P639
Free Wharf Phase 2
Construction Management Plan

HG CONSTRUCTION

Issue: 01
Issue Date: 10/06/24

1.0 Introduction

1.1 Overview

HG Construction has been appointed as principal contractor by Southern Housing Group Limited and as such is to produce a Construction Management plan in support of discharging of condition 07 in accordance with 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 below.



Figure 1- Site location plan

1.2 Planning Obligations

Planning permission was granted subject to conditions, including condition 07, to which this Construction Management Plan relates. The condition states:

No development shall take place, excluding Enabling Works, until a Construction Management Plan in 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."

This Construction Management Plan address each of the matters contained within condition 07. 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.

The construction works shall be carried out in accordance with the approved Construction Management Plan, unless any variations are otherwise first submitted to and approved in writing by Adur and Worthing Planning authority.

The Construction Design and Management Regulations 2015 have been considered in the preparation of this document. HG Construction have prepared this report acting as the overall owner and manager of the process.

1.3 Development Proposal

AWDM/1315/22 | Application to vary condition 1, 23, 26 and 34 of previously approved **AWDM/1497/17** (as amended by **AWDM/1307/22**) to incorporate: i) 39 additional homes (together with 8no subject of previous application **AWDM/2037/20**) to give a new total of 587 homes ii) associated changes to profiles of riverside blocks A-F (heights unchanged); iii) reduce commercial space (Class E a, b, c and g) to 2,163sqm; iv) reduce the level of car parking to 381 residential spaces and 24 commercial spaces, with provision of car club v) re-use of existing sheet piling to support riverside walkway (omitting need for approved posts) vi) revised energy strategy. Also, design amendments to blocks G and H, increasing overall height of block G by 1.08m (previously subject of applications **AWDM/2037/20** and **AWDM/1952/20).**

ORIGINAL DESCRIPTION: 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, INTERNAL ACCESS ROADS, 596 CYCLE PARKING SPACES AND ASSOCIATED ANCILLARY AREAS. THE APPLICATION IS ACCOMPANIED BY AN ENVIRONMENTAL STATEMENT. | Free Wharf Brighton Road Shoreham-by-sea West Sussex

The Second phase of these works to which this CMP relates to will deliver 145 homes of both affordable rent and shared ownership tenure across 2 buildings.

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

2.0 Site Context

2.1 Introduction

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

2.2 Site Location and Local Highway Network

The site is located on the north shore of the River Adur in Shoreham-By- Sea, and is accessed from the
A259 Brighton Road. 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. 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 90-500m 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.

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.

To the west, the A259 Brighton Road joins A283 at a roundabout. The A283 connects to the Shoreham Bypass (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.

2.4 Baseline Transport Conditions

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.
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.
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.
This will continue to be the propriety access for construction related vehicles during the phase 2 works.



Figure 2 - Humphreys Gap

2.5 Proposed Development

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 3 where phase 2 of the works is highlighted in the red box.



Figure 3 - Site Masterplan

3.0 Vehicle Details and Trip Generation

3.1 Vehicle Frequency and Type

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. 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. 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.

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 bricks & windows.

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

3.2 Operational Hours

The site working hours will be as follows:

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

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

4.0 Access and Routing

4.1 Access Arrangements

A swept path analysis of a 16.5m articulated vehicle that is likely to be used during construction was included within the Phase 1 CMP submission which covered 3 entry/exit points. This has been included in Appendix A of this document. The existing site access at Humphrey's Gap will be used as the access and egress for Phase 2 construction traffic.

This demonstrates that such a vehicle can access and egress the site safely turning around in the site and exiting in a forward gear. The swept path analysis is included at **Appendix A.**

All access and egress points to the site will be clear to ensure that construction vehicles and emergency services can enter and exit without delay.

4.2 Routing

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.
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. The routes to and from the site are shown at **Appendix B.**
In the event of any temporary road closures along the route, alternative routes avoiding the AQMA will be agreed with West Sussex County Council.
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.

4.3 Parking

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 in the area located by Humphreys Gap. This will have a manned gate and provision for electric car charging points. 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, the parking location is shown in the red box of figure 4 below.



Figure 4 - Site Parking

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.

4.4 Loading and Unloading

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 always kept clear to ensure that vehicles are able to enter and exit without any obstructions that would cause delays.

4.5 Management of Waste

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. Proposed storage locations of waste for phase 2 works are highlighted by the red box below in figure 5.



Figure 5 - Waste recycling area

4.6 Storage

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. Position of materials storage and storage cabins as indicated on figure 6 in red.



Figure 6 - Material Storage area

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.

4.7 Security Hoarding

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

5.0 Mitigation

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

6.0 Community Liaison

HG's Resident Liaison officer will act as the community liaison officer for the site, with their contact details being provided as the point of contact for the community throughout construction.
The site team will host an initial community liaison meeting for 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 every six months over the construction period.
A noticeboard will be provided outside the site to provide information to the public, including but not limited contact details for the site manager, the schedule of works and any forthcoming TROs.
Prior to the commencement of any significant elements of work, neighbouring properties will be notified by a letter drop providing details of the schedule and contact details for the site manager. Throughout the construction process, signage will be provided for any temporary changes to pedestrian routes around the site.

7.0 Summary and Conclusion

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 always kept clear.

- "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)"

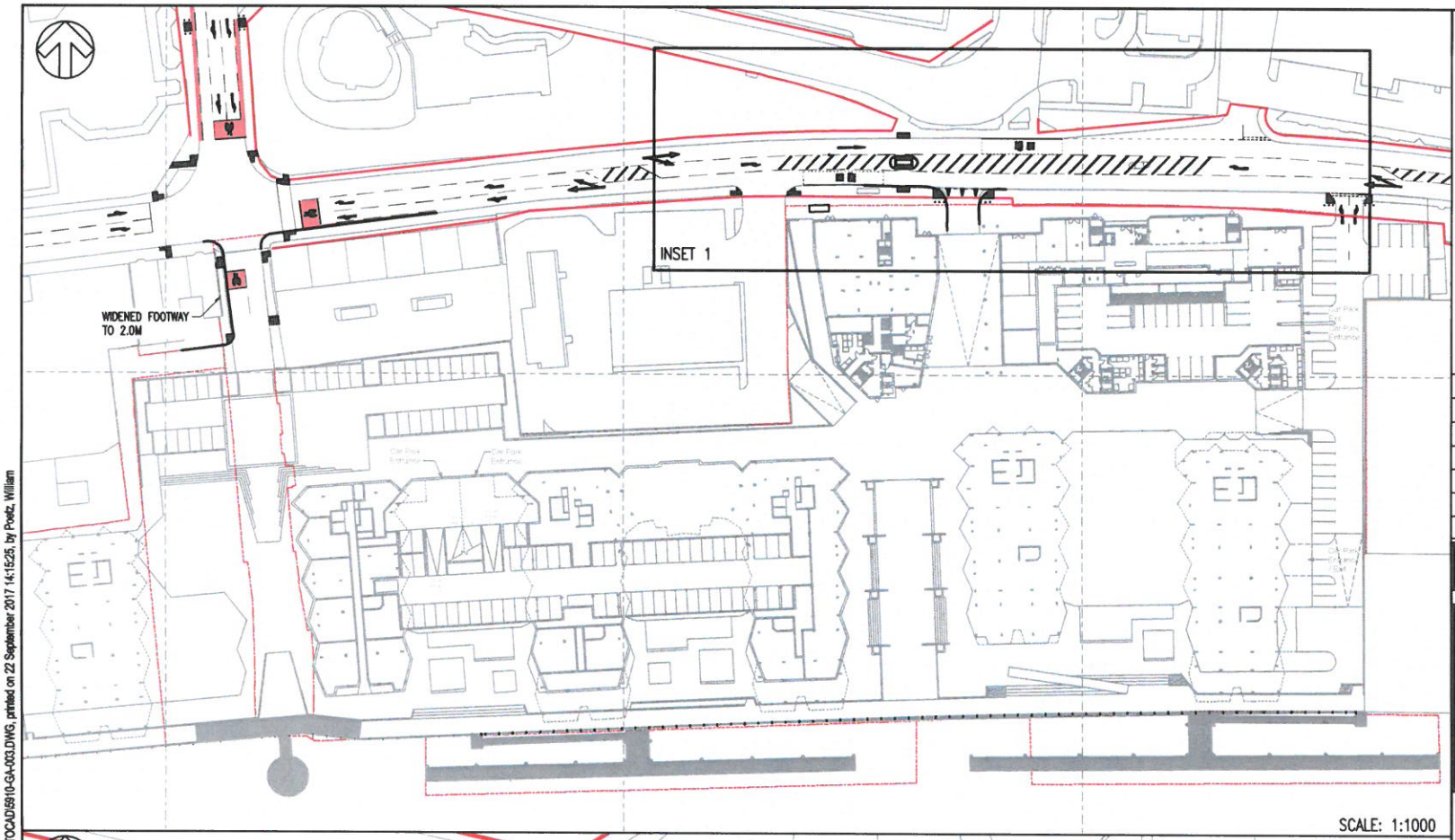
Wheel washing facilities will be provided on site, which all HGVs will be required to use prior to exiting the site. Road sweepers will be in operation during site hours, regularly sweeping the surrounding highway network to remove any debris. Any temporary TROs required (e.g. for utility connections) 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.

Appendix A

Swept Path Analysis



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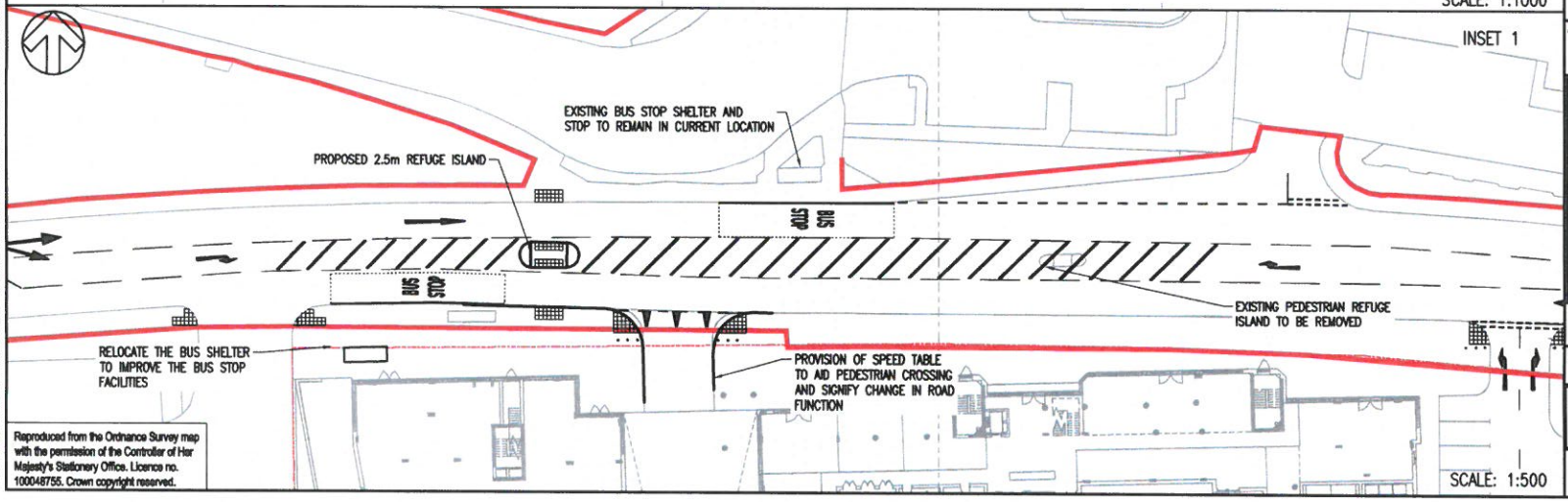

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REV	DATE	BY	DESCRIPTION	CHK	APP
F	22/09/2017	PM	MASTERPLAN UPDATE	CAH	CAH
E	10/08/2017	PM	MASTERPLAN & DRAWING FRAME UPDATED	CAH	CAH
D	30/11/2016	PM	TRAFFIC ISLANDS AMENDED & TRACKING ADDED	CAH	CAH
C	25/08/2016	SJW	DRAWING FRAME UPDATED	CAH	CAH
B	15/07/2016	WP	UPDATE FROM LAND OWNERSHIP	CAH	CAH
A	23/06/2016	WP	FIRST ISSUE	CAH	CAH

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CLIENT: SOUTHERN HOUSING GROUP

ARCHITECT: CZWG

PROJECT: FREE WHARF, SHOREHAM-BY-SEA

TITLE: A259 BRIGHTON ROAD SITE ACCESS PROPOSALS

SCALE @ A3:	CHECKED:	APPROVED:
AS SHOWN	CW	CW

PROJECT No:	DESIGNED:	DRAWN:	DATE:
70015910	WP	WP	September 17

DRAWING No: 5910-GA-003 REV: F

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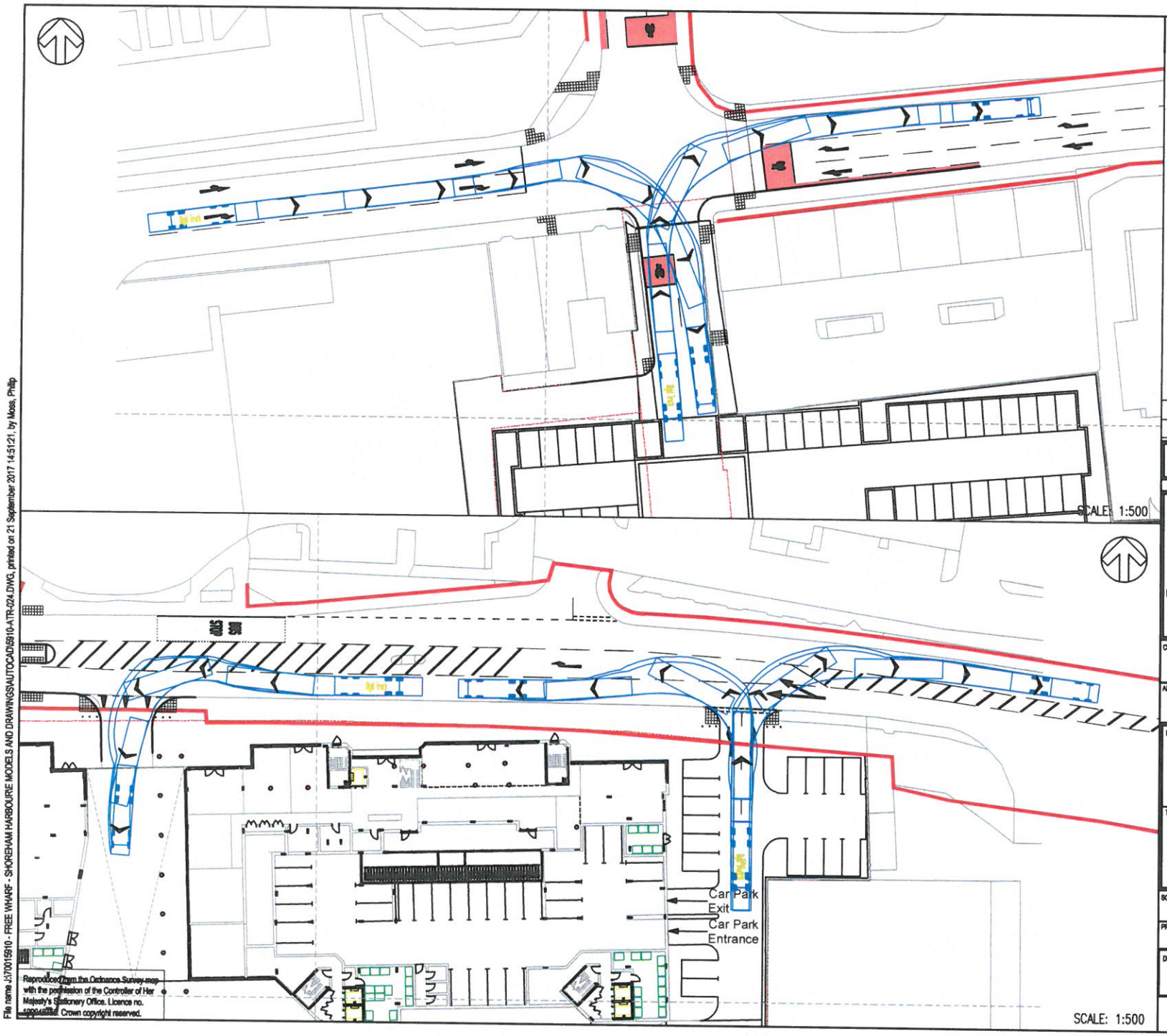

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NOTES:
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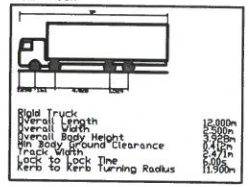
RIGID TRUCK



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CLIENT: SOUTHERN HOUSING GROUP

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PROJECT: FREE WHARF, SHOREHAM-BY-SEA

TITLE: A259 BRIGHTON ROAD SITE ACCESS TRACKING

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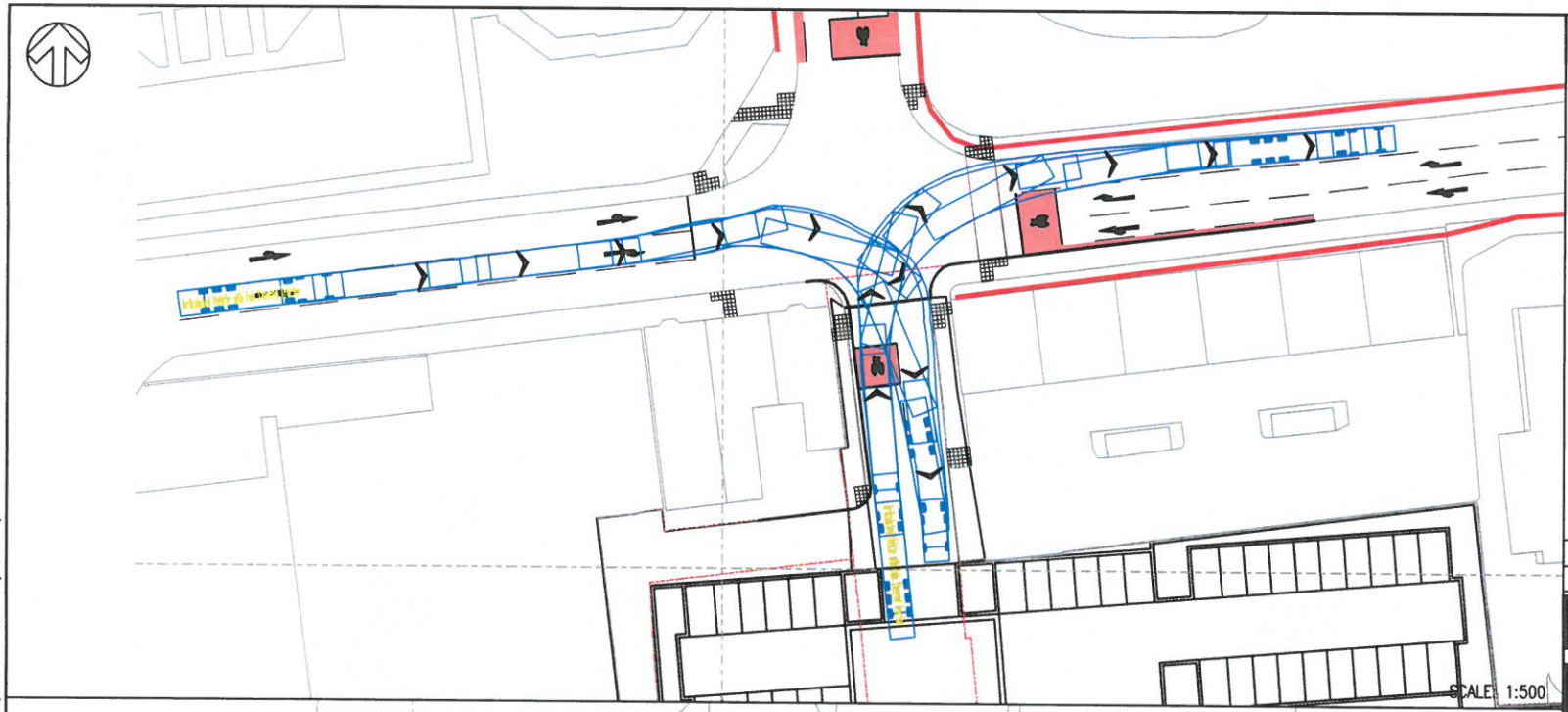

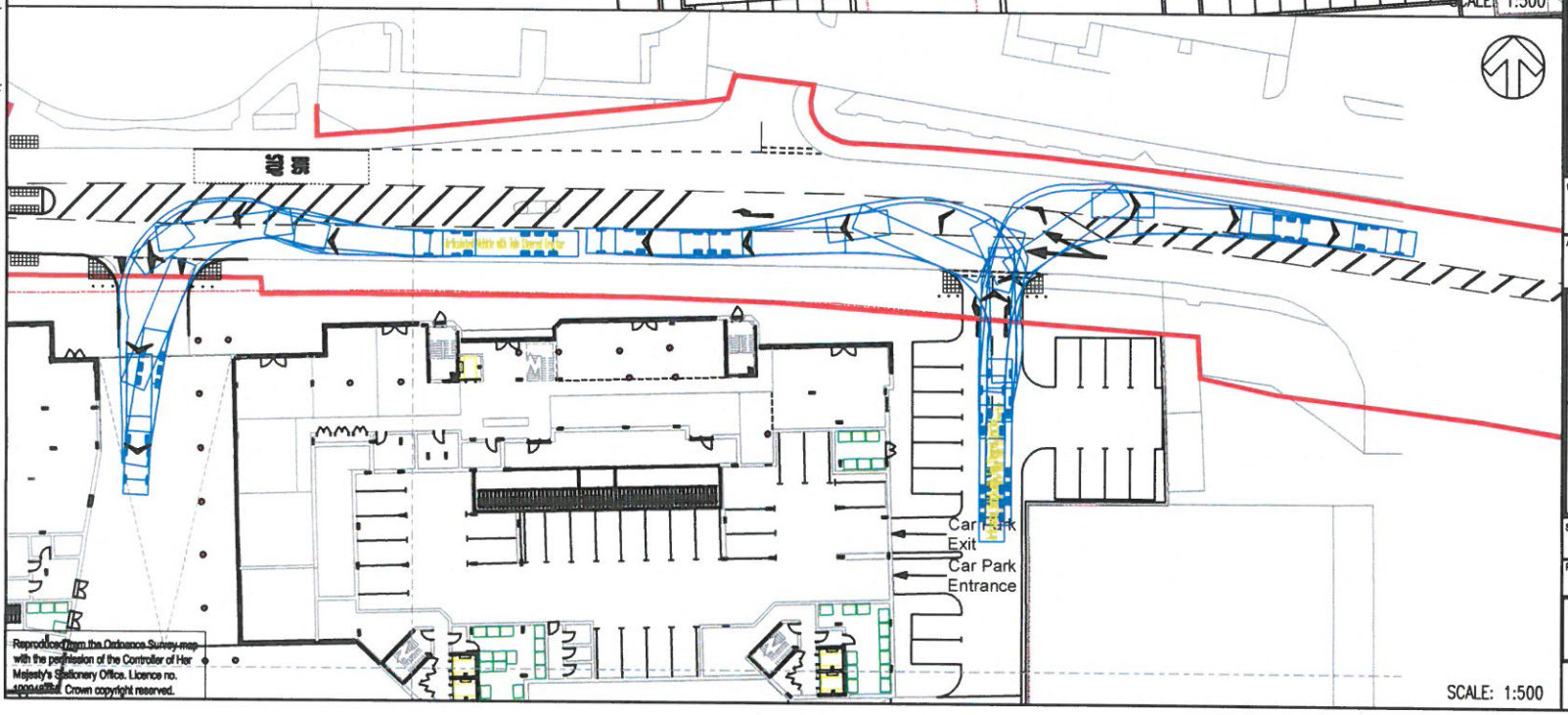

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NOTES:
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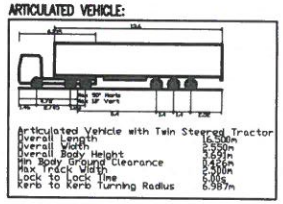

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TITLE: A259 BRIGHTON ROAD SITE ACCESS TRACKING

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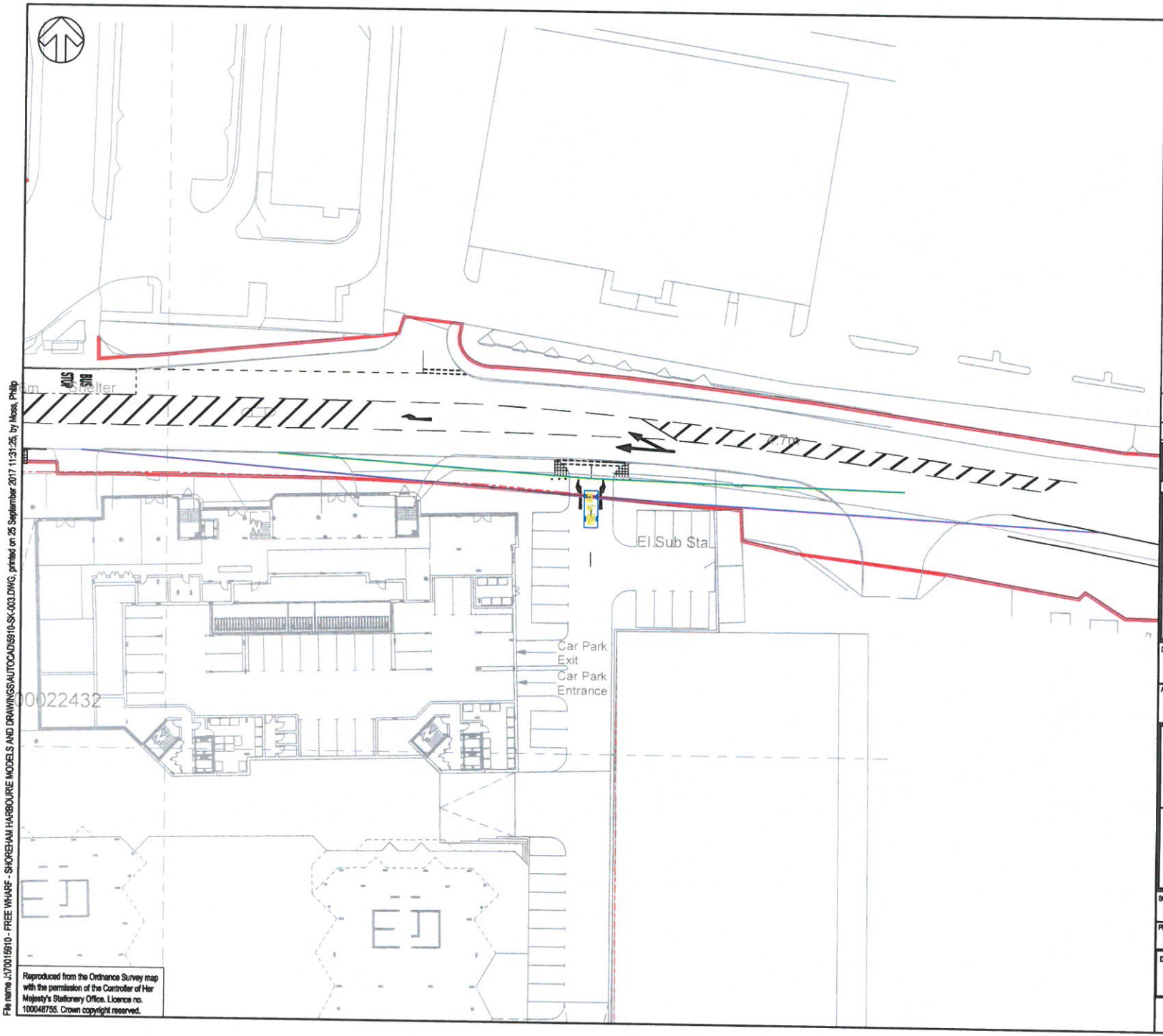

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DO NOT SCALE

KEY

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

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

REV	DATE	BY	DESCRIPTION	CHK	APP
A	25/09/2017	AVI	FIRST ISSUE	PM	CWJ

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ARCHITECT: CZWG

PROJECT: FREE WHARF, SHOREHAM-BY-SEA

TITLE: A259 BRIGHTON ROAD SITE ACCESS VISIBILITY SPLAYS

SCALE @ A3:	CHECKED:	APPROVED:
1:500	CW	CW

PROJECT No:	DESIGNED:	DRAWN:	DATE:
70015910	-	AVI	September 17

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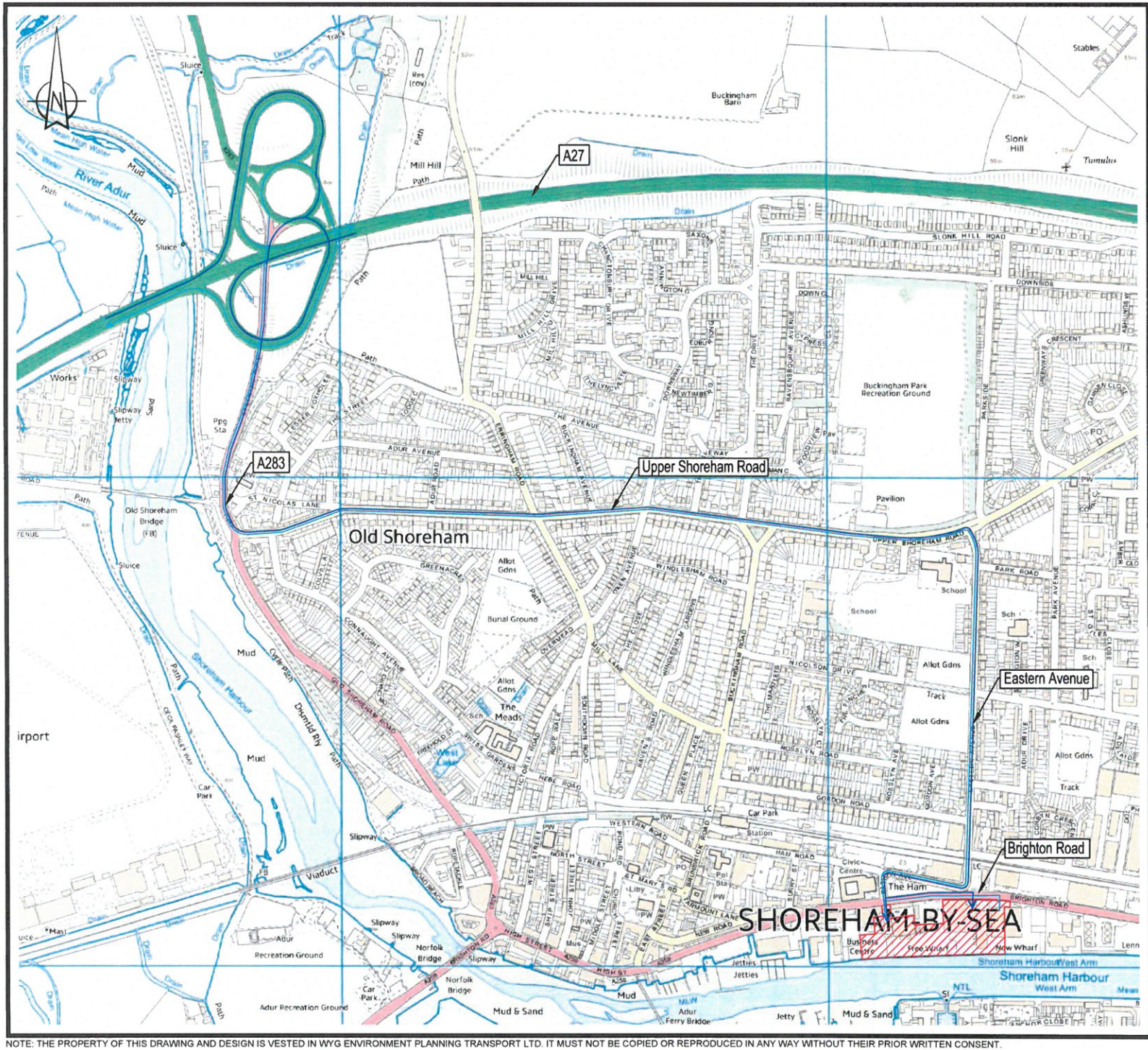
Appendix B

Construction Vehicle Routes



Notes:

- Inbound route to site
- Outbound route from site
- Site Location

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
Southern Housing Group Limited

PROJECT:
Free Wharf, Shoreham-by-Sea

DRAWING TITLE:
Construction Vehicle Routing

SCALES	SHEET SIZE
NTS	A3

DRAWN	CHECKED	DATE
GS	MA	02.10.2018

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part of WYG group
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