).

A weekly 'stock check' should be carried out to assess the volume of material that has been generated and the volume of material that has been reused. This is required to determine the efficacy of the works and track the generation of any surplus materials in order that timely provision can be made for potential reuse off site as necessary.

The ground worker shall be responsible for forming and maintaining the segregated stockpile or stockpiles, tracking the reuse of materials and identifying the formation of any surplus materials that could be considered for off site use. The ground worker shall be required to document these works through marked up plans, photographs and a site Materials Management Diary that may be subject to auditing by BDW or Wilson Bailey (nominated geotechnical consultant for this site).

See appendix D for area of incidental extraction plan. This is to be read on conjunction with the minerals assessment report ref: J11145/DB/c07.

Note:

Temporary compound to be created as shown on the Construction Management Plan whilst Main compound and Sales/Show arena is set up.

5. Security and Displays

The site will be secured with fencing (Heras or similar security) with information display boards close to the site entrance. This will be visible from the road side so that passing traffic is aware of the development.

Boards / hoarding adjacent to site entrance to be set back at least 3m in order to protect the visibility splays of emerging vehicles and not impede the ability of vehicles to pull clear of the highway if required to enter the site.

6. Measures to be undertaken to prevent mud from vehicles leaving site during construction works - Wheel Washing

To keep wheels clean on vehicles that are leaving the site, BDW will utilise four methods of control:

- 1) Prior to the wheel wash station: BDW will have a jet wash at the egress to site at all times. This will help keep levels of dirt onto Havant Road to an absolute minimum. The wheel jet will be set back from the site entrance gates. The water runoff will be controlled to ensure no discharge onto Havant Road. The wheel jet will be moved further in site as the site progresses and the site gates are re-positioned.
- 2) A wheel wash station will be available during the initial ground works stage, estimated as 3 months (may be longer), until the initial length of road is installed to base course. Please refer to Appendix H for detail on the location and specification of the wheel wash station. Also referring to point 7 below, this will also keep roads in site damp and keep dust effects to a minimum.
- 3) During the months of October-February, a road sweeper will be made available everyday Monday-Friday, especially during initial ground works stage. During March-September, a road brush will be made available three times a week. The provision of a road sweeper is to be made available to ensure any mud / debris is cleared from the roads should the wheel jet/wash facility not provide full cleaning of all vehicles leaving the site.
- 4) Ongoing monitoring between HCC and BDW. If required, further action including, but not limited to, increased rate of road sweeps to be agreed.

7. Dust suppression, mitigation and avoidance measures.

Particular care would be required to maintain dust emissions at a practicable minimum when working in the vicinity of residential properties and environmentally sensitive areas. Best practice mitigation would be required during dry conditions. Dust reduction measures would include:

- careful management of earth stockpiles
- sheeting of vehicles transporting materials to and from the site
- limiting the speed of general vehicles within the site to 10mph
- surfacing of the roads to base course as soon as possible in the programme
- haul roads to be regularly cleansed
- visual monitoring would be carried out at sensitive locations on a daily basis

By using effective dust mitigation techniques, including good site planning, the potential for dust emissions to arise at a construction site and impact surrounding receptors can be minimised.

The potential for dust to arise during the ground breaking, earth moving and excavation stage of the construction is highly weather dependent. If carried out in dry weather, increased water spraying may be required to ensure the surface material remains damp. In wet weather greater attention would be paid to vehicle cleaning to ensure significant quantities of mud are not trafficked onto local roads, which once dry can become a significant source of dust. A permanent water supply is currently available onsite, leading from Selangor Avenue. This will be utilised for all water supply activities onsite.

Throughout the construction period, care would be taken to ensure the adequate control of dust from vehicles delivering and removing materials to and from the site. Drop heights, when loading and unloading materials, would be minimised. All dusty loads would be sheeted appropriately. Dried mud and dust carried onto roads by lorries and other machinery can be a significant source of dust. The Site Manager would ensure that the hard surfacing of heavily used areas and adjacent public roadways are regularly cleaned. In addition to this, heavily tracked areas beyond hardstanding will be sprayed during dry conditions to minimise dust.

Once the actual building of the development commences there is less potential for significant emissions of dust from the site, although emissions may still arise from the storage of dusty materials. Generally, storage compounds would be screened, both for security and to prevent wind whipping. In addition, there are certain construction activities that are inherently dusty and would require additional controls e.g. stone or brick cutting. Such activities may require local screening or the activities may be limited to certain areas or time periods in order to limit impacts.

Specific measures to prevent dust would include the following practices:

- the provision of easily cleaned hard standings for vehicles (to include the areas close to the site access)
- the regular cleaning by brushing and water spraying of heavily used hard surfaced area

- dusty materials stockpiles and dusty activities such as stone cutting and grinding to be sited away from the site boundary and/or effectively screened where practicable

8. Measures for minimising construction waste and provision to re-use and recycling of materials.

A site waste management plan will be put in place at the start of the site (prior to construction commencing) this will indicate in more detail the process and placing of disposal units. We will have a site segregation unit immediately adjacent to the compound area.

A bailer will be provided on site to ensure that as much site waste is recycled as possible. All waste management will be reportable via online management to ensure site recycling is efficient as possible. Any non-contaminated soil that is extracted for foundations will be reused on the development.

9. Hours of work on site

Hours of work on site will be:

Monday- Friday 08:00-18.00

Saturday- 08.00-13.00

Sunday- Minor works ie... Painting/Decorating/Electrical works etc...between the hours of 08.00-18.00 however no deliveries or heavy machinery to be operated on site.

Any additional hours outside the scope listed above will be communicated to the planning authority.

10. Traffic Management Plan

Please refer to Appendix A and B for traffic movements within and externally of the application site.

The access gate to the south of the site (under the ownership of the BDW Trading Ltd) is to be temporarily used for site preparatory works including ecology, archaeology and services installation (enabling works).

Traffic management regarding intrusive works on the highway will be subject to Hampshire County Council approval via the NRSWA co-ordinator. Where necessary, a Temporary Road Closure (TTRO) will be sought via Havant Borough Council and Highways England. Traffic management will consider and include the following items:

- Pedestrian traffic along Havant Road
- Vehicular traffic along Havant Road

- Maintained construction access to the site
- School children foot traffic from Emsworth and Warblington during school opening and closing hours
- Temporary signage – Not to be placed in positions that will obstruct visibility
- Temporary traffic lights
- Barriers, ramps and chicanes

This is not an exhaustive list.

11. Public Engagement

The site manager will be running a Meet the Builder evening prior to commencement on the site and residents will be offered an open invitation to attend. The evening will provide the residents with an opportunity to clarify any concerns they have regarding the proposals.

The details of the rest of the team who will provide assistance are as follows:

Bradley Slingo – Technical Co-ordinator

Tel: 01489 779200

Email: bradley.slingo@barratthomes.co.uk

Anthony Dimmick – Community Liaison Officer

Tel: 01489 779200

Email: anthony.dimmick@barratthomes.co.uk

Peter Scott – Contracts Manager

Tel: 01489 779200

Email: peter.scott@barratthomes.co.uk

12. Number, type and frequency of vehicles to be used during the construction.

The number and frequency of vehicles on the site will fluctuate during the year and will be influenced by build programme and date specific requirements. The figures shown below are based on an assumed worst case scenario situation:

- Cars, Vans and other lightweight vehicles = 40 per day
- Forklift trucks = 2 per day
- Dumper Truck = 5 per day
- Site deliveries from large vehicles = 10 a day
- Site operated crane – 5 days per calendar month.

Provision will be made to ensure any overall spill of vehicles will be retained within the confines of the application site at all times.

13. Floodlighting and security lighting.

The perimeter of the site compound will be provided with security lighting outside of working hours to ensure adequate site safety at all times. Any areas in which operatives are working with poor light will be lit adequately.

Construction lighting, including but not limited to perimeter security lighting, will be directed and angled away from existing residential properties facing toward the site. This is to be done as to not affect the existing neighbouring properties in the locality.

14. Code of Construction Practice

This will enforce standards by an independent assessment on an annual basis. All construction works will be carried out under the CDM regs 2015. Building regulation certification and building warranty will be independently certified by the NHBC

First issue: July 2017.

Appendix A – Construction Management Plan

HAVANT ROAD EMSWORTH 147

SCHEDULE OF DWELLINGS					
REF	TYPE	DESCRIPTION	STOREY	SQ.FT	NO
WA	WOODHOUSE	4 BED HOUSE	2.0	1212	15
WO	WOODHOUSE	4 BED HOUSE	2.0	1209	1
EN	ENNERDALE	3 BED HOUSE	2.0	917	19
MA	MAIDSTONE	3 BED HOUSE	2.0	830	19
PO	POKSTONE	3 BED HOUSE	2.0	830	13
RI	RICHMOND	2 BED HOUSE	2.0	711	17
AL	ALBERTON	7 BED COACH HOUSE	2.0	708	3
BO	BOYERDALE	3 BED HOUSE	2.0	679	6
ML	MALDON	2 BED FLAT	3.0	576	3
AM	AMERSHAM	2 BED FLAT	3.0	584	3
SUB TOTAL					103
AFFORDABLE					
REF	TYPE	DESCRIPTION	STOREY	SQ.FT	NO
SOCIAL HOUSING (30%)					
Rent					
T50	TYPE 55	3 BED HOUSE	2.0	958	1
T52	TYPE 52	3 BED HOUSE	2.0	928	3
T71	TYPE 71	7 BED COACH HOUSE	2.0	704	1
T51	TYPE 51	2 BED HOUSE	2.0	842	6
285A	285A	2 BED FLAT	3.0	576	6
285B	285B	2 BED FLAT	3.0	584	6
Shared Ownership					
301A	301A (SPECIAL)	3 BED HOUSE	2.0	1058	1
T30	TYPE 30	3 BED HOUSE	2.0	958	6
T52	TYPE 52	3 BED HOUSE	2.0	928	1
T71	TYPE 71	7 BED COACH HOUSE	2.0	704	1
T51	TYPE 51	2 BED HOUSE	2.0	842	13
SUB TOTAL					44
GRAND TOTAL					147



Build Route

Sales Arena & Parking

Site Compound

Road - Phase 1

Road - Phase 2

Road - Phase 3

Road - Initial

Pedestrian Footways

Deliveries/Vehicle IN

Deliveries/Vehicle OUT

Initial Site Access (See Section 1 of CEMP):

Access via Existing Gate (S171)

Egress via permanent access location (S171)

Project

Location

Client

Design

Drawn

Checked

By

Date

Scale 1:500

North Arrow

Rev

Drawn

Checked

By

Date

Rev

Drawn

Checked

By

Date

Project

Location

Client

Design

Drawn

Checked

By

Date

Scale 1:500

North Arrow

Rev

Drawn

Checked

By

Date

Rev

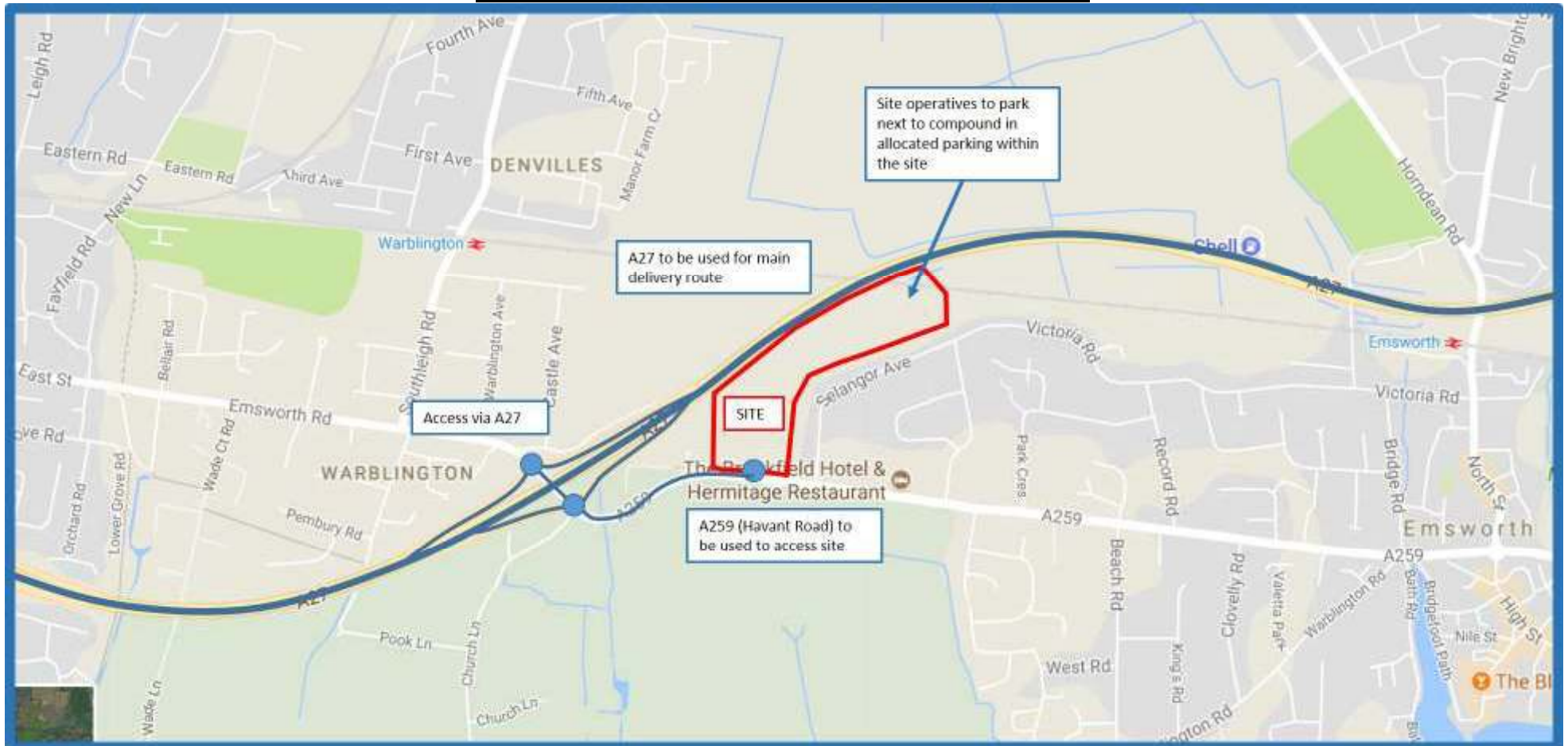
Drawn

Checked

By

Date

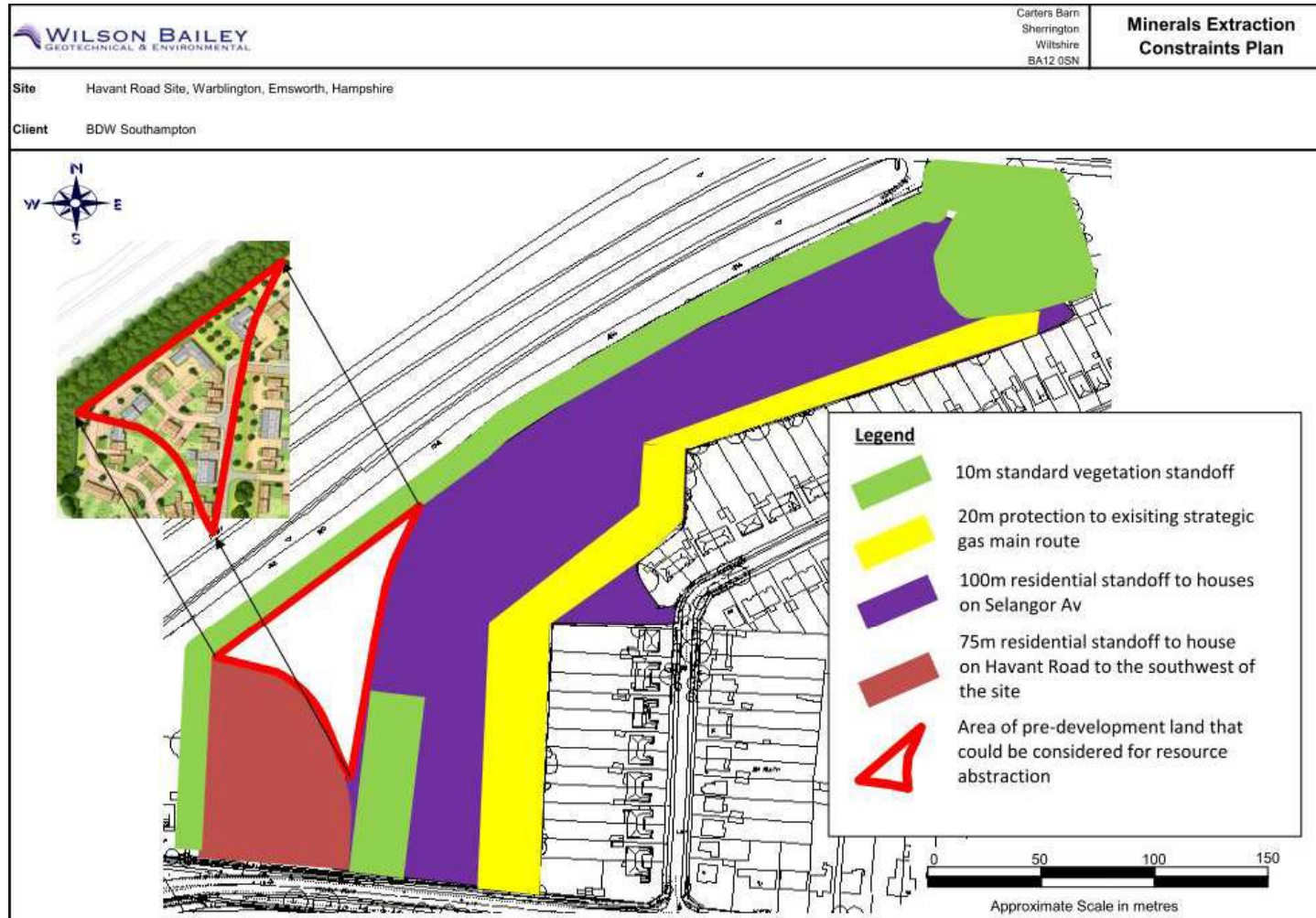
Appendix B – Traffic Management Route



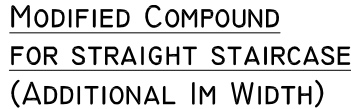
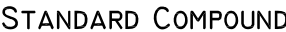
Appendix C – Directional Signage to Site Entrance (AA Signs)

Details to be confirmed by third party contractor – Approval from Hampshire Highways to be obtained prior to installation for signs.

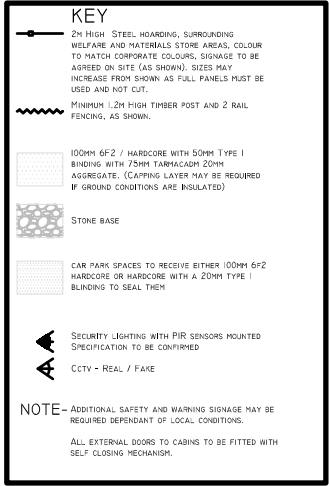
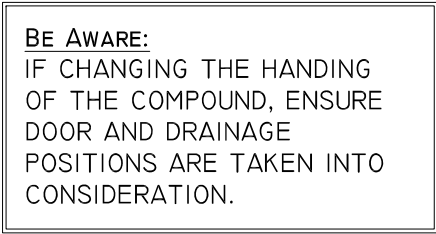
Appendix D – Minerals Extraction



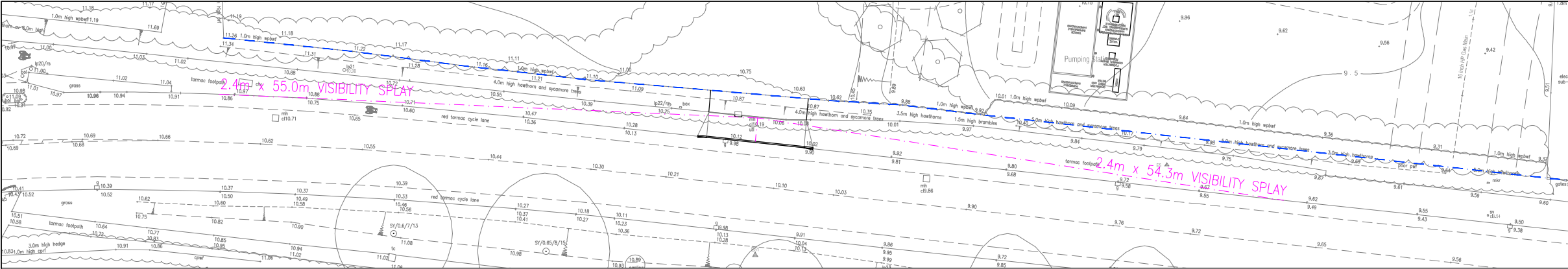
Appendix E – Example Compound Layout



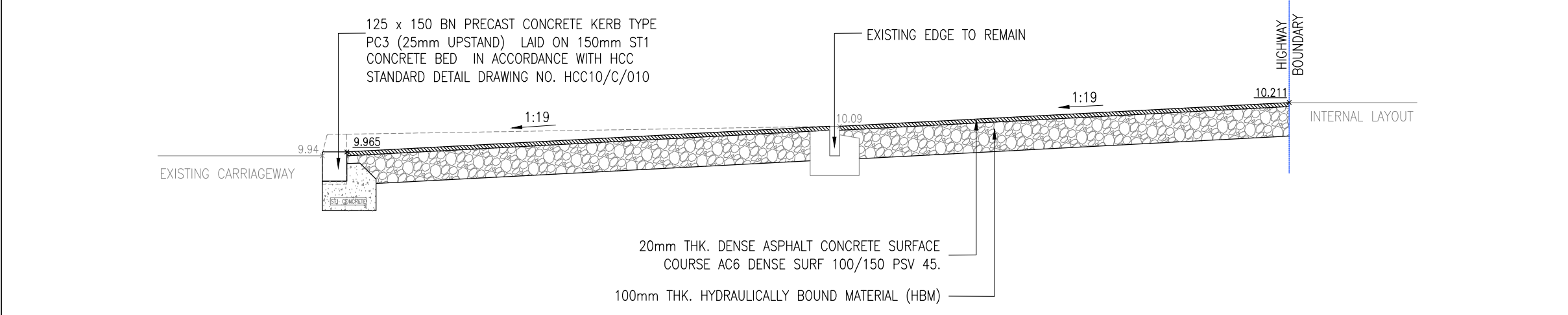
MODIFIED COMPOUND
FOR SITES ACHIEVING
>50 LEGAL
COMPLETIONS PER YEAR
(ADDITIONAL 4.25M
WIDTH)
(REFER TO BGS2I)



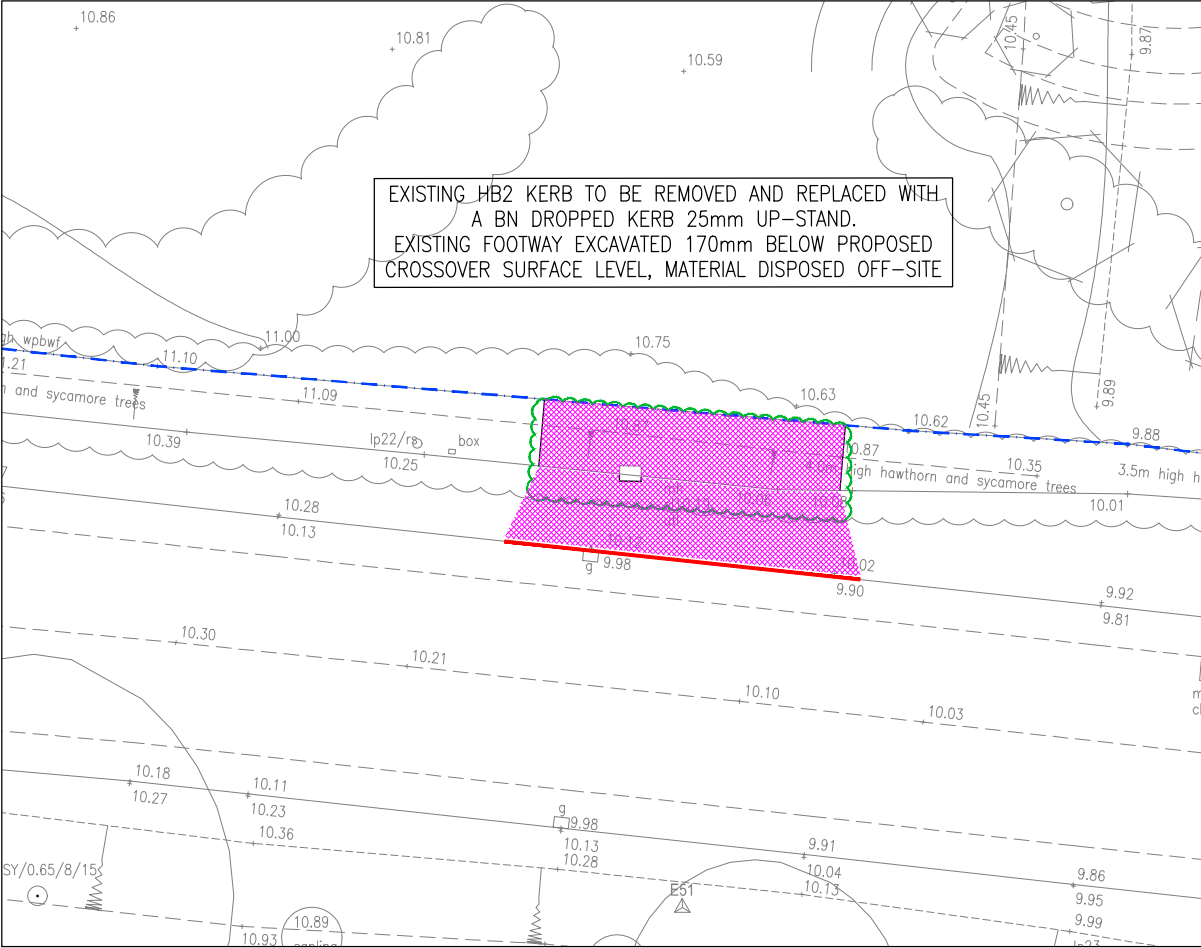
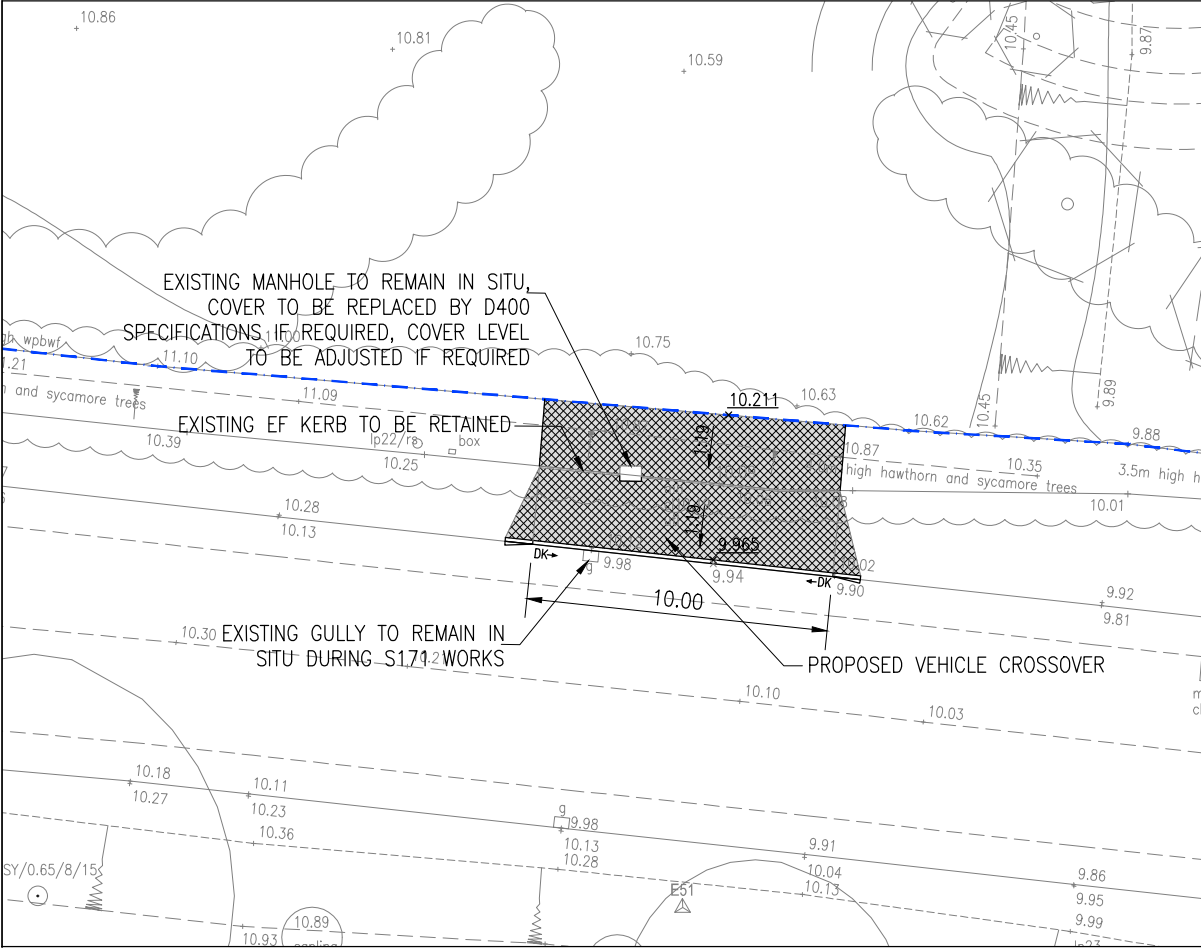
Appendix F – S171 Construction Detail – on permanent access location



VISIBILITY SPLAYS (SCALE 1:500)



CONSTRUCTION DETAILS (SCALE 1:25)



VEHICLE CROSSOVER LAYOUT (SCALE 1:250)

GENERAL NOTES

- THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION. 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.
- PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
- ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
- 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.

EXISTING SERVICES

- IT IS THE RESPONSIBILITY OF ANY ON SITE CONTRACTOR TO IDENTIFY AND LOCATE ANY UTILITY PLANT PRIOR TO CONSTRUCTION WORK BEING UNDERTAKEN.
- THE INFORMATION PROVIDED ON THIS DRAWING ABOUT THE EXISTING UTILITY SERVICES IS BASED ON HISTORICAL RECORDS PROVIDED BY THE STATUTORY UTILITIES. THE ACTUAL POSITION AND STATUS OF ANY MAINS AND SERVICES MUST BE VERIFIED AND ESTABLISHED ON SITE. THIS DRAWING IS PROVIDED FOR INFORMATION ONLY.
- CABLES TO STREET LIGHTING, ROAD SIGNS AND ILLUMINATED BOLLARDS ARE NOT SHOWN BUT MUST BE ASSUMED TO EXIST.

VISIBILITY SPLAYS

- VISIBILITY SPLAYS ARE BASED ON THE RECORDED 85%ILE SPEEDS OF 35.3MPH WESTBOUND & 35.6MPH EASTBOUND ON HAVANT ROAD.



KEY

VEHICLE CROSSOVER LAYOUT

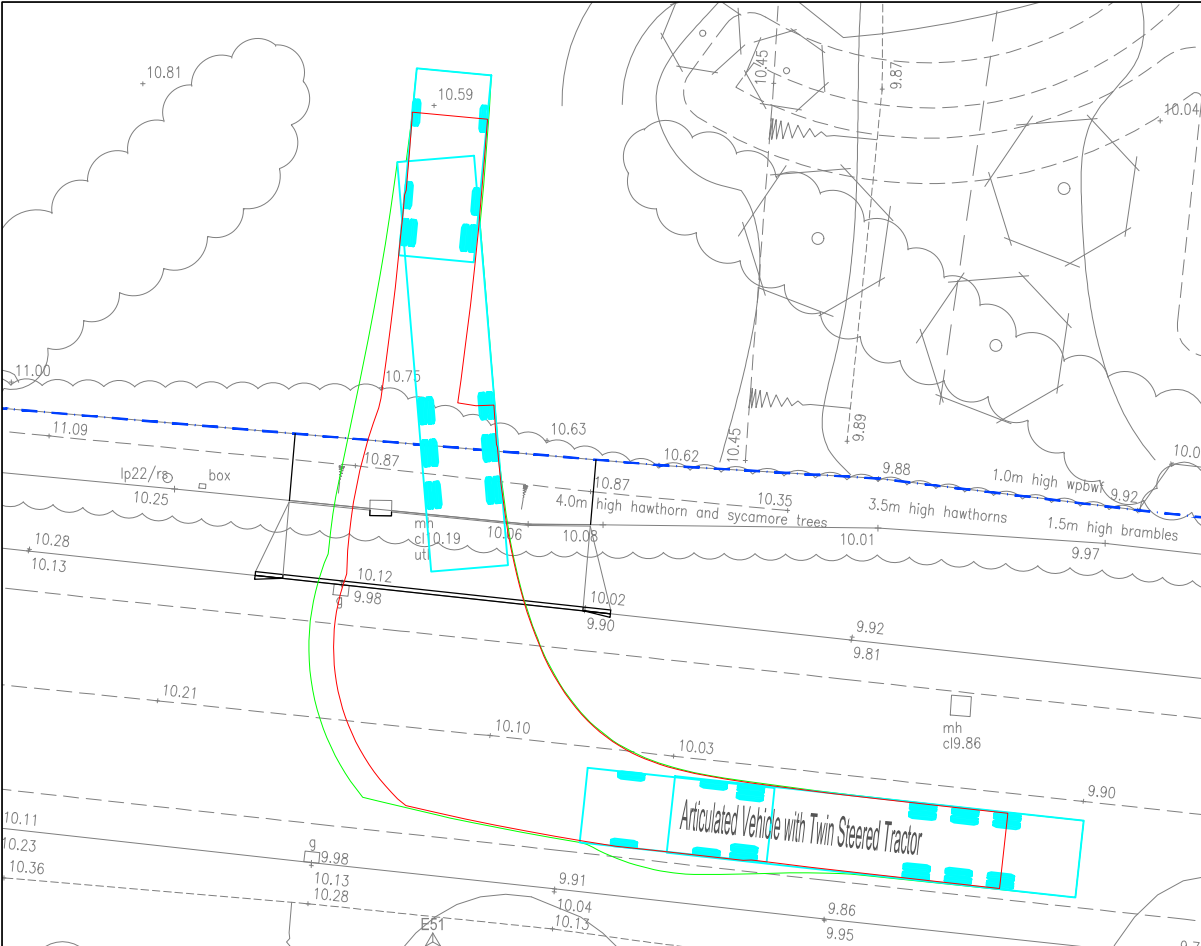
- VEHICLE CROSSOVER CONSTRUCTION
 - 20mm THK. DENSE ASPHALT CONCRETE SURFACE COURSE AC6
 - DENSE SURF 100/150 PSV 45.
 - 150mm THK. HYDRAULICALLY BOUND MATERIAL (HBM)
- BN 125 x 150 BN PRECAST CONCRETE KERB (25mm UP STAND)
- EF 150 x 50 PRECAST CONCRETE EDGING EF
- DK 125 x 150 BN PRECAST CONCRETE DROPPER KERB
- 125.00 EXISTING LEVELS
- 125.00 PROPOSED LEVELS
- 1:40 CAMBER / CROSS FALL DIRECTION
- INDICATIVE HIGHWAY BOUNDARY
- VISIBILITY SPLAYS

SITE CLEARANCE

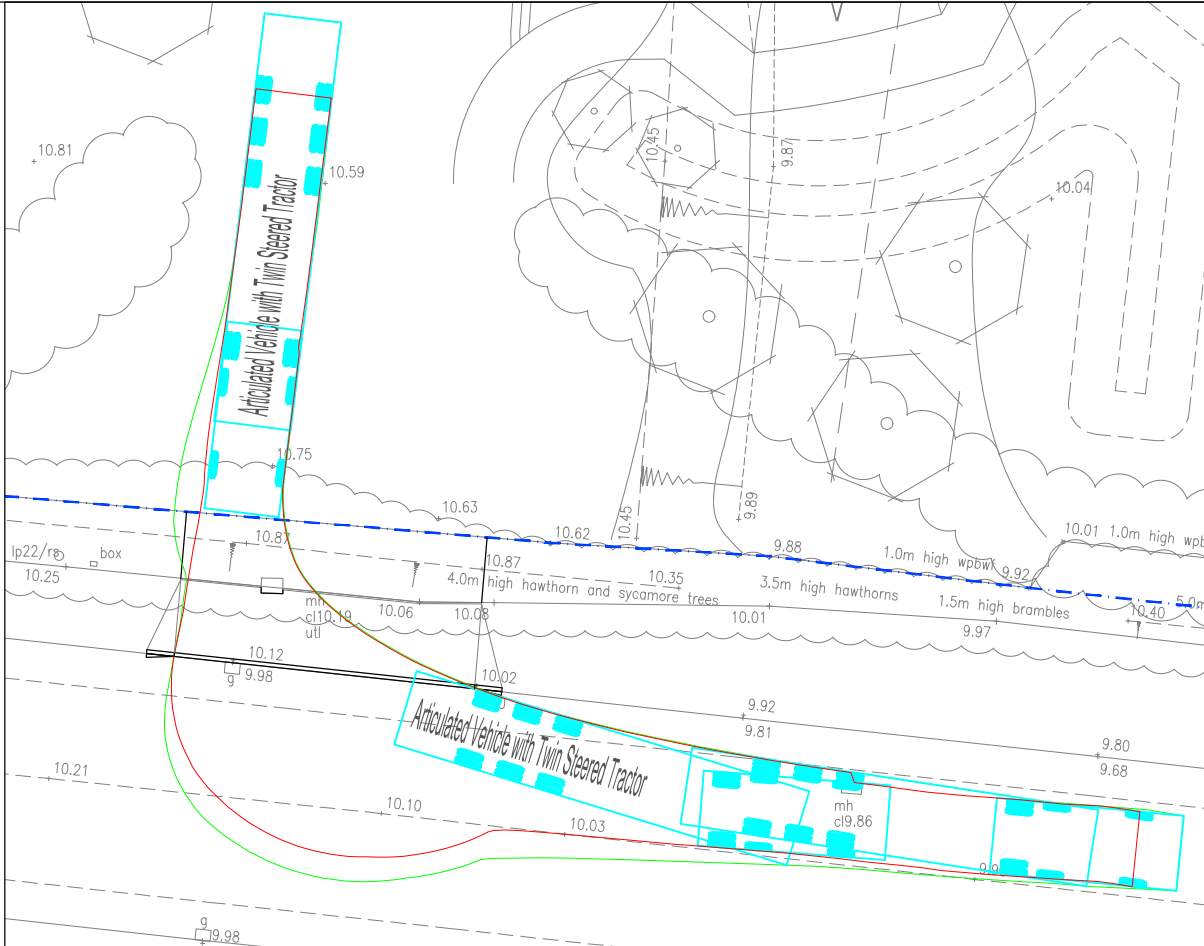
- EXISTING MATERIAL EXCAVATED 170mm BELOW PROPOSED CROSSOVER SURFACE LEVEL, MATERIAL DISPOSED OFF-SITE
- EXISTING PCC KERBING BROKEN OUT AND DISPOSED OFF SITE
- EXISTING VEGETATION/TREE TO BE GRUBBED UP/REMOVED AND DISPOSED OFF-SITE

B	REVISED DRAWING	02.01.19	EK	RW
A	REVISED DRAWING	13.12.18	EK	RW
Rev	Description	Date	By	Chkd

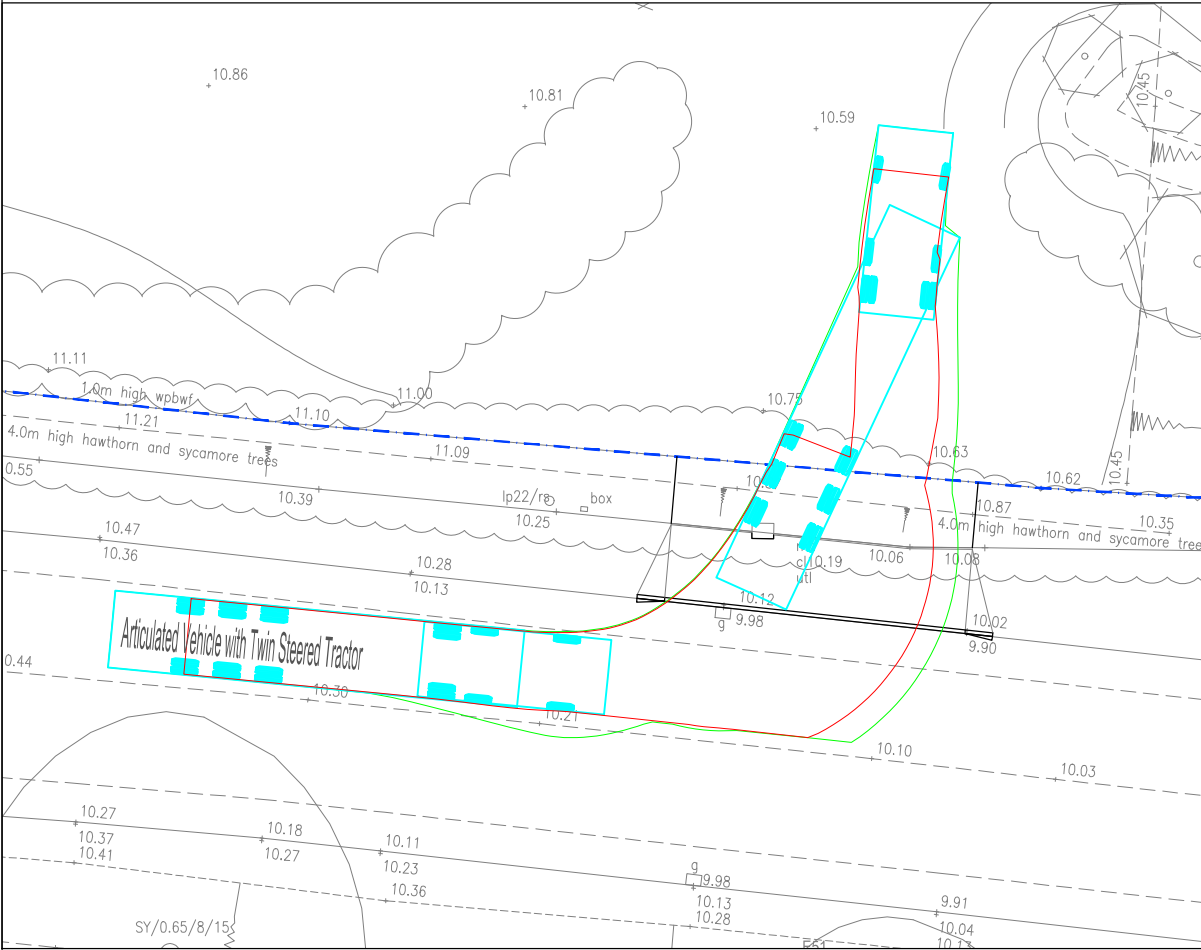
Project Name HAVANT ROAD, EMSWORTH	Title S171 LAYOUT	Client  Paul Basham Associates Ltd Lancaster Court, 8 Barnes Walls Road, Fareham, PO15 5TU 01489 668134 info@paulbashamassociates.com www.paulbashamassociates.com	Client  BARRATT HOMES	Checked By RW	Checked Date 06.12.18	Scale AS SHOWN (AT A3 SIZE)
Project Phase DETAILED DESIGN				Drawn By EK	Drawn Date 04.12.18	Client Drawing No. - PBA Drawing No. 041.5025.111 Revision B



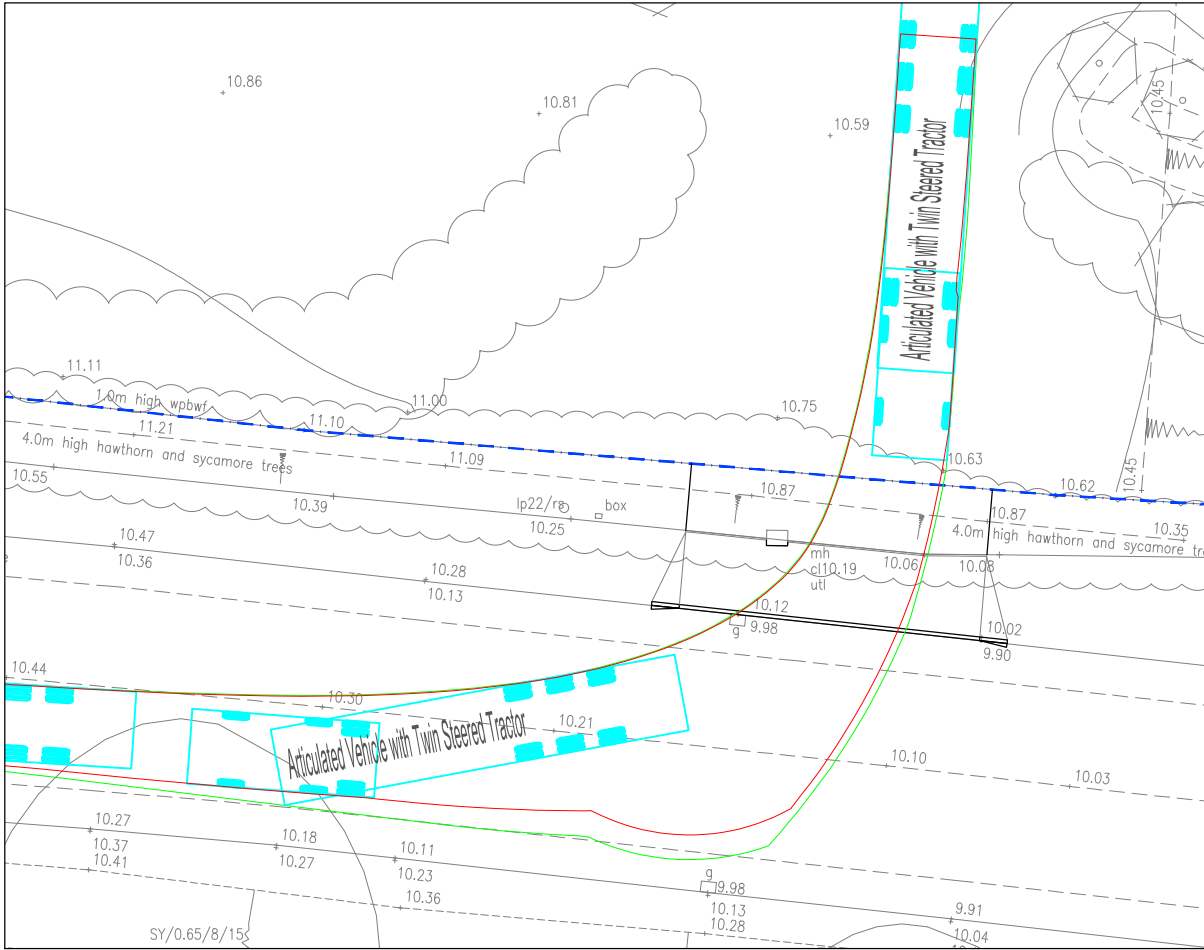
ARTICULATED VEHICLE TURNING RIGHT IN (SCALE 1:500)



ARTICULATED VEHICLE TURNING LEFT OUT (SCALE 1:500)



ARTICULATED VEHICLE TURNING LEFT IN (SCALE 1:500)

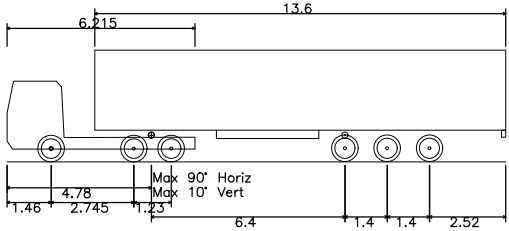


ARTICULATED VEHICLE TURNING RIGHT OUT (SCALE 1:500)

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VEHICLE PROFILE



Articulated Vehicle with Twin Steered Tractor
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.691m
Min Body Ground Clearance 0.426m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.987m

Project Name HAVANT ROAD, EMSWORTH	Title S171 VEHICLE TRACKING	 Paul Basham Associates Ltd Lancaster Court, 8 Barnes Wallis Road, Fareham, PO15 5TU 01489 668134 info@paulbashamassociates.com www.paulbashamassociates.com	Client 	Checked By RW	Checked Date 13.12.18	Scale AS SHOWN (AT A3 SIZE)		
Project Phase DETAILED DESIGN				Drawn By EK	Drawn Date 13.12.18	Client Drawing No. -	PBA Drawing No. 041.5025.112	Revision A

Appendix G – S171 Construction Detail – on existing gated entrance location



- ### 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.

1. IT IS THE RESPONSIBILITY OF ANY ON SITE CONTRACTOR TO IDENTIFY AND LOCATE ANY UTILITY PLANT PRIOR TO CONSTRUCTION WORK BEING UNDERTAKEN.
2. THE INFORMATION PROVIDED ON THIS DRAWING ABOUT THE EXISTING UTILITY SERVICES IS BASED ON HISTORICAL RECORDS PROVIDED BY THE STATUTORY UTILITIES. THE ACTUAL POSITION AND STATUS OF ANY MAINS AND SERVICES MUST BE VERIFIED AND ESTABLISHED ON SITE. THIS DRAWING IS PROVIDED FOR INFORMATION ONLY.
3. CABLES TO STREET LIGHTING, ROAD SIGNS AND ILLUMINATED BOLLARDS ARE NOT SHOWN BUT MUST BE ASSUMED TO EXIST.

1. VISIBILITY SPLAYS ARE BASED ON THE RECORDED 85%ILE SPEEDS OF 35.3MPH WESTBOUND & 35.6MPH EASTBOUND ON HAVANT ROAD.

Technical drawing of a truck chassis showing dimensions for a 13.6m trailer. The drawing includes a side view of the truck with a 13.6m trailer and a detailed view of the chassis with dimensions: 1.46, 4.78, 2.745, 1.25, 6.4, 1.4, 1.4, 2.52. A note indicates "Max 90° Horiz" and "Max 10° Vert" for the chassis section.

Articulated Vehicle with Twin Steered Tractor	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.691m
Min Body Ground Clearance	0.426m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.987m

	<u>VEHICLE Crossover CONSTRUCTION</u>
	20mm THK. DENSE ASPHALT CONCRETE SURFACE COURSE AC6 DENSE SURF 100/150 PSV 45.
	150mm THK. HYDRAULICALLY BOUND MATERIAL (HBM)
	125 x 150 BN PRECAST CONCRETE KERB (25mm UP STAND)
	150 x 50 PRECAST CONCRETE EDGING EF
	125 x 150 BN PRECAST CONCRETE DROPPER KERB
$\times 125.00$	EXISTING LEVELS
$\times 125.00$	PROPOSED LEVELS
	CAMBER / CROSS FALL DIRECTION
	INDICATIVE HIGHWAY BOUNDARY
	VISIBILITY SPLAYS

	EXISTING MATERIAL EXCAVATED 170mm BELOW PROPOSED CROSSOVER SURFACE LEVEL, MATERIAL DISPOSED OFF-SITE
	EXISTING PCC KERBING BROKEN OUT AND DISPOSED OFF SITE
	EXISTING VEGETATION/TREE TO BE GRUBBED UP/REMOVED AND DISPOSED OFF-SITE

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Rev	Description	Date	By	Chkd

Project Name HAVANT ROAD, EMSWORTH	Title S171 LAYOUT DROPPED KERB REINSTATEMENT	 Paul Basham Associates Ltd Lancaster Court, 8 Barnes Wallis Road, Fareham, PO15 5TU 01489 668134 info@paulbashamassociates.com www.paulbashamassociates.com	Client 	Checked By RW	Checked Date 13.02.19	Scale AS SHOWN (AT A3 SIZE)		
Project Phase DETAILED DESIGN				Drawn By EK	Drawn Date 12.02.19	Client Drawing No. -	PBA Drawing No. 041.5025.114	Revision -

Appendix H – Location of wheel wash station and specification

ecowash excel



High performance, high-pressure spray wash system

The most popular model in the Ecowash® range, operating on a closed loop system effectively recycling the water it uses.

The Excel is a robust model made up of a 4m wash platform with optional 3m ramps and a water recycling tank capacity options starting from 19,000L, all constructed from heavy duty steel and operating in a closed loop system, eliminating the need for an operator as well as an automatic sensor entry for improved site safety.

The platform has 11 strategically placed water delivery pipes, spraying narrow fans of water with up to 4 bar pressure at a targeted location on each tyre. To reduce the occurrence of striping, nozzles are placed in a staggered position ensuring the whole tyre is cleaned effectively in one-wheel rotation. The standard spray pattern is configured to minimise overspray, combined with galvanised side screens to ensure water stays in the system to be recycled.

Key points

Galvanised internal removable grids make this the easiest model to maintain and comes with optional exit and entry ramps to fit various types of vehicles.

- Heavy-duty, effective cleaning
- Automatic ultrasonic entry sensor
- Settlement tanks starting at 19,000L
- Closed loop system
- Easy to maintain and clean
- Can resist 10,000 kilos per axle as standard
- 4" bauer fittings and butterfly valves to settlement tank chambers complete with bauer couplings
- Separate double door control cabin with light, locks, vents and flashing beacon
- IP65 Control panel
- 11 Kw Centrifugal wash pump
- WRAS approved valves and fittings
- 3 way sloping floor
- 3 Kw waste water recovery pump



UP TO 4 BAR



32AMPS, 30KVA



WATER
RECYCLING
19000 L



1 WHEEL
REVOLUTION



MOBILE



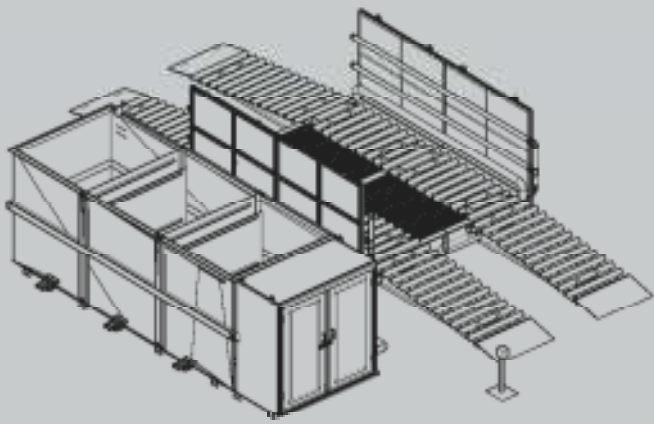
NO CIVILS



EASY
MAINTENANCE



NO OPERATOR



Specifications

Section	Sizes
Wash Platform	4000mm x 3500mm x 380mm 2600kg
Side Screens	4 Off / 2000mm x 1500mm x 43mm 91kg (each)
Ramps	3000mm x 1000mm x 380mm 395kg (each)
Wash Pump	11kw, 2100 L/min.
Recovery Pump	3.7kw
Settlement Tank	5320mm x 2110mm x 2007mm 2815kg, 19000 Lts Capacity
Pump Control Cabin	2000mm x 1000mm x 2000mm 745 Kg
Hand Lance	Optional extra
Sensors	Ultrasonic, entry only
Power requirement	400v, 3phase 32amps, 30kva



Unique, effective spray design



Surface mounted sump for easy maintenance



Unique washdown & removable grids



Galvanised side-screens, ramps & grids

Customer Requirements

- Clear lifting zone for offloading with crane mounted truck
- Compacted level hardcore or concrete / tarmac base for the system and associated ramps and tanks
- Provision of at least 10,000 litres of water at time of installation / commissioning
- Suitable qualified electrician to hardwire the mains or generator cable and nominated site personnel to be available for training

Additional Information

we supply:

- Free of charge site consultations
- Technical drawings, general RAMS & lifting plans
- Maintenance contracts for purchased units
- Technical support from trained and experienced engineers

