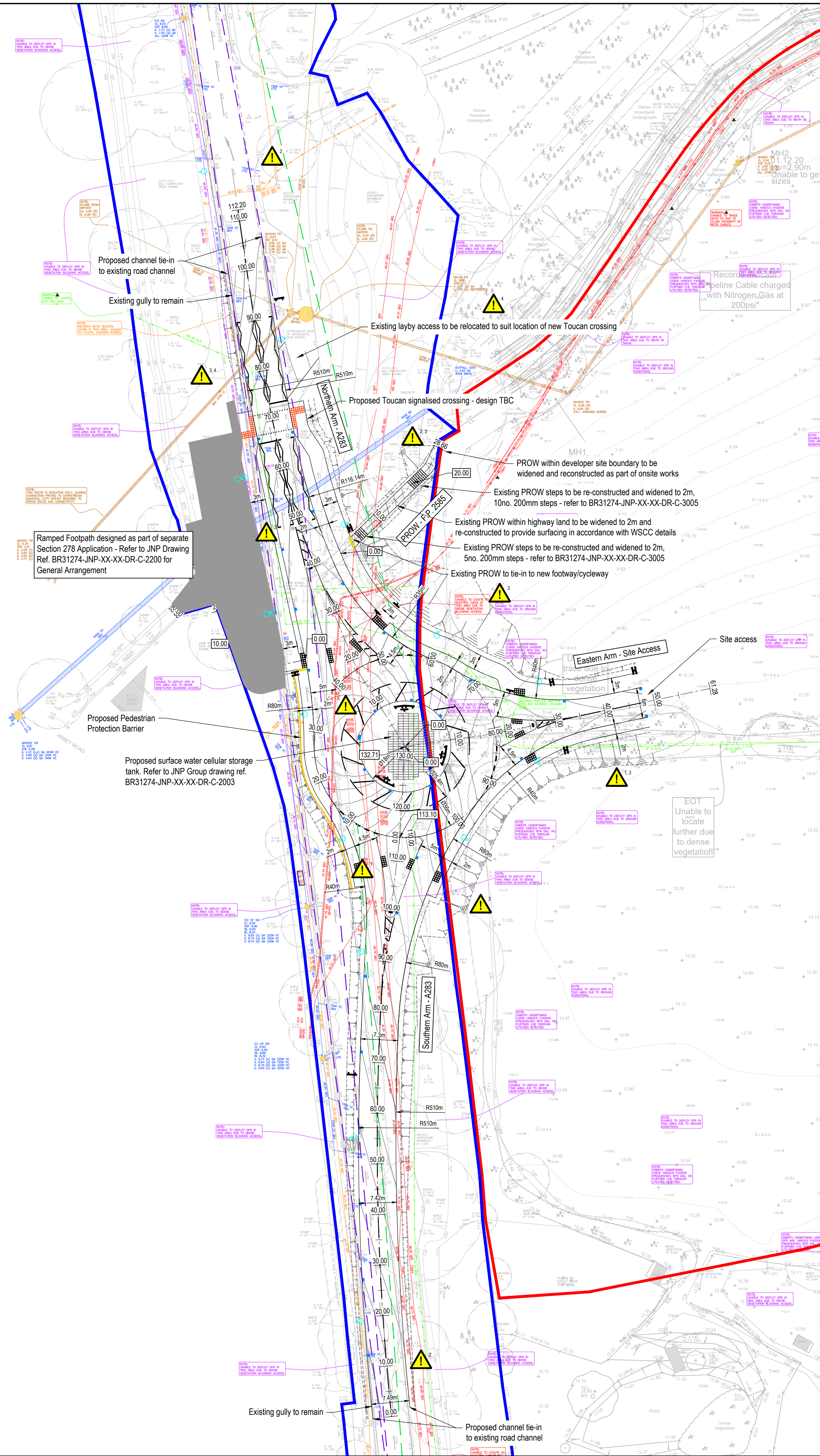




Drainage & Road Layout Drawing Notes

- The contractor is to check and verify all buildings, site dimensions and levels, including sewer invert levels, before works start on site.
- The contractor is to comply in all aspects with the current building legislation, British Standards, building regulations etc.
- The contractor is to check the level of existing sewers which are to be used as an out-fall prior to commencement of any onsite drainage works. Any discrepancies are to be reported to the engineer.
- This drawing is to be read in conjunction with and checked against all other drawings, engineering details, specifications and any structural, geotechnical or other specialist document provided.
- Any anomaly or contradiction between any of the above or difference between actual and drawn details is to be reported to Vistry South East.
- Roads, footpaths and parking areas which form part of the highway to be adopted under Section 38 of the Highways Act 1980 shall comply with the relevant councils highway specification.
- All subgrade structures and unconsolidated material within the road construction width to be removed.
- Formation preparation to be in accordance with Highways Agency Specification for Highway Works (SHW) cl. 616. No prepared formation to be continuously exposed to rain causing degradation below design CBR or to be left uncovered overnight.
- During construction the contractor must demonstrate that the CBR value of the subgrade is equal to or greater than the Design CBR Value. It should be noted that the construction thickness may need to be increased if in-situ CBR values at the time of construction are less than the Design CBR value. However, a reduction in the construction thickness will not be considered if the in-situ CBR values at the time of construction are greater than the Design CBR value.

In-situ CBR testing shall be carried out at not greater than 30m centres, staggered across the width of the road corridor. Acceptable in-situ CBR test methods include TRL Dynamic Cone Penetrometer testing, California Bearing Ratio (BS1377, Part 9), or alternatively the CBR value may be derived from Plate Bearing Test data.
- Any soft, damaged or weak spots including peat contaminated material are to be excavated and replaced with SHW Type 1 in accordance with SHW cl.803 laid and compacted to cl.802, Table 8/4
- Where ground conditions are deemed to be frost susceptible, refer to Ground Investigation report, track thickness shall be 450mm minimum thickness. All material within 450mm of road construction to be non-frost susceptible.
- Positions of existing services/statutory undertaker's apparatus adjacent to or crossing proposed sewers are to be checked by the contractor prior to starting work.
- The Contractor shall consider and take adequate measures to ensure surface water runoff during construction is managed to prevent pollution of surface water receptors and increased flood risk.

Legend

- Existing highway boundary
- Indicative developer site boundary
- Proposed road centreline and chaigne
- 215m SSD visibility splay to Toucan Crossing signal heads based on 60mph design speed
- 215m SSD visibility splay on approach to roundabout based on 60mph design speed
- New uncontrolled tactile paving pedestrian crossing point - Colour buff
- New signalled tactile paving pedestrian crossing point - Colour red
- New corduroy hazard paving
- HP Proposed carriageway high point
- LP Proposed carriageway low point
- Proposed road contour levels (0.1m intervals)
- Proposed traffic sign and post
- Proposed feeder pillar - Refer to detailed design information by Telent
- Proposed street lighting column - Refer to detailed design by Enerveo EVO20033445-LD-001
- Proposed Toucan crossing signals - Refer to detailed design by Telent ref. 389873-DD-SS02-REV00-TS01
- Proposed Vehicle Restraint Barrier - Refer to Tata Steel specification P365/P105 Protect 365 N1 Parapet or similar approved.
- Proposed Pedestrian Barrier - Refer to Tata Steel specification or similar approved.

Earthworks Note:

For areas of the site requiring fill operations to achieve final site levels, refer to the Earthworks Specification by others.

Existing Utilities Legend

- Existing highway carrier drain
- Existing public foul water sewer
- Existing watercourse culvert
- Existing underground electricity
- Existing gas
- Existing telecom
- Existing unknown service

This drawing is based on the following information provided by others:

- Offsite Topographical and PAS 128:2022 Utility Survey by MK Surveys Ref. 35118 Rev 4, dated July 2025
- Onsite Utility Survey by Greenhatch Group Ref. 29523_T_UG Rev 4, dated August 2021
- Tree Retention and Removal Plan - Roundabout Access by Tyler Grange Ref. 12345/P15c, dated October 2022
- Toucan Crossing Design by Telent ref. 389873-DD-SS01-REV00-TS01, dated May 2025
- Street Lighting Design by Enerveo ref. EVO20033445-LD-001, dated June 2025

Utilities Notes

For all proposed utility alterations and new supply works, refer to the Developer's utility consultant information pack.

It is the Contractor's responsibility to liaise with all relevant services companies to ensure that all existing services are accurately located and adequately protected during construction.

Buried Concrete Notes

All buried concrete within the site to meet the requirements of Design Sulphate Class DS-1 and ACEC Class AC-1.

Refer to Site Investigation Report provided by Merebrook Consulting, Reference L-21949ah-2.2.2-25-282-TAS dated 23 May 2025.

General Notes

- Where this drawing has been issued in electronic .dwg format, it has been done so in good faith. JNP Group do not take any responsibility for any inaccuracies in the electronic data, which should be checked against the paper (or .pdf) drawing issue. Any apparent discrepancies should be immediately reported to JNP Group. The electronic .dwg file should not be assumed to be to scale and should not be used for 'overlying', setting out or checking of any third party information. All dimensions should be taken from the paper (or .pdf) version of the drawing. Electronic drawings may contain third party information. JNP Group take no responsibility for this information, which should be checked against the originators paper drawing(s).
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- This drawing should only be used for construction if the drawing status is "A4 - Approved/Stage Complete". JNP Group takes no responsibility for construction works undertaken to drawings that are not marked with this status.

Health & Safety Note

The details on this drawing have been prepared on the assumption that a competent contractor will be carrying out the works. If the contractor(s) considers that there is insufficient Health and Safety information on this drawing, this should immediately be brought to the attention of the designer.

HAZARD IDENTIFICATION BOX	
This table is provided to assist the Principal Contractor to fulfil their obligations under the CDM Regulations 2015	
Hazard Ref.	Hazard Description
1	Existing underground services (Gas, Electricity, Telecom, Unknown)
2	Conflict with public (PROW, Existing Carriageway)
3	Steep embankments (Existing and Proposed)
4	Existing Watercourse

P09	24.02.2026	PROW Footpath Ramp separated to new S278 agreement	AG/AM/AM
P08	17.02.2026	PROW Footpath realignment, vehicle protection barriers added, streetlights updated to suit latest ENERVEO design	AG/AM/AM
P07	28.01.2026	PROW Step information updated	AG/AM/AM
P06	19.12.2025	Lighting and signals designs updated, Northern traffic island geometry updated.	KM/AM/AM
P05	21.11.2025	S278 Technical Approval Issue	KM/AM/AM
P04	22.05.2025	Onsite topog survey added, notes updated and indicative lighting and signals added.	CP/KM/KM
P03	06.05.2025	Issued for Tender	KM
P02	30.04.2025	Issued for tender.	KM
P01	10.04.2025	WIP Issue	KM

Rev	Date	Description	Drawn / Checked / Approved
S4 - Suitable for Stage Approval			



Client	Vistry South East
Job	Glebe Farm, Steyning S278
Title	S278 Roundabout General Arrangement
Classification	FL_60_20
Scale @ A1:	1:500
Project - Originator - Volume/System - Level/Location - Type - Discipline - Number	BR31274- JNP- XX-XX- DR -C - 2000
Revision	P09