dowsettmayhew
Planning Partnership

Construction Management Plan

In respect of Proposed Single Storey (Rear) East Extension to Existing Food Manufacturing Facility

57 - 60 Dolphin Road, Shoreham-by-Sea, West Sussex

Prepared for

Higgidy Ltd

Prepared by

Dale Mayhew BA (Hons) BTP MRTPI

September 2021

Version - FINAL

dowsettmayhew Planning Partnership Ltd
Mocatta House, Trafalgar Place, Brighton, BN1 4DU
T 01273 671 174
www.dowsettmayhew.com

dowsettmayhew
Planning Partnership

Contents

		Page
1.	Introduction	1
2.	Planning Condition	1
3.	Construction Management Plan	2
4.	Summary	9

Appendices

Appendix 1	Higgidy Operations Area Plan
Appendix 2	Site Layout Traffic Management Plan
Appendix 3	Geographic Area of Stakeholder Engagement

1. INTRODUCTION

1.1. This Construction Management Plan (CMP) is in support of the approved development for a single storey rear (east) extension to the existing Higgidy food manufacturing facility and other associated works on land at Units 6-9, 57-60 Dolphin Road, Shoreham-by-Sea.

1.2. Planning permission for the works was first approved by Adur District Council in a Decision Notice dated 15th May 2021 (application reference: AWDM/0318/21).

1.3. Subsequent to this, a Section 73 Minor Material Amendment (MMA) application was submitted seeking design changes to the approved scheme. These principally related to minor repositioning of approved works including external fenestrational changes. The MMA was granted planning permission in a Decision Notice dated 25th August 2021.

1.4. The MMA is the subject of a number of planning conditions, including Condition 4, which requires that prior to the commencement of development a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority (LPA) and the Plan adhered to through the construction period.

1.5. This Statement comprises the requisite Construction Management Plan and seeks to facilitate the discharge of Condition 4 attached to AWDM/1420/21, to enable the implementation of the development.

2. PLANNING CONDITION

2.1. Condition 4 of the planning permission AWDM/1420/21 granted 25th August 2022 states that:

> *"No development shall take place, including any works of demolition, until a Construction Management Plan 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:-*
>
> *i. The anticipated number, frequency and types of vehicles used during construction;*
>
> *ii. The method of access and routing of vehicles during construction;*
>
> *iii. The parking of vehicles by site operatives and visitors;*
>
> *iv. The loading and unloading of plant, materials and waste;*
>
> *v. The storage of plant and materials used in construction of the development;*
>
> *vi. The erection and maintenance of security hoarding;*
>
> *vii. 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);*
>
> *viii. Details of public engagement both prior to and during construction works.*

Reason: In the interests of highway safety and the amenities of the area having regard to Policies 28 and 34 of the Adur Local Plan."

3. CONSTRUCTION MANAGEMENT PLAN

3.1. The planning condition sets out the requirement to submit to the Local Planning Authority, and obtain their approval of, a CMP which is to be employed in conjunction with the implementation of the development. The requirements of what shall be within the CMP is detailed within the planning condition.

Site and Surroundings

3.2. The application site is located broadly equidistant between the centres of Shoreham-by-Sea and Southwick. It is located toward the eastern end of the Dolphin Road Business Park, which runs parallel to, and north of, both the A259, and the Brighton to Portsmouth railway line which runs in a broadly east-west direction.

3.3. The planning permission, to which this CMP relates, comprises a linear run of commercial units occupied by Higgidy. The units have accommodation over two floors, with the ground floor predominantly used for food production and the first floor used for ancillary purposes, including offices and staff facilities (canteen, etc).

3.4. The units are aligned broadly north-south, with a front elevation facing west toward Dolphin Road. The units are predominantly externally faced in brick, with some white horizontal cladding at first floor level under shallow pitched roofs which have an east-west alignment, presenting gable elevations to the front and rear.

3.5. To both the north and south of the units are plant and equipment that support the operations onsite.

3.6. The rear elevation of the units are predominantly blank with former windows bricked up. Within the rear elevation of two of the units are ventilation equipment and screens.

3.7. Beyond the rear wall of the units is an open grassland area, that is fenced to the remaining three sides. This area predominantly comprises a wholly subterranean water tank. Reflecting this, the ground area within the footprint of the tank remains level, notwithstanding the general gradual fall in surrounding topography to the west.

3.8. The grassed area is bordered to the north and south by access roads, and to the east by commercial units in the G3 Business Park. A number of these units are occupied by Higgidy Ltd as part of their wider business operations in the area.

3.9. To the west of the application site, on the opposite side of Dolphin Road are further commercial units. These have recently been the subject of the grant of planning permission for change of use to enable their occupation and use as part of an expansion of the Higgidy food production enterprise (LPA reference AWDM/0126/21). Pursuant to this planning permission, a subsequent application for a number of alterations to the units has been submitted to the Local Planning Authority and is currently under consideration (LPA reference AWDM/1419/21).

3.10. There is a further commercial unit to the west of these that is also used as part of the Higgidy food operation (No. 48 Dolphin Road) as well as open land and an access way to the north of Units 52-56. The extent of land that comprises the Higgidy operations is identified on the Plan at Appendix 1 (Drawing No: 2032/P5002).

Approved Scheme

3.11. The planning permission for the substantive works that are the subject of this CMP was granted in May 2021 under LPA reference AWDM/0318/21.

3.12. The application envisaged a single storey extension to the rear elevation of the four interconnected commercial units that comprise the main operating and manufacturing space for Higgidy.

3.13. The extension is a maximum of 4m in depth (east-west) and covered an area of 76m in length (north-south). A modest gap is proposed between the addition, set between Units 7 and 8, and thus comprised two parts.

3.14. In total, the additional floor area extended to some 257m^2 (gross internal). This seeks to deliver additional floor space for use in association with cold storage, production and packing, enabling an increase in production at the site.

3.15. The addition to the rear of Units 8 and 9 is predominantly covered with a shallow mono-pitch roof some 5.9m in height, with a higher mono-pitched roof section at the southern end at a maximum of 6.7m in height.

3.16. An existing vent system in the rear elevation of Unit 8 is shown to be extended through the new roof of the addition.

3.17. The addition to the rear of Unit 7 is shown to be covered in a shallow mono-pitched roof, set at some 5.9m in height.

3.18. The addition to the rear of Unit 6 is to comprise a flat roof area to facilitate the creation of a new terrace above accessed at first floor level via the insertion of new openings in the existing rear wall of the unit.

3.19. At the southern end of the addition a new external staircase was to be installed to provide access from ground floor and adjacent to this an external lift was proposed to provide access to and from the new terrace.

3.20. The additions are to be externally clad in profile sheeting.

3.21. In association with the works, the internal layout of the first floor of Unit 6 was proposed to be modified, including extending the first floor area over an existing roof void to enable connectivity at first floor level to the proposed terrace. The additional floor area was to comprise a remodelled staff canteen and welfare area and would provide an additional 77m2 of floor area.

3.22. Following the grant of planning permission, a number of minor design changes were required. These were the subject of a Section 73 Minor Material Amendment application submitted to the Local Planning Authority in July 2021 (LPA reference AWDM/1419/21).

3.23. The minor amendments to the original consent comprised:

- Provision of an additional 4 ground floor fire doors within the approved extension;
- In lieu of requirement for new fire door, relocation of approved external staircase from the approved first floor roof terrace;
- Amendment to first floor door openings to serve approved roof terrace, and consequential increase in floor area of canteen on mezzanine; and
- Relocation in position of approved vent extracts.

3.24. The planning permission was granted in August 2021, and is due to be implemented shortly.

3.25. The CMP relates to this planning permission. Having regard to the obligations of the CMP, as set out in the planning condition, set out below are details in compliance with the condition.

The Anticipated Number, Frequency and Types of Vehicles used during Construction

3.26. Vehicle movements associated with the development will arise from two main sources, comprising deliveries of construction material, plant and equipment associated with the implementation of the works, and vehicle movements associated with operatives employed in the implementation of the development.

3.27. Traffic associated with the delivery of material, plant and equipment will vary from small vans to HGV's. The latter is principally likely to relate to deliveries of steelwork, bricks, blocks and concrete. It is anticipated that a small crane will be installed onsite in conjunction with the erection of steelwork.

3.28. The application site and wider area is the subject of access and deliveries by a wide variety of commercial vehicles, including HGV's and refuse/bin lorries. The implementation of the development does not envisage using larger vehicles than are already present on the local road network. Dolphin Road terminates a short way to the east of the application site. As such, the quantum of vehicle movements along the section of the public highway adjacent to the application site is likely to be modest.

3.29. Deliveries to the site in association with the construction works will be restricted to Monday-Friday 08:00-17:30, and on Saturdays between 08:00-13:00. There will be no deliveries on Sundays.

3.30. Any large deliveries to the site will be required to be the subject of a prearranged site visit, and where necessary, pre-delivery surveys will be carried out to ensure delivery vehicles are appropriate to site and local highway network conditions.

3.31. Site operatives in relation to the implementation of the development will be able to access the site via public transport, having regard to the accessibility of the site on foot from Southwick Train Station (16 minutes) and Shoreham-by-Sea Train Station (18 minutes). There are also a number of bus stops in close proximity to the site which are served by a variety of bus routes.

3.32. In addition to this, car sharing will be encouraged to minimise the number of solo trips per operative to and from the site.

The Method of Access and Routing of Vehicles during Construction

3.33. Access to the site will be via Dolphin Road. This runs along the western and northern boundaries of the application site.

3.34. All deliveries will be encouraged to access this site via Eastern Avenue, thus avoiding travel through residential areas. Use of this route will be encouraged and reinforced by signposting that will be placed on Eastern Avenue and Middle Road (the latter to discourage its use).

3.35. The proposed main construction access point will be from Dolphin Road to the north of the site. At this point, there is an existing vehicular double gate access set within security fencing a short way back from the kerb edge with the public highway. It is proposed that this access be widened for the construction phase, via the modest removal of an existing section of fencing between the existing gate access, and the edge of the existing Higgidy operations area.

3.36. The details of this are shown on the Traffic Management Plan attached at Appendix 2 (Drawing No: AC148).

3.37. The widened access point will facilitate improved ease of manoeuvrability into and out of the construction area. The access point is on a part of Dolphin Road which is typically lightly trafficked and does not have pedestrian footways. There is good visibility at the access point in a westbound direction to the point where Dolphin Road turns south, and in an eastward direction to the point where Dolphin Road terminates and turns into the G3 Business Park. On the opposite side of the access is a metal security fence line.

3.38. The Traffic Management Plan sets out an identified area for vehicle deliveries, and where possible all vehicles will enter and exit the site in a forward gear. Where reversing into/on to the public highway is required, this will be prohibited without the presence of a banksman.

3.39. In the eventuality of this area not being appropriate for a specific delivery, an alternative ‘material lay-down area’ is identified on the Traffic Management Plan, at a point immediately adjacent to the west side of Dolphin Road on the forecourt of Units 4 and 5, No’s 52 and 53 Dolphin Road.

3.40. This comprises a hardstanding area that serves the commercial units that have recently been acquired for use by Higgidy. These units have been granted planning permission for conversion to use in association with the wider Higgidy operations. The hardstanding area will be available for use in association with the implementation of the development.

3.41. This 'material lay-down area' provides an alternative materials delivery location that is off the public highway. From this point, smaller vehicles can deliver the materials to the construction site.

The Parking of Vehicles by Site Operatives and Visitors

3.42. Access to the site by operatives and visitors associated with the construction works will be minimised, including through the encouragement of the use of alternative, non-car modes of transport.

3.43. Where vehicles are used to access the site by operatives and visitors, parking will be provided off the public highway, in one of two locations.

3.44. The first area of contractor parking is to the south of Unit 5, No. 52 Dolphin Road. This is part of the hardstanding area that served the commercial units to the west of the application site. As detailed above, these have recently been acquired by Higgidy and in due course will be used in association by the wider Higgidy operation. At this stage, they are available for use in conjunction with the implementation works.

3.45. It is estimated that this area would provide parking for some 10-15 vehicles.

3.46. The second area of contractor parking is proposed to the north of the application site. This comprises an access road that links a current parking area serving the Higgidy operation north to Middle Road. This area has previously been the subject of works to widen the access to enable linear parking alongside the access way. This is accessible only on a one-way basis (south to north), and provides parking for some 25 spaces.

3.47. These parking areas are identified on the Traffic Management Plan attached at Appendix 2.

The Loading and Unloading of Plant, Materials and Waste

3.48. The loading and unloading of plant, materials and waste will be undertaken within the secure site compound area that is located to the north of the application site as identified on the plan attached at Appendix 2. A secondary area, where required for the unloading of plant and materials, will be available immediately to the east of Units 4 and 5, No's 52 and 53 of Dolphin Road in the form of a 'material lay-down area.'

3.49. The delivery of plant and materials will be planned to occur as and when they are required, avoiding the need for unnecessary onsite storage.

3.50. In an attempt to avoid unnecessary construction waste, the following measures will be adopted wherever possible:

- Arrange delivery of materials to align with project construction stages - to avoid materials being store on-site longer than necessary and reduce the risk of damage;
- Order materials as accurately as possible to ensure there is none or very little excess material;

- Reject any materials which have been damaged during transit and request they be returned to the supplier;
- To avoid deterioration of materials, keep protective packing on and ensure storage areas area secure and weatherproof where possible;
- Where materials are not vulnerable to weather damage, reject excessive packaging;
- Ensure there is a sufficient amount of waste, re-use and recycling containers for site operatives to use, and ensure that these are clearly labelled for the operatives to use correctly, thereby ensuring potentially recyclable waste isn't disposed off as waste and vice versa;
- Ensure all site operatives are aware of good waste management and the specific measures that are to be used on site;
- Implementation of a Waste Management Plan; and
- Monitor and review the level of waste.

3.51. General waste which cannot be re-used or recycled will be moved into standard skips. Skips will be positioned within the secure site compound area where waste can be both loaded and collected without impact on the public highway.

3.52. Waste will be removed from site following the waste hierarchy to (reduce), re-use, recycle and dispose (in order of best practice to the least favoured option).

The Storage of Plant and Materials used in Construction of the Development

3.53. Plant and materials used in association with the implementation of the development will be located within the secure site compound area located immediately to the north of the application site.

3.54. Plant and materials will be delivered on the basis of need, seeking to avoid excessive duration of storage of items.

3.55. All plant and materials stored onsite within the secure compound will be weatherproofed, to avoid damage or degradation.

3.56. Immediately to the south of the material lay-down area is the site offices and welfare area. This is located on the hardstanding area of Unit 5, No. 52 Dolphin Road. This is part of the wider area occupied by Higgidy that is to become part of the wider Higgidy operations area. It is therefore available for site office and welfare facilities during the construction period.

The Erection and Maintenance of Security Hoarding

3.57. The site will be secure at all times to prevent unauthorised access. Security hoarding will be erected prior to the construction works beginning on the site.

3.58. Heras fencing will be erected around the perimeter boundary of the construction work area, as identified on the Plan at Appendix 2. The construction area access point will be fitted with metal gates during the construction period.

3.59. The existing fencing along the north and eastern boundary of the site compound will be largely retained, and any areas removed or altered will be the subject of additional heras fencing to deliver an overall secured area.

3.60. Heras fencing will also then run south from this along the outer perimeter of the construction works to connect to the existing secure fencing located to the south of the subterranean water tank.

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)

3.61. The site compound will be retained as a 'clean zone.' Plant and materials will be loaded and unloaded within this area wherever possible.

3.62. In the unlikely event that vehicles that are entering and exiting the site have mud and debris on the vehicles, they will be jet-washed prior to leaving the site. This will take place within the secure site compound area.

3.63. In addition to this, road sweepers will be used, whenever necessary, to clean the roads and hardstanding areas close to the construction site.

3.64. All delivery vehicles transporting materials to and from the site will be correctly restrained and sided to avoid any accidents on the local highway, and to further prevent any dust arising from any dry aggregated materials, these will be wetted down immediately prior to tipping, mixing and batching.

3.65. Directional and other construction signage will be installed in the local area, including along Dolphin Road, Eastern Avenue and Middle Road to control and direct traffic associated with the construction works.

3.66. In addition, and as detailed above, any reversing that takes place from construction vehicles undertaking deliveries of plant and equipment will be prohibited without the presence of a banksman.

Details of Public Engagement both Prior to and during Construction Works

3.67. Prior to any construction works commencing on the site, the management team will issue letters to the nearby local businesses and residents who may be disrupted by the works.

3.68. The letters will be sent to neighbouring local businesses and residents who are in close proximity to the site and are located to the north of the railway line and therefore who are most likely to be aware of the construction works.

3.69. The extent of the geographic area and property addresses is attached at Appendix 3.

3.70. The letter would include the following details:

- Notice of intended commencement of development start date;
- Indicative programme of works;
- Confirmation of proposed hours of operation;
- Proposed details of likely vehicle movements and types;
- Contact name, telephone number and email address for Construction Site Manager;
- Details of planned further communication dates.

4. SUMMARY

4.1. This Statement sets out details for the Construction Management Plan (CMP) for the implementation of the approved works of planning permission AWDM/1420/21.

4.2. The measurements contained within this CMP have been provided in accordance with each of the requirements detailed in Condition 4 of the planning permission.

4.3. It is submitted that having regard to the above measures, the development can be implemented to ensure a safe and neighbourly construction phase of the development, protecting road safety and capacity, and the amenity of the local area.

4.4. On the basis of the above, it is requested that Condition 4 of AWDM/1420/21 is discharged to enable implementation of the development.

dowsettmayhew
Planning Partnership

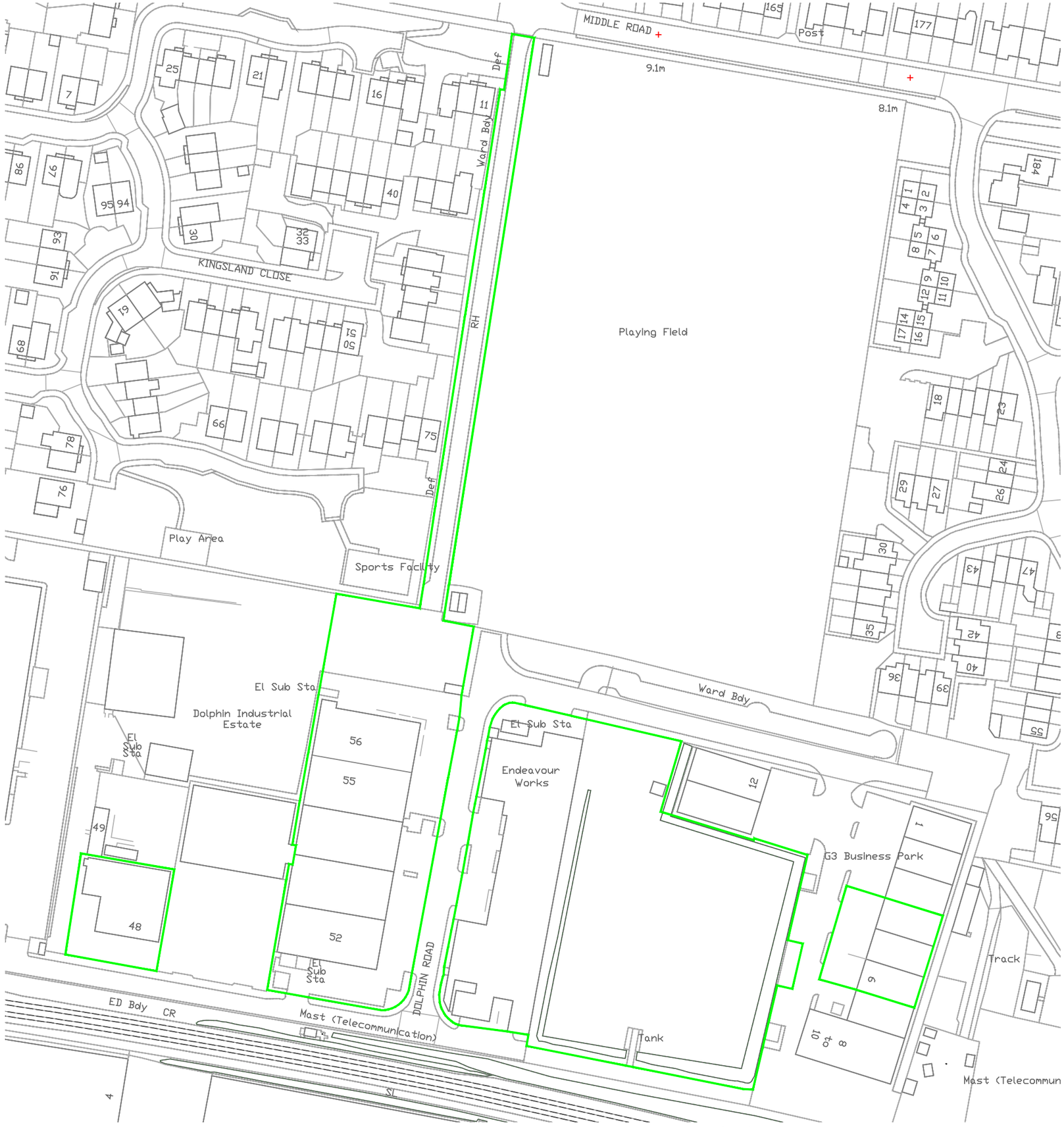
APPENDIX 1

HIGGIDY OPERATIONS AREA PLAN

NOTES:
Dimensions to be checked on site before commencing work. any discrepancies shall be reported to Curtis Leeves Technical Ltd. immediately.
Do not scale from these drawings except for planning purposes. Use figured dimensions only.
Where applicable this drawing is to be read in conjunction with other consultants' drawings.
This drawing is the copyright of Curtis Leeves Technical Ltd. and may not be copied, altered or reproduced in any way, or passed to a third party, without written authority.

Physical Scale 1:1250

0m 25m 50m



(c) Crown Copyright and database rights 2019 OS 100047474

rev	description	date
status	PLANNING	

CURTIS LEEVES TECHNICAL LTD
01243 378070 I mail@cltechnical.co.uk

client: Higgidy Ltd			
project: Factory Extensions and Internal Alterations to Units 6-9, 57-60 Dolphin Road, Shoreham-By-Sea			
title: Higgidy Operations Area Plan			
date: July 21	scale @ A3: 1:1250	drawn: MRL	chkd: GBC
project no.: 2032	drawing no.: P6002		rev: -

dowsettmayhew
Planning Partnership

APPENDIX 2

SITE LAYOUT TRAFFIC MANAGEMENT PLAN

NOTES:
Dimensions to be checked on site before commencing work. any discrepancies shall be reported to Curtis Leeves Technical Ltd. immediately.
Do not scale from these drawings except for planning purposes. Use figured dimensions only.
Where applicable this drawing is to be read in conjunction with other consultants' drawings.
This drawing is the copyright of Curtis Leeves Technical Ltd. and may not be copied, altered or reproduced in any way, or passed to a third party, without written authority.

N



Sports Facility

Contractor Parking

AREA OF OFF-SITE SECURE STORAGE IS AVAILABLE TO THE CONTRACTOR IF REQUIRED

CONSTRUCTION VEHICLE PARKING AVAILABLE IN MIDDLE LANE HATCHED GREEN - REFER TO EXTRACT FO FULL EXTENT

Higgidy parking area to be maintained unobstructed during construction

NO PARKING IN DOLPHIN ROAD FOR CONSTRUCTION VEHICLES AT ANY TIME

El Sub Sta

Dolphin Industrial Estate

El Sub Sta

El Sub Sta

Site access widened to all adequate turning space for site deliveries.

NO PARKING IN DOLPHIN ROAD FOR CONSTRUCTION VEHICLES AT ANY TIME

EXISTING UNIT 1

EXISTING UNIT 2

EXISTING UNIT 3

EXISTING UNIT 4

EXISTING UNIT 5

EXISTING UNIT 6

EXISTING UNIT 7

EXISTING UNIT 8

EXISTING UNIT 9

SECTION 2
3-STOREY EXTENSION TO UNIT 3, UNITS 2-5 GF, FF + SF INTERNALS, UNIT 3 NEW ENTRANCE + EXTERNAL ELEVATION REFURBISHMENT

SECTION 4
UNITS 3-5 GF WAREHOUSE AREAS & ASSOCIATED EXTERNAL WORKS/ DRAINAGE - SAUCE FACTORY

SECTION 3b
INTERNAL ALTERATIONS AND FIT-OUT UNITS 6+7 (INCLUDING HIGGIDY HUB)

SECTION 3A
NEW MEZZ FLOOR INSTALLATION (HIGGIDY HUB)

SECTIONS 1A +1B
MEADOW EXTENSION & BREAKTHROUGHS TO UNITS 8+9

SECTIONS 1A +1B
MEADOW EXTENSION & BREAKTHROUGHS TO UNITS 6+7

approx. line of existing large diameter pipework

location for contractors site accommodation and lightweight material storage - movement of all Contractors operatives and equipment MUST be strictly controlled and limited to within their designated internal and external areas

erect Heras or similar site fencing around perimeter of existing exposed pipework and concrete surround

approx. line of existing large diameter pipework to be protected at all times

erect Heras or similar site fencing around perimeter of existing underground tank NO VEHICULAR ACCESS OVER TANK AT ANY TIME

Heras fencing to site perimeter

Solid water filled vehicle barriers Positioned to protect extent of Sewerage water tank.

Pedestrian Access Zone

approx. line of existing sewer passing under existing buildings to be protected at all times

NO PARKING IN DOLPHIN ROAD FOR CONSTRUCTION VEHICLES AT ANY TIME

Material Lay down Area

Site Offices and Welfare

Contractor Parking

El Sub

DOLPHIN ROAD

NO PARKING IN DOLPHIN ROAD FOR CONSTRUCTION VEHICLES AT ANY TIME

NO PARKING IN DOLPHIN ROAD FOR CONSTRUCTION VEHICLES AT ANY TIME

NO PARKING IN DOLPHIN ROAD FOR CONSTRUCTION VEHICLES AT ANY TIME

proposed external cage lift

form new ramp to suit levels

form new permanent double gates through existing fence to access site - contractor to maintain security during construction

Tank

EXISTING FOOTPATH BETWEEN SITE + RAILWAY LINE - NOT TO BE OBSTRUCTED AT ANY TIME DURING CONSTRUCTION

EXISTING RAILWAY LINE

49

48

4

SL

G3

General Notes:
All deliveries to be controlled by banksmen.

Wherever possible vehicles to turn on site and leave in forward gears

Route to site will be sign posted from Eastern Avenue

AC148 - Higgidy Village
Site Layout
Traffic Management Plan

dowsettmayhew
Planning Partnership

APPENDIX 3

GEOGRAPHIC AREA OF STAKEHOLDER ENGAGEMENT



List of properties and premises to receive letters -

- 11- 49 Kingsland Close, Shoreham-by-Sea, BN43 6NQ;

- 50 - 75 Kingsland Close, Shoreham-by-Sea, BN43 6NR;

- 1 - 60 Church Green, Shoreham-by-Sea, BN43 6JQ;

- 48 Dolphin Road, Shoreham-by-Sea, BN43 6PB;
- Onyx Scaffolding, 49 Dolphin Road, Shoreham-by-Sea, BN43 6PB;
- Westbourne Motors, 50 Dolphin Road, Shoreham-by-Sea, BN43 6PB;

- Pyroban Ltd, Endeavour Works, 59 Dolphin Road; Shoreham-by-Sea, BN43 6QG;

- Unit 1, G3 Business Park, Dolphin Road, Shoreham-by-Sea, BN43 6AN;
- Gypcom, Unit 2, G3 Business Park, Dolphin Road, Shoreham-by-Sea, BN43 6AN
- Unit 3, G3 Business Park, Dolphin Road, Shoreham-by-Sea, BN43 6AN;
- Unit 4-5, G3 Business Park, Dolphin Road, Shoreham-by-Sea, BN43 6AN;
- Unit 6, G3 Business Park, Dolphin Road, Shoreham-by-Sea, BN43 6AN;
- Aliport Commercial, Unit 7, G3 Business Park, Dolphin Road, Shoreham-by-Sea, BN43 6AN;
- Honda, Unit 8-10, G3 Business Park, Dolphin Road, Shoreham-by-Sea, BN43 6AN;
- Unit 11, G3 Business Park, Dolphin Road, Shoreham-by-Sea, BN43 6AN;
- MTM Units Ltd, Unit 12, G3 Business Park, Dolphin Road, Shoreham-by-Sea, BN43 6AN;

Total letters required = 138