



CONSTRUCTION METHOD STATEMENT

SEAGULL LANE, EMSWORTH

Industrial Development

CMS01/6719

July 2024

Prepared on Behalf of The Trustees of the Alitex
DBS SAS



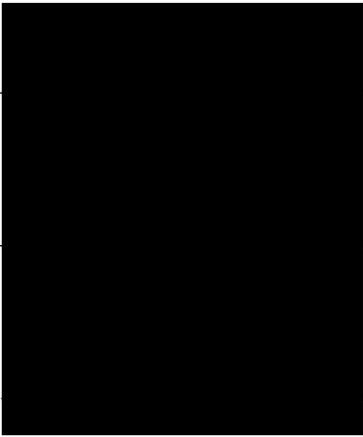
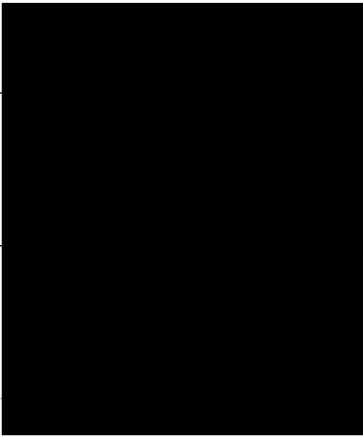
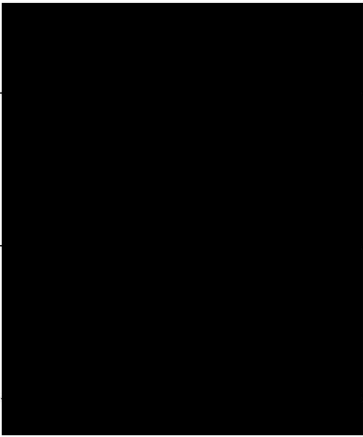
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2024-6719-003	Phase 1 – Site Compound Large Skip Lorry Access and Egress
2024-6719-101	North Street / Seagull Lane Rigid Truck Access & Egress
2024-6719-102	North Street / Seagull Lane Large Tipper Access & Egress
2024-6719-103	North Street / Seagull Lane Concrete Mixer Access & Egress
2024-6719-104	North Street / Seagull Lane Small Skip Lorry Access & Egress
2024-6719-201	Phase 2 – Site Overview
2024-6719-202	Phase 2 – Signage Overview
2024-6719-203	Phase 2 – Site Compound 12.0m Rigid Access & Egress
2024-6719-204	Phase 2 – Site Compound Large Tipper Access & Egress
2024-6719-205	Phase 2 – Site Compound Concrete Mixer Access & Egress
2024-6719-301	Phase 3 – Site Overview Access Construction
2024-6719-302	Phase 3 – Site Overview Egress Construction
2024-6719-303	Phase 3 – Large Van Servicing
2024-6719-304	Large Delivery Vehicles Passing Give and Take Arrangement
2024-6719-305	Large Delivery Vehicles Passing Give and Take Arrangement
2024-6719-306	Existing Driveway Access and Egress
2024-6719-401	Phase 4 – Site Overview

APPENDICES

Appendix A	Site Plans
Appendix B	Indicative Programme of Works
Appendix C	HGV Holding Area
Appendix D	HGV Routing Plans



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 the construction site at Seagull Lane, Emsworth (LB Havant planning application reference APP/22/00155).
- 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**.

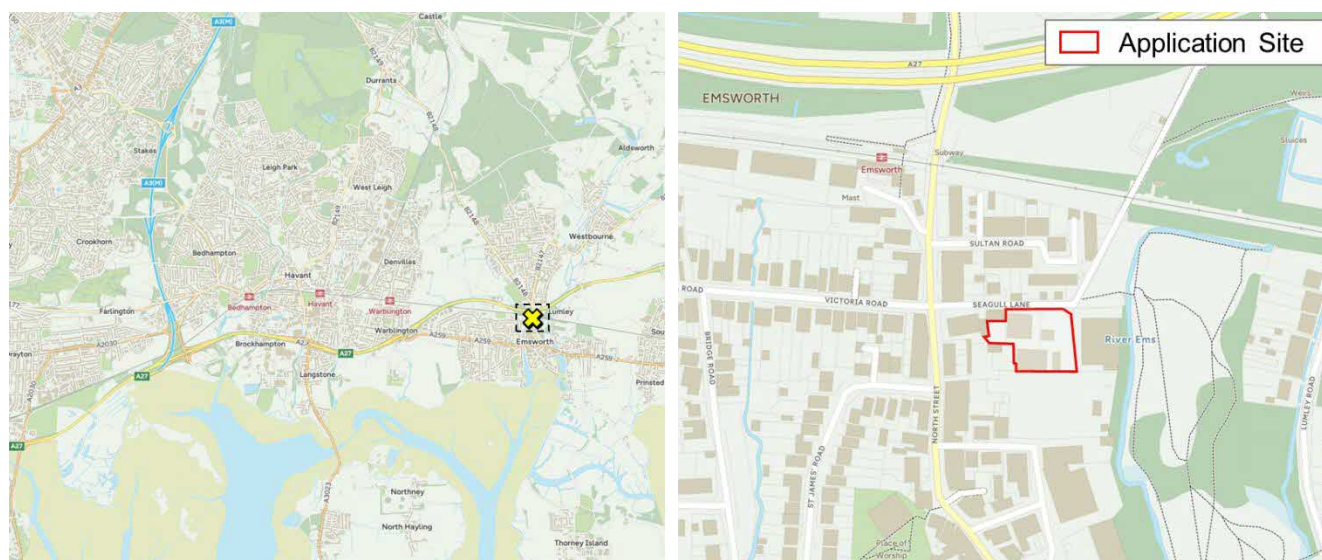


Figure 1.1: Site Location

1.2 Construction Dates & Phasing

- 1.2.1 The following start and completion dates have been included within the contract: Start Date: 09 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 14:30 – 15:30 to avoid Glenwood School finish times, 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**

3.1.1	During Phase 1, the site's existing access would be utilised to serve demolition vehicles. Pedestrian access would be served from Seagull Lane.
3.1.2	The site would be served from the existing access with a turning area provided on the eastern side of the site enabling access and egress in a forward gear. Wheel washing facilities would be located at the Egress from the site. Access is addressed in greater detail Section 4 of this CMS
3.1.3	The site would be segregated from the public realm via a 2.4m high timber hoarding on Seagull Lane. the remainder of the site is either protected by the existing boundary walls that are not demolished or security fencing. The area to the south of the existing Unit 2a is a private right of way and the boundary will be fitted with security fencing.
3.1.4	Unit 6 would be retained and utilised as site offices and welfare facilities during demolition and construction. The site's general arrangement is shown in Drawing 2024-6719-001 and in Figure 2.1 .



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. 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**.

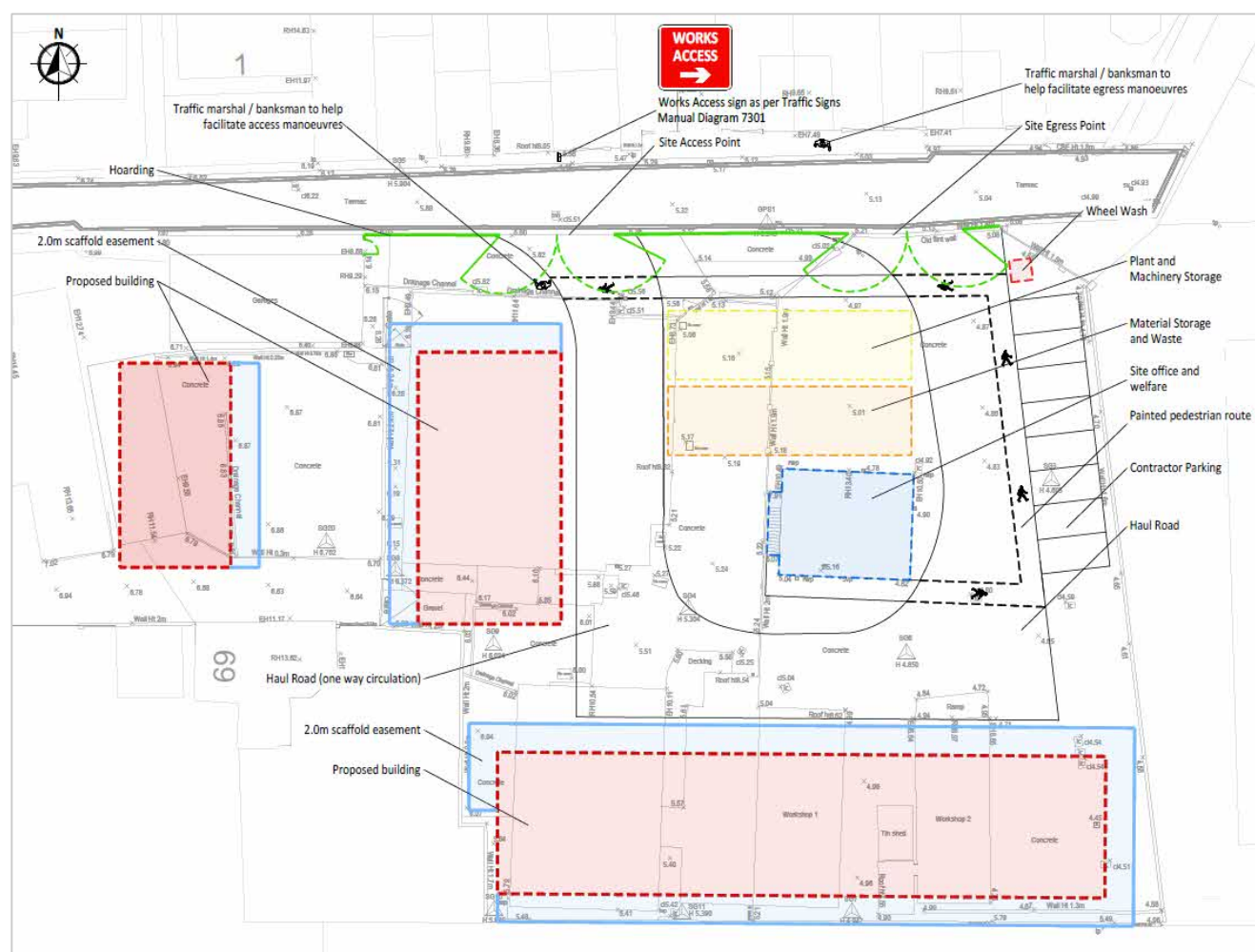


Figure 2.2: Phase 2 General Arrangement



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.

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**.

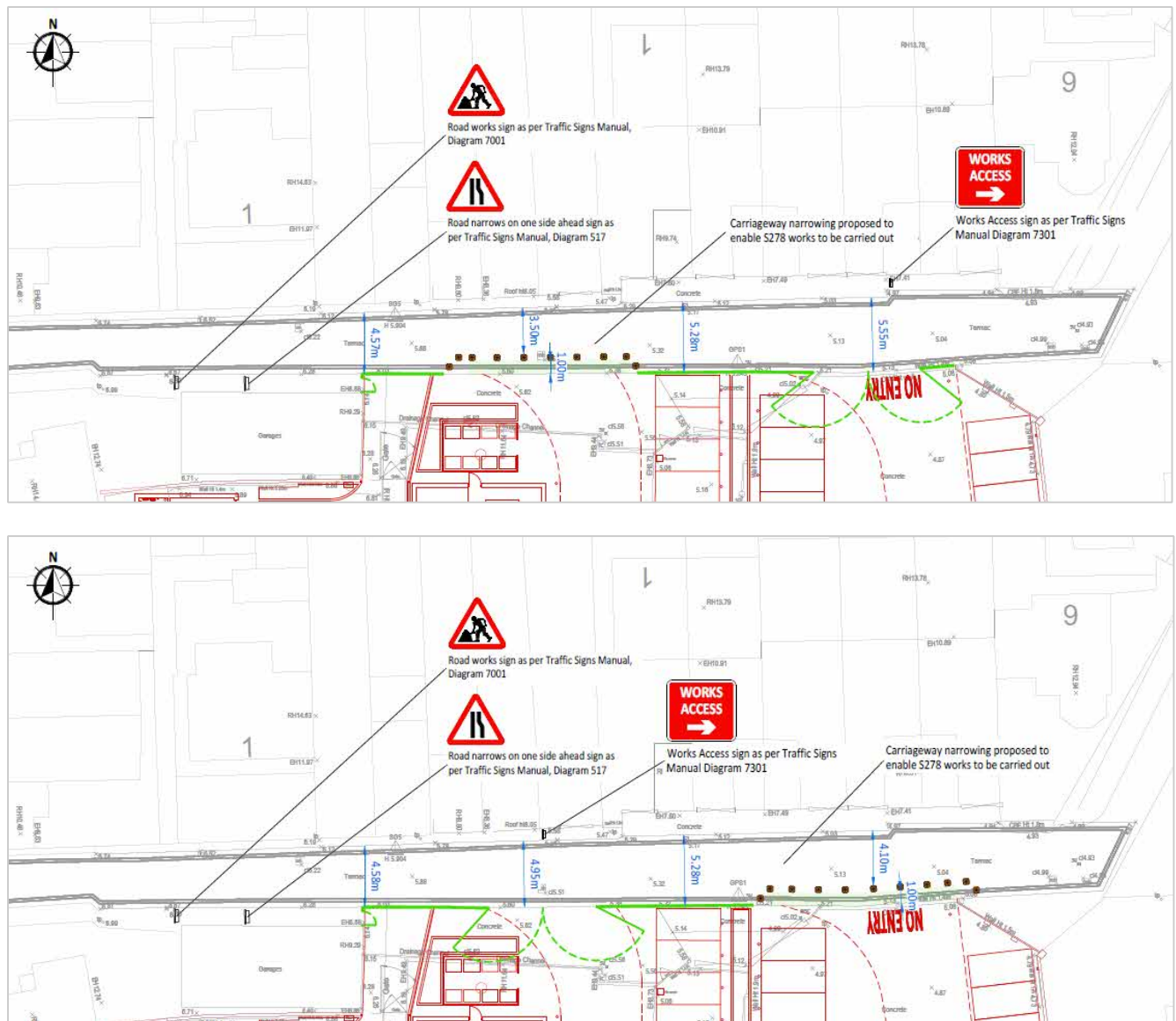


Figure 3.3: Phase 3 Overview

3.4 Phase 4 (Internal Fitout, Cladding and Snagging)

3.4.1 Phase 4 would involve the installation of all interior fixtures and fittings, plumbing, electrical work, flooring, cladding and finishing touches to all units. Access is proposed to be taken via the permitted accesses constructed during Phase 2 & 3.

3.4.2 In line with Phase 2, due to the minimal impact on road space, the street works setting out and signa scheme is limited to identification of the site access. In accordance with the 'Traffic Signs Manual' (TSI 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.

3.4.3 The site's general arrangement is shown in **Drawing 2024-6719 -401** and in **Figure 3.4**.



Figure 3.4: Phase 4 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 the 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 local 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 be 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 for Phases 1,2 and 4

- 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 t 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 preve 14:30 – 15:30 to avoid Glenwood School's finish times.



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, carrying 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

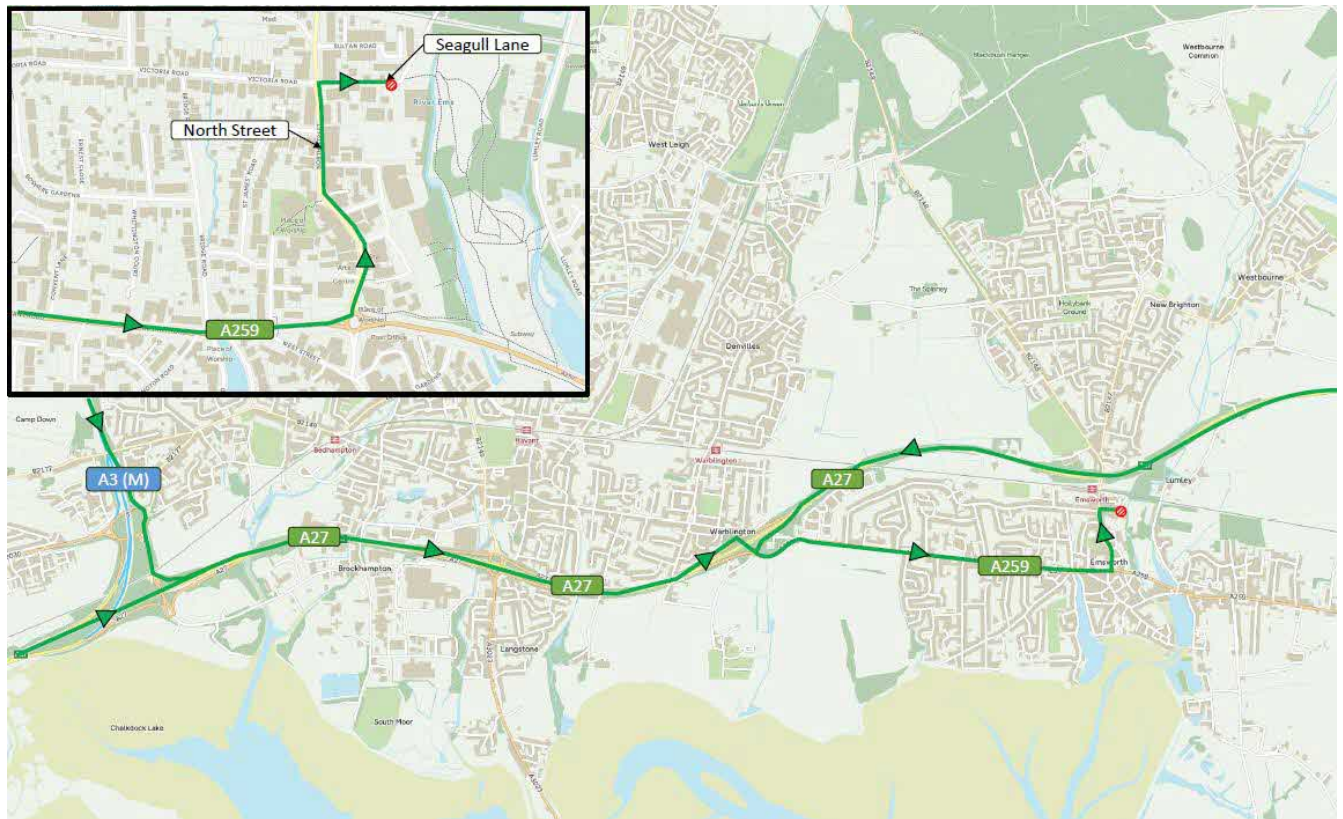


Figure 5.3: Arrival Routing Plan

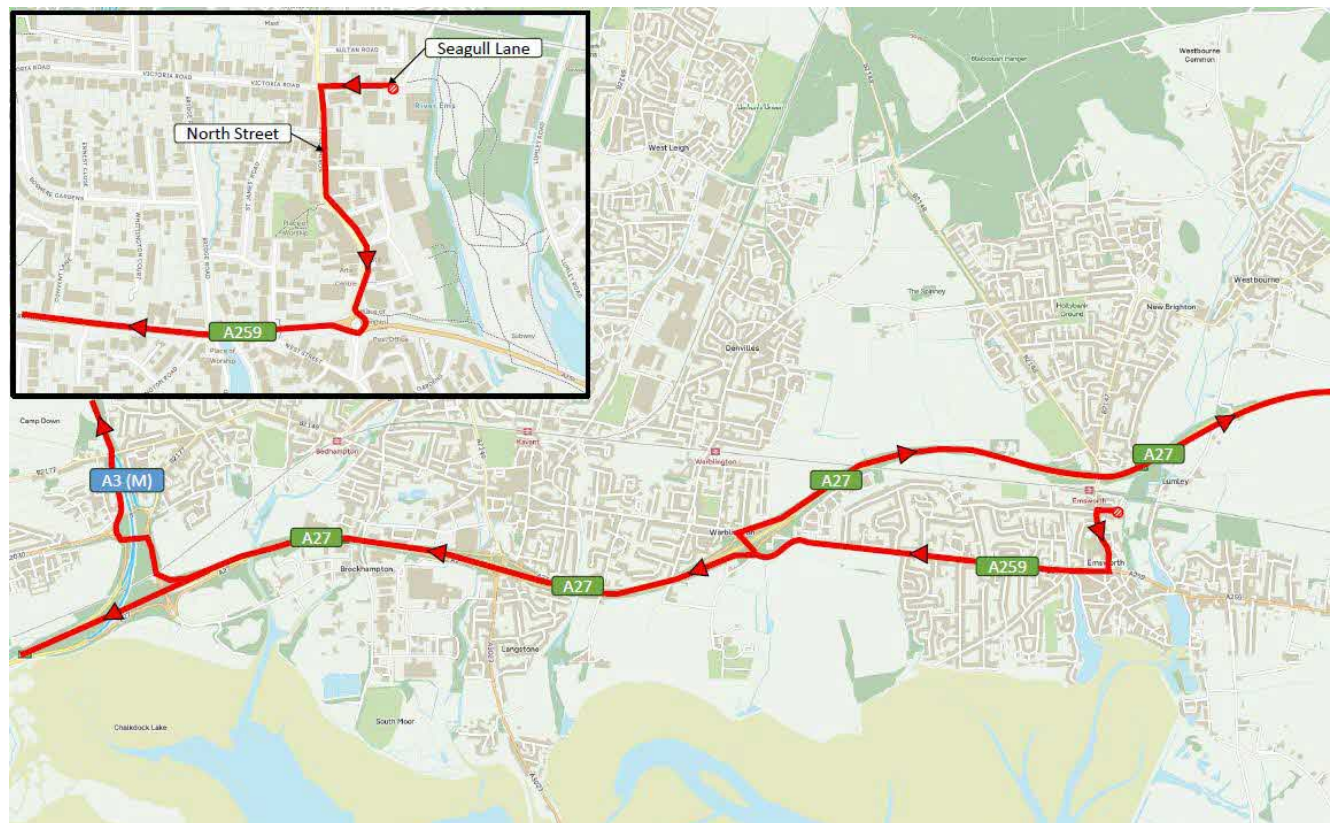


Figure 5.4: Departure Routing Plan



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**.

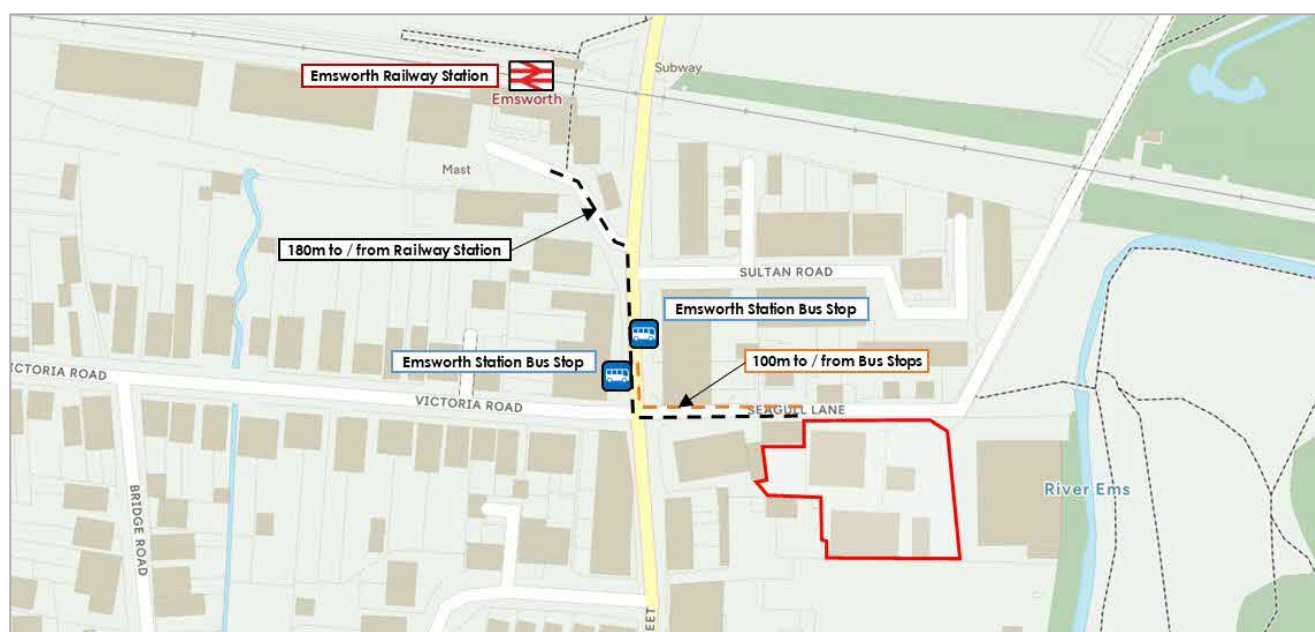




Figure 6.2: Public Transport Provision

- 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.



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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

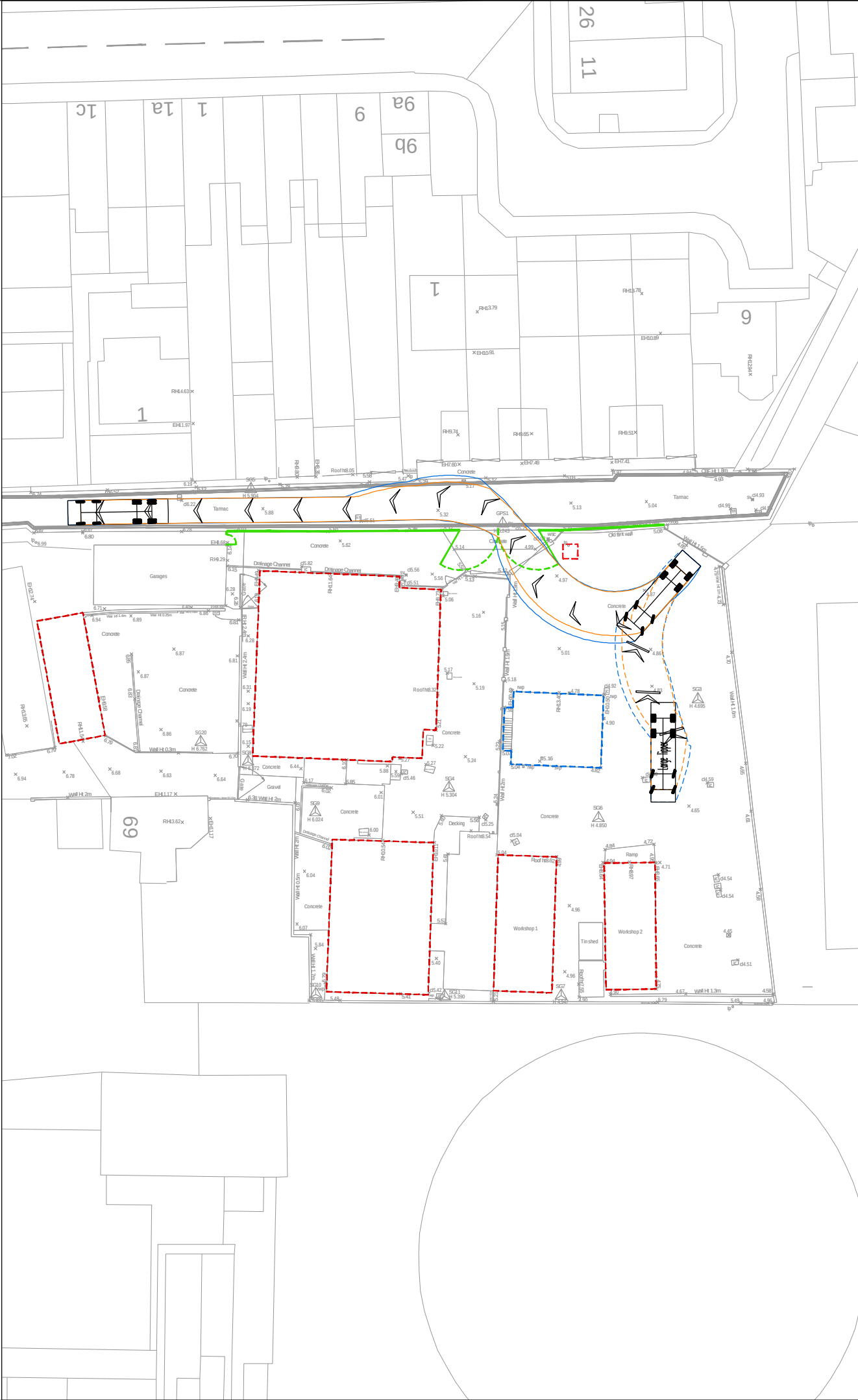
Building to be Demolished

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



BRIGHT PLAN
Transport Planning | Civil Engineering | Lan
65 Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
Tel: 0333 358 3270 Email: enquiries@bpcivils.co.uk
www.bpcivils.co.uk

Drawing Status		Final	
Client Nyetimber Management Ltd			
Project		Seagull Lane, Emsworth	
Drawing Title Phase 1 - Site Overview			
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Drawing No. 2024-6719-001			Rev. A



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Existing Road Markings

-Swept Path-
Wheel Track
Over Swing

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

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

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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 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

-Swept Path-
Wheel Track
Over Swing

6.265m

Small Skip Lorry
Overall Length 2.390m
Overall Width 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



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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

Drawing No. 2024-6719-003

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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 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

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

-	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 12.0m Rigid Access & Egress			
Scale	Date	Drawn By	Checked By
1:250	Jul 24	SMO	ALB
Drawing No. 2024-6719-101			Rev. -



- 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

-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

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



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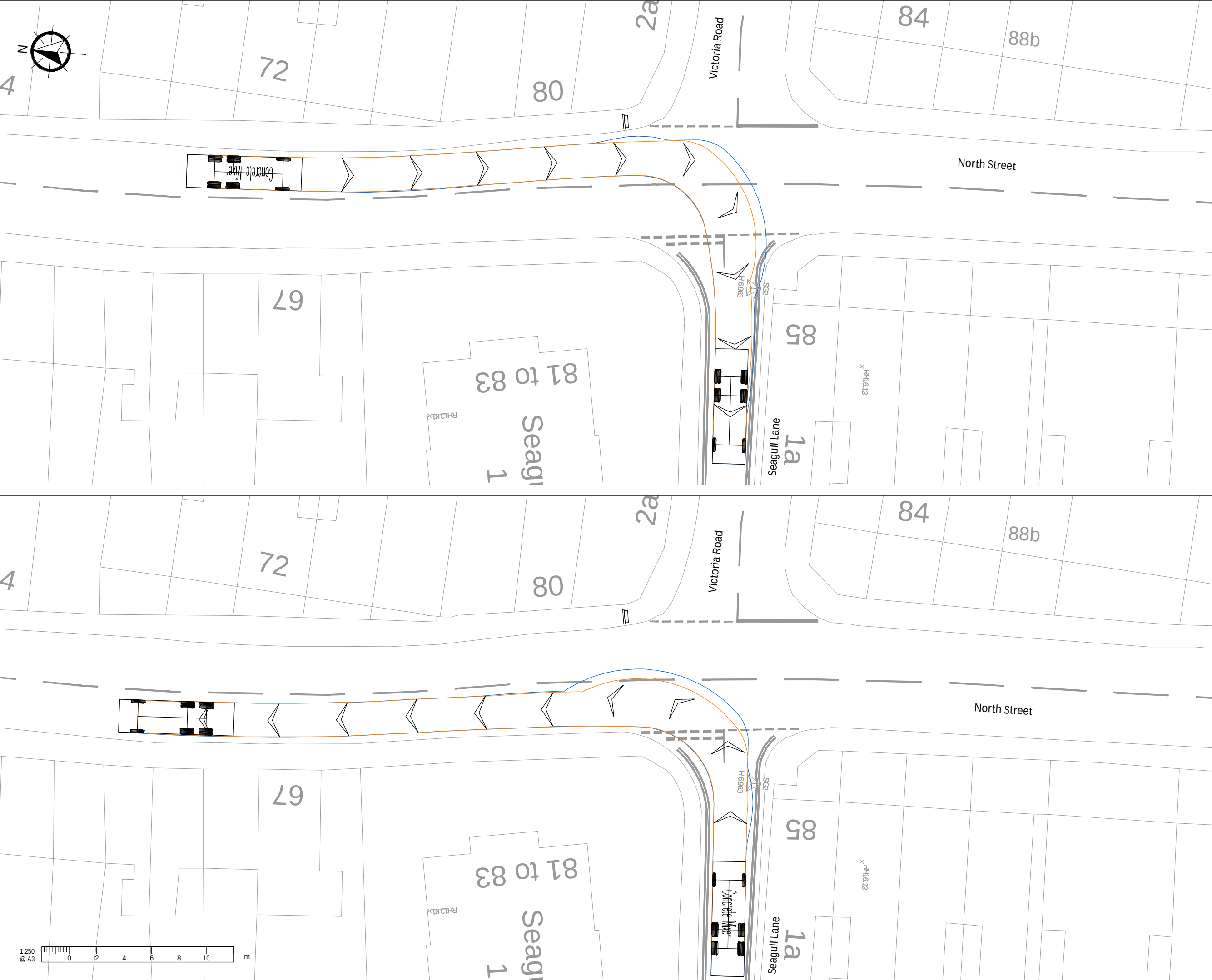
Client	Nyetimber Management Ltd
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Project	Seagull Lane, Emsworth
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Drawing Title	North Street / Seagull Lane Large Tipper Access & Egress
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Scale	Date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

Drawing No.	Rev.
2024-6719-102	-



- A3**
1.

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2.

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3.

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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

Concrete Mixer

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

8.360m

2.390m

4.027m

0.358m

2.413m

6.00s

8.210m

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

B R I G H T P L A N

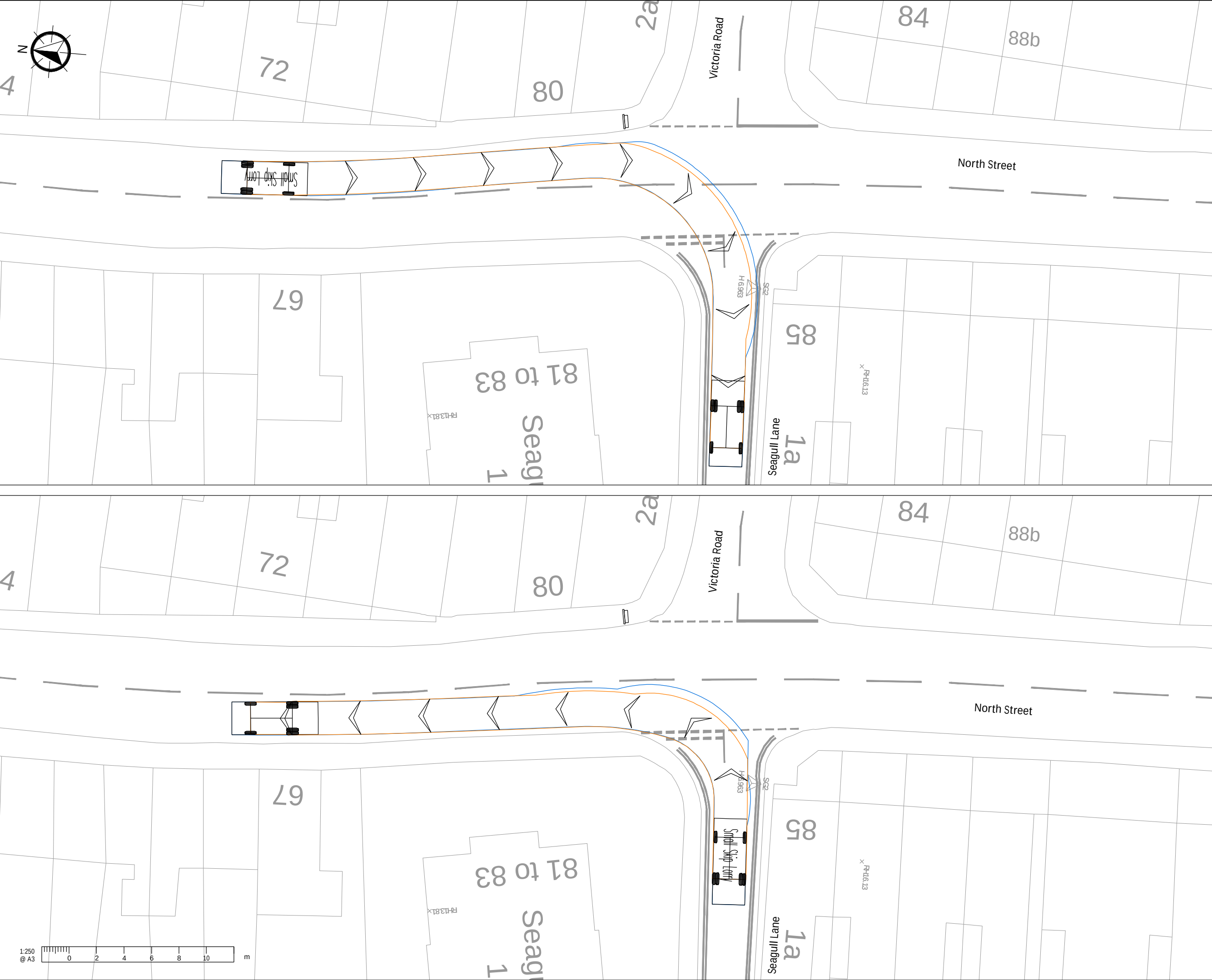
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Drawing Status		Draft	
Client			
Nyetimber Management Ltd			
Project			
Seagull Lane, Emsworth			
Drawing Title			
North Street / Seagull Lane			
Concrete Mixer Access & Egress			
Scale	Date	Drawn By	Checked By
1:250	Jul 24	SMO	ALB
Drawing No.			Rev.
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

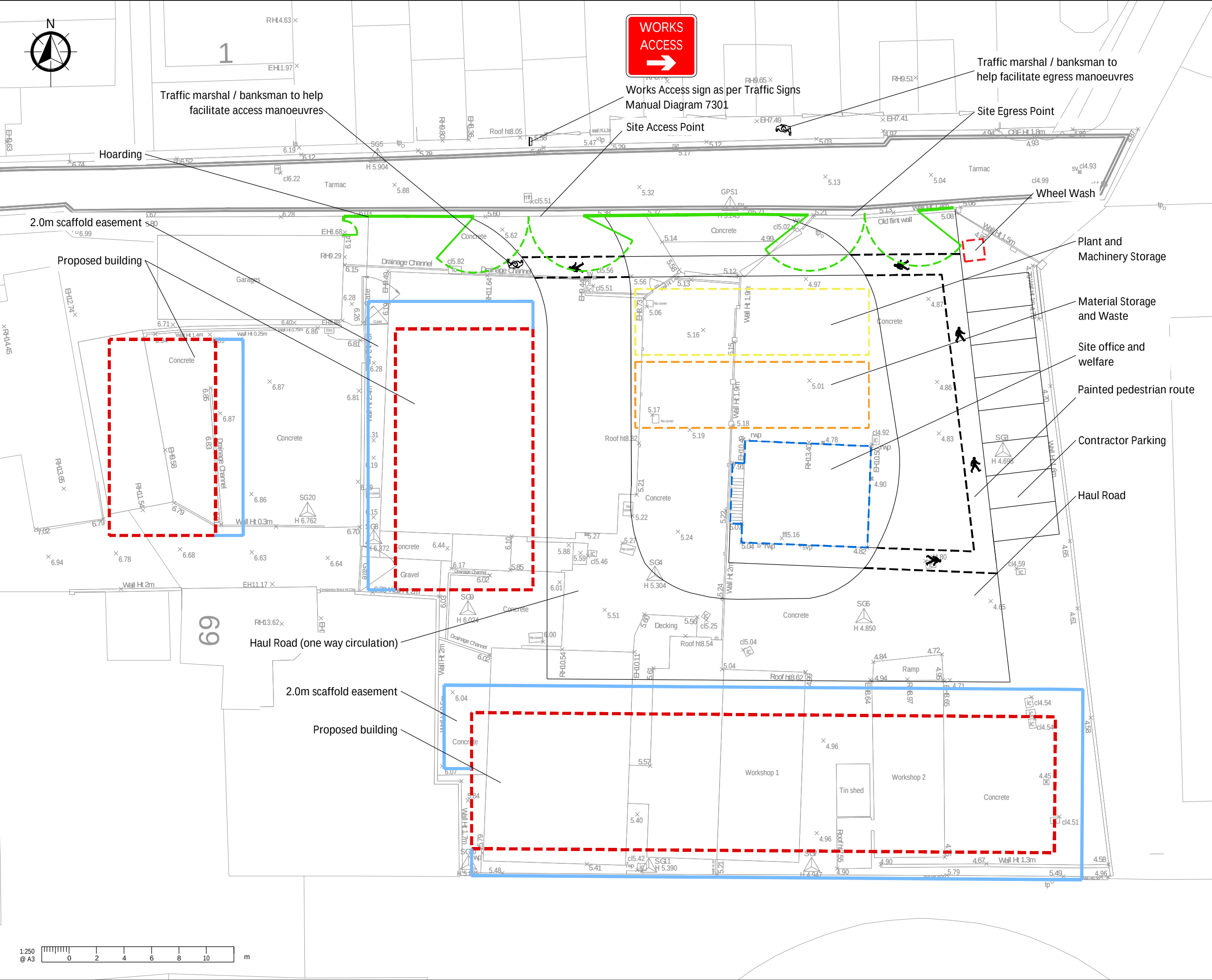
Small Skip Lorry
Overall Length 6.265m
Overall Width 2.390m
Overall Body Height 5.650m
Min Body Ground Clearance 0.396m
Max Track Width 2.435m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.340m

-	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 1:250	Date Jul 24	Drawn By SMO	Checked By 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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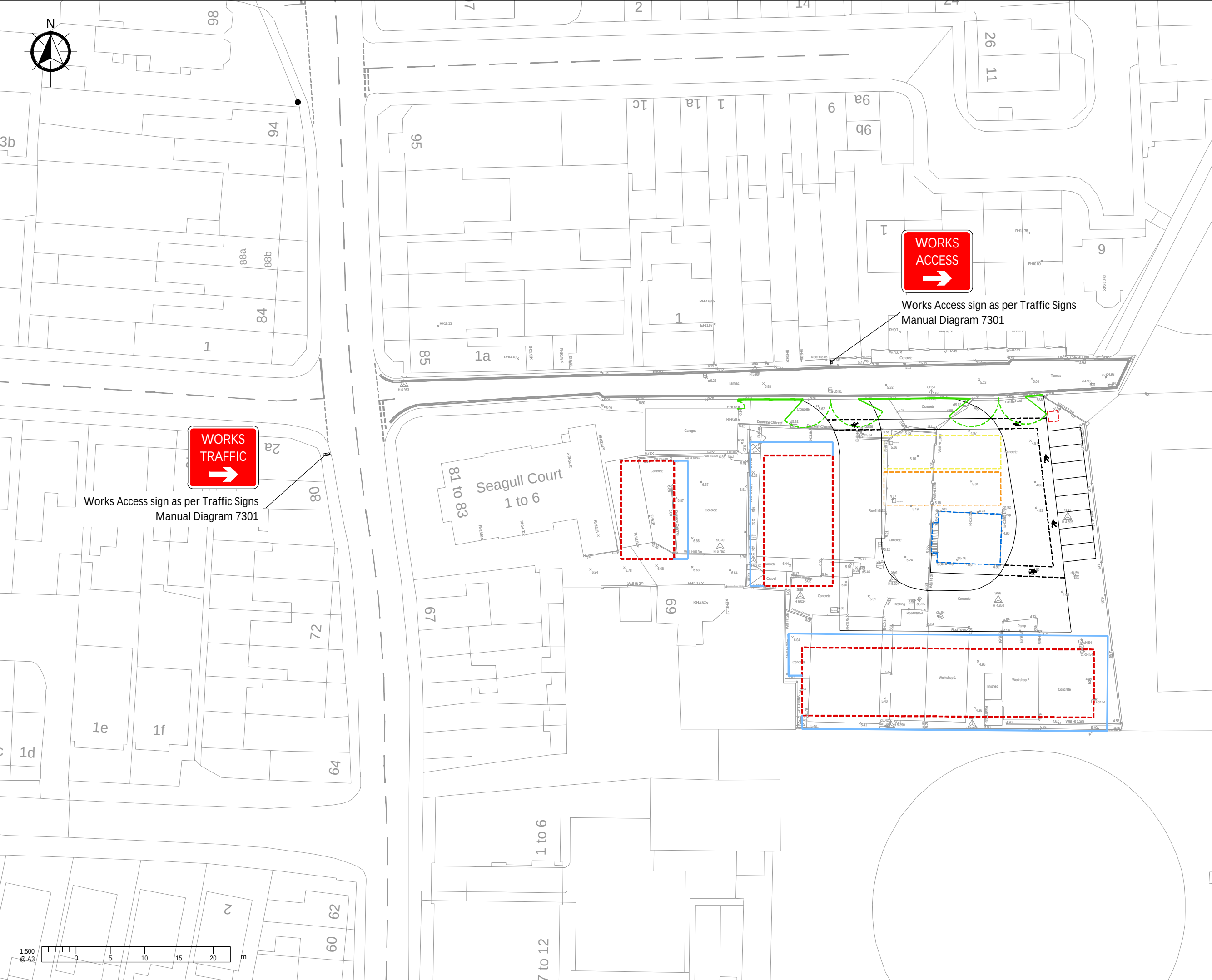
Drawing Status: Final

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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- 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

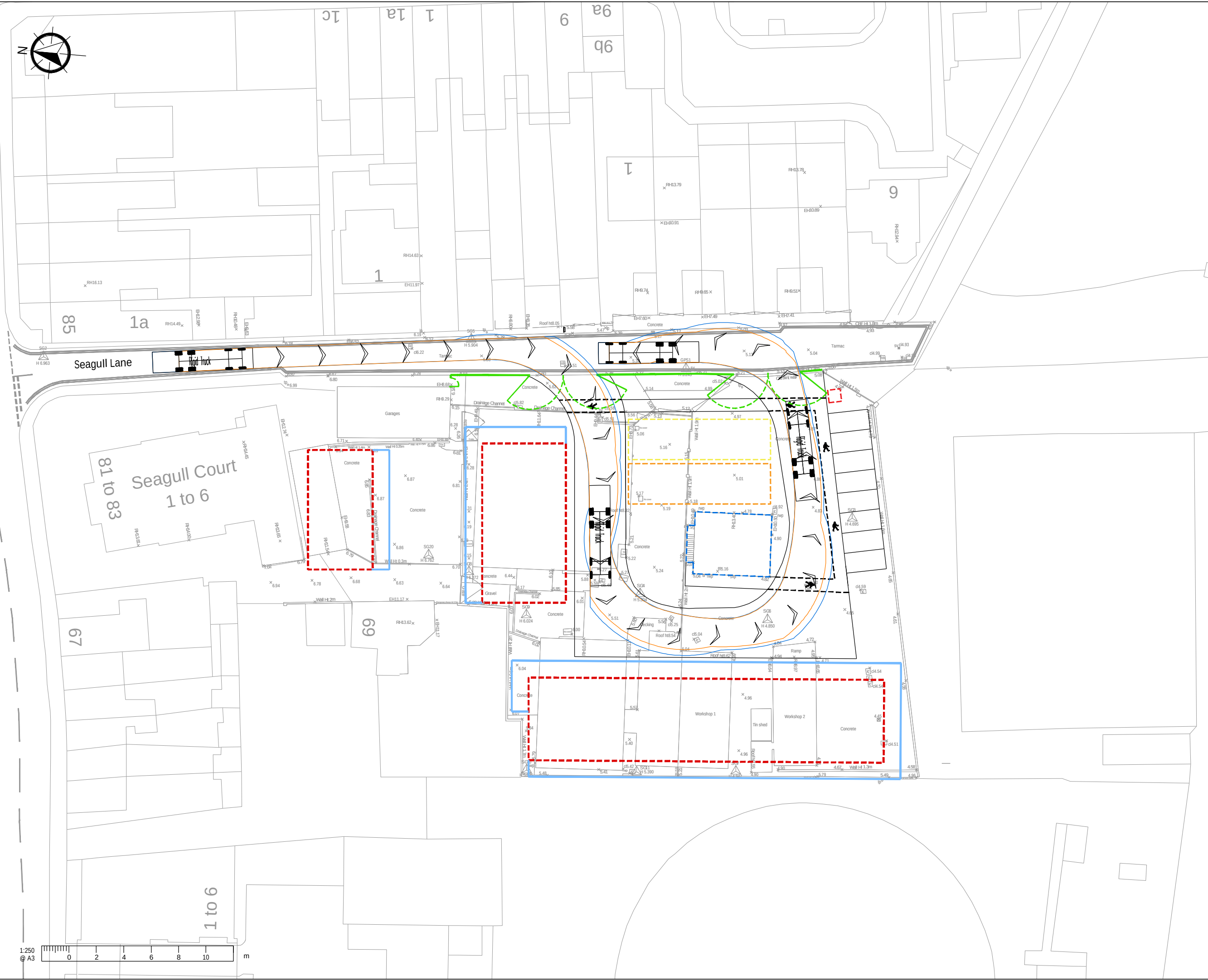
Client Nyetimber Management Ltd

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



BRIGHT PLAN

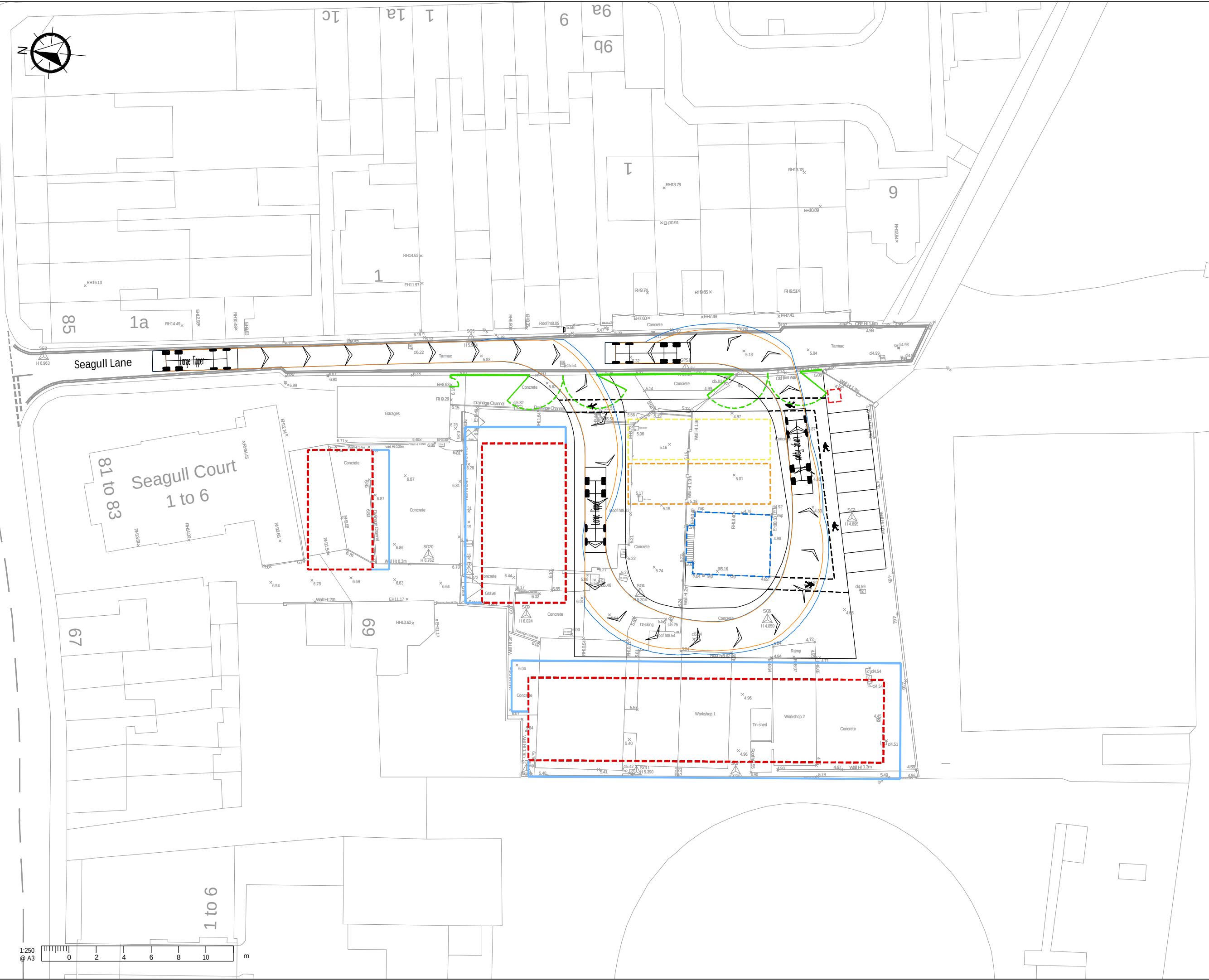
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Drawing Status	Draft		
Client	Nyetimber Management Ltd		
Project	Seagull Lane, Emsworth		
Drawing Title	Phase 2 - Site Compound 12.0m Rigid Access & Egress		
Scale	1:250	Date	Jul 24
Drawn By	SMO	Checked By	ALB
Drawing No.	2024-6719-203		Rev.
		A	



- 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

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



BRIGHT PLAN

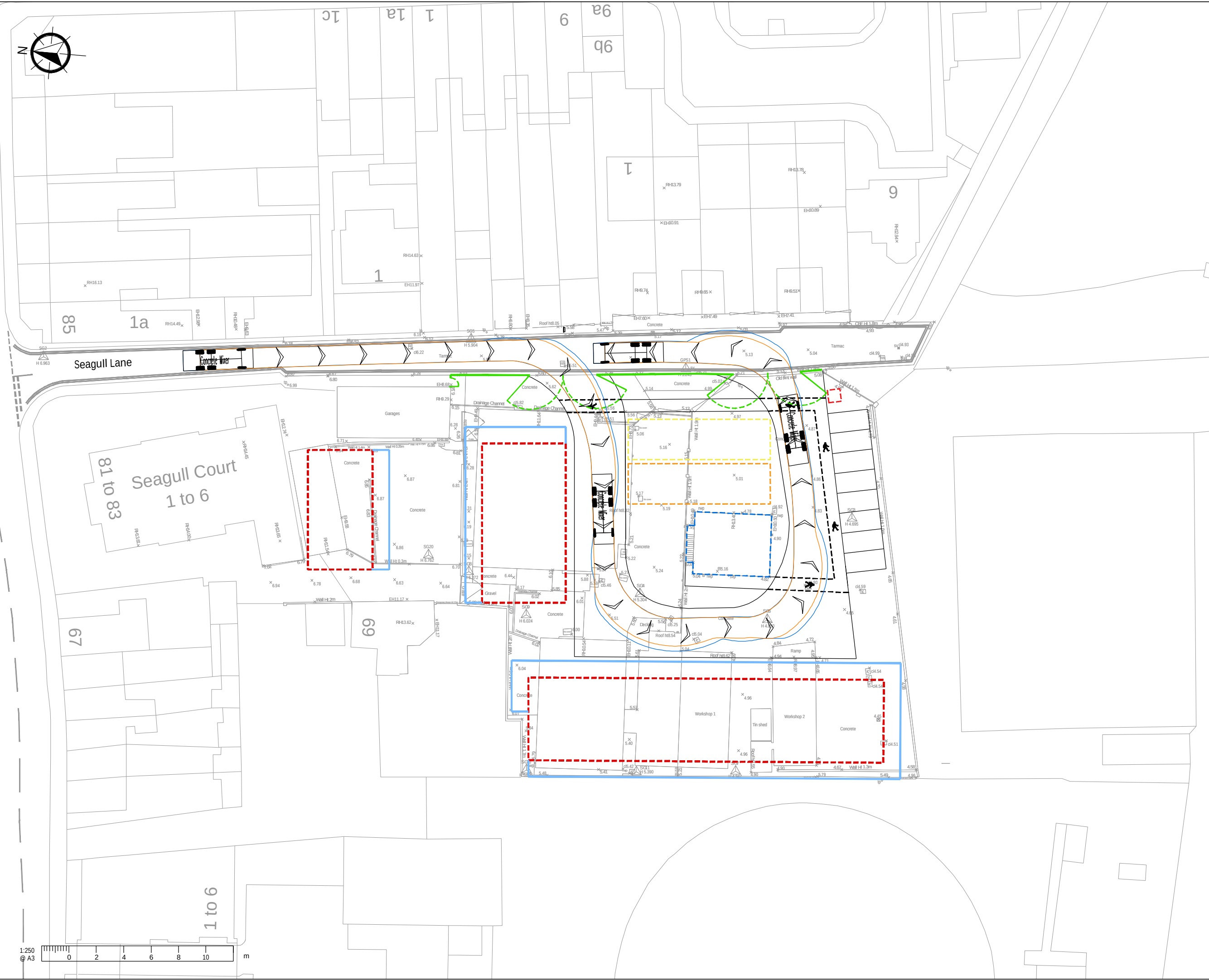
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Drawing Status		Final	
Client Nyetimber Management Ltd			
Project		Seagull Lane, Emsworth	
Drawing Title Phase 2 - Site Compound Large Tipper Access & Egress			
Scale	Date	Drawn By	Checked By
1:250	Jul 24	SMO	ALB
Drawing No. 2024-6719-204			Rev. A



- A3**
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Existing Road Markings

-Swept Path-
Wheel Track
Over Swing

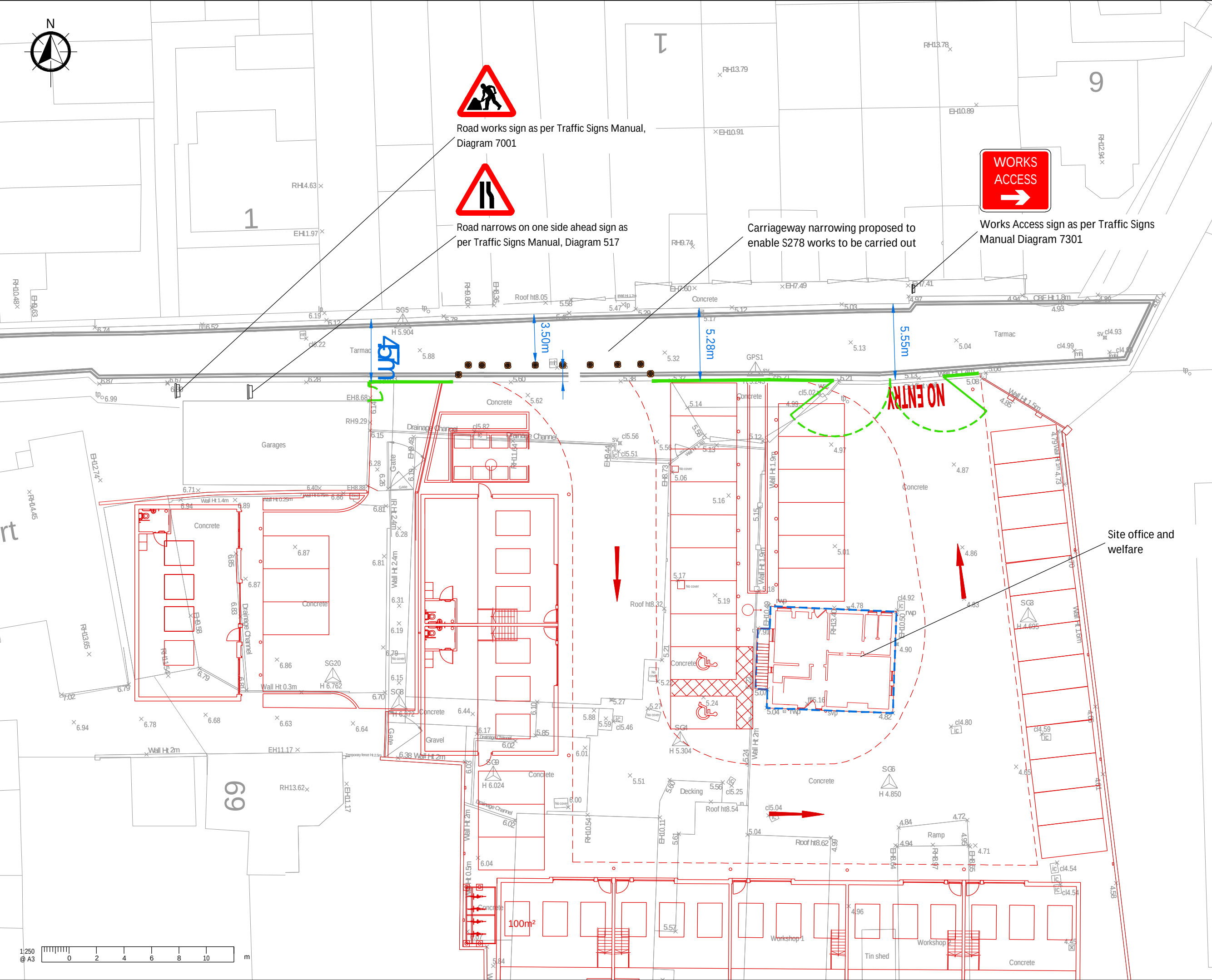
Concrete Mixer
Overall Length 8.360m
Overall Width 2.390m
Overall Body Height 4.027m
Min Body Ground Clearance 0.358m
Max Track Width 2.413m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 8.210m

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



Road works sign as per Traffic Signs Manual, Diagram 7001



Road narrows on one side ahead sign as per Traffic Signs Manual, Diagram 517



Works Access sign as per Traffic Signs Manual Diagram 7301

Carriageway narrowing proposed to enable S278 works to be carried out

Site office and welfare

- A3**
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- Existing Road Markings
- Sign
- Hoarding
- S278 Works Area
- Development

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



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Drawing Status Final

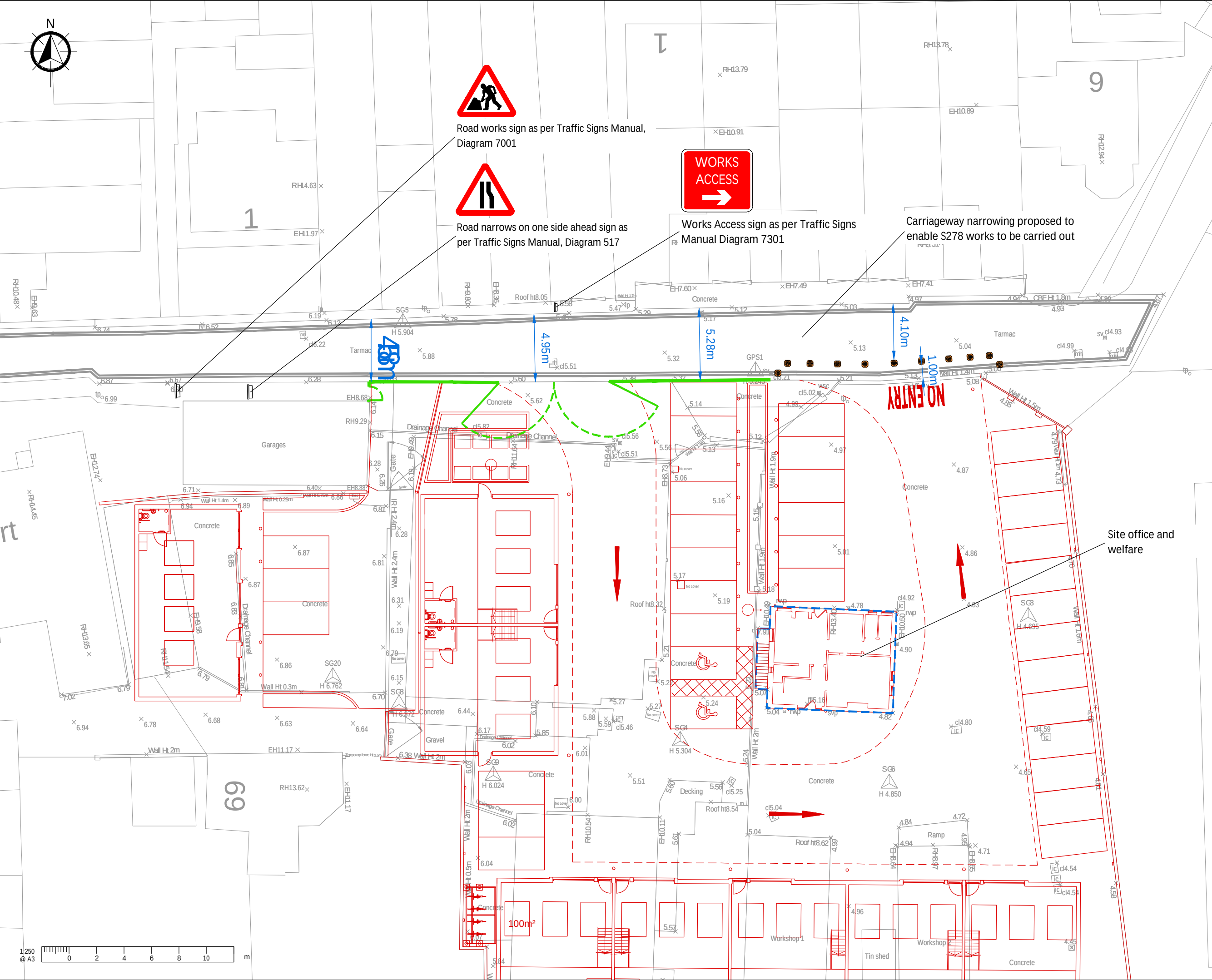
Client Nyetimber Management Ltd

Project Seagull Lane, Emsworth

Drawing Title Phase 3 - Site Overview
Access Construction

Scale 1:250	Date Jul 24	Drawn By SMO	Checked By ALB
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Drawing No. 2024-6719-301	Rev. A
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Road works sign as per Traffic Signs Manual, Diagram 7001



Road narrows on one side ahead sign as per Traffic Signs Manual, Diagram 517



Works Access sign as per Traffic Signs Manual Diagram 7301

Carriageway narrowing proposed to enable S278 works to be carried out

Site office and welfare

- 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.

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3.

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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

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



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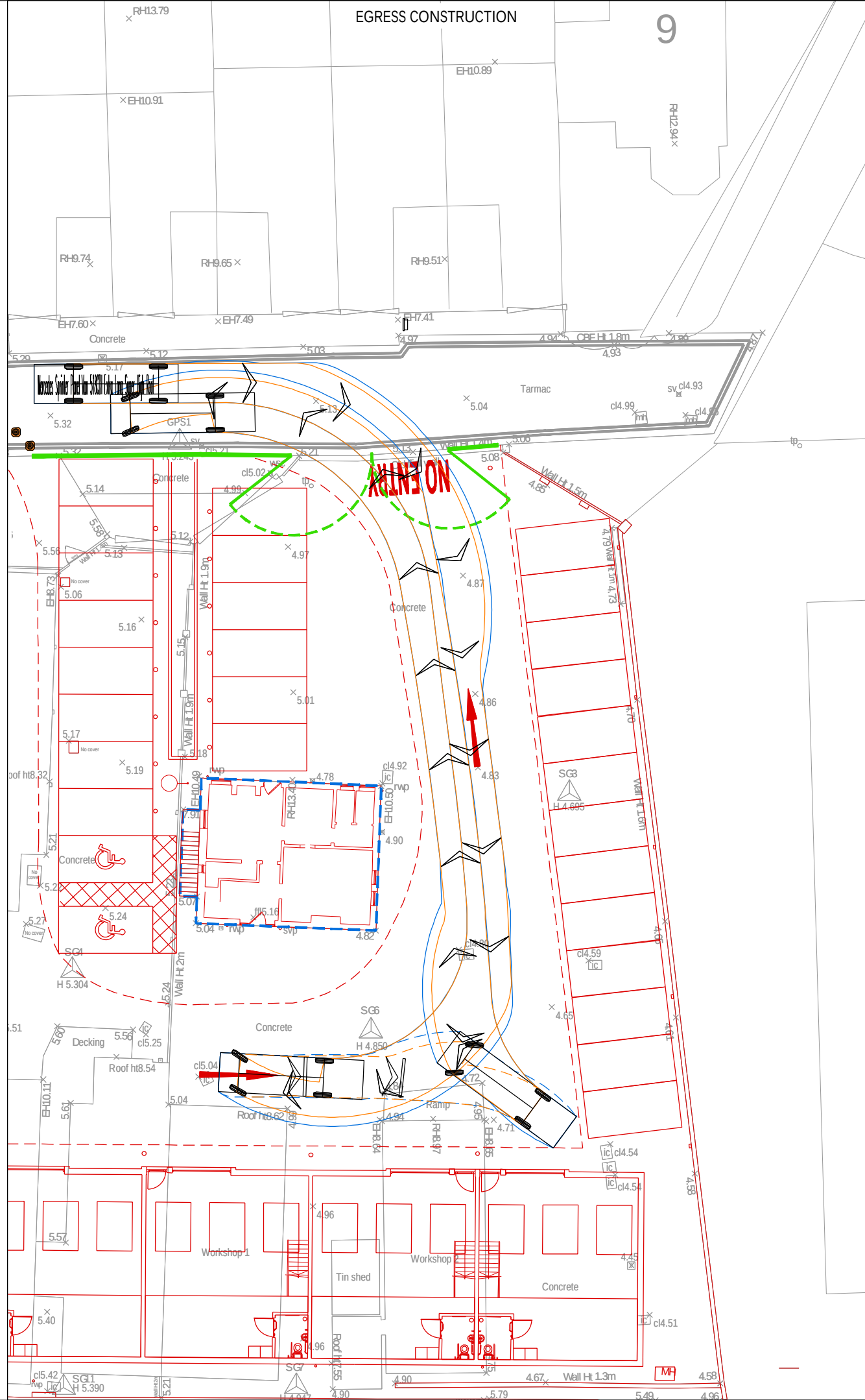
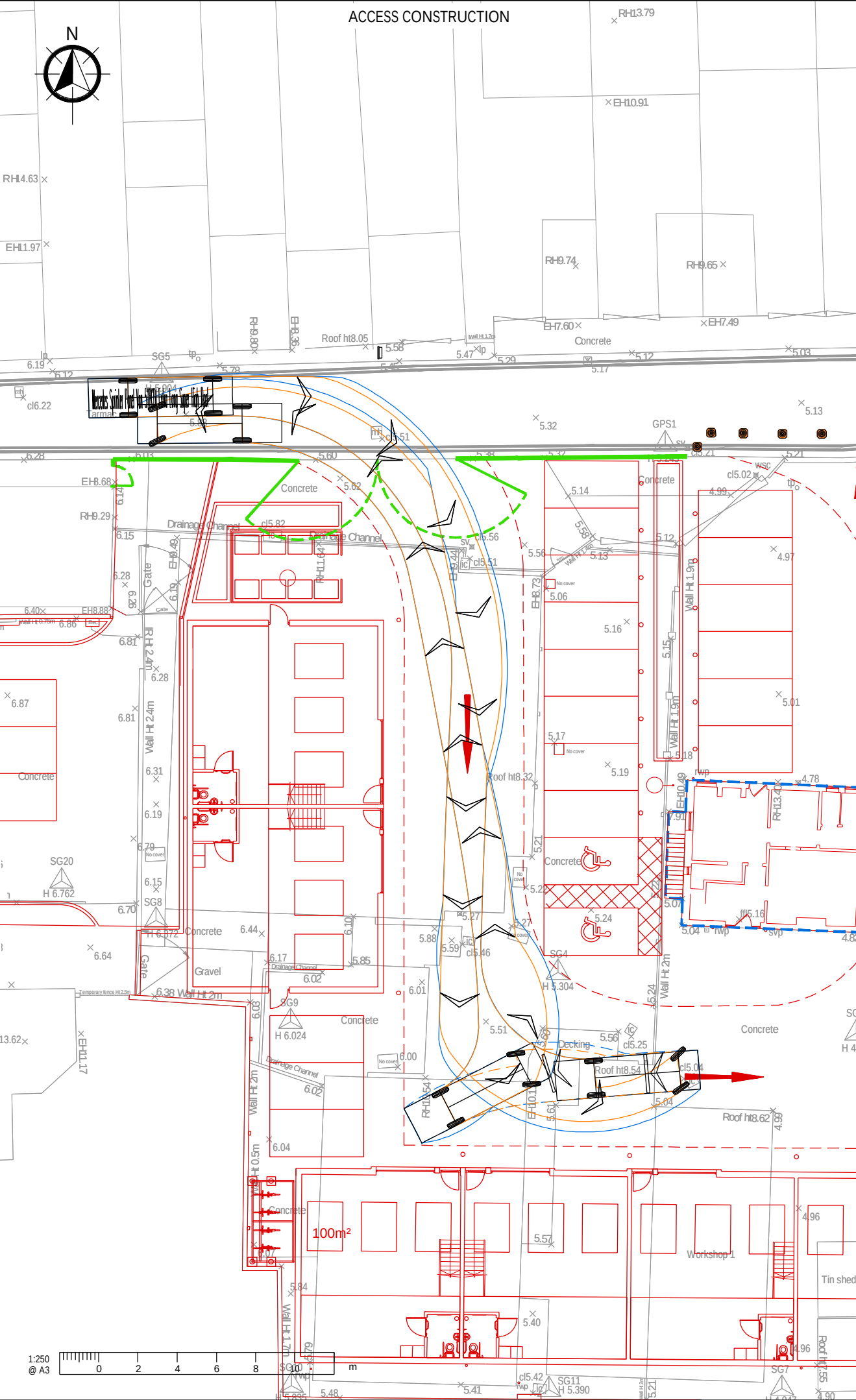
Drawing Status	Final
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Client	Nyetimber Management Ltd
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Project	Seagull Lane, Emsworth
---------	------------------------

Drawing Title	Phase 3 - Site Overview Egress Construction
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Scale	1:250	Date	Jul 24	Drawn By	SMO	Checked By	ALB
Drawing No.	2024-6719-302	Rev.	A				



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.

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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

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

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 Van Servicing

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

Drawing No.

2024-6719-303

Rev.

A



- 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

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

BRIGHT PLAN

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Tel: 0333 358 3270 Email: enquiries@bpcivils.co.uk
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Drawing Status Final

Client Nyetimber Management Ltd

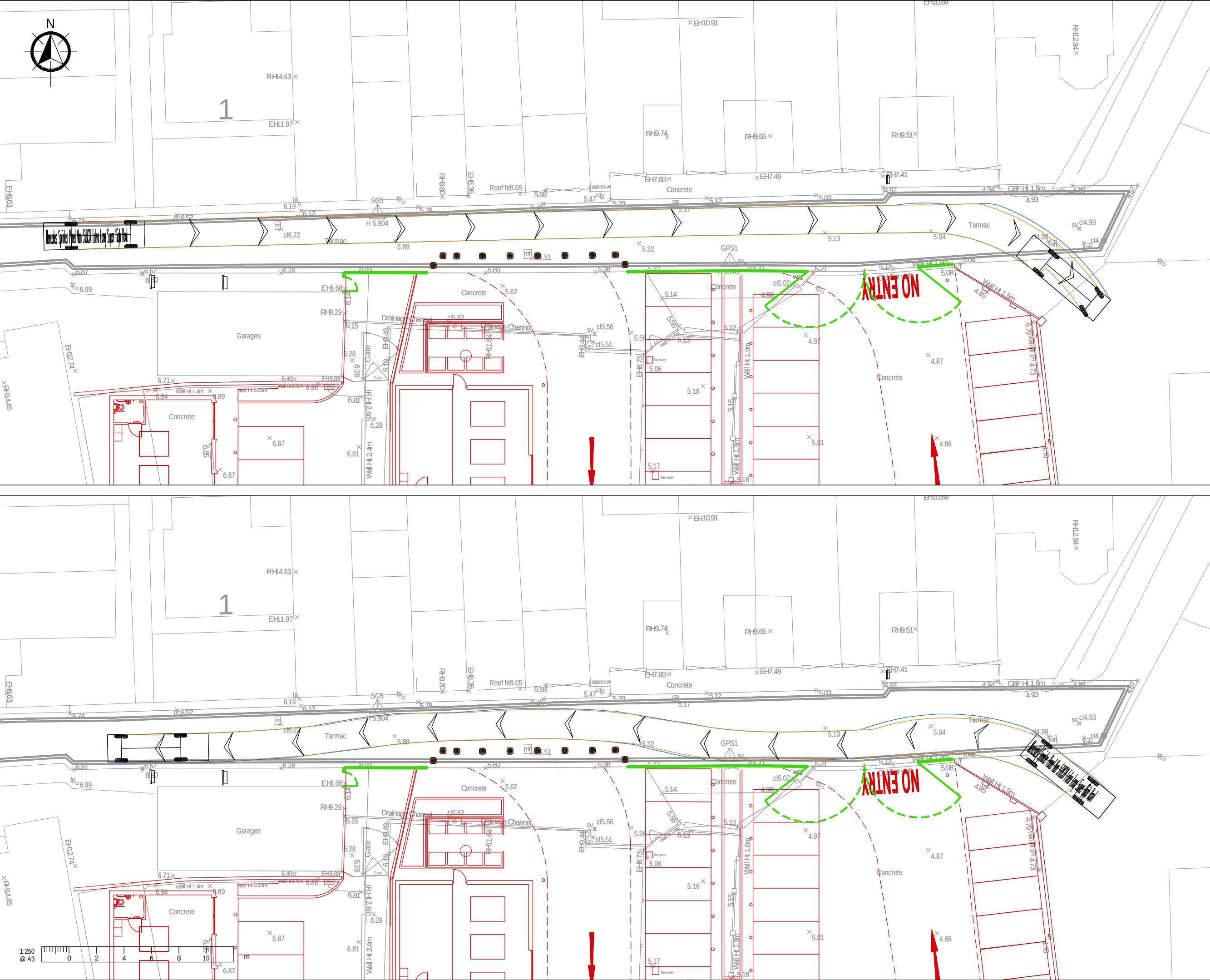
Project Seagull Lane, Emsworth

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

Scale 1:250	Date Jul 24	Drawn By SMO	Checked By ALB
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Drawing No. 2024-6719-304

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

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

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

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Drawing Status Final

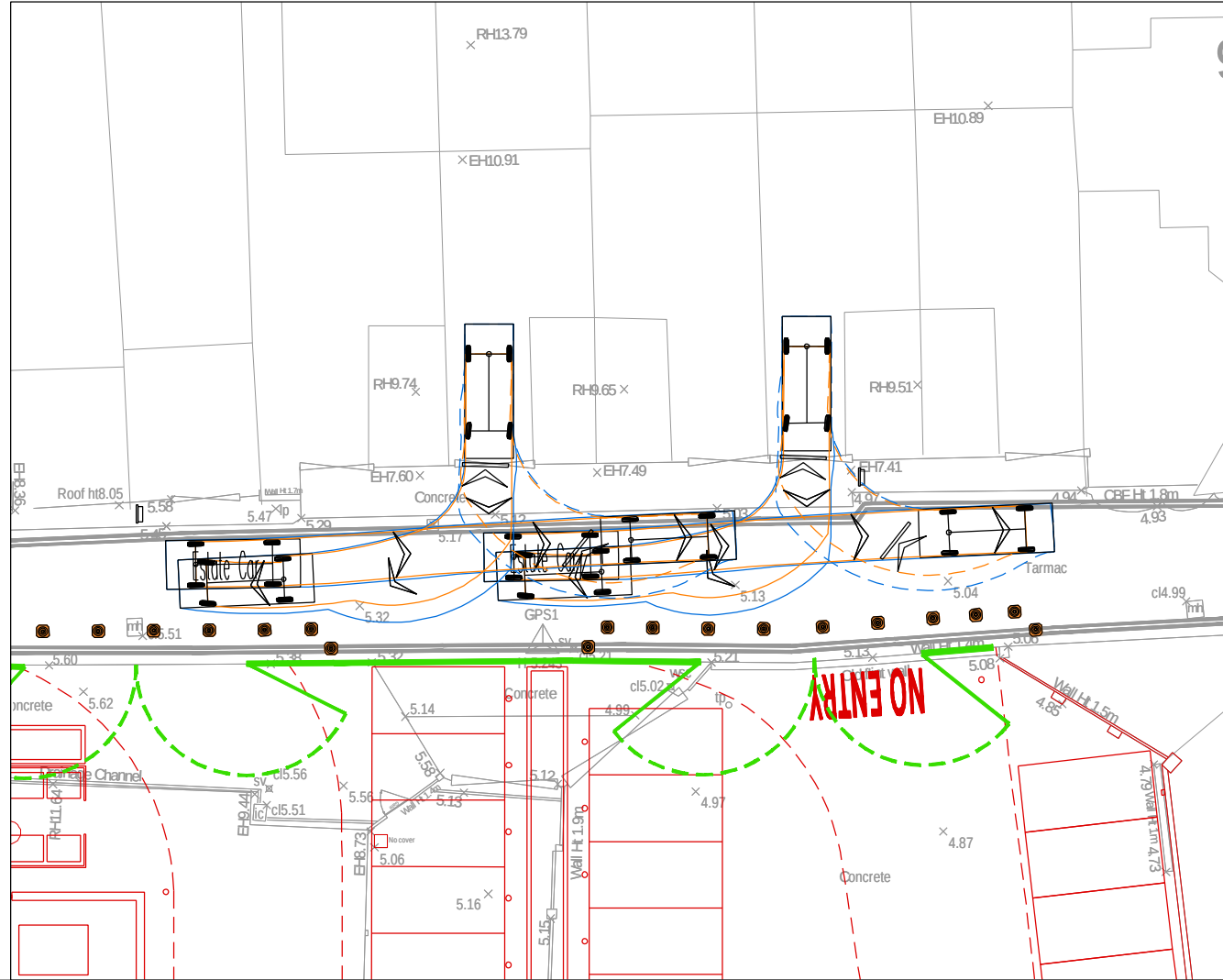
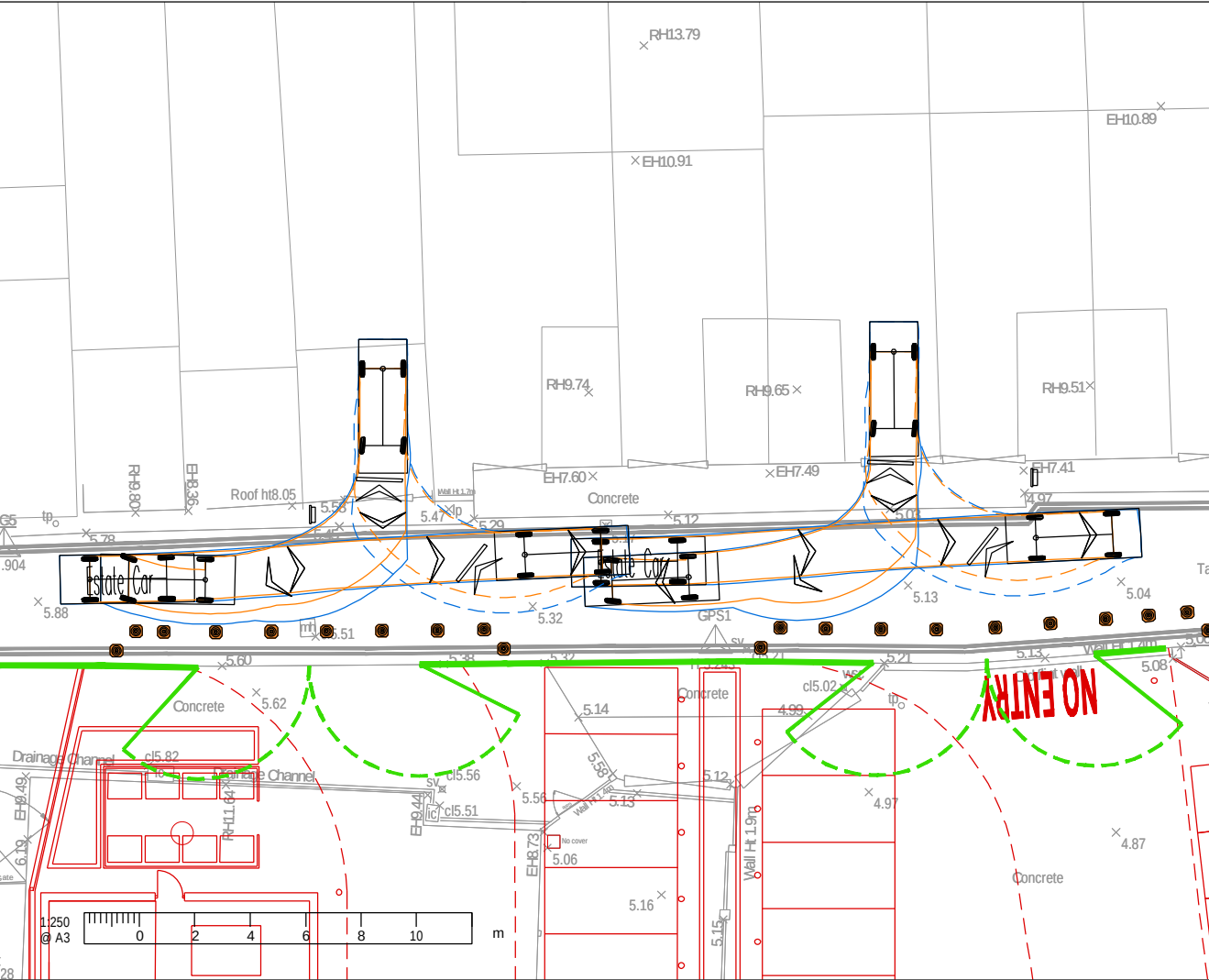
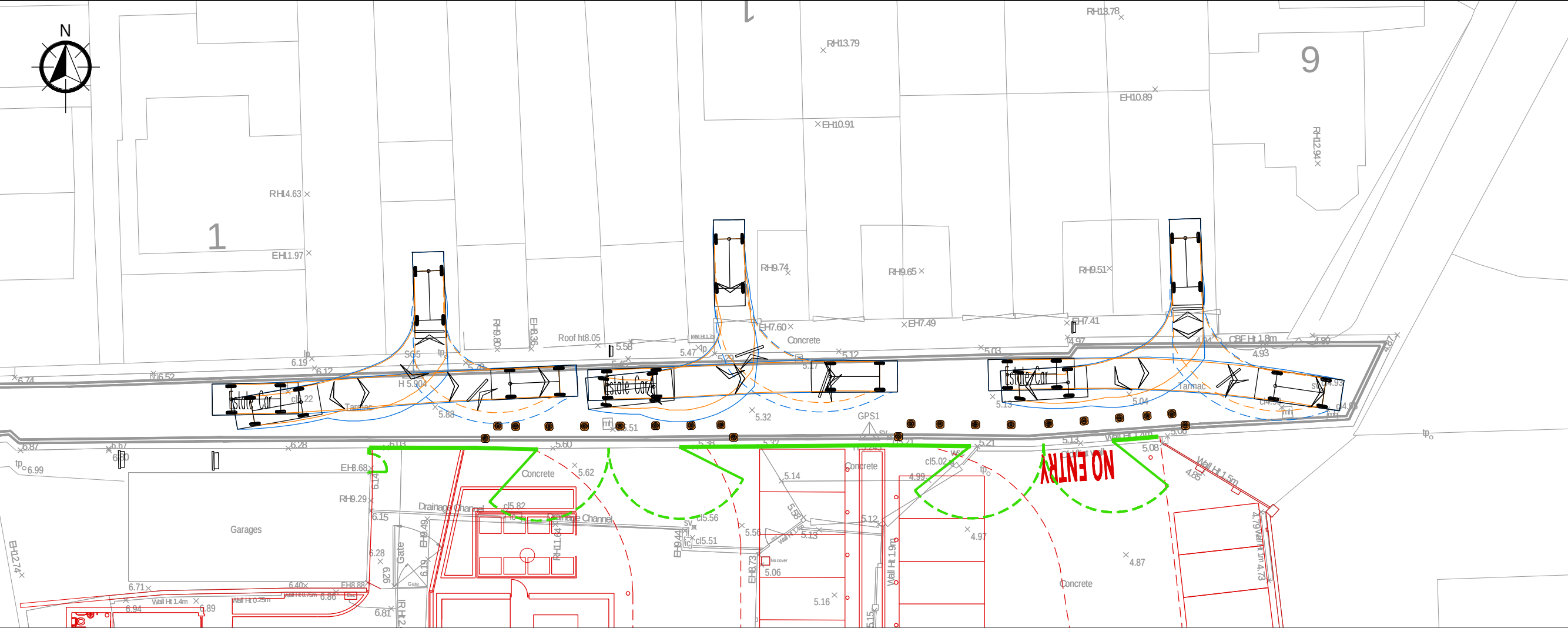
Client Nyetimber Management Ltd

Project Seagull Lane, Emsworth

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

Scale 1:250	Date Jul 24	Drawn By SMO	Checked By ALB
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Drawing No. 2024-6719-305	Rev. A
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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.
 - Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
 - 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

4.845

2.77

0.005

Estate Car

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

4.845m

1.750m

1.424m

0.189m

1.655m

4.005

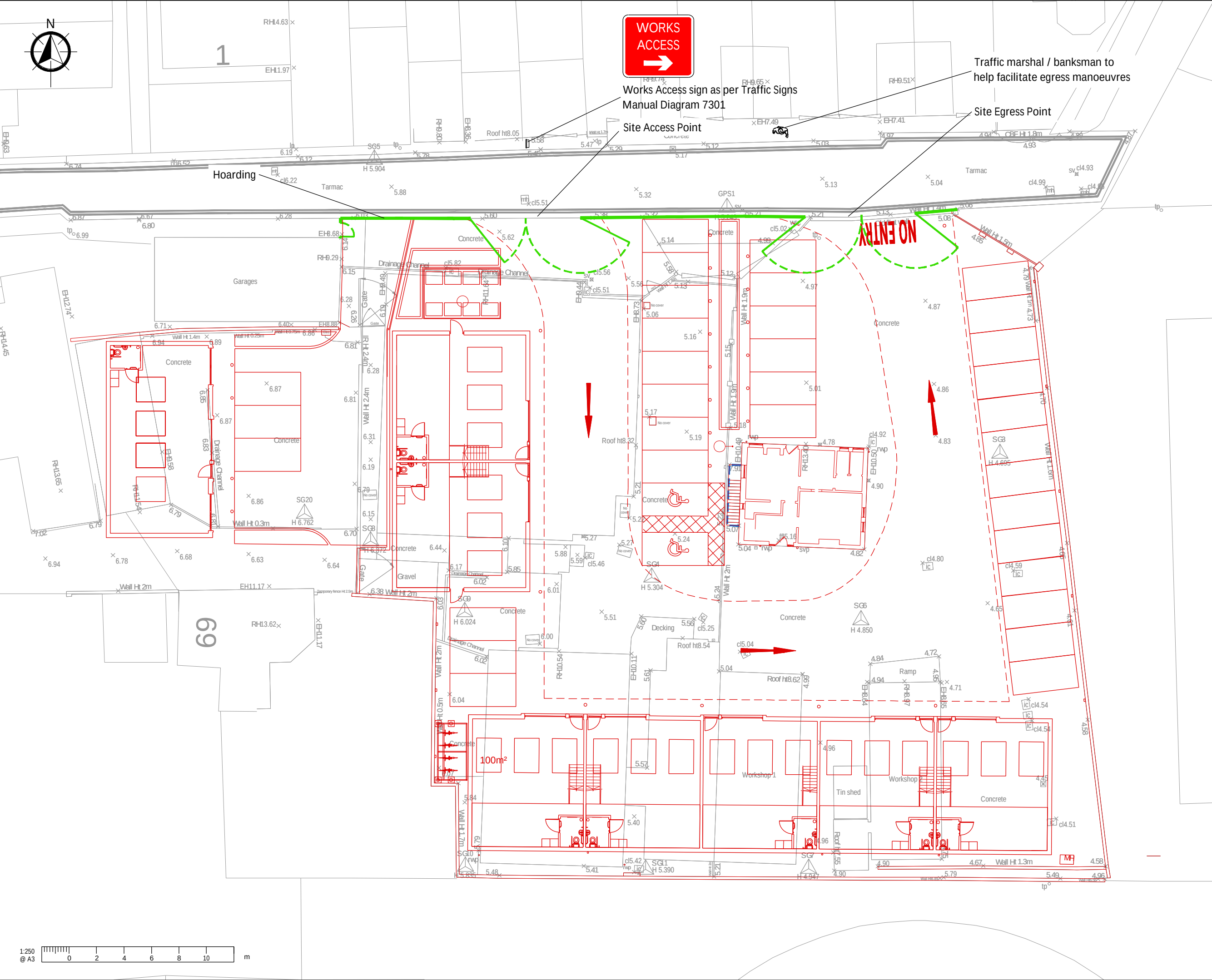
4.950m

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 - Existing Driveway Access and Egress			
Scale 1:250	Date Jul 24	Drawn By SMO	Checked By ALB
Drawing No. 2024-6719-306			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.
 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
- Development

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

Drawing No.: 2024-6719-401

Rev.: A



APPENDICES

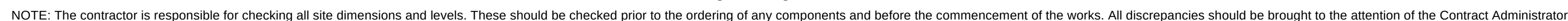


Appendix A Site Plans



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

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

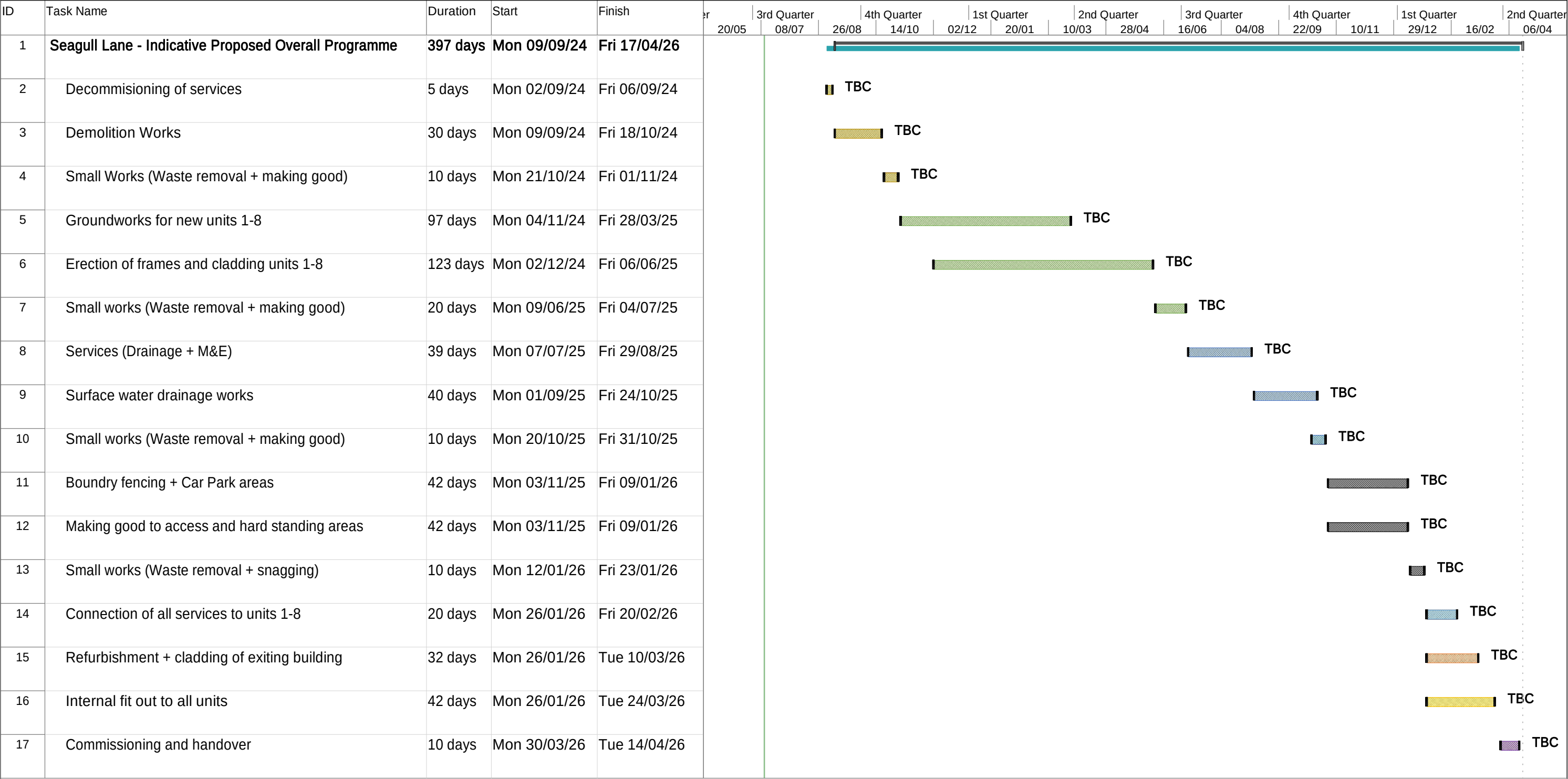




Appendix B

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

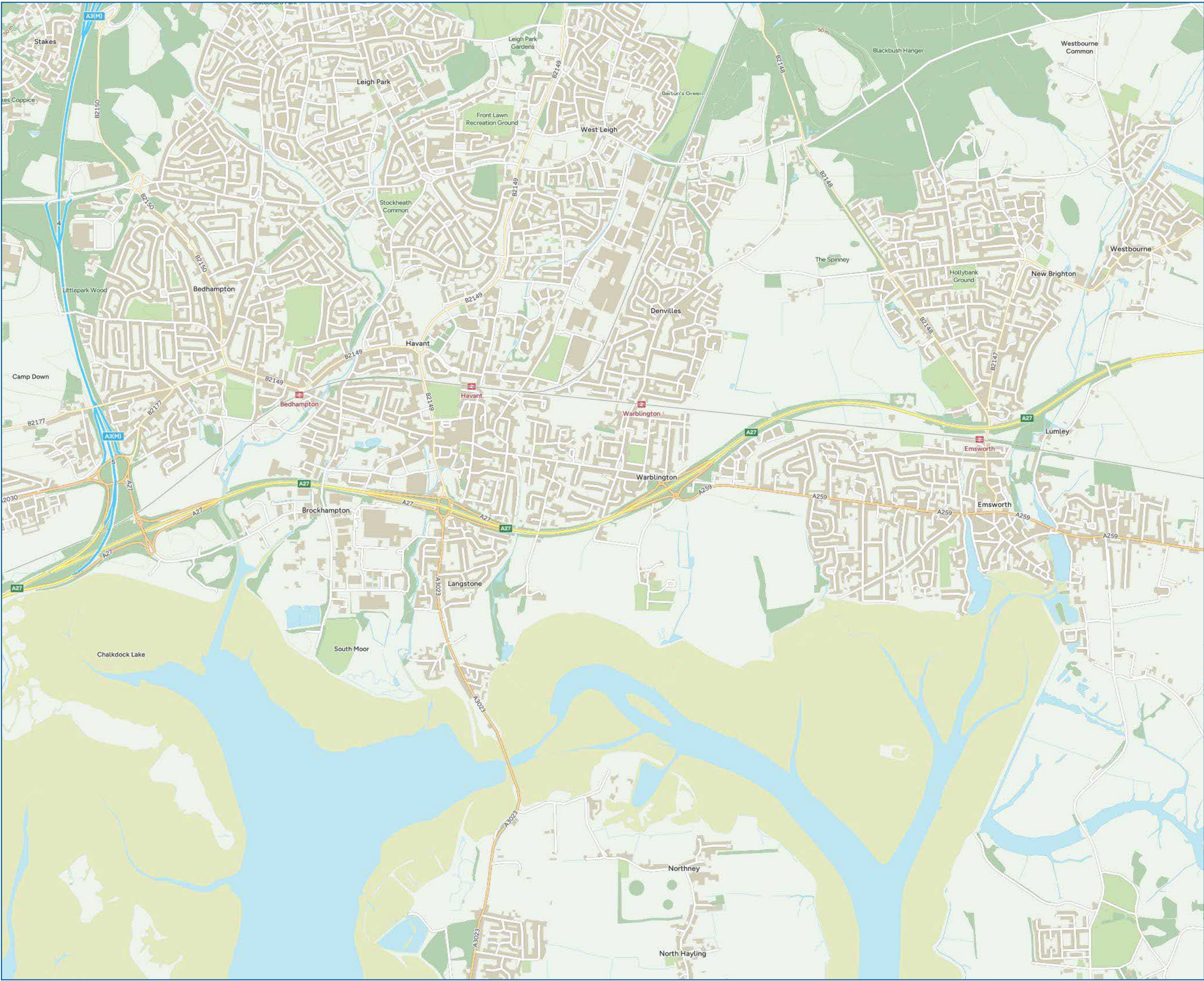
Stage 8- Commission + Handover

Summary

Project Summary



Appendix C HGV Holding Areas

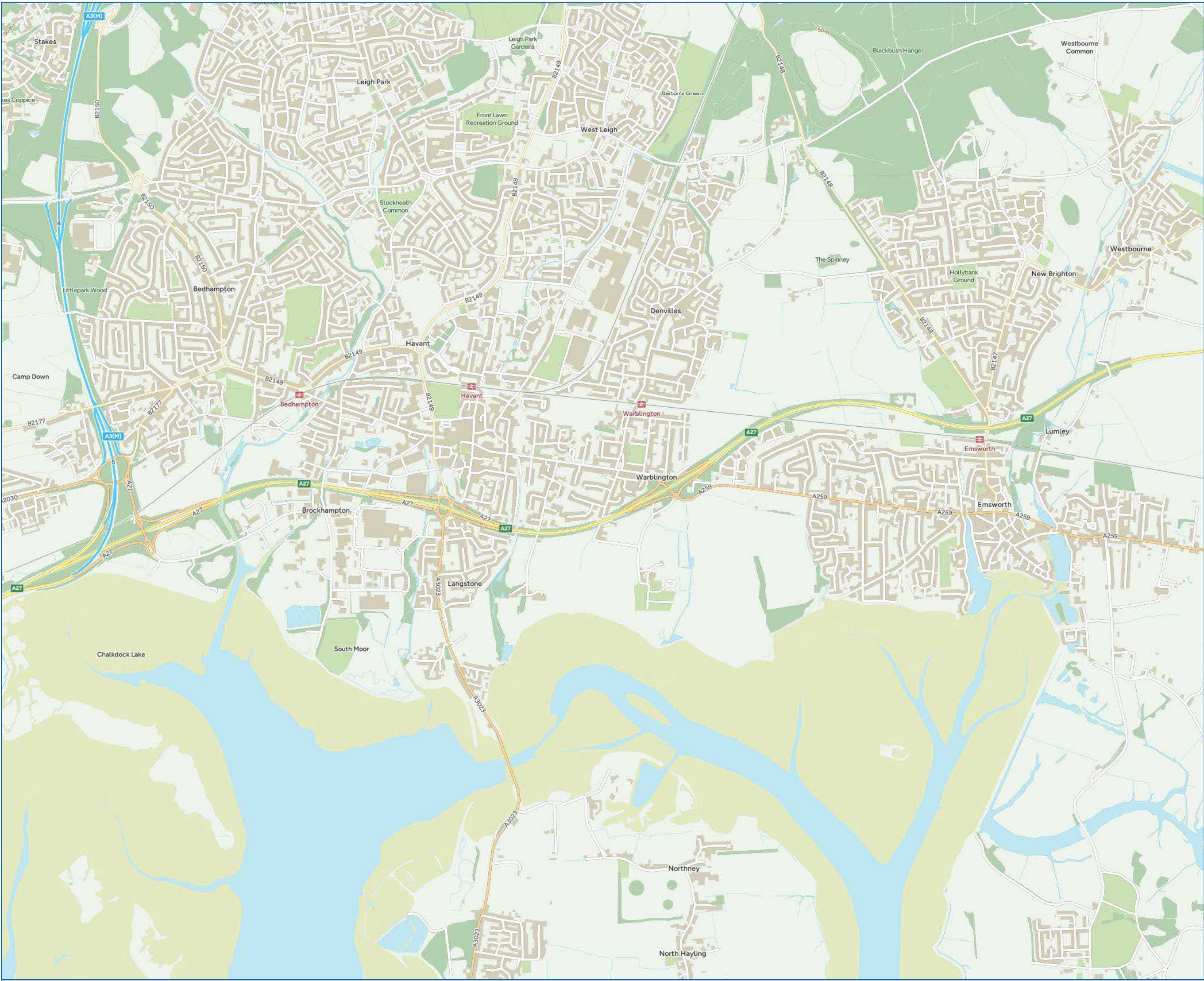


Legend		
Site Location		
Arrival Route		
HGV Holding Area		
Transport Planning and Civil Engineering Consultants 65 Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY Tel: 0333 3583270 www.bpcivils.co.uk		
Title:		
Project:		
Client:		
Job No:	Plan No:	Rev:



Appendix D

HGV Routing Plans



Legend

Site Location

Arrival Route

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Title:

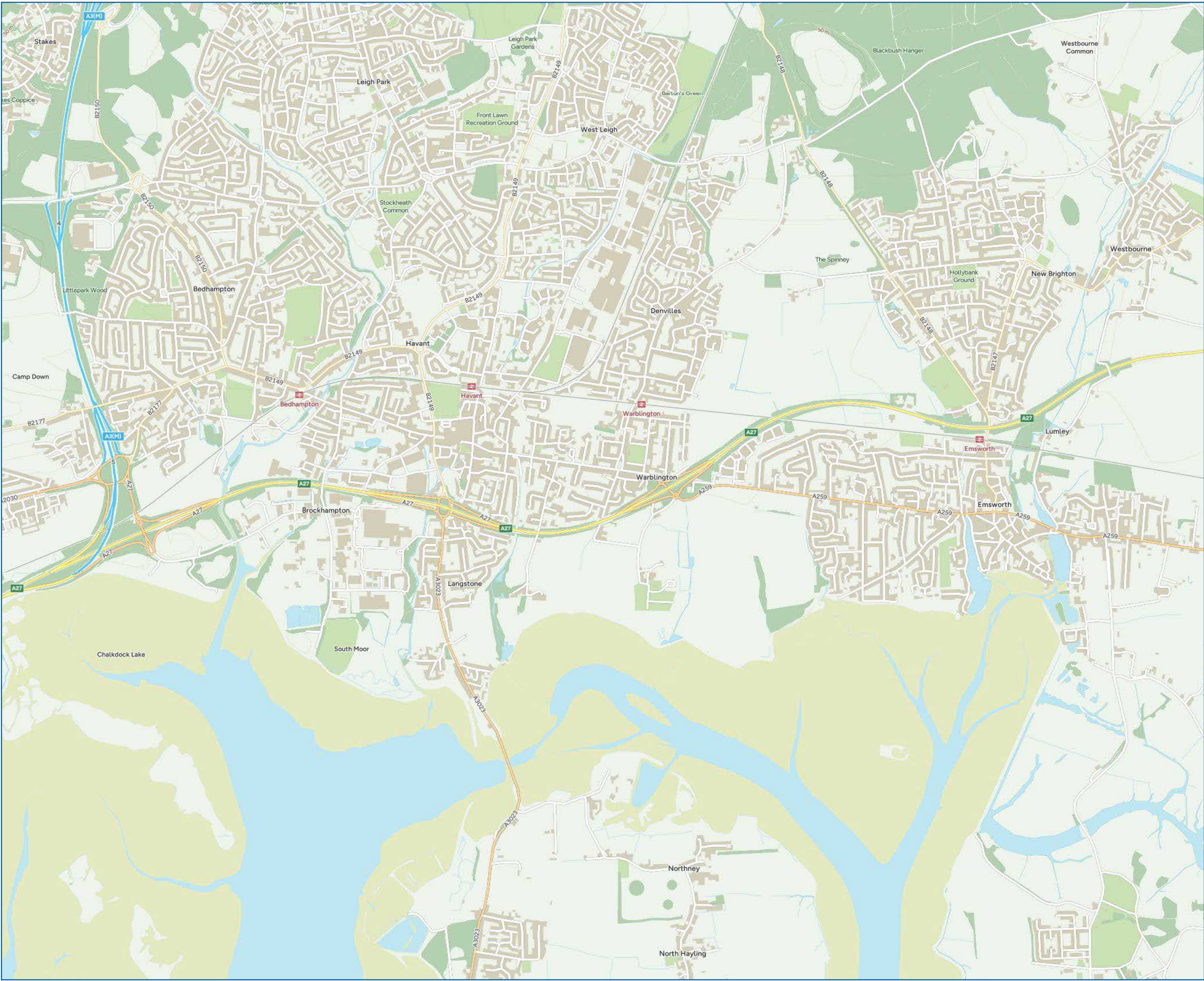
Project:

Client:

Job No:

Plan No:

Rev:



Legend		
Site Location		
Departure Route		
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Title:		
Project:		
Client:		
Job No:	Plan No:	Rev:



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