



**Proposed Public House and Restaurant, Bognor Regis
for Marston's Plc.
PO22 9NG
NGR 494240 100855**

Construction Management Plan

Planning Condition 7: BE/120/15/OUT

This Management plan has been created to set out the procedures that will be observed during the construction process to comply with current legislation and planning policies. This has been drawn up to outline the specific measures that will be undertaken during the construction period to mitigate the impact of the project and is a living document which will be updated as required.

The proposed development site is located behind Portfield Car Sales on the corner of Shripney Road, Bognor Regis. It is centred on NGR 494240 100855. The site area is accessed via a newly constructed access road that services the Wickes Home Improvement centre/depot and Sainsbury Supermarket.

a. Type of Vehicles expected to deliver Plant, Materials & Equipment to the site during Construction Operations:

Size & type of delivery Vehicles –

Vehicles required to deliver bulk or large quantities of the materials necessary for the construction of this project will typically be as follows –

- Rigid flatbed transport delivering & eventually removing the site welfare cabins.
- Flatbed vehicles delivering and eventual removal of scaffolding.
- 20tonne haulage wagons for delivery of hardcore, aggregates and for the removal of surplus excavated materials from the site.
- Articulated transport delivering construction plant.
- Flatbed trucks delivering and collecting tools and equipment from local hire companies.
- Fuel tankers delivering gas oil for construction plant – (stored in bunded fuel bowers).
- Vehicles delivering bulk quantities of concrete blocks and facing bricks – will have mechanical off loading facilities.
- Articulated vehicles delivering precast concrete floor beams – will be off loaded and placed by mobile crane.
- Articulated vehicles delivering timber frame components and roof trusses.
- Rigid flatbed vehicles delivering general building materials from local Builders Merchants and suppliers, e.g., drainage goods, plywood, timber,
- Large covered flatbed vehicles delivering specific bulk materials such as plasterboard and insulation products.
- Vehicles of various sizes delivering equipment for the mechanical installation, including air conditioning / heating equipment, metal ducting, electric fans, heating equipment, cellar equipment, walk-in cold stores and freezers.
- Vehicles delivering precast concrete kerbs, paving slabs, aggregates and macadam surfacing for the on-site roads, hard-standings, footpaths, and parking areas.
- In the latter stages of the contract there will be vehicles delivering furniture, carpets, catering equipment, fixtures and fittings.

To avoid / minimise the impact of delivery, vehicles will be scheduled on a 'just in time' basis. Delivery vehicles will operate 'In & Out' basis; leaving the site immediately after unloading. All subcontractors and staff vehicles, (vans & cars) should be parked in the designated site area, and will generally remain there until the end of the working day. This will be updated if arrangements can be made with Sainsbury / Wickes (see below).

Assessment of the anticipated volume of construction traffic -

	Anticipated number of Deliveries	Anticipated average labour volume
	Multi-axle Vehicles & Articulated Lorries (Movements Per month)	Staff & Sub Contractors Vans. (Movements Per day)
Month 1 - (Site Set-Up & Access)	40	18
Month 2 -	35	20
Month 3 -	35	25
Month 4 -	40	30
Month 5 -	30	35

The number of traffic movements is based on a preliminary construction programme which may change when the project design is finalised. Delivery vehicles will operate 'In & Out' basis; leaving the site immediately after unloading.

All subcontractors and staff vehicles, (vans & cars) will be parked in the designated contractor's compound area, and will generally remain there until the end of the working day.

Delivery & unloading of materials.

No Contractor vehicles should be parked on the local road network with the exception of during an unplanned event occurring on site, such as emergency works.

Delivery vehicles will drive directly into the site for unloading in designated storage areas. If a vehicle needs to be reversed within the site area it will be supervised by a trained banksman, at no time will vehicles be allowed to reverse either in or out of the site on the local road network.

The concentration of traffic will depend on the construction operations being carried out. Typically, the traffic, including the larger vehicles, will be busiest during the construction of the building shell and infrastructure works, after which deliveries will generally be on smaller vehicles.

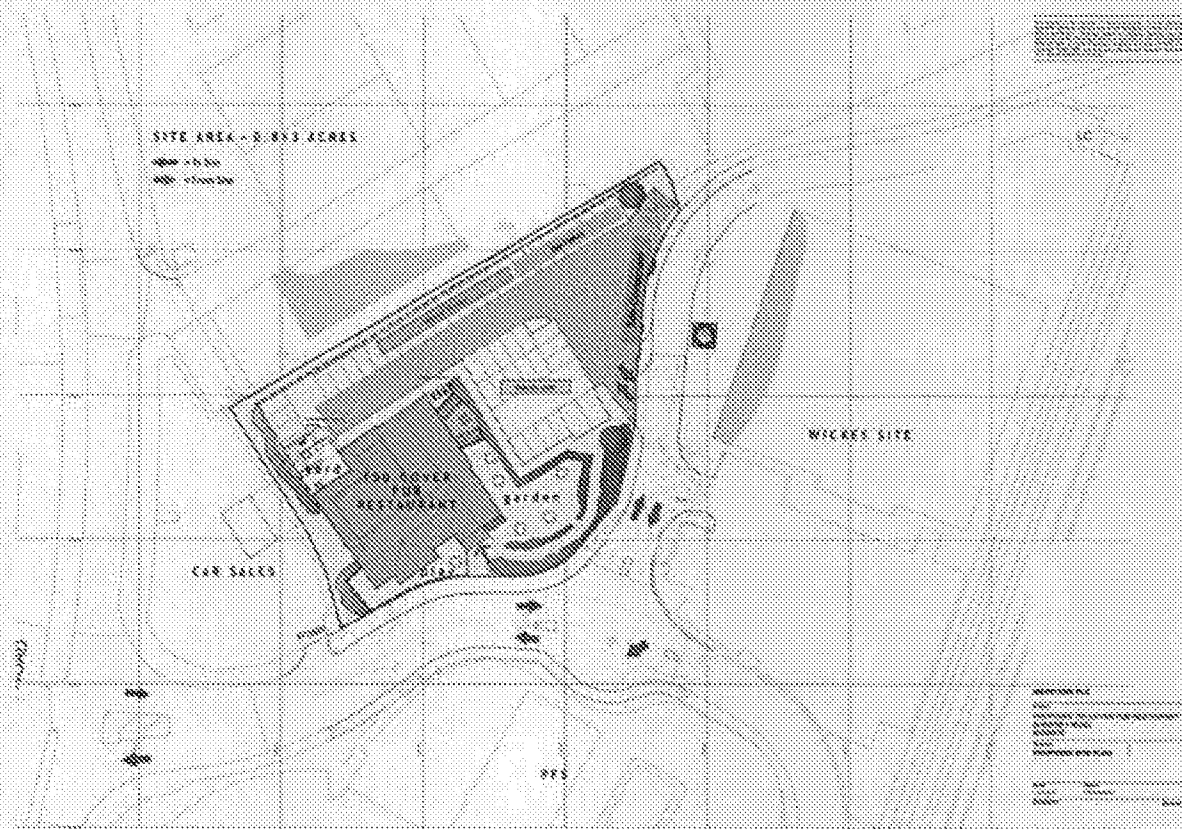
b. Measures for the Control of Construction Traffic on the Surrounding Highways.

Delivery of materials & equipment will be needed throughout each working day, Monday to Friday. However, these deliveries will be scheduled to avoid busy traffic periods such as morning and evening rush hours to ensure a minimum of inconvenience is caused to the local road network. The deliveries will also be scheduled to avoid the need for vehicles to park on the local road network outside the site while waiting to unload.

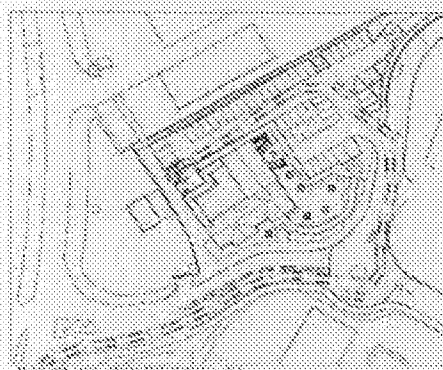
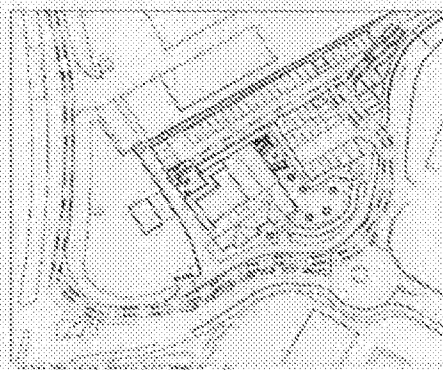
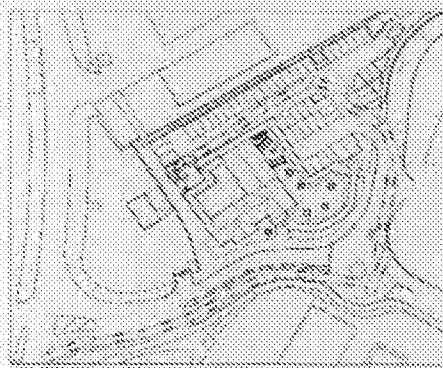
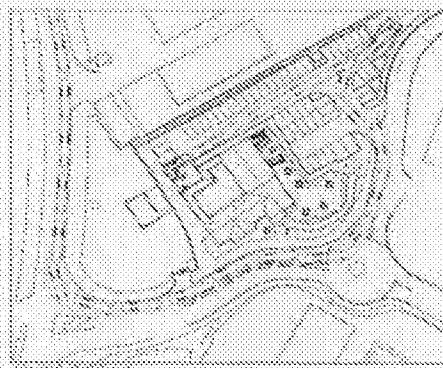
Suppliers and Sub-contractors will be advised of the delivery arrangements, and advised of the restrictions and arrangements for access to the site.

All vehicles entering the site will be subject to a traffic management system within the site area, and all vehicles travelling on the site will be restricted to a speed limit of 5mph. Appropriate signage will be located at the site entrance, and on the surrounding roads, to warn vehicles entering and leaving the site, and to warn traffic on the highway network of the presence of construction traffic.

Traffic Management Plan



Vehicle Swept Path Analysis: Simpson Engineering Record 13174 – SK02A



Traffic Management – Delivery Route



c. Arrangements for parking vehicles on site:

- The site will be excavated to formation level in sections working away from the site access.
- Hardcore material will then be imported into the site, laid and compacted to form a clean base for site traffic to travel on.
- Vehicles of site operatives and visitors will be parked in a designated area within the site.
- This parking area will need to be moved, during the contract so that the final construction of that area can be completed. At this time, the parking area will be moved to a completed area of the permanent parking arrangements.
- The Management of the neighbouring Sainsbury Superstore and Wickes will be approached to see if an arrangement can be made with them to accommodate the need for additional visitor parking should this become necessary.
- Contractor site vehicles should not be parked on the local road network. This excludes in an emergency situation and unforeseen circumstances.

See Site Plan & Traffic Management Plan.

d. Delivery, loading & unloading of materials

Delivery vehicles will drive directly into the site for unloading in designated storage areas. If a vehicle needs to be reversed within the site area it will be supervised, at no time will vehicles will be allowed to reverse either in or out of the site on the local road network.

The concentration of traffic will depend on the construction operations being carried out. Typically, the traffic, including the larger vehicles, will be busiest during the construction of the building shell and infrastructure works, after which deliveries will generally be on smaller vehicles. All drivers and subcontractors will be made aware of the requirement of the agreed delivery route and asked to plan their travel arrangements accordingly.

e. Storage of Materials, Construction Plant and Construction Fuels & Chemicals.

Steps will be taken to guard or protect obvious hazards when the site is unoccupied, i.e. excavations, pits, trips hazards, collapse of stored materials, secure storage of hazardous materials.

Materials

- Holes and excavations will be securely covered or fenced. Those containing water more than 250 mm deep, will be fenced.
- Deep excavations will be fenced and warning signs displayed.
- Tools and loose equipment will be kept in locked containers.
- Materials will be stacked in such a manner that they cannot be dislodged, collapsed, or easily moved.
- Hazardous substances will be stored in secure locked containers.
- Gas cylinders will be stored in locked cages away from any heat source or naked flames.
- Material storage will be located so that wall protection measures will not be compromised.

Plant –

- When not in operation, construction plant will be stored in a designated area within the site.
- All vehicles and plant will be effectively immobilised after work ceases.
- Fuel for construction plant will be stored in bunded fuel bowsers and kept in the designated plant storage area which will also be used for refuelling.

Fuels -

- Fuel deliveries made in bulk by tanker and stored in bunded fuel bowsers.

Oils & Chemicals -

- Oils and chemicals will be stored in secure steel storage units located in the compound area.

f. The Erection and Maintenance of security hoarding.

Currently the site Southern and Western boundaries comprise of existing timber hoarding over a metal frame, wherever possible this will be retained during the construction phase. The remainder of the perimeter of the site will have a steel mesh security fence (Heras) with designated vehicle and pedestrian's access and egress lockable gates at the entrance to the site (new construction) this will be supervised and inspected under BS 5975 – Temporary Works.

g. Provision of wheel wash facilities - preventing Mud and Dirt being deposited on the Highway:

Hardcore material will be imported into the site, laid and compacted to form an access road into and out of the site. No fill material will be imported or excavated material removed until the access road is completed.

The site will be excavated and filled while maintaining the access point. The remainder of the site around the building footprints will be filled to level and covered with hardcore and compacted. Excavation of the foundations of the building, together with main drainage will involve some surplus material being removed from the site.

A wheel wash facilities will be provided at the site entrance to clean vehicle wheels of residual contamination prior to leaving site. This would consist of a pressure jet wash unit. To prevent any water run off flowing outside the site, an area of hardcore, with a soak away facility, will be prepared for wheel washing, so that wheel wash water will drain through and disperse into the substrata.

g. cont. Arrangements for Protecting Air Quality - Provision of Dust Suppression:

Generation of dust during the construction operations, particularly demolitions, excavations for reduced level, foundations, drainage, and car parking, has the potential to cause nuisance to the area surrounding the site.

The likely receptors will be –

- Customers and Staff of the neighbouring Sainsbury's Petrol Filling Station and Wickes
- Pedestrians and traffic on the surrounding local road network.
- Customers and staff of the neighbouring car sales yard.

Before work commences each day the Site Manager will assess the wind strength and direction, to see if the generation of dust from the proposed works would present a nuisance to surrounding businesses. The site will be provided with a wind meter for this purpose.

If it is considered that dust suppression is necessary, the affected areas will be watered and kept wet while the work generating the dust is in progress. Dust suppression will take the form of a water bowser fitted with a sprinkler bar, and towed by a dumper. Only clean water will be used for this purpose.

All vehicles travelling on the site will be restricted to a speed limit of 5mph.

Excavation and /or other construction activities will be stopped if wind conditions are such that dust suppression arrangements would not prevent dust from being carried beyond the site boundary.

Tools and equipment that may have the potential to generate dust will be fitted with dust suppression systems that will be activated when required.

All plant, tools and equipment used on the site will be maintained in good order, under a detailed regular inspection and maintenance regime.

Haulage wagons used for delivery aggregates, and for the removal of surplus or waste materials, will be sheeted.

It is unlikely that excavated material will need to be stockpiled on site. However, if it becomes necessary the surface area will be kept to a minimum and dressed. The prevailing wind will be taken into account when locating stockpiles of excavated material which will be covered, if considered necessary, to prevent wind blown dust.

No fires or burning of waste will be allowed on the site.

Regular inspection of the site perimeter and access roads will be undertaken daily or as frequently as is considered necessary depending on the construction operations taking place. The site perimeter will be kept clean, tidy and free from rubbish and dust.

h. Public Engagement – prior to and during construction.

Prior to our commencement on site we ensure that all neighbouring properties receive our 'Good Neighbour' letter, this outlines the details of project, expected timeframe and the contact details of our Senior Management should they require further information or have any concerns.

This initial contact is followed up by personal visit by one of our companies' representatives, usually one of our Contracts Managers and / or Site Managers to introduce themselves and again to answer any questions, concerns and ensure that our neighbours are fully aware of our commitment to ensure minimal impact on their amenity.

During the construction phase we proudly advertise our company details along with Management contact details on the perimeter of the site. A compliments and complaints register is kept onsite; this is monitored to ensure that we respond in an effective manner to any public stakeholders. We encourage contact from the public and endeavour to address all concerns in a timely manner.

i. **A Scheme for recycling/disposing of waste resulting from construction work.**

Skips for the collection of material waste will be located inside the site area. The number of skips possible for the segregation of waste will depend on the space available. A Site Waste Management Plan will be operated to manage the waste produced by the construction works.

- *A Waste Management company will be employed to provide skips for the storage of waste material, and the waste will be transported to a licenced transfer station for sorting, recycling and disposal to a licenced landfill site. All information regarding the destination of the waste generated will be recorded in the Site Waste Management plan.*
- *Our Company Policy in respect of the 'Site Waste Plan Regulations' is to use the Building Research Establishment's on-line 'SMARTWaste Plan'. This is an on-line software tool for preparing, implementing, and reviewing Site Waste Management Plans.*

Our company policy is to set targets on all our projects. We can confirm that our target for non-hazardous construction waste generated by the building's construction phase (excluding excavation waste) on this project is 13.3m³ per 100m² of floor area.

We can also confirm that a target of at least 80% by volume of non-hazardous waste generated by the project to be diverted from landfill has been agreed. This target will be achieved by -

- Reusing on site (in-situ or for new applications)
- Reusing on other sites
- Salvaging/reclaiming for reuse
- Returning to the supplier via a 'take-back' scheme
- Recovering from site by an approved waste management contractor and recycling.

Waste materials will be sorted into separate key waste groups (according to the waste streams generated by the scope of the works) either onsite or offsite through a licensed waste contractor for recovery.

Responsibilities and Accountabilities –

The commitment of all site personnel to the successful implementation of this Construction Management Plan begins at the highest levels of Management. As part of our commitment, the Managing Director will designate –

- Specific management representative(s) with defined responsibility and authority for implementing the CMP
- The key responsibilities; ensuring they are well defined and communicated to all personnel concerned.

Issues that have been considered in implementing the CMP are -

- provision of resources;
- action to prevent non-compliance;
- identifying potential problems;
- recommending solutions to problems and verifying their implementation;
- acting in emergency situations.

Management will ensure that an appropriate level of resources is provided to ensure all aspects of this statement are; established, implemented, maintained and effective.

Training –

To be successful, responsibilities will be supported by the necessary authority and training to enable the individuals to carry out their tasks effectively. An effective and on-going training programme will be provided, where necessary for all levels of the company to ensure awareness of environmental issues. Training needs will be assessed, taking into account the job to be carried out, and the skills, education and experience of the individuals in charge.

Tool Box talks will be used as an effective form of site based training that will instruct on the objectives and action of the CMP. It will address the significant impacts, actual or potential, and the benefits of improved performance. Equally, it will highlight the potential consequences of departure from this specified plan.



Adam Baudinette PIEMA, Tech IOSH
For and on behalf of
Carter Lauren Construction Ltd.

21st October 2016

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 30th January 2017

FROM: Emma Avis

**TO: Arun District Council
FAO: Mr S Davis**

**SUBJECT: BE/170/16/RES - Approval of reserved matters following
BE/120/15/OUT for the erection of a Public House/Restaurant with
managers flat & staff facilities at first floor including associated landscaping.**

Widdowson House, Shripney Road, Bognor Regis, PO22 9NG

RECOMMENDATION:

Advice	☐	Modification	☐	More Information	☐
Objection	☐	No Objection	☒	Refusal	☐

Site Context/Background

The Local Highway Authority (LHA) has previously been consulted on this proposal at outline stage under planning reference BE/120/15/OUT; no highway safety concerns were raised subject to further information and conditions. As such the principal of this development has already been established, matters such as Traffic Generation were accessed at outline stage. There are no material changes to the development since the outline application; therefore the LHA would raise no objection to this application.

Vehicle Tracking/Access

As previously requested vehicle tracking has now been provided and this is acceptable to the LHA; although it is noted that a 16.5 HGV would need to use two parking spaces in the corner of the car park to manoeuvre, measures should be put in place within the private car park to make sure these spaces are kept free during delivery times. The access into the site off of the private roadway that serves the development has been designed to accommodate a 16.5m HGV and would allow for two opposing vehicles to pass.

Construction Management Plan (CMP)

The applicant has submitted a full CMP; the LHA would raise no concerns to the information contained within this document. It is noted that vehicles of site operatives will be located within the site area and the parking area will be moved around at different construction phases. Measures should be made to ensure that site operative vehicles are not parked on the access road, which could narrow the carriage way and make it difficult for other vehicles to pass entering Sainsbury's/Wickes; also to avoid any obstruction of the traffic signals onto the A29.

**Emma Avis
Planner - County Highways**

