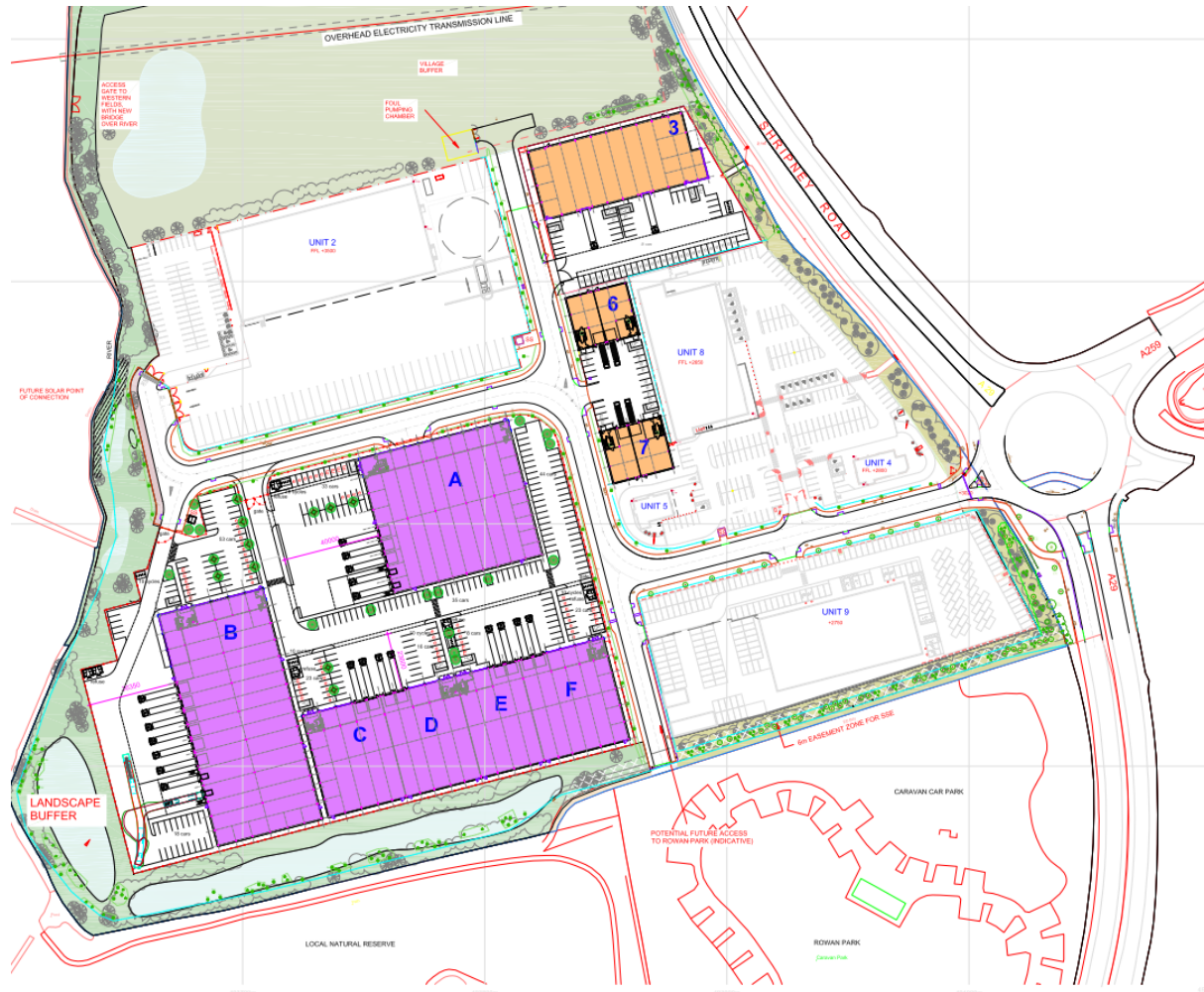


SALTBOX, BOGNOR REGIS – DEVELOPMENT OF UNIT 3, UNITS 6/7 AND PLOT 1



CONSTRUCTION MANAGEMENT PLAN

March 2022

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1.0 INTRODUCTION

This Construction Management Plan has been produced to address the requirement of Planning Decision Notice Ref: BE/135/18/PL Clause 8, whereby:-

“No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

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

Due to the nature of the existing ground conditions on site, the Applicant is aware of the environmental and health and safety risk associated with substantial water retention to the surface of the existing site and the retention of water to the sub soil due to the geotechnical nature of the existing ground. Therefore, the Applicant would propose that the phasing of the development includes an enabling works groundworks package to the development is adopted during the Summer months in order that this environmental and health & safety risk to the project is mitigated. In order for these “enabling” construction works to commence, the discharge of the pre-commencement conditions is required in advance of the appointment of a Contractor and this Construction Management Plan sets out the overarching principles for construction management of the scheme and provide a mechanism for the implementation of the requirements to comply with the statutory and environmental regulations. The Contractor when appointed will adopt this “live” document, which will be subject to ongoing updates and amendments once construction activities have commenced in order to take account of updated construction and monitoring information.

2.0 PROJECT DETAILS

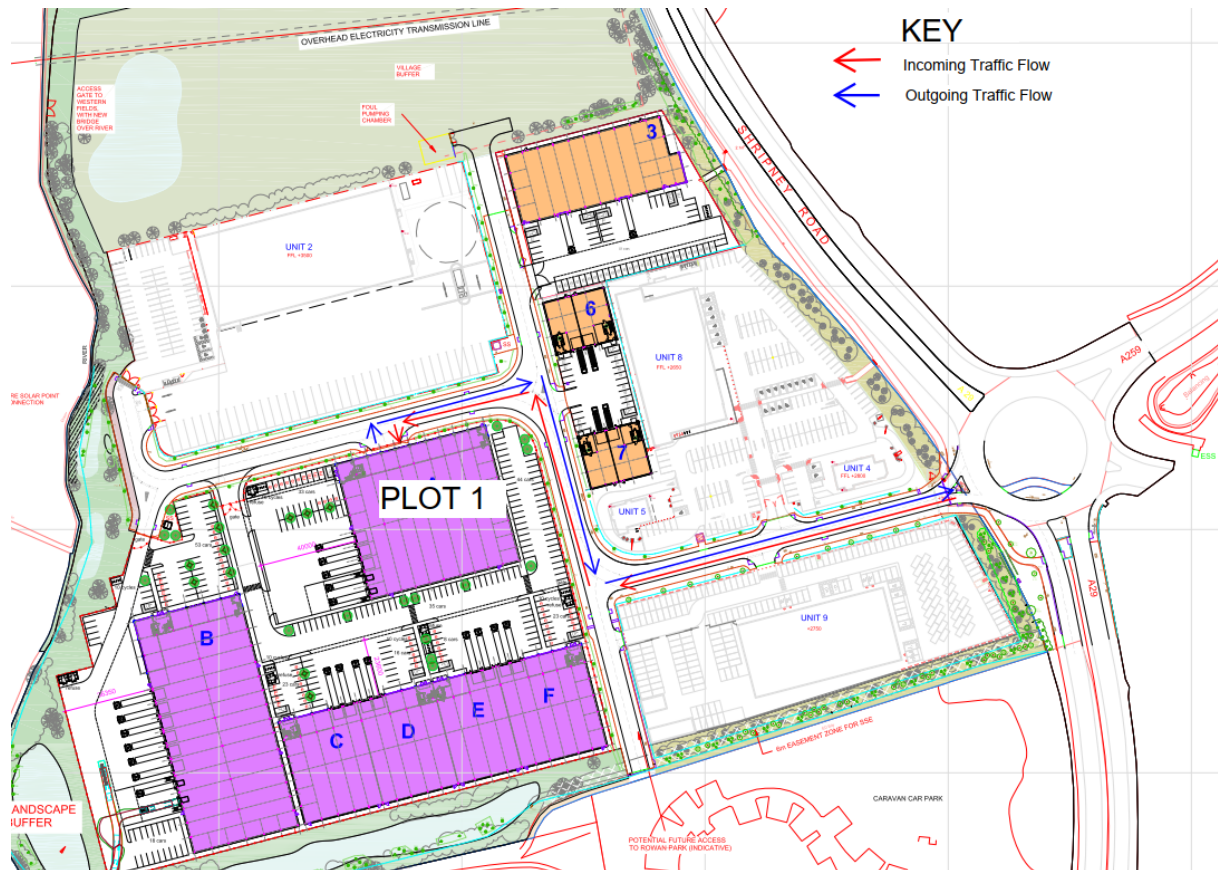
Project Title	Saltbox, Bognor Regis (Unit 3, Units 6/7 & Plot 1)
Client	Kier PGIM Logistics Propco 1 Ltd
Enabling Works Commencement Date	26 th July 2022 (anticipated)
Enabling Works Completion Date	26 th August 2022 (anticipated)
Main Works Commencement Date	1 st November 2022 (anticipated)
Main Works Completion Date	9 th October 2023 (anticipated)
Project Description	The project consists of an earthworks enabling works package comprising of the reduced level excavation to the sites of Unit 3 and Units 6/7 and the utilisation of this excavated material for making up levels to Plot 1 (subject to the geotechnical and geo-environmental suitability of the excavated material. Imported stone fill material will be laid and compacted to the required formation levels for the sites of Units 3, 6/7 and Plot 1 to provide hardstanding development plateau for the main works phase. The main works phase comprises the construction of the industrial and logistics units including all associated foundations, drainage and external works in accordance with the various planning consents for Units 3, 6/7 and Plot 1. The Main Works will be constructed in one single phase.

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3.0 SITE SET-UP, LOGISTICS & MANAGEMENT – ENABLING WORKS PHASE

3.1 Routing of construction vehicles

The routing of construction vehicles will be via the estate entrance at the roundabout situated on the A29 / Shripney Road with access to the site compound via the existing bellmouth to Plot 1. Construction traffic to this point of access will be from the A259 East/West and A29 North, with construction vehicles unlikely to travel through Bognor Regis/neighbouring residential areas from the south.



3.2 Vehicle parking for site operatives and visitors

Locations of parking capacity are indicated on the logistics plan included within the Site Compound and Welfare Facilities section.

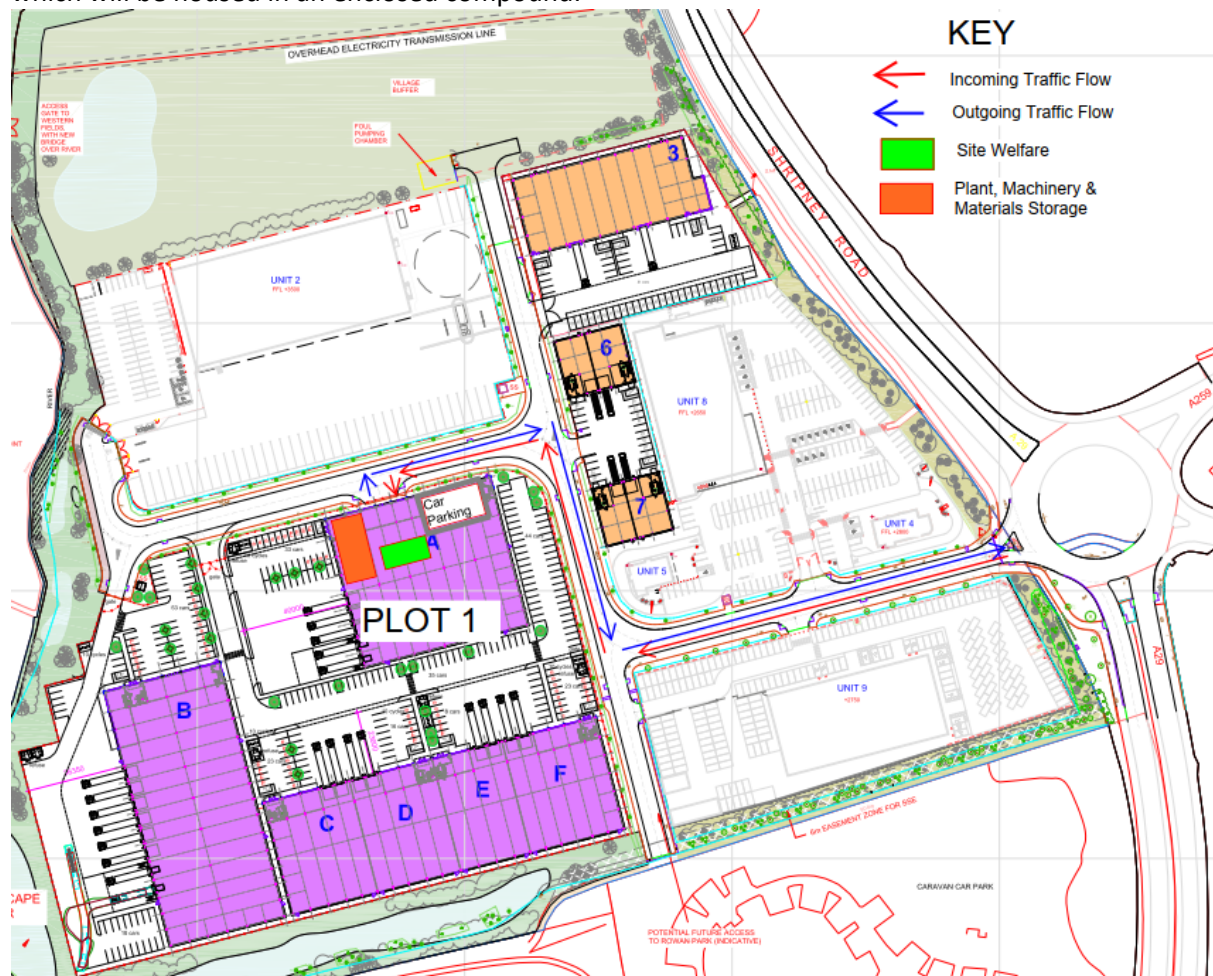
A maximum of 10 spaces will be required for operatives and 10 for staff and visitors. Parking within Plot 1 will comprise of compacted imported hardcore during the initial site set-up phase of the enabling works. Access to and from the car parking will be via the existing bellmouth as indicated on the routing of construction vehicle plan above.

Parking on site will be by prior arrangement only with the Contractor. There will be arrangements for parking provided on a limited basis on site. All vehicles should be parked on site in the designated area with no on road parking is permitted.

Car sharing and the use of public transport to access the site will be encouraged to mitigate the impact of the environmental impact of transportation and to limit the vehicle movements and numbers on site. Site car parking strategy will be reviewed throughout the duration of the enabling works and may be adapted as required should current Covid safe precautions need to be revised following government guidance or an assessment of risk of the potential risk to operatives to and from the site.

3.3 Location of Site compound for office and welfare facilities

A temporary site compound with office and welfare facilities will be situated adjacent to the existing bellmouth access to Plot 1. During this stage it is anticipated that this will be powered by a generator which will be housed in an enclosed compound.



3.4 Location of compound for loading/unloading plant and materials

A compound will be set up during the enabling works phase for the unloading and storage plant and materials, away from the main pedestrian routes. All deliveries to site will be managed by a Banksman who will direct the driver to the unloading area and supervise the unloading of plant and materials and seeing the delivery vehicle off site.

Deliveries will be subject to the following criteria:-

- deliveries must be booked in advance of arrive to site (24 hr notice)

- no deliveries permitted before 8am
- deliveries must follow the route shown to access site
- all drivers must report to the gateman when arriving on site. Drivers must adhere to site signage and 5mph speed limit
- strictly no access is permitted onto trailers without a Method Statement & Risk assessment approved by the Contractor
- strictly no reversing without the presence of a trained banksman
- all drivers must wear full PPE when leaving their vehicle
- any lifting equipment (Hiab/Moffatt) must have relevant certificate prior to use on-site & documents must be witnessed by the Contractor
- all vehicles must ensure that their wheels are clean prior to entering the public highway.

Delivery unloading and storage areas are indicated on the logistics plan above.

Any fuel & chemical containers will be stored in bunded area and will not be stored adjacent to watercourses. It is noted that all surface water drainage leads to adjacent open water courses and balancing ponds. As such, mobile bowsers will be double skinned, static plant will be positioned away from watercourses, drips trays will be utilised where there is a pollution risk and no fuel or chemicals will be discharged into drains / gulley's etc and will be disposed with in accordance with legislation and best practice

3.5 Operating hours

No construction works shall take place outside the working hours stated below:

08:00-17:00 Monday to Friday

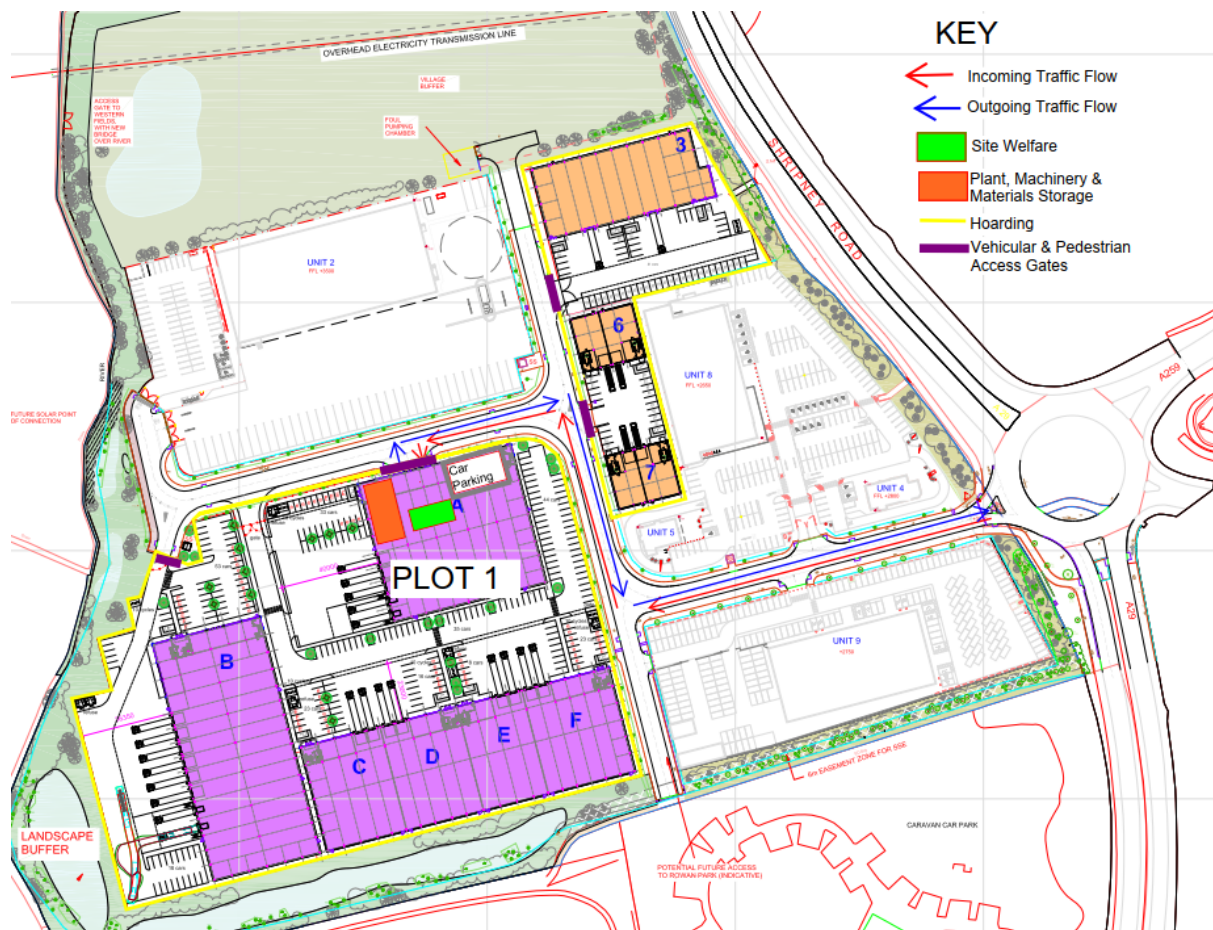
08:00-17:00 Saturdays

No working on Sundays or Bank Holidays

This will be in compliance with the Arun Council Planning Approvals.

3.6 Details of Security Hoarding

Perimeter hoarding together with vehicular and pedestrian access gates will be provided as part of the initial site set-up for the enabling works as shown in the logistics plan below. The perimeter hoarding will comprise of external quality plywood panels 2400mm high with skirtings and cappings and all necessary framing and supports. The hoarding will be painted both sides. The hoarding will be maintained in a good condition and will be cleaned and painted as necessary. Information boards will be provided to the hoarding as is required for health, safety and stakeholder engagement purposes, including but limited to out of hours contact details and Considerate Constructors details.



During the site working periods the Contractor will have full control of access to include gate man duties and patrol points.

No out of hours working will be permitted.

The Contractor shall employ a gateman/ trained banksman to supervise and control access into site and around the vicinity of the site access point.

Access from the new site compound / contractors parking into the construction area shall be controlled by a security gate on the site hoarding line.

The sites shall be secured by the Contractor at the end of every shift and opened up at the start of each shift by the Contractor.

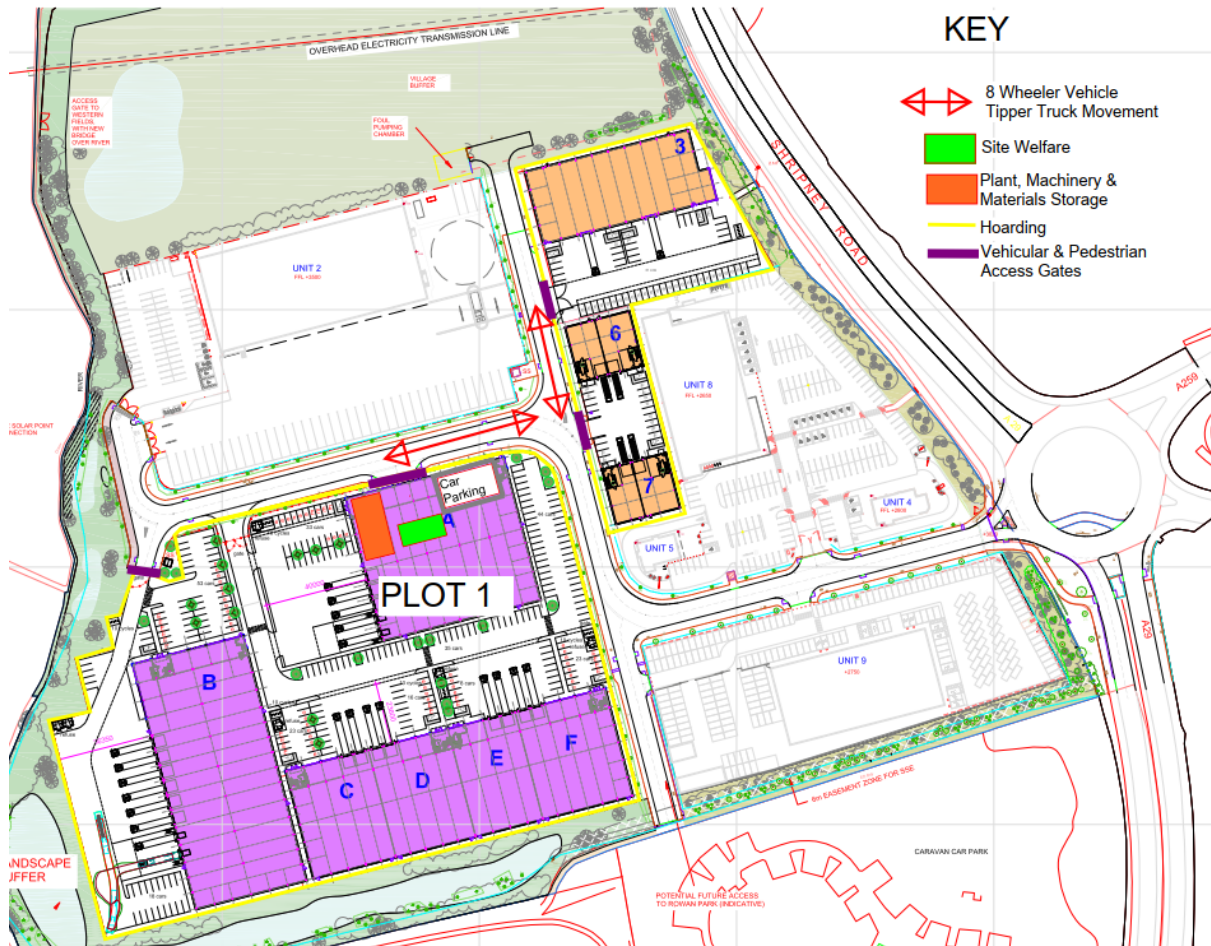
3.7 Vehicle Movements

As noted in the introductory section of this Construction Management Plan, the enabling works will comprise of the excavation to reduced level to the sites of Unit 3 and Units 6/7 with this material being relocated to Plot 1 as fill material. It is envisaged that the following vehicular movements will be required for the earthworks enabling works:-

- Delivery of the following plant via low loader to Unit 3 and Unit 6/7 site
 - o 1 No. 360° excavator
 - o 1 No. bulldozer

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- Delivery of the following plant via low loader to Plot 1 site
 - o 1 No. 360° excavator
 - o 1 No. bulldozer
- 10-wheel tipper trucks will transport the excavated material from the Unit 3 and Unit 6/7 site to Plot 1 as per the below vehicle movement diagram (circa. 500 truck movements).



- Deliveries of imported stone delivered by bulk arctic tippers will be required to both the Unit 3 & Unit 6/7 site and Plot 1:-
 - o Unit 3 & Unit 6 / 7 Site – Circa. 90 truck deliveries
 - o Plot 1 Site – Circa. Circa. 350 truck deliveries

A separate Traffic Marshall / Banksman will be allocated to both the Unit 3 & Unit 6/7 site and Plot 1 to control and co-ordinate the earthwork movements and delivery of imported stone to each site.

3.8 Wheel washing facilities

The Contractor will use jet washers located at the exit of the Unit 3 & Unit 6/7 site and Plot 1 site to ensure there is no mud on the road. Typically, there will be a pair of jet washers working in tandem to ensure vehicles exiting the site are always cleaned efficiently.

A road sweeper will be on hand to deal with any mud that might get onto the road and will be used periodically throughout each day.

3.9 Environmental Impacts

Measures to control dust and dirt

The Contractor will use equipment and methods that comply not only with legislation but also those that recognise best practice in the reduction of air pollution and potential for public nuisance from dusts. The following actions will be taken by members of the site team nominated by the Site Manager:

- All loads of dry fine-grade granular materials prone to being affected by wind being brought to site must be sheeted. All loads of dry granular materials, soils or other excavated arising being taken from site must also be sheeted. This is to prevent escape of the materials and cause local dust issues and accidental spillage onto the public highway or other property. This stipulation must be made via contract arrangements with the sub-contractors, suppliers and haulers and is the responsibility of the Contractor's Purchasing Manager/Quantity Surveyor to action this. Monitoring of this aspect will be undertaken by the Site Manager.
- Speed limits of 5mph will be introduced through the movement of all vehicles on site and throughout the Estate.
- Any stockpiled excavated material and imported fill during dry periods may will have dust suppression systems to avoid the risk of dry fine-grade materials being blown by the wind.
- Daily on-site and off-site inspections will be carried out where receptors, including roads, are nearby to monitor dust as well as regular site inspections to monitor compliance with a Dust Mitigation Scheme (DMS).

Measures to control air pollution

Burning of materials on site will not be permitted. The Contractor shall take all necessary precautions to prevent the occurrence of emission or fumes from the site plant or stored fuel oils drifting into residential areas. Particular attention will be paid to ensure all plant is well maintained and in compliance with the relevant legislation. The Contractor will take any and all practical measures to ensure that the plant is shut down in the intervening periods between work, or throttled down to a minimum to ensure that the machines do not generate hazardous fumes and/or hazardous dust during the working operations.

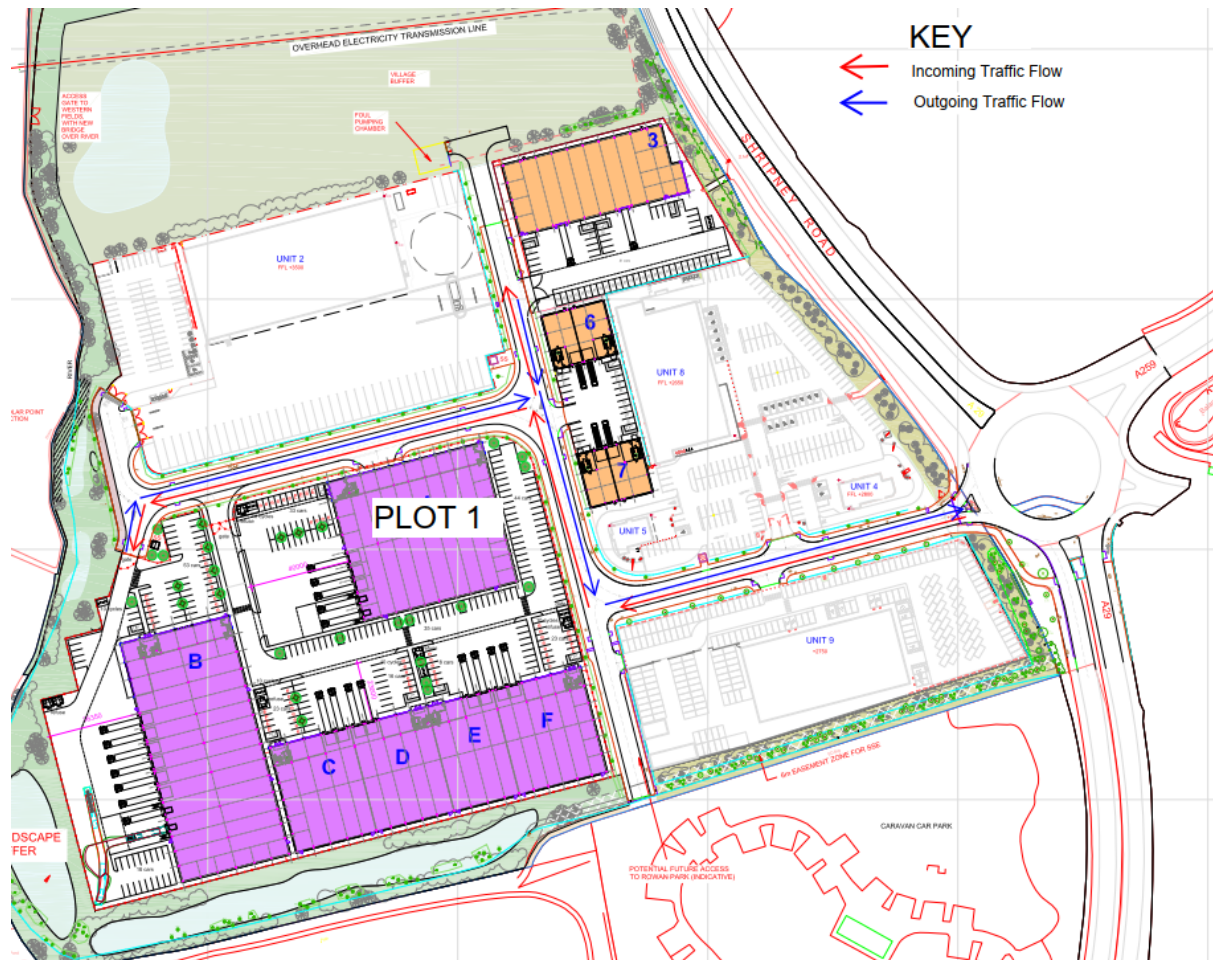
Measures to control of noise and vibration

Noise and vibration will be monitored and managed on site, by designing methods that will reduce both. The foundation solution will be designed and constructed to minimise vibration and noise which may otherwise affect the surrounding environment. All plant and tools will be suitably silenced to ensure noise levels comply with statutory requirements at the site boundary, and plant start-ups will be restricted to the working site hours, and will be controlled in line with the project H&S and Environmental commitments and relevant legislation.

4.0 SITE SET-UP, LOGISTICS & MANAGEMENT – MAIN WORKS PHASE

4.1 Routing of construction vehicles

The routing of construction vehicles will be via the estate entrance at the roundabout situated on the A29 / Shripney Road with access to the main site compound to Plot 1 via the existing bellmouth and access to the Unit 3 & Unit 6/7 Site via the existing bellmouth. Construction traffic to this point of access will be from the A259 East/West and A29 North, with construction vehicles unlikely to travel through Bognor Regis/neighbouring residential areas from the south.



4.2 Vehicle parking for site operatives and visitors

Locations of parking capacity are indicated on the logistics plan included within the Site Compound and Welfare Facilities section.

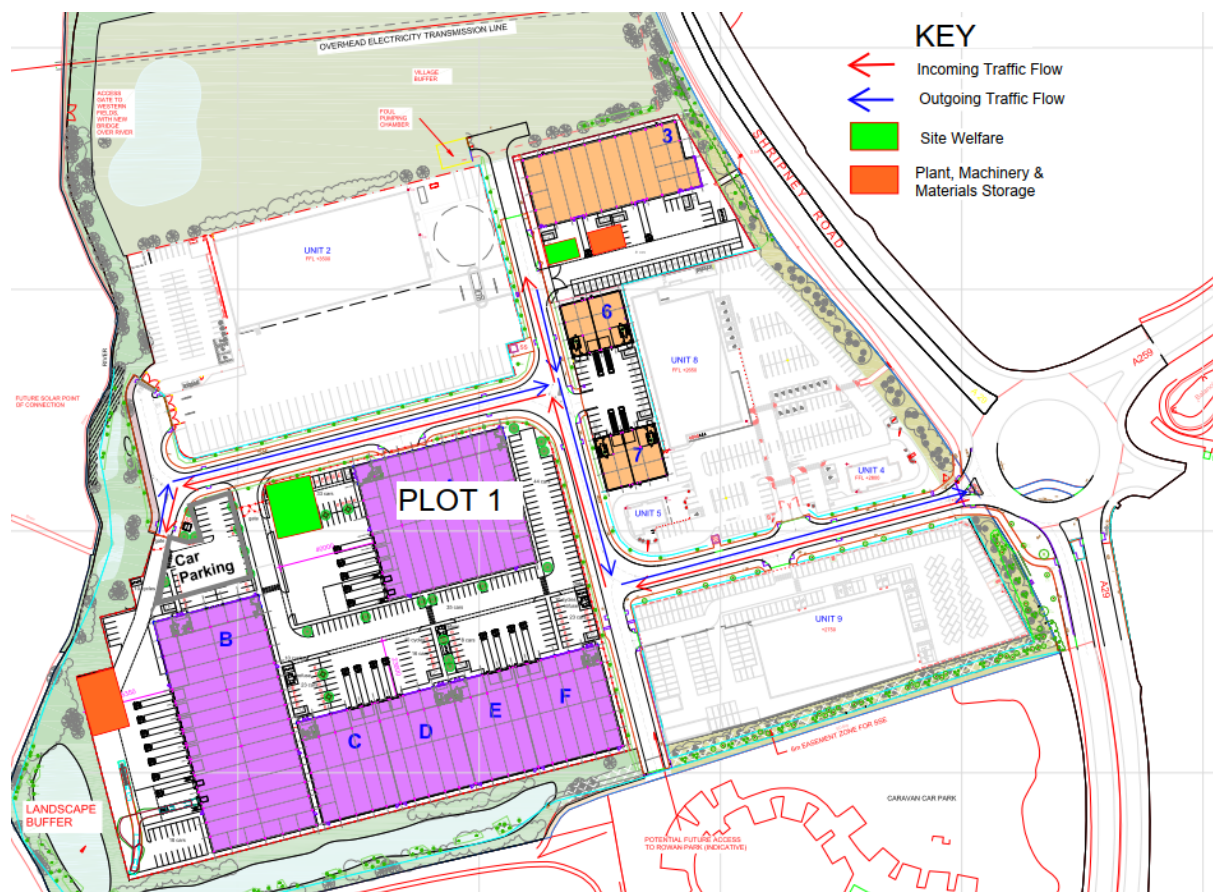
Car parking for operatives, staff and visitors will be restricted to the Plot 1 site. Operatives, staff and visitors will be required to report to the main site office located on the Plot 1 site. Should operatives, staff and visitors require to visit the Unit 3 & Unit 6/7 site they will utilise the pedestrian routes as allocated during site induction and will then report to Site Agent's office located within the Unit 3 & Unit 6/7 site. Parking within Plot 1 will comprise of compacted imported hardcore installed during the enabling works phase. Access to and from the car parking will be via the existing bellmouth to Plot 1 as indicated on the routing of construction vehicle plan above.

Parking on site will be by prior arrangement only with the Contractor. There will be arrangements for parking provided on a limited basis on site. All vehicles should be parked on site in the designated area with no on road parking is permitted.

Car sharing and the use of public transport to access the site will be encouraged to mitigate the impact of the environmental impact of transportation and to limit the vehicle movements and numbers on site. Site car parking strategy will be reviewed throughout the duration of the enabling works and may be adapted as required should current Covid safe precautions need to be revised following government guidance or an assessment of risk of the potential risk to operatives to and from the site.

4.3 Location of Site compound for office and welfare facilities

A temporary site compound with office and welfare facilities will be situated adjacent to the existing bellmouth access to Plot 1. Additionally, a site office and toilet facilities will be provided to the Unit 3 & Unit 6/7 site. During this stage it is anticipated that this will be powered by a generator which will be housed in an enclosed compound.



4.4 Location of compound for loading/unloading plant and materials

A compound will be set up at both the Unit 3 & Unit 6/7 site and the Plot 1 site for plant and material specific for that site, thus mitigating the transportation of plant and machinery through the

established estate and reducing traffic flow through the estate. All deliveries to site will be managed by a Banksman specific for that site who will direct the driver to the unloading area and supervise the unloading of plant and materials and seeing the delivery vehicle off site.

Deliveries will be subject to the following criteria:-

- deliveries must be booked in advance of arrive to site (24 hr notice)
- no deliveries permitted before 8am
- deliveries must follow the route shown to access site
- all drivers must report to the gateman when arriving on site. Drivers must adhere to site signage and 5mph speed limit
- strictly no access is permitted onto trailers without a Method Statement & Risk assessment approved by the Contractor
- strictly no reversing without the presence of a trained banksman
- all drivers must wear full PPE when leaving their vehicle
- any lifting equipment (Hiab/Moffatt) must have relevant certificate prior to use on-site & documents must be witnessed by the Contractor
- all vehicles must ensure that their wheels are clean prior to entering the public highway.

Delivery unloading and storage areas are indicated on the logistics plan above.

Any fuel & chemical containers will be stored in bunded area and will not be stored adjacent to watercourses. It is noted that all surface water drainage leads to adjacent open water courses and balancing ponds. As such, mobile bowsers will be double skinned, static plant will be positioned away from watercourses, drips trays will be utilised where there is a pollution risk and no fuel or chemicals will be discharged into drains / gulley's etc and will be disposed with in accordance with legislation and best practice.

4.5 Operating hours

No construction works shall take place outside the working hours stated below:

08:00-17:00 Monday to Friday

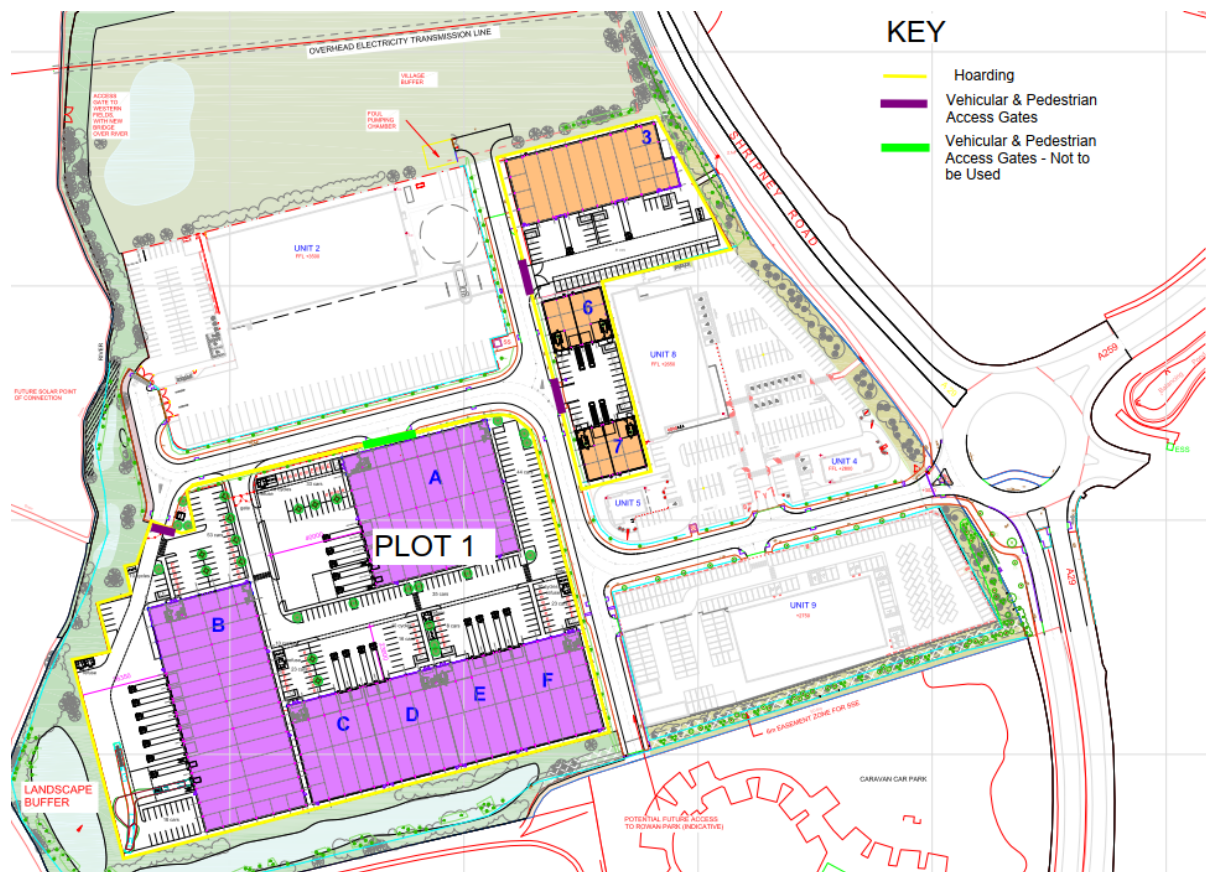
08:00-17:00 Saturdays

No working on Sundays or Bank Holidays

This will be in compliance with the Arun Council Planning Approvals.

4.6 Details of Security Hoarding

Perimeter hoarding together with vehicular and pedestrian access gates will have been provided as part of the enabling works phase. However, the Vehicular and Pedestrian Access to the existing bellmouth directly across from Unit 2 will not be in use and will be permanently secured. The hoarding will be maintained in a good condition and will be cleaned and painted as necessary. Information boards will be provided to the hoarding as is required for health, safety and stakeholder engagement purposes, including but limited to out of hours contact details and Considerate Constructors details.



During the site working periods the Contractor will have full control of access to both sites and includes gate man duties and patrol points.

No out of hours working will be permitted.

The Contractor shall employ a gateman/ trained banksman to supervise and control access into both sites and around the vicinity of the site access point.

Access from the new site compound / contractors parking into the construction area shall be controlled by pedestrian access routes to the Site Office and a security gate.

The sites shall be secured by the Contractor at the end of every shift and opened up at the start of each shift by the Contractor.

4.7 Vehicle Movements

The anticipated vehicle movements to and from both sites will be based on the following phases on the project.

- **Ground Improvement Works:** The 1st phase of the project is the ground improvement works by either Controlled Modulus Columns (CMC) or Vibro Stone Columns (VSC)
 - Deliveries of main plant via low loader:-
 - Piling rigs

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- 360° excavators
 - Dumpers
 - Forklifts
 - Deliveries of concrete via mixer trucks (CMC Option)
 - Deliveries of imported stone via bulk arctic tipper trucks (VSC Option)
- **Foundations**
 - Plant already onsite
 - Excavators
 - Dumpers
 - Forklifts
 - Deliveries of concreting accessories such as reinforcing mesh and holding down bolts
 - Deliveries of concrete via mixer trucks
- **Drainage**
 - Plant already onsite
 - Deliveries of drainage materials via artic wagon
 - Deliveries of bulk materials such as pipe bedding
- **Steel frame**
 - Deliveries via low loader
 - Cherry pickers
 - Scissor hoists
 - Forklift
 - Mobile Crane (crane stays on site for steelwork duration)
 - Steel deliveries via artic wagon
- **Cladding**
 - Deliveries via low loader
 - Cherry pickers
 - Scissor hoists
 - Forklift
 - Cladding deliveries via artic wagon
- **Internal ground slabs**
 - Deliveries via low loader
 - Power floating equipment
 - Laser screeder for concrete pours
 - Concrete accessories including mesh, polythene, dowel bars, shutters
 - Concrete via mixer wagons
- **External Yard slabs & hard landscaping**
 - Groundworker plant already onsite from previous works (foundations)
 - Concrete accessories including mesh and dowel bars
 - Concrete via mixer trucks
 - Deliveries of hard landscaping materials such as kerbs, block paving
- **Internal Works**
 - Deliveries of plant for internal works via low loader
 - Scissor hoists for high jumbo party walls
 - Access equipment for high level works
 - Deliveries of internal materials via an assortment of delivery vehicles from white vans to artics.
 - Plasterboard & metal
 - Raised access floors

- Suspended ceilings
- Floor finishes
- Insulation
- Plumbing, mechanical & electrical materials
- Joinery items such as doors, frames, window boards & skirtings
- **Landscaping**
 - Deliveries of plant via low loader
 - Bobcat
 - Forklift
 - Rotavator
 - Deliveries of plants via artic
 - Deliveries of accessories such as fertiliser

A separate Traffic Marshall / Banksman will be allocated to both the Unit 3 & Unit 6/7 site and Plot 1 to control and co-ordinate delivery of plant and materials to each site.

4.8 Wheel washing facilities

The Contractor will use jet washers located at the exit of the Unit 3 & Unit 6/7 site and Plot 1 site to ensure there is no mud on the road. Typically, there will be a pair of jet washers working in tandem to ensure vehicles exiting the site are always cleaned efficiently.

A road sweeper will be on hand to deal with any mud that might get onto the road and will be used periodically as and when required.

4.9 Environmental Impacts

Measures to control dust and dirt

The Contractor will use equipment and methods that comply not only with legislation but also those that recognise best practice in the reduction of air pollution and potential for public nuisance from dusts. The following actions will be taken by members of the site team nominated by the Site Manager:

- All loads of dry fine-grade granular materials prone to being affected by wind being brought to site must be sheeted. All loads of dry granular materials, soils or other excavated arising being taken from site must also be sheeted. This is to prevent escape of the materials and cause local dust issues and accidental spillage onto the public highway or other property. This stipulation must be made via contract arrangements with the sub-contractors, suppliers and haulers and is the responsibility of the Contractor's Purchasing Manager/Quantity Surveyor to action this. Monitoring of this aspect will be undertaken by the Site Manager.
- Skips containing light materials prone to escape by being wind-blown must be sheeted or have hatches/doors closed when not in use or being transported. Sub-contract operatives are responsible for the use of sheeting and/or closing doors.
- All equipment used to cut bricks and block, or any other masonry products will be fitted with a water spray system and dust extraction techniques shall also be utilised.
- Speed limits of 5mph will be introduced through the movement of all vehicles on site and throughout the Estate.

- Any stockpiled excavated material and imported fill during dry periods may will have dust suppression systems to avoid the risk of dry fine-grade materials being blown by the wind.
- Daily on-site and off-site inspections will be carried out where receptors, including roads, are nearby to monitor dust as well as regular site inspections to monitor compliance with the Dust Mitigation Scheme (DMS).

Measures to control air pollution

Burning of materials on site will not be permitted. The Contractor shall take all necessary precautions to prevent the occurrence of emission or fumes from the site plant or stored fuel oils drifting into residential areas. Particular attention will be paid to ensure all plant is well maintained and in compliance with the relevant legislation. The Contractor will take any and all practical measures to ensure that the plant is shut down in the intervening periods between work, or throttled down to a minimum to ensure that the machines do not generate hazardous fumes and/or hazardous dust during the working operations.

Measures to control of noise and vibration

Noise and vibration will be monitored and managed on site, by designing methods that will reduce both. The foundation solution will be designed and constructed to minimise vibration and noise which may otherwise affect the surrounding environment. All plant and tools will be suitably silenced to ensure noise levels comply with statutory requirements at the site boundary, and plant start-ups will be restricted to the working site hours, and will be controlled in line with the project H&S and Environmental commitments and relevant legislation.

4.10 Recycling/disposal of waste resulting from construction works

The contractor will implement a Site Waste Management Plan, which will aim to minimise waste and where appropriate divert waste sent to landfill through reuse on site and recycling.

Construction waste will be segregated off-site. Canteen and office waste will be disposed using local waste collection services. In addition, there will be a secure galvanised steel bin sited adjacent to the spill kit which will be for the storage of spill clean-up materials only.

These measures will be advised to site operatives as part of site induction procedure.

The contractor is required by the Client to maximise reuse and recycling and to minimise waste generated as a result of construction activities and as such have to report on waste management information on a regular basis. The project team are aware of the Industry Environmental KPI benchmarks and use these as a measure to target against.

5.0 COMMUNITY ENGAGEMENT

The Contractor will be obligated to engage with the community, neighbouring properties and businesses in order that they are best informed on the development proposals, construction activities proposed (both in the long and short term) and the potential impacts on the community and how this will be mitigated limit the impacts on them.

The Contractor will adopt the following measures in order that a the community is informed on the above and good relationship is maintained with the community:-

- Initial meeting with neighbouring properties likely to be impacted by the works prior to commencement of the enabling works and the main works, considering the implications to them and adopting proposals and methods that could mitigate the impact of the development to them whilst not being detrimental to the delivery of the scheme.
- Monthly updates on the activities planned in the month via the information boards applied to the site hoardings and via monthly newsletters hand delivered to the neighbouring properties
- Quarterly meetings with the neighbouring properties to discuss the project, works planned in the period and taking cognisance of any concerns
- “Open Door” Policy, whereby the neighbouring properties can visit the Contracts Manager / Project Manager / Site Agent to query aspects of the development or raise any concerns that they may have.

The Contractor will comply with all Health, Safety and Environmental legislation, statute, policy and best practice as applicable and will be a member of Considerate Constructors Scheme. However, the Contractor will be required to adopt the measures above and together with the Client Team will take cognisance of any impacts to the neighbouring properties to formulate a plan that mitigates the impacts to the neighbours without detrimentally impacting the delivery of the development.