

The reality as an employer's senior project quantity surveyor

The Bexhill to Hastings Link Road

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ICES technical member Jimmy Kamau on the challenges of the Bexhill to Hastings link road

Client East Sussex County Council
Supervisor Mott MacDonald
Contractor Hochtief Taylor Woodrow JV
Designer Jacobs
Opens May 2015

THE first section of the Bexhill to Hastings link road opened on 29 September 2014 as planned. However, let's not be mistaken, although this is a single carriageway link road of just 5.6km long, planning consent, compulsory purchase orders, contractor's submissions and sites of special scientific interest were items that hardly escaped the top five items of our agendas.

The New Engineering Contract third edition option C (target cost contract) was used as it was geared to reflect the nature of probable outturns that were envisaged during the pre-contract stages. There are 19 bridges, three structures, one underpass, seven environmental ponds, six flood ponds and six attenuation ponds. The ponds, by definition, serve different purposes; environmental (wildlife), flood (overflow volumes) and attenuation (permeable to impermeable substrate solution for surface water run-off to cater for ratio imbalances).

Issues on site

Having been on this project from March 2013, certain things have seemed a nuisance and some have been easy to deal with. There were badgers on site that required extensive mitigation works and, in isolated incidents, controlled intrusive measures. Archaeology meant we had to be careful where we dug. High water tables meant that water levels rose dramatically with a few drops of rain. Neighbours were perplexed with the works. Newts were treated with extra care and rehomed by ecologists... The list was endless. Despite all these issues, East Sussex County Council ensured delivery of critical milestones and key dates by means of strategic thinking, planning and high level detailed negotiations. It also held local construction exhibitions to not only confirm the progression of the works, but also show detailed information about costs, itemised critical programme key dates and proposed diversionary routes due to closed bridges and roads, and even due to special transportation requirements such as the delivery of long bridge beams.

Constructing the link road has not only been challenging in a variety of ways, it has also proved to be a success due to well



