



CONSTRUCTION METHOD STATEMENT

SEAGULL LANE, EMSWORTH

Industrial Development

CMS01/6719

July 2024

Prepared on Behalf of The Trustees of the Alitex
DBS SAS



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Industrial Development

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2024-6719-101	North Street / Seagull Lane Rigid Truck Access & Egress
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2024-6719-104	North Street / Seagull Lane Small Skip Lorry Access & Egress
2024-6719-201	Phase 2 – Site Overview
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2024-6719-203	Phase 2 – Site Compound 12.0m Rigid Access & Egress
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2024-6719-301	Phase 3 – Site Overview Access Construction
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2024-6719-303	Phase 3 – Large Van Servicing
2024-6719-304	Large Delivery Vehicles Passing Give and Take Arrangement
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Appendix A	Site Plans
Appendix B	Indicative Programme of Works
Appendix C	HGV Holding Area
Appendix D	HGV Routing Plans
Appendix E	Pre-commencement Survey



1 INTRODUCTION

1.1 Overview

- 1.1.1 This Construction Method Statement (CMS) has been prepared on behalf of Nyetimber Management Ltd to demonstrate the proposed logistics strategy associated with a construction site at Seagull Lane, Emsworth (LB Havant planning application reference APP/22/00155). The applicant has committed to implementing all measures outlined within this Construction Method Statement.
- 1.1.2 Works entail the demolition of 2 & 2a Seagull Lane and warehouses 1, 2 and 4. Unit 6, Seagull Lane would be retained with external amendments including cladding and utility enclosure. The development also proposes the construction of 3 light industrial buildings split into 8 separate units.
- 1.1.3 Plans of the site are provided at **Appendix A**. The site's location is demonstrated in **Figure 1.1**.

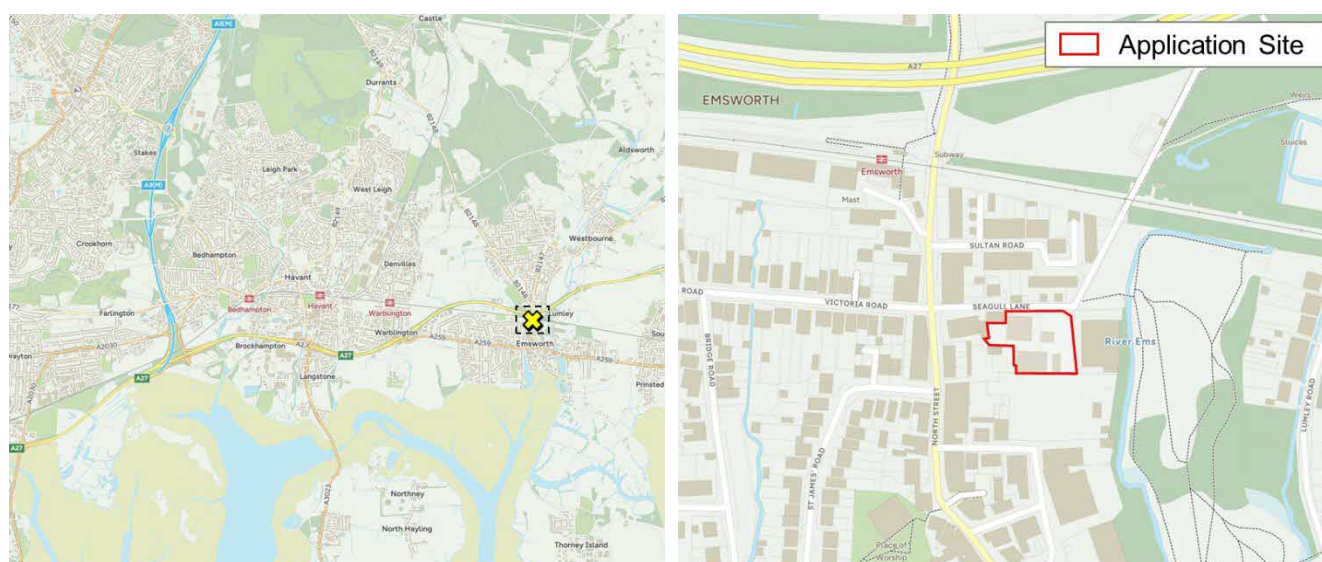


Figure 1.1: Site Location

1.2 Construction Dates & Phasing

- 1.2.1 The following start and completion dates have been included within the contract: Start Date: 17th September 2024 Completion Date: 17th April 2026

1.3 Working Hours

- 1.3.1 The site working hours for this project will be: -
- i. Monday to Friday 08:00 – 18:00
 - ii. Saturdays 08:00 – 13:00



- 1.3.2 The site will be closed on Sundays and Bank holidays. It is not the intention to work outside these hours but should the requirement arise due to exceptional circumstances, this will be undertaken following liaison with the local authority. Once agreed with the local authority, neighbours will be advised as to the nature of the works and further review undertaken to minimise these impacts where possible.
- 1.3.3 HGV deliveries to the site would be limited to interpeak periods (09:30 and 16:00) to limit the impact on the operation of the local road network. HGV deliveries would also be prevented between 14:30 – 15:30 to avoid Glenwood School finish times and on Saturdays between 12:00 – 13:00 when pedestrian and vehicular traffic intensifies in the vicinity of the site, presenting a greater degree of hazard.



2 CONSTRUCTION PHASING

2.1 Overview

2.1.1 The construction operation can be broken into 4 phases, which have implications on the volume of traffic generated by the construction activities, the access arrangements, and the on the local road network.

2.1.2 The construction phases are as follows: -

i. **Phase 1: Demolition**

The demolition of the existing on-site structures utilising a temporary demolitions access in the position of the existing access. Includes the provision of site hoarding, site management office and welfare facilities. Estimated 1-month duration.

ii. **Phase 2: Implementation of Internal Site Infrastructure & Buildings**

Construction of the on-site buildings and hard landscaping. Includes the provision of an internal haul road, materials storage, waste storage, welfare facilities, wheel wash, & parking. Estimated 1-year and 2 months duration.

iii. **Phase 3: Construction of Proposed Access (Section 278 Works)**

Construction of the new frontage access adjoining the Seagull Lane. Estimated 1-week duration.

iv. **Phase 4: Internal fit out, cladding and snagging**

The installation of all interior fixtures and fittings, plumbing, electrical work, flooring, cladding and finishing touches to all units. Estimated 3-month duration.

2.1.3 The indicative programme of works is provided in **Appendix B**

3.2 Phase 2 Overview (Implementation of Internal Site Infrastructure & Buildings)

- 3.2.1 The site would be served by temporary construction accesses provided in the location of the proposed access / egress points. Pedestrian access would be served in line with Phase 1.
- 3.2.2 The site compound located at the centre of the site. A haul road would be provided in the location of the proposed carriageway providing a loop enabling access and egress in a forward gear. Wheel washing facilities would be located at the Egress from the site.
- 3.2.3 Unit 6 would continue to be utilised as site offices and welfare facilities during construction. The internal compound would also include storage area for materials and waste, plant / machinery storage and contractor parking. Contractors would not be permitted to park on Seagull Lane or the local high network. Pedestrian paths are provided to and from the site welfare facilities.
- 3.2.4 The hoarding would be slightly altered to provide two 8.0m wide vehicle gates in the position of the proposed access / egress point. A 2.0m easement is provided around the new buildings, allowing for the site's scaffold. All loading / unloading of deliveries would take place within the central compound. The site's general arrangement is shown in **Drawing 2024-6719-201** and in **Figure 2.2**.

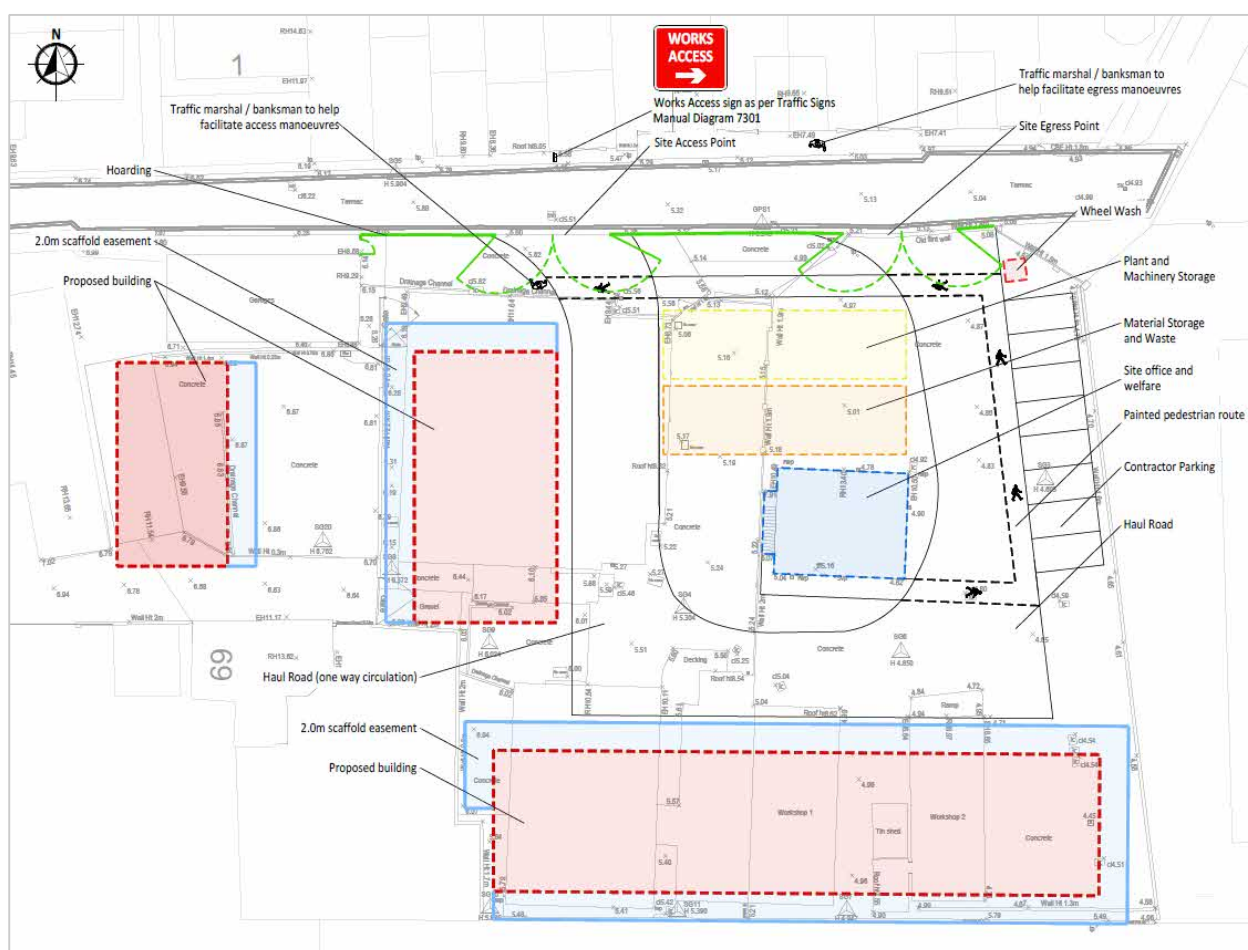


Figure 2.2: Phase 2 General Arrangement



- 3.2.5 Due to the minimal impact on road space, the street works setting out and signage scheme is limited to the identification of the site access. In accordance with the 'Traffic Signs Manual' (TSM) Chapter 8 Traffic Safety Measures and Signs for Road Works and Temporary Situations, and 'Safety at Street Works and Road Works: a Code of Practice' (2013) the following provision are made: -
- i. 'WORKS TRAFFIC' (TSM ref. 7303) signs located at the Seagull Lane / North Street junction.
 - ii. 'WORKS ACCESS' (TSM ref. 7301) situated at the compound access on Seagull Lane.
- 3.2.6 The setting out arrangement and signage strategy is shown in **Drawing 2024-6719-202**.
- 3.3 Phase 3 Overview (Access Implementation)**
- 3.3.1 Phase 3 would entail the implementation of the site's permitted accesses. The primary access points would be submitted separately so that a working access is always retained during implementation phase.
- 3.3.2 The access implementation would involve narrowing of the Seagull Lane of the for an c.15m length to provide the necessary 0.5m lateral safety margin for each access. The total encroachment into the carriageway including the delineator width would be 1.0m.
- 3.3.3 The hoarding would be removed on the northern side of the site to enable the carriageways to tie-in with the existing highways. Unit 6 would continue to be utilised as site offices and welfare facilities during construction. The internal compound would also include storage area for materials and waste, plant / machinery storage and contractor parking. Contractors would not be permitted to park on Seagull Lane or the local highway network.
- 3.3.4 In accordance with the 'Traffic Signs Manual' (TSM) Chapter 8 Traffic Safety Measures and Signs for Road Works and Temporary Situations, and 'Safety at Street Works and Road Works: a Code of Practice' (2013) the following provision are made: -
- i. 'ROAD WORKS' (TSM ref. 7001) sign located 20.0m from the start of the road narrowing
 - ii. 'ROAD NARROWS' (TSM ref. 517) sign located 15.0m from the start of the road narrowing.
 - iii. 'WORKS TRAFFIC' (TSM ref. 7303) signs located at the Seagull Lane / North Street junction.
 - iv. 'WORKS ACCESS' (TSM ref. 7301) situated at the compound access on Seagull Lane.
- 3.3.5 The site's general arrangement is shown in **Drawing 2024-6719-301** and in **Figure 3.3**.

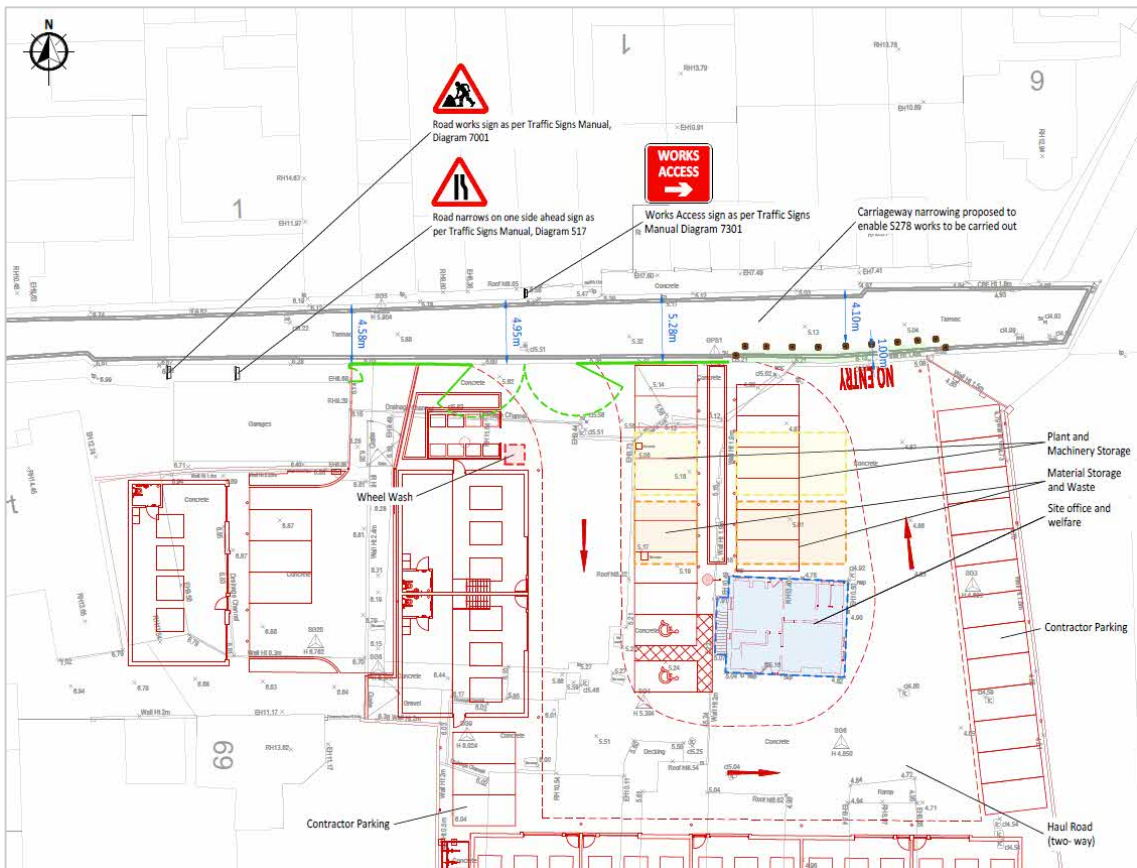
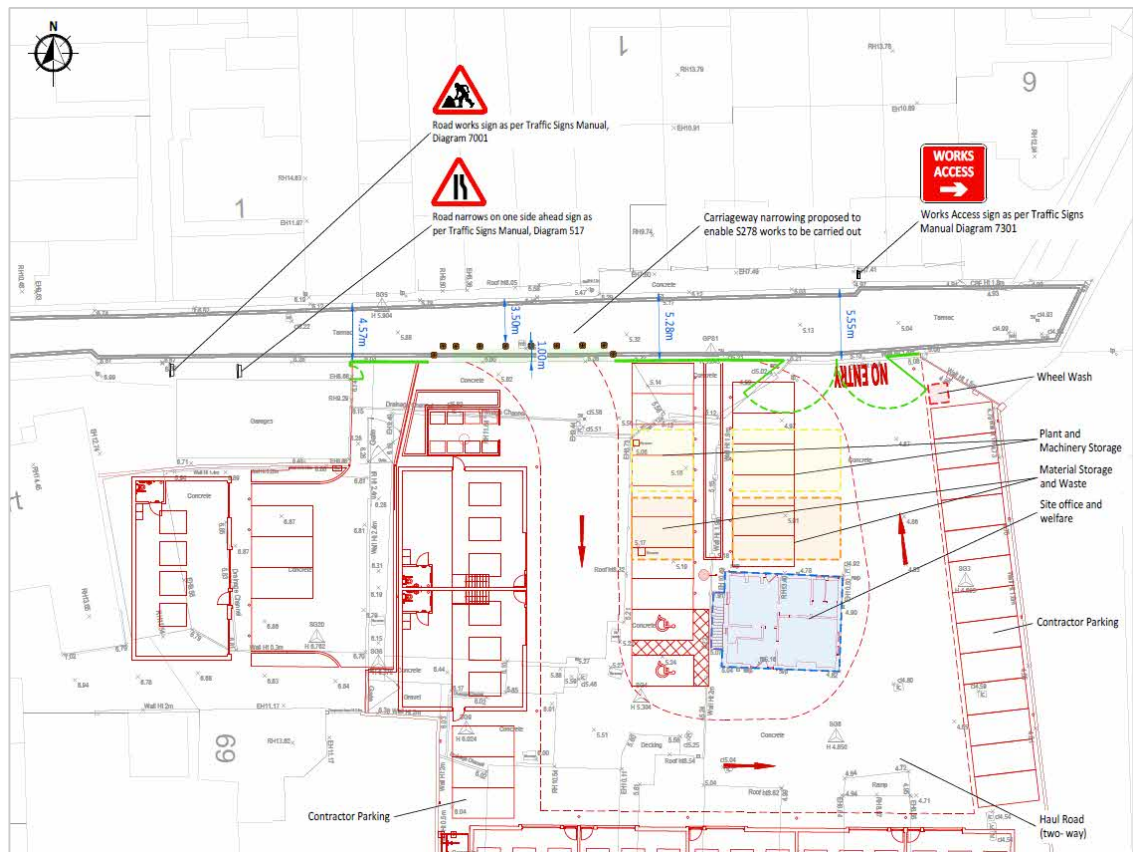


Figure 3.3: Phase 3 Overview

4 ACCESS & DELIVERY ARRANGEMENTS

4.1 Phase 1 Overview (Demolition)

- 4.1.1 The proposed logistic strategy for the demolition phase has been based around the need for the site to accommodate vehicles up to the size of a Large Tipper (10.2m). The site would be served from a 8.0m wide gate located in the position of the existing crossover serving the development site.
- 4.1.2 The geometry of the access has been informed via a vehicle swept path analysis. During delivery's, banksmen will provide assistance to large HGVs when negotiating the access. An overview of vehicle access arrangements is shown in **Figure 4.1**.



Figure 4.1: Phase 1 Access



Vehicle Swept Path Analysis

- 4.1.3 A vehicle swept path analysis has been undertaken to test the site's vehicle access arrangements. This assessment extends to local roads and junction where there are potential movement constraints for large HGVs.
- 4.1.4 The vehicle swept path analysis includes: -
- i. Negotiation of the North Street / Seagull Lane junction by a large muck away vehicle (10.2m Skip Lorry in **Drawings 2024-6719-102** and **2024-6719-104**.
 - ii. Negotiation of the site access and turning by a large muck away vehicle (10.2m); Skip Lorry in **Drawings 2024-6719-002** and **2024-6719-003**.
- 4.1.5 The vehicle swept path analysis demonstrates that the proposed access and local routing provides appropriate geometry for demolition vehicles to access the site without effecting the operation of the local road network or requiring enabling works.
- 4.2 Phase 2 Overview (Implementation of Internal Site Infrastructure & Buildings)**
- 4.2.1 The proposed logistic strategy has been based around the need for the site to accommodate vehicles up to the size of a maximum legal length rigid HGV (12.0m). The site would be served from Seagull Lane via a haul road positioned in the position of the proposed carriageway.
- 4.2.2 The geometry of the access has been informed via a vehicle swept path analysis (see **Section 3.2**). During delivery's, banksmen will provide assistance to large HGV deliveries when negotiating compound access.
- 4.2.3 As per the approved carriageway arrangements, a one-way loop is provided with egress taken from a secondary point on the eastern side of the site. The proposed arrangement would enable access and egress in a forward gear. An overview of vehicle access arrangements is shown in **Figure 4.2**.



Figure 4.2: Phase 2 Access

- 4.2.4 The proposed compound access would be secured via a hoarding gate ensuring segregation from the public. A gateman would be present during works hours to grant access and egress and manage deliveries.
- 4.2.5 Pedestrian access would be served via a pedestrian gate to the west of the vehicle access point connecting with the existing footway on Seagull Lane. Pedestrian paths are provided to and from the site cabins and contractor parking. Pedestrian routes on the haul road would be demarked by white lines.

Vehicle Swept Path Analysis

- 4.2.6 A vehicle swept path analysis has been undertaken to test the site's vehicle access arrangements. The assessment extends to local roads and junction where there are potential movement constraints for large HGVs.



4.2.7 The vehicle swept path analysis includes: -

- i. Negotiation of the North Street / Seagull Lane junction by a maximum legal length rigid HGV (12.0m); a large muck away vehicle (10.2m); a ready-mix lorry (8.6m) in **Drawings 2024-6719-101 and 2024-6719-102 and 2024-6719-103.**
- ii. Negotiation of the site access and compound by a maximum legal length rigid HGV (12.0m); a large muck away vehicle (10.2m); a ready-mix lorry (8.6m) in **Drawings 2024-6719-203, 2024-6719-204 and 2024-6719-205.**

4.2.8 The vehicle swept path analysis demonstrates that the proposed access and local routing provides appropriate geometry for HGVs to access the site without effecting the operation of the Ic network or requiring enabling works.

4.3 Phase 3 (Access Implementation)

4.3.1 During Phase 3, materials and equipment would be delivered before work commences. Minimising access requirements. However, the accesses will be implemented separately meaning will usable for car / vans.

4.3.2 Pedestrian access would continue to be served via a pedestrian gate to the west of the vehicle access point, connecting with the existing footway on Seagull Lane. An overview of vehicle give and take arrangement is shown in **Figure 4.3 and 4.4.**

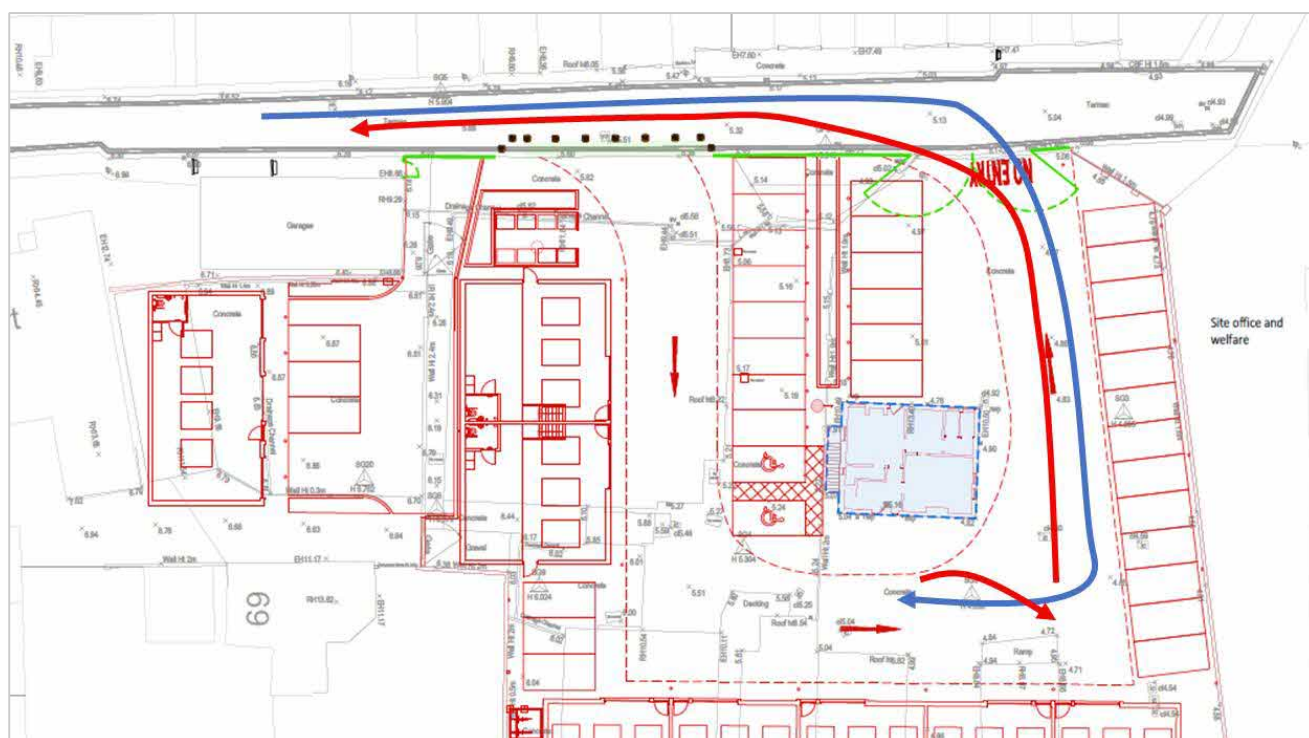


Figure 4.3: Phase 3 Give / Take Arrangement (Access Construction)

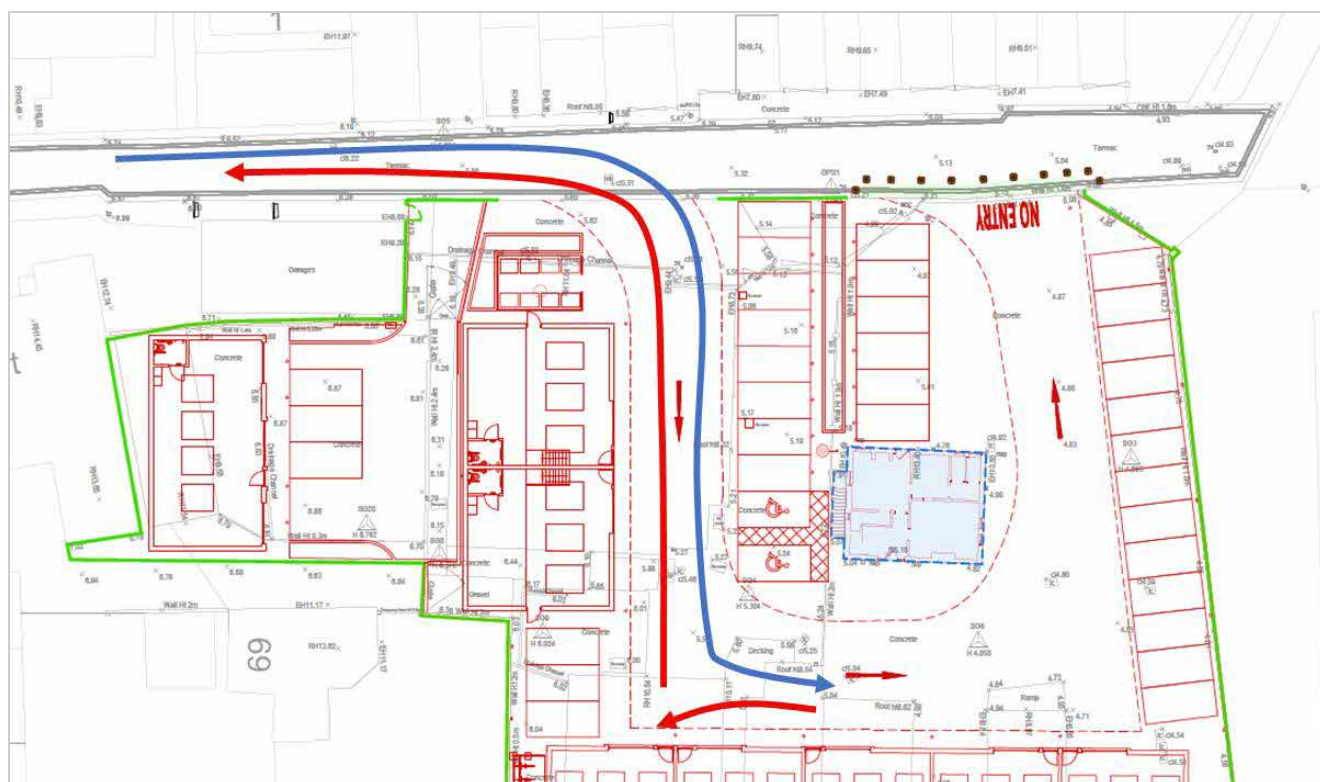


Figure 4.4: Phase 3 Give / Take Arrangement (Egress Construction)

Vehicle Swept Path Analysis

- 4.3.3 A vehicle swept path analysis has been undertaken to test the give and take arrangement. The vehicle swept path analysis includes: -
- Vans and car sized vehicles entering and accessing the site in **Drawing 2024-6719-303**.
 - Large delivery vehicle passing the give and take arrangement and accessing the existing buildings to the east of the site in **Drawing 2024-6719-304** and **305**.
 - Estate cars access and egress from the existing driveways on the northern side of Seagull Lane **Drawing 2024-6719-306**.

4.4 Phase 4 (Internal fit out, cladding and snagging)

- 4.4.1 The site would be served from Seagull Lane via the permitted access and carriageways constructed within Phase 2 & 3. During delivery's, banksmen will provide assistance to large HGV deliveries when negotiating the compound access.
- 4.4.2 A one-way loop is provided with egress taken from a secondary access point on the eastern side of the site. The proposed arrangement would enable access and egress in a forward gear. A gateman would be present during works hours to grant access and egress and manage deliveries. An overview of vehicle access arrangements is shown in **Figure 4.4**.



Figure 4.4: HGV Access Arrangements

- 4.4.3 Pedestrian access would be served via a pedestrian gate to the west of the vehicle access connecting with the existing footway on Seagull Lane.
- 4.5 **Delivery Scheduling**
- 4.5.1 Delivery scheduling will require vehicles to arrive at the site during specific time windows multiple vehicles arriving simultaneously, which could necessitate undesirable manoeuvring / w on the local road network. The site compound could accommodate 2 HGV at any one time or 3-4 smaller delivery vehicles (less than 7.5t).
- 4.5.2 If vehicles were to arrive outside of their allotted delivery window, HGVs would be sent back out to holding areas until such time that the delivery could be made. HGV holding areas outside of the site have been identified in **Appendix C** showing a holding area at Emsworth Services on the A27.
- 4.5.3 As previously identified, HGV deliveries to the site would be limited to interpeak periods (09:30 and 16:00) to limit the impact on the operation of the local road network. HGV deliveries would also be prevented 14:30 – 15:30 to avoid Glenwood School's finish times and Saturdays between 12:00 and 13:00.
- 4.5.4 To protect pedestrians utilising Public Right of Way no. 108/72/3 traffic marshalls will temporarily hold pedestrians preventing them entering either end of Seagull Lane during HGV access and egress manoeuvres.



5 CONSTRUCTION VEHICLE ROUTING

5.1 HGV Routing – Local Road Network

5.1.1 Arrival and departure routes for HGVs have been considered from the nearest strategic road network routes. The routing identifies routes appropriate for vehicles up to the size of a maximum legal length rigid vehicle. The routings take account of road geometry, carriage restrictions, route efficiency and major road works.

5.1.2 All routing from the strategic road network requires HGVs approaching the site to use the A27. A summary of the HGV routing is identified in **Figure 5.1**. An overview of the local routing strategy provided in **Figures 5.2** and **5.3**. Larger scale routing plans attached at **Appendix D**.

Origin		Routing Summary
North	Approach Route	A3(M) southbound, A27 eastbound, A259 Emsworth Road, A259 Havant Road, North Street, Seagull Lane
	Depart Route	Seagull Lane, North Street, A259 Havant Road, A27 westbound, A27 Bedhampton Roundabout, A3(M) Northbound
East	Approach Route	A27 westbound, A259 Emsworth Road, A259 Havant Road, North Street, Seagull Lane
	Depart Route	Seagull Lane, North Street, A259 Havant Road, A259 Emsworth Road, A27 eastbound
West	Approach Route	A27 eastbound, A259 Emsworth Road, A259 Havant Road, North Street, Seagull Lane
	Depart Route	Seagull Lane, North Street, A259 Havant Road, A27 westbound

Figure 5.1: Local Road Network HGV Routing - Vehicle Swept Path Analysis

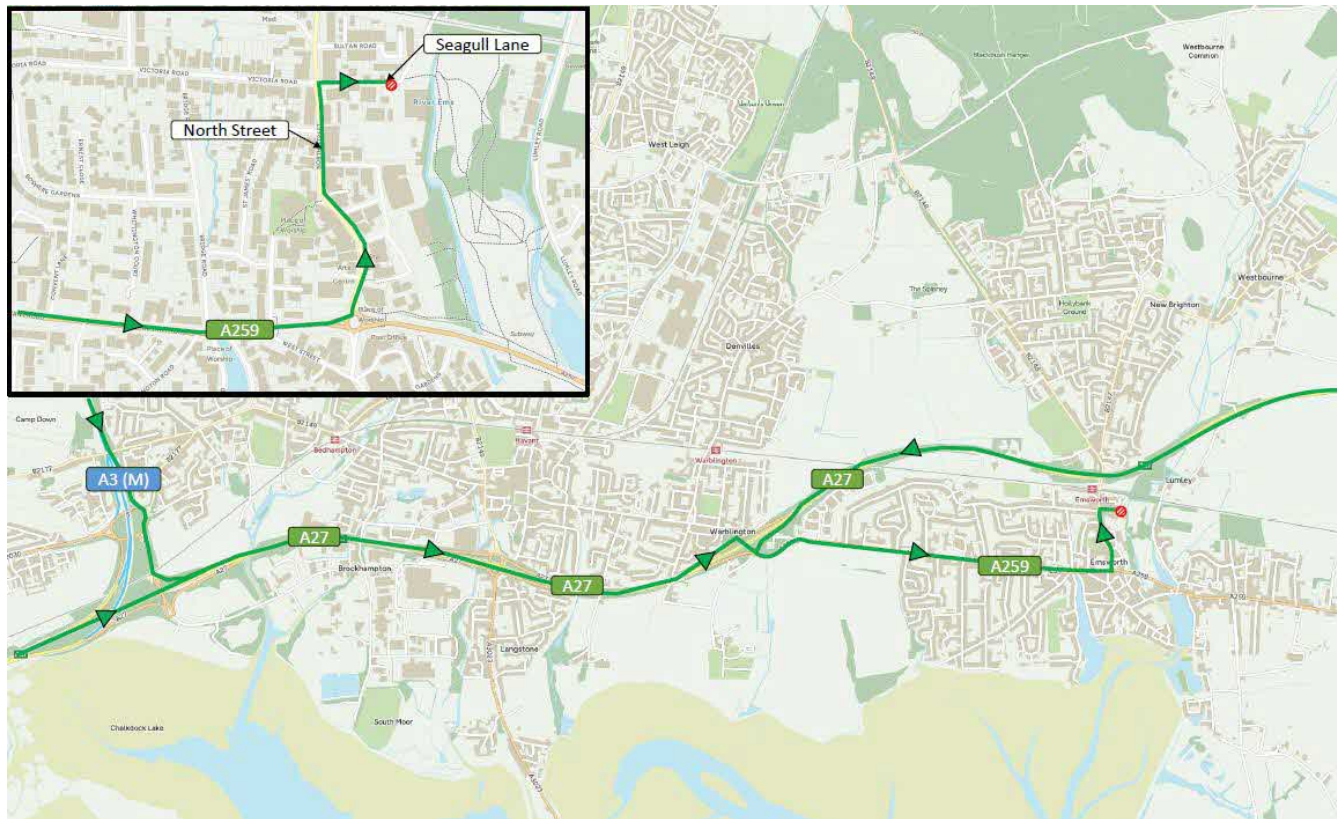


Figure 5.3: Arrival Routing Plan

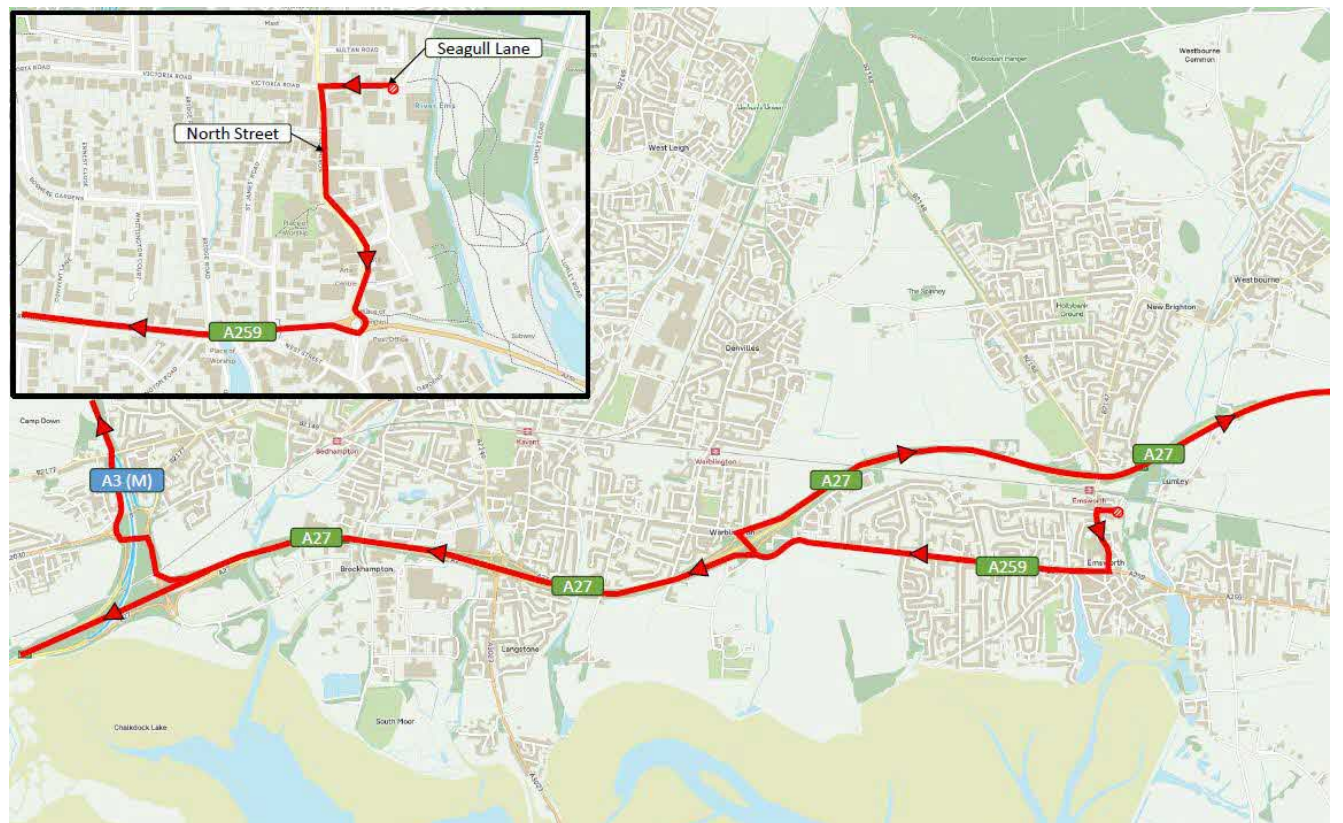


Figure 5.4: Departure Routing Plan



6 HIGHWAYS IMPACT

6.1 Existing Carriageway Infrastructure, Operation & Safety

6.1.1 The potential effects of the construction activities on the local road network's operation have been considered in this section of the CLP. The existing infrastructure / amenity that could be affected by the construction process, the anticipated impacts, and associated mitigation are set out below in Figure 6.1.

Feature	Impact	Mitigation / Comment
Traffic impact on the local road network.	Increased construction traffic and HGV's may cause delay on local roads.	The scale of the build is such that traffic associated with site would be relatively low with up to 36 movements per day anticipated of which a maximum of 6 HGV deliveries are anticipated (12 movements). This level of trips would not be material to local road network capacity. It is also worth noting that HGV movements are restricted to times outside of peak hours and Glenwood School's start / finish times, further mitigating the potential impacts of construction traffic.
Safety of movements into the site.	Potential for vehicle / pedestrian conflict as HGVs enter and egress from the site.	A gatesman will be positioned so that deliveries are intercepted on approach to the site. Gatesmen and assist traffic marshals would be on hand to bank large vehicles through the site, ensuring segregation of the pedestrians and delivery vehicles.
Coalescence of school and site traffic (particularly large deliveries)	Glenwood School will likely result in intensive use of North Street during school start and finish times.	Deliveries will be restricted to accessing the site outside school hours and can only take place between 09:30 – 14:30 and 15:30 - 16:00. This will mitigate the potential for interaction between school staff/pupils/parents and construction traffic.
Adjacent third-party access provision	Construction arrangements could have implications for adjacent third-party access arrangements.	The required streetworks are arranged to avoid implications for the adjacent third-party access. Third party access has been tested through a vehicle swept path analysis. Additionally, all loading and unloading will take place within the site avoiding use of the carriageway for such activities.

Figure 6.1: Local Road Network Impact Assessment

6.2 Emergency Access & Refuse Collection Arrangements

6.2.1 As the development would not require road space, emergency access and refuse collection for surrounding premises would be unaffected by the works. In the event that access to the compound be required, access would duly be granted.



6.3 Temporary Traffic Order and Street License Requirements

- 6.3.1 To enable the construction operation, a Hoarding / Scaffold and temporary street works license would be required to be applied for and approved by Havant Borough Council.

6.4 Construction Trip Generation

- 6.4.1 It is anticipated that the following range of vehicles would be used in the site construction works: -
- i. Private cars/vans used by site operatives.
 - ii. 7.5T Panel Vans.
 - iii. Skip Lorries.
 - iv. Large Tipper / Muck Away Lorry (10.2m)
 - v. Large Ridged Delivery Lorry (12.0m)
- 6.4.2 It is anticipated that the site would attract a maximum of 6 HGV deliveries per day and 12 vehicles <7.5t on site during its busiest phases. This equates to 18 journeys or 36 two-way vehicle movements per day. This level of vehicle trips would not materially impact the operation and capacity of the local road network.
- 6.4.3 It is estimated that up to 20 operatives may be on site at any one time, although on most occasions no more than 10 operatives are expected to be on site. The site is located c.200m from Emsworth Railway Station, it is therefore assumed a proportion of operatives can travel to the site via public transport where possible. Public transport services are shown in **Figure 6.2**.

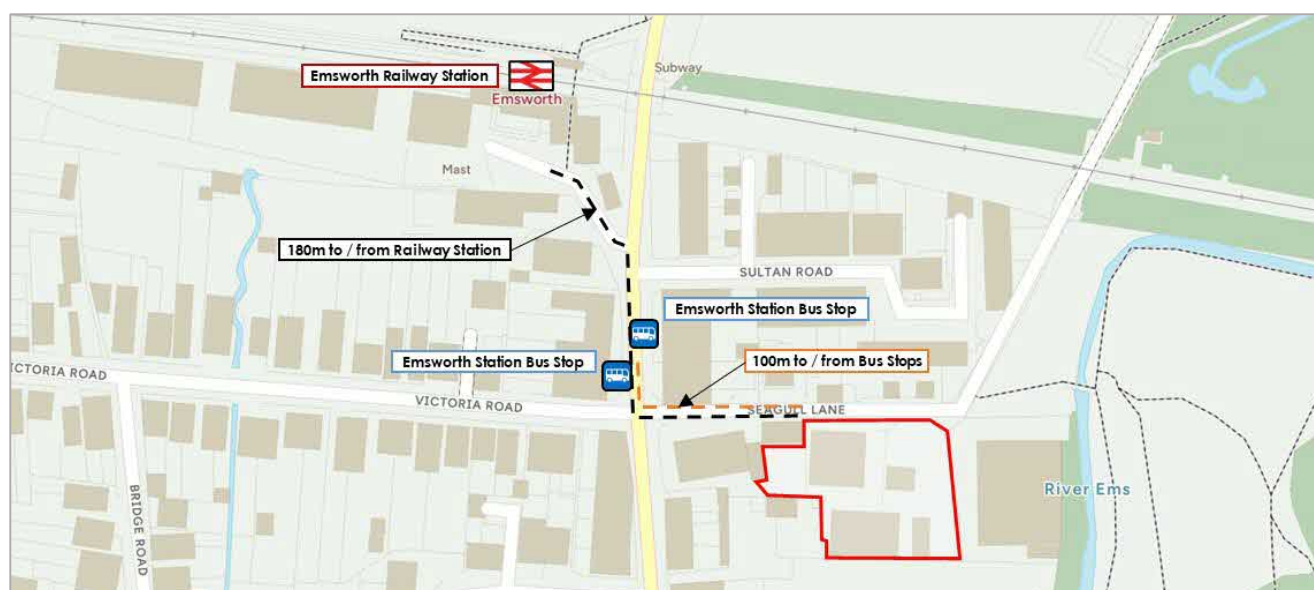


Figure 6.2: Public Transport Provision



6.4.4 Where necessary, some car parking can take place within the compound (up to 8 vehicles). Based on the vehicle trip generation identified above, and the delivery restrictions (delivery windows and maximum of 2 HGVs / 4 LGVs on site at any one time) the theoretical maximum number of vehicles on site would equate to 12 vehicles

6.5 Pre-commencement survey

6.5.1 A pre-commencement survey has been undertaken for the development site to establish the existing condition of the highways and footpaths surrounding the site. It includes a photographic survey of various areas within the highway, with each photograph numbered and correlated to the survey.

6.5.2 The applicant would be responsible to rectify any damage to the highway at their expense if it can be demonstrated that damages are related to construction activities. The Pre-commencement survey is attached in **Appendix E**



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2024-6719-306	Existing Driveway Access and Egress
2024-6719-401	Phase 4 – Site Overview



- A3**
1.

This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
2.

Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
3.

Road markings are indicative, based on aerial imagery when not provided within a topographical survey. Bright Plan accepts no responsibility for discrepancies in aerial imagery.
4.

Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
5.

Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

Existing Road Markings

Sign

Hoarding

Building to be Demolished

B	Revised Notes	16/08/2024
A	Revised Layout	12/07/2024
-	Original Issue	03/07/2024
Rev.	Amendments	Date



BRIGHT PLAN
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Drawing Status

Final

Client

Nyetimber Management Ltd

Project

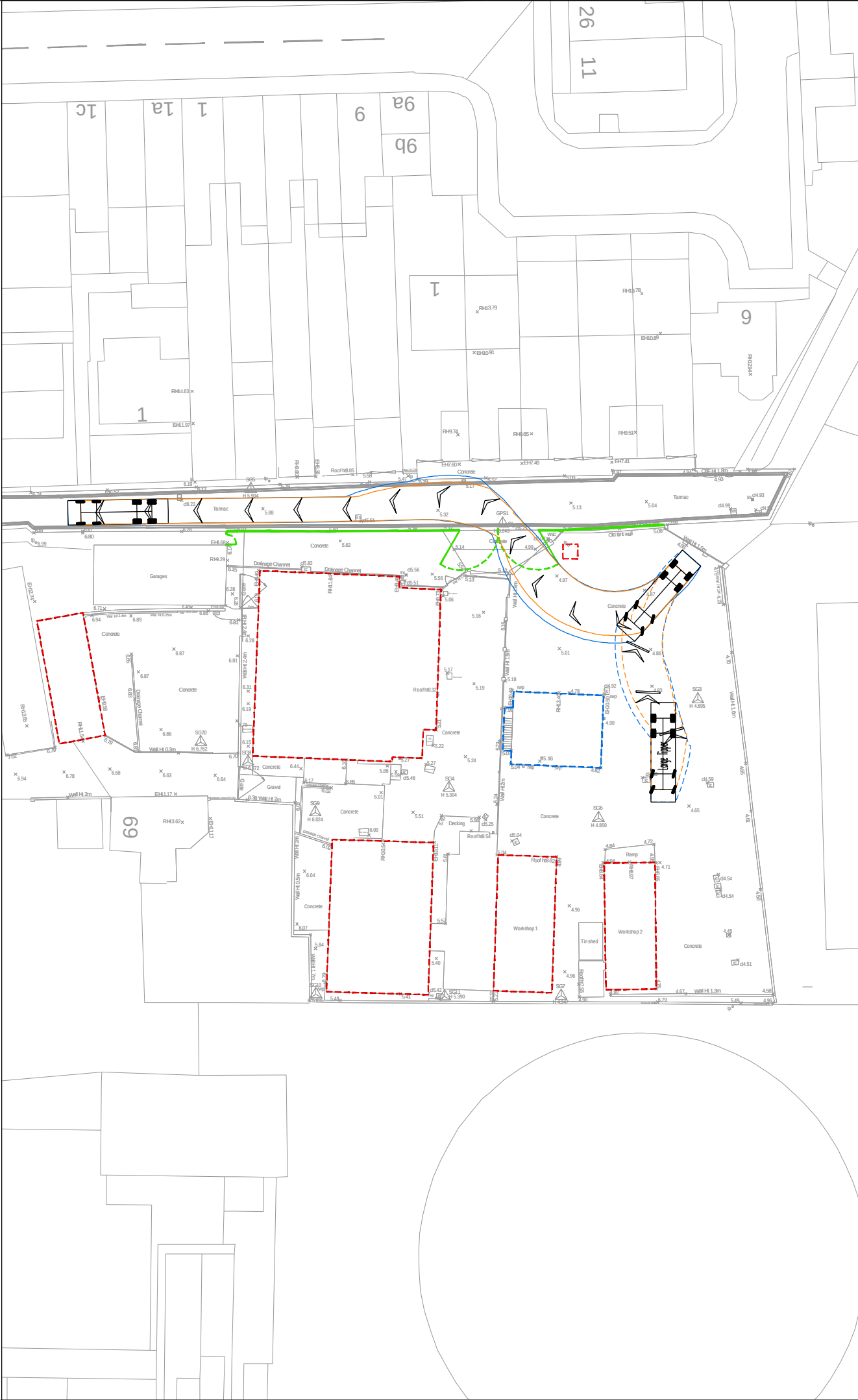
Seagull Lane, Emsworth

Drawing Title

Phase 1 - Site Overview

Scale	Date	Drawn By	Checked By
1:250	Aug 24	SMO	ALB

Drawing No.	Rev.
2024-6719-001	B



- A3**
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Existing Road Markings

-Swept Path-
Wheel Track
Over Swing

10 201

Large Tipper
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

10.201m
2.495m
2.890m
0.341m
2.471m
6.00s
11.550m

A	Revised Layout	12/07/2024
-	Original Issue	03/07/2024
Rev.	Amendments	Date



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Drawing Status Final

Client Nyetimber Management Ltd

Project Seagull Lane, Emsworth

Drawing Title Phase 1 - Site Compound
Large Tipper Access & Egress

Scale 1:250 Date Jul 24 Drawn By SMO Checked By ALB

Drawing No. 2024-6719-002 Rev. A



- A3**
1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
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 4. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
 5. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

Existing Road Markings

-Swept Path-
Wheel Track
Over Swing

6.265m

Small Skip Lorry
Overall Length 6.265m
Overall Width 2.390m
Overall Body Height 3.650m
Min Body Ground Clearance 0.396m
Max Track Width 2.435m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.340m

A	Revised Layout	12/07/2024
-	Original Issue	03/07/2024
Rev.	Amendments	Date



BRIGHT PLAN
Transport Planning | Civil Engineering | Lan
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Drawing Status Final

Client Nyetimber Management Ltd

Project Seagull Lane, Emsworth

Drawing Title Phase 1 - Site Compound
Small Skip Lorry Access & Egress

Scale 1:250	Date Jul 24	Drawn By SMO	Checked By ALB
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Drawing No. 2024-6719-003	Rev. A
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- A3**
1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.

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Existing Road Markings

-Swept Path-

Wheel Track

Over Swing

12

2.0811.1614.4281.524

Rigid Truck

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

12.000m

2.500m

3.928m

0.412m

2.471m

6.00s

11.900m

-	Original Issue	03/07/2024
Rev.	Amendments	Date



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Drawing Status	Draft
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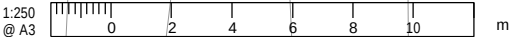
Client	Nyetimber Management Ltd
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Project	Seagull Lane, Emsworth
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Drawing Title	North Street / Seagull Lane 12.0m Rigid Access & Egress
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Scale	Date	Drawn By	Checked By
1:250	Jul 24	SMO	ALB

Drawing No.	Rev.
2024-6719-101	-





- A3**
1.

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2.

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3.

Road markings are indicative, based on aerial imagery when not provided within a topographical survey. Bright Plan accepts no responsibility for decrepities in aerial imagery.
4.

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5.

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Existing Road Markings

-Swept Path-
Wheel Track
Over Swing

10.201

1.298

1.101

4.128

1.524

Large Tipper

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

10.201m

2.495m

2.890m

0.341m

2.471m

6.00s

11.550m

-	Original Issue	03/07/2024
Rev.	Amendments	Date

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Drawing Status

Draft

Client

Nyetimber Management Ltd

Project

Seagull Lane, Emsworth

Drawing Title

North Street / Seagull Lane
Large Tipper Access & Egress

Scale

1:250

Date

Jul 24

Drawn By

SMO

Checked By

ALB

Drawing No.

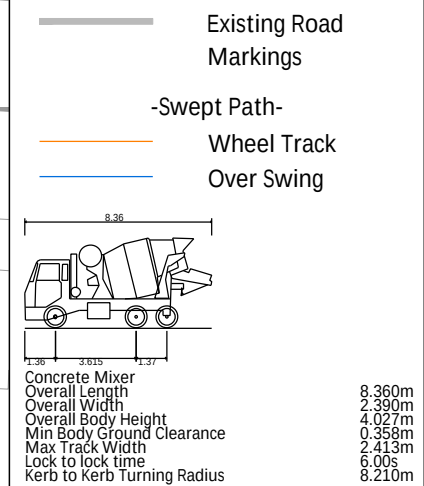
2024-6719-102

Rev.

-



- | | |
|----|---|
| | A3 |
| 1. | This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer. |
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| 4. | Do not scale, work to figured dimensions only. All dimensions are in millimetres unless noted otherwise and all levels are in metres from the topographic survey datum. |
| 5. | Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain. |



-	Original Issue	03/07/2024
Rev.	Amendments	Date



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Drawing Status **Draft**

Client	Nyetimber Management Ltd
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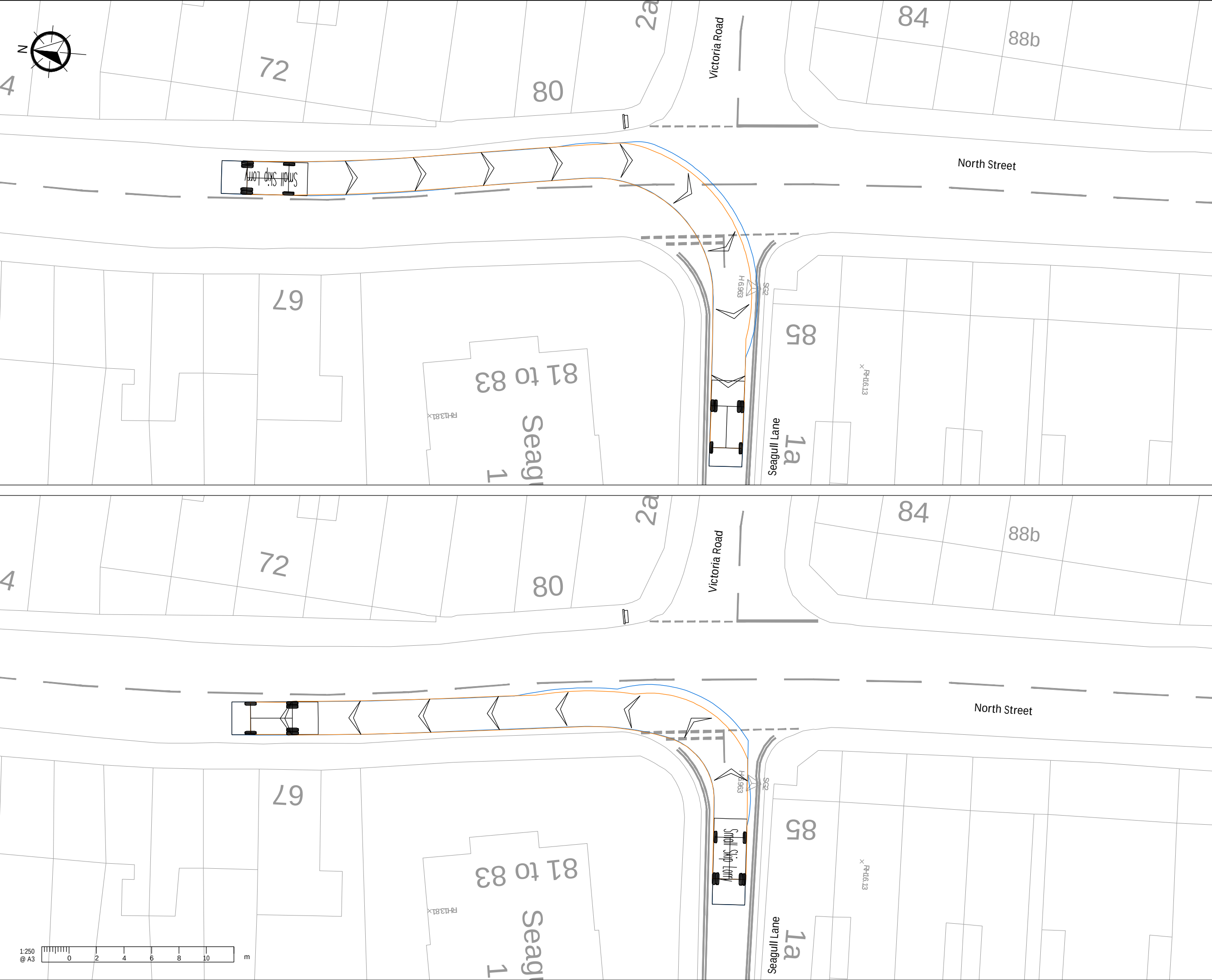
Project Seagull Lane, Emsworth

Drawing Title

North Street / Seagull Lane
Concrete Mixer Access & Egress

Scale 1:250	Date Jul 24	Drawn By SMO	Checked By ALB
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Drawing No.	Rev.
2024-6719-103	-



- A3**
1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
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Existing Road Markings

-Swept Path-
Wheel Track
Over Swing

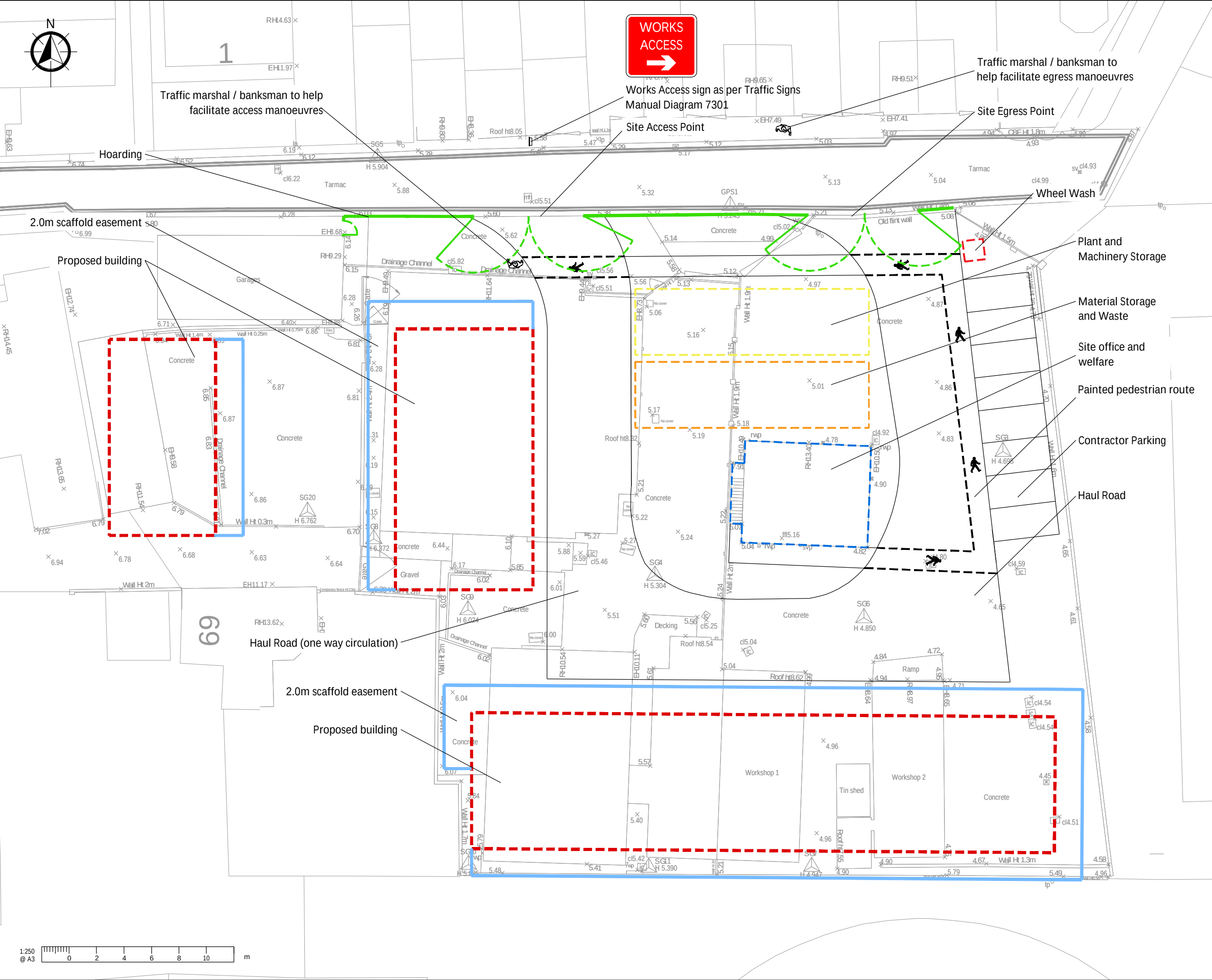
Small Skip Lorry
Overall Length 6.265m
Overall Width 2.390m
Overall Body Height 5.650m
Min Body Ground Clearance 0.396m
Max Track Width 2.435m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.340m

-	Original Issue	03/07/2024
Rev.	Amendments	Date



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Drawing Status		Draft	
Client Nyetimber Management Ltd			
Project Seagull Lane, Emsworth			
Drawing Title North Street / Seagull Lane Small Skip Lorry Access & Egress			
Scale	Date	Drawn By	Checked By
1:250	Jul 24	SMO	ALB
Drawing No. 2024-6719-104			Rev. -



- A3**
1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
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Existing Road

Markings

Sign

Hoarding

Scaffolding

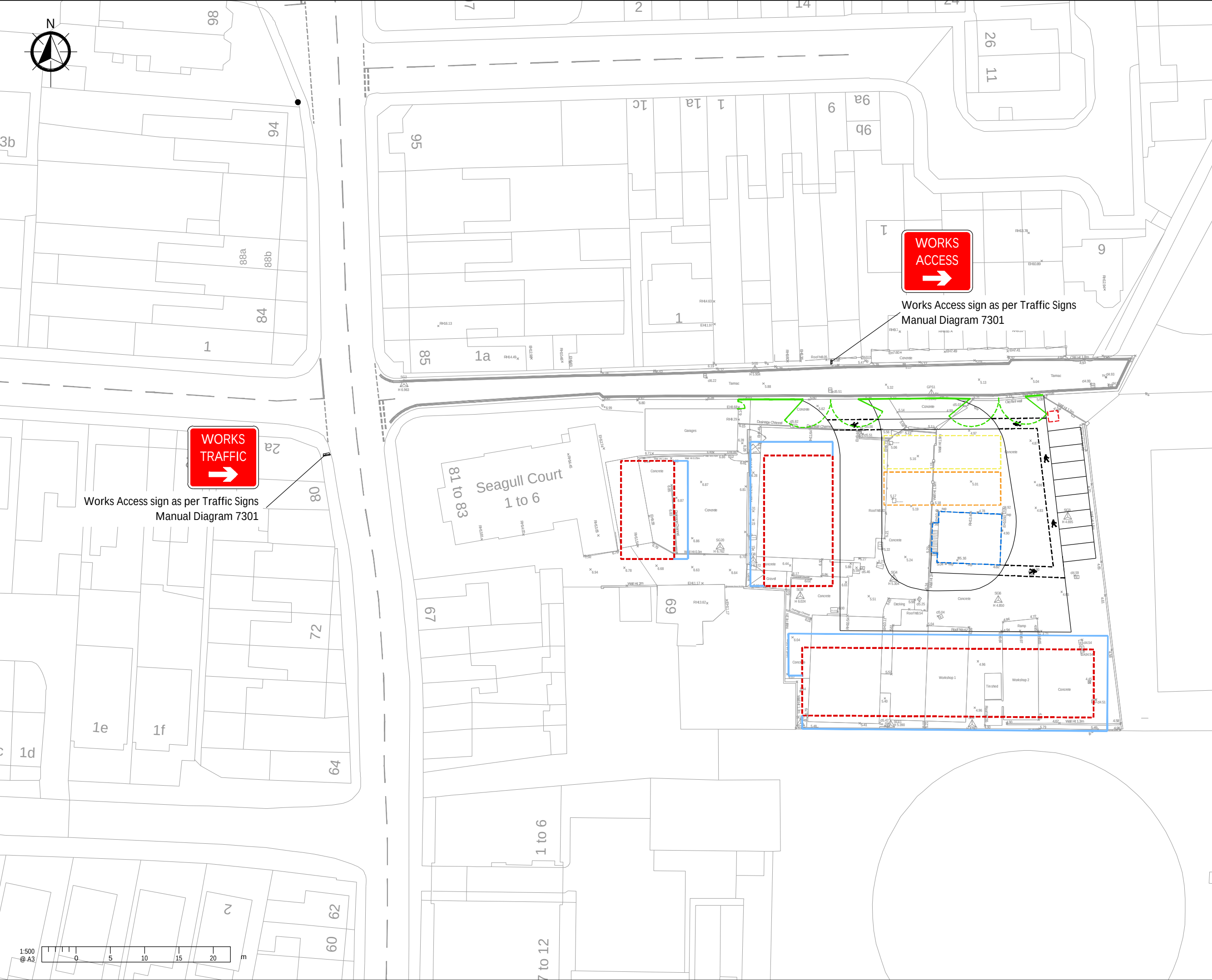
Works Area

A	Revised Layout	12/07/2024
-	Original Issue	03/07/2024
Rev.	Amendments	Date



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Drawing Status	Final		
Client	Nyetimber Management Ltd		
Project	Seagull Lane, Emsworth		
Drawing Title	Phase 2 - Site Overview		
Scale	1:250	Date	Jul 24
Drawn By	SMO	Checked By	ALB
Drawing No.	2024-6719-201		Rev.
		A	



- A3**
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 - Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

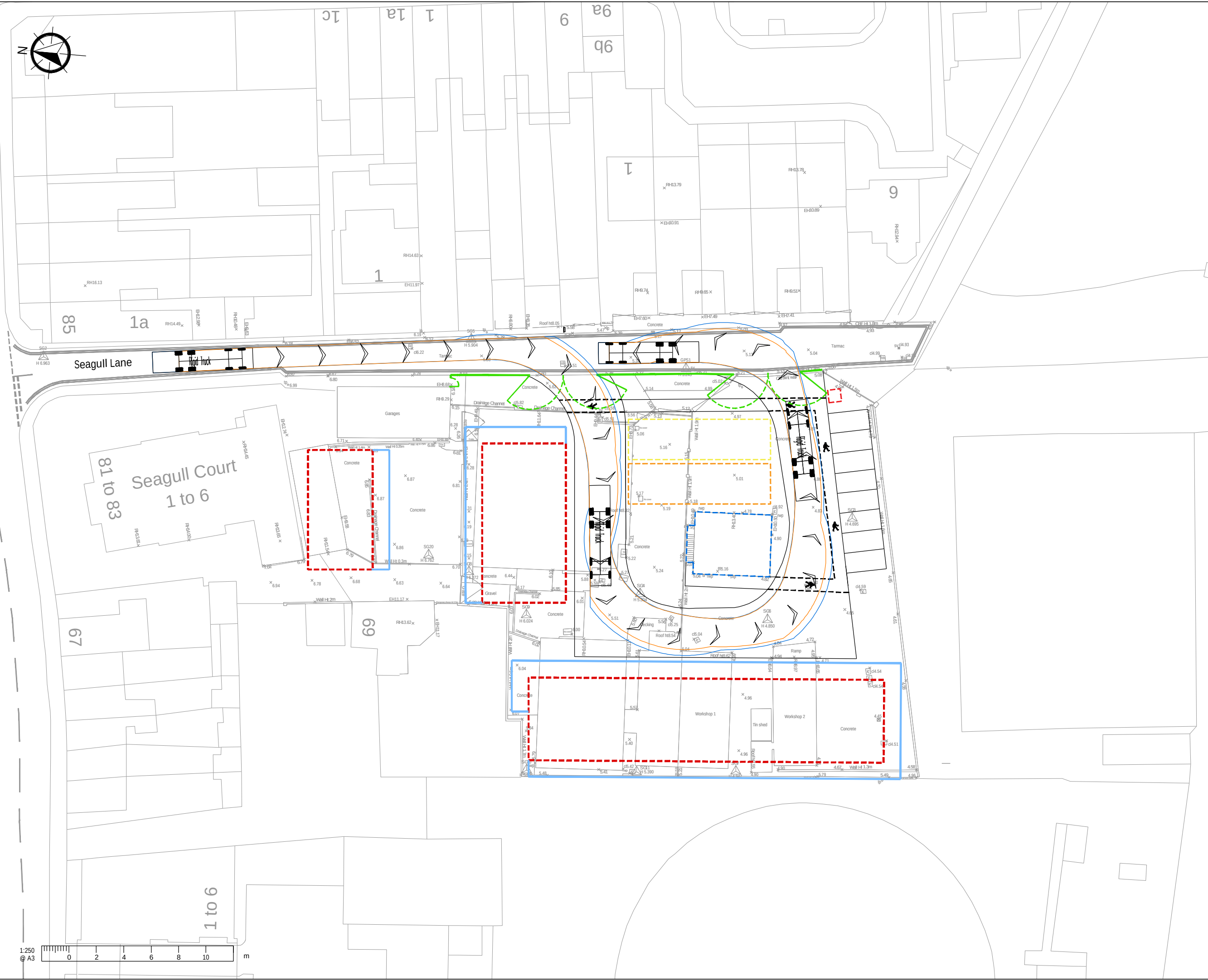
- Existing Road Markings
- Sign
- Hoarding
- Scaffolding
- Works Area

A	Revised Layout	12/07/2024
-	Original Issue	03/07/2024
Rev.	Amendments	Date



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Drawing Status		Final	
Client Nyetimber Management Ltd			
Project Seagull Lane, Emsworth			
Drawing Title Phase 2 - Signage Overview			
Scale 1:500	Date Jul 24	Drawn By SMO	Checked By ALB
Drawing No. 2024-6719-202			Rev. A



- A3**
- This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
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Existing Road Markings

-Swept Path-

Wheel Track

Over Swing

Rigid Truck

Overall Length 12.000m

Overall Width 2.500m

Overall Body Height 3.928m

Min Body Ground Clearance 0.412m

Track Width 2.471m

Lock to lock time 6.00s

Kerb to Kerb Turning Radius 11.900m

A	Revised Layout	12/07/2024
-	Original Issue	03/07/2024
Rev.	Amendments	Date



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Drawing Status Draft

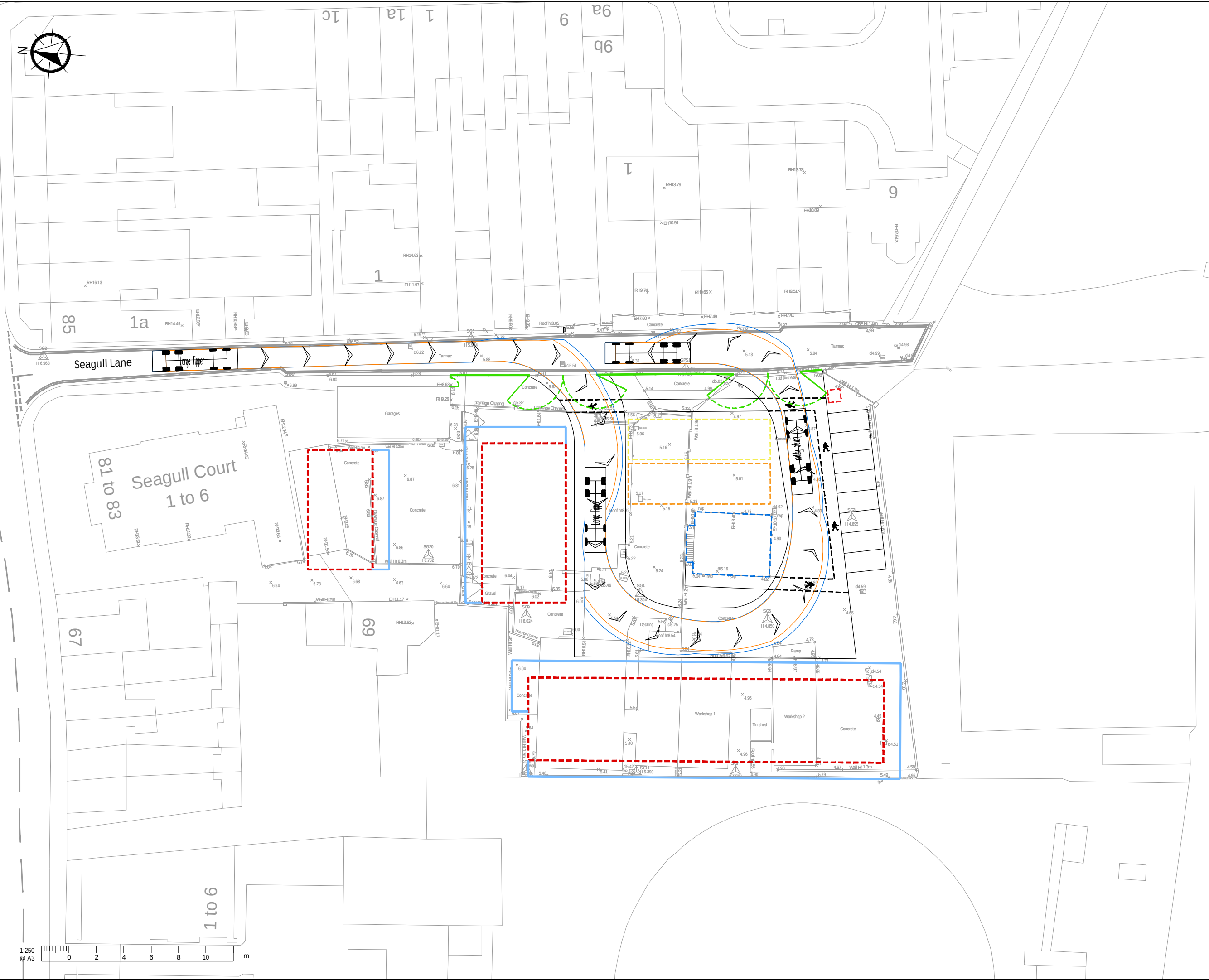
Client Nyetimber Management Ltd

Project Seagull Lane, Emsworth

Drawing Title Phase 2 - Site Compound
12.0m Rigid Access & Egress

Scale 1:250	Date Jul 24	Drawn By SMO	Checked By ALB
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Drawing No. 2024-6719-203	Rev. A
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- A3**
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Existing Road Markings
-Swept Path-
Wheel Track
Over Swing

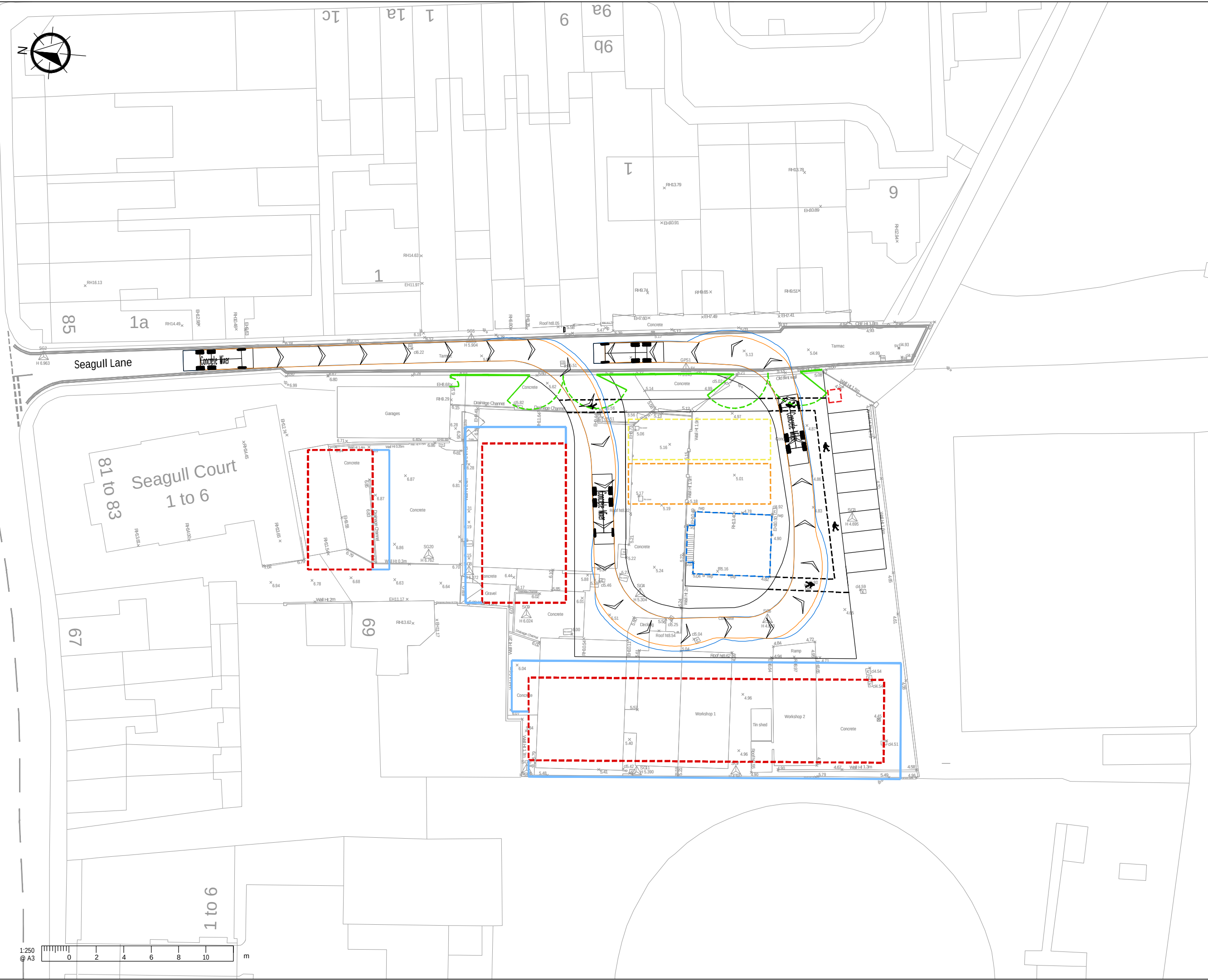
Large Tipper
Overall Length 10.201m
Overall Width 2.495m
Overall Body Height 2.890m
Min Body Ground Clearance 0.341m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.550m

A	Revised Layout	12/07/2024
-	Original Issue	03/07/2024
Rev.	Amendments	Date



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Drawing Status		Final	
Client Nyetimber Management Ltd			
Project		Seagull Lane, Emsworth	
Drawing Title Phase 2 - Site Compound Large Tipper Access & Egress			
Scale	Date	Drawn By	Checked By
1:250	Jul 24	SMO	ALB
Drawing No. 2024-6719-204			Rev. A



- A3**
1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
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Existing Road Markings

-Swept Path-
Wheel Track
Over Swing

Concrete Mixer

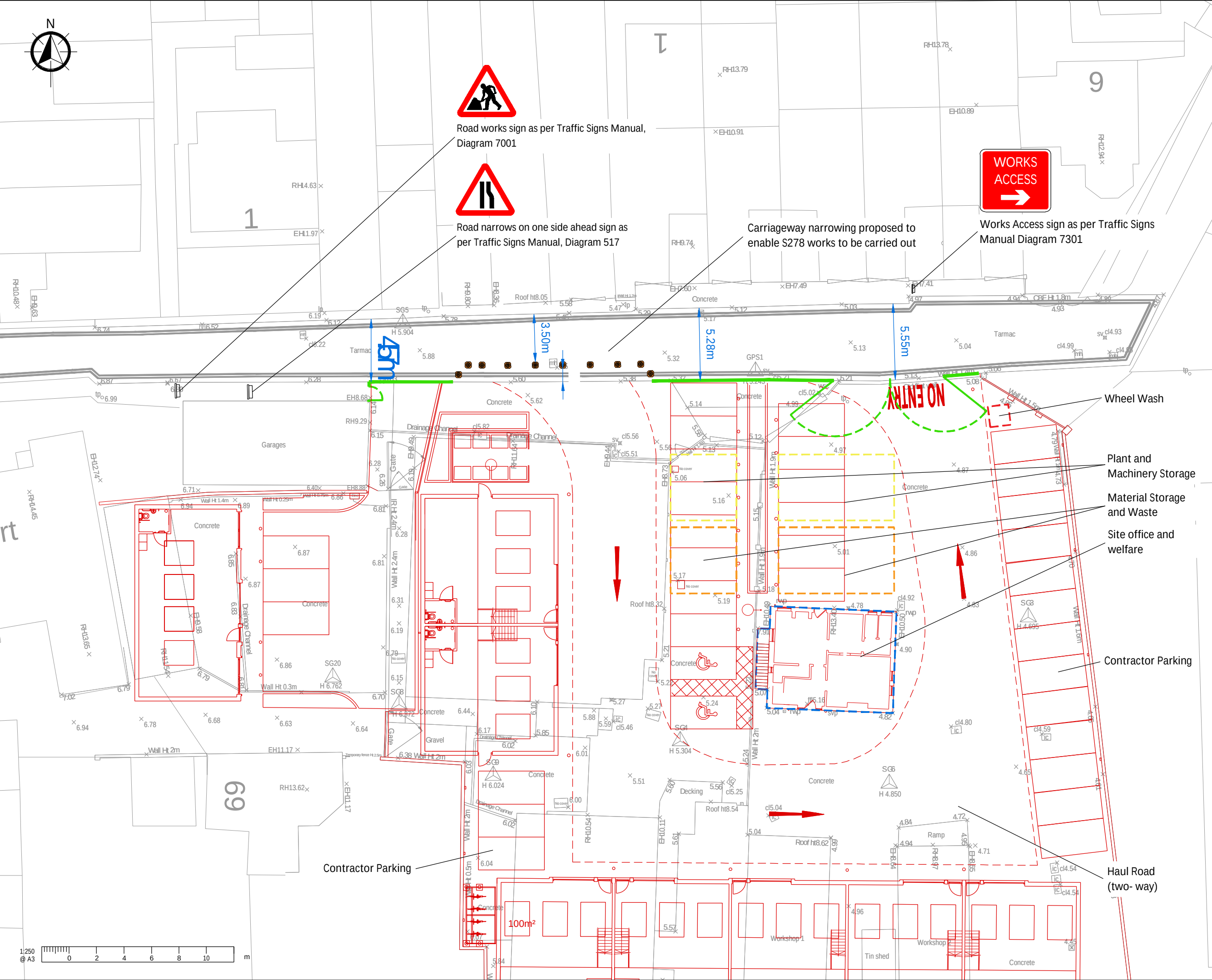
Overall Length 8.360m
Overall Width 2.390m
Overall Body Height 4.027m
Min Body Ground Clearance 0.358m
Max Track Width 2.413m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 8.210m

A	Revised Layout	12/07/2024
-	Original Issue	03/07/2024
Rev.	Amendments	Date



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Drawing Status		Final	
Client Nyetimber Management Ltd			
Project		Seagull Lane, Emsworth	
Drawing Title Phase 2 - Site Compound Concrete Mixer Access & Egress			
Scale	Date	Drawn By	Checked By
1:250	Jul 24	SMO	ALB
Drawing No. 2024-6719-205			Rev. A



- A3
1.

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4.

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Existing Road Markings

Sign

Hoarding

S278 Works Area

Development

B	Revised Layout	16/08/2024
A	Revised Layout	12/07/2024
-	Original Issue	03/07/2024
Rev.	Amendments	Date



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Drawing Status Final

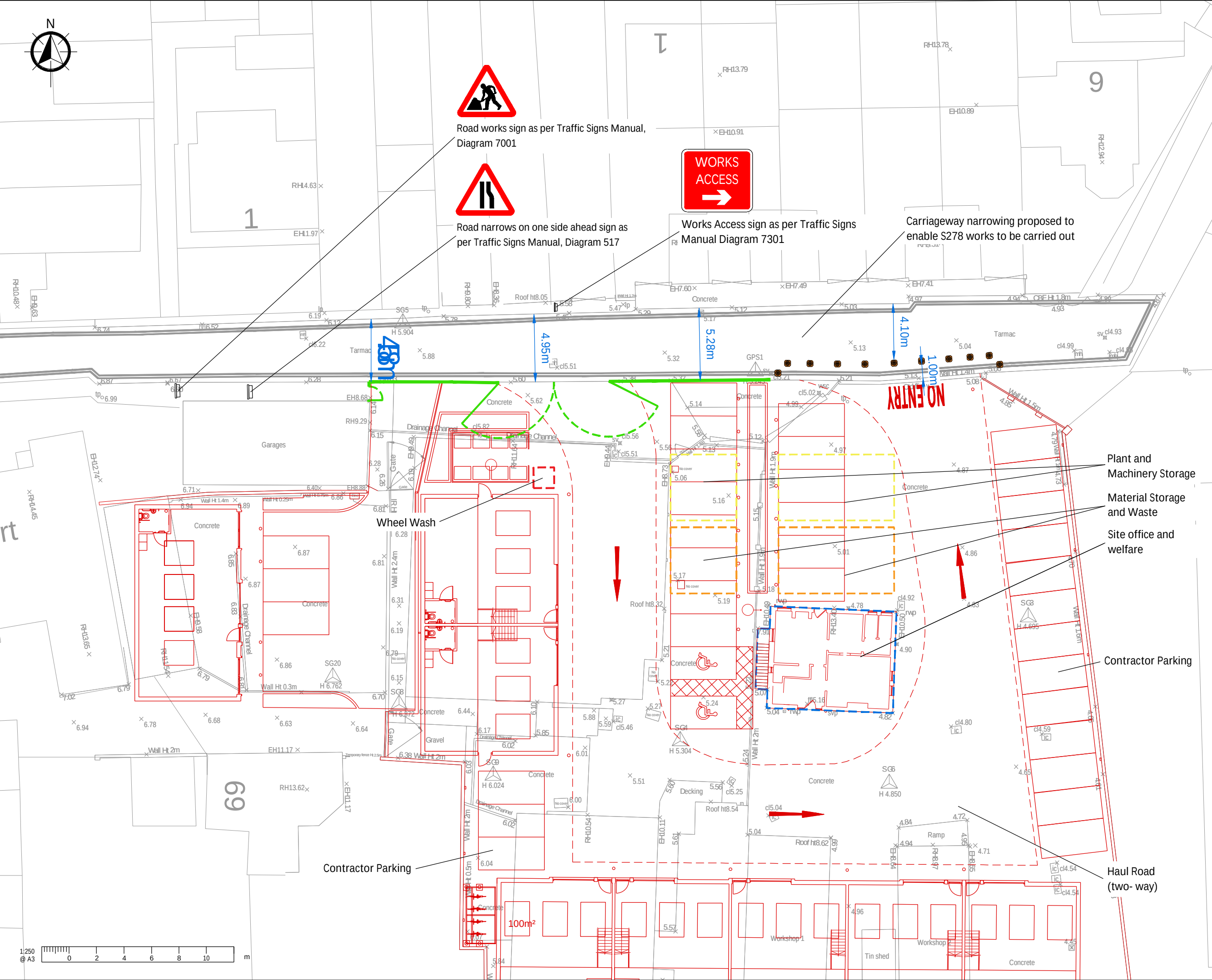
Client Nyetimber Management Ltd

Project Seagull Lane, Emsworth

Drawing Title Phase 3 - Site Overview Access Construction

Scale 1:250	Date Aug 24	Drawn By SMO	Checked By ALB
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Drawing No. 2024-6719-301	Rev. B
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- A3**
1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
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 4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

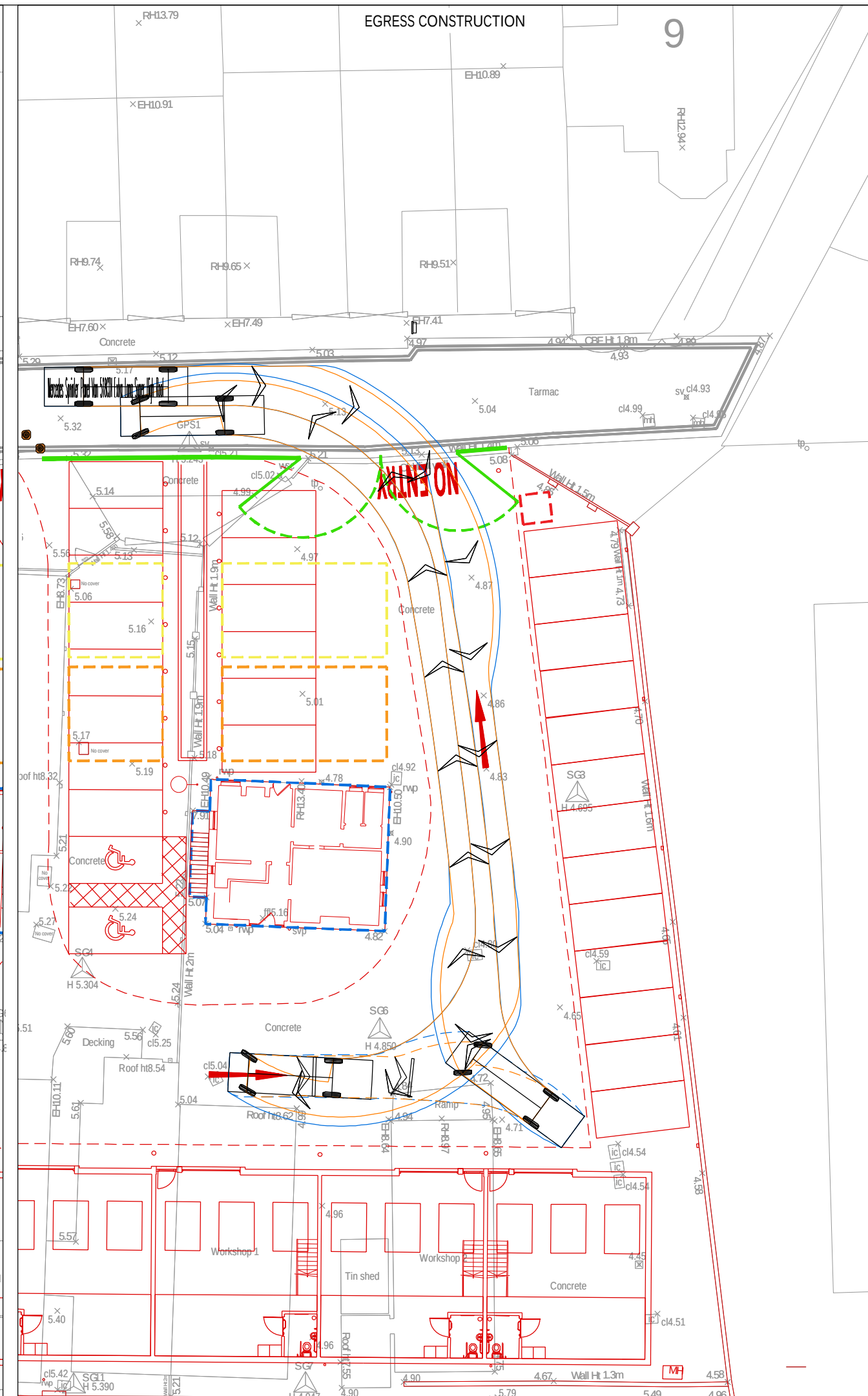
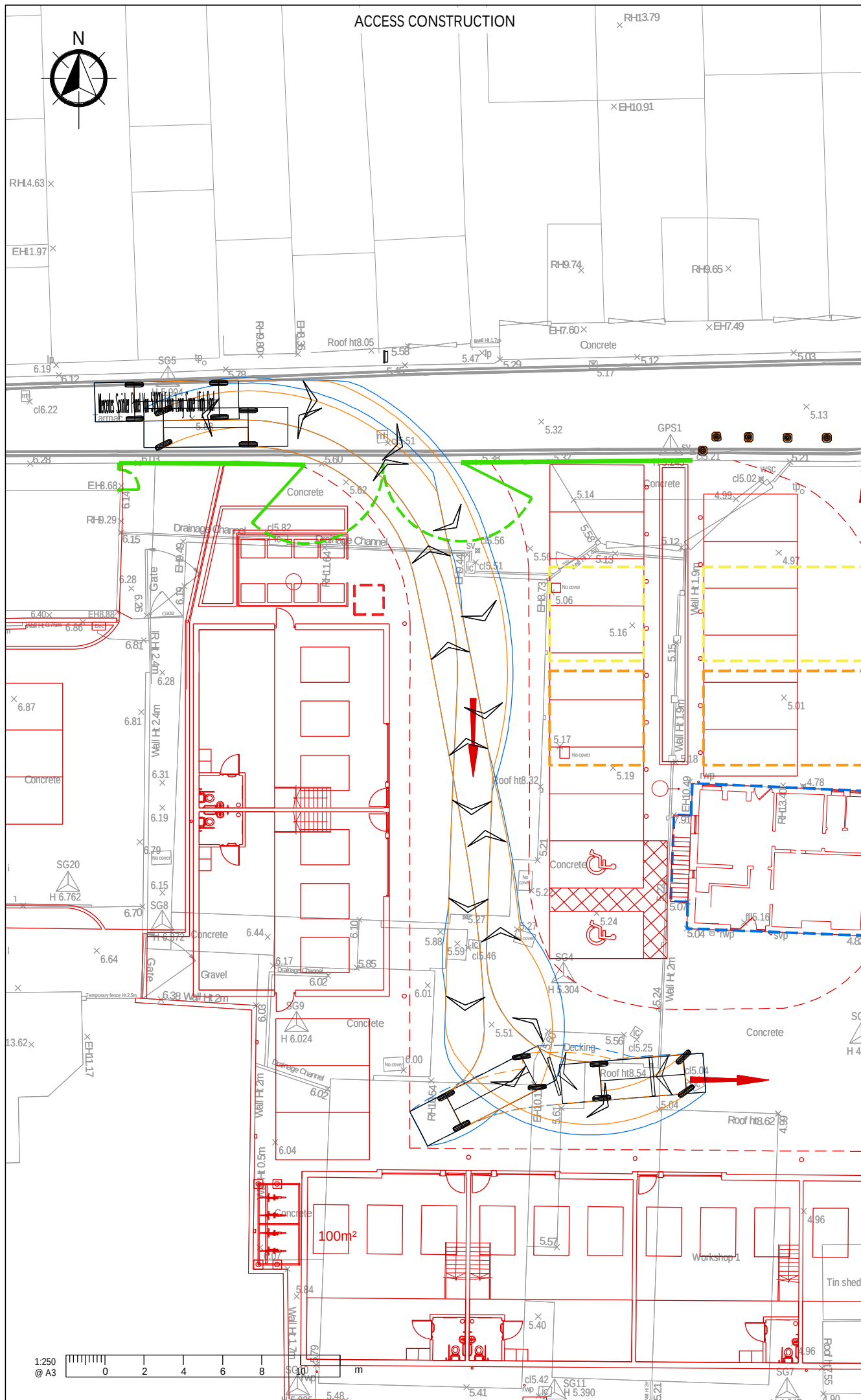
- Existing Road Markings
- Sign
- Hoarding
- S278 Works Area
- Development

B	Revised Layout	16/08/2024
A	Revised Layout	12/07/2024
-	Original Issue	03/07/2024
Rev.	Amendments	Date



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Tel: 0333 358 3270 Email: enquiries@bpcivils.co.uk
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Drawing Status	Final
Client	Nyetimber Management Ltd
Project	Seagull Lane, Emsworth
Drawing Title	Phase 3 - Site Overview Egress Construction
Scale	1:250
Date	Aug 24
Drawn By	SMO
Checked By	ALB
Drawing No.	2024-6719-302
Rev.	B



- | | |
|----|---|
| | A3 |
| 1. | This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer. |
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| 5. | Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain. |

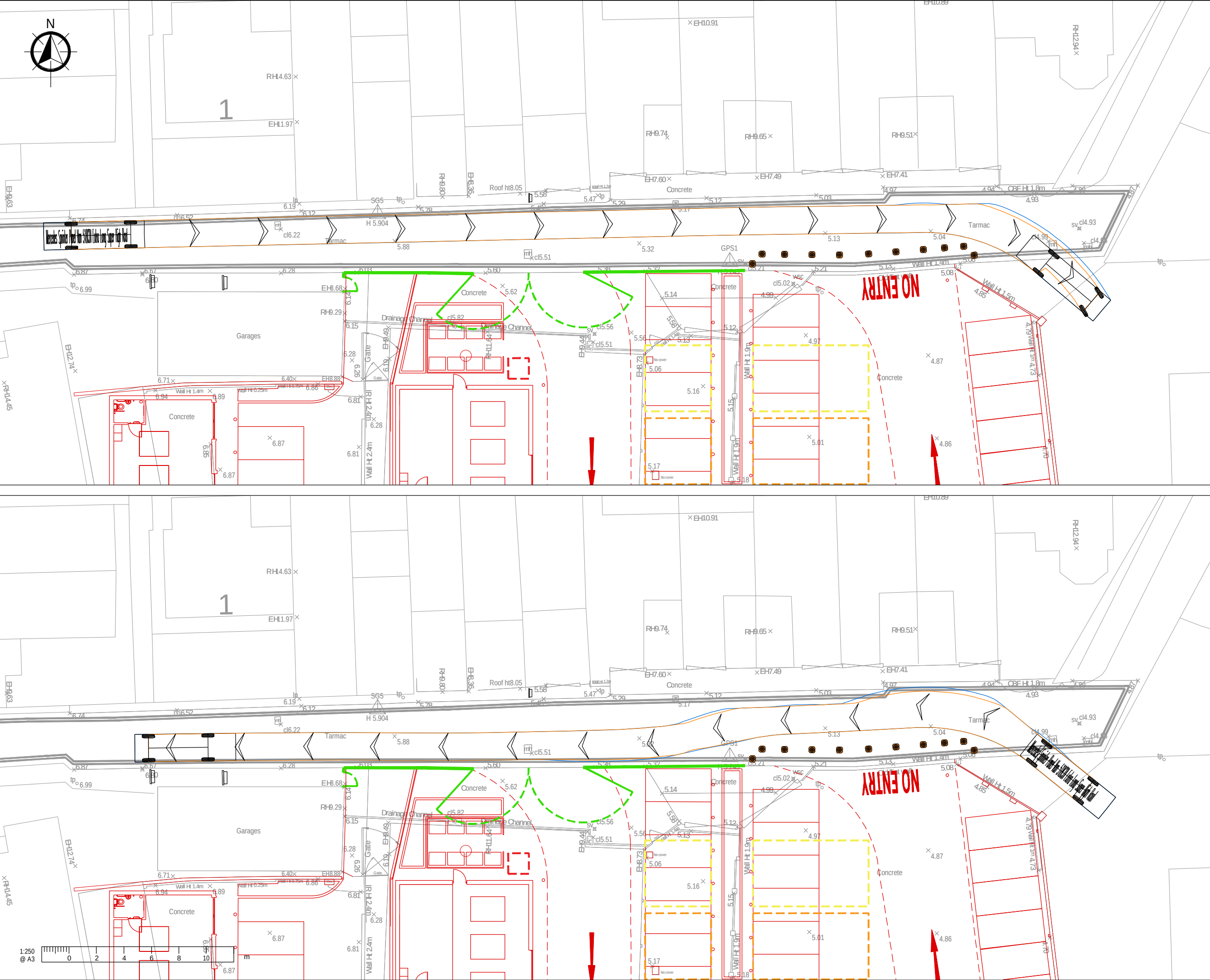
- | | |
|---|------------------------|
|  | Existing Road Markings |
|  | Sign |
|  | Hoarding |
| | S278 Works Area |
|  | Development |
|  | Cone |
| | -Swept Path- |
|  | Wheel Track |
|  | Over Swing |

Mercedes Sprinter Panel Van 518CDI		
Extra Long Super High Roof		
Overall Length		7.345m
Overall Width		1.993m
Overall Body Height		3.030m
Min Body Ground Clearance		0.400m
Track Width		1.993m
Lock to lock time		5.00s
Wall to Wall Turning Radius		7.800m
B	Revised Layout	16/08/2024
A	Revised Layout	12/07/2024
-	Original Issue	03/07/2024
Rev.	Amendments	Date



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Drawing Status				Final			
Client Nyetimber Management Ltd							
Project Seagull Lane, Emsworth							
Drawing Title Phase 3 - Large Van Servicing							
Scale 1:250		Date Aug 24		Drawn By SMO		Checked By ALB	
Drawing No. 2024-6719-303						Rev. B	



- A3**
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Existing Road

Markings

Sign

Hoarding

S278 Works Area

Development

Cone

-Swept Path-

Wheel Track

Over Swing

7.345

4.325

Mercedes Sprinter Panel Van 518CDI

Extra Long Super High Roof

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Wall to Wall Turning Radius

7.345m

1.993m

3.030m

0.400m

1.993m

5.00s

7.800m

B	Revised Layout	16/08/2024
A	Revised Layout	12/07/2024
-	Original Issue	03/07/2024
Rev.	Amendments	Date

BRIGHT PLAN

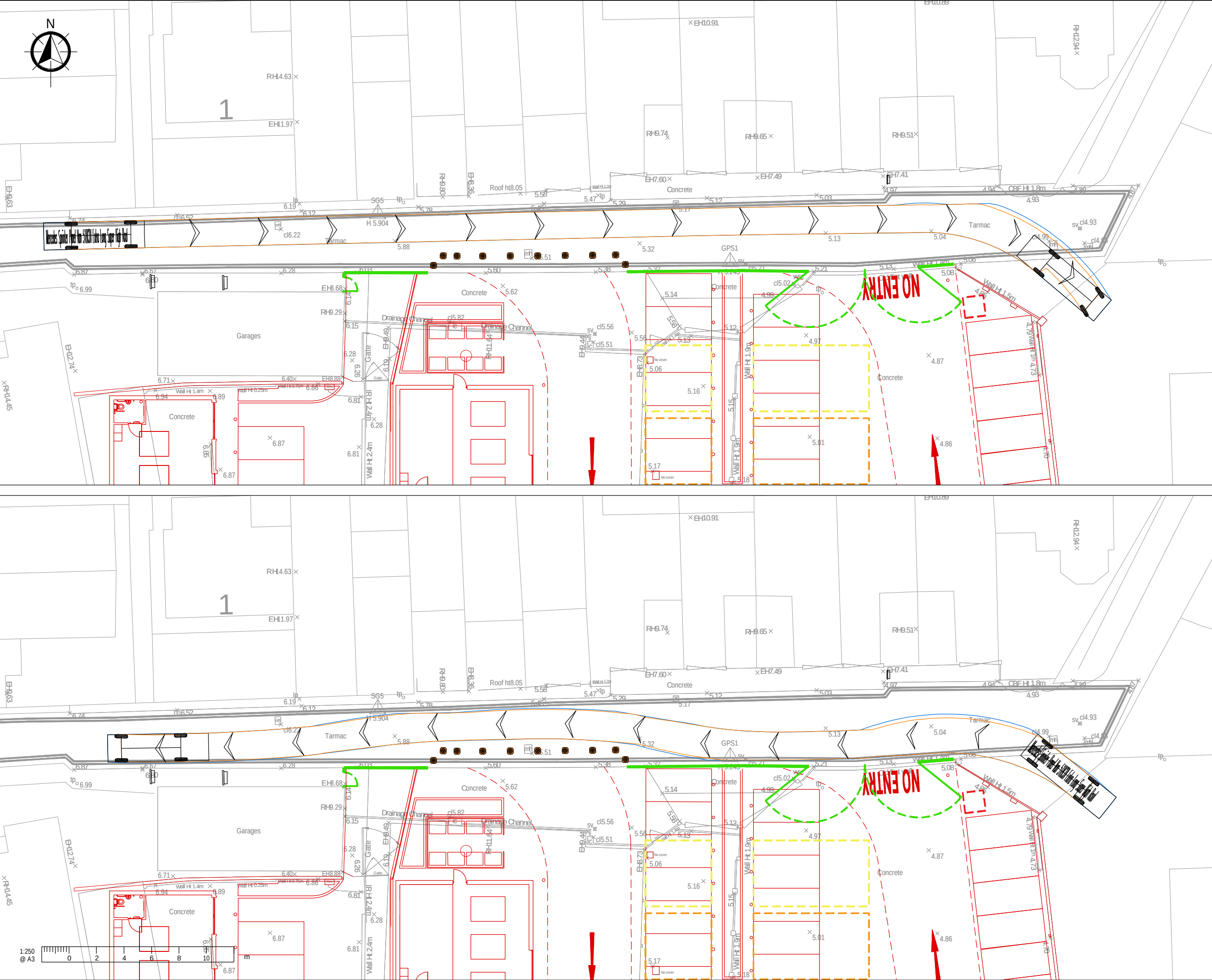
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Drawing Status	Final						
Client	Nyetimber Management Ltd						
Project	Seagull Lane, Emsworth						
Drawing Title	Phase 3 - Large Delivery Vehicles Passing Give and Take Arrangement						
Scale	1:250	Date	Aug 24	Drawn By	SMO	Checked By	ALB
Drawing No.	2024-6719-304	Rev.	B				



- A3**
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Existing Road Markings

Sign

Hoarding

S278 Works Area

Development

Cone

-Swept Path-
Wheel Track
Over Swing

Mercedes Sprinter Panel Van 518CDI
Extra Long Super High Roof
Overall Length 7.345m
Overall Width 1.993m
Overall Body Height 3.030m
Min Body Ground Clearance 0.400m
Track Width 1.993m
Lock to lock time 5.00s
Wall to Wall Turning Radius 7.800m

B	Revised Layout	16/08/2024
A	Revised Layout	12/07/2024
-	Original Issue	03/07/2024
Rev.	Amendments	Date



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65 Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
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Drawing Status Final

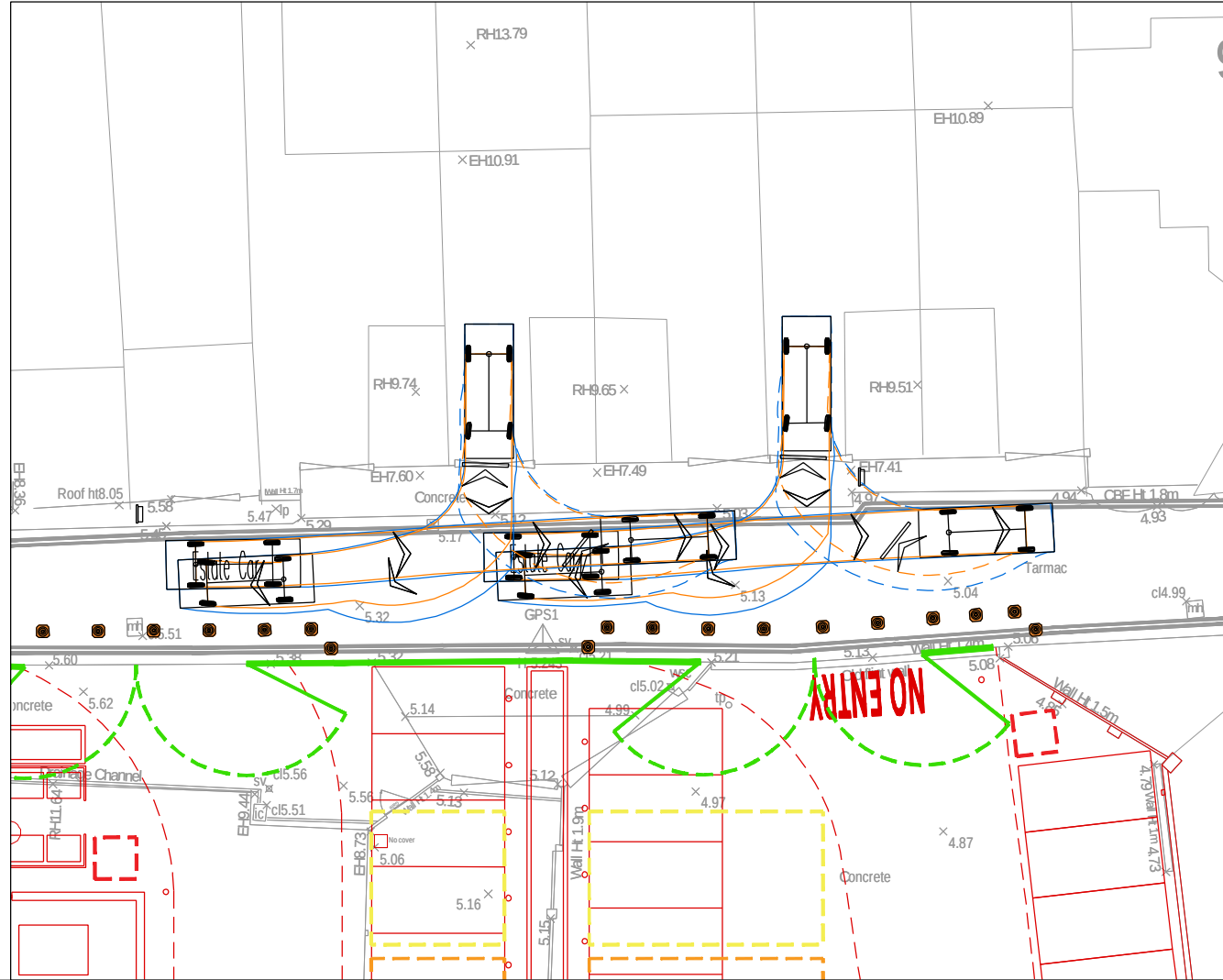
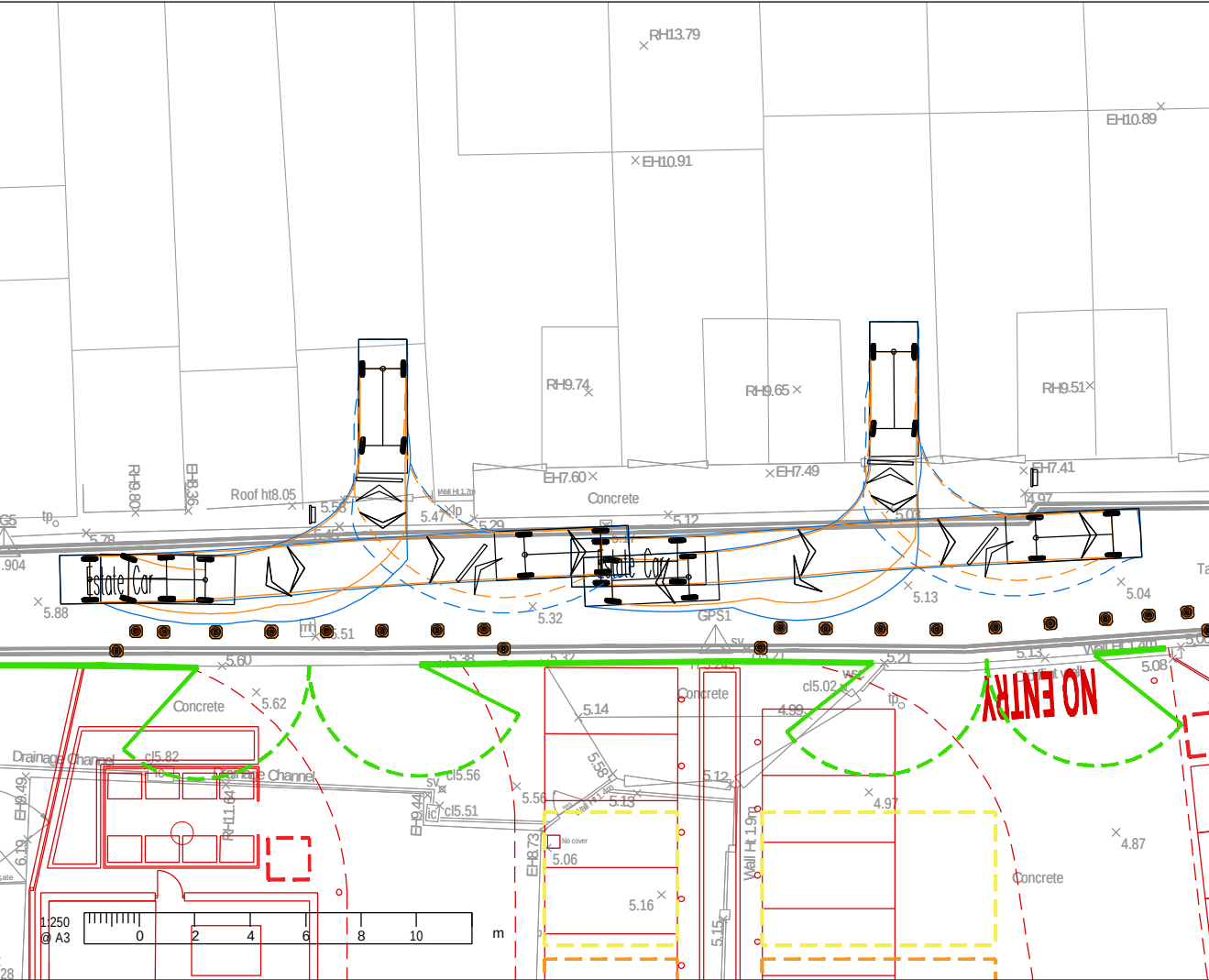
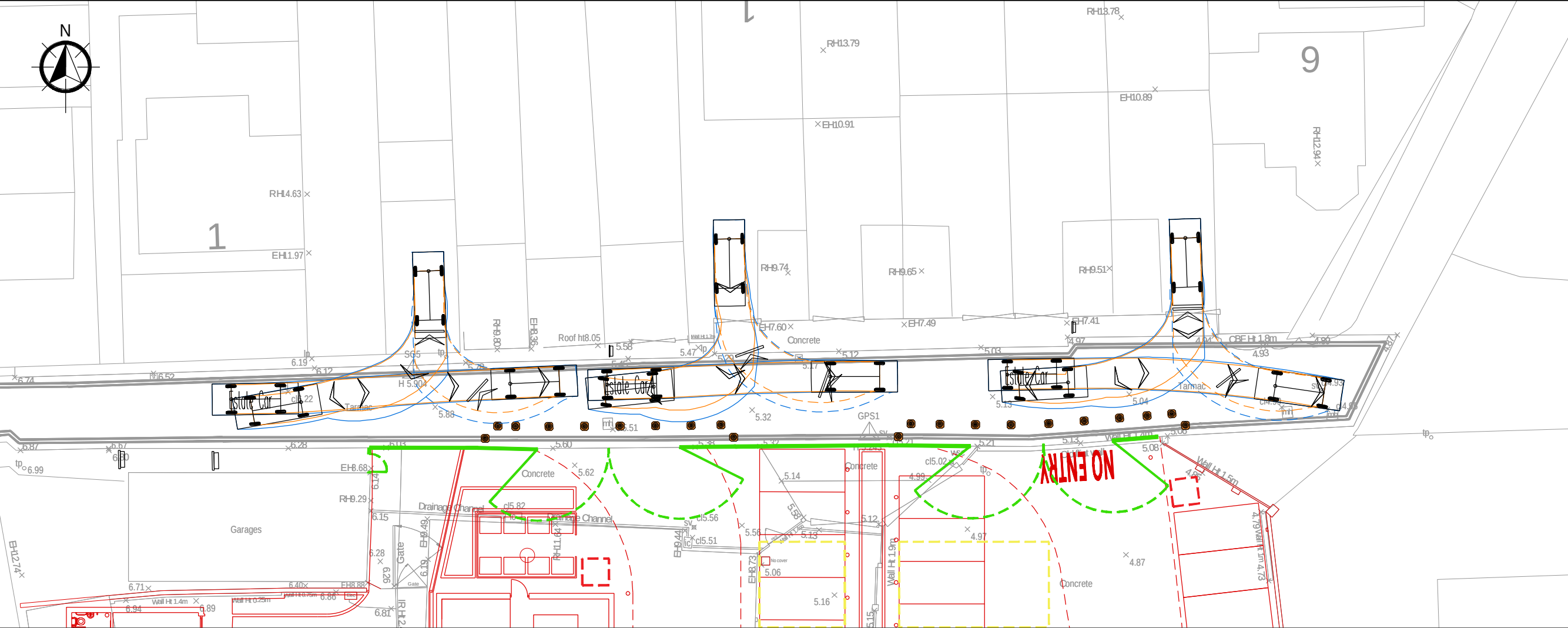
Client Nyetimber Management Ltd

Project Seagull Lane, Emsworth

Drawing Title Phase 3 - Large Delivery Vehicles Passing Give and Take Arrangement

Scale 1:250	Date Aug 24	Drawn By SMO	Checked By ALB
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Drawing No. 2024-6719-305	Rev. B
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- A3**
- This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
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 - Road markings are indicative, based on aerial imagery when not provided within a topographical survey. Bright Plan accepts no responsibility for discrepancies in aerial imagery.
 - Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
 - Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

Existing Road Markings

Sign

Hoarding

S278 Works Area

Development

Cone

-Swept Path-
Wheel Track
Over Swing

Estate Car

Overall Length 4.845m

Overall Width 1.750m

Overall Body Height 1.424m

Min Body Ground Clearance 0.189m

Max Track Width 1.655m

Lock to lock time 4.00s

Kerb to Kerb Turning Radius 4.950m

B	Revised Layout	16/08/2024
A	Revised Layout	12/07/2024
-	Original Issue	03/07/2024
Rev.	Amendments	Date



BRIGHT PLAN

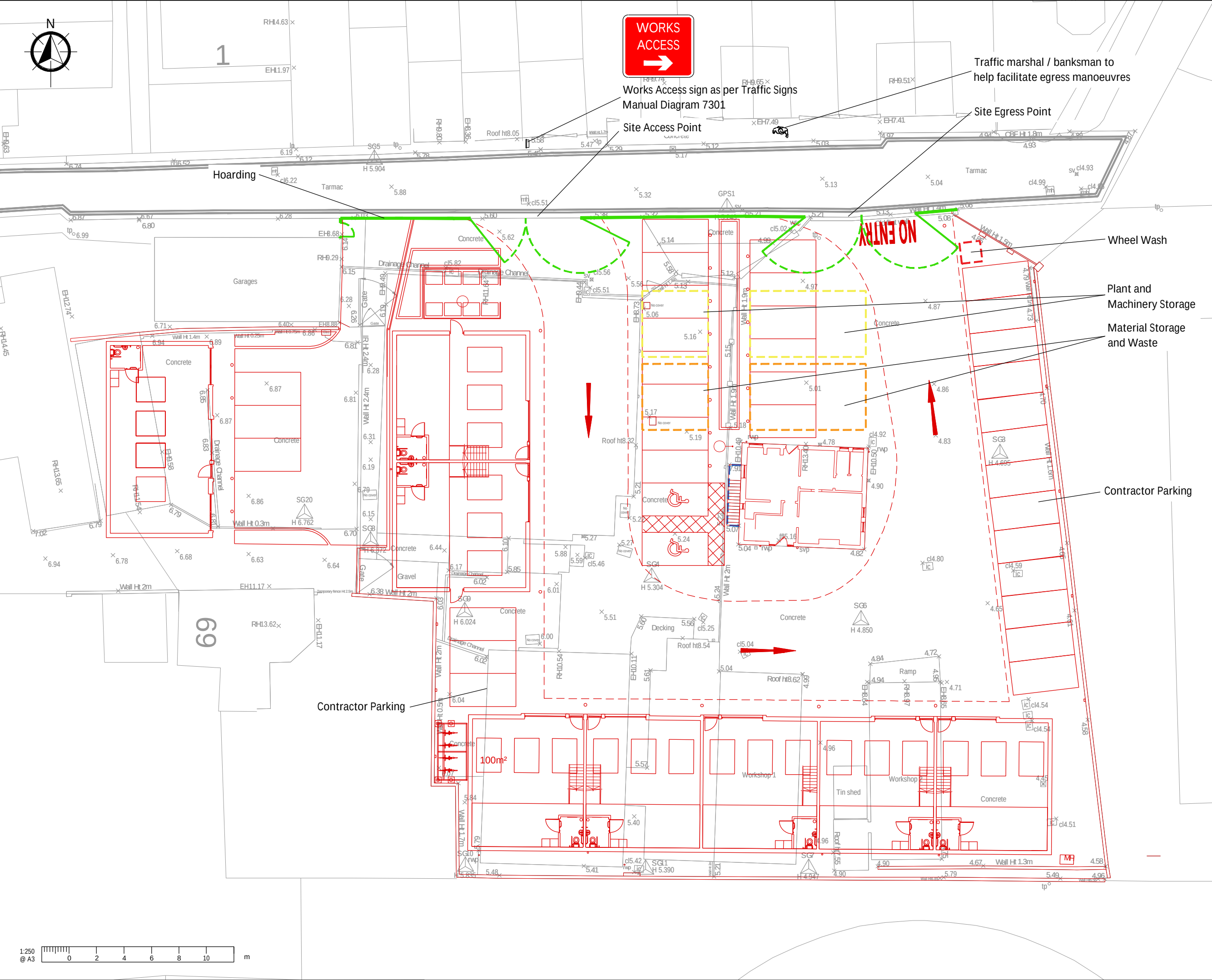
Transport Planning | Civil Engineering | Lan

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Drawing Status		Final	
Client Nyetimber Management Ltd			
Project Seagull Lane, Emsworth			
Drawing Title Phase 3 - Existing Driveway Access and Egress			
Scale 1:250	Date Aug 24	Drawn By SMO	Checked By ALB
Drawing No. 2024-6719-306			Rev. B



- A3
1.

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2.

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3.

Road markings are indicative, based on aerial imagery when not provided within a topographical survey. Bright Plan accepts no responsibility for decrepities in aerial imagery.
4.

Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
5.

Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

Existing Road Markings

Sign

Hoarding

Development

B	Revised Layout	16/08/2024
A	Revised Layout	12/07/2024
-	Original Issue	03/07/2024
Rev.	Amendments	Date



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Drawing Status

Final

Client

Nyetimber Management Ltd

Project

Seagull Lane, Emsworth

Drawing Title

Phase 4 - Site Overview

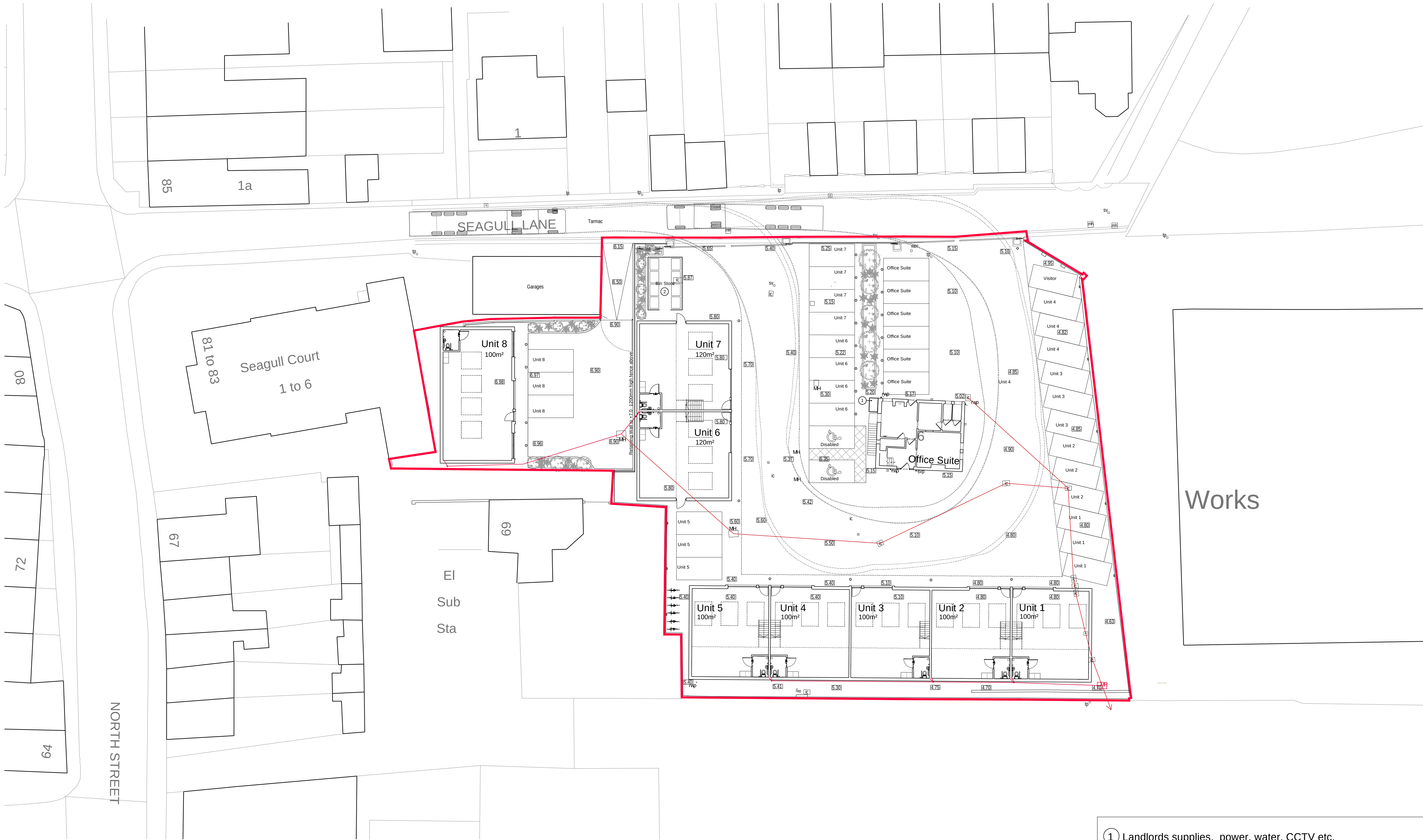
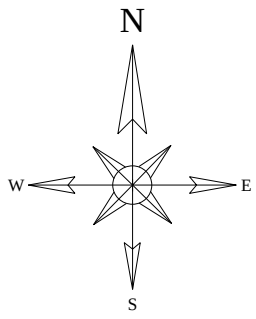
Scale	Date	Drawn By	Checked By
1:250	Aug 24	SMO	ALB
Drawing No.	2024-6719-401		Rev.
			A



APPENDICES



Appendix A Site Plans



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- ① Landlords supplies, power, water, CCTV etc.
- ② Central shared bin collection point - 6 no. Euro Bin - 3 general waste 3 recycling

notes:

revisions: A | 10.02.2022 | PT | Issued for Planning
B | 09.08.2022 | PT | Unit 8 parking amended

revisions:

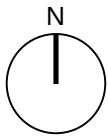
M&M Hall Family Pension Trust
Seagull Lane
Emsworth, Hampshire, PO10 7QH
drawing information title : **Proposed Site Plan**



PWP Architects Ltd 61 South Street, Havant, Hampshire PO9 1BZ
t: 02392 482494 f: 02392 481152
e: design@pwp-architects.com
w: www.pwp-architects.com

status :
date : November 21
scale : 1:200 @ A1
drawn : PT
checked : IV

job: **5807** dwg: **1010** rev: **B**



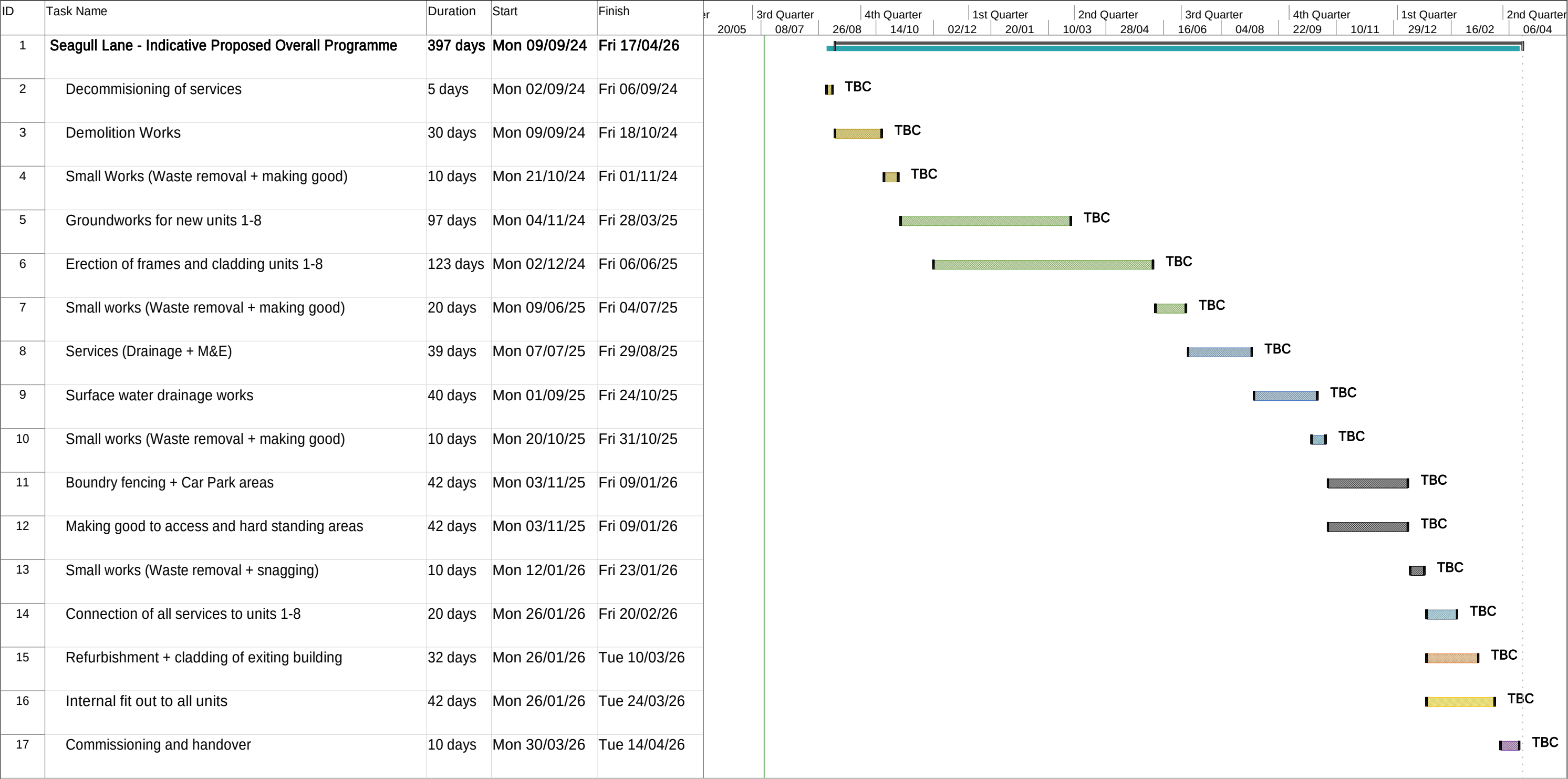
NOTE: The contractor is responsible for checking all site dimensions and levels. These should be checked prior to the ordering of any components and before the commencement of the works. All discrepancies should be brought to the attention of the Contract Administrator.



Appendix B

Indicative Programme of Works

SEAGULL LANE DEVELOPMENT



Project: Overall
Rev: B
Date: 11.07.24

Stage 1 - Demolition + Ground Works

Stage 2 - Structure Works

Stage 3 - Services

Stage 4 - Boundry + Hardstanding

Stage 5 - Connection of Services

Stage 6 - Refurb of exisiting Building

Stage 7 - Internal fit out

Stage 8- Commission + Handover

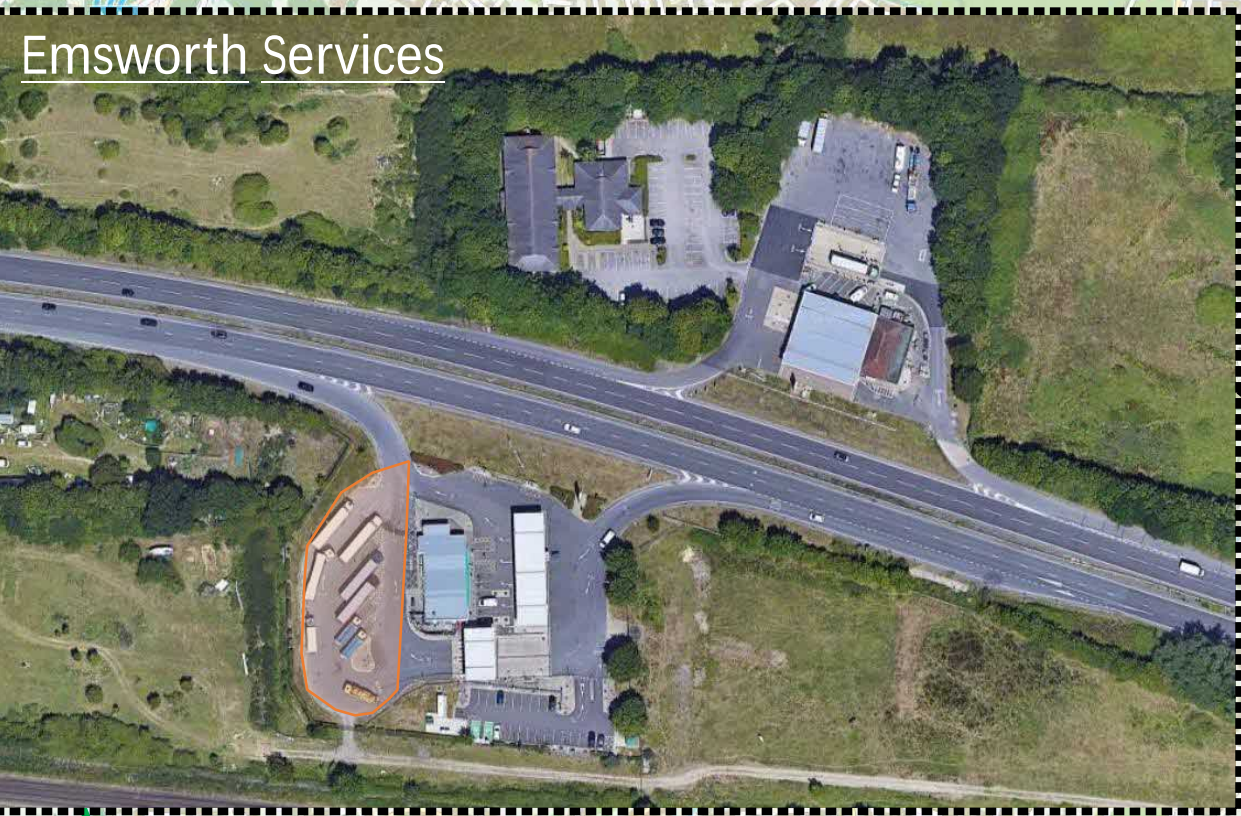
Summary

Project Summary



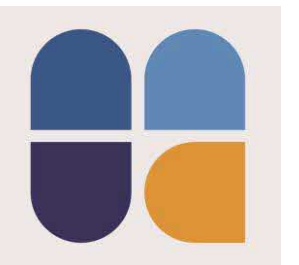
Appendix C HGV Holding Areas

Emsworth Services



Legend

-  Site Location
-  Arrival Route
-  HGV Holding Area



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Chichester, PO19 8FY
Tel: 0333 3583270
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Title:
HGV Holding Area

Project:
Seagull Lane, Emsworth

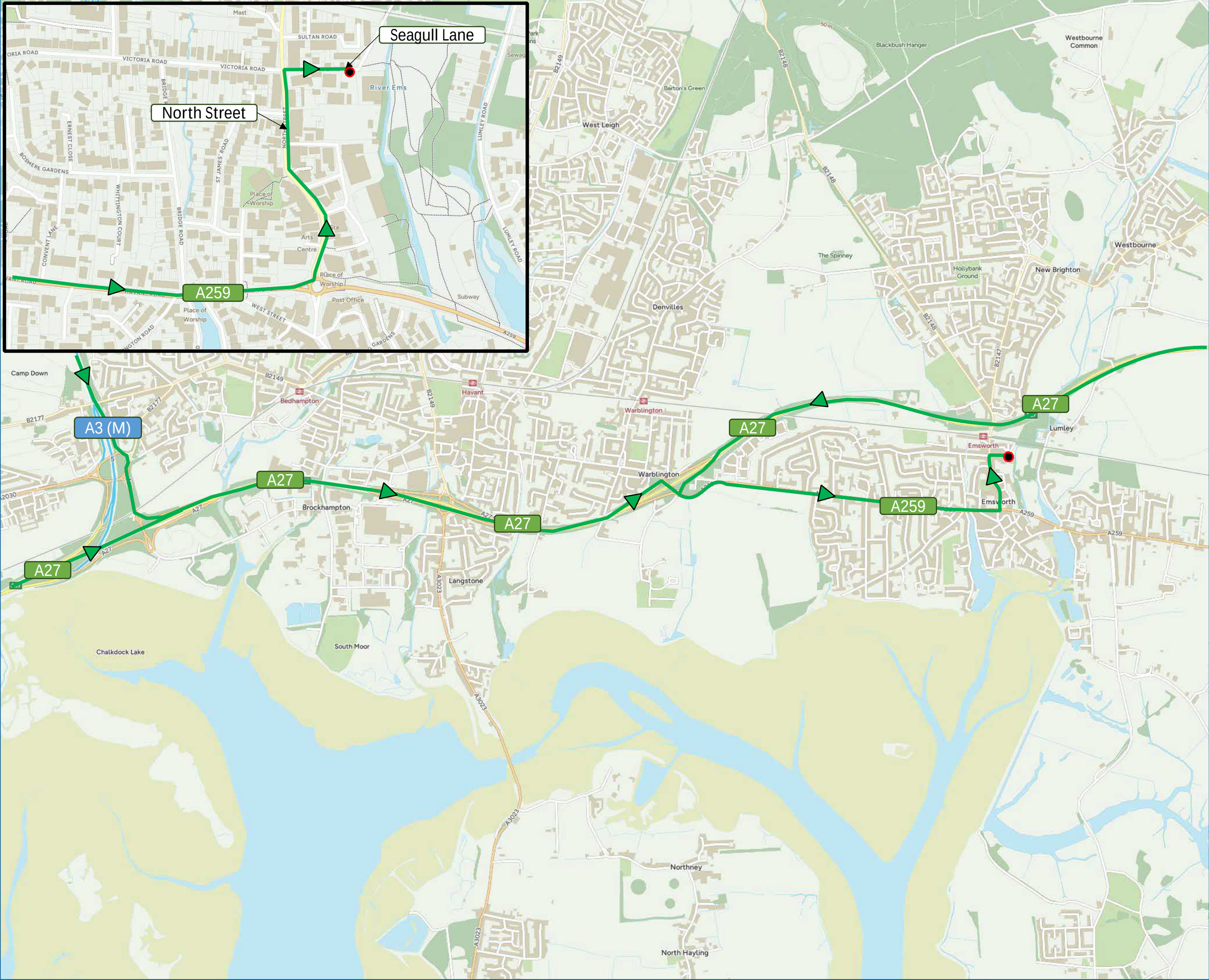
Client:
Nyetimber Construction Ltd

Job No: 6719	Plan No: Plan 03	Rev: -
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Appendix D

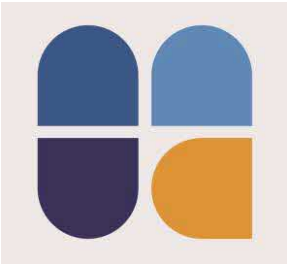
HGV Routing Plans



Legend

Site Location

Arrival Route



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Transport Planning and Civil Engineer

65 Chichester Enterprise Centre, Terminus Road,
Chichester, PO19 8FY
Tel: 0333 3583270
www.bpcivils.co.uk

Title:

HGV Arival Route

Project:

Seagull Lane, Emsworth

Client:

Nyetimber Construction Ltd

Job No:

6719

Plan No:

Plan 01

Rev:

-





Appendix E

Pre-commencement Survey



PRE-COMMENCEMENT SURVEY

SEAGULL LANE, EMSWORTH

Industrial Development

PCS01/6719

July 2024

Prepared on Behalf of The Trustees of the Alitex
DBS SAS



DOCUMENT CONTROL

Project: Seagull Lane, Emsworth
Industrial Development

Document: Pre-Commencement Survey
Client: The Trustees of the Alitex DBSSAS

Reference: PCS01/6719

DOCUMENT CHECKING:

Author: SMO

Date: 11/07/2024

Checked by: ALB

Date: 12/07/2024

Approved by: PMR

Date: 12/07/2024

STATUS:

Issue	Date	Status	Issued by
01	12/07/2024	Preliminary	SMO



1 PRE-COMMENCEMENT SURVEY

1.1 Overview

- 1.1.1 This document, prepared in response to Condition 5 of the planning application (Ref. No. APP/22/00155) at Seagull Lane, Emsworth. This report outlines the existing condition of the highways and footpaths surrounding the site. It includes a photographic record of various areas within the highway, with each photograph numbered and correlated to the survey plan, **Drawing 2024-6719-1001**. For ease of reference and orientation, each photograph has been geo-referenced within the survey drawing.
- 1.1.2 The report provides an updated visual record of the highway's condition at the time of the survey. It does not include investigations concerning the structural integrity of either the surface or subsurface of the highway. The site's location is demonstrated in **Figure 1.1**.

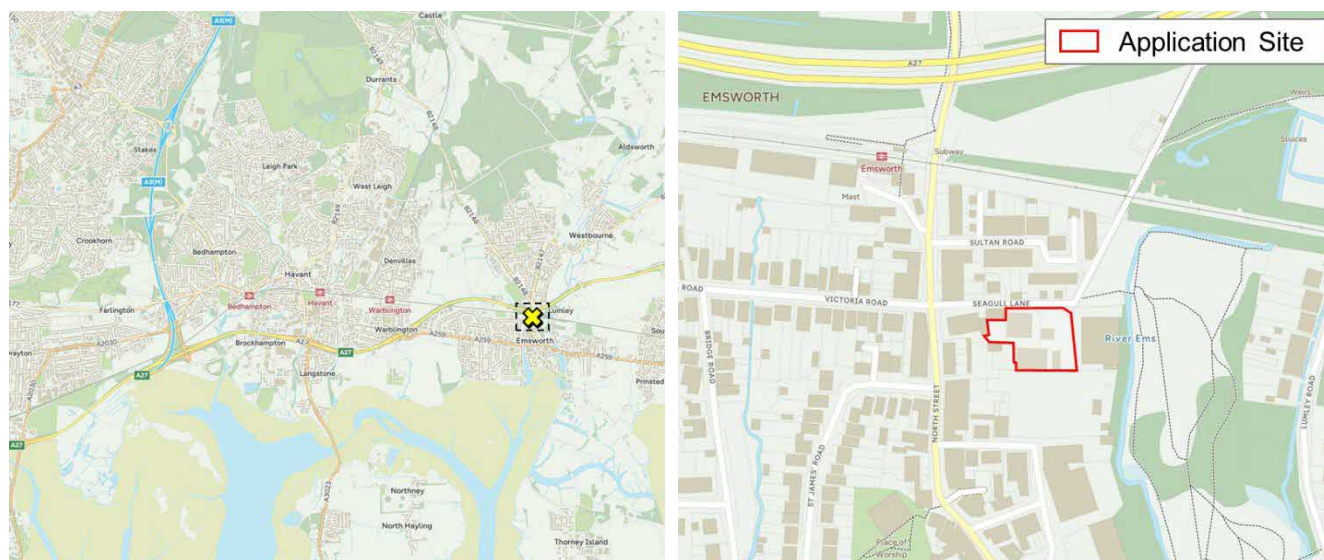


Figure 1.1: Site Location

- 1.1.3 The table below details the defects found during the pre-commencement survey undertaken on North Street and Seagull Lane, Emsworth, on the 10th of July, 2024.



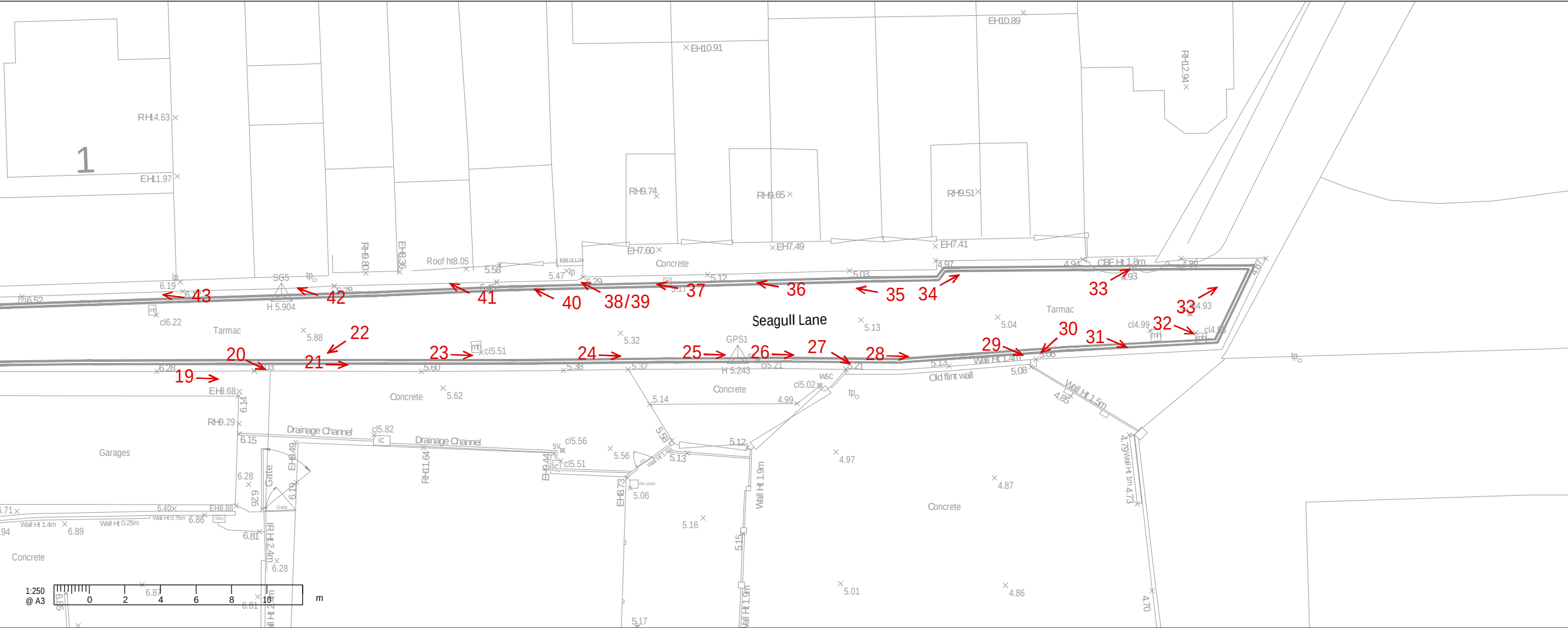
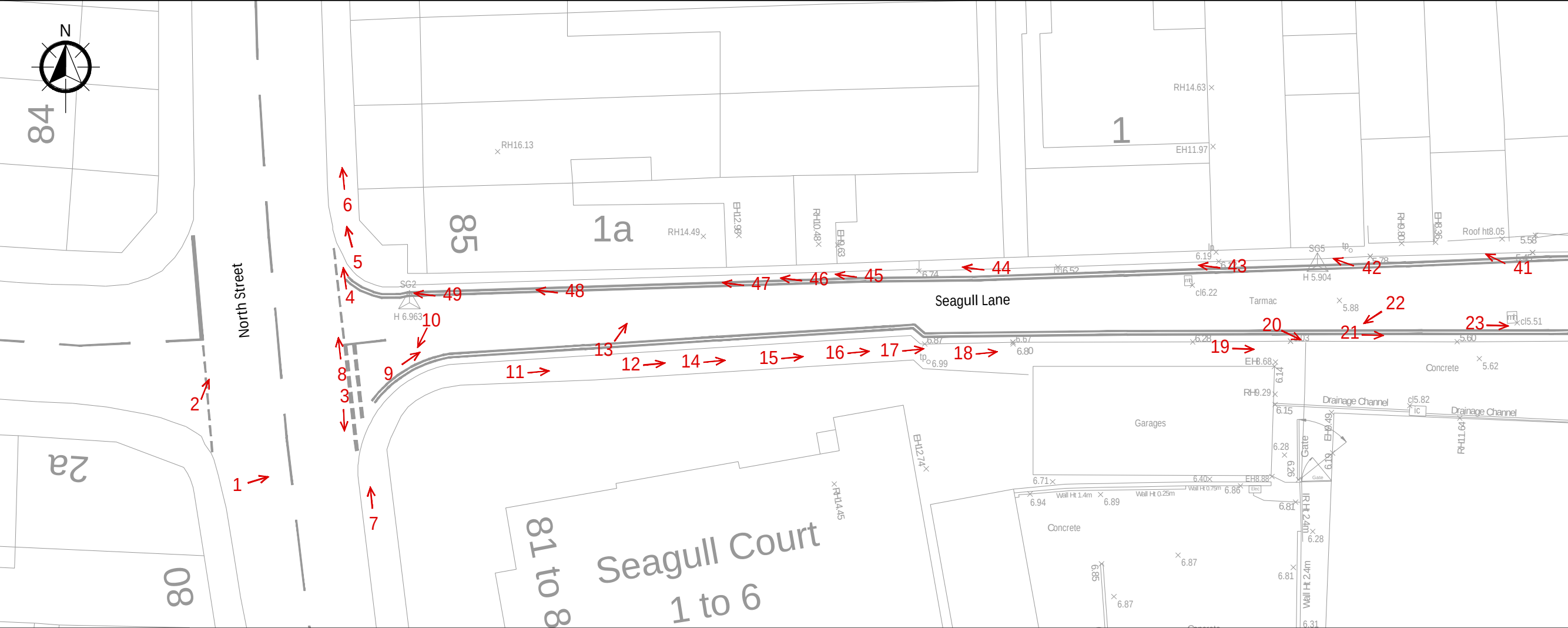
Photo Number	Condition
1	Carriageway sunk and cracked around IC
2	Carriageway uneven and slight wear and tear
3	Dropped kerb sunk and water collecting on kerb
4	Pavement cracked around IC's
5	Pavement cracked around IC's
6	Uneven footway surface
7	Dropped kerb sunk and water collecting on kerb
8	Carriageway worn away with small dips appearing causing puddles at the junction
9	Footway and carriageway show slight wear and tear with cracking some gully stones
10	Cracking on some gully stones
11	No defects
12	Cracked footway
13	Crack in carriageway
14	Minor wear and tear of gully stones
15	No defects
16	Cracked footway
17	Cracked footway
18	No defects
19	Cracked footway
20	Gully stones damaged
21	Potholes in carriageway and gully stones cracked
22	Pothole



23	Carriageway uneven and cracking
24	Cracked carriageway
25	Gully stone s cracked
26	Cracked carriageway
27	Crack in wall
28	Broken bricks on wall
29	Missing bricks and cracked wall
30	Missing bricks and cracked wall
31	Cracked gully stones and cracks on access road
32	Gully stone sunken
33	Vegetation overgrown on to highway. Edge of highway likely v away
34	Sunken gully stone
35	Enge of carriageway warn way
36	Cracks in carriageway
37	Cracks on access to driveways / garages
38	Footway and carriageway cracked
39	Footway cracked
40	Footway cracked
41	Access to driveway overgrown and likely damaged
42	Cracks in gully stones
43	Cracked footway
44	Cracks on driveway



45	Cracked footway
46	Cracked footway
47	Cracks around IC, edge of carriageway growing weeds. Edge of carriageway warn
48	Edge of carriageway warn
49	Edge of carriageway growing weeds. Edge of carriageway warn



- A3**
1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
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Existing Road Markings

1. → Photo Location

-	Original Issue	-
Rev.	Amendments	Date



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Drawing Status Final

Client The Trustees of the Alitex DBSSAS

Project Seagull Lane, Emsworth

Drawing Title Condition Survey Photo Locations

Scale 1:250	Date Jul 24	Drawn By SMO	Checked By ALB
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Drawing No. 2024-6719-1001	Rev. -
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Photo 1

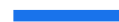




Photo 2





Photo 3





Photo 4

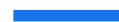




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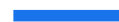




Photo 6



Photo 7

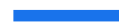




Photo 8

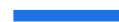




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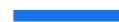




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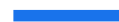




Photo 11



Photo 12





Photo 13

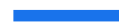




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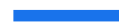




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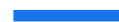




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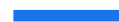




Photo 17





Photo 18



Photo 19



Photo 20

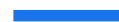




Photo 21





Photo 22

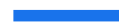




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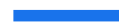




Photo 24



Photo 25



Photo 26



Photo 27



Photo 28



Photo 29



Photo 30



Photo 31



Photo 32



Photo 33



Photo 34



Photo 35



Photo 36

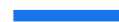




Photo 37





Photo 38



Photo 39



Photo 40



Photo 41



Photo 42



Photo 43



Photo 44

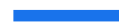




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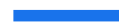




Photo 46



Photo 47



Photo 48

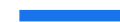




Photo 49



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