Southern Housing Group Limited

Free Wharf, Shoreham-by-Sea

Construction Management Plan

A110788

September 2018

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1 Introduction

Overview

1.1 WYG has been commissioned by Southern Housing Group Limited to produce a Construction Method Statement (CMS) in support of a planning permission (ref. AWDM/1497/17) for redevelopment of the site on Free Wharf Brighton Road Shoreham–By-Sea West Sussex. The site location is shown indicatively in **Figure 1.1** below.

Figure 1.1 Site Location Plan



Planning Obligations

1.2 Planning permission was granted subject to conditions, including condition 05, to which this Construction Management Plan relates. The condition states:

"Prior to commencement of enabling works no development shall take place, until a Construction Management Plan is respect of these works has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved plan shall be implemented and adhered to throughout the entire construction period. The plan shall provide details as appropriate but not necessarily be restricted to the following matters:

- *The anticipated number, frequency and types of vehicles used during construction,*
- *the method of access and routing of vehicles during construction,*
- *the parking of vehicles by site operatives and visitors,*
- *the loading and unloading of plant and materials and waste,*
- *the storage of plant and materials used in construction of the development,*
- *the erection and maintenance of security hoarding,*

- *the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),*
- *details of public engagement both prior to and during construction works.*

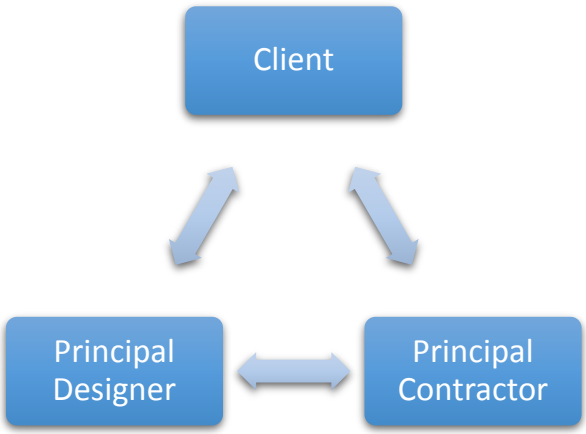
Reason: In the interest of highway safety and the amenities of the area."

1.3 This Construction Management Plan address each of the matters contained within condition 05 ~~I~~ turn. Its purposes are to:

- Minimise risk to the local highway network and motorised and non-motorised highways users during the construction period;
- Reduce the risk of adverse impacts upon sensitive environmental resources;
- Minimise disturbance to local residents and other sensitive receptors; and
- Assist in the reduction of risk and prevention of injury to staff, contractor, neighbours, general public and visitors.

1.4 The construction works shall be carried out at all times in accordance with the approved Construction Management Plan, unless any variations are otherwise first submitted to and approved in writing by ~~the West Sussex County Council (WSCC).~~

1.5 The Construction Design and Management Regulations 2015 have been considered in the preparation of this document. WYG have prepared this report acting on behalf of the Client as the overall owner and manager of the process. The Principal Designer and Principal Contractor have been/will be appointed separately.



Development Proposal

1.6 The development proposal is for redevelopment of the site to provide ten buildings, containing 540 new homes (of which two will be studios, 179 x one bed, 323 x two bed and 38 x three bed), 2,707sqm of commercial floorspace at ground floor level within use classes, A1(retail), A3 (cafes and restaurants), B1(business) and D1 (non-residential institutions). The development also includes 512 parking spaces, of which 438 will be for residents and 74 will be for the commercial space/visitors, reconstruction of the river wall, construction of mooring pontoons and observation platform at the end of Humphrey's Gap, provision of a riverside pedestrian/ cycle route, areas of semi-private and publicly accessible open space and associated internal access roads and infrastructure following demolition of all buildings.

1.7 Adur District Council (ADC) is the Local Planning Authority for the site. West Sussex County Council (WSCC) is the local Highway Authority.

2 Site Context

Introduction

2.1 This section outlines the context of the proposed development site in relation to its existing and surrounding uses, and its positioning with regard to key links of the local highway network.

Site Location and Local Highway Network

2.2 The site is located on the north shore of the River Adur in Shoreham-By- Sea, and is accessed from the A259 Brighton Road.

2.3 The development area is bound by the River Adur to the south, Brighton Road to the north, and existing business premises to the east and west.

2.4 The site's surrounding context is of a mixed nature with commercial and retail use prominent to the immediate north, north-east, west and north-west, comprising

- Ham Business Centre Kwik Fit and Whale Car Wash and large retail outlets fronting Brighton Road to the north and north-east (including Dunelm, Halfords and B&Q), with associated car parking, beyond which lies the West Coastway line;
- Warehouse and industrial use to the east, including a petroleum fuel depot, Kendal Bros Aggregate supplier and Paladone Ltd warehouse and a wholesale fish monger;
- Residential use prominent to the south beyond the River Adur, located approximately 90-500 m away;
- Riverside Business park to the west, comprising the Sussex Academy of Music, a victim support centre and small-scale commercial use. Beyond this lies the main centre of Shoreham-By-sea and the West Arm of Shoreham Harbour on the River Adur;
- The former Adur Civic centre to the north-west.
- Small-scale recreational space known as 'the Ham' is bounded by Brighton Road and Eastern Avenue to the north. The wider surroundings are largely residential in nature.

2.5 The A259 Brighton Road, along the northern border of the site, runs from east to west along the south coast, connecting the site with Brighton, approximately 9 km to the east.

2.6 To the west, the A259 Brighton Road joins A283 at a roundabout. The A283 connects to the Shoreham By-pass (A27) at a grade separated roundabout to the north. The A27 forms part of the Strategic Road Network (SRN) providing access to key local and national destinations.

Baseline Transport Conditions

2.7 The site is well located for sustainable access. Pedestrian provision in the vicinity of the site is good, with all roads within the vicinity if the site lit and subject to a 30mph speed limit. There are local cycle routes and roads surrounding the site and a formal cycle facility as part of the National Cycle Network passing through Shoreham-By-Sea town centre.

2.8 The site benefits from good access to public transport, with the nearest bus stop adjacent to the northern boundary. Shoreham-by-Sea railway station is located within 500m of the application site, providing services to London, East Croydon, Gatwick Airport, Brighton, Chichester, Portsmouth and Southampton.

2.9 Access to the application site is currently from Humphrey's Gap, which forms the southern arm to the four arm A259 Brighton Road/Eastern Avenue/ Humphrey's Gap signalised crossroad. Humphrey's Gap

is approximately 7.8m wide with footways on each side of the carriageway extending approximately 15m into the site. Humphrey's Gap is illustrated on **Figure 2.1**.

Figure 2.1 Humphrey's Gap



2.10 On Eastern Avenue, which forms the northern arm of the signalised crossroads, there is a level crossing located approximately 300m from the junction.

2.11 An additional access (entry-only) and a new egress will be also be constructed to the east of the principal vehicular access point at Humphrey's Gap. An unused gated access towards the eastern end of the site frontage will be closed.

Proposed Development

2.12 The development proposal is to redevelopment of Free Wharf to provide ten buildings, associated parking spaces, reconstruction of the river wall, construction of mooring pontoons and observation platforms, provision of a riverside pedestrian/cycle route, areas of semi-private and publicly accessible open space and associated access and infrastructure. The consented masterplan is illustrated on **Figure 2.2**.

Figure 2.2 Site Masterplan



2.13 Vehicular access to the proposed site to/ from the A259 Brighton Road would be provided at three locations

- Entry and exit via Humphrey's Gap and existing A259 / Eastern Avenue/ Humphrey's Gap signalised crossroads;
- Entry-only via a new access located to the east of the Kwik-Fit access; and
- Exit-only via a priority junction at the eastern end of the site frontage.

3 Vehicle Details and Trip Generation

Phasing

3.1 The construction of the development is anticipated to last approximately three and half years. It is anticipated that that enabling works would commence in late 2018 ~~with targeted~~ for the first half of 2022. The current expectation is that the construction works would be undertaken over two phases, with Phase One covering the eastern section of the site and Phase Two covering the western part.

Vehicle Frequency and Type

3.2 The projected net vehicle generation during construction of the proposed development on the road network would be temporary and would be within normal daily variations of traffic flows.

3.3 Construction heavy goods vehicle (HGV) traffic flows are based on similar size developments sites and at the peak of construction. It is estimated that a peak volume of 66 HGVs will enter and exit the application site each day (132 two-way movements). Over the whole period of construction, an average of 40 HGVs will access the site, generating 80 two-way movements per day.

3.4 A proportion of the HGV trips would be associated with the delivery of machinery and construction materials. Trip generation associated with construction materials may utilise a wide range of vehicle types and would be dependent on the supply chain arrangements of the selected sub-contractors.

3.5 The most intensely used HGVs on-site would likely comprise tipper trucks for the removal for excavated material, ready mix concrete trucks for the delivery of concrete and articulated lorries for the delivery of cladding panels.

Operational Hours

3.6 The site working hours will be as follows:

- Monday to Friday: 08:00 – 18:00
- Saturday: 08:30 – 13:30

3.7 Where possible, HGV movements to and from the site will be scheduled to avoid the network peak hours.

3.8 No construction work will be undertaken on Sundays, bank holidays or public holidays. Noisy work will not take place outside these hours unless agreed with ADC for special circumstances (for example, in an emergency or in the interests of public safety).

3.9 All works which are intended outside of these hours, excluding emergencies, would be subject to prior agreement with AWC in terms of Section 61 of the Control of Pollution Act 1974.

4 Access and Routing

Access Arrangements

4.1 The existing site access at Humphrey's Gap would be used as the access and egress for Phase Two construction traffic, as well as for the initial works to construct the eastern access and egress. Once these are constructed, they will be used as the access and egress for the remaining Phase One works.

4.2 A swept path analysis of a 16.5m articulated vehicle that is likely to be used during construction was included within the Transport Assessment demonstrates that such a vehicle can access and egress the site safely at all three access/egress points, turning around in the site and exiting in a forward gear. The swept path analysis is included at **Appendix A**.

4.3 All access and egress points to the site will be clear at all times to ensure that construction vehicles and emergency services are able to enter and exit without delay.

Routing

4.4 Construction vehicles would travel to and from the proposed site via the primary and strategic highway network, principally using the A27 and A283. All vehicles will avoid the Air Quality Management Area (AQMA) in Shoreham-by-Sea town centre.

4.5 The route to the site from the A27 east and west would take construction vehicles along A27 – A283 – Upper Shoreham Road – Eastern Avenue – A259 Brighton Road. Alternative routes to the site to the east would lead to longer routes for HGVs, increasing emissions, and would be restricted by low railway bridges on roads such as Station Road and Kingston Lane in Southwick. Therefore, the use of Eastern Avenue presents the most viable route to and from the site for site traffic.

4.6 The routes to and from the site are shown at **Appendix B**.

4.7 In the event of any temporary road closures along the route, alternative routes avoiding the AQMA will be agreed with West Sussex County Council.

4.8 The roads identified carry industrial traffic, buses and other large vehicles on a daily basis, therefore disruption from construction traffic travelling to/from the site is expected to be minimal.

Parking

4.9 A dedicated parking area within the site will be provided for contractors' vehicles. The parking areas, turning areas and welfare facilities will be established on site prior to the commencement of works, with signage provided. No parking by contractors will be permitted on the public highway, either during site hours or overnight. This will be enforced by the site manager.

4.10 Construction workers would be encouraged to access the site by public transport. Information would be provided on the local bus and rail services to ensure workers are aware of the choices available to them. The site lies within walking distance of Shoreham-by-Sea railway station, and frequent bus services serve the stops adjacent to the site on Brighton Road.

Loading and Unloading

4.11 All loading and unloading of contractors' vehicles would take place within the site. Contractors will not park on the public highway, and vehicle movements will be staggered to avoid queuing on the public highway at the site accesses. Access points will be kept clear at all times to ensure that vehicles are able to enter and exit without any obstructions that would cause delays.

Management of Waste

4.12 A dedicated waste storage area will be provided within the site clear of vehicular and pedestrian routes. All waste will be handled, transported and disposed of by an accredited waste contractor.

Storage

4.13 The sustainability of raw materials would be considered during the procurement process. All construction materials would be appropriately stored on-site to minimise damage by vehicles, vandals, weather or theft.

4.14 Where possible, prefabricated elements would be lifted directly into position from delivery vehicles. This would assist in reducing on-site storage and labour requirements and construction noise levels, thereby reducing potential nuisances to the surrounding receptors.

Security Hoarding

4.15 Prior to the commencement of works, security hoarding will be erected along the site frontage in such a manner that it does not impede on pedestrian routes or pedestrian/vehicular visibility splays.

4.16 The hoarding will be a combination of timber fencing and Heras fencing with a minimum height of 2m. The hoarding will be regularly inspected and repaired as necessary.

4.17 If required, security patrols or CCTV monitoring will be used out of operational hours to maintain security coverage of the site.

4.18 Brighton Road, along the northern site frontage, is lit. Additional street lighting within the site will be switched on as the phases are completed.

5 Mitigation

5.1 Wheel washing facilities will be provided on site. All vehicles departing the site will use the facility to minimise dirt from the site being tracked onto the public highway.

5.2 A road sweeping vehicle will also be operational during the site's hours of operation, providing a regular sweep of the surrounding roads to clean any dirt and debris generated by site traffic.

5.3 Solid screens will be provided around any works likely to generate significant amounts of dust to minimise the impact on surrounding properties.

5.4 The contractor will apply for temporary Traffic Regulation orders (TROs) when required. These may be required for utility connection works and site access construction works.

6 Community Liaison

6.1 The site manager will act as the community liaison officer for the site, with his/her contact details being provided as the point of contact for the community throughout construction.

6.2 The site manager will host an initial community liaison meeting for local residents and business owners. The meetings will inform stakeholders about the programme of works and engage with the community about any issues that may arise. Additional meetings will be held ~~in~~ every six months over the construction period.

6.3 A noticeboard will be provided outside the site to provide information to the public, including but not limited to contact details for the site manager, the schedule of works and any forthcoming TROs.

6.4 Prior to the commencement of any significant elements of work, including the Section 278 works to construct the two new access points, neighbouring properties will be notified by a letter drop providing details of the schedule and contact details for the site manager.

6.5 Throughout the construction process, signage will be provided for any temporary changes to pedestrian routes around the site.

7 Summary and Conclusion

7.1 WYG has been appointed on behalf of the client to produce a Construction Management Plan to discharge Condition 5 of the consented planning application AWDM/1497/17 for a mixed use development at Free Wharf, Shoreham-by-Sea. The condition requires the document to be agreed prior to the commencement of the enabling works.

7.2 This document sets out addresses the points raised in the planning condition, including the following:

- **"The anticipated number, frequency and types of vehicles used during construction"**

  The site will generate an average of 80 two-way construction vehicle movements per day, with a maximum of 132 two-way movements a day during the busiest period of construction;

- **"The method of access and routing of vehicles during construction"**

  Vehicles will access the site from the A27, A283, Upper Shoreham Road, Eastern Avenue and A259 Brighton Road. No traffic will travel to or from the site through the Shoreham-by-Sea AQMA in the town centre.

- **"The parking of vehicles by site operatives and visitors"**

  Dedicated parking areas will be provided on site for operatives and visitors. No parking will be permitted on the public highway and this will be regulated by the site manager. Site operatives will be encouraged to travel to and from the site by public transport, given the good accessibility of the site by bus and train.

- **"The loading and unloading of plant and materials and waste"**

  Loading and unloading will take place on site with no parking permitted on the public highway. Deliveries will be staggered to minimise delays, and sufficient space will be provided for vehicles to load and unload within the site to prevent blocking. The accesses will be kept clear at all times.

- **"The storage of plant and materials used in construction of the development"**

  Dedicated storage areas will be provided on site for plant and materials, clear of pedestrian and vehicle routes through the site. Where possible, prefabricated construction elements will be lifted directly into position to minimise the need for on-site storage.

- **"The erection and maintenance of security hoarding"**

  Security hoarding will be provided around the perimeter of the site. The hoarding will be a combination of Heras fencing and timber boards, with a minimum height of 2m. The hoarding will be inspected regularly and repaired should any damage be identified.

- **"The provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders)"**

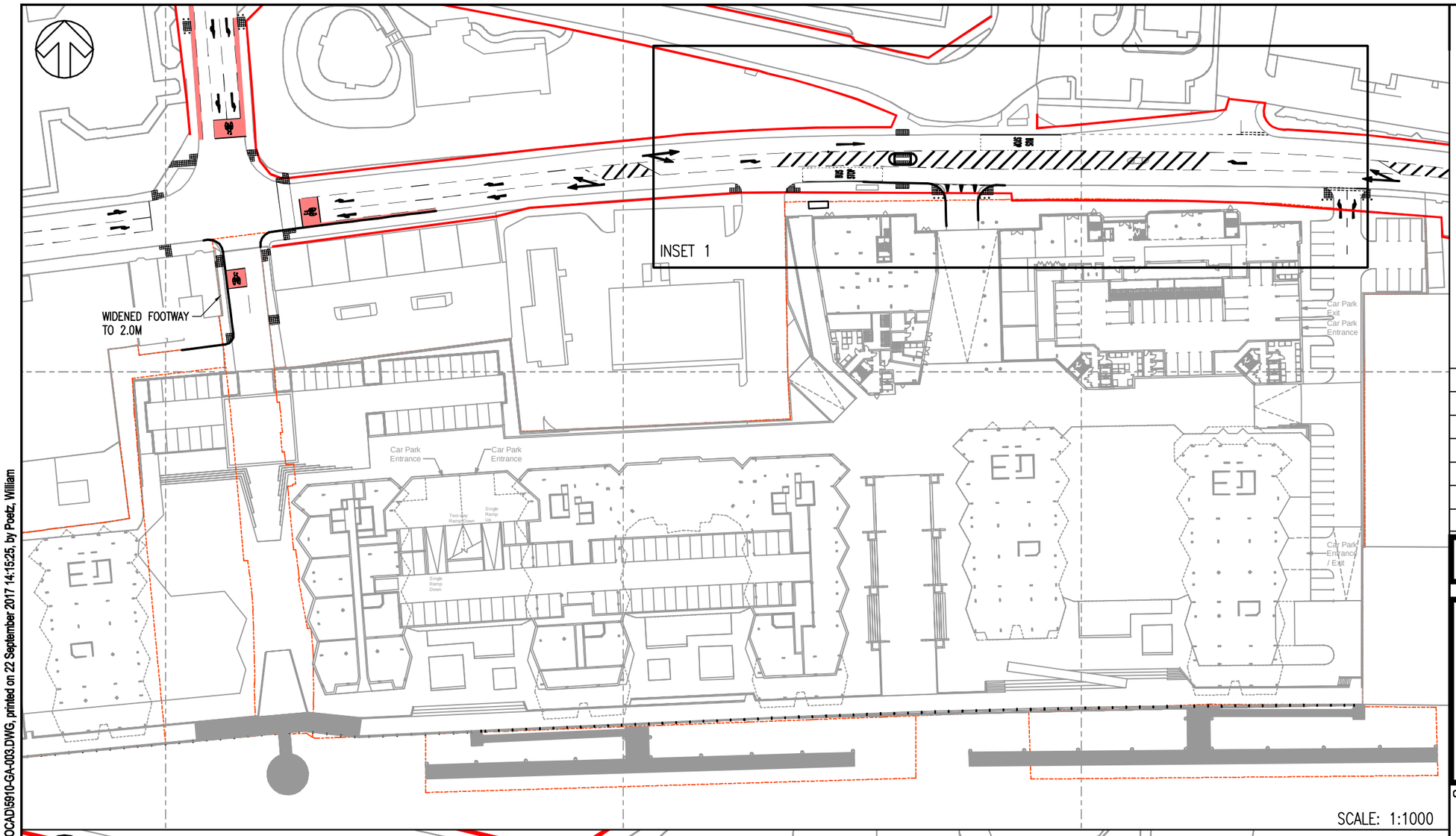
  Wheel washing facilities will be provided on site, which all HGVs will be required to use prior to exiting the site. Road sweepers will be in operation during site hours, regularly sweeping the surrounding highway network to remove any debris. Any temporary TROs required (e.g. for utility connections) will be agreed with the local highway authority, along with the traffic management requirements, prior to undertaking any works on the public highway.

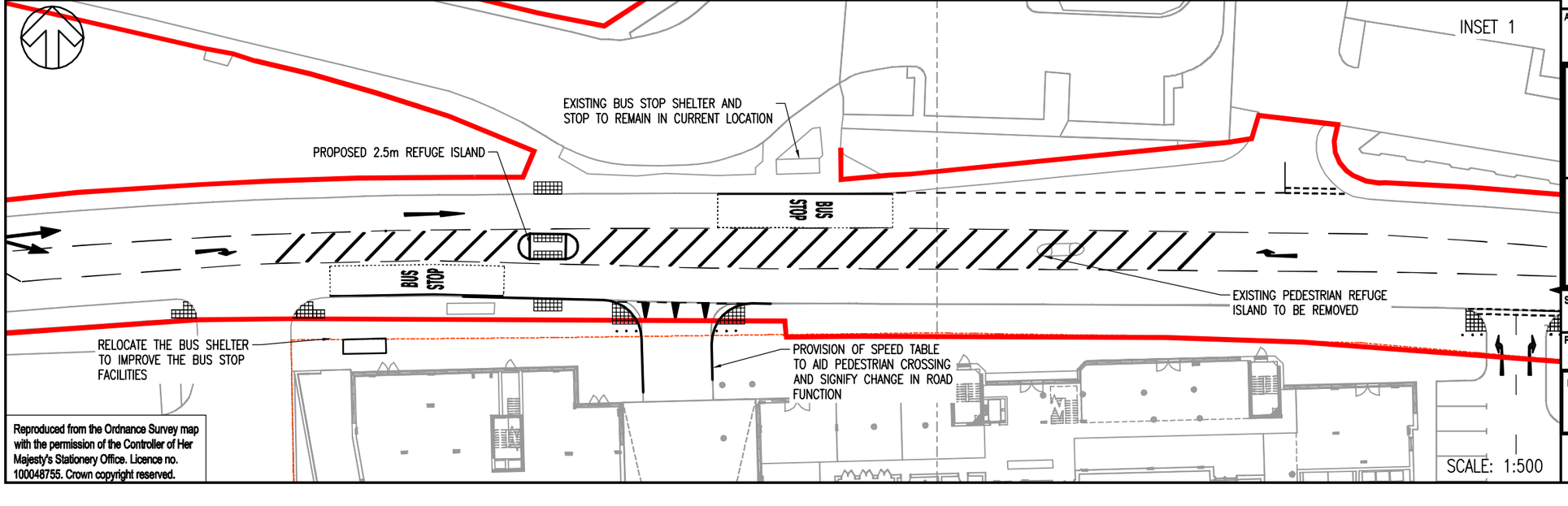
- **"Details of public engagement both prior to and during construction works"**

  The site manager will hold community liaison meetings to inform local residents and business owners of the proposed works, including timescales and the impacts on the highway network. A noticeboard will be provided in an accessible location on the site perimeter, and local residents will be informed of significant upcoming works via a letter drop.

7.3 Consequently, it is considered that this document addresses all elements of Condition 5, and the condition should be discharged.

Appendix A
SWEPT PATH ANALYSIS





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REV	DATE	BY	DESCRIPTION	CHK	APP
F	22/09/2017	PM	MASTERPLAN UPDATE	CAW	CAW
E	10/08/2017	PM	MASTERPLAN & DRAWING FRAME UPDATED	CAW	CAW
D	30/11/2016	PM	TRAFFIC ISLANDS AMENDED & TRACKING ADDED	CAW	CAW
C	25/08/2016	SJW	DRAWING FRAME UPDATED	CAW	CAW
B	15/07/2016	WP	UPDATE FROM LAND OWNERSHIP	CAW	CAW
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CLIENT: SOUTHERN HOUSING GROUP

ARCHITECT: CZWG

PROJECT: FREE WHARF, SHOREHAM-BY-SEA

TITLE: A259 BRIGHTON ROAD SITE ACCESS PROPOSALS

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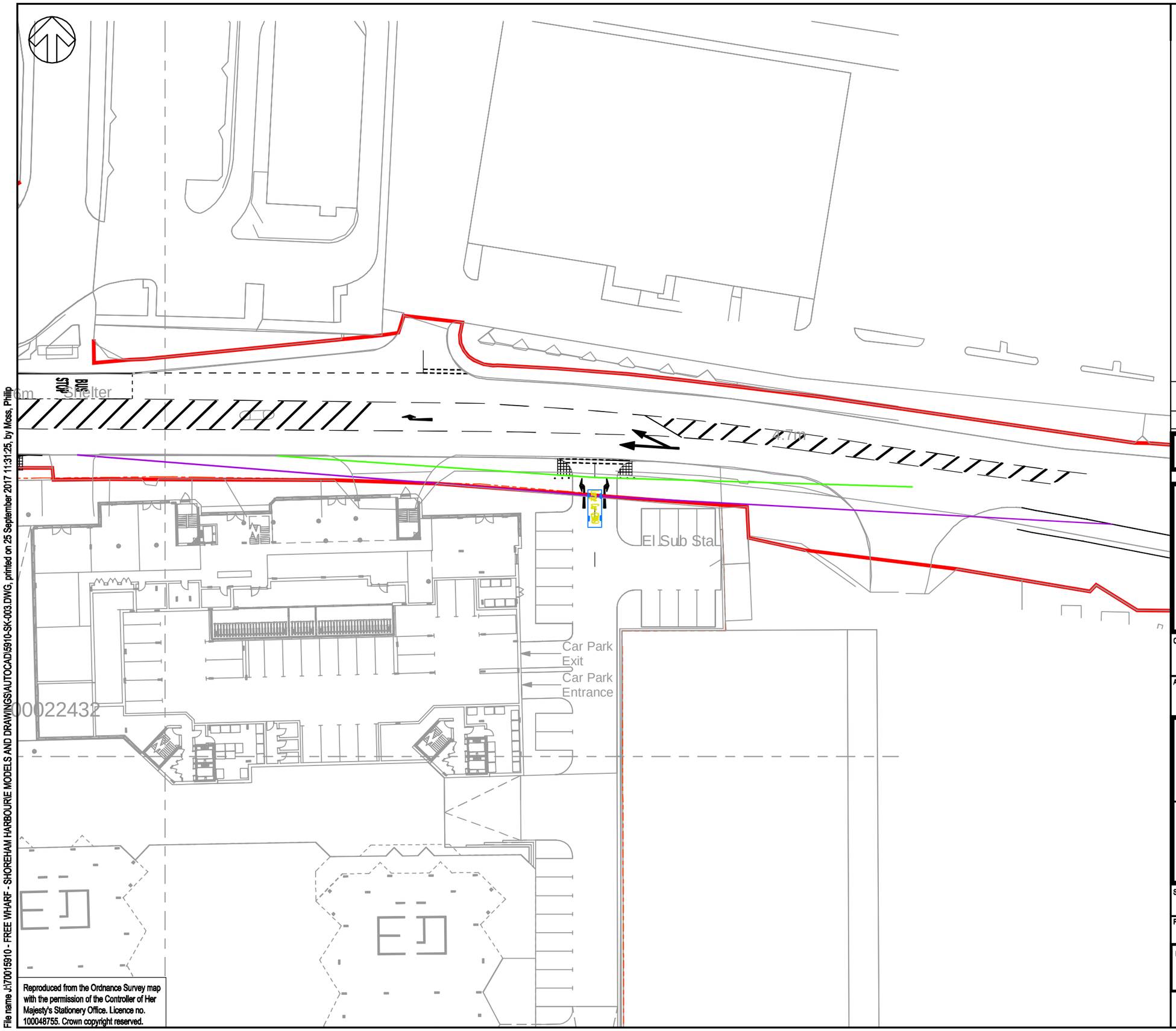

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KEY

43M x 2.4M VISIBILITY SPLAY (MANUAL FOR STREETS 30MPH)

70M x 4.5M VISIBILITY SPLAY (DESIGN MANUAL FOR ROADS AND BRIDGES 30MPH)

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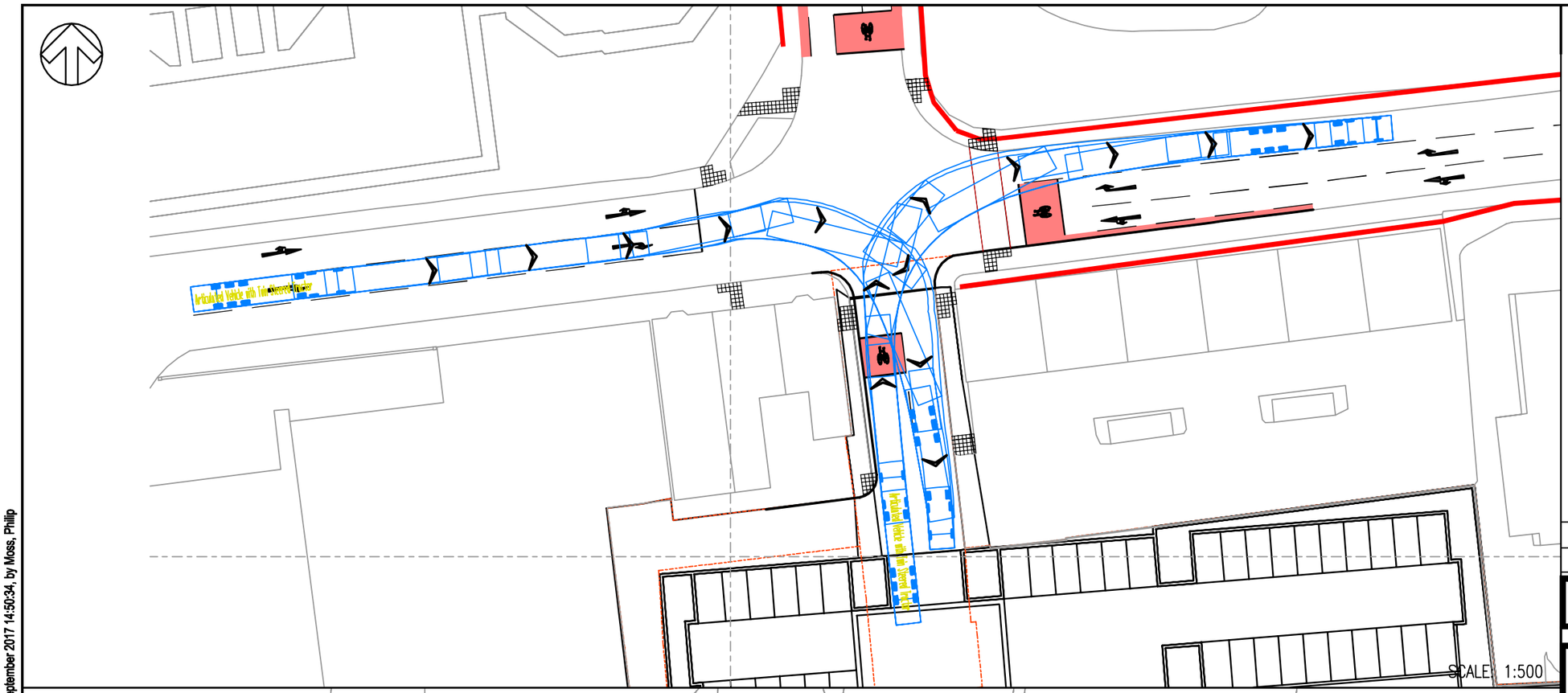

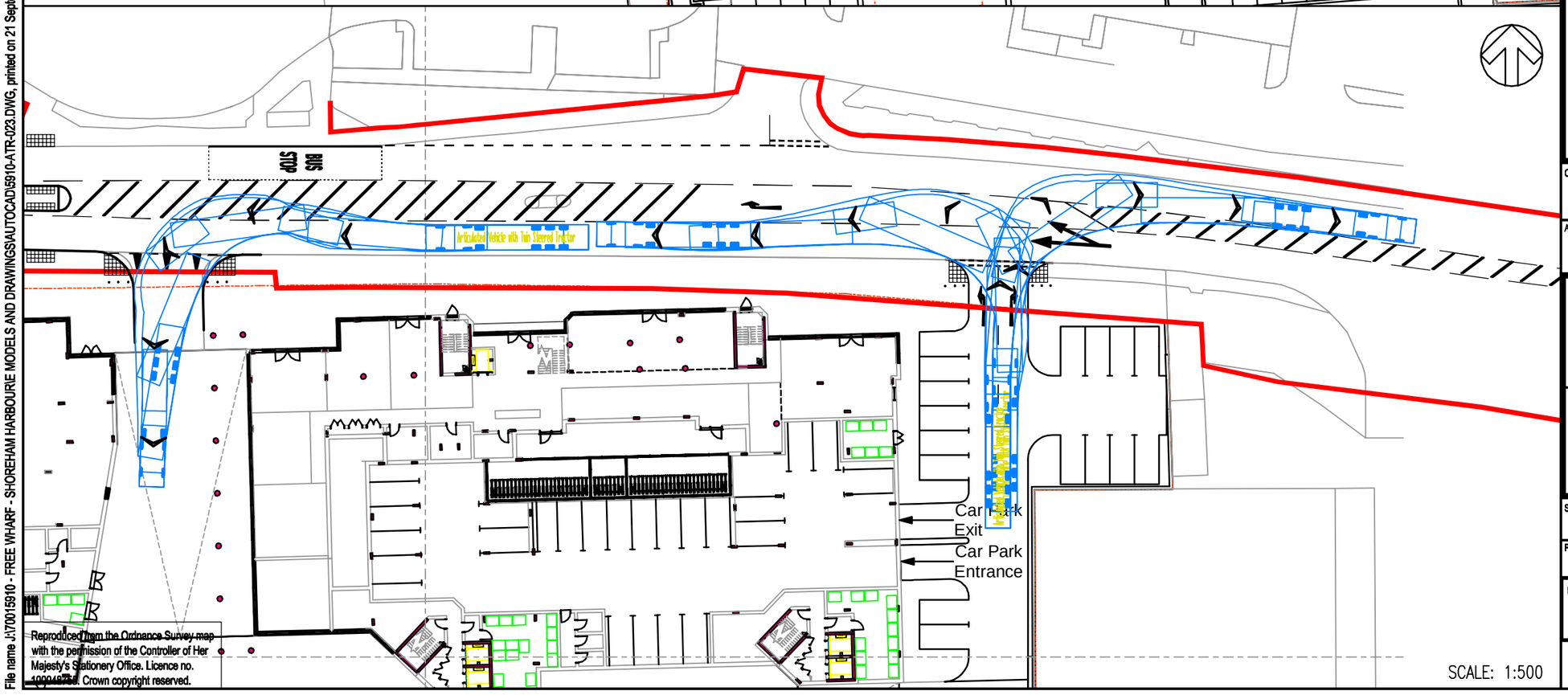

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NOTES:
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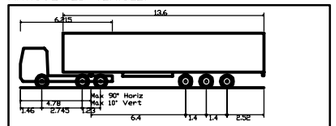

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CLIENT: SOUTHERN HOUSING GROUP

ARCHITECT: CZWG

PROJECT: FREE WHARF, SHOREHAM-BY-SEA

TITLE: A259 BRIGHTON ROAD
SITE ACCESS TRACKING

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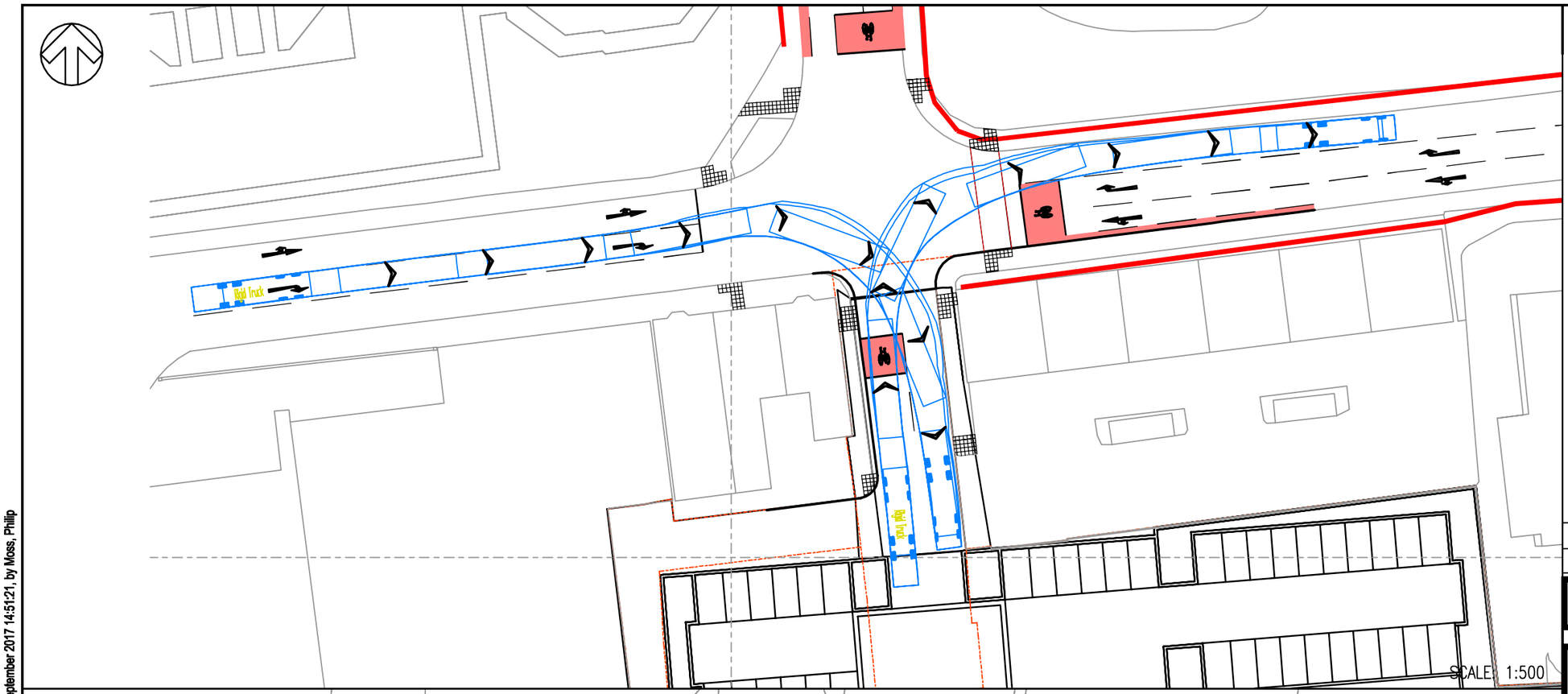

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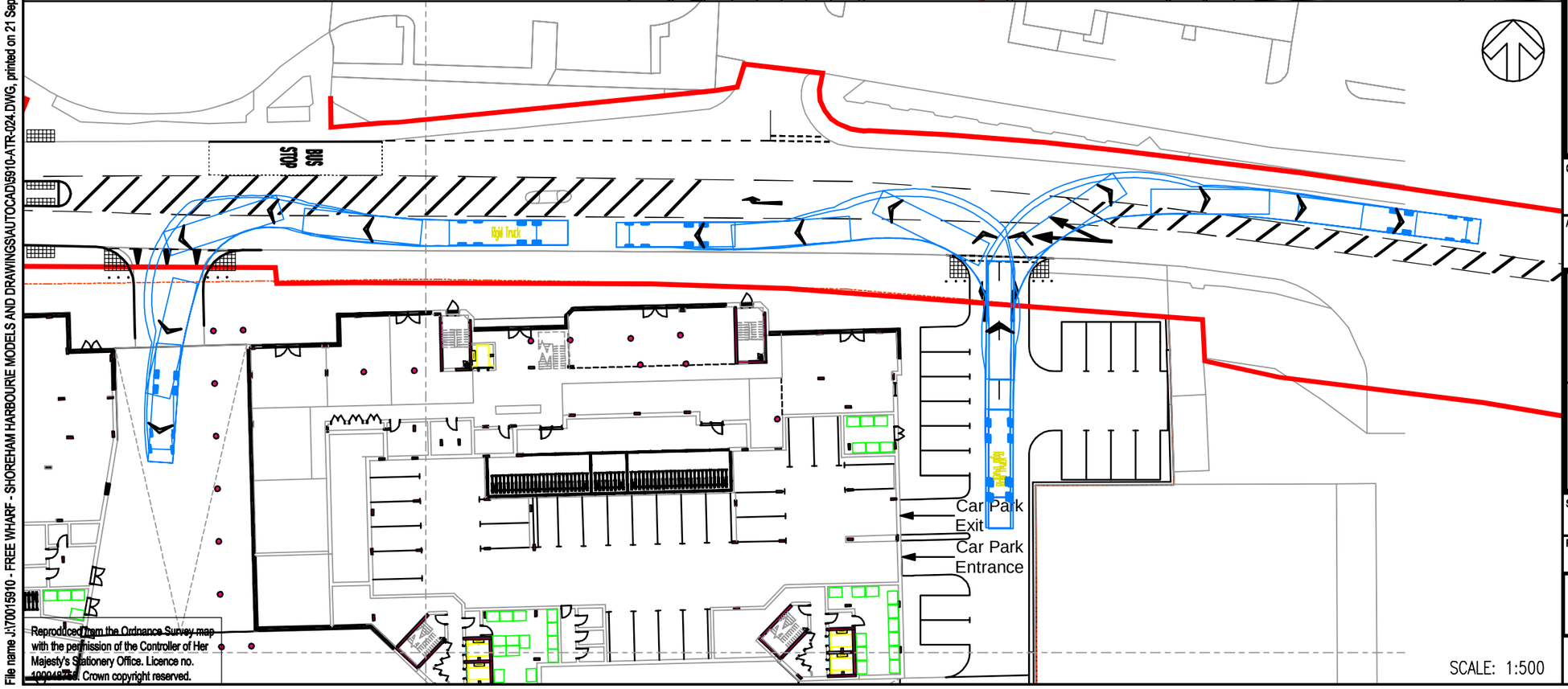

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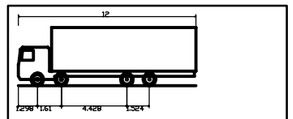
RIGID TRUCK



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

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SCALE @ A3:	CHECKED:		APPROVED:
AS SHOWN	CW		CW
PROJECT No:	DESIGNED:	DRAWN:	DATE:
70015910	-	AVI	September 17

DRAWING No: 5910-ATR-024 REV: A

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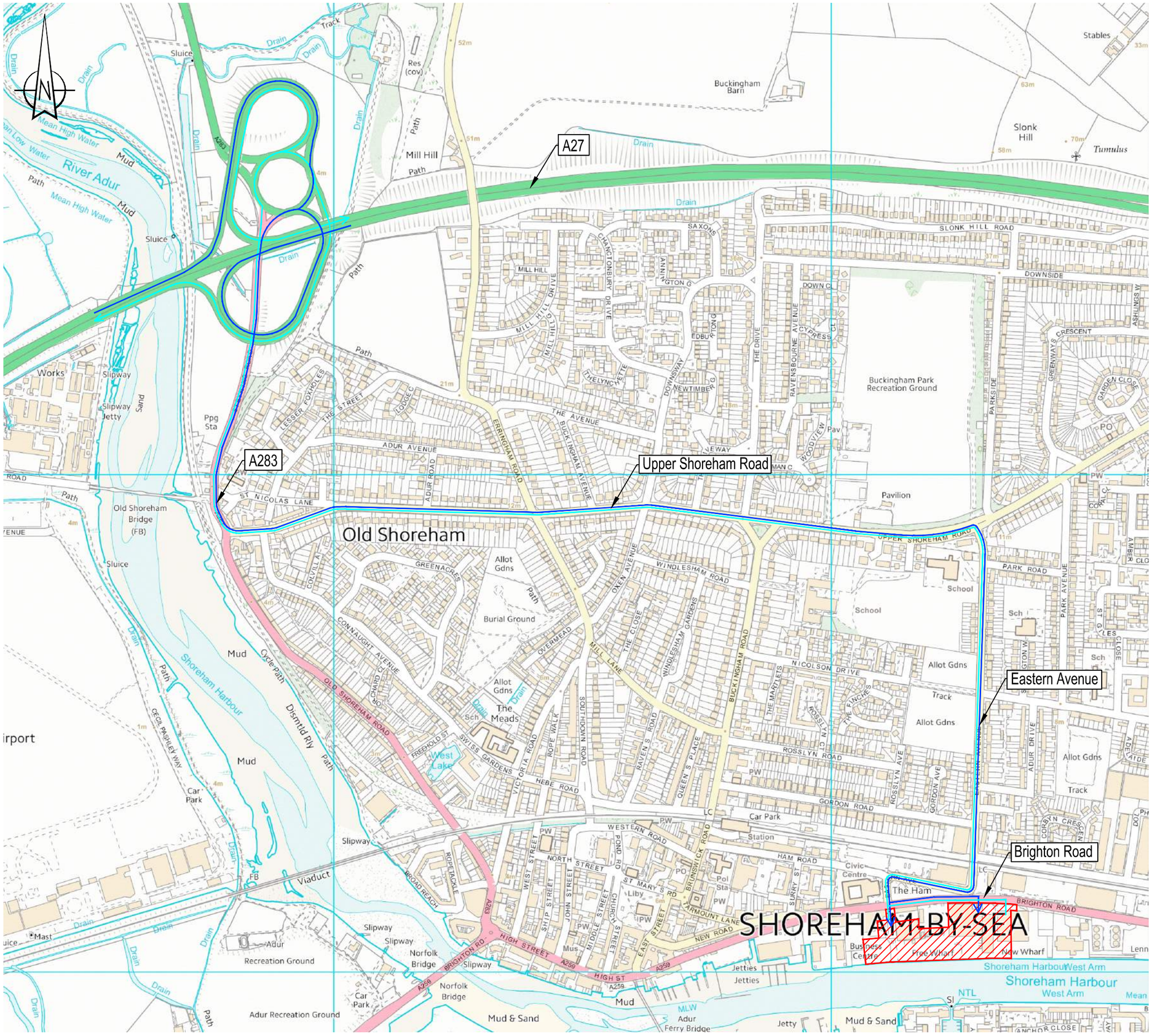
Appendix B

CONSTRUCTION VEHICLE ROUTING


A27
A283
Upper Shoreham Road
Eastern Avenue
Brighton Road
Old Shoreham
SHOREHAM-BY-SEA
River Adur
Shoreham Harbour
Buckingham Park Recreation Ground
Pavilion
Old Shoreham Bridge (FB)
Adur Recreation Ground
Mill Hill
Slonk Hill
Buckingham Barn
Stables
Tumulus
Works
Slipway
Slipway Jetty
Sand
Ppg Sta
Sluice
Drain
Track
Path
Mean High Water
Mean Low Water
Mud
Res (cov)
Allot Gdns
Burial Ground
The Meads
West Lake
Car Park
Viaduct
Norfolk Bridge
Jetties
Mud & Sand
MLW
Adur Ferry Bridge
Jetty
NTL
Shoreham Harbour West Arm
Mean
Business Centre
Free Wharf
New Wharf
Civic Centre
Station
The Ham
School
Sch
Allot Gdns
Track
Pond
Mast
Pol Sta
Liby
PO
PW
LC
SLONK HILL ROAD
DOWNSIDE
GREENWAYS CRESCENT
GARDEN CLOSE
PARKSIDE
RAVENSBOURNE AVENUE
CYPRESS CL
THE DRIVE
DOWN CL
SAXONS
MILL HILL
MILL HILL DRIVE
CHANCTONBURY DRIVE
DOWNSWAY
NEWTIMBER CL
THE AVENUE
ADUR AVENUE
ADUR ROAD
ERRINGHAM ROAD
THE BUCKINGHAM AVENUE
THE STREET
LESSER FOXHOLES
LODGE C
ST NICOLAS LANE
GREENACRES
COLVILLA
CONNAUGHT AVENUE
OVERMEAD
MILL LANE
THE CLOSE
WINDLESHAM GARDENS
WINDLESHAM ROAD
OXEN AVENUE
BUCKINGHAM ROAD
NICOLSON DRIVE
THE MARTLETS
THE FINCHES
ROSSLYN CL
ROSSLYN ROAD
ROSSLYN AVE
GORDON AVE
GORDON ROAD
ADUR DRIVE
PARK ROAD
PARK AVENUE
ST GILES CLOSE
CORBYN CRES
AMBER CLO
ANCHOR CLOSE
OLD SHOREHAM ROAD
CECIL PASHLEY WAY
Dismtld Rly
Cycle Path
FREEHOLD ST
SWISS GARDENS
VICTORIA ROAD
HEBE ROAD
ROPE WALK
SOUTH HOUSE ROAD
RAVEN S ROAD
QUEEN S PLACE
WESTERN ROAD
WEST STREET
NORTH STREET
SHIP STREET
JOHN STREET
MIDDLE STREET
CHURCH STREET
EAST STREET
POND RD
ST MARY S RD
BRUNSWICK ROAD
ARMOURY LANE
NEW ROAD
SURRY ST
HAM ROAD
HIGH STREET
BROAD REACH
ROPETACKLE
BRIGHTON RD
A259
A283
A259
Viaduct
Slipway
Slipway
Slipway
Slipway
Norfolk Bridge
Car Park
Adur Recreation Ground
Mud
Mud
Mud
Mud
Shoreham Harbour
Drain
Path
Sluice
Mast
irport
Car Park
Pavilion
Allot Gdns
Track
Allot Gdns
Allot Gdns
Track
Allot Gdns
School
School
Sch
Sch
Sch