BRIGHT PLAN

CONSTRUCTION METHOD STATI

SEAGULL LANE, EMSWORTH

Industrial Developmen

CMS 01/ 6719

September 2024

Prepared on Behalf of The Trustees of the Alitex DBS SAS

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1 INTRODUCTION

1.1 Overview

1.1.1 This Construction Method Statement (CMS) has been prepared on behalf of The Trustees of the Alitex DBS SAS to demonstrate the proposed logistics strategy associated with a construction site at Seagull Lane, Emsworth (LB Havant planning application reference APP/22/00155). The applicant has committed to implementing all measures outlined within this Construction Method Statement.

1.1.2 Works entail the demolition of 2 & 2a Seagull Lane and warehouses 1, 2 and 4. Unit 6, Seagull Lane would be retained with external amendments including cladding and utility enclosure. The development also proposes the construction of 3 light industrial buildings split into 8 separate units.

1.1.3 Plans of the site are provided at **Appendix A**. The site's location is demonstrated in **Figure 1.1**.

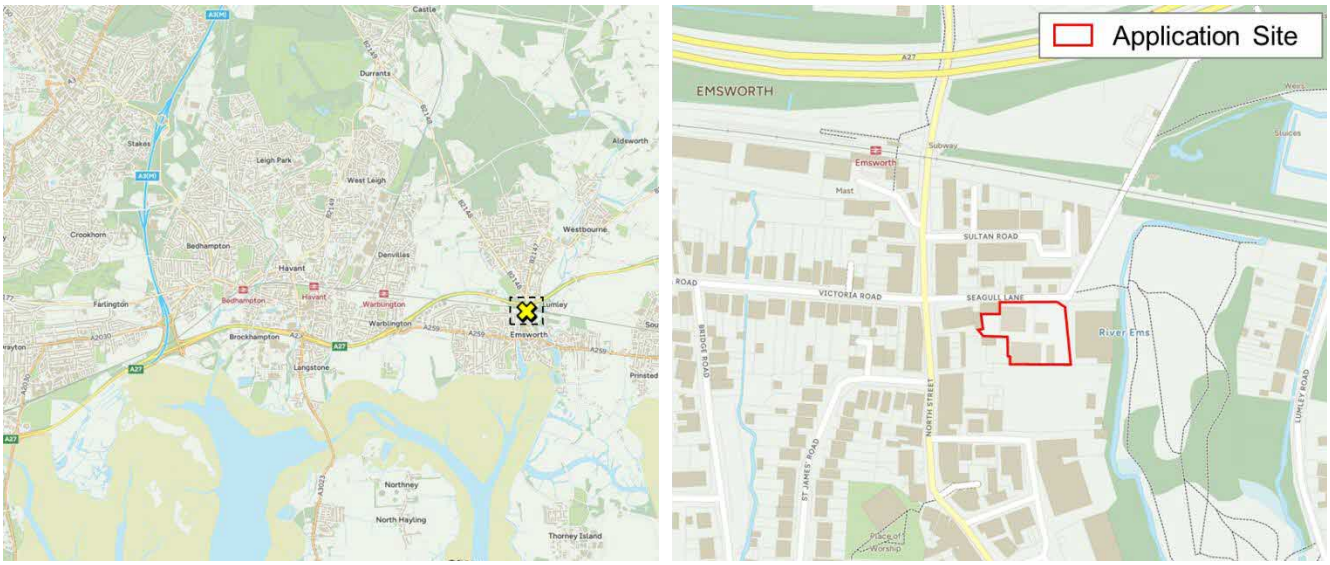


Figure 1.1: Site Location

1.2 Construction Dates & Phasing

1.2.1 The following start and completion dates have been included within the contract: Sta 09 September 2024 Completion Date: 17th April 2026

1.3 Working Hours

1.3.1 The site working hours for this project will be: -

i. Monday to Friday 08:00 – 18:00

ii. Saturdays 08:00 – 13:00

1.3.2 The site will be closed on Sundays and Bank holidays. It is not the intention to work outside these hou but should the requirement arise due to exceptional circumstances, this will be undertaken fol liaison with the local authority. Once agreed with the local authority, neighbours will be advised as to the nature of the works and further review undertaken to minimise these impacts where possible.

1.3.3 HGV deliveries to the site would be limited to interpeak periods (09:30 and 16:00) to limit the impact on the operation of the local road network. HGV deliveries would also be prohibited on weekdays between 14:30 – 15:30 to avoid Glenwood School finish times, and on Saturdays between 12:00 – 13:00 when pedestrian and vehicular traffic intensifies in the vicinity of the site, presenting a greater degree of hazard.

2 CONSTRUCTION PHASING

2.1 Overview

2.1.1 The construction operation can be broken into 4 phases, which have implications on the volume of traffic generated by the construction activities, the access arrangements, and the on the local road network.

2.1.2 The construction phases are as follows: -

i. Phase 1: Demolition

The demolition of the existing on-site structures utilising a temporary demolitions access in the position of the existing access. Includes the provision of site hoarding, site management office and welfare facilities. Estimated 1-month duration.

ii. Phase 2: Implementation of Internal Site Infrastructure & Buildings

Construction of the on-site buildings and hard landscaping. Includes the provision of an internal haul road, materials storage, waste storage, welfare facilities, wheel wash, & parking. Estimated 1-year and 2 months duration.

iii. Phase 3: Construction of Proposed Access (Section 278 Works)

Construction of the new frontage access adjoining the Seagull Lane. Estimated 1-week duration.

iv. Phase 4: Internal fit out, cladding and snagging

The installation of all interior fixtures and fittings, plumbing, electrical work, flooring, cladding and finishing touches to all units. Estimated 3-month duration.

2.1.3 The indicative programme of works is provided in **Appendix B**.

3 CONSTRUCTION PHASE OVERVIEW

3.1 Phase 1 Overview (Demolition)

3.1.1 During Phase 1, the site's existing access would be utilised to serve demolition vehicles. Pedestrian access would be served from Seagull Lane.

3.1.2 The site would be served from the existing access with a turning area provided on the eastern side of the site enabling access and egress in a forward gear. Wheel washing facilities would be located at the Egress from the site. Access is addressed in greater detail **Section 4** of this CMS.

3.1.3 The site would be segregated from the public realm via a 2.4m high timber hoarding on Seagull Lane. the remainder of the site is either protected by the existing boundary walls that are no demolished or security fencing. The area to the south of the existing Unit 2a is a private right of way and the boundary will be fitted with security fencing.

3.1.4 Unit 6 would be retained and utilised as site offices and welfare facilities during demolition and construction. Contractors would be permitted to park within the site compound during der Contractors would not be permitted to park on Seagull Lane or the local highway network. The site's general arrangement is shown in **Drawing 2024-6719-001** and in **Figure 2.1**.

Figure 2.1: Phase 1 General Arrangement

3.2 Phase 2 Overview (Implementation of Internal Site Infrastructure & Buildings)

3.2.1 The site would be served by temporary construction accesses provided in the location of the propc access / egress points. Pedestrian access would be served in line with Phase 1.

3.2.2 The site compound located at the centre of the site. A haul road would be provided in the location o the proposed carriageway providing a loop enabling access and egress in a forward gear. Wheel washing facilities would be located at the Egress from the site.

3.2.3 Unit 6 would continue to be utilised as site offices and welfare facilities during construction. The internal compound would also include storage area for materials and waste, plant / machinery storage and contractor parking. Contractors would not be permitted to park on Seagull Lane or the local high network. Pedestrian paths are provided to and from the site welfare facilities.

3.2.4 The hoarding would be slightly altered to provide two 8.0m wide vehicle gates in the position of the proposed access / egress point. A 2.0m easement is provided around the new buildings, allowing for the site's scaffold. All loading / unloading of deliveries would take place within the central compound. The site's general arrangement is shown in **Drawing 2024-6719-201** and in **Figure 2.2**.

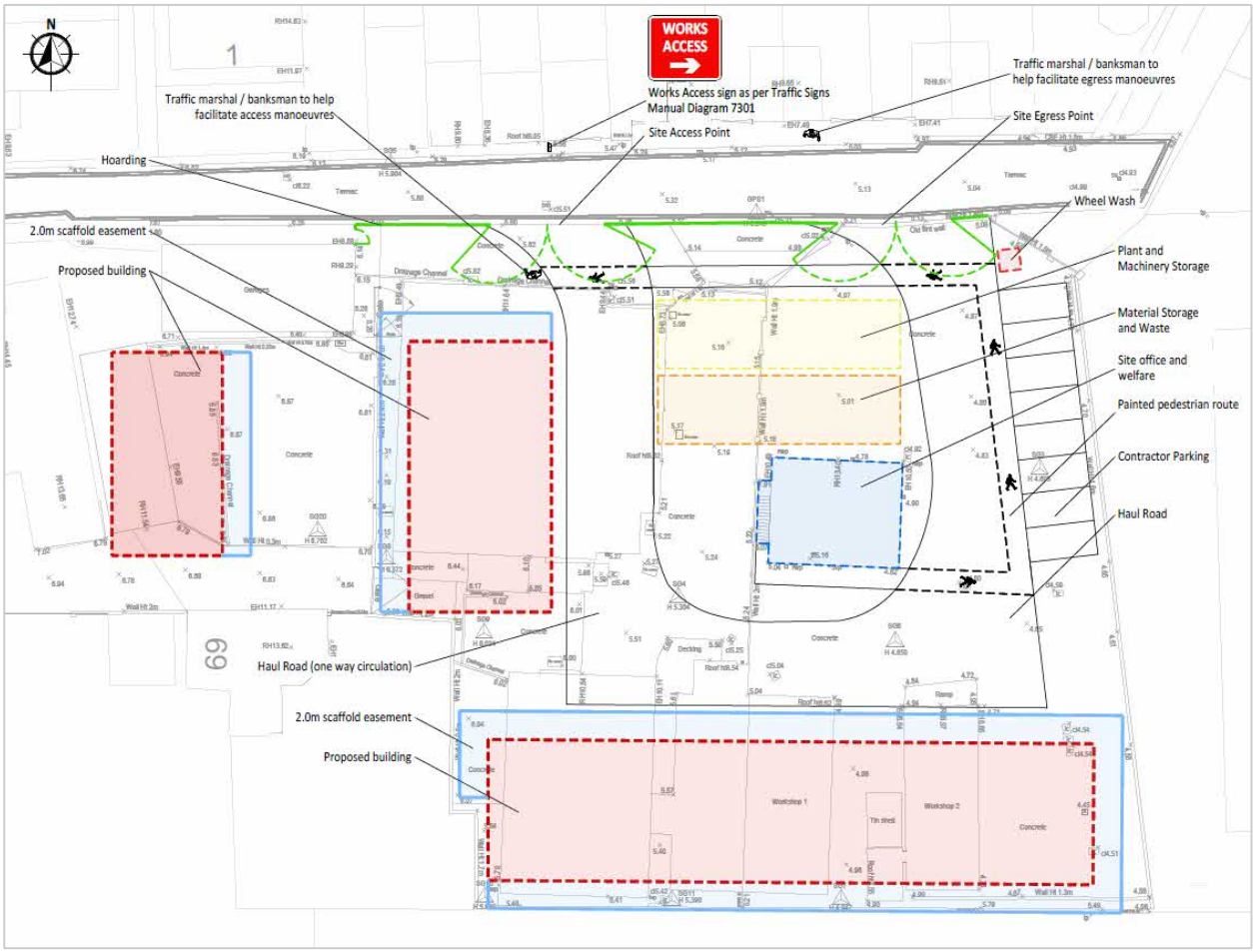


Figure 2.2: Phase 2 General Arrangement

3.2.5 Due to the minimal impact on road space, the street works setting out and signage scheme is limite identification of the site access. In accordance with the 'Traffic Signs Manual' (TSM) Chapter 8 T Safety Measures and Signs for Road Works and Temporary Situations, and 'Safety at Street Works and Road Works: a Code of Practice' (2013) the following provision are made: -

i. 'WORKS TRAFFIC' (TSM ref. 7303) signs located at the Seagull Lane / North Street junction.

ii. 'WORKS ACCESS' (TSM ref. 7301) situated at the compound access on Seagull Lane.

3.2.6 The setting out arrangement and signage strategy is shown in **Drawing 2024-6719-202**.

3.3 Phase 3 Overview (Access Implementation)

3.3.1 Phase 3 would entail the implementation of the site's permitted accesses. The primary access points would be submitted separately so that a working access is always retained durin implementation phase.

3.3.2 The access implementation would involve narrowing of the Seagull Lane of the for an c.15m length to provide the necessary 0.5m lateral safety margin for each access. The total encroachment into the carriageway including the delineator width would be 1.0m.

3.3.3 The hoarding would be removed on the northern side of the site to enable the carriageways to tie-in with the existing highways. Unit 6 would continue to be utilised as site offices and welfare facilities during construction. The internal compound would also include storage area for materials and waste, plant / machinery storage and contractor parking. Contractors would not be permitted to park on Sea Lane or the local highway network.

3.3.4 In accordance with the 'Traffic Signs Manual' (TSM) Chapter 8 Traffic Safety Measures and Sig Road Works and Temporary Situations, and 'Safety at Street Works and Road Works: a Code of Practice (2013) the following provision are made: -

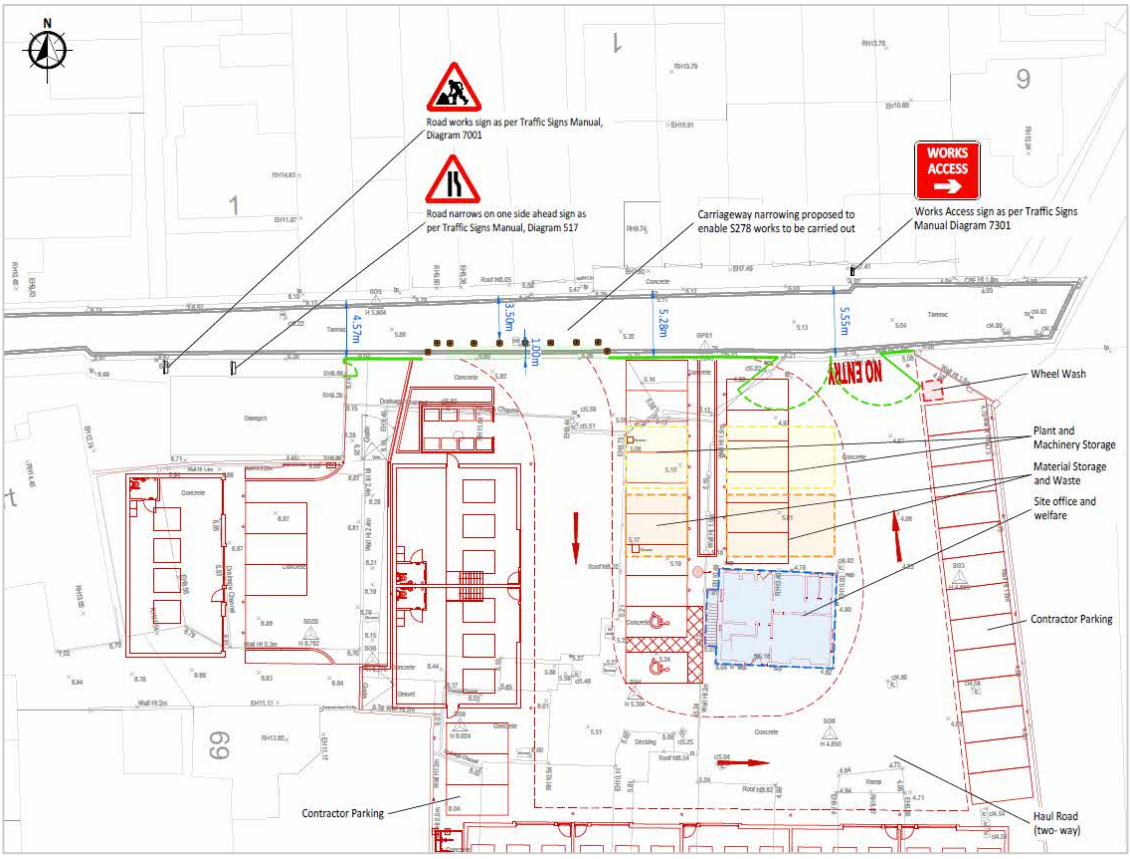
i. 'ROAD WORKS' (TSM ref. 7001) sign located 20.0m from the start of the road narrowing

ii. 'ROAD NARROWS' (TSM ref. 517) sign located 15.0m from the start of the road narrowing.

iii. 'WORKS TRAFFIC' (TSM ref. 7303) signs located at the Seagull Lane / North Street junction.

iv. 'WORKS ACCESS' (TSM ref. 7301) situated at the compound access on Seagull Lane.

3.3.5 The site's general arrangement is shown in **Drawing 2024-6719-301** and in **Figure 3.3**.



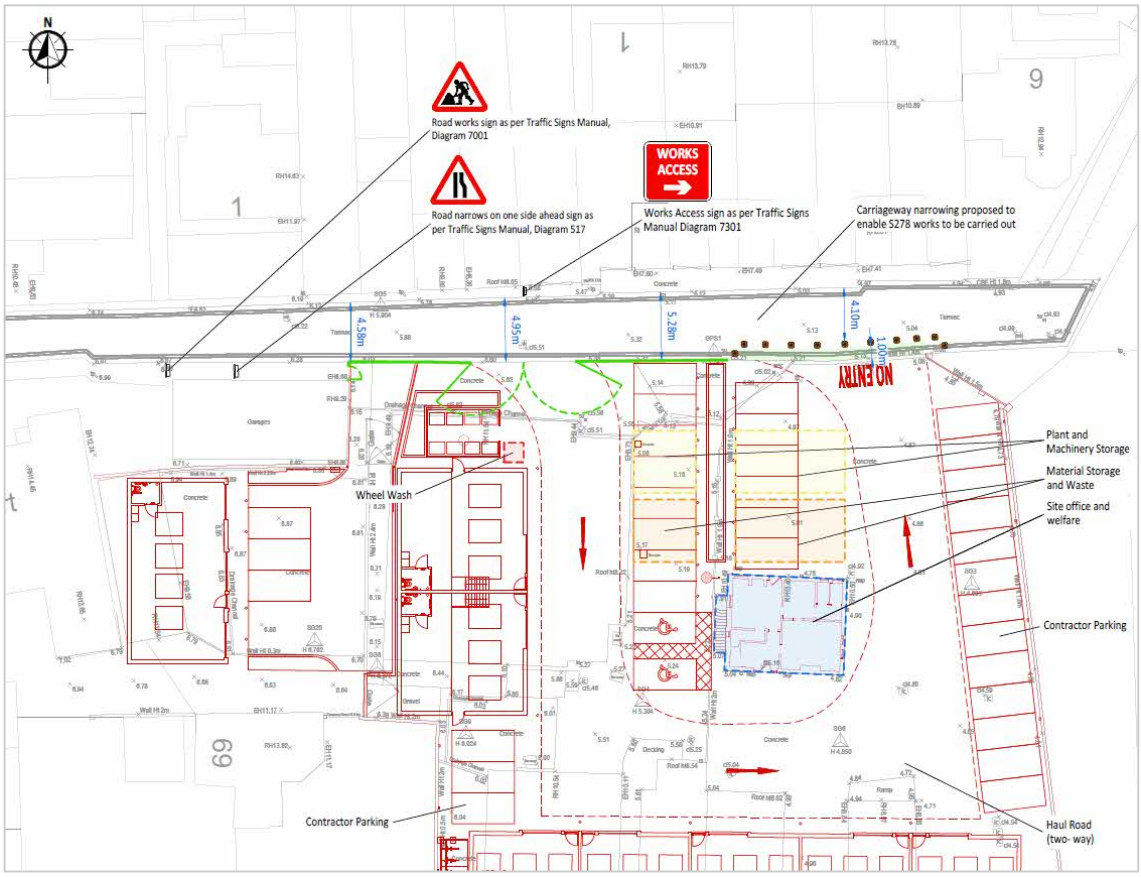


Figure 3.3: Phase 3 Overview

3.4 Phase 4 (Internal Fitout, Cladding and Snagging)

3.4.1 Phase 4 would involve the installation of all interior fixtures and fittings, plumbing, electrical work, flooring, cladding and finishing touches to all units. Access is proposed to be taken via the permitted accesse constructed during Phase 2 & 3.

3.4.2 The internal compound would include storage area for materials and waste, plant / machinery storage and contractor parking. Contractors would not be permitted to park on Seagull Lane or th highway network.

3.4.3 In line with Phase 2, due to the minimal impact on road space, the street works setting out and signa scheme is limited to identification of the site access. In accordance with the 'Traffic Signs Manual' (TSI Chapter 8 Traffic Safety Measures and Signs for Road Works and Temporary Situations, and 'Safety at Street Works and Road Works: a Code of Practice' (2013) the following provision are made: -

i. 'WORKS TRAFFIC' (TSM ref. 7303) signs located at the Seagull Lane / North Street junction.

ii. 'WORKS ACCESS' (TSM ref. 7301) situated at the compound access on Seagull Lane.

3.4.4 The site's general arrangement is shown in **Drawing 2024-6719-401** and in **Figure 3.4**.

Figure 3.4: Phase 4 Overview

4 ACCESS & DELIVERY ARRANGEMENTS

4.1 Phase 1 Overview (Demolition)

4.1.1 During Phase 1, the site would be served from an 8.0m wide gate located in the position of the existing crossover serving the development site.

4.1.2 Vehicles larger than a Large Tipper (10.2m) would be restricted during Phase 1. HGV trips would be restricted to interpeak hours (09:30 and 16:00) and would additionally be prohibited on w between 14:30 – 15:30 to avoid Glenwood School finish times, and on Saturdays between 12:00 – 13:00. The site would be restricted to a maximum of 2 HGVs, or 4 smaller vehicles at any one time.

4.1.3 The geometry of the access has been informed via a vehicle swept path analysis. During deliveries, banksmen will provide assistance to large HGVs negotiating the access. An overview of vehicle access arrangements is shown in **Figure 4.1**.

Figure 4.1: Phase 1 Access

Vehicle Swept Path Analysis

4.1.4 A vehicle swept path analysis has been undertaken to test the site's vehicle access arrangements. T assessment extends to local roads and junction where there are potential movement constra large HGVs.

4.1.5 The vehicle swept path analysis includes: -

i. Negotiation of the North Street / Seagull Lane junction by a large muck away vehicle (10.2 Skip Lorry in **Drawings 2024-6719-102** and **2024-6719-104**.

ii. Negotiation of the site access and turning by a large muck away vehicle (10.2m); Skip Lorry in **Drawings 2024-6719-002** and **2024-6719-003**.

4.1.6 The vehicle swept path analysis demonstrates that the proposed access and local routing p appropriate geometry for demolition vehicles to access the site without effecting the operation of th local road network or requiring enabling works.

4.2 Phase 2 Overview (Implementation of Internal Site Infrastructure & Buildings)

4.2.1 During Phase 2, the site would be served from Seagull Lane via a haul road positioned in the position the proposed carriageway.

4.2.2 Vehicles larger than a maximum legal length rigid HGV (12.0m) would be restricted during Phase 2. HGV trips would be restricted to interpeak hours (09:30 and 16:00) and would additionally be prohibite weekdays between 14:30 – 15:30 to avoid Glenwood School finish times, and on Saturdays betwe 12:00 – 13:00. The site would be restricted to a maximum of 2 HGVs, or 4 smaller vehicles at any one time.

4.2.3 The geometry of the access has been informed via a vehicle swept path analysis (see **Section 3.2**). During deliveries, banksmen will provide assistance to large HGV deliveries when negotiati compound access.

4.2.4 As per the approved carriageway arrangements, a one-way loop is provided with egress taken from a secondary point on the eastern side of the site. The proposed arrangement would enable access and egress in a forward gear. An overview of vehicle access arrangements is shown in **Figure 4.2**.

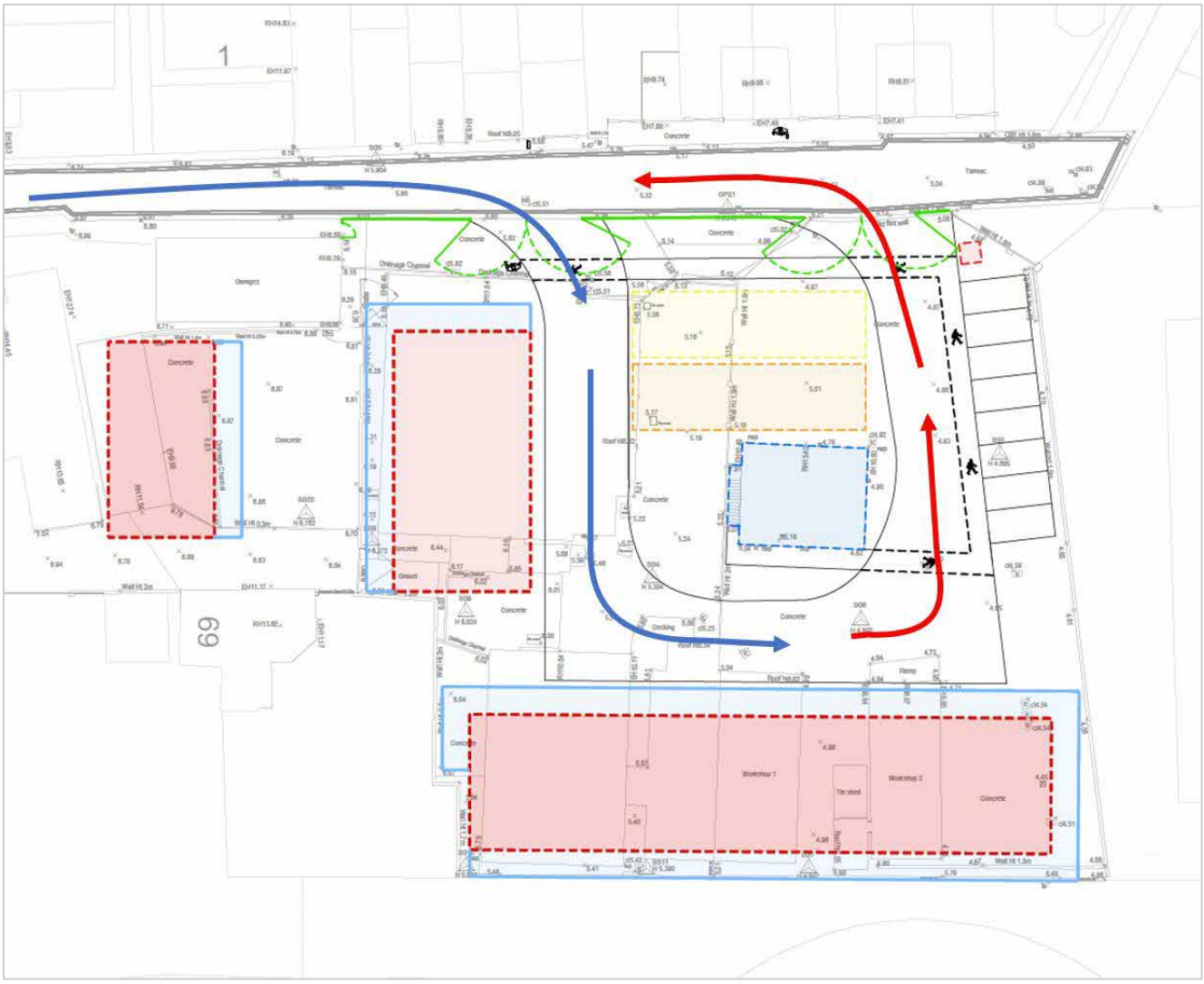


Figure 4.2: Phase 2 Access

4.2.5 The proposed compound access would be secured via a hoarding gate ensuring segregation from the public. A gateman would be present during works hours to grant access and egress and manage deliveries.

4.2.6 Pedestrian access would be served via a pedestrian gate to the west of the vehicle access point connecting with the existing footway on Seagull Lane. Pedestrian paths are provided to and from the site cabins and contractor parking. Pedestrian routes on the haul road would be demarked b white lines.

Vehicle Swept Path Analysis

4.2.7 A vehicle swept path analysis has been undertaken to test the site's vehicle access arrangements. The assessment extends to local roads and junction where there are potential movement constraints for large HGVs.

4.2.8 The vehicle swept path analysis includes: -

i. Negotiation of the North Street / Seagull Lane junction by a maximum legal length rigid HGV (12.0m); a large muck away vehicle (10.2m); a ready-mix lorry (8.6m) in **Drawings 2024-6719-101** and **2024-6719-102** and **2024-6719-103**.

ii. Negotiation of the site access and compound by a maximum legal length rigid HGV (12.0m); a large muck away vehicle (10.2m); a ready-mix lorry (8.6m) in **Drawings 2024-6719-203**, **2024-6719-204** and **2024-6719-205**.

4.2.9 The vehicle swept path analysis demonstrates that the proposed access and local routing provides appropriate geometry for HGVs to access the site without effecting the operation of the lc network or requiring enabling works.

4.3 Phase 3 (Access Implementation)

4.3.1 During Phase 3, materials and equipment would be delivered before work commences, minimising access requirements. Vehicles larger than an extra long panel van (7.3m) would be restricted during Phase 3.

4.3.2 The accesses will be implemented separately meaning one will always remain usable for car / vans.

4.3.3 Pedestrian access would continue to be served via a pedestrian gate to the west of the vehicle acces point, connecting with the existing footway on Seagull Lane. An overview of vehicle give and take arrangement is shown in **Figure 4.3** and **4.4**.

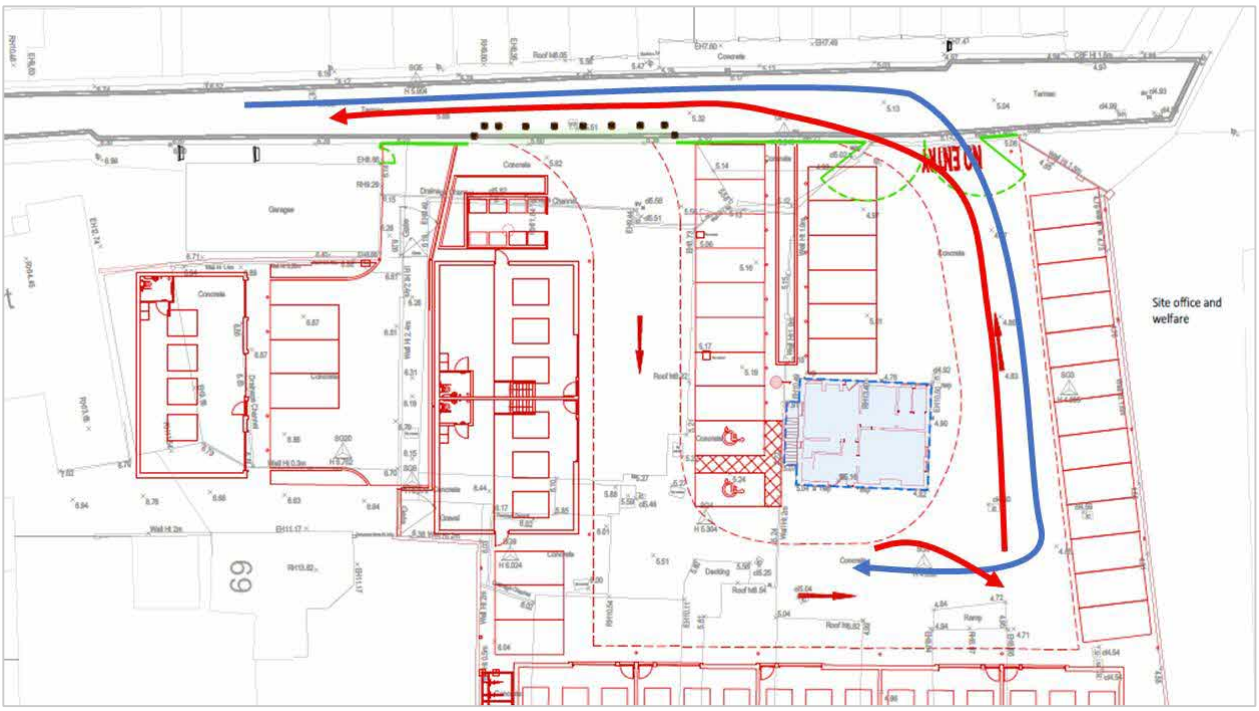


Figure 4.3: Phase 3 Give / Take Arrangement (Access Construction)

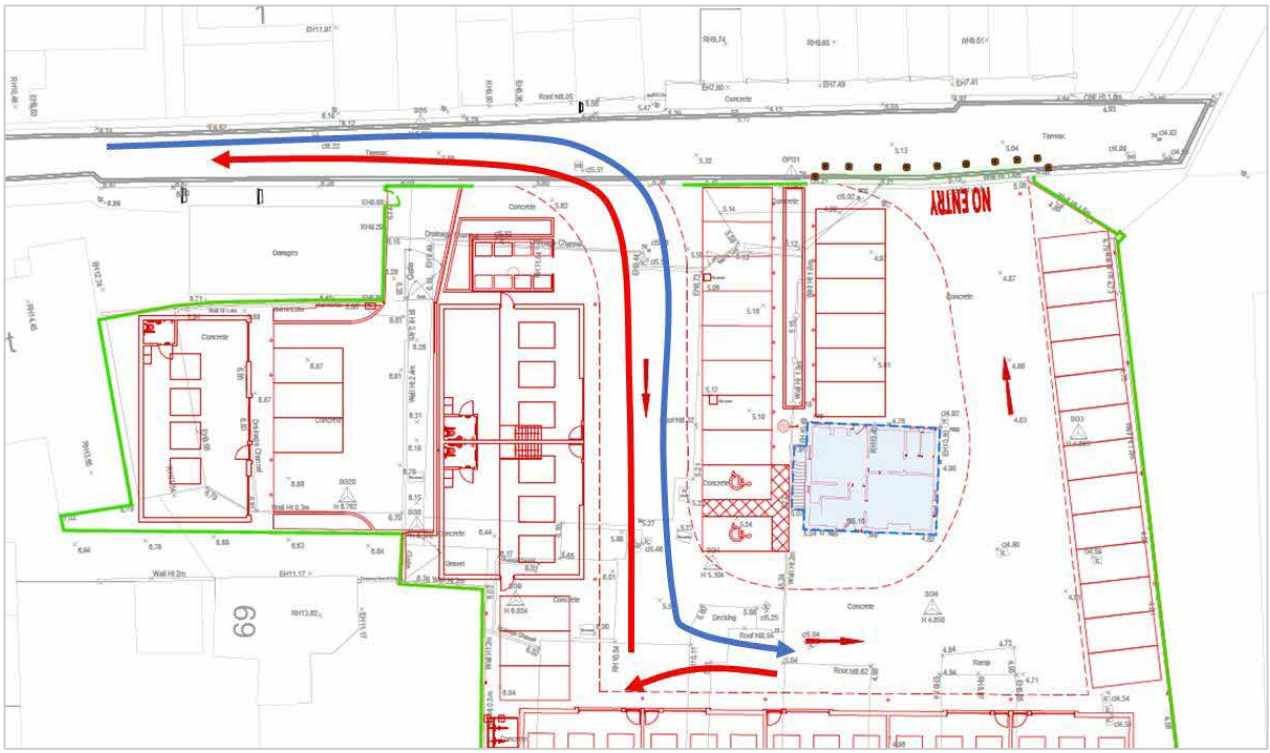


Figure 4.4: Phase 3 Give / Take Arrangement (Egress Construction)

Vehicle Swept Path Analysis

4.3.4 A vehicle swept path analysis has been undertaken to test the give and take arrangement. The vehicle swept path analysis includes: -

i. Vans and car sized vehicles entering and accessing the site in **Drawing 2024-6719-303**.

ii. Large delivery vehicle passing the give and take arrangement and accessing the existing buildings to the east of the site in **Drawing 2024-6719-304** and **305**.

iii. Estate cars access and egress from the existing driveways on the northern side of Seagull Lane **Drawing 2024-6719-306**.

4.4 Phase 4 (Internal fit out, cladding and snagging)

4.4.1 During Phase 4, the site would be served from Seagull Lane via the permitted access and carriageways constructed within Phase 2 & 3.

4.4.2 Vehicles larger than a maximum legal length rigid HGV (12.0m) would be restricted during Phase 4. HGV trips would be restricted to interpeak hours (09:30 and 16:00) and would additionally be prohibite weekdays between 14:30 – 15:30 to avoid Glenwood School finish times, and on Saturdays betwe 12:00 – 13:00. The site would be restricted to a maximum of 2 HGVs, or 4 smaller vehicles at any one time.

4.4.3 During deliveries, banksmen will provide assistance to large HGVs when negotiating the comp access.

4.4.4 A one-way loop is provided with egress taken from a secondary access point on the eastern side of the site. The proposed arrangement would enable access and egress in a forward gear. A gateman would be present during works hours to grant access and egress and manage deliveries. An overview of vehicle access arrangements is shown in **Figure 4.4**.

Figure 4.4: HGV Access Arrangements

4.4.5 Pedestrian access would be served via a pedestrian gate to the west of the vehicle acc connecting with the existing footway on Seagull Lane.

4.5 Delivery Scheduling

4.5.1 Delivery scheduling will require vehicles to arrive at the site during specific time windows multiple vehicles arriving simultaneously, which could necessitate undesirable manoeuvring / w on the local road network. The site compound could accommodate 2 HGV at any one time or 3-4 smaller delivery vehicles (less than 7.5t).

4.5.2 If vehicles were to arrive outside of their allotted delivery window, HGVs would be sent back out t holding areas until such time that the delivery could be made. HGV holding areas outside of t have been identified in **Appendix C** showing a holding area at Emsworth Services on the A27.

4.5.3 As previously identified, HGV deliveries to the site would be limited to interpeak periods (09:30 and 16:00 to limit the impact on the operation of the local road network. HGV deliveries would also be preve 14:30 – 15:30 to avoid Glenwood School's finish times and Saturdays between 12:00 and 13:00.

4.5.4 To protect pedestrians utilising Public Right of Way no. 108/72/3 traffic marshals will temporarily hold pedestrians preventing them entering either end of Seagull Lane during HGV access and egress manoeuvres.

5 CONSTRUCTION VEHICLE ROUTING

5.1 HGV Routing – Local Road Network

5.1.1 Arrival and departure routes for HGVs have been considered from the nearest strategic road network routes. The routing identifies routes appropriate for vehicles up to the site up to the size of a 1 maximum legal length rigid vehicle. The routings take account of road geometry, carriag restrictions, route efficiency and major road works.

5.1.2 All routing from the strategic road network requires HGVs approaching the site to use the A27. A summary of the HGV routing is identified in **Figure 5.1**. An overview of the local routing strategy provided in **Figures 5.2** and **5.3**. Larger scale routing plans attached at **Appendix D**.

Origin		Routing Summary
North	Approach Route	A3(M) southbound, A27 eastbound, A259 Emsworth Road, A259 Havant Road, North Street, Seagull Lane
	Depart Route	Seagull Lane, North Street, A259 Havant Road, A27 westbound, A27 Bedhampton Roundabout, A3(M Northbound
East	Approach Route	A27 westbound, A259 Emsworth Road, A259 Havant Road, North Street, Seagull Lane
	Depart Route	Seagull Lane, North Street, A259 Havant Road, A259 Emsworth Road, A27 eastbound
West	Approach Route	A27 eastbound, A259 Emsworth Road, A259 Havant Road, North Street, Seagull Lane
	Depart Route	Seagull Lane, North Street, A259 Havant Road, A27 westbound

Figure 5.1: Local Road Network HGV Routing - Vehicle Swept Path Analysis

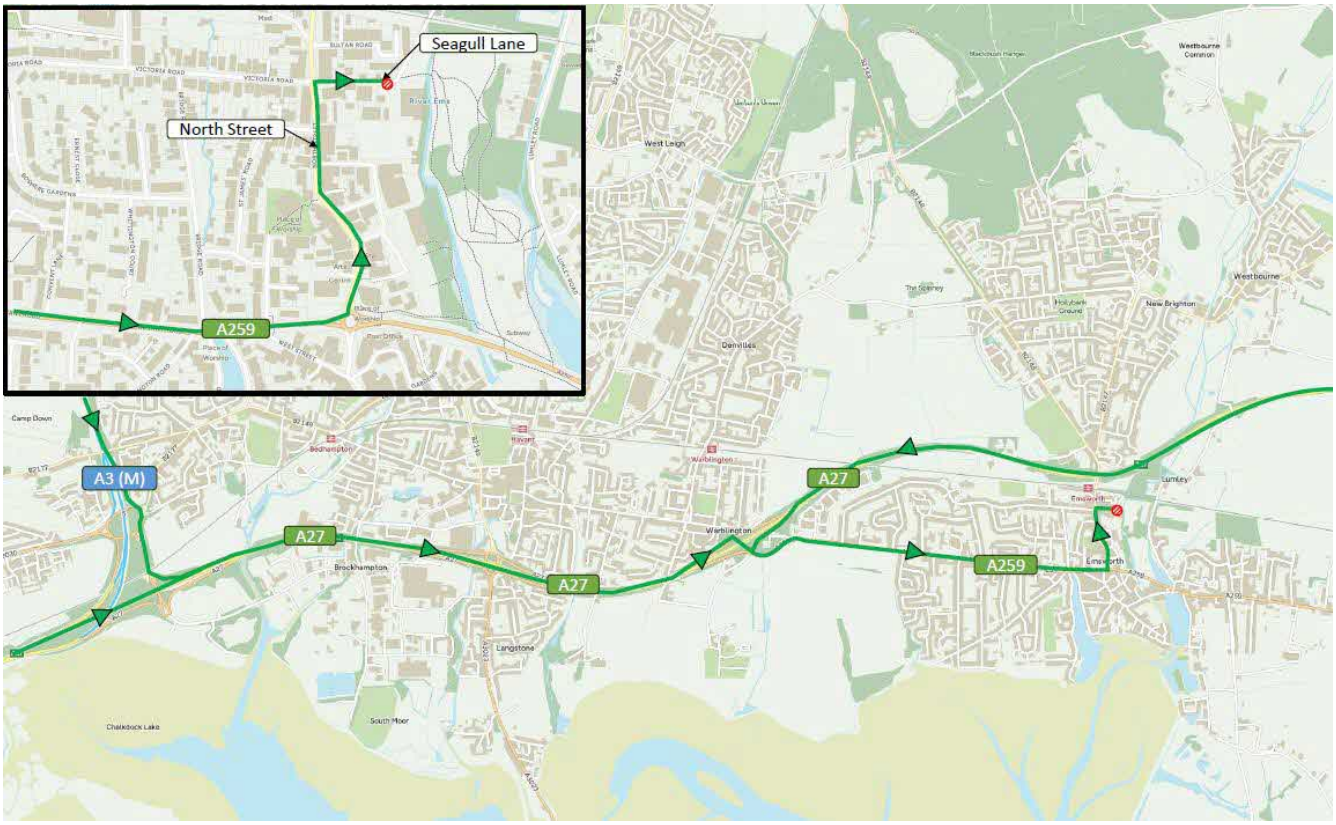


Figure 5.3: Arrival Routing Plan

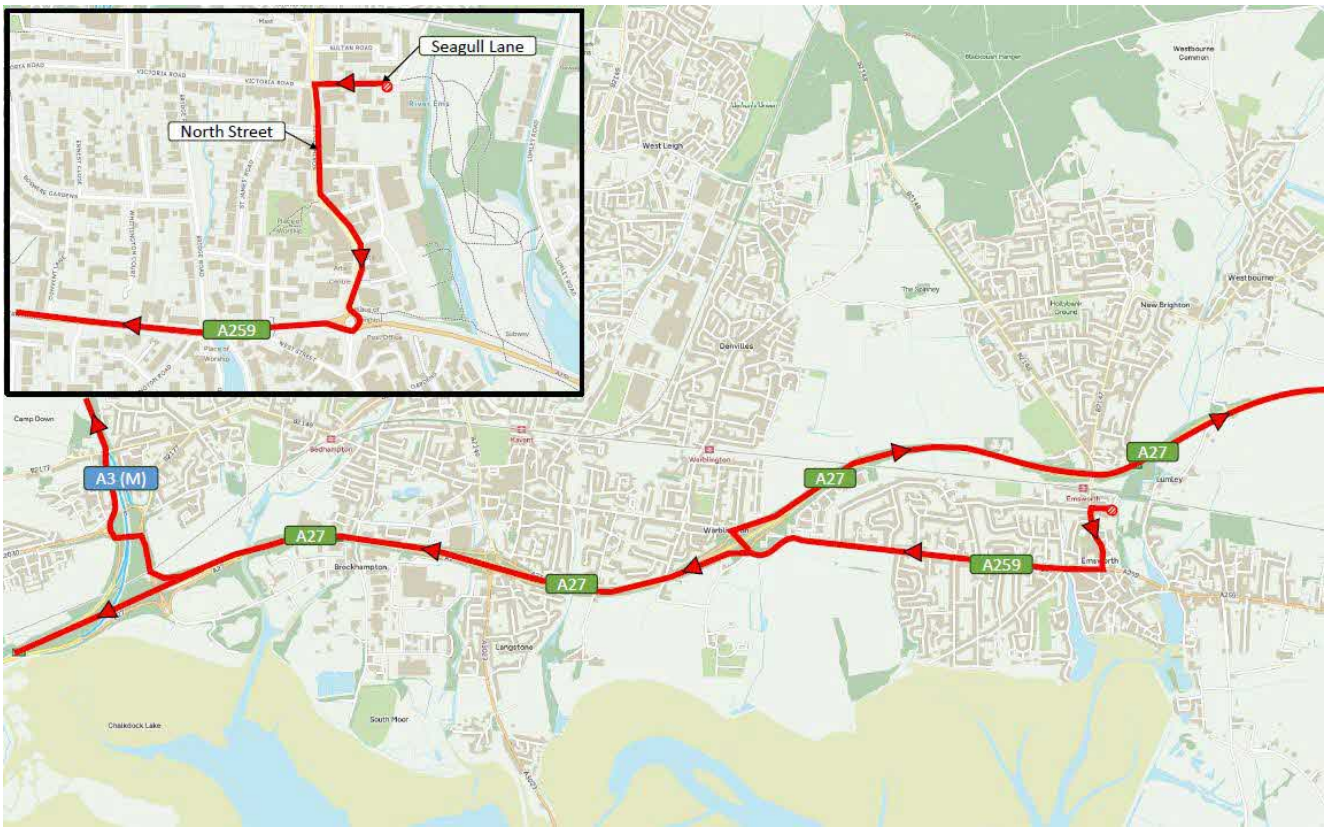


Figure 5.4: Departure Routing Plan

6 HIGHWAYS IMPACT

6.1 Existing Carriageway Infrastructure, Operation & Safety

6.1.1 The potential effects of the construction activities on the local road network's operation ar have been considered in this section of the CLP. The existing infrastructure / amenity that could b affected by the construction process, the anticipated impacts, and associated mitigation are set out below in **Figure 6.1**.

Feature	Impact	Mitigation / Comment
Traffic impact on the local road network.	Increased construction traffic and HGV's may cause delay on local roads.	The scale of the build is such that traffic associated wit site would be relatively low with up to 36 movements per da anticipated of which a maximum of 6 HGV deliveries are anticipated (12 movements). This level of trips would not b material to local road network capacity. It is also worth noting that HGV movements are restricted times outside of peak hours and Glenwood School's start / finish times, further mitigating the potential impacts of construction traffic.
Safety of movements into the site.	Potential for vehicle / pedestrian conflict as HGVs enter and egress from the site.	A gatesman will be positioned so that deliveries are intercepted on approach to the site. Gatesmen and assis traffic marshals would be on hand to bank large ve through the site, ensuring segregation of the pedestrians and delivery vehicles.
Coalescence of school and site traffic (particularly large deliveries)	Glenwood School will likely result in intensive use of North Street during school start and finish times.	Deliveries will be restricted to accessing the site outs school hours and can only take place between 09:30 – 14:30 and 15:30 - 16:00. This will mitigate the potential for interaction between school staff/pupils/parents and construction traf
Adjacent third-party access provision	Construction arrangements could have implications for adjacent third-party access arrangements.	The required streetworks are arranged to avoid implic for the adjacent third-party access. Third party access been tested through a vehicle swept path analysis. Additionally, all loading and unloading will take place withi the site avoiding use of the carriageway for such activitie

Figure 6.1: Local Road Network Impact Assessment

6.2 Emergency Access & Refuse Collection Arrangements

6.2.1 As the development would not require road space, emergency access and refuse collection f surrounding premises would be unaffected by the works. In the event that access to the compound be required, access would duly be granted.

6.3 Temporary Traffic Order and Street License Requirements

6.3.1 To enable the construction operation, a Hoarding / Scaffold and temporary street works license would be required to be applied for and approved by Havant Borough Council.

6.4 Construction Trip Generation

6.4.1 It is anticipated that the following range of vehicles would be used in the site construction works: -

i. Private cars/vans used by site operatives.

ii. 7.5T Panel Vans.

iii. Skip Lorries.

iv. Large Tipper / Muck Away Lorry (10.2m)

v. Large Ridged Delivery Lorry (12.0m)

6.4.2 It is anticipated that the site would attract a maximum of 6 HGV deliveries per day and 12 vehicles <7.5t on site during its busiest phases. This equates to 18 journeys or 36 two-way vehicle movements per day. This level of vehicle trips would not materially impact the operation and capacity of the local road network.

6.4.3 It is estimated that up to 20 operatives may be on site at any one time, although on most occasions no more than 10 operatives are expected to be on site. The site is located c.200m from Emsworth Railway Station, it is therefore assumed a proportion of operatives can travel to the site via public transport where possible. Public transport services are shown in **Figure 6.2**.

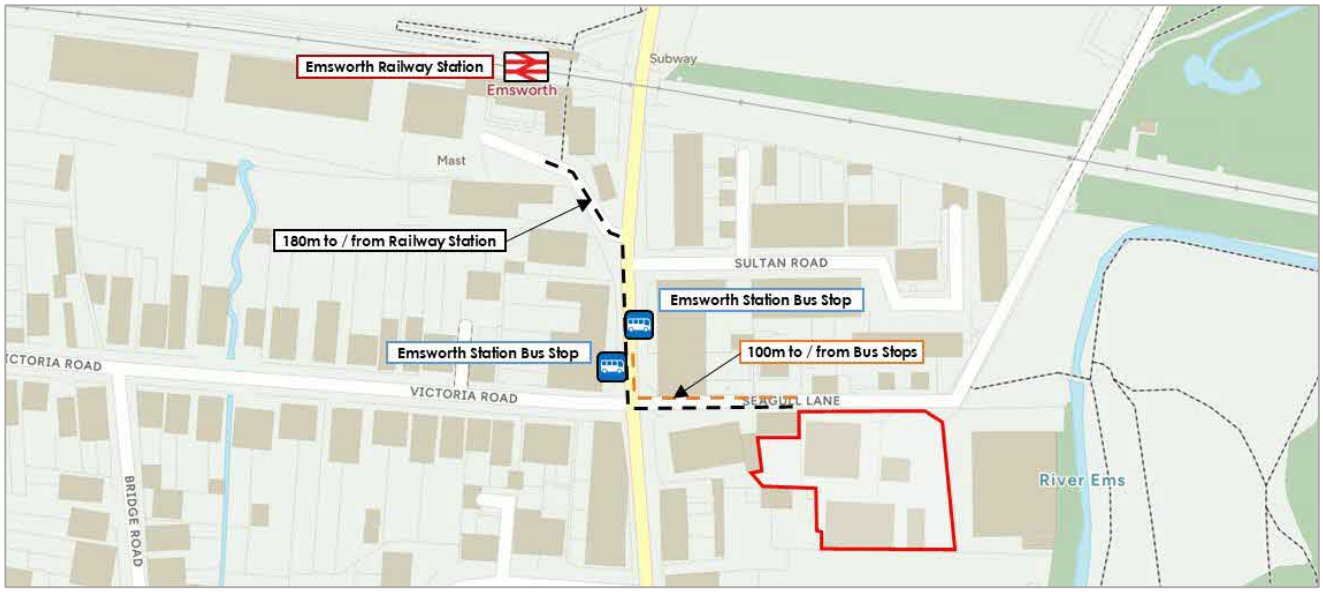


Figure 6.2: Public Transport Provision

6.4.4 Where necessary, some car parking can take place within the compound (up to 8 vehicles). Based on the vehicle trip generation identified above, and the delivery restrictions (delivery windows and maximum of 2 HGVs / 4 LGVs on site at any one time) the theoretical maximum number of vehicles on site would a equate to 12 vehicles.

6.5 Pre-commencement survey

6.5.1 A pre-commencement survey has been undertaken for the development site to establish the existing condition of the highways and footpaths surrounding the site. It includes a photographic various areas within the highway, with each photograph numbered and correlated to the survey .

6.5.2 The applicant would be responsible to rectify any damage to the highway at their expense if it can be demonstrated that damages are related to construction activities. The Pre-commencement survey is attached in **Appendix E**

DRAWINGS

2024-6719-001	Phase 1 - Site Overview
2024-6719-002	Phase 1 – Site Compound Large Tipper Access and Egress
2024-6719-003	Phase 1 – Site Compound Large Skip Lorry Access and Egress
2024-6719-101	North Street / Seagull Lane Rigid Truck Access & Egress
2024-6719-102	North Street / Seagull Lane Large Tipper Access & Egress
2024-6719-103	North Street / Seagull Lane Concrete Mixer Access & Egress
2024-6719-104	North Street / Seagull Lane Small Skip Lorry Access & Egress
2024-6719-201	Phase 2 – Site Overview
2024-6719-202	Phase 2 – Signage Overview
2024-6719-203	Phase 2 – Site Compound 12.0m Rigid Access & Egress
2024-6719-204	Phase 2 – Site Compound Large Tipper Access & Egress
2024-6719-205	Phase 2 – Site Compound Concrete Mixer Access & Egress
2024-6719-301	Phase 3 – Site Overview Access Construction
2024-6719-302	Phase 3 – Site Overview Egress Construction
2024-6719-303	Phase 3 – Large Van Servicing
2024-6719-304	Large Delivery Vehicles Passing Give and Take Arrangement
2024-6719-305	Large Delivery Vehicles Passing Give and Take Arrangement
2024-6719-306	Existing Driveway Access and Egress
2024-6719-401	Phase 4 – Site Overview

A3

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Existing Road Markings

Sign

Hoarding

Building to be Demolished

Rev.	Amendments	Date
B	Revised Notes	16/08/2024
A	Revised Layout	12/07/2024
-	Original Issue	03/07/2024

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Drawing Status: Final

Client: Nyetimber Management Ltd

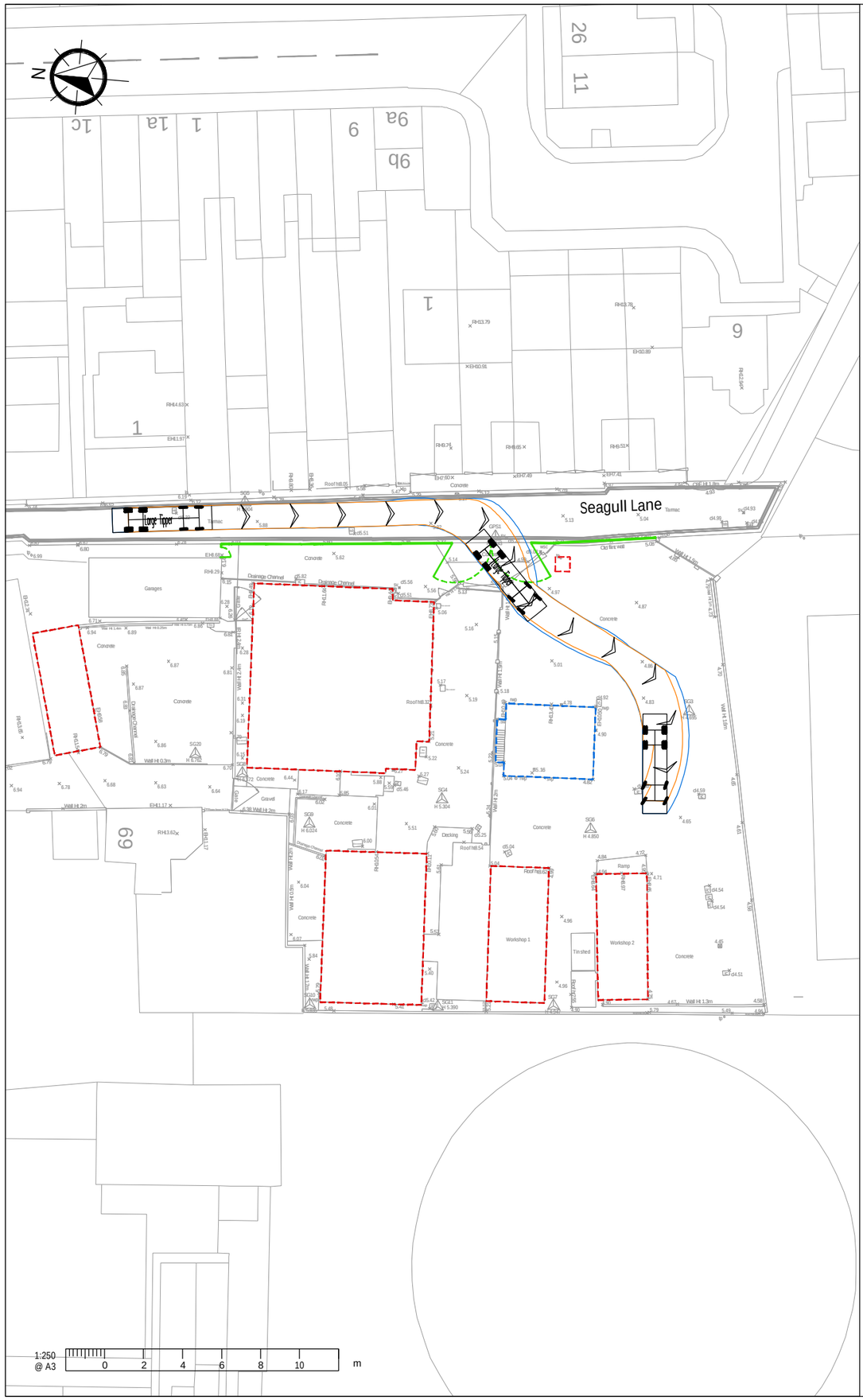
Project: Seagull Lane, Emsworth

Drawing Title: Phase 1 - Site Overview

Scale	Date	Drawn By	Checked By
1:250	Aug 24	SMO	ALB

Drawing No. 2024-6719-001

Rev. B



A3

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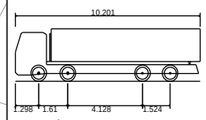
Existing Road Markings

-Swept Path-

Wheel Track

Over Swing



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

Rev.	Amendments	Date
A	Revised Layout	12/07/2024
-	Original Issue	03/07/2024

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Drawing Status: Final

Client: Nyetimber Management Ltd

Project: Seagull Lane, Emsworth

Drawing Title: Phase 1 - Site Compound Large Tipper Access & Egress

Scale	Date	Drawn By	Checked By
1:250	Jul 24	SMO	ALB

Drawing No.	Rev.
2024-6719-002	A

A3

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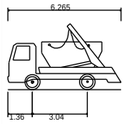
Existing Road Markings

-Swept Path-

Wheel Track

Over Swing



Small Skip Lorry	
Overall Length	6.265m
Overall Width	2.390m
Overall Body Height	3.650m
Min Body Ground Clearance	0.396m
Max Track Width	2.435m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.340m

Rev.	Amendments	Date
A	Revised Layout	12/07/2024
-	Original Issue	03/07/2024

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Drawing Status: Final

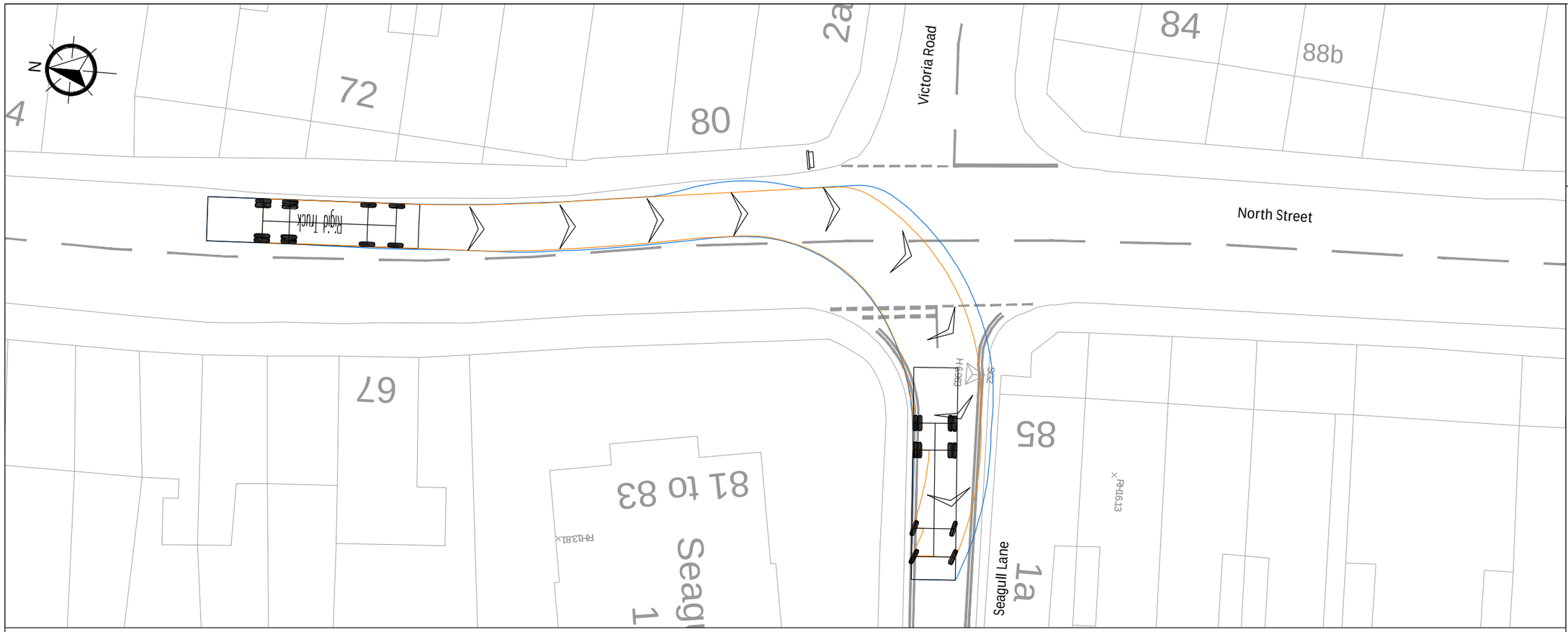
Client: Nyetimber Management Ltd

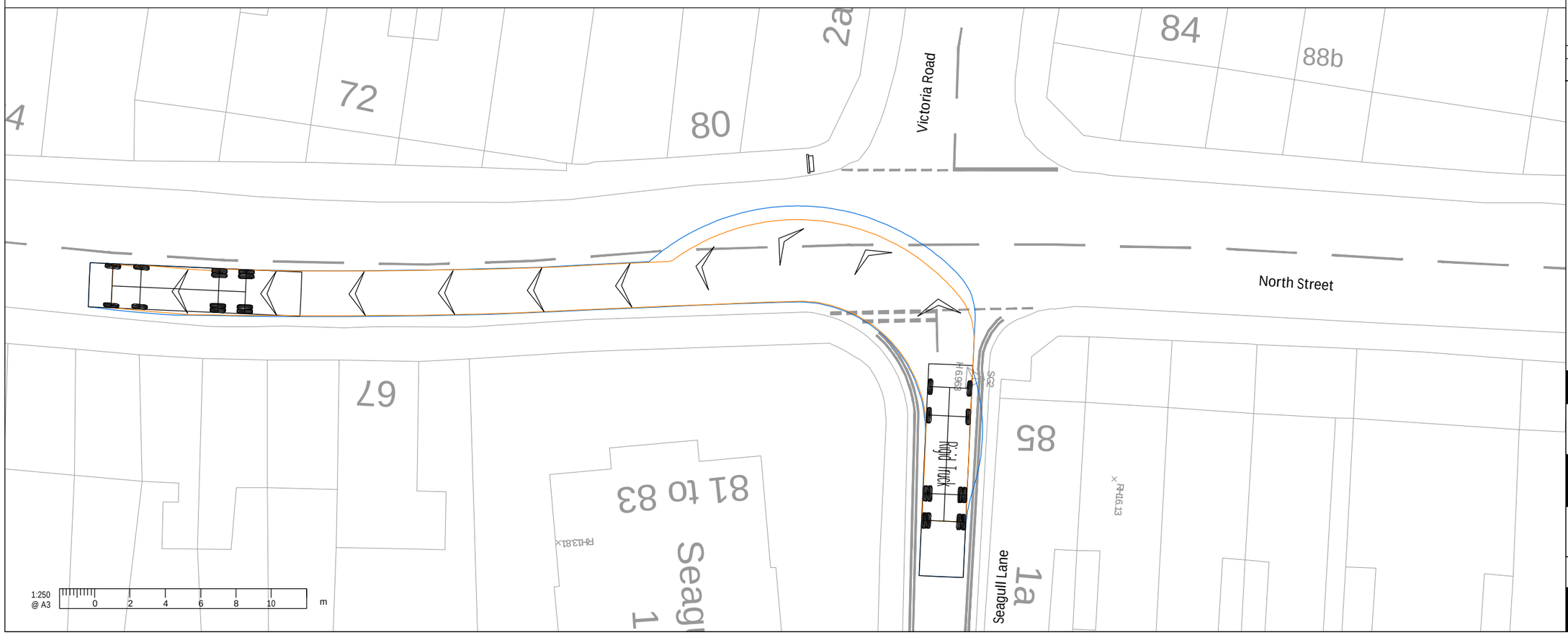
Project: Seagull Lane, Emsworth

Drawing Title: Phase 1 - Site Compound Small Skip Lorry Access & Egress

Scale	Date	Drawn By	Checked By
1:250	Jul 24	SMO	ALB

Drawing No.	Rev.
2024-6719-003	A





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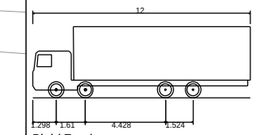
Existing Road Markings

-Swept Path-

Wheel Track

Over Swing



Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

Rev.	Amendments	Date
-	Original Issue	03/07/2024

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Tel: 0333 358 3270 Email: enquiries@bpcivils.co.uk
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Drawing Status: Draft

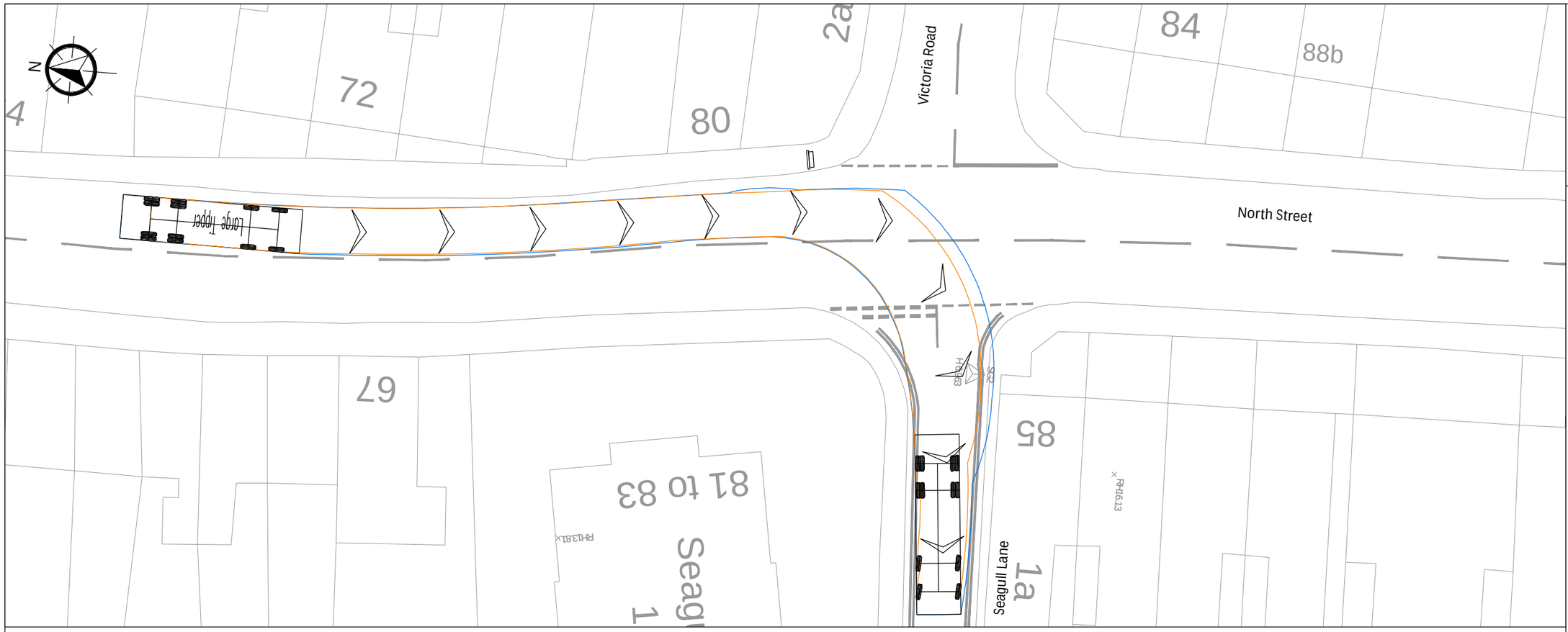
Client: Nyetimber Management Ltd

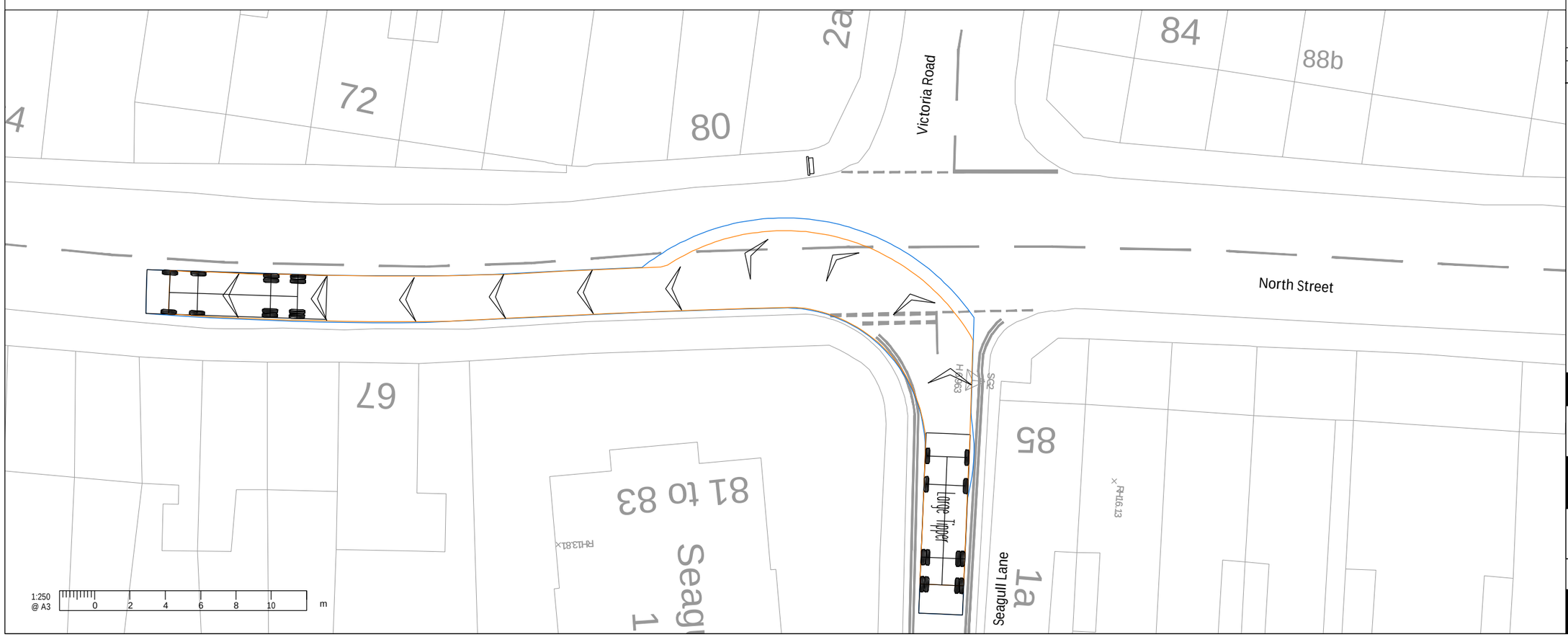
Project: Seagull Lane, Emsworth

Drawing Title: North Street / Seagull Lane
12.0m Rigid Access & Egress

Scale	Date	Drawn By	Checked By
1:250	Jul 24	SMO	ALB

Drawing No.	Rev.
2024-6719-101	-





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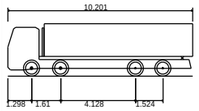
Existing Road Markings

-Swept Path-

Wheel Track

Over Swing



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

Rev.	Amendments	Date
-	Original Issue	03/07/2024

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Drawing Status: Draft

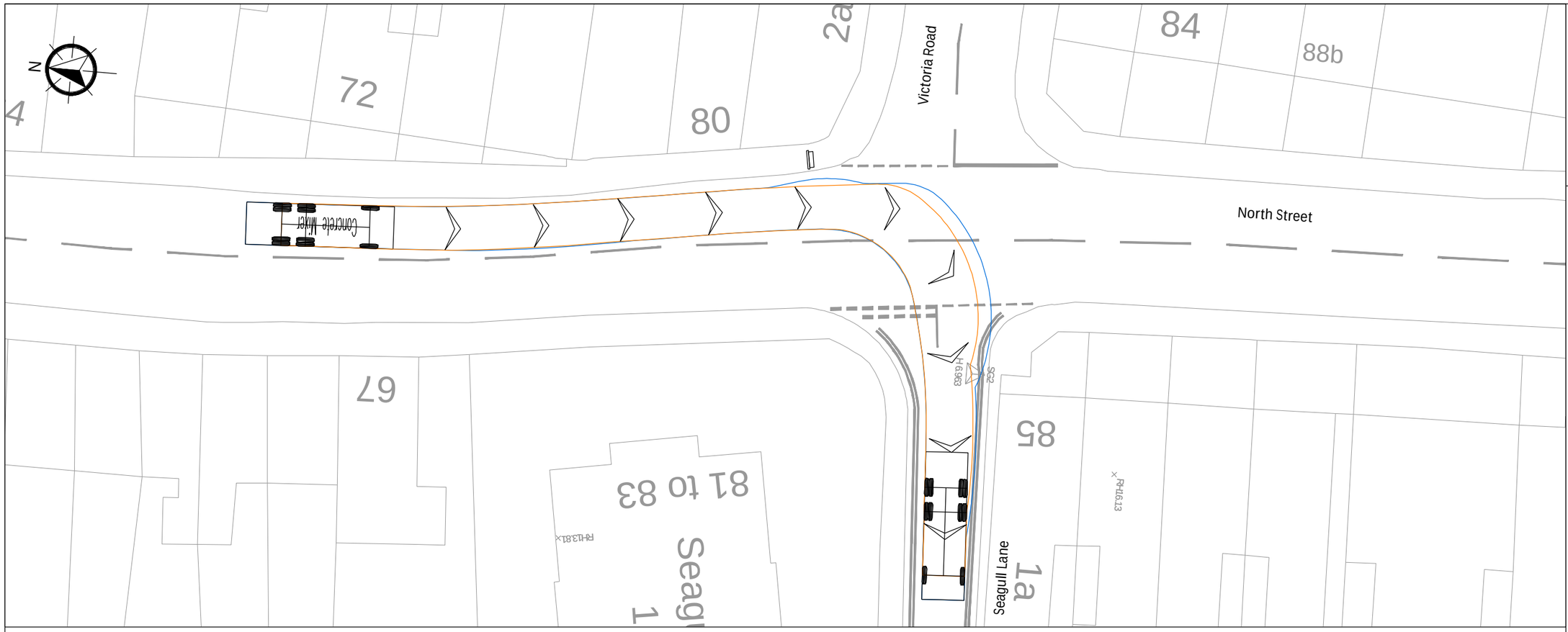
Client: Nyetimber Management Ltd

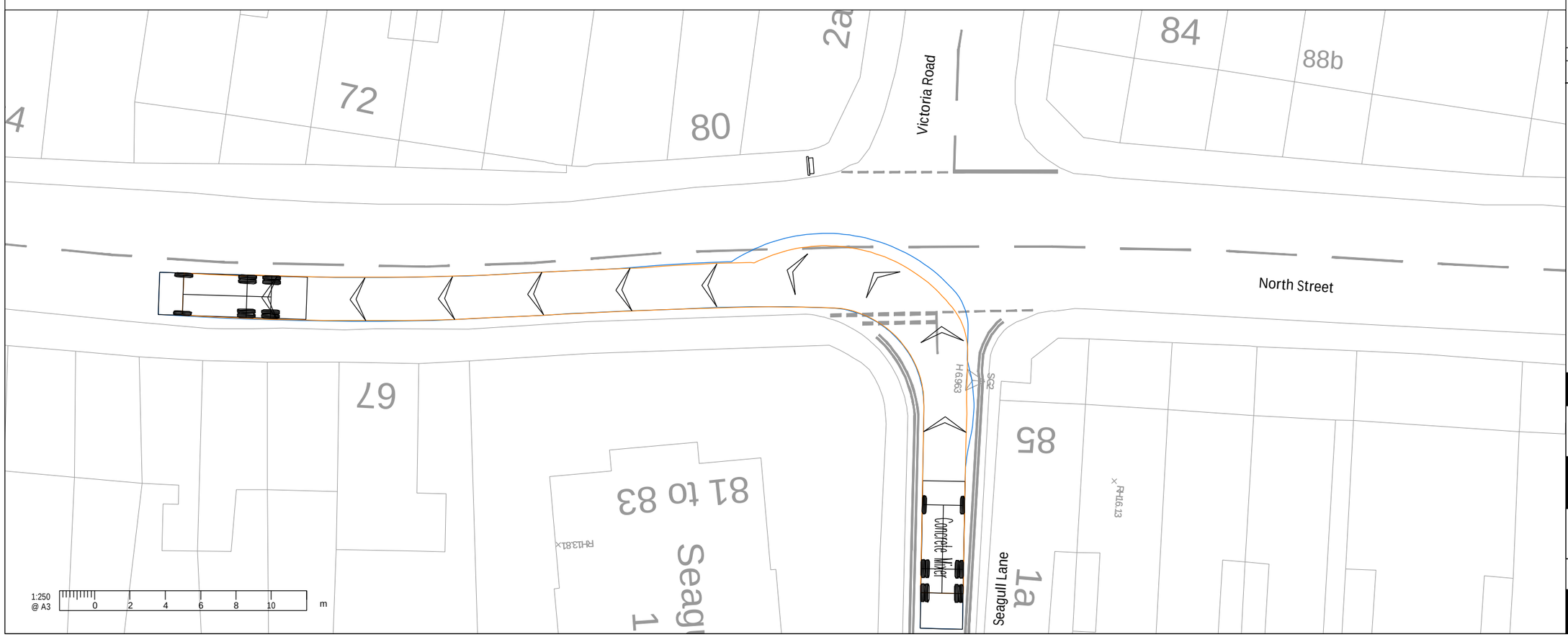
Project: Seagull Lane, Emsworth

Drawing Title: North Street / Seagull Lane Large Tipper Access & Egress

Scale	Date	Drawn By	Checked By
1:250	Jul 24	SMO	ALB

Drawing No.	Rev.
2024-6719-102	-





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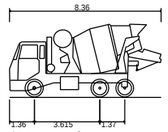
Existing Road Markings

-Swept Path-

Wheel Track

Over Swing



Concrete Mixer	
Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.210m

Rev.	Amendments	Date
-	Original Issue	03/07/2024

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Drawing Status: Draft

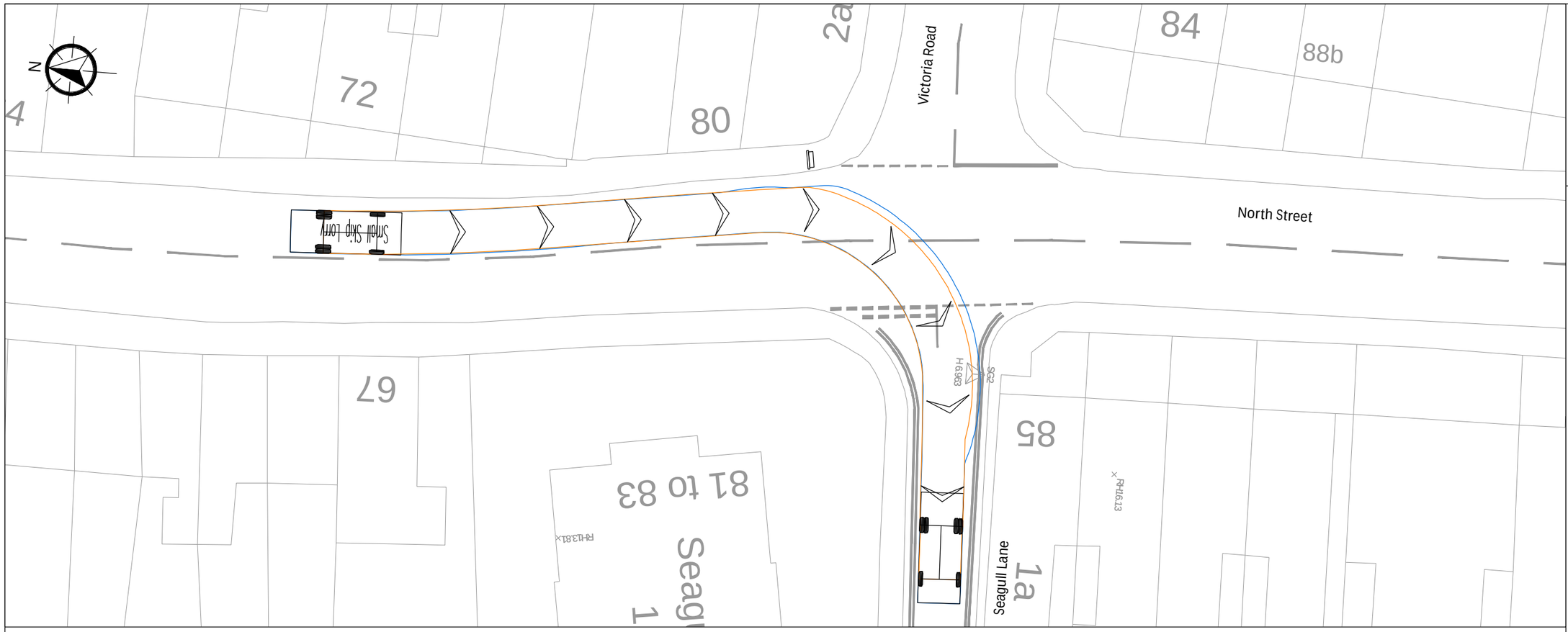
Client: Nyetimber Management Ltd

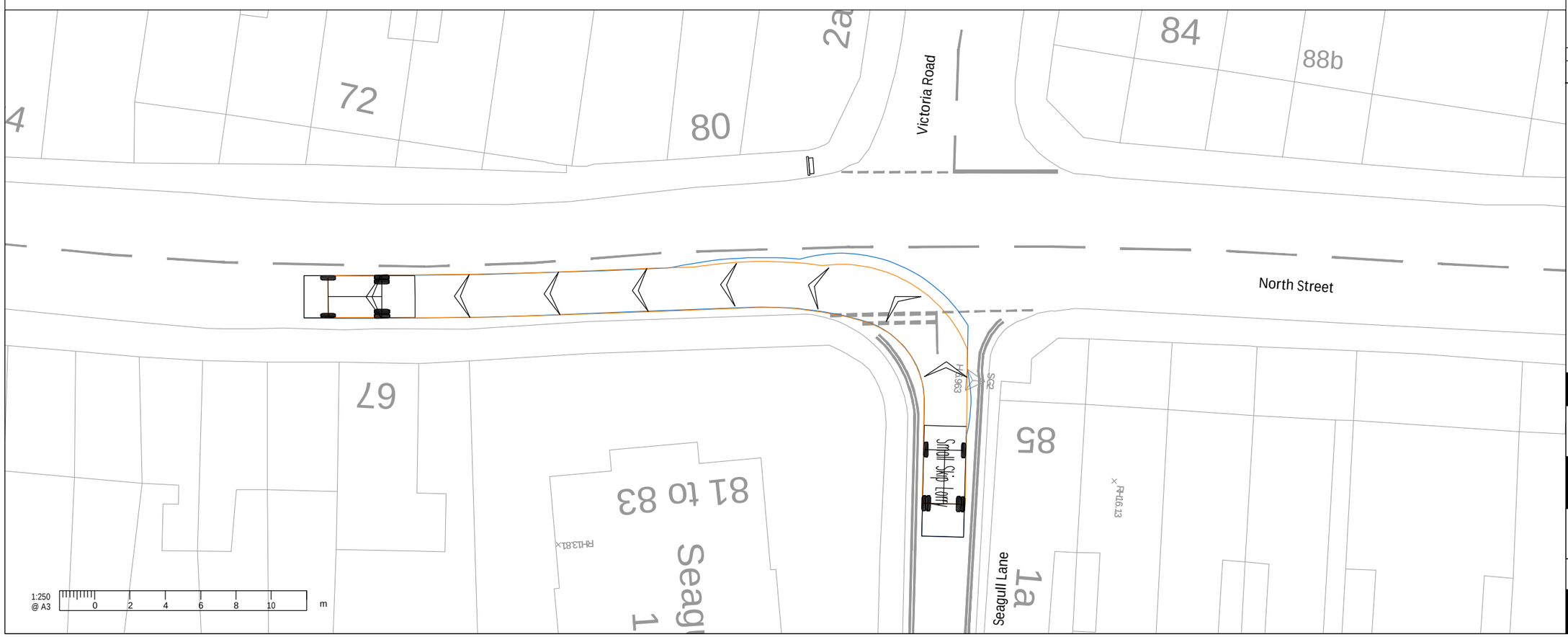
Project: Seagull Lane, Emsworth

Drawing Title: North Street / Seagull Lane Concrete Mixer Access & Egress

Scale	Date	Drawn By	Checked By
1:250	Jul 24	SMO	ALB

Drawing No.	Rev.
2024-6719-103	-





A3

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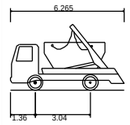
Existing Road Markings

-Swept Path-

Wheel Track

Over Swing



Small Skip Lorry	
Overall Length	6.265m
Overall Width	2.390m
Overall Body Height	3.650m
Min Body Ground Clearance	0.396m
Max Track Width	2.435m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.340m

Rev.	Amendments	Date
-	Original Issue	03/07/2024

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Drawing Status: Draft

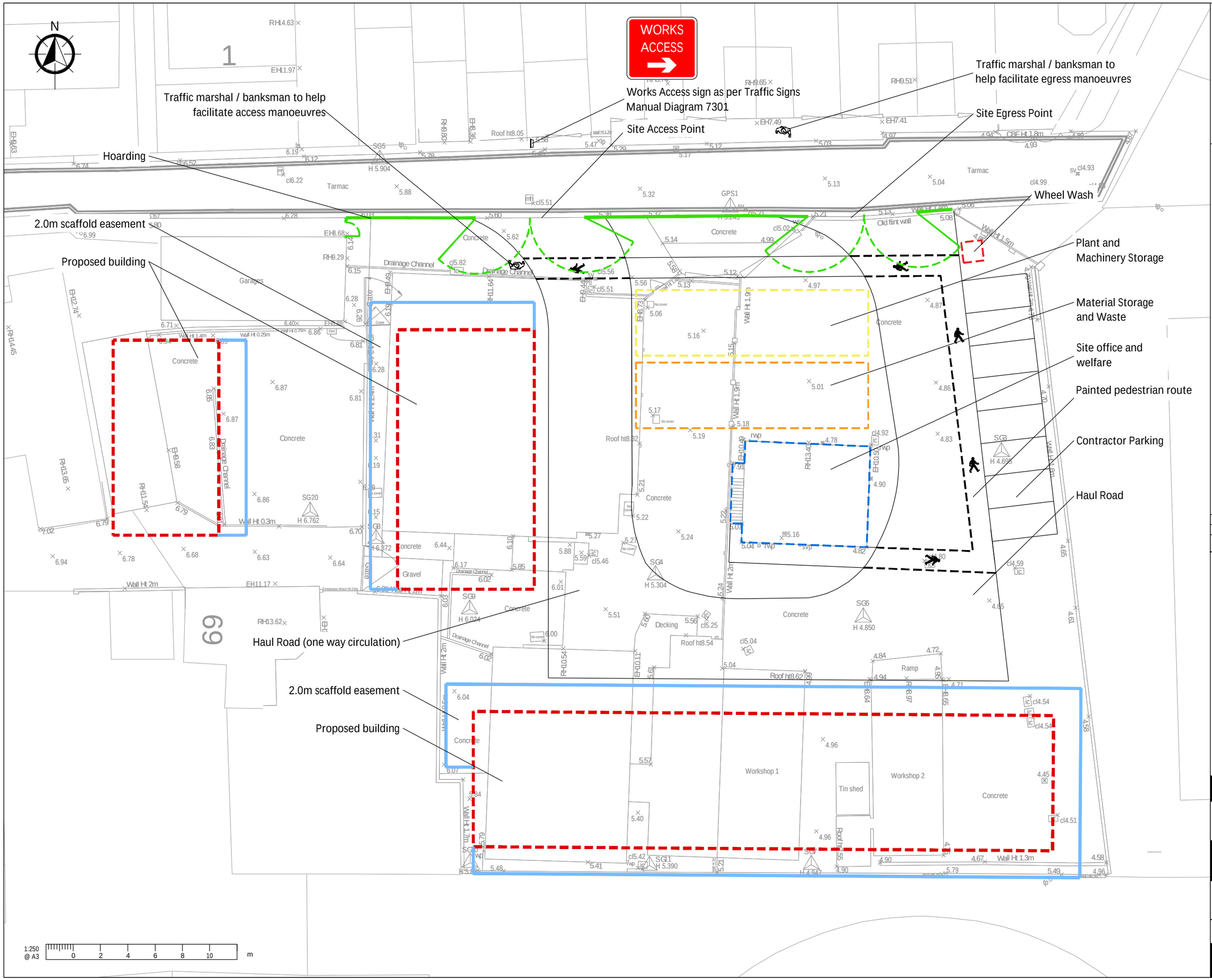
Client: Nyetimber Management Ltd

Project: Seagull Lane, Emsworth

Drawing Title: North Street / Seagull Lane Small Skip Lorry Access & Egress

Scale	Date	Drawn By	Checked By
1:250	Jul 24	SMO	ALB

Drawing No.	Rev.
2024-6719-104	-



A3

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Existing Road Markings
Sign
Hoarding
Scaffolding
Works Area

Rev.	Amendments	Date
A	Revised Layout	12/07/2024
-	Original Issue	03/07/2024

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Drawing Status: Final

Client: Nyetimber Management Ltd

Project: Seagull Lane, Emsworth

Drawing Title: Phase 2 - Site Overview

Scale	Date	Drawn By	Checked By
1:250	Jul 24	SMO	ALB

Drawing No. 2024-6719-201

Rev. A

A3

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5. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

Existing Road Markings

Sign

Hoarding

Scaffolding

Works Area

Rev.	Amendments	Date
A	Revised Layout	12/07/2024
-	Original Issue	03/07/2024

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Tel: 0333 358 3270 Email: enquiries@bpcivils.co.uk
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Drawing Status: Final

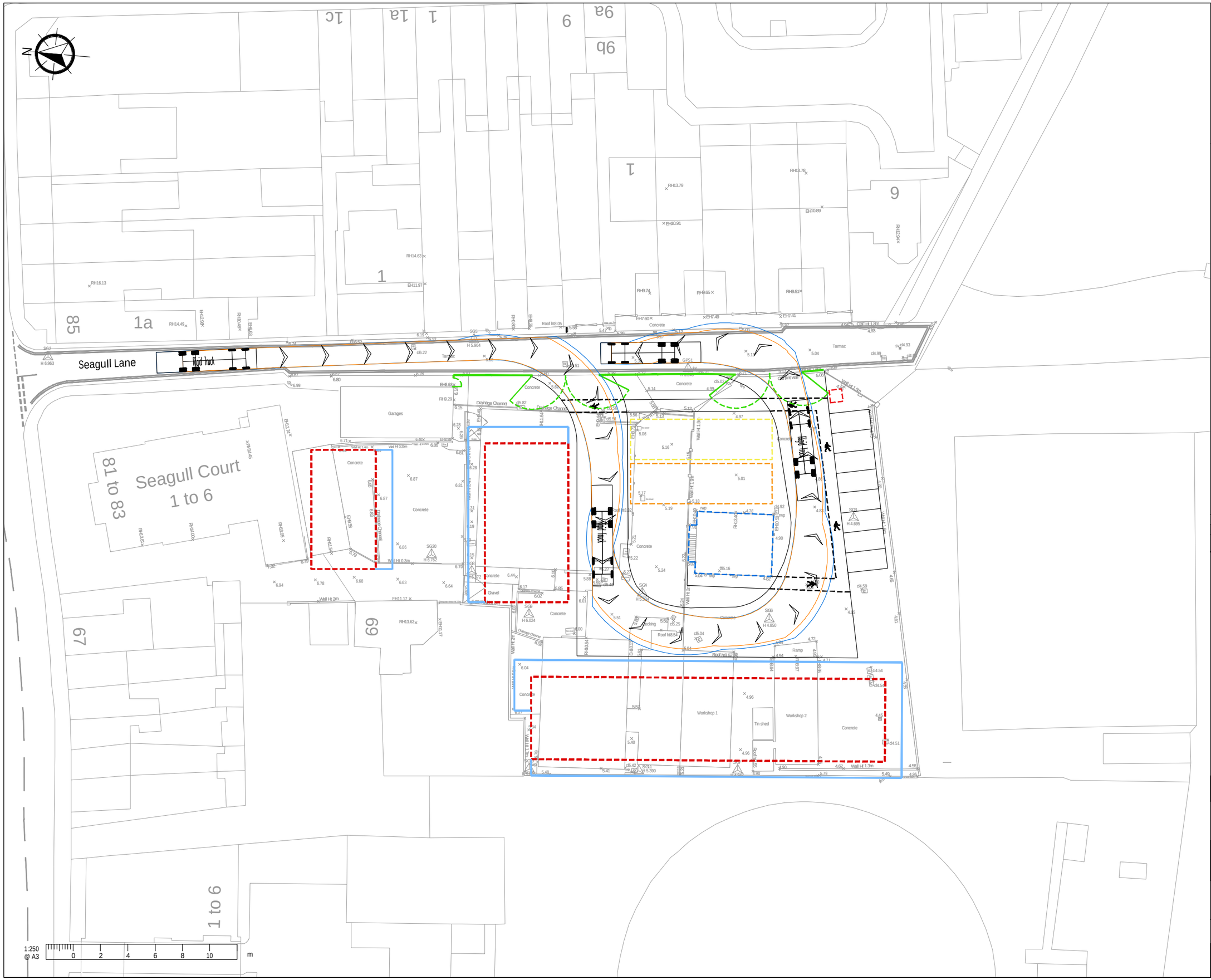
Client: Nyetimber Management Ltd

Project: Seagull Lane, Emsworth

Drawing Title: Phase 2 - Signage Overview

Scale	Date	Drawn By	Checked By
1:500	Jul 24	SMO	ALB

Drawing No.	Rev.
2024-6719-202	A



A3

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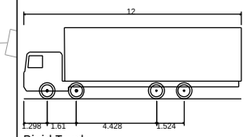
Existing Road Markings

-Swept Path-

Wheel Track

Over Swing



Rigid Truck

Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

Rev.	Amendments	Date
A	Revised Layout	12/07/2024
-	Original Issue	03/07/2024

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Tel: 0333 358 3270 Email: enquiries@bpcivils.co.uk
www.bpcivils.co.uk

Drawing Status: Draft

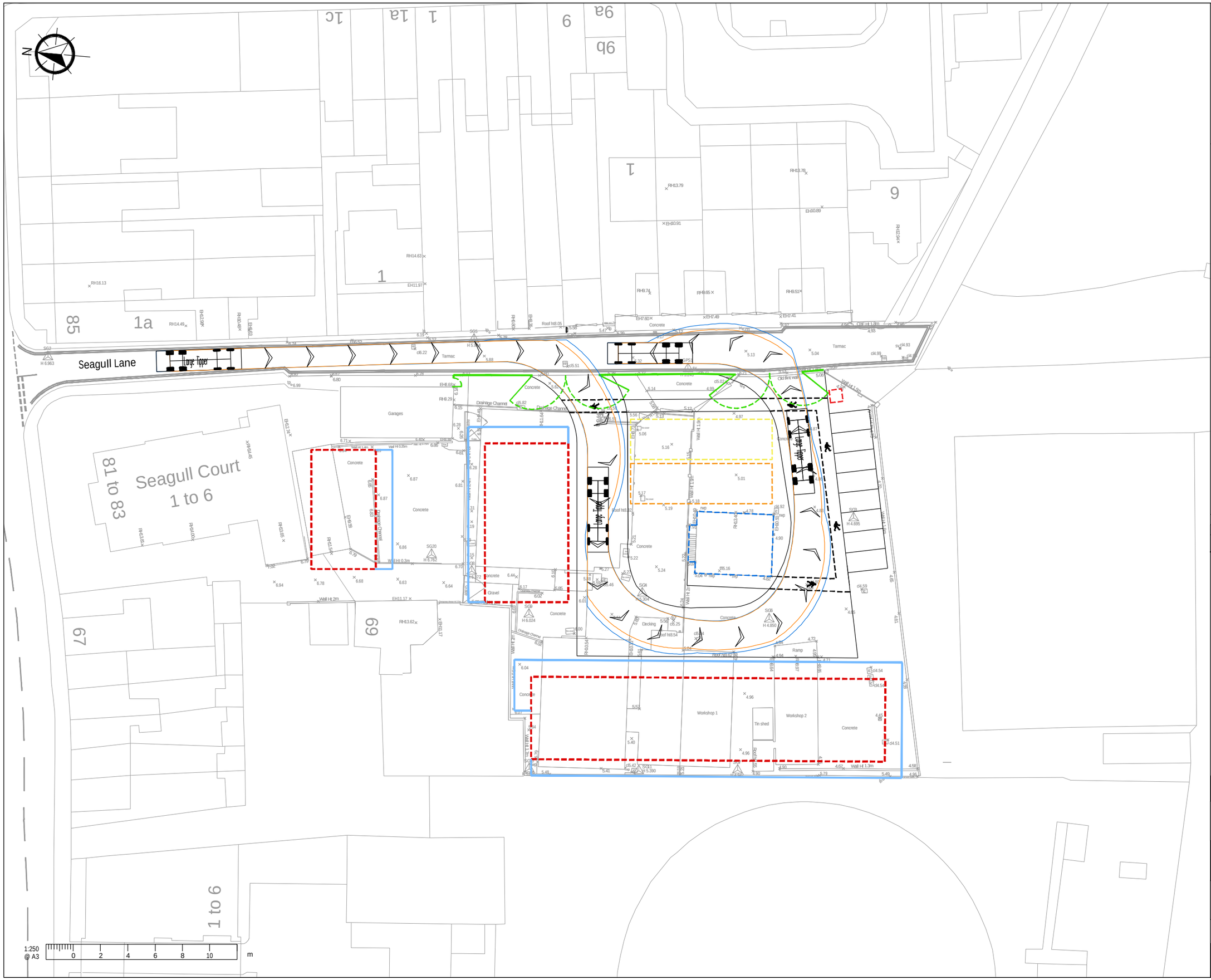
Client: Nyetimber Management Ltd

Project: Seagull Lane, Emsworth

Drawing Title: Phase 2 - Site Compound 12.0m Rigid Access & Egress

Scale	Date	Drawn By	Checked By
1:250	Jul 24	SMO	ALB

Drawing No.	Rev.
2024-6719-203	A



A3

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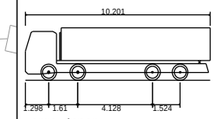
5. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

Existing Road Markings

-Swept Path-

Wheel Track

Over Swing



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

Rev.	Amendments	Date
A	Revised Layout	12/07/2024
-	Original Issue	03/07/2024

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65 Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
Tel: 0333 358 3270 Email: enquiries@bpcivils.co.uk
www.bpcivils.co.uk

Drawing Status: Final

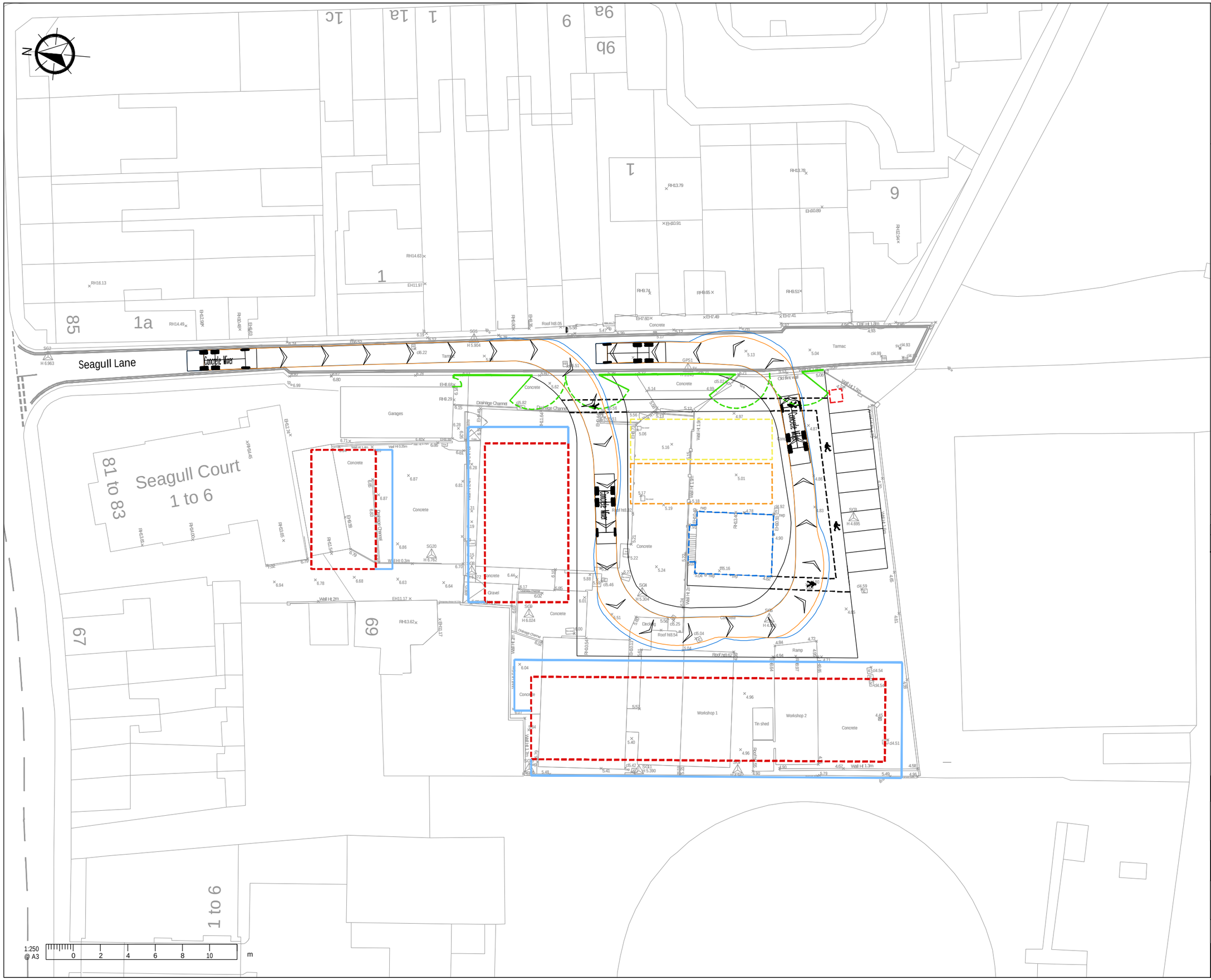
Client: Nyetimber Management Ltd

Project: Seagull Lane, Emsworth

Drawing Title: Phase 2 - Site Compound Large Tipper Access & Egress

Scale	Date	Drawn By	Checked By
1:250	Jul 24	SMO	ALB

Drawing No.	Rev.
2024-6719-204	A



A3

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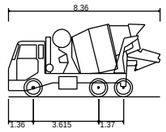
Existing Road Markings

-Swept Path-

Wheel Track

Over Swing



Concrete Mixer	
Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.210m

Rev.	Amendments	Date
A	Revised Layout	12/07/2024
-	Original Issue	03/07/2024

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Drawing Status: Final

Client: Nyetimber Management Ltd

Project: Seagull Lane, Emsworth

Drawing Title: Phase 2 - Site Compound Concrete Mixer Access & Egress

Scale	Date	Drawn By	Checked By
1:250	Jul 24	SMO	ALB

Drawing No.	Rev.
2024-6719-205	A

A3

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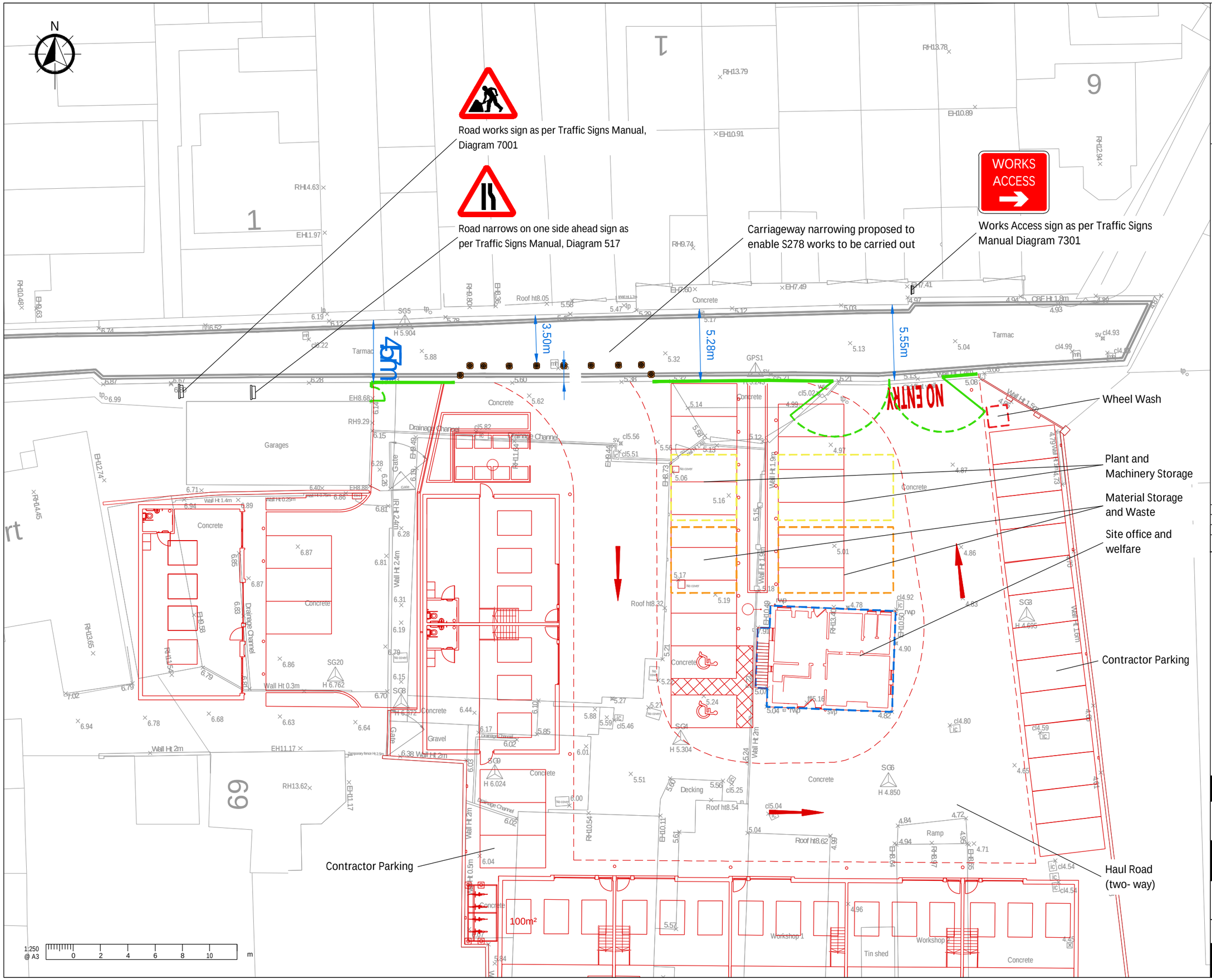

Existing Road Markings

Sign

Hoarding

S278 Works Area

Development

Rev.	Amendments	Date
B	Revised Layout	16/08/2024
A	Revised Layout	12/07/2024
-	Original Issue	03/07/2024

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Drawing Status: Final

Client: Nyetimber Management Ltd

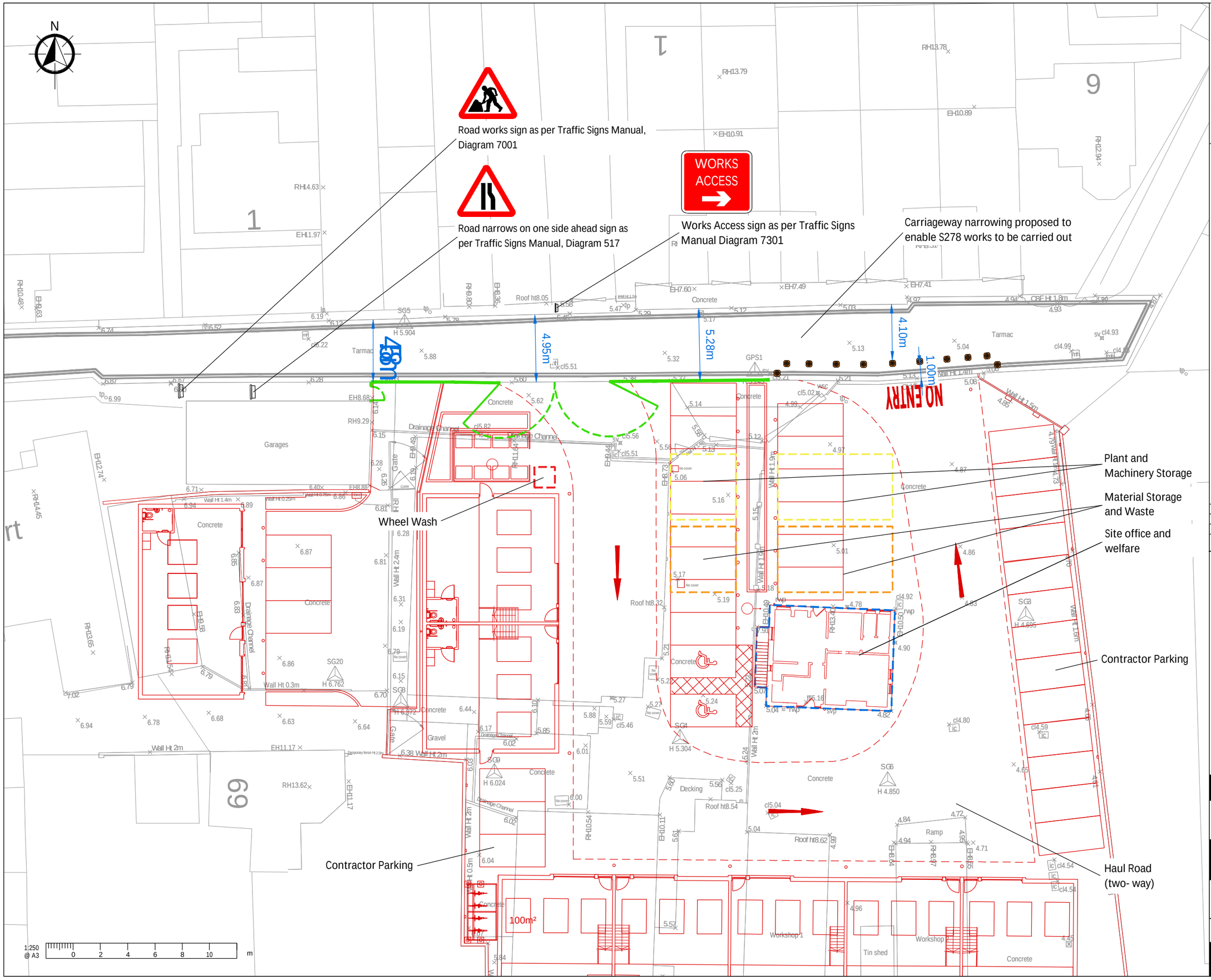
Project: Seagull Lane, Emsworth

Drawing Title: Phase 3 - Site Overview Access Construction

Scale	Date	Drawn By	Checked By
1:250	Aug 24	SMO	ALB

Drawing No. 2024-6719-301

Rev. B



A3

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Existing Road Markings

Sign

Hoarding

S278 Works Area

Development

Rev.	Amendments	Date
B	Revised Layout	16/08/2024
A	Revised Layout	12/07/2024
-	Original Issue	03/07/2024

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Drawing Status: Final

Client: Nyetimber Management Ltd

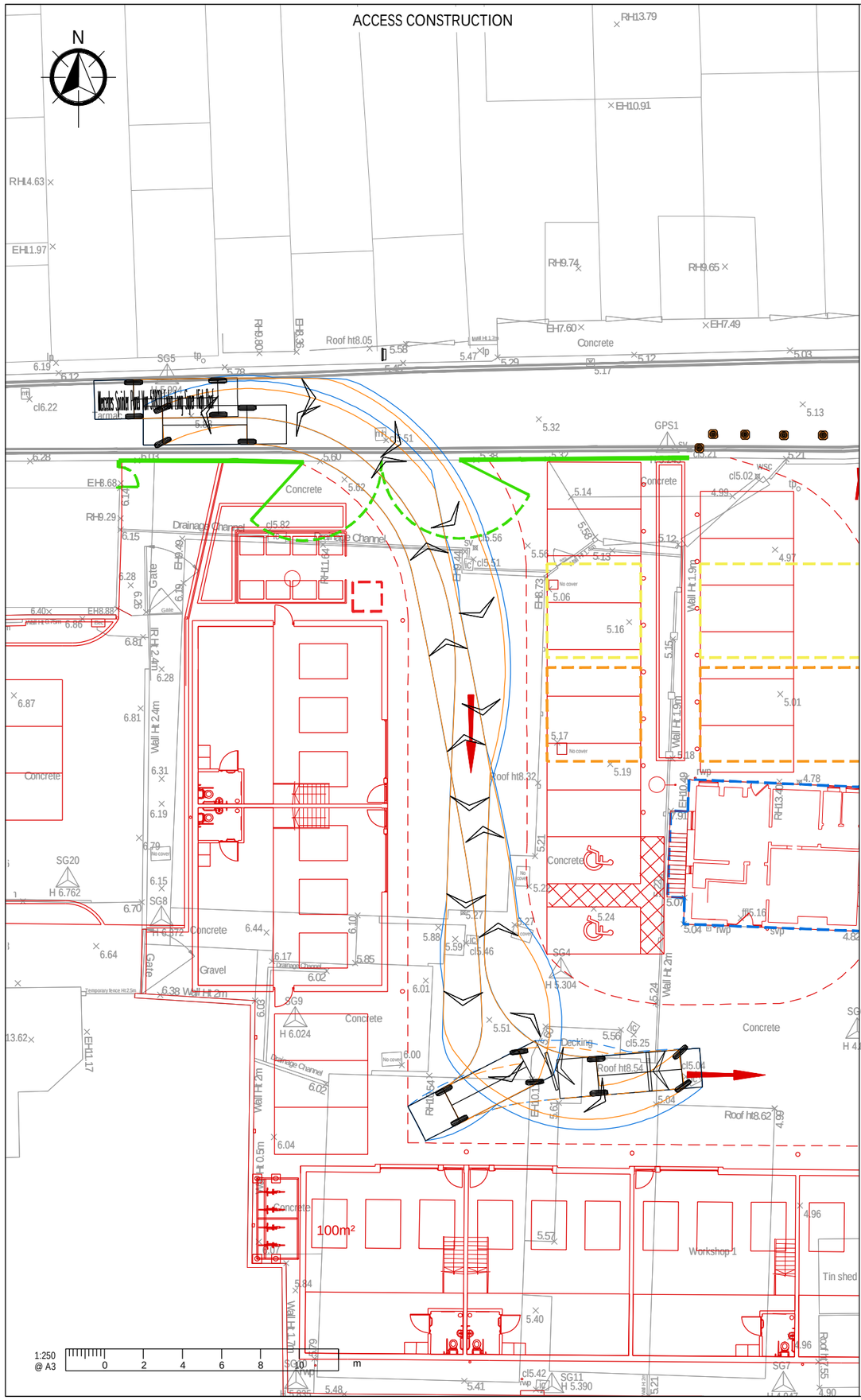
Project: Seagull Lane, Emsworth

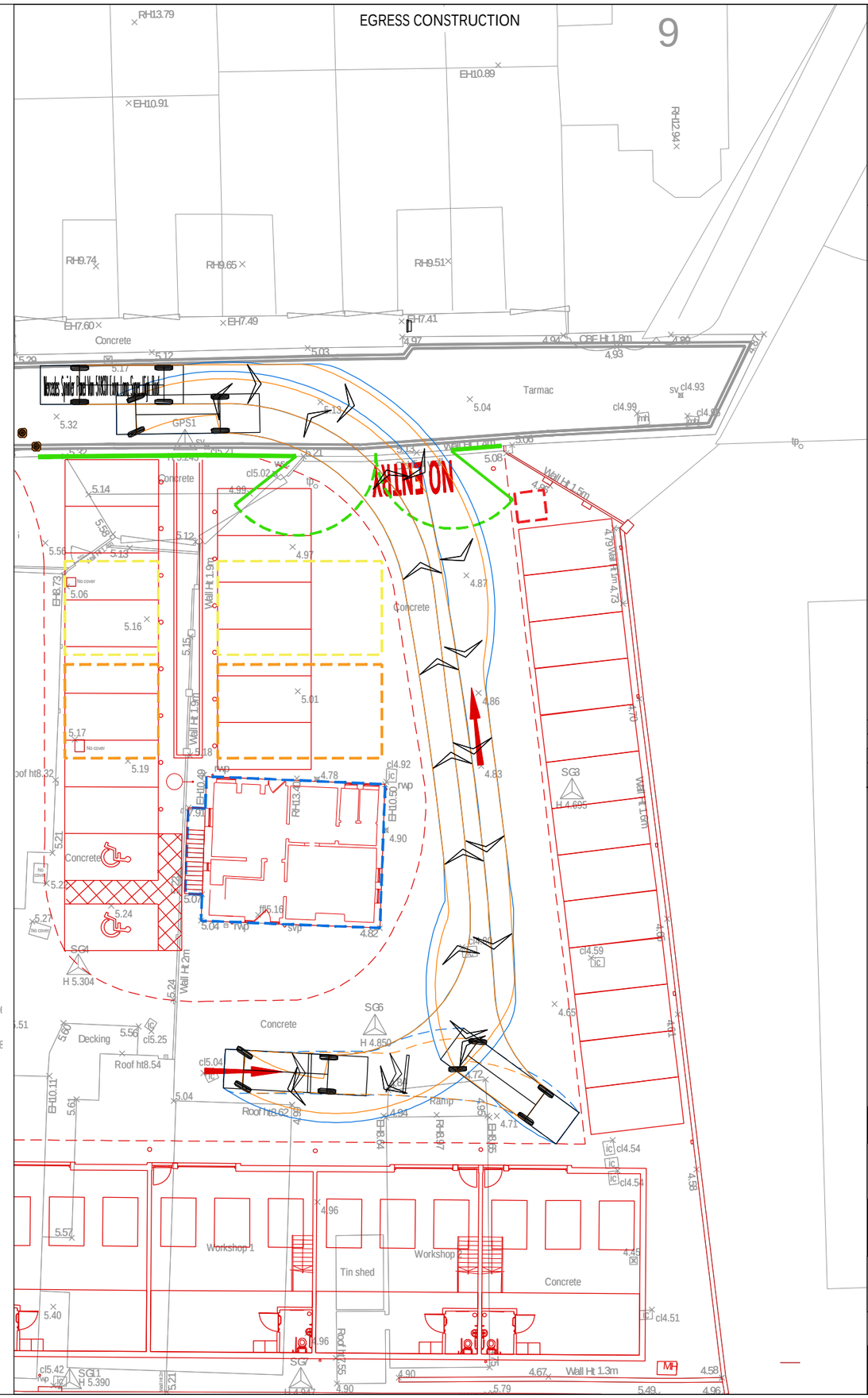
Drawing Title: Phase 3 - Site Overview Egress Construction

Scale	Date	Drawn By	Checked By
1:250	Aug 24	SMO	ALB

Drawing No. 2024-6719-302

Rev. B





A3

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Existing Road Markings

Sign

Hoarding

S278 Works Area

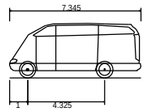
Development

Cone

-Swept Path-

Wheel Track

Over Swing



Mercedes Sprinter Panel Van 518CDI
Extra Long Super High Roof

Overall Length	7.345m
Overall Width	1.993m
Overall Body Height	3.030m
Min Body Ground Clearance	0.400m
Track Width	1.993m
Lock to lock time	5.00s
Wall to Wall Turning Radius	7.800m

Rev.	Amendments	Date
B	Revised Layout	16/08/2024
A	Revised Layout	12/07/2024
-	Original Issue	03/07/2024

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Drawing Status: Final

Client: Nyetimber Management Ltd

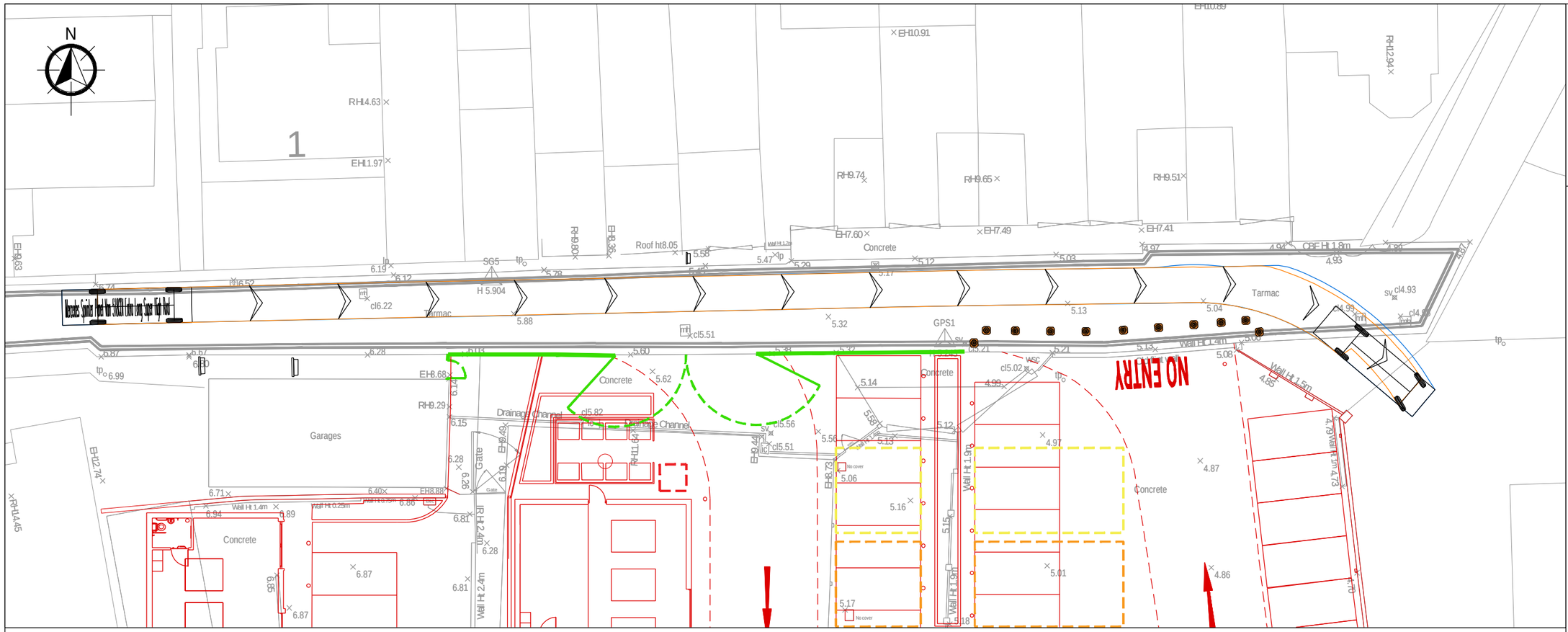
Project: Seagull Lane, Emsworth

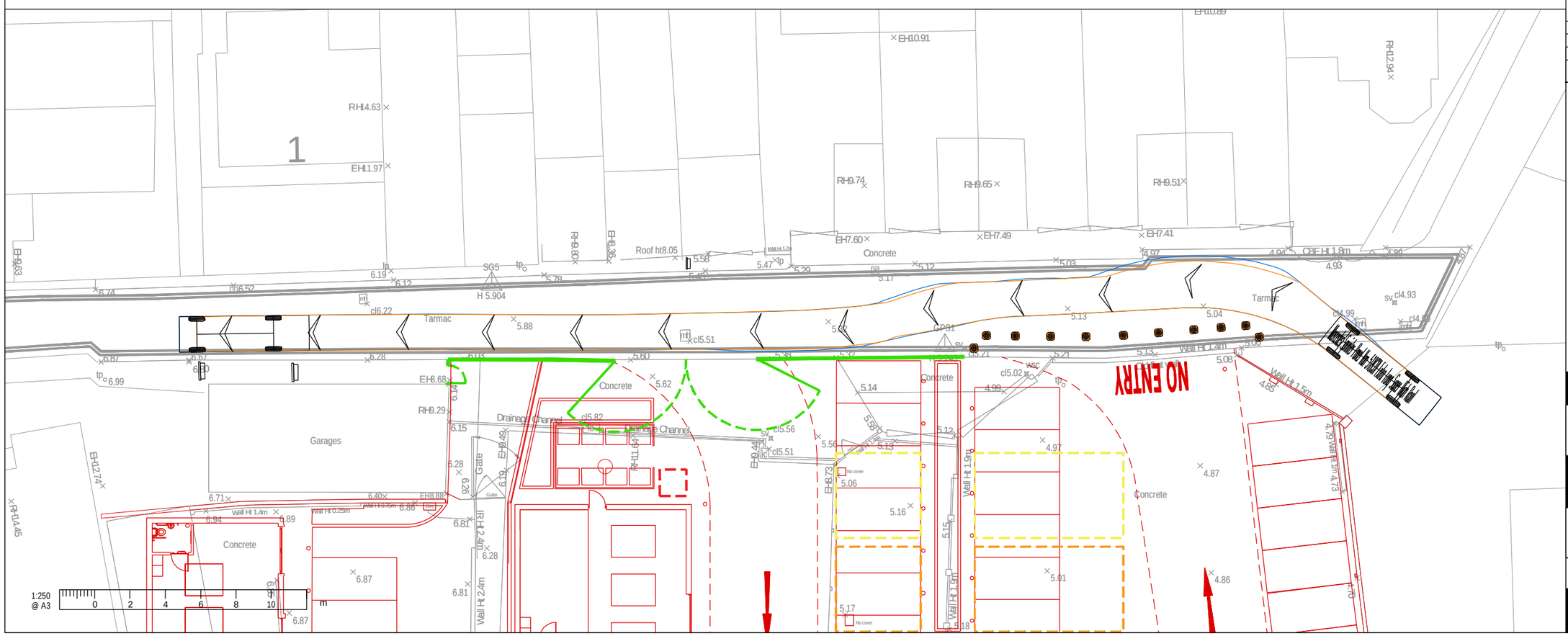
Drawing Title: Phase 3 - Large Van Servicing

Scale	Date	Drawn By	Checked By
1:250	Aug 24	SMO	ALB

Drawing No. 2024-6719-303

Rev. B





A3

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5. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

Existing Road Markings

Sign

Hoarding

S278 Works Area

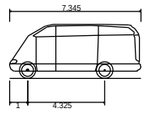
Development

Cone

-Swept Path-

Wheel Track

Over Swing



Mercedes Sprinter Panel Van 518CDI
Extra Long Super High Roof

Overall Length	7.345m
Overall Width	1.993m
Overall Body Height	3.030m
Min Body Ground Clearance	0.400m
Track Width	1.993m
Lock to lock time	5.00s
Wall to Wall Turning Radius	7.800m

Rev.	Amendments	Date
B	Revised Layout	16/08/2024
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Drawing Status: Final

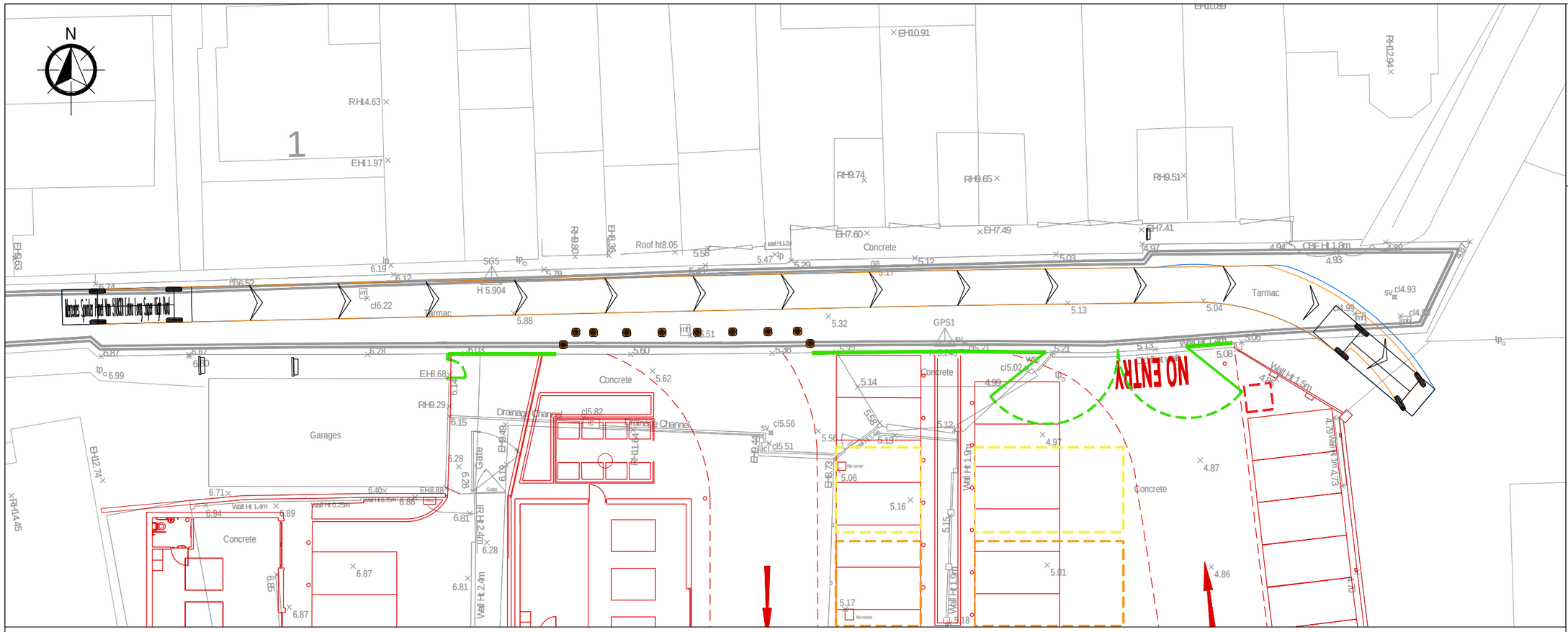
Client: Nyetimber Management Ltd

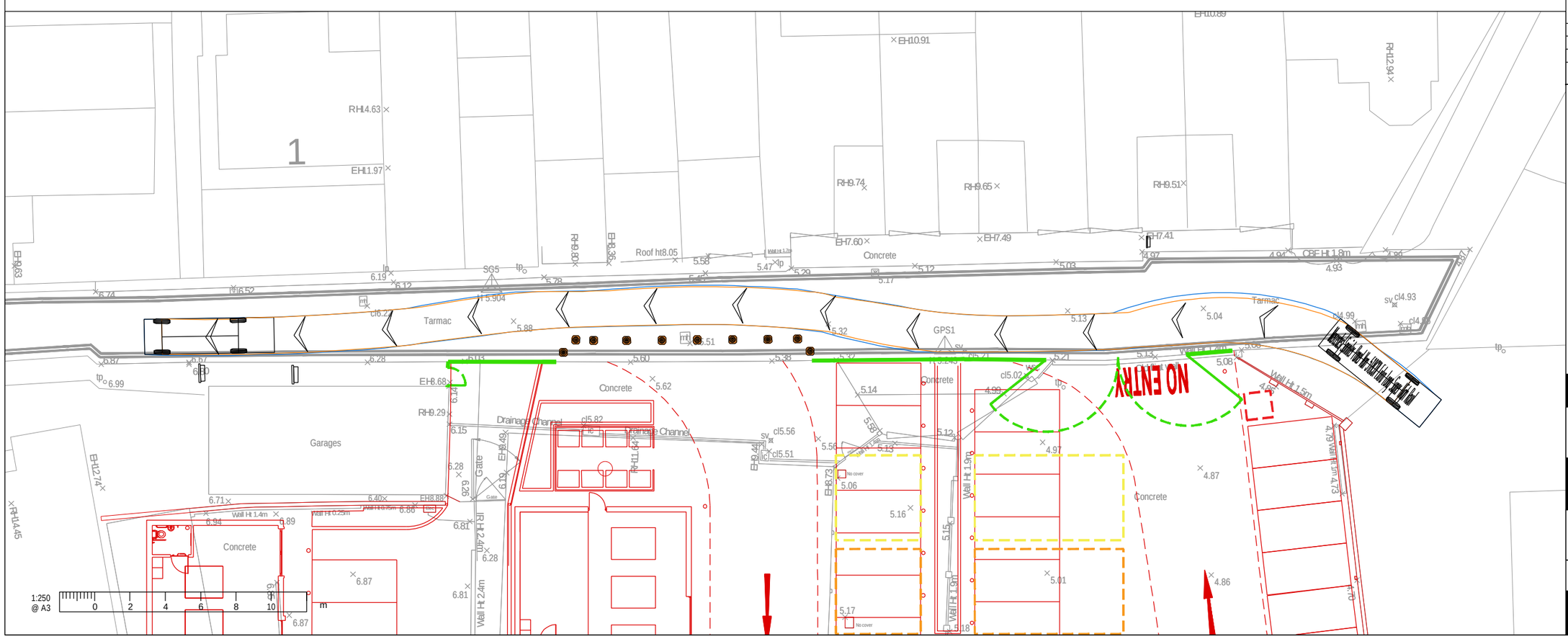
Project: Seagull Lane, Emsworth

Drawing Title: Phase 3 - Large Delivery Vehicles Passing Give and Take Arrangement

Scale	Date	Drawn By	Checked By
1:250	Aug 24	SMO	ALB

Drawing No.	Rev.
2024-6719-304	B





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Existing Road Markings

Sign

Hoarding

S278 Works Area

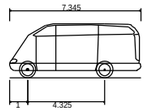
Development

Cone

-Swept Path-

Wheel Track

Over Swing



Mercedes Sprinter Panel Van 518CDI
Extra Long Super High Roof

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Overall Width	1.993m
Overall Body Height	3.030m
Min Body Ground Clearance	0.400m
Track Width	1.993m
Lock to lock time	5.00s
Wall to Wall Turning Radius	7.800m

Rev.	Amendments	Date
B	Revised Layout	16/08/2024
A	Revised Layout	12/07/2024
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www.bpcivils.co.uk

Drawing Status: Final

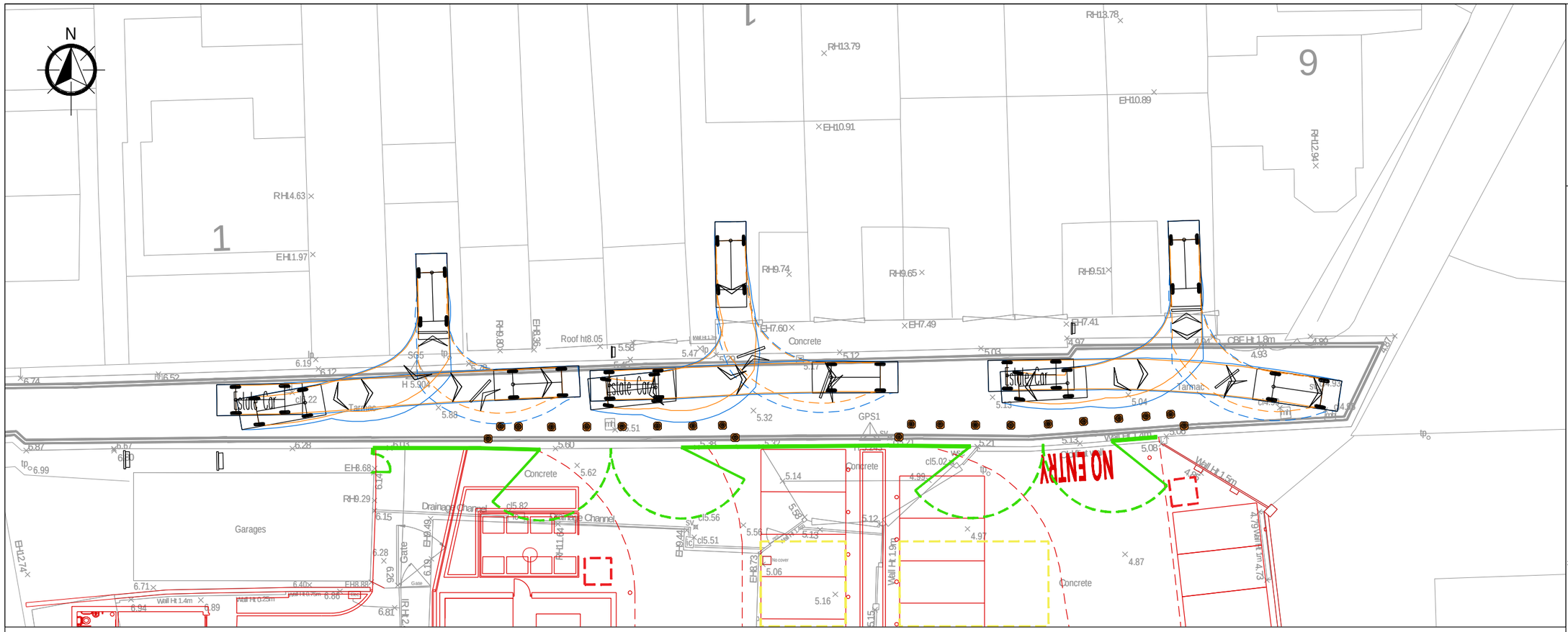
Client: Nyetimber Management Ltd

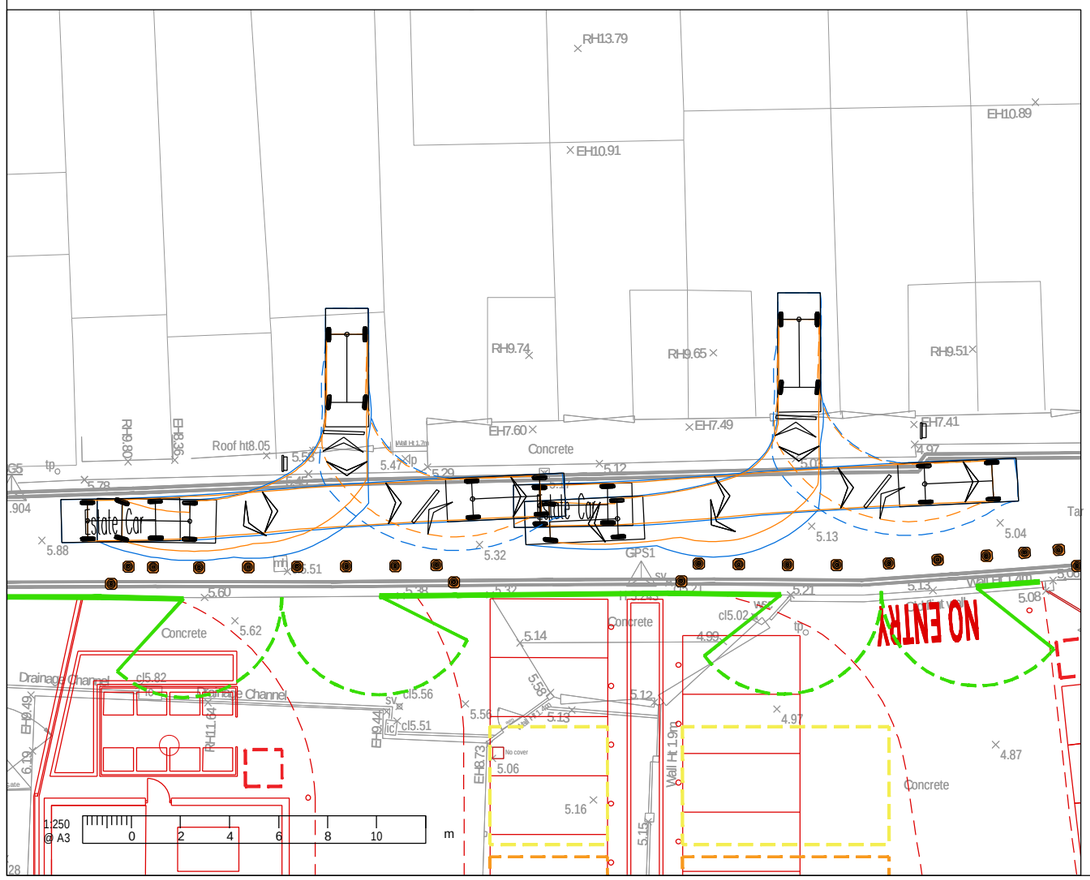
Project: Seagull Lane, Emsworth

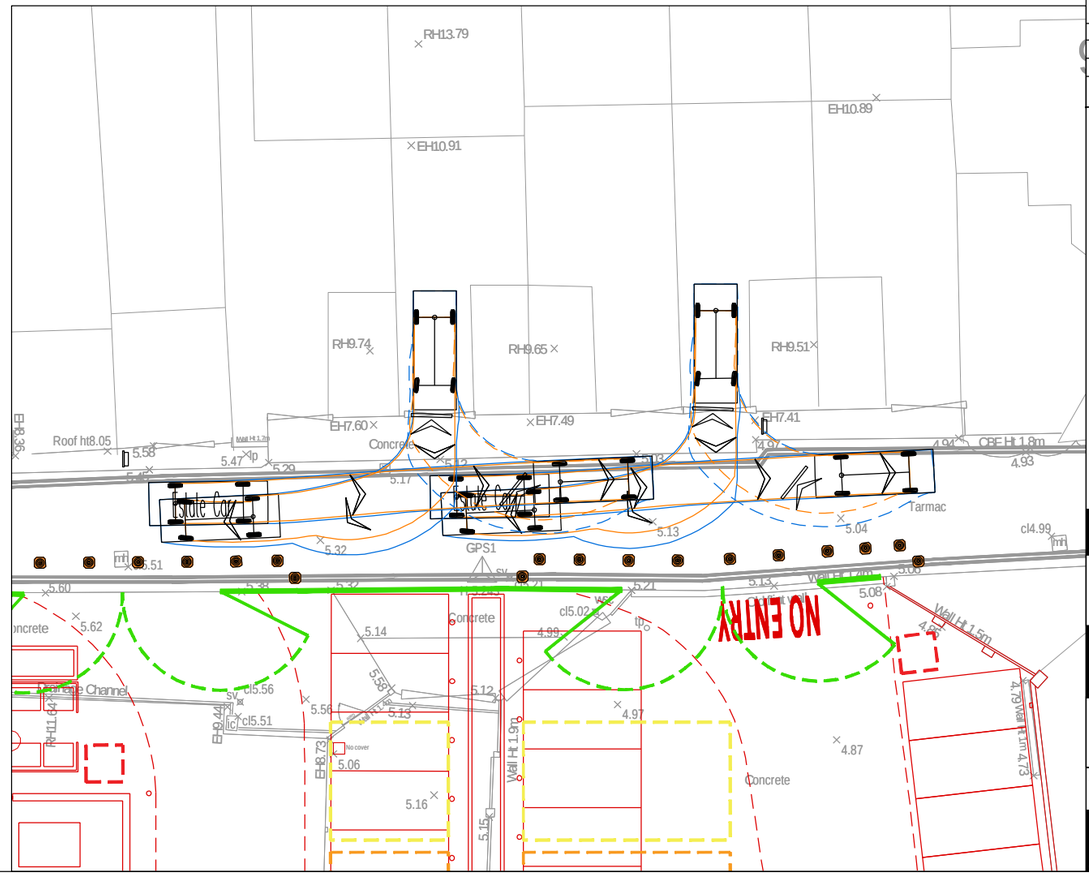
Drawing Title: Phase 3 - Large Delivery Vehicles Passing Give and Take Arrangement

Scale	Date	Drawn By	Checked By
1:250	Aug 24	SMO	ALB

Drawing No.	Rev.
2024-6719-305	B







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Existing Road Markings

Sign

Hoarding

S278 Works Area

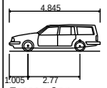
Development

Cone

-Swept Path-

Wheel Track

Over Swing



Estate Car	
Overall Length	4.845m
Overall Width	1.750m
Overall Body Height	1.424m
Min Body Ground Clearance	0.189m
Max Track Width	1.655m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.950m

Rev.	Amendments	Date
B	Revised Layout	16/08/2024
A	Revised Layout	12/07/2024
-	Original Issue	03/07/2024

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Drawing Status: Final

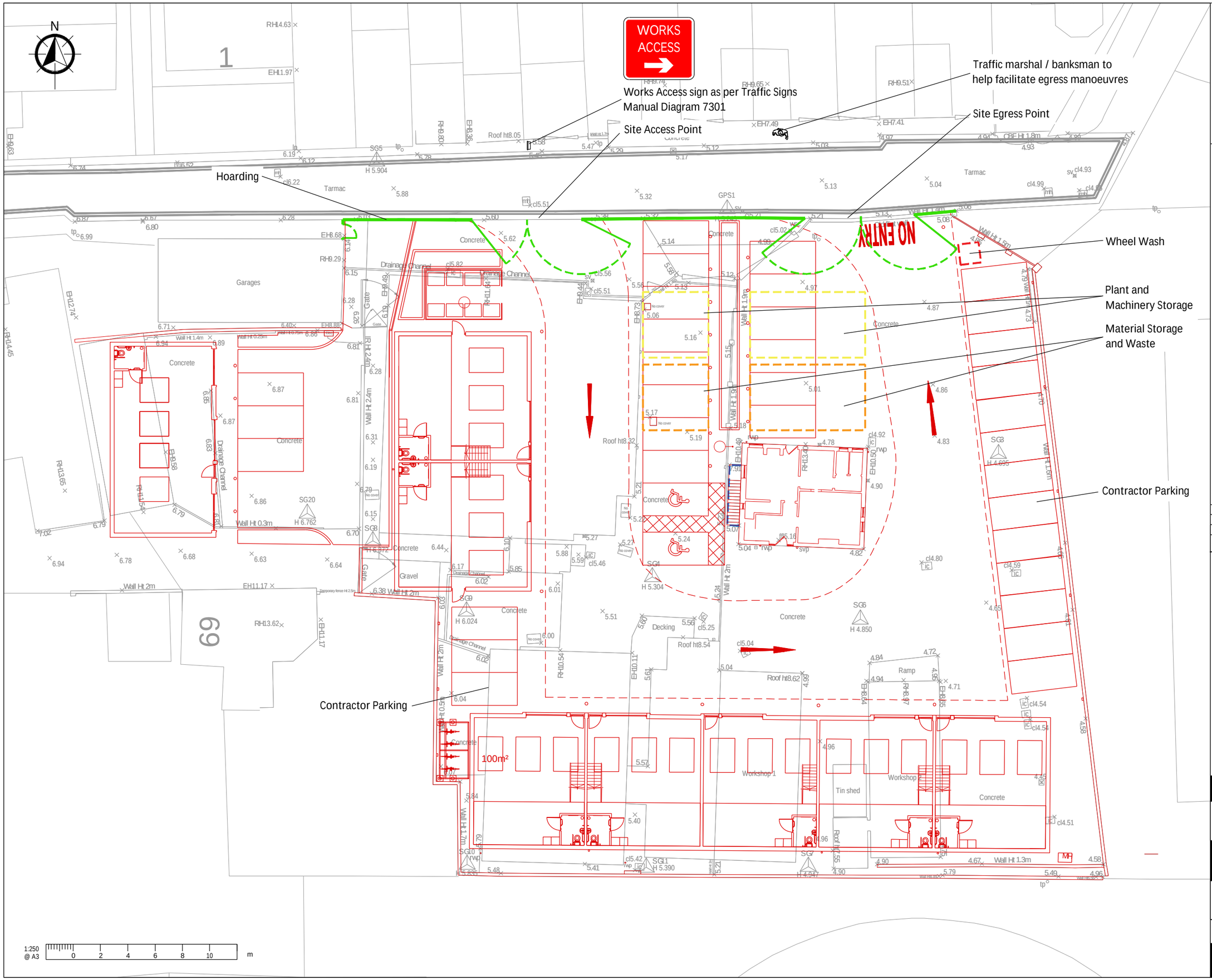
Client: Nyetimber Management Ltd

Project: Seagull Lane, Emsworth

Drawing Title: Phase 3 - Existing Driveway Access and Egress

Scale	Date	Drawn By	Checked By
1:250	Aug 24	SMO	ALB

Drawing No.	Rev.
2024-6719-306	B



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Existing Road Markings
Sign
Hoarding
Development

Rev.	Amendments	Date
B	Revised Layout	16/08/2024
A	Revised Layout	12/07/2024
-	Original Issue	03/07/2024

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Drawing Status: Final

Client: Nyetimber Management Ltd

Project: Seagull Lane, Emsworth

Drawing Title: Phase 4 - Site Overview

Scale	Date	Drawn By	Checked By
1:250	Aug 24	SMO	ALB

Drawing No. 2024-6719-401

Rev. A

APPENDICES

Appendix A Site Plans

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1. Landlords supplies, power, water, CCTV etc.
2. Central shared bin collection point - 6 no. Euro Bin - 3 general waste, 3 recycling

notes:

revisions:

A	10.02.2022	PT	Issued for Planning
B	09.08.2022	PT	Unit 8 parking amended

revisions:

N

0 — 100mm @A1 / 50mm @A3

NOTE: The contractor is responsible for checking all site dimensions and levels. These should be checked prior to the ordering of any components and before the commencement of the works. All discrepancies should be brought to the attention of the Contract Administrator

M&M Hall Family Pension Trust

Seagull Lane

Emsworth, Hampshire, PO10 7QH

drawing information title : **Proposed Site Plan**

status : Information
date : November 21
scale : 1:200 @ A1
drawn : PT
checked : IV

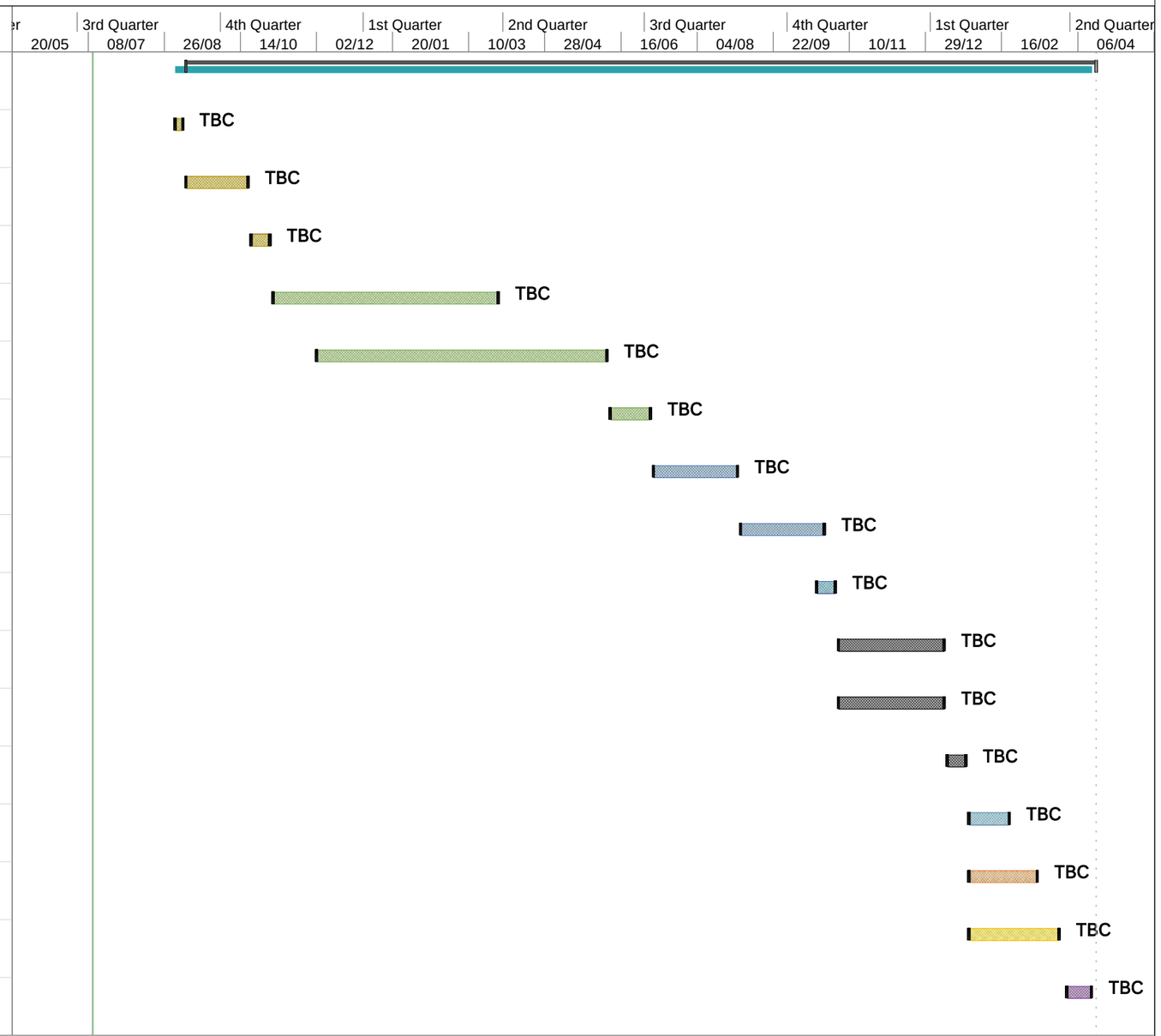
pwp architects
PWP Architects Ltd 61 South Street, Havant, Hampshire PO9 1BZ
t: 02392 482494 f: 02392 481152
e: design@pwp-architects.com
w: www.pwp-architects.com

job: 5807 dwg: 1010 rev: B

Appendix B Indicative Programme of Works

SEAGULL LANE DEVELOPMENT

ID	Task Name	Duration	Start	Finish
1	**Seagull Lane - Indicative Proposed Overall Programme**	**397 days**	**Mon 09/09/24**	**Fri 17/04/26**
2	Decommisioning of services	5 days	Mon 02/09/24	Fri 06/09/24
3	Demolition Works	30 days	Mon 09/09/24	Fri 18/10/24
4	Small Works (Waste removal + making good)	10 days	Mon 21/10/24	Fri 01/11/24
5	Groundworks for new units 1-8	97 days	Mon 04/11/24	Fri 28/03/25
6	Erection of frames and cladding units 1-8	123 days	Mon 02/12/24	Fri 06/06/25
7	Small works (Waste removal + making good)	20 days	Mon 09/06/25	Fri 04/07/25
8	Services (Drainage + M&E)	39 days	Mon 07/07/25	Fri 29/08/25
9	Surface water drainage works	40 days	Mon 01/09/25	Fri 24/10/25
10	Small works (Waste removal + making good)	10 days	Mon 20/10/25	Fri 31/10/25
11	Boundry fencing + Car Park areas	42 days	Mon 03/11/25	Fri 09/01/26
12	Making good to access and hard standing areas	42 days	Mon 03/11/25	Fri 09/01/26
13	Small works (Waste removal + snagging)	10 days	Mon 12/01/26	Fri 23/01/26
14	Connection of all services to units 1-8	20 days	Mon 26/01/26	Fri 20/02/26
15	Refurbishment + cladding of exiting building	32 days	Mon 26/01/26	Tue 10/03/26
16	Internal fit out to all units	42 days	Mon 26/01/26	Tue 24/03/26
17	Commissioning and handover	10 days	Mon 30/03/26	Tue 14/04/26



Project: Overall
Rev: B
Date: 11.07.24

Stage 1 - Demolition + Ground Works
Stage 2 - Structure Works
Stage 3 - Services
Stage 4 - Boundry + Hardstanding
Stage 5 - Connection of Services
Stage 6 - Refurb of exixting Building
Stage 7 - Internal fit out
Stage 8- Commission + Handover
Summary
Project Summary

Appendix C HGV Holding Areas

Legend

- Site Location
- Arrival Route
- HGV Holding Area

BRIGHT PLAN

Transport Planning and Civil Enginee
65 Chichester Enterprise Centre, Terminus Road,
Chichester, PO19 8FY
Tel: 0333 3583270
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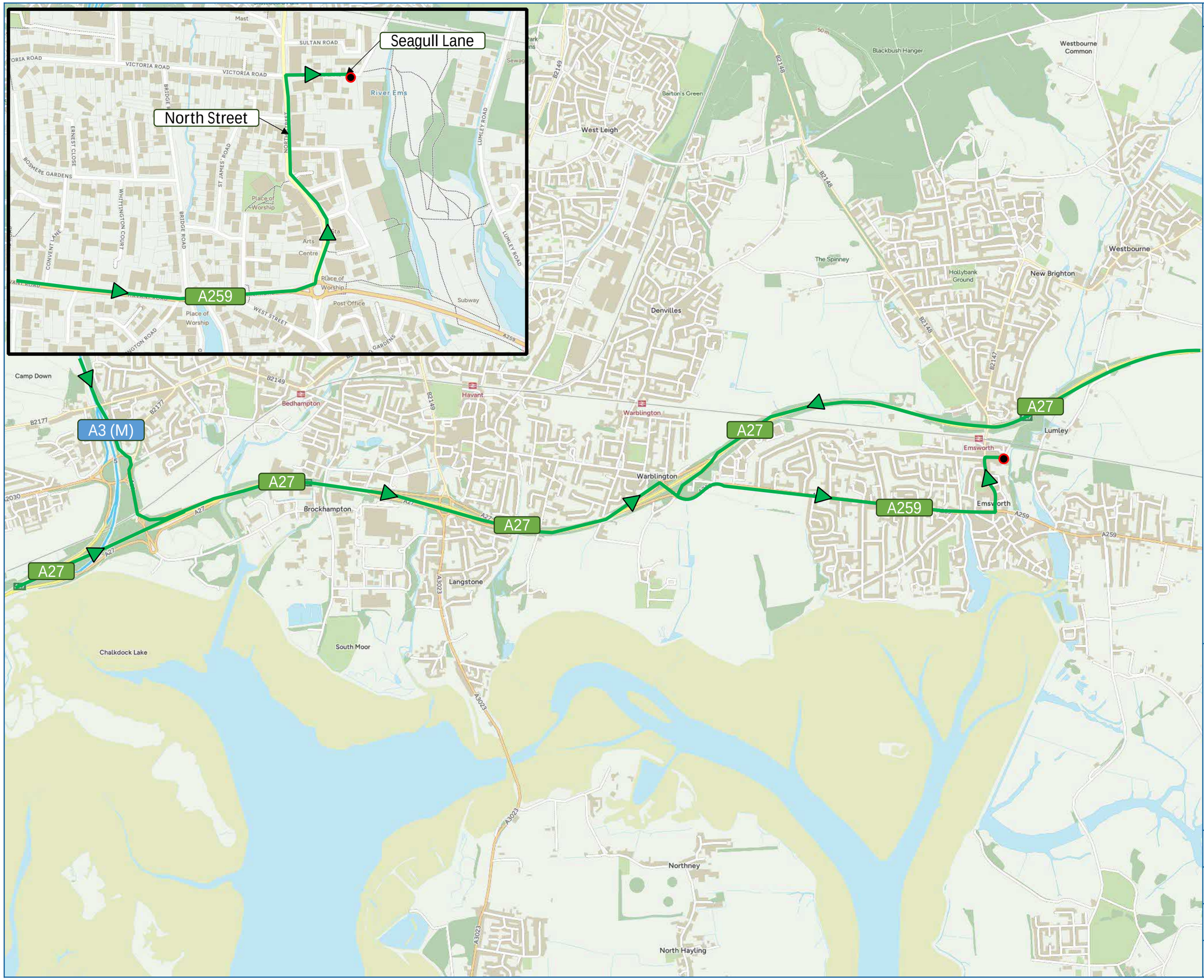
Title:
HGV Holding Area

Project:
Seagull Lane, Emsworth

Client:
Nyetimber Construction Ltd

Job No:	Plan No:	Rev:
6719	Plan 03	-

Appendix D HGV Routing Plans



Legend

- Site Location
- Arrival Route

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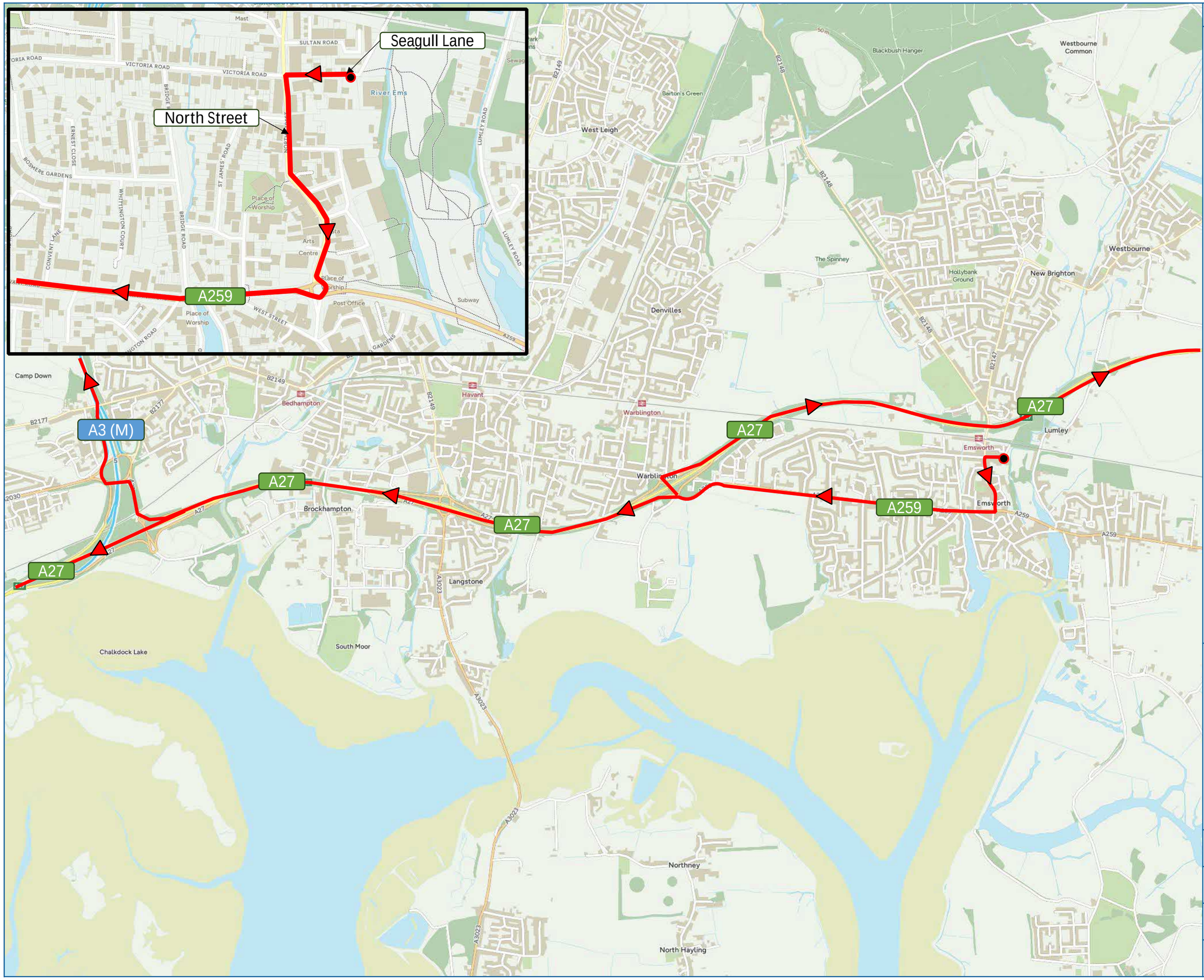
Title: HGV Arival Route

Project: Seagull Lane, Emsworth

Client: Nyetimber Construction Ltd

Job No:	Plan No:	Rev:
6719	Plan 01	-



Legend

- Site Location
- Departure Route

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Title: HGV Departure Route

Project: Seagull Lane, Emsworth

Client: Nyetimber Construction Ltd

Job No:	Plan No:	Rev:
6719	Plan 02	-

Appendix E Pre-commencement Survey

BRIGHT PLAN

PRE-COMMENCEMENT SURVEY

SEAGULL LANE, EMSWORTH

Industrial Development

PCS 01/ 6719

July 2024

Prepared on Behalf of The Trustees of the Alitex DBS SAS

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DOCUMENT CONTROL

Project: Seagull Lane, Emsworth
Industrial Development

Document: Pre-Commencement Survey
Client: The Trustees of the Alitex DBSSAS

Reference: PCS01/6719

DOCUMENT CHECKING:

Author: SMO [redacted] **Date:** 11/07/2024

Checked by: ALB [redacted] **Date:** 12/07/2024

Approved by: PMR [redacted] **Date:** 12/07/2024

STATUS:

Issue	Date	Status	Issued by
01	12/07/2024	Preliminary	SMO

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1 PRE-COMMENCEMENT SURVEY

1.1 Overview

1.1.1 This document, prepared in response to Condition 5 of the planning application (Ref. No. APP/22/00155) at Seagull Lane, Emsworth. This report outlines the existing condition of the highways and footpaths surrounding the site. It includes a photographic record of various areas within the highway, with each photograph numbered and correlated to the survey plan, **Drawing 2024-6719-1001**. For ease of reference and orientation, each photograph has been geo-referenced within the survey drawing.

1.1.2 The report provides an updated visual record of the highway's condition at the time of the survey. It does not include investigations concerning the structural integrity of either the surface or subsurface of the highway. The site's location is demonstrated in **Figure 1.1.**

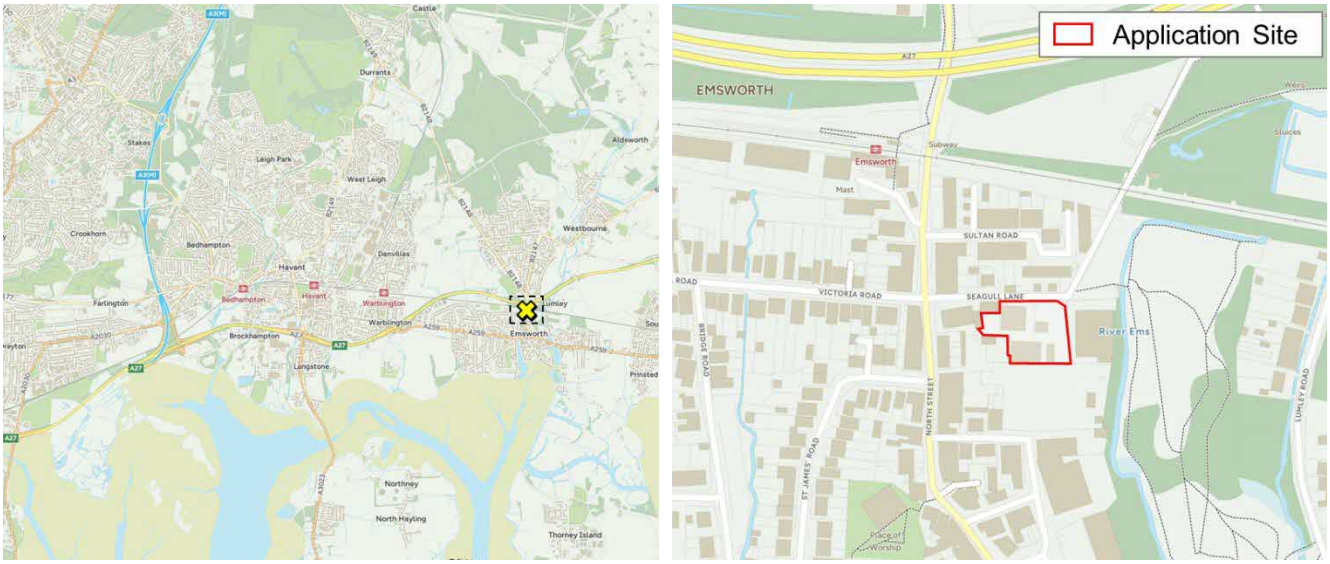


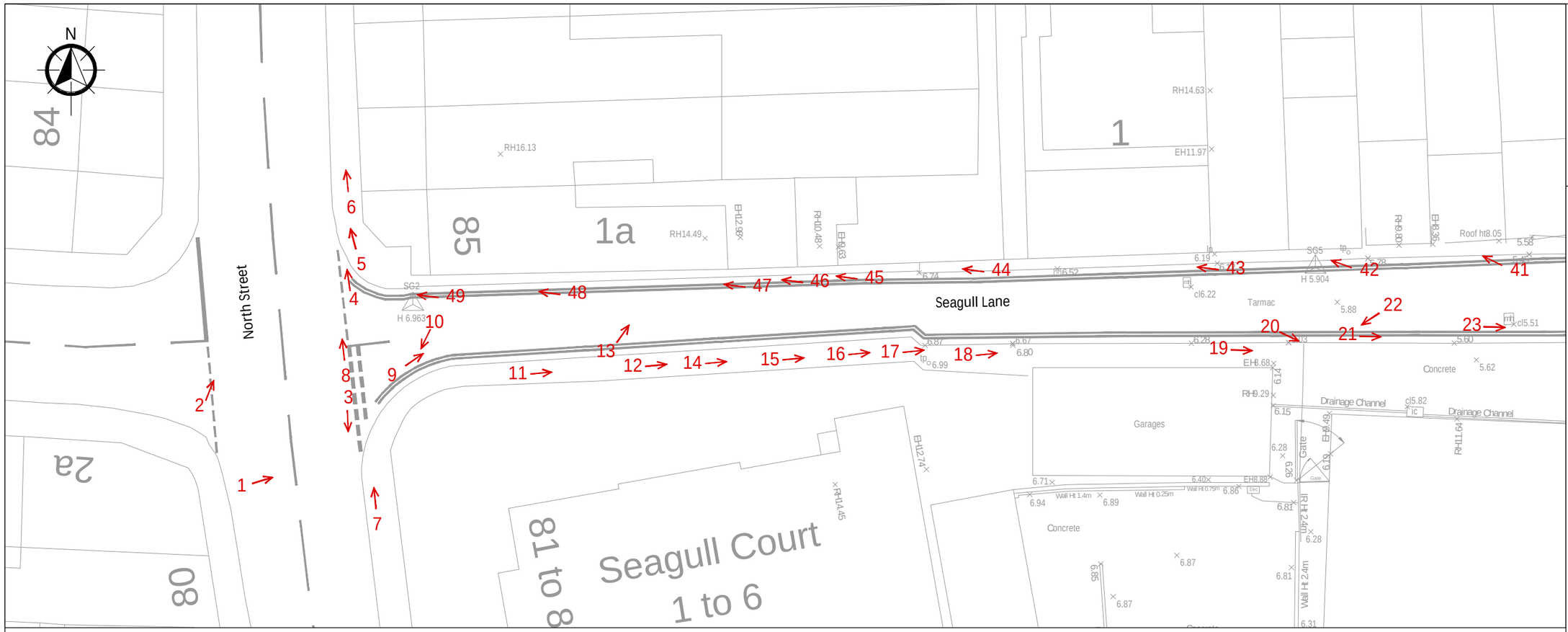
Figure 1.1: Site Location

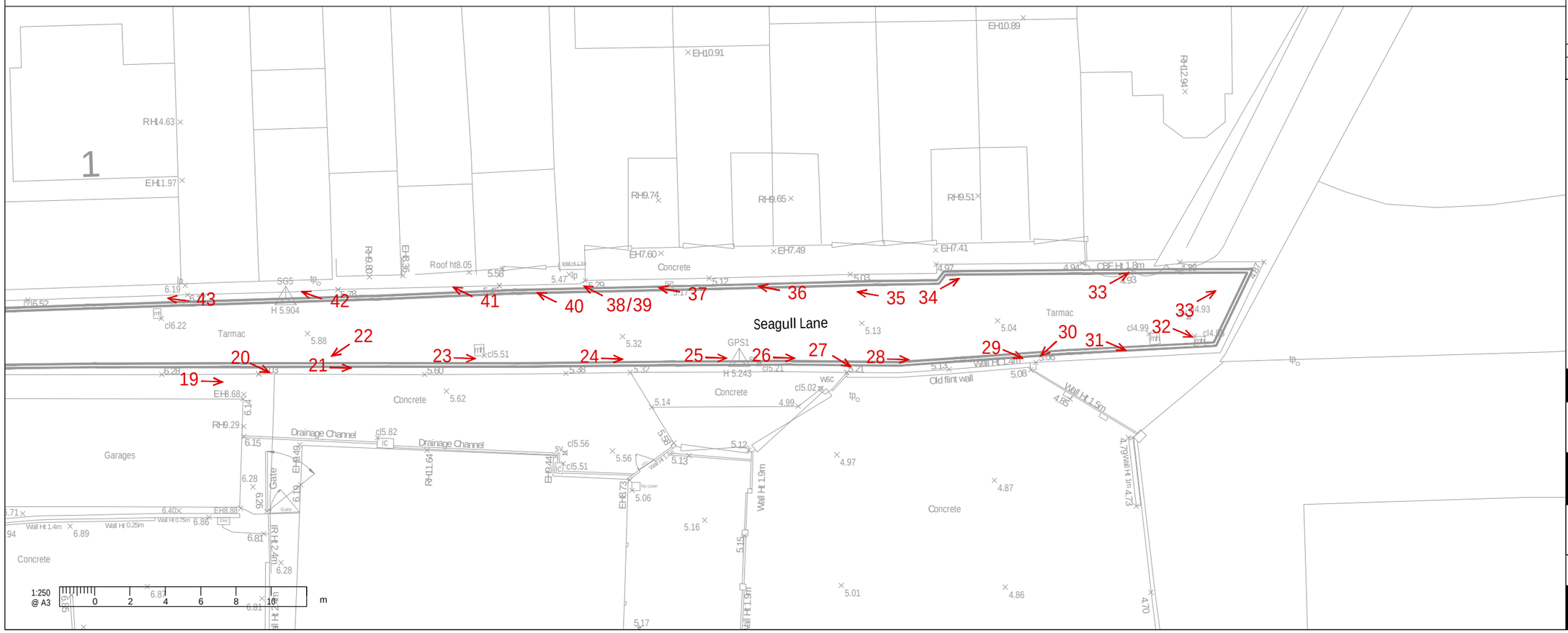
1.1.3 The table below details the defects found during the pre-commencement survey undertaken on North Street and Seagull Lane, Emsworth, on the 10th of July, 2024.

Photo Number	Condition
1	Carriageway sunk and cracked around IC
2	Carriageway uneven and slight wear and tear
3	Dropped kerb sunk and water collecting on kerb
4	Pavement cracked around IC's
5	Pavement cracked around IC's
6	Uneven footway surface
7	Dropped kerb sunk and water collecting on kerb
8	Ca rria geway warn awa with small dips appearing causing puddli the junction
9	Footway and carriageway show slight wear and tear with cracking some gully stones
10	Cracking on some gully stones
11	No defects
12	Cracked footway
13	Crack in carriageway
14	Minor wear and tear of gully stones
15	No defects
16	Cracked footway
17	Cracked footway
18	No defects
19	Cracked footway
20	Gully stones damaged
21	Potholes in carriageway and gully stones cracked
22	Pothole

23	Carriageway uneven and cracking
24	Cracked carriageway
25	Gully stones cracked
26	Cracked carriageway
27	Crack in wall
28	Broken bricks on wall
29	Missing bricks and cracked wall
30	Missing bricks and cracked wall
31	Cracked gully stones and cracks on access road
32	Gully stone sunken
33	Vegetation overgrown on to highway. Edge of highway likely v away
34	Sunken gully stone
35	Enge of carriageway warn way
36	Cracks in carriageway
37	Cracks on access to driveways / garages
38	Footway and carriageway cracked
39	Footway cracked
40	Footway cracked
41	Access to driveway overgrown and likely damaged
42	Cracks in gully stones
43	Cracked footway
44	Cracks on driveway

45	Cracked footway
46	Cracked footway
47	Cracks around IC, edge of carriageway growing weeds. Edge carriageway warn
48	Edge of carriageway warn
49	Edge of carriageway growing weeds. Edge of carriageway warn





A3

1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
2. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
3. Road markings are indicative, based on aerial imagery when not provided within a topographical survey. Bright Plan accepts no responsibility for decrepitates in aerial imagery.
4. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
5. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

Existing Road Markings

1. → Photo Location

Rev.	Amendments	Date
-	Original Issue	-

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Drawing Status: Final

Client: The Trustees of the Alitex DBSSAS

Project: Seagull Lane, Emsworth

Drawing Title: Condition Survey Photo Locations

Scale	Date	Drawn By	Checked By
1:250	Jul 24	SMO	ALB

Drawing No. 2024-6719-1001

Rev. -

Photo 1

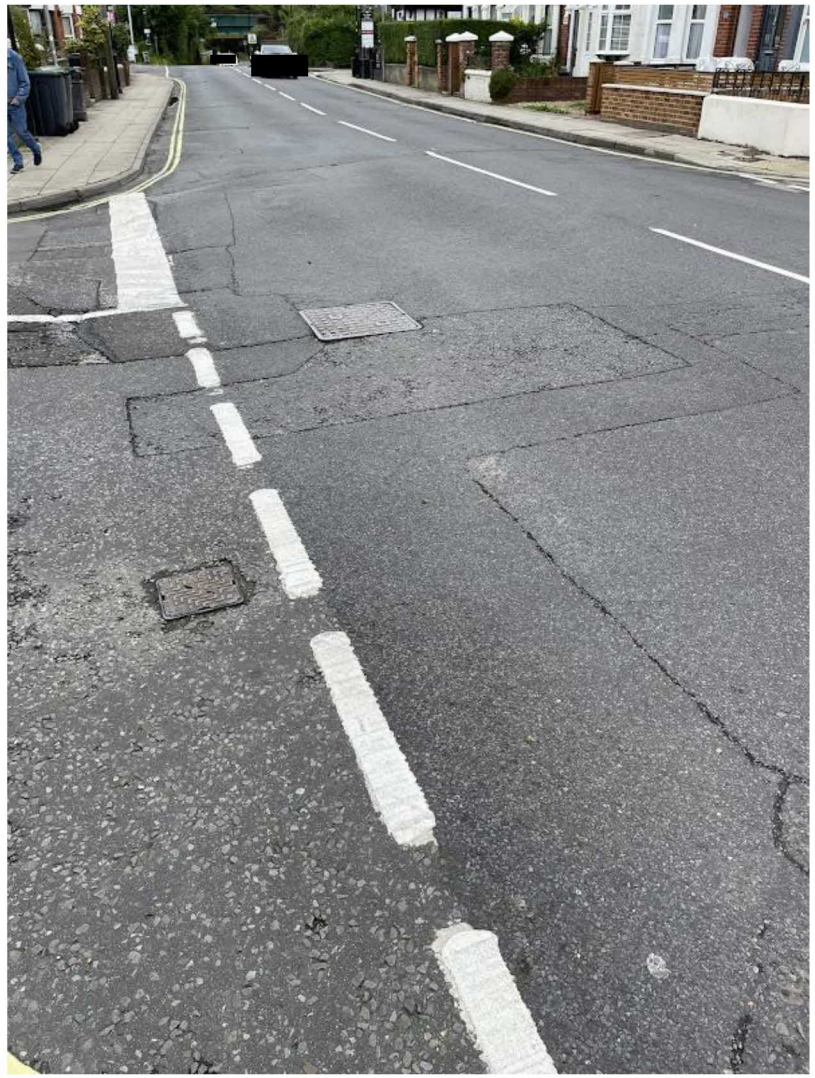

Photo 2

Photo 3

Photo 4

Photo 5

Photo 6

Photo 7

Photo 8

Photo 9

Photo 10

Photo 11

Photo 12

Photo 13

Photo 14

Photo 15

Photo 16

Photo 17

Photo 18

Photo 19

Photo 20

Photo 21

Photo 22

Photo 23

Photo 24

Photo 25

Photo 26

Photo 27

Photo 28

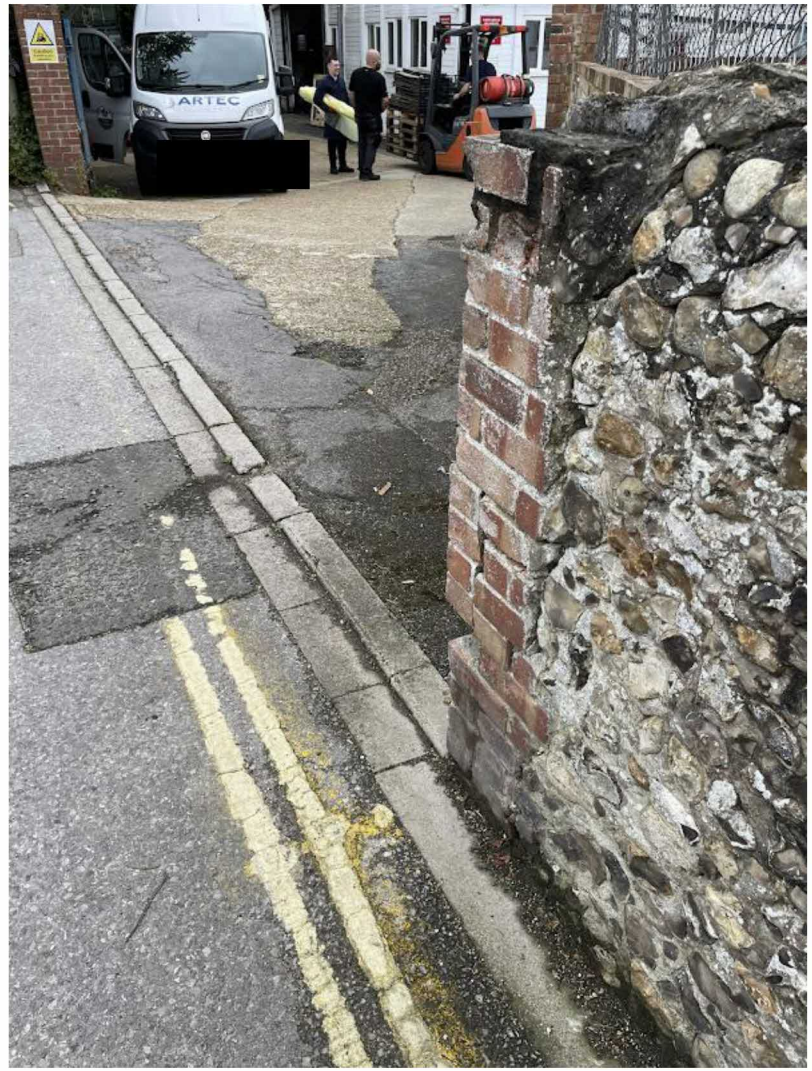

Photo 29

Photo 30

Photo 31

Photo 32

Photo 33

Photo 34

Photo 35

Photo 36

Photo 37

Photo 38

Photo 39

Photo 40

Photo 41

Photo 42

Photo 43

Photo 44

Photo 45

Photo 46

Photo 47

Photo 48

Photo 49

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