

Construction Management Plan {CMP}

Re-development of the former Frost dealership 69-75 Brighton Road Shoreham-by-Sea, West Sussex, BN43 6RE

Issue No.	Revision Description	Produced by	Date
1	Draft	MJY	July 2023
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Section 1 Introduction - Description of the Site and Development

The following Construction Management Plan {CMP} has been produced for the re development of the former Frosts car dealership site, to explain the proposed programming and construction logistics, methodology and traffic management for the site.

Site Address: 69-75 Brighton Road Shoreham-by-Sea, West Sussex, BN43 6RE

Planning Ref: AWDM/2039/22

Main Contractor and Site Contact Details

Project Manager: Mark Yarwood
New Ways Construction Limited
Unit 8 Carnival Park
Carnival Close, Basildon,
Essex SS14 3WN
TEL 07748634401

Outline Scope

The site was formerly the site of Frosts used car dealership and had historically been utilized as a petrol station with fuel tank and associated petrol interceptors underneath the concrete slab of the forecourt. There were two main buildings with one building primarily operating as the car dealership and a separate factory unit utilized for car servicing / MOT facilities.

The proposed works consist of Demolition of existing buildings, construction of 176 nr 1 and 2 bedroom residential apartments and ground floor commercial development over 4 nr blocks between 5 and 9 levels, basement parking and raised podium deck, new highways access, flood defences, drainage infrastructure, landscaping and ancillary development.

The CMP provides an overview for both the remediation of the existing site and new construction works, its logistics and traffic management proposals and the management of health, safety, and environmental issues on and around the development. The intention is that the site operations will commence with Site set up/hoardings, remediation works new construction.

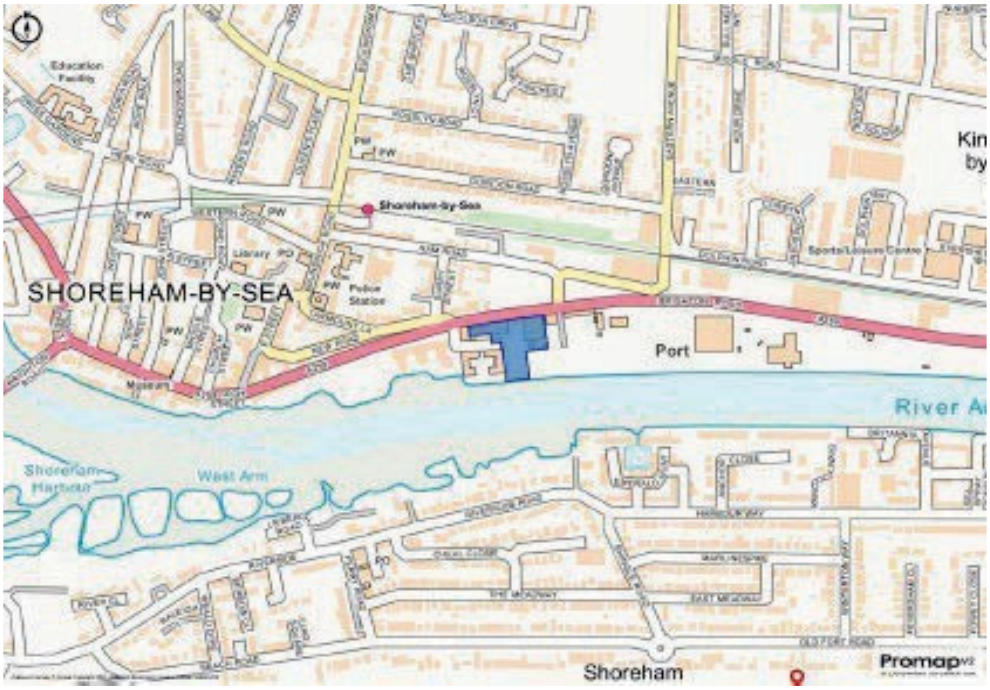
Site Location

The Site is contained within the built-up area of Shoreham-By-Sea, on the northern bank of The River Adur and south of Brighton Road. It is wholly contained within the Western Harbour Arm of the Shoreham Harbour Regeneration Area. The Shoreham-by-Sea Conservation Area which contains various Listed Buildings with no's 55 – 57 New Road being the closest to the Site, within 100m of its northern boundary. The site is located around 5 minutes' walk to the east of Shoreham-by-Sea town centre, and a similar distance from the railway station. Brighton Road is a bus route from which it is possible to catch a bus to a range of locations, including a regular service to Brighton,

The site is bound by Brighton Road {A259} to the north, Free Wharf consented development site {AWDM/1497/17} to the east, the River Adur to the south and Riverside Business Centre to the west

The A259 gives good road access to the A27 main coast Road and the A23 north giving further access to the Motorway network via M27 and M23

Location Plan





Key Issues and Challenges

- The removal of the redundant fuel tanks on site
- The remediation of the existing site where required.
- Managing arisings from the site
- Works to the River Adur Marine wall
- The logistics of site deliveries and site access and egress Via Brighton Road
- Pedestrian Routes onto site
- Public protection
- Potential site dewatering
- Protection of residents from noise, vibrations, site lighting, dust, and litter
- The construction management plan will be included in the Project induction for all employees, contractors, and visitors. Non- compliance with these procedures will be addressed under the site discipline procedures.
- The traffic marshals will ensure all drivers comply with the Traffic Management Plan
- This CMP is compiled considering current legislation and HSE guidance.

Section 2 Programming and Phasing

The programme outlined below assumes that all planning issues have been resolved, and that the MMO licence and party wall awards with the adjacent owners are in place.

- **Preconstruction** - 16 weeks overall. Application of discharging of planning conditions, site surveys procurement of packages and a full design brief.

- **Enabling works (as defined by condition 3) of the Planning Approval** - 8 weeks overall. To run concurrently with the preconstruction period subject to necessary planning approvals

  i. Demolition of any structures above ground level

  ii. Removal of building foundations & slab and associated above ground cables, pipes or ducts

  iii. Breaking-up and crushing of existing hard-standings

  iv. Removal of below ground cables, pipes or ducts

  v. Re-routing of existing sewer main

  vi. River-wall survey works, including excavation to assess existing condition

  vii. Site survey works {other than river-wall survey} to inform the design team of remediation works

  viii. Creation of a piling mat using clean rubble or similar clean material

- **On site** - we would anticipate the overall construction period to complete the works to be in the order of 117 weeks. The individual phases will be overlapped to achieve a shorter overall project period.

The principal strategy in programming the construction works is as follows:

1. Hoarding and R and D survey

2. Asbestos Removal to existing buildings by specialist subcontractor

3. Enabling works - demolition and site clearance as condition 3} of the planning approval

    i. Demolition of any structures above ground level
    ii. Removal of building foundations & slab and associated above ground
    cables, pipes or ducts
    iii. Breaking-up and crushing of existing hard-standings
    iv. Removal of below ground cables, pipes or ducts
    v. Re-routing of existing sewer main
    vi. River-wall survey works, including excavation to assess existing condition
    vii. Site survey works {other than river-wall survey} to inform the design of
    remediation works
    viii. Creation of a piling mat using clean rubble or similar clean material

4. Civils construction - Remediation, Piling, Marine wall works, Drainage, services, construct semi-basement parking, Podium slab, S278 works and hard standing

5. Build all the residential blocks continuously as one build

6. Hard and soft landscaping street furniture cycle and bin stores etc to be programmed round completion of the blocks as the site is cleared.

The project will be built from the back to the front of the site allowing better access to areas on completion.

SEE PROJECT PLAN APPENDIX 1 TO THE REAR OF THIS DOCUMENT

The programme is based on the working hours for the site being:

08:00 and 18:00 Monday to Friday
08:30 and 13:00 on Saturday; and
No work on Sunday, Bank and Public Holidays

This in accordance with Condition 47 of the planning approval
All site deliveries and arisings removal will be arranged between these hours and will be coordinated and managed on a 'just-in- time' delivery basis. Deliveries will be programmed to avoid the peak travel periods. All subcontractors and suppliers will be required to agree dates and times prior to delivery in addition to confirmation of size of vehicle and unloading point.

Section 3 Construction methodology

The outline Construction Methodology would comprise of the following sequence. There will however be an updated more in-depth sequencing document issued prior to the start of the construction phase and following completion of the design and modelling of the project: -

1 Surveys, discharging of pre-commencement planning conditions.

2 Erect hoardings

3 Demolition and site clearance including Asbestos removal as required.

4 Remediation of existing site

5 Marine wall works.

6 Civils and drainage including concrete cores.

The following procedure 7-12 will be followed for each block as the main programme

7 Blocks superstructure using Light gauge steel framing system.

8 New roof

9 Install new windows and facade.

10 Building watertight

11 Fit out internal apartments.

12 Test Commission and hand over

13 Hard and soft Landscaping, street furniture etc

14 Clear site

Section 4 Construction Logistics

Site Offices and Welfare Facilities

It is proposed that the site offices and welfare facilities are located around a central compound utilizing the existing concrete hard standing area. The offices and welfare accommodation will be in the form of secure temporary 'porta- cabins'.



Typical site Accommodation

Contractor Car Parking available on site, this will be extended as works progress.

Hoardings and Gates

The site entrance at Brighton Road will be secured with double gates for vehicle access and a single gate for pedestrian access to minimise any cross routes for vehicles and pedestrians. This will lead to vehicle unloading and turning area and contractor parking. These will have clear signage to direct the public away from site and secured to prevent unauthorised site access. Heras fencing will form a secure barrier around the contractor parking area, the site & the site compound. The pedestrian route will predominantly direct people coming to the site office before entering site thus making sure everyone has a site and work specific induction and signing of correct permits and method statements before any progress with any works.

Scaffolding and Gantries

The use of scaffolding will be prominent throughout the project. The scaffolding in this case will go up in stages as levels are completed and will work in conjunction with the loading bays and 2 no. hoists.

All scaffolding works will be erected, altered, and dismantled in a safe manner by competent people contracted for the scaffolding works only.

Strength and stability testing will be carried out for the work proposed to the start of the project and all RAMS and working at height requirements will be read and signed off before works commence.

During works there will be a daily briefing, weekly and monthly check to ensure a safe working environment for anyone using the scaffolding.

Tow boards, sheeting/netting and guard rails etc. will be closely monitored and put in place where we decide it is required and will be reviewed with frequent scaffold inspections which will be recorded and logged on site.

Scaffold near boundaries

During the construction process any scaffold within 5m of a site boundary will have a netted scaffold.

Cranes and Plant

It is proposed to use a tower crane and forklifts/telehandlers during the project. All lifting operations will occur within the site boundary. The crane will have a specially designed base made for the reach and lifting requirements of the model the company assign for this project. This will be a specialist operation company to install and dismantle. Once constructed, the crane is only accessed by competent operators or maintenance operatives.

All lifting operations will be undertaken by competent personnel on site. Every lift will be subject to a plan made by an AP {Appointed Person} and carried out then only by competent slingers, operators and a banksman as required.

All lifting operations will be compliant with the LOLER act {Lifting Operations and Lifting Equipment} and logged on site.

This will also be monitored with daily briefings, weekly logistic meetings, and daily and weekly checks and in accordance with specific RAMS and site-specific permits.

Vehicle Offloading Points

All deliveries to site will be via the main site entrance on Brighton Road. All deliveries will be unloaded at a central point adjacent to the site compound and distributed around the site by forklift/telehandler.

Licenses

Should any of the works, i.e., erection of any hoardings, placing skips etc. be required outside the site boundary on the footpath or highway, the appropriate licenses will be obtained from the County Council prior to commencement.

Wheel Washing

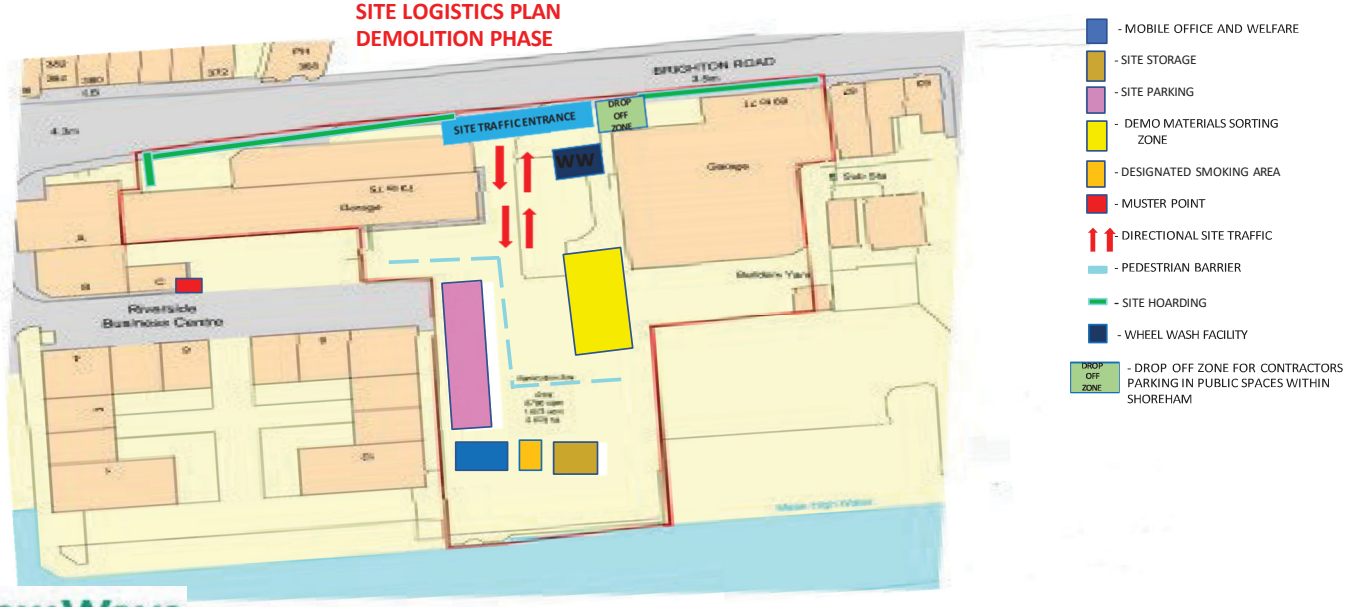
The initial stages of the project will involve excavations and there may be a requirement to remove surplus spoil from site. It is intended to keep the amount of spoil to a minimum. The nature of these works will, inevitability, produce a muddy environment. All vehicles leaving the site will be subject to an inspection to ensure that they are 'clean' to leave the site without depositing mud on the public highway. High pressure hoses/jet washers will be used to ensure that all vehicles leave the site in a clean condition.

This Facility will be maintained throughout the project as required.

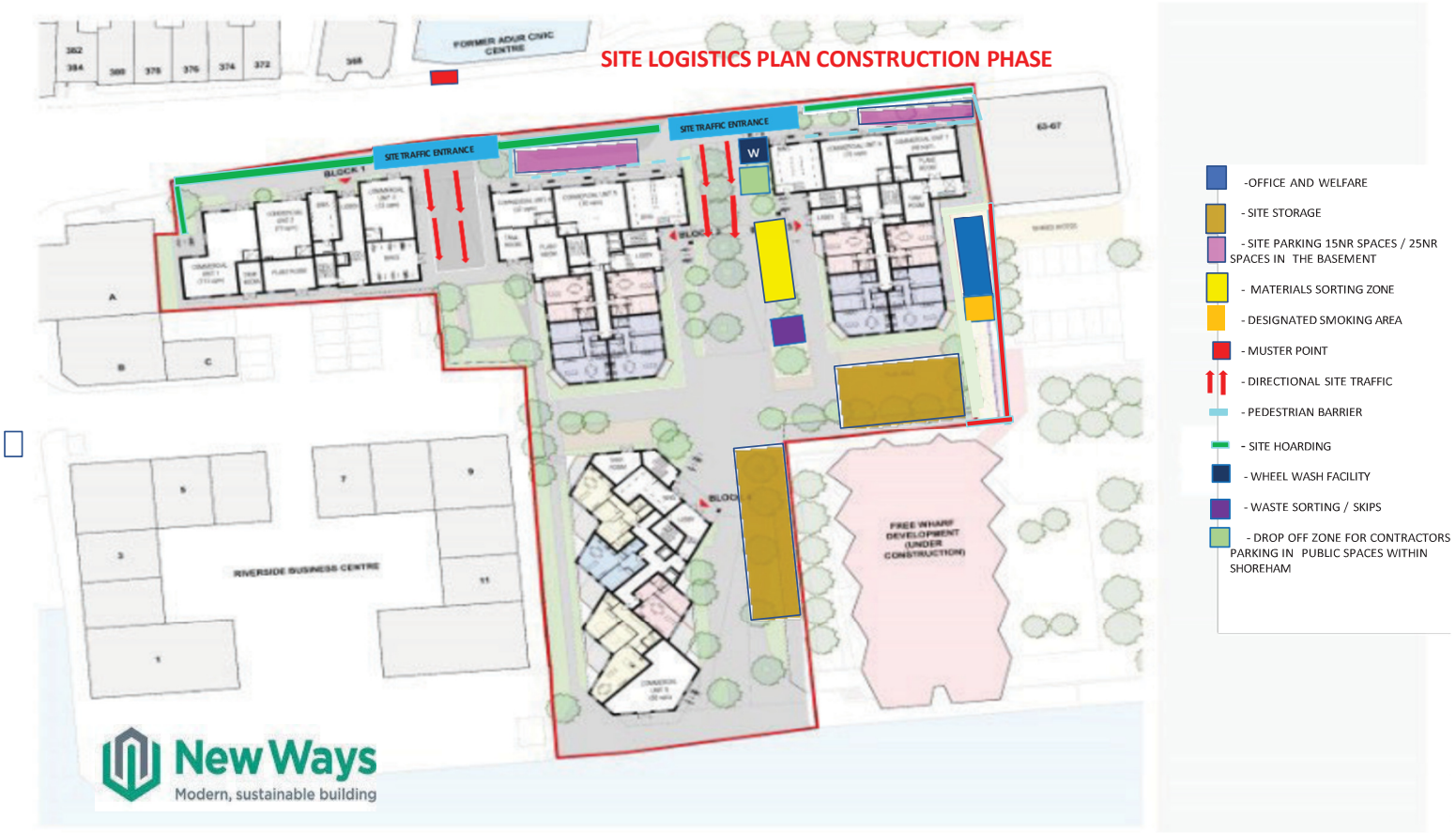
A road sweeping vehicle will also be operational during the site's hours of operation, providing a regular sweep of the surrounding roads to clean any dirt and debris generated by site traffic.

The following picture illustrates the site logistics plan for the demolition phase of the project – This will be updated through the design period with a further detailed plan for the works as the blocks are constructed to be issued in good time prior to this phase of the project.

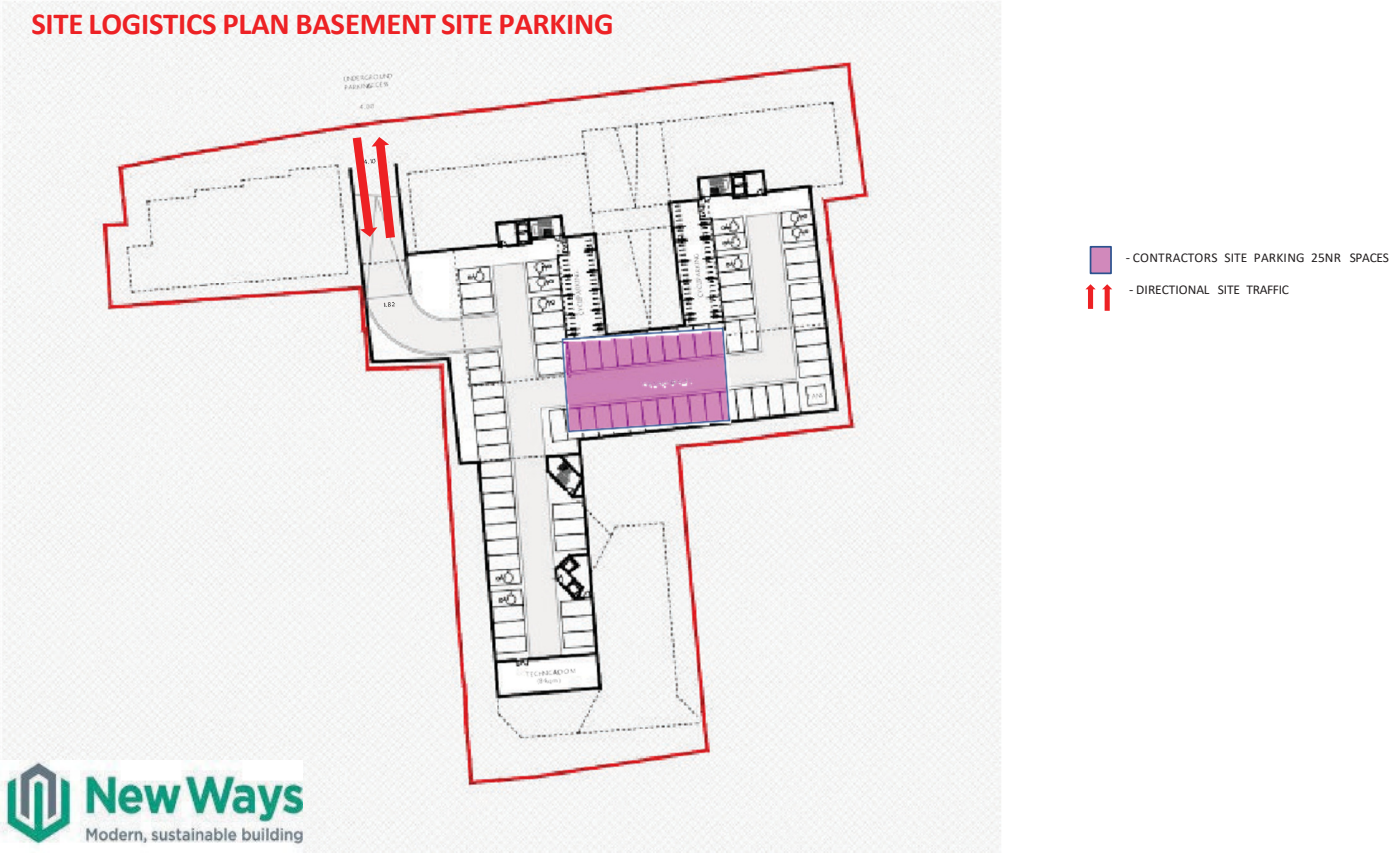
SITE LOGISTICS PLAN
DEMOLITION PHASE



The following picture illustrates the site logistics plan for the construction phase of the project – This will be updated through the design period with a further detailed plan for the works as the blocks are constructed to be issued in good time prior to this phase of the project. The parking to the front of the site will be utilized during the civils stage of the project and will be supplemented by the basement parking in the superstructure phase of the project



The following picture illustrates the site logistics plan for the basement site parking. This Parking will be utilized once the Podium slab is constructed, and the superstructure is in progress



Section 5 Transportation

Photographic Condition Survey

The adjacent highways and footpaths and street signage in the vicinity of the site, will be subject to a photographic condition survey which will be completed prior to the commencement of any works on site. We will during the works, complete regular inspections to ensure any issues arising from the works traffic are notified and rectified promptly.

Construction Vehicles

Delivery vehicles will be instructed to approach the site from the primary access route of Brighton Road.

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.

The anticipated number, frequency and types of vehicles used during Construction is as follows:-

Phase 1 ground works and podium slab - Civils subcontractor only on site

- Cars for site Management and operatives - 3 nr Daily
- Vans for site operatives - 5 nr daily
- The most intensely used HGVs on-site would likely comprise tipper trucks for the removal of excavated material and ready-mix concrete trucks for the delivery of concrete – 32 nr daily
- delivery lorries requiring short term offloading {up to 1 hour} 6 nr daily
- delivery Lorries requiring longer term Crane offloading {over 1 hour} 4 nr daily
- Skip Lorries 1 nr daily

Phase 2 podium slab to completion - basement will be available for site parking

- Cars for site Management and operatives - 10 nr Daily
- Vans for site operatives - 20 nr daily

- delivery lorries requiring short term offloading {up to 1 hour} 12 nr daily
- delivery Lorries requiring longer term Crane offloading {over 1 hour} 4 nr daily
- Skip Lorries 2 nr daily

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 in Appendix 2.

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.

All suppliers and subcontractors will be advised of the access routes to the site to ensure that vehicles follow the designated access route, signage will be provided adjacent to the site to advise no waiting is allowed on the public highway.

It is envisaged that there should be no adverse implications to local bus routes from the proposed development.

All supplier vehicles delivering to the site will be issued with site rules in relation to delivery hours and will be allocated to a specific loading or unloading time. All delivery vehicles will be banked to minimise the risk to road users and pedestrians. If, in the unlikely event that there is insufficient space on site for a site delivery they will be asked to wait away from the site in a safe location.

Traffic Measures

A Contractors parking area will be provided within the site to reduce impact on surrounding roads and ensure no site parking affects local parking.

Deliveries will be arranged within permissible site hours. It is not proposed that Saturday working will be the norm.

Delivery drivers are NOT to wait on Brighton Road and must only arrive when arranged and approach the site once the site is ready to receive the vehicle. All vehicles are to wait in laybys on the surrounding roads until instructed to approach the site.

The Highway will be kept clean at all times. However, any vehicles noted to have muddy wheels will be jet washed before being allowed to leave the site.

A wheel wash facility will also be provided near the site entrance.

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

The Traffic Marshal will ensure that delivery vehicles and site plant is adequately directed and that pedestrians / members of the public and private car / vehicle users and not put at risk.

When deliveries are taking place or muck away is being carried out Pedestrian barriers will be positioned to clearly identify the vehicles. Signage will be prominently displayed to highlight to the public and drivers the site access point and the dangers arising. Pedestrian crossing points will also be clearly identified with signage to highlight to construction traffic the crossing points across the site entrance. This entrance will ALWAYS be manned by a traffic marshal whilst site deliveries and waste removal operations are in progress. Unloading of deliveries and all loading of spoil and debris will take place on site and away from the Adopted Public Highway.
Access gates will be closed once vehicles have entered and left the site to ensure the public cannot enter the site without authorization.

A separate Traffic Management Plan document will be issued.

Arrangements will be made at site level for regular and responsive traffic management liaison with other imminent or active development sites in the Western Harbour Arm and A259 Brighton Road. This will include but not be limited to communication re deliveries between sites to ensure there is no bottleneck for deliveries and clashes with large / busy delivery times.

Deliveries will be co-ordinated with the sites as marked on the plan below:-



Site Staff - Travel Plan

The location is well served with good transport links; therefore, all site staff and operatives will be encouraged to use public transport to travel to and from the site, using the buses and trains which operate in the area.

Secure storage for personal effects will be provided on site.

There will be on-site parking for site staff or operatives, and it will be made clear to all staff and operatives that the use of adjacent residential streets for parking will not be allowed. Any person found using adjacent streets for parking will be subject to a warning and any repeat offenders will be excluded from working on the site.

Site Parking is noted on the Site Logistics plans The parking to the front of the site will be utilized during the civils stage of the project and will be supplemented by the basement parking in the superstructure phase of the project

External parking 15 nr spaces

Basement parking 25 nr spaces

A drop off zone will also be provided for tools deliveries for operatives parking off site

Site Staff and operatives will be encouraged to car share when practicable.

It is noted that Pay car parks are located on Pond Road and middle street can be utilized if required.

Section 6 Environmental

Prior to commencement of any site works, we will produce a detailed Site Environmental Management Plan {SEMP}. The SEMP will set out how we intend to operate the construction and work sites and will set out the specific control measures necessary to deliver the project, the SEMP will follow the parameters outlined below.

We will demonstrate, via the SEMP, the management, monitoring, auditing, and training procedures that are in place to ensure compliance. Due to the proximity of the residential properties to the site a particular focus will be given on managing noise, dust, and air pollution. The following will be addressed when producing the final detailed risk assessments and method statement.

Storage

All construction materials will be appropriately stored on-site to minimize damage by vehicles, vandals, weather, or theft. 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.

Position of storage cabins as seen below. Proposed storage locations of materials are shown on the site logistics plan.

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 are shown on the site logistics plan.

Noise

Where practicable noisy plant and equipment will be situated as far as possible from noise sensitive buildings and / or acoustic lined enclosures will be erected. Plant and equipment powered by mains electricity will be used in preference to equipment powered by petrol or diesel engines. All plant and equipment will be fitted with effective exhaust silencers; compressors will be fitted with properly lined and sealed acoustic covers.

which will be kept closed whenever in use; and pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturers. All plant and equipment will be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions. All plant will comply with the relevant statutory regulations.
Plant and equipment in intermittent use will be shut down or throttled down to a minimum when not in use.

Where practicable, percussive demolition equipment shall be avoided with preference given to bursting or nibbling equipment.

Should there be a need for any particularly noisy operations then the local residents will be consulted in advance to avoid unnecessary disturbance.

Vibration

Where practicable, plant, equipment and methods will be selected that will minimise vibration transferring to adjacent properties and the occupied retail units close by.

Spillages

The following measures are to be put in place to deal with and minimise risk of and respond to any accidental spillages including containment and clear-up.

The implementation of good working practices to eliminate the risk of contaminated wastewater entering the storm drainage network and/or open water courses is imperative. The damage caused by contaminated surface water, fuels etc can be far reaching and potentially devastating to wildlife.

The following control measures are to be implemented.

- A semi permeable membrane sheet to be placed over all road gully covers to ensure no debris can discharge and block the storm system.
- Discharge of water from washing out of cement mixers, silos etc is strictly prohibited and all waste to be removed in skips.

- All fuel tanks to be positioned in designated areas with spill kits positioned adjacent to tanks.
- All fuel tanks to be double bunded with lockable access panels to stop theft or vandalism.

Storage of items to be kept towards the front of site away from the river Adur at all times.

Dust and Air Pollution

The works will be carried out taking consideration of 'The control of dust and emissions from construction and demolition' best practice guide.

There will be no burning of materials on site AT ANY TIME

Methods of working will be selected for all activities that will aim to minimise dust and air pollution.
No burning of materials / refuse will be permitted on the site. No crushing of materials will be undertaken on site.

Excavation pollution will be minimised by a combination of screening and watering down.
All vehicles leaving the site, will be monitored to ensure that any dirt or dust dropped onto the highway is immediately cleaned up. Further to this, the area around the site, will be regularly and adequately swept on a regular basis to prevent any accumulation of dust and dirt during the excavation and piling phases.

All works will adhere to national and industry best practice technical guidance.

- Guidance on the assessment of dust from demolition and construction sites
- Guidance on Air Quality Monitoring in the Vicinity of Demolition and Construction Sites
- Control of dust and emissions during construction and demolition - supplementary planning guidance

The Site Manager is responsible for ensuring that the emissions of dust are adequately controlled, equipment is in place for the control of dust and the recording of any key events which may give rise to a complaint / logging any complaints received.

A mains water supply will be available on site from the commencement of works to ensure dust suppression can be implemented if required.

Weather conditions will be assessed, and site operations adjusted to avoid movement of materials / demolition on windy days.
The Site Supervisor will cease works if dust emissions cannot be controlled and an alternative method devised to ensure excessive levels of dust emission are avoided.

Vehicle waiting areas and haul routes shall be surfaced where practicable and will have regular inspection. If unavoidable un- surfaced haul routes shall be re-graded and compacted regularly using water suppression.

Washing facilities, such as hosepipes, Jet washers and ample water supply shall be provided for cleaning of wheels prior to leaving site to ensure dust and debris is kept off adjoining roads.

Vehicle speeds limits of 10 mph or less for surfaced roads and 5 mph for unmade surfaces will be enforced.

Vehicles removing demolition materials and muck away shall have their loads sheeted.

During the construction process any scaffold within 5m of a site boundary will have a netted scaffold.

During the progress of the construction phase of the project at the end of each shift all materials and debris arising from this work will be cleared to skips held within the site boundary – skips will be sheeted if conditions dictate.

Site lighting

Site lighting for safe access to work areas and security of the site will be provided.
Details of any external lighting during the construction period will be located to avoid any hazards to shipping and activities at Shoreham Harbour Port. We will liaise with the Shoreham Port Authority for advice and agreement prior to installation.
Lighting will also be installed in a way to not disrupt local residents and wildlife.

Demolition

A separate demolition method statement and risk assessment will be prepared in conjunction with the specialist demolition.

Contaminated Land

The site is a 'brown field site' having been previously used as a fuel station and car sales showroom. Preliminary investigations have designated the site as having areas of contamination. As part of the planning permission pre-commencement conditions a remedial strategy will be developed for submittal and approval prior to commencement of site activities.
There are approximately 7 nr fuel tanks underneath the ground, we are removing all tanks that reside within the footprint of the new building footprint

Drainage

Prior to excavation, any underground drainage runs connected to the public sewer, at risk of having construction waste entering them, will be sealed off for the duration of these works. Redundant drainage will be excavated or permanently stopped up.

Electrical, Data/Telecoms and Gas Services

All existing Gas Data/Telecoms and Electrical Services will be surveyed and terminated at the perimeter of the site, prior to commencement of demolition works. Building supplies for power and water will be installed in liaison with the appropriate utility companies.

Section 7 Health & Safety

A site-specific health and safety plan, which will comply with the relevant Health and Safety Regulations for the works being undertaken including:

- Provision of first aid cover and equipment is present.
- Responsible for ensuring that material movement to and from the workface does not cause damage to the works, the workforce or the public.
- Complete safety inspections to company and client standards.
- Ensure team has safety training to the company and client's standard programme.
- Create appropriate logistics awareness training and deliver to site workforce.
- Manage and maintain visitor PPE stocks.
- Produce method statements, risk assessments ensure lifting plans are produced.
- To protect road users and pedestrians from traffic created by the site works.

Section 8 Liaising with the Authorities and the Public

Adur District Council, West Sussex County Council

We will liaise with the local Council Environmental Inspectors both before the issuing of the S278 and the S38 licences and subsequently when the works commence.
In particular, a schedule of work will be issued to the Inspectors to enable the Council to assess the potential for nuisance including the location of plant with respect to sensitive areas and the locations of delivery, storage and handling areas.

Public

Prior to any works commencing, we will inform occupiers of adjoining properties which may be affected by construction works about the works to be undertaken. This will include details of the nature of the works, proposed hours of work and their expected duration. The information will be delivered as a letter to their premises and displayed in conspicuous positions around the site, with links to a website.

The letter will also include the name, mobile telephone number and e- mail address of a main contact within our organisation who is able to give further information and deal with any complaints or emergencies that may arise at any time. A log will be kept of contact with the public and the actions taken to resolve any issues arising.

Any public information will include residents to the Shoreham beach area south of river and the north side of Brighton Road

The site team will host an initial community liaison meeting for residents and business owners. The meetings will inform stakeholders about the programme of work and engage with the community about any issues that may arise. Additional meetings will be held every six months during the construction period.

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.

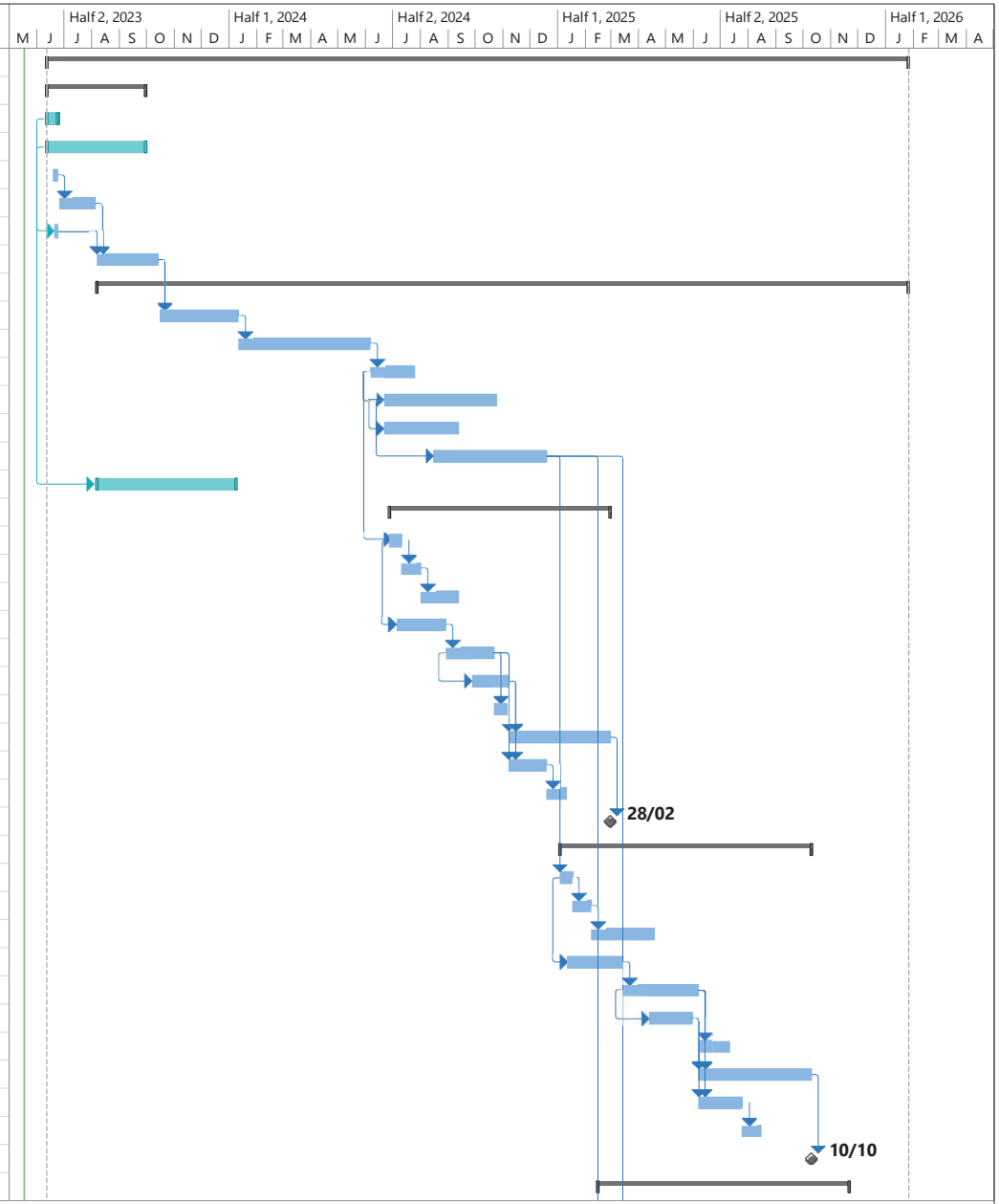
Prior to the commencement of any significant elements of work, including the Section 278 works to construct the two new access points, neighbouring properties will be notified by a letter drop providing details of the schedule and contact details for the site manager.

Agreement

The agreed contents of this Construction Management Plan shall be complied with unless otherwise agreed in writing by the Council. This may require the CMP to be revised by the Developer/Main Contractor and reapproved by the Council. The Project Manager shall work with the Council to review this Construction Management Plan if problems arise in relation to the construction of the development. Any future revised plan must be approved by the Council in writing and complied with thereafter.

APPENDIX 1 - PROJECT PLAN

ID	Task Mode	Task Name	Duration	Start	Finish	Predecessors
1		**Brighton Rd, Shoreham**	**662.5 day**	**Mon 12/06/23**	**Mon 26/01/26**	
2		**Pre-Construction**	**80 days**	**Mon 12/06/23**	**Fri 29/09/23**	
3		Appoint Consultant Team	2 wks	Mon 12/06/23	Fri 23/06/23	
4		Design Stage 3 to 4	16 wks	Mon 12/06/23	Fri 29/09/23	
5		Refurbishment & Demolition {R&D} Sur	1 wk	Mon 19/06/23	Fri 23/06/23	
6		Submit section 80 notice	6 wks	Mon 26/06/23	Fri 04/08/23	5
7		Erect Hoarding	1 wk	Mon 19/06/23	Fri 23/06/23	3SS+5 days
8		Demolition	10 wks	Mon 07/08/23	Fri 13/10/23	6,7
9		**Construction**	**622.5 day**	**Mon 07/08/23**	**Mon 26/01/26**	
10		Wharf Wall Construction	10.5 wks	Mon 16/10/23	Thu 11/01/24	8
11		Basement Construction	21 wks	Thu 11/01/24	Thu 06/06/24	10
12		Piling	7 wks	Thu 06/06/24	Thu 25/07/24	11
13		Groundworks	18 wks	Thu 20/06/24	Thu 24/10/24	12SS+2 wks
14		Drainage	12 wks	Thu 20/06/24	Thu 12/09/24	13SS
15		Ground Floor Slab	18 wks	Thu 15/08/24	Thu 19/12/24	13SS+8 wks
16		Utilities	20 wks	Mon 07/08/23	Mon 08/01/24	4SS+40 days
17		**Block 1**	**175 days**	**Thu 27/06/24**	**Fri 28/02/25**	
18		Columns	2 wks	Thu 27/06/24	Thu 11/07/24	12SS+3 wks
19		1st Floor Podium Slab	3 wks	Thu 11/07/24	Thu 01/08/24	18
20		Brick & Block	6 wks	Thu 01/08/24	Thu 12/09/24	19
21		Core Construction	8 wks	Thu 04/07/24	Thu 29/08/24	18SS+5 days
22		LGSF	7.5 wks	Thu 29/08/24	Mon 21/10/24	21
23		Windows	6 wks	Thu 26/09/24	Thu 07/11/24	22SS+4 wks
24		Roof	2 wks	Tue 22/10/24	Mon 04/11/24	22
25		Fit Out	16 wks	Thu 07/11/24	Fri 28/02/25	23,22
26		Externals	6 wks	Thu 07/11/24	Thu 19/12/24	22,23
27		Landscaping	3 wks	Thu 19/12/24	Fri 10/01/25	26
28		Block 1 - Delivered	0 days	Fri 28/02/25	Fri 28/02/25	25
29		**Block 2**	**200 days**	**Fri 03/01/25**	**Fri 10/10/25**	
30		Columns	2 wks	Fri 03/01/25	Fri 17/01/25	15FS+2 wks
31		1st Floor Podium Slab	3 wks	Fri 17/01/25	Fri 07/02/25	30
32		Brick & Block	10 wks	Fri 07/02/25	Fri 18/04/25	31
33		Core Construction	9 wks	Fri 10/01/25	Fri 14/03/25	30SS+5 days
34		LGSF	12 wks	Fri 14/03/25	Fri 06/06/25	33
35		Windows	7 wks	Fri 11/04/25	Fri 30/05/25	34SS+4 wks
36		Roof	5 wks	Fri 06/06/25	Fri 11/07/25	34
37		Fit Out	18 wks	Fri 06/06/25	Fri 10/10/25	35,34
38		Externals	7 wks	Fri 06/06/25	Fri 25/07/25	34,35
39		Landscaping	3 wks	Fri 25/07/25	Fri 15/08/25	38
40		Block 2 - Delivered	0 days	Fri 10/10/25	Fri 10/10/25	37
41		**Block 3**	**200 days**	**Fri 14/02/25**	**Fri 21/11/25**	



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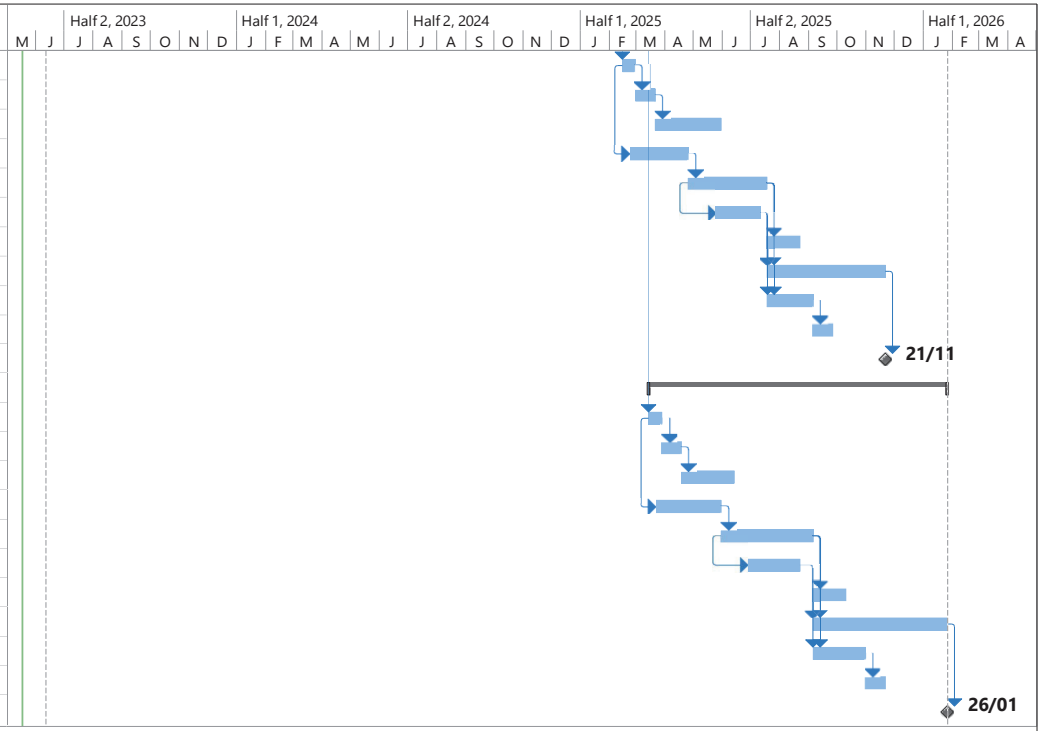
Task	Project Summary	Manual Task	Start-only	Deadline
Split	Inactive Task	Duration-only	Finish-only	Progress
Milestone	Inactive Milestone	Manual Summary Rollup	External Tasks	Manual Progress
Summary	Inactive Summary	Manual Summary	External Milestone

ID	Task Mode	Task Name	Duration	Start	Finish	Predecessors
42		Columns	2 wks	Fri 14/02/25	Fri 28/02/25	15FS+8 wks
43		1st Floor Podium Slab	3 wks	Fri 28/02/25	Fri 21/03/25	42
44		Brick & Block	10 wks	Fri 21/03/25	Fri 30/05/25	43
45		Core Construction	9 wks	Fri 21/02/25	Fri 25/04/25	42SS+5 days
46		LGSF	12 wks	Fri 25/04/25	Fri 18/07/25	45
47		Windows	7 wks	Fri 23/05/25	Fri 11/07/25	46SS+4 wks
48		Roof	5 wks	Fri 18/07/25	Fri 22/08/25	46
49		Fit Out	18 wks	Fri 18/07/25	Fri 21/11/25	46,47
50		Externals	7 wks	Fri 18/07/25	Fri 05/09/25	46,47
51		Landscaping	3 wks	Fri 05/09/25	Fri 26/09/25	50
52		Block 3 - Delivered	0 days	Fri 21/11/25	Fri 21/11/25	49
53		**Block 4**	**215 days**	**Fri 14/03/25**	**Mon 26/01/26**	
54		Columns	2 wks	Fri 14/03/25	Fri 28/03/25	15FS+12 wks
55		1st Floor Podium Slab	3 wks	Fri 28/03/25	Fri 18/04/25	54
56		Brick & Block	8 wks	Fri 18/04/25	Fri 13/06/25	55
57		Core Construction	10 wks	Fri 21/03/25	Fri 30/05/25	54SS+5 days
58		LGSF	14 wks	Fri 30/05/25	Fri 05/09/25	57
59		Windows	8 wks	Fri 27/06/25	Fri 22/08/25	58SS+4 wks
60		Roof	5 wks	Fri 05/09/25	Fri 10/10/25	58
61		Fit Out	18 wks	Fri 05/09/25	Mon 26/01/26	58,59
62		Externals	8 wks	Fri 05/09/25	Fri 31/10/25	58,59
63		Landscaping	3 wks	Fri 31/10/25	Fri 21/11/25	62
64		Block 4 - Delivered	0 days	Mon 26/01/26	Mon 26/01/26	61



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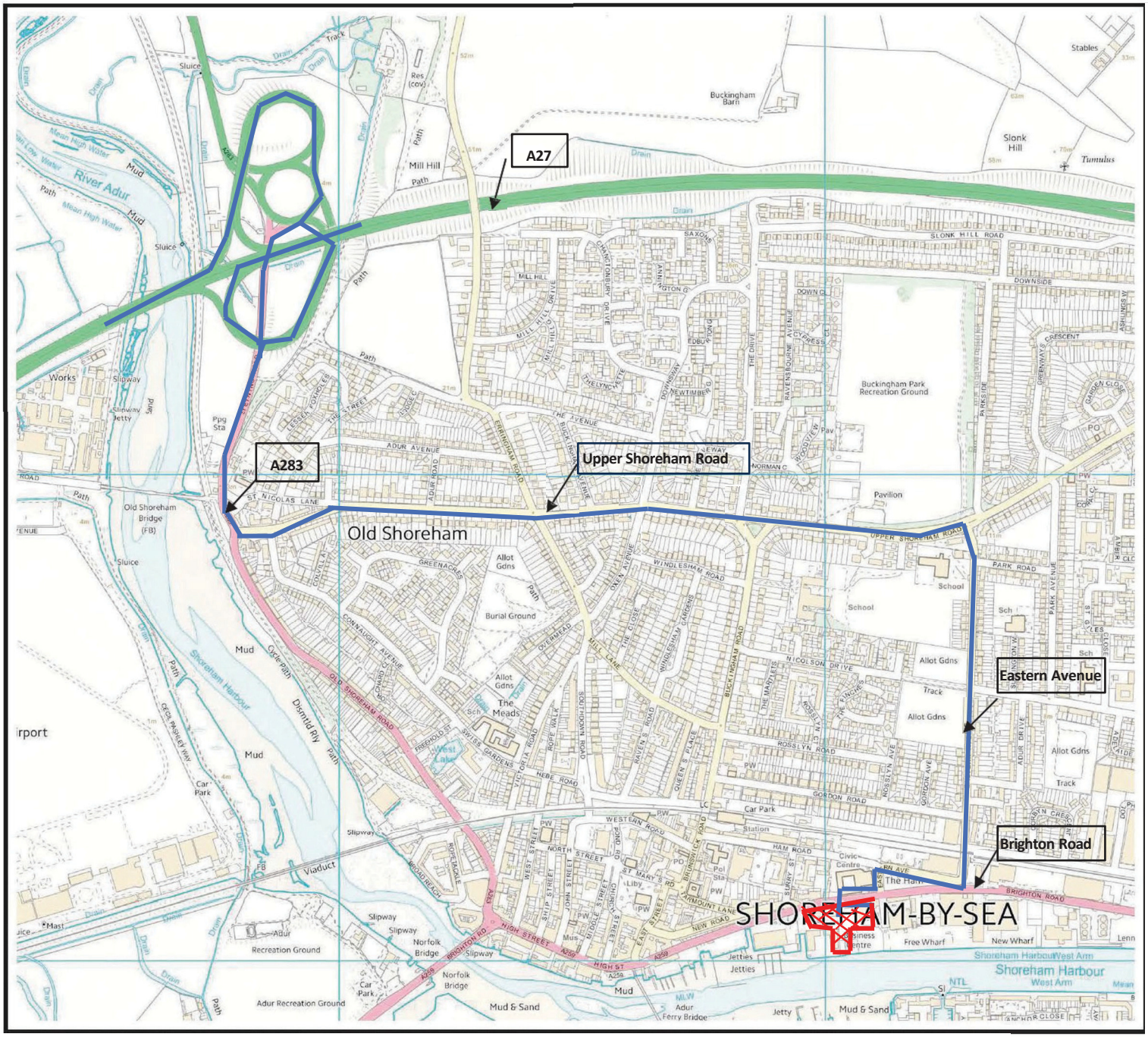
Task	Project Summary	Manual Task		Start-only	Finish-only	Exte	al Tasks
Split	Inactive Task	Duration-only		External Milestone	
Milestone	Inactive Milestone	Manual Summary Rollup		
Summary	Inactive Summary	Manual Summary		

APPENDIX 2 - ROUTES TO SITE


A27
A283
Upper Shoreham Road
Old Shoreham
Eastern Avenue
Brighton Road
SHOREHAM-BY-SEA
River Adur
Shoreham Harbour
Buckingham Park Recreation Ground
Old Shoreham Bridge (FB)
Adur Recreation Ground
Norfolk Bridge
Burial Ground
Slonk Hill
Buckingham Barn
Mill Hill
Pavilion
School
Car Park
Mud & Sand
Jetties
Free Wharf
New Wharf
Shoreham Harbour West Arm