

Shoreham

Free Wharf Phase 1

Construction Management Plan

HG CONSTRUCTION

Issue No: 001
Date Issued: 04/07/2021
Issued by: Shaun Atkinson

1 Introduction

Overview

1.1 HG Construction has been appointed as principal contractor by Southern Housing Group Limited and as such 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 thesite on Free Wharf Brighton Road Shoreham-By-Sea West Sussex. The site location is shown indicatively in **Figure 1.1** below.

Figure 1.1 Site Location Plan



Planning Obligations

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

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

- *The anticipated number, frequency and types of vehicles used during construction,*
- *the method of access and routing of vehicles during construction,*
- *the parking of vehicles by site operatives and visitors,*
- *the loading and unloading of plant and materials and waste,*
- *the storage of plant and materials used in construction of the development,*
- *the erection and maintenance of security hoarding,*
- *the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),*
- *details of public engagement both prior to and during construction works.*

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

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

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

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

Development Proposal

1.6 The development proposal is for redevelopment of the site to provide ten buildings, containing 550 new homes (of which two will be studios, 179 x one bed, 323 x two bed and 38 x three bed), 2,707sqm of commercial floorspace at ground floor level within use classes, A1(retail), A3 (cafes and restaurants), B1(business) and D1 (non-residential institutions). The development also includes 512 parking spaces, of which 438 will be for residents and 74 will be for the commercial space/visitors, reconstruction of the river wall, construction of mooring pontoons and observation platform at the end of Humphrey's Gap, provision of a riverside pedestrian/ cycle route, areas of semi-private and publicly accessible open space and associated internal access roads and infrastructure following demolition of all buildings. The First phase of these works will deliver 137 of these new homes over a shared ownership and affordable tenure

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

2 Site Context

Introduction

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

Site Location and Local Highway Network

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

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

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

- Ham Business Centre Kwik Fit and Whale Car Wash and large retail outlets fronting Brighton Road to the north and north-east (including Dunelm, Halfords and B&Q), with associated car parking, beyond which lies the West Coastway line;
- Warehouse and industrial use to the east, including a petroleum fuel depot, Kendal Bros Aggregate supplier and Paladone Ltd warehouse and a wholesale fish monger;
- Residential use prominent to the south beyond the River Adur, located approximately 90-500m 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.

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

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

Baseline Transport Conditions

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

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

2.9 Access to the application site is currently from Humphrey's Gap, which forms the southern arm to the four arm A259 Brighton Road/Eastern Avenue/ Humphrey's Gap signalised crossroad. Humphrey's Gap is approximately 7.8m wide with footways on each side of the carriageway extending approximately15m into the site. Humphrey's Gap is illustrated on **Figure 2.1**.

Figure 2.1 Humphrey's Gap



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

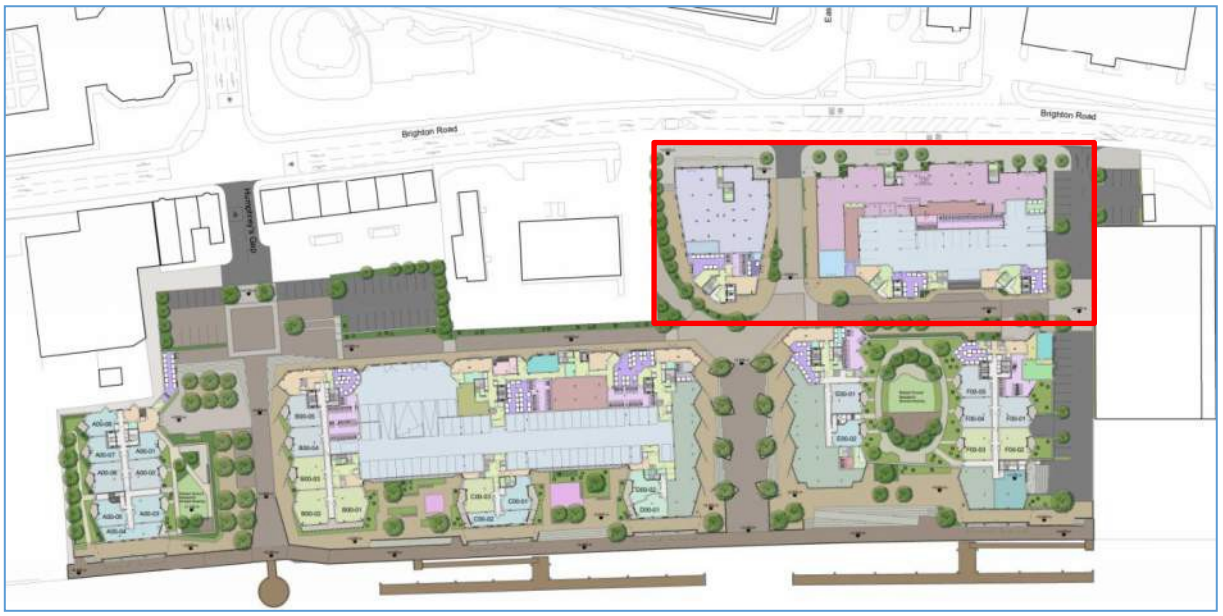
2.11 An additional access (entry-only) and a new egress will be also be constructed to the east of the principal vehicular access point at Humphrey's Gap. An unused gated access towards the eastern endof the site frontage will be closed.

Proposed Development

2.12 The development proposal is to redevelopment of Free Wharf to provide ten buildings, associated parking spaces, reconstruction of the river wall, construction of mooring pontoons and observation platforms, provision of a riverside pedestrian/cycle route, areas of semi-private and publicly accessible

open space and associated access and infrastructure. The consented masterplan is illustrated on **Figure 2.2**. where phase 1 of the works is highlighted in the red box.

Figure 2.2 Site Masterplan



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

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

3 Vehicle Details and Trip Generation

Phasing

3.1 The initial development works have taken place with the enabling works and demolition having been completed in the early part of 2021, the area highlighted in the above master plan is replicated in the phasing plan issued for condition 06 and it highlights that block H,G&G1 will be commencing in autmn 2021 and completing late summer 2023.

Vehicle Frequency and Type

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

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

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

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

Operational Hours

3.6 The site working hours will be as follows:

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

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

3.8 No construction work will be undertaken on Sundays, bank holidays or public holidays. Noisy work willnot take place outside these hours unless agreed with ADC for special circumstances (for example, inan emergency or in the interests of public safety).

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

4 Access and Routing

Access Arrangements

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

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

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

Routing

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

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

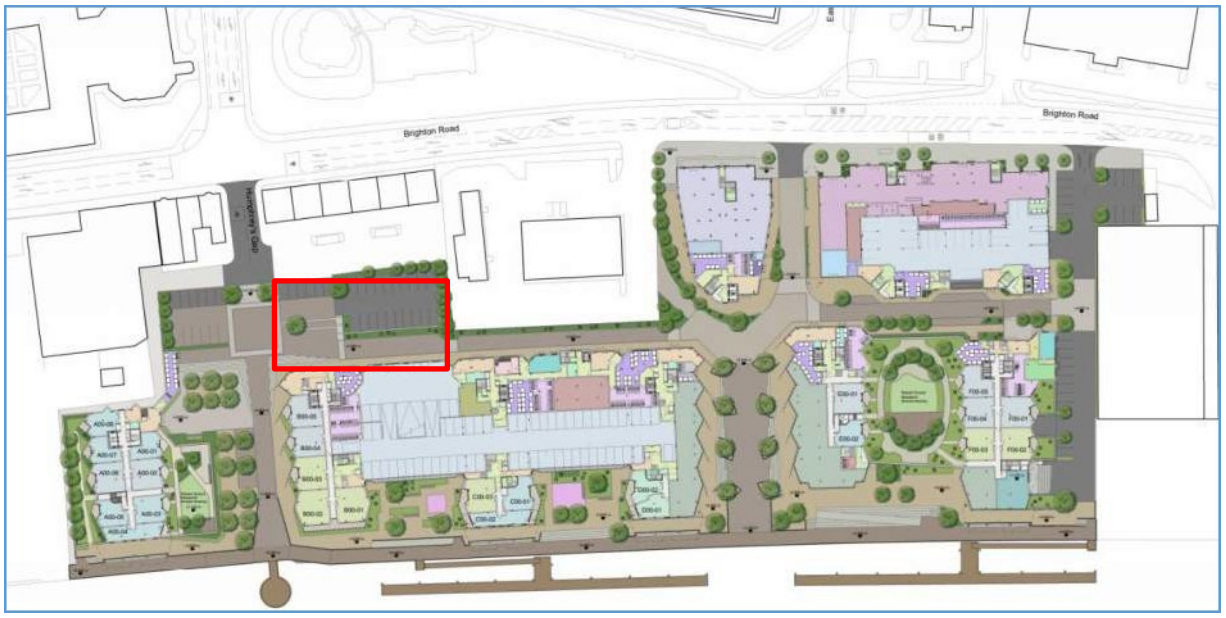
4.6 The routes to and from the site are shown at **Appendix B**.

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

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

Parking

4.9 A dedicated parking area within the site will be provided for contractors' vehicles. The parking areas, turning areas and welfare facilities will be established on site prior to the commencement of works, with signage provided in the area located by Humprheys 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 seen below, in the red box.



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

Loading and Unloading

4.11 All loading and unloading of contractors' vehicles would take place within the site. Contractors will notpark on the public highway, and vehicle movements will be staggered to avoid queuing on the publichighway at the site accesses. Access points will be kept clear at all times to ensure that vehicles are able to enter and exit without any obstructions that would cause delays.

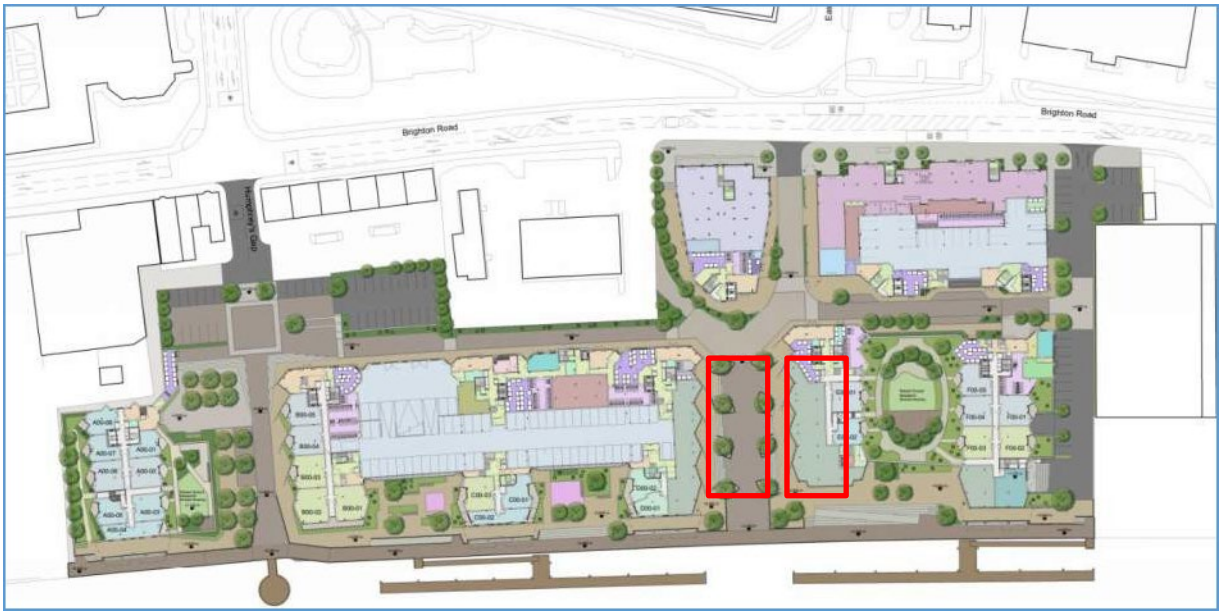
Management of Waste

4.12 A dedicated waste storage area will be provided within the site clear of vehicular and pedestrian routes.All waste will be handled, transported and disposed of by an accredited waste contractor. Proposed storage locations of waste for phase 1 works are highlighted by the red boxes below



Storage

4.13 The sustainability of raw materials would be considered during the procurement process. Allconstruction materials would be appropriately stored on-site to minimise damage by vehicles, vandals,weather or theft. Position of storage cabins as seen below,



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

Security Hoarding

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

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

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

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

5 Mitigation

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

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

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

6 Community Liaison

6.1 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.

6.2 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 communityabout any issues that may arise. Additional meetings will be held every six months over the construction period.

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

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

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

7 Summary and Conclusion

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 combinationof 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 impactof construction upon the public highway (including the provision of temporary Traffic Regulation Orders)"**

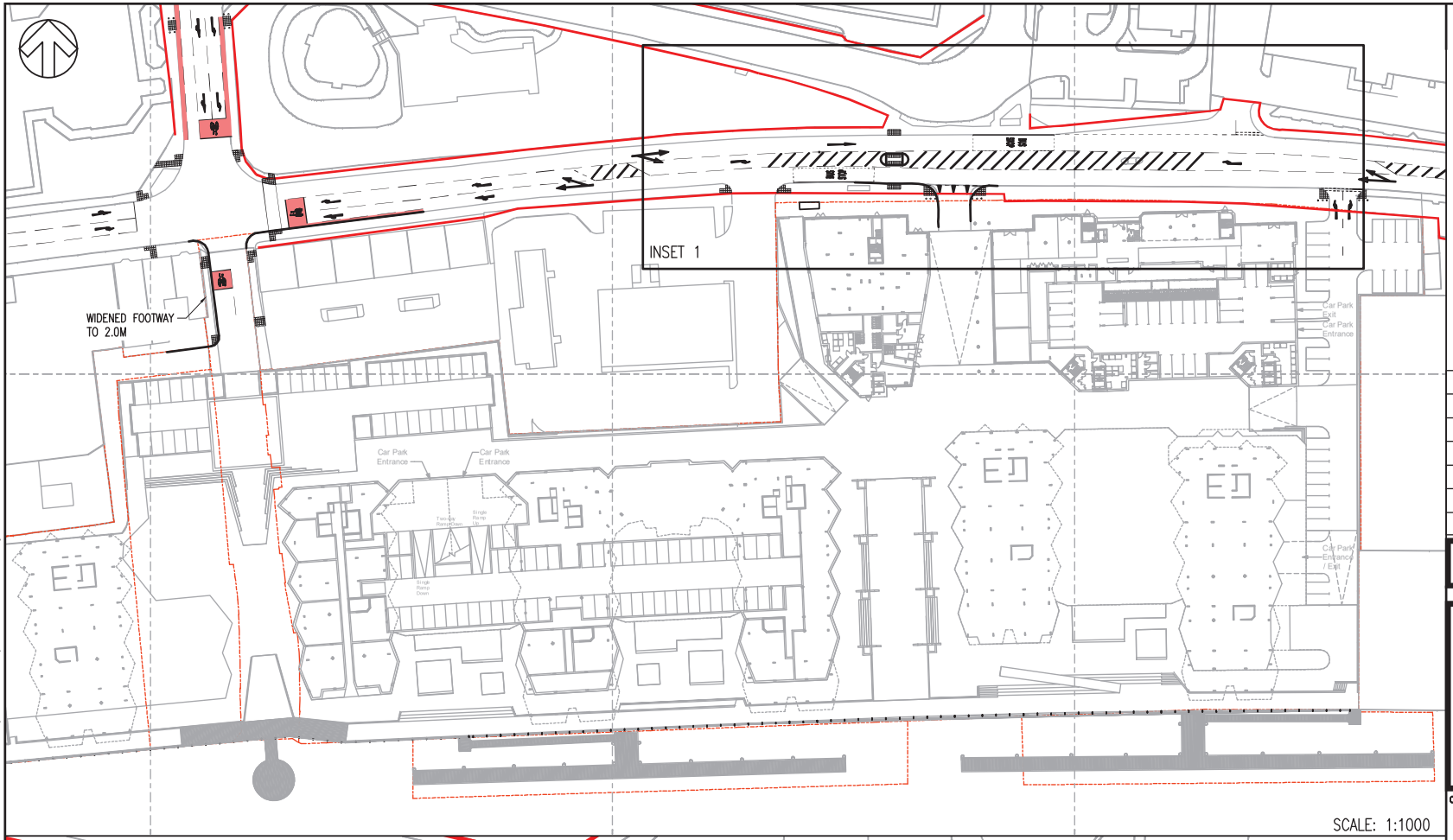
  Wheel washing facilities will be provided on site, which all HGVs will be required to use prior to exitingthe

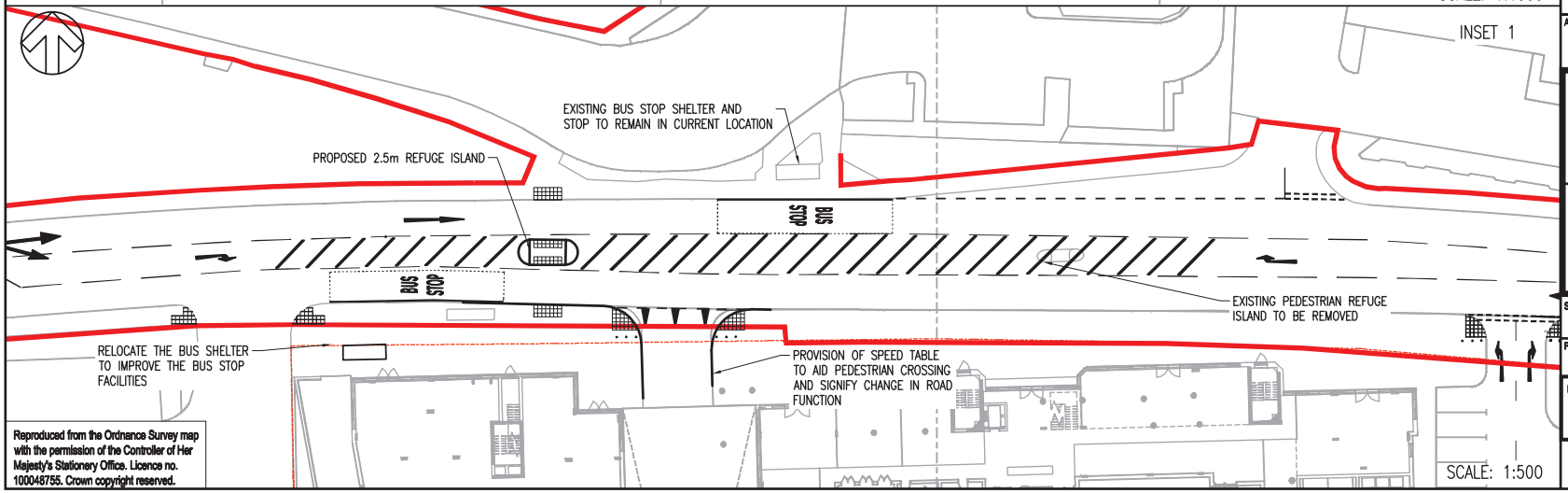
site. Road sweepers will be in operation during site hours, regularly sweeping the surrounding highway network to remove any debris. Any temporary TROs required (e.g. for utility connections) will be agreed with the local highway authority, along with the traffic management requirements, priorto undertaking 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 ownersof the proposed works, including timescales and the impacts on the highway network. A noticeboardwill be provided in an accessible location on the site perimeter, and local residents will be informed ofsignificant upcoming works via a letter drop.

Appendix A
SWEPT PATH ANALYSIS





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DO NOT SCALE

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

DRAWING STATUS: S2 - FOR INFORMATION

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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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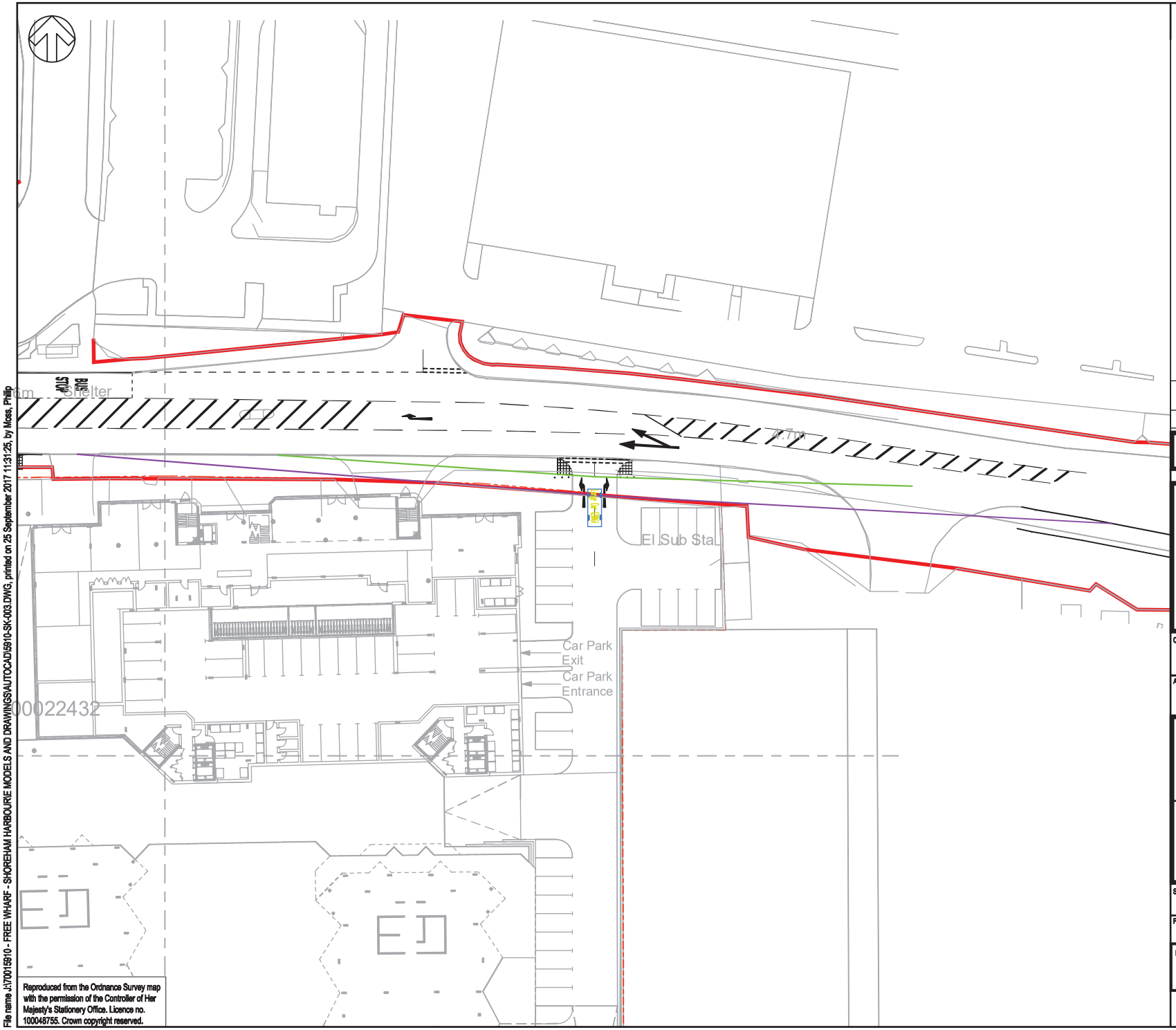

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KEY

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	CAW

DRAWING STATUS: S2 - FOR INFORMATION

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CLIENT: SOUTHERN HOUSING GROUP

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:
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DRAWING No: 5910-SK-003 REV: A

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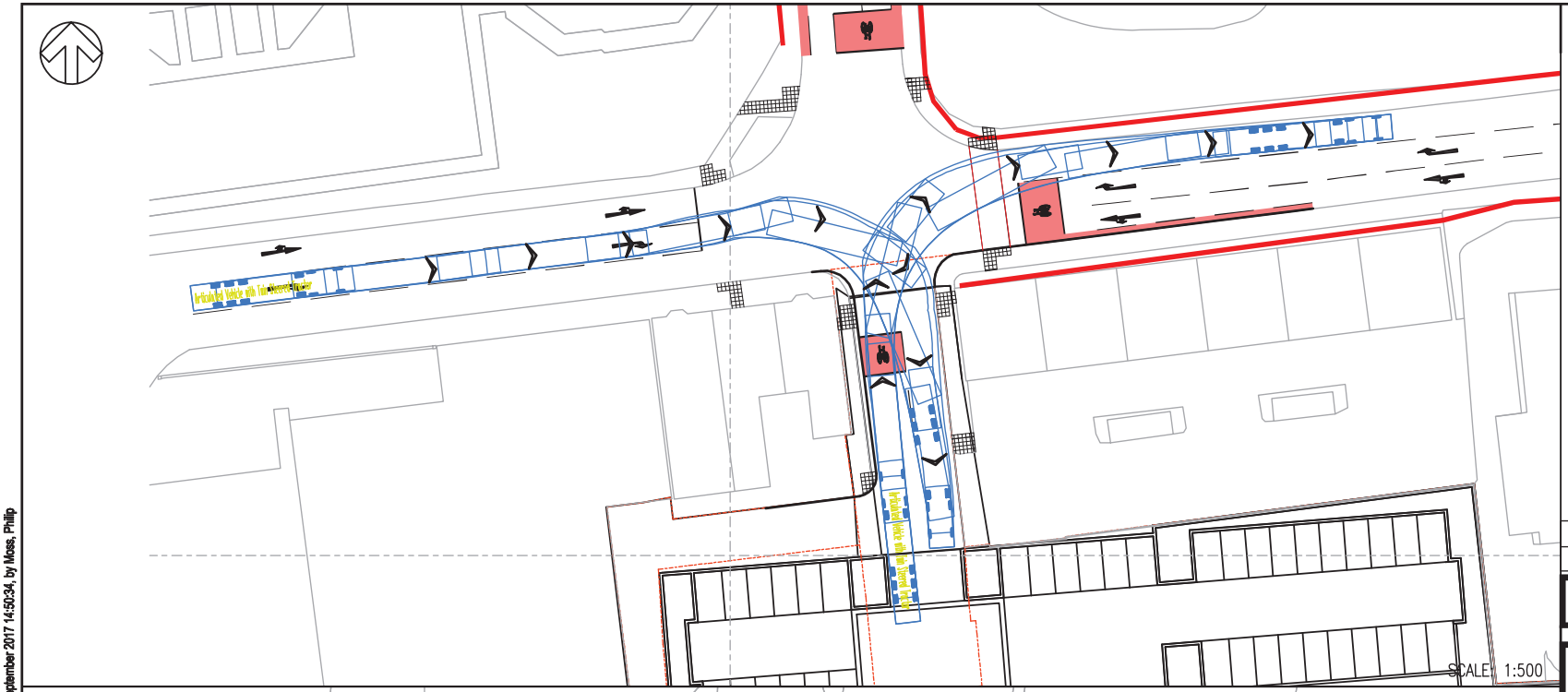

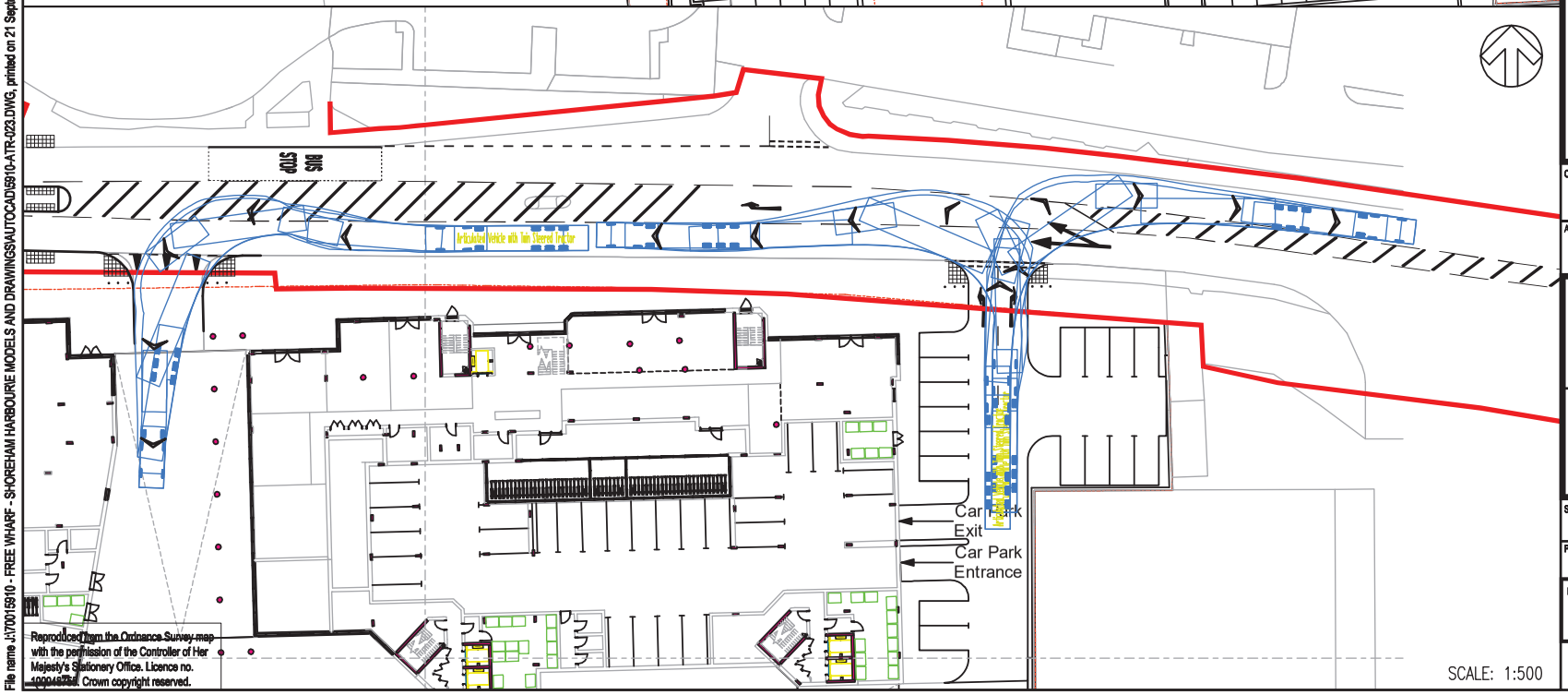

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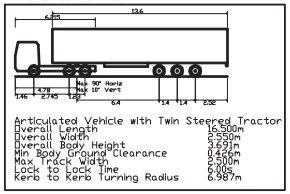
NOTES:
1. ALL VEHICLES ARE TRACKED AT A SPEED OF 30mph.

ARTICULATED VEHICLE:



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A	NI	AVI	FIRST ISSUE	CAW	CAW

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CLIENT: SOUTHERN HOUSING GROUP

ARCHITECT: CZWG

PROJECT: FREE WHARF, SHOREHAM-BY-SEA

TITLE: A259 BRIGHTON ROAD
SITE ACCESS TRACKING

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

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

DRAWING No: 5910-ATR-023 REV: A

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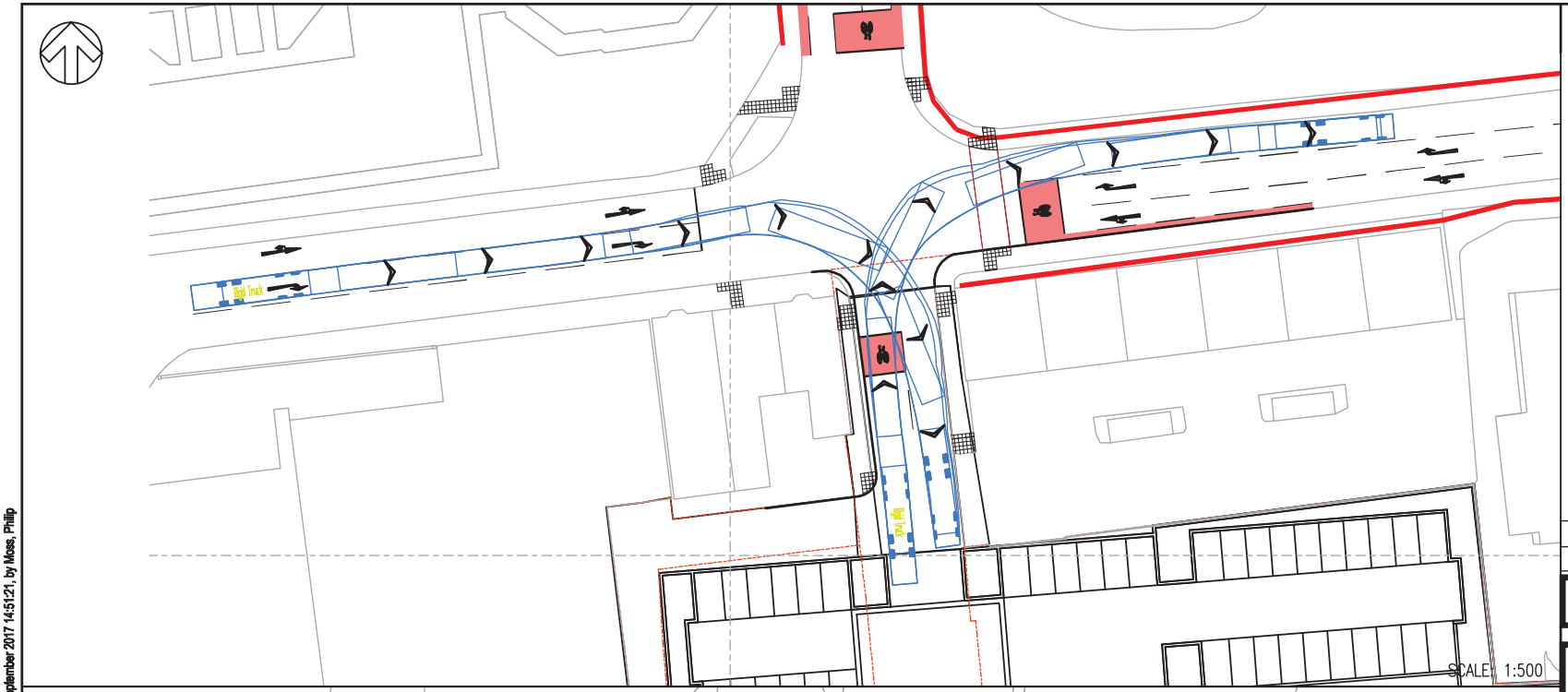
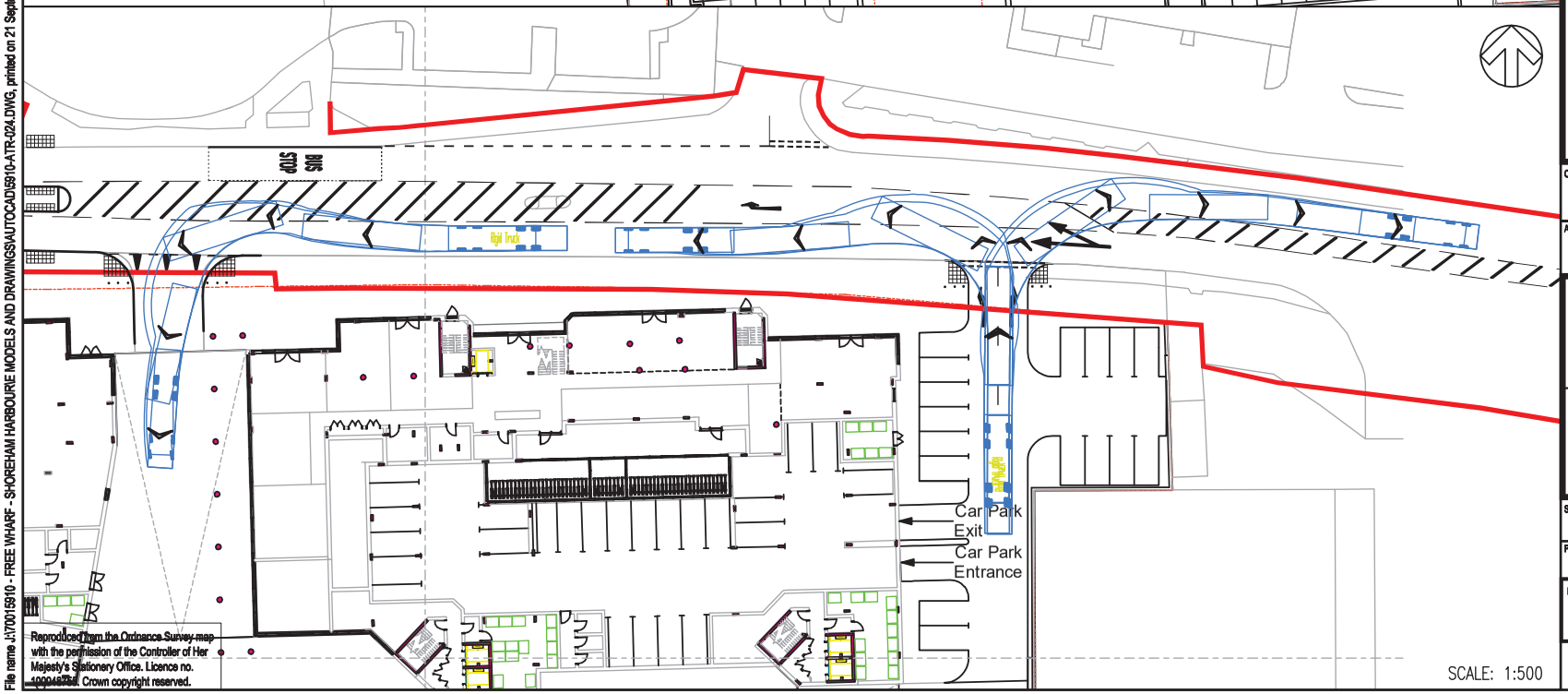
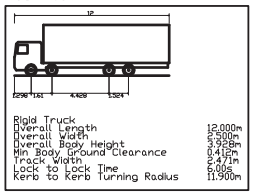




DO NOT SCALE

NOTES:
1. ALL VEHICLES ARE TRACKED AT A SPEED OF 30mph.

RIGID TRUCK



Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.700m
Min Body Ground Clearance	0.410m
Track Width	2.417m
Lock to Lock Time	7.00s
Kerb to Kerb Turning Radius	11.900m

REV	DATE	BY	DESCRIPTION	CHK	APP
A	NI	AVI	FIRST ISSUE	CAW	CAW

DRAWING STATUS: S2 - FOR INFORMATION

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wsp.com

CLIENT: SOUTHERN HOUSING GROUP

ARCHITECT: CZWG

PROJECT: FREE WHARF, SHOREHAM-BY-SEA

TITLE: A259 BRIGHTON ROAD
SITE ACCESS TRACKING

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

PROJECT No:	DESIGNED:	DRAWN:	DATE:
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DRAWING No: 5910-ATR-024 REV: A

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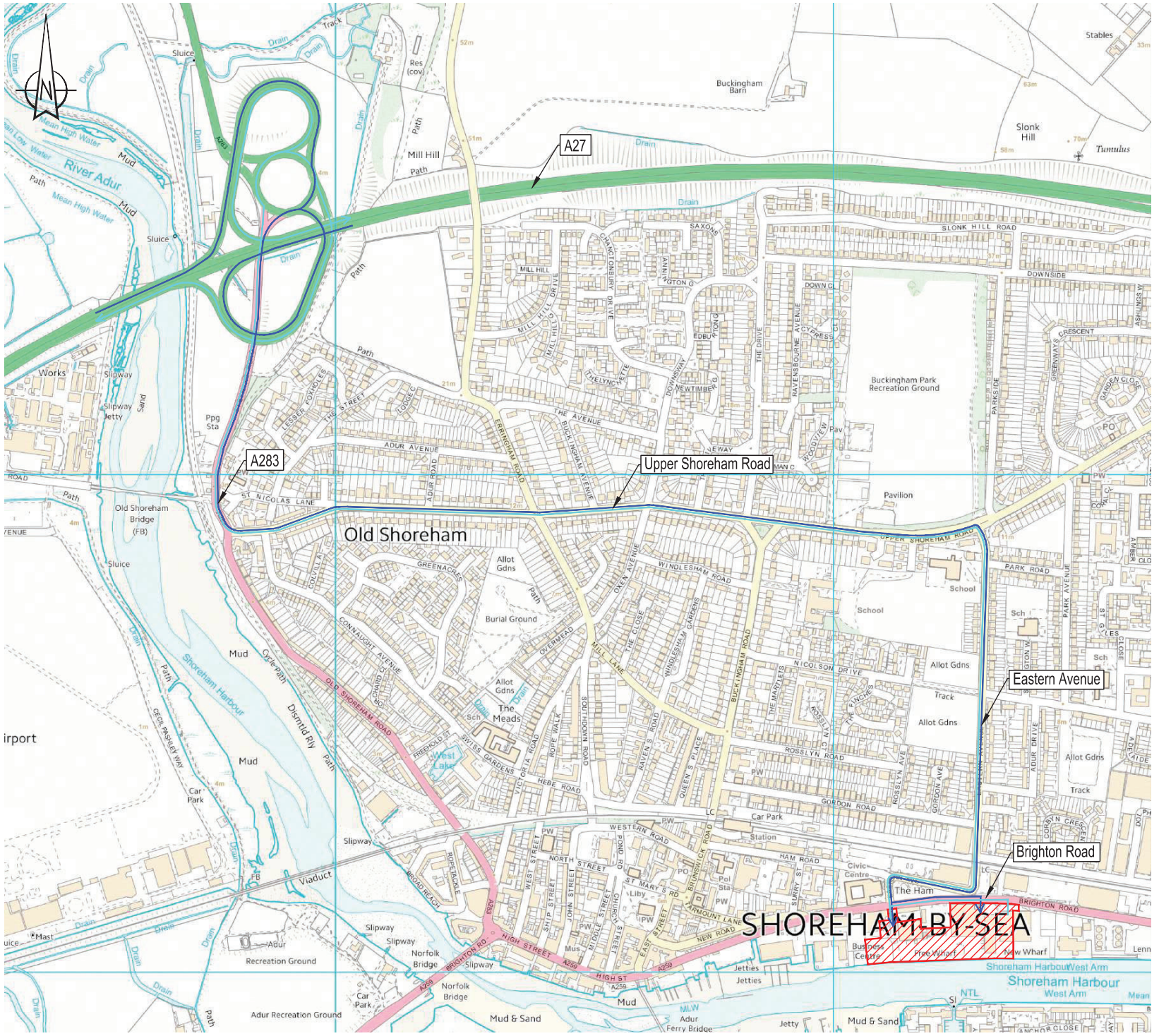

REV	DETAILS	DRAWN	CHECKED	DATE

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

WYG Transport
part of WYG group
The Pavilion, 1st Floor, Botleigh Grange Office Campus, Hedge End, Southampton, Hampshire, SO30 2AF
t: 02382 022 800 e: transport@wyg.com

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