

Appendix C3

Outline CEMP

P e l l F r i s c h m a n n

Barnham Eastergate Westergate,
Strategic Site

Draft Construction Management Plan

January 2022

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1 Introduction

1.1 Overview

1.1.1 Pell Frischmann (PF) has been commissioned by C.C. Projects, Ashmarden Limited and Hanbury (PM) Limited and Landlink Estates to prepare a draft Construction Management Plan (CMP) for a residential-led allocation site at Barnham Eastergate Westergate, West Sussex (the 'Site').

1.1.2 The Development Site is allocated in the Arun Local Plan 2011-2031 under policy H SP2c, as strategic allocation SD5 Barnham/Eastergate/Westergate. The application is for:

'Outline planning permission (with all matters reserved except for the A29 realignment) for the demolition of existing structures and mixed use development to provide residential dwellings (Use Class C3), care home/senior living accommodation (Use Classes C2/C3), flexible retail and community floorspace (Use Classes E/F2/sui generis), a primary school, plus associated open space, landscaping, drainage and all other associated ancillary works; and realignment of the A29 and early connection to existing A29, including construction of a new road carriageway, junctions and associated infrastructure.'

1.1.3 This draft CMP sets out the principles of the construction and is considered to be a working document. As the scheme progresses it will require further input and consultation from the various project stakeholders.

1.1.4 The local planning authority Arun District Council (ADC) typically apply the following planning condition to consented developments and this has been referred to in the production of the draft CMP:

'No development shall commence 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.*

Reason: In the interests of highway safety and the amenities of the area in accordance with policy TSP1 of the Arun Local Plan.

1.1.5 It is noted that this CMP is for the development described above only (named Phases 2 & 3 in this document) and not for the entire site allocation. A strategy is provided in this document however only Phases 2 & 3 are considered in detail.

1.1.6 The project is at an early stage; however indicative build out rates have been used to estimate the level of construction activity. This will be reviewed and updated in subsequent versions of this CMP as further details become available. It is anticipated that future versions of this CMP will include details on:

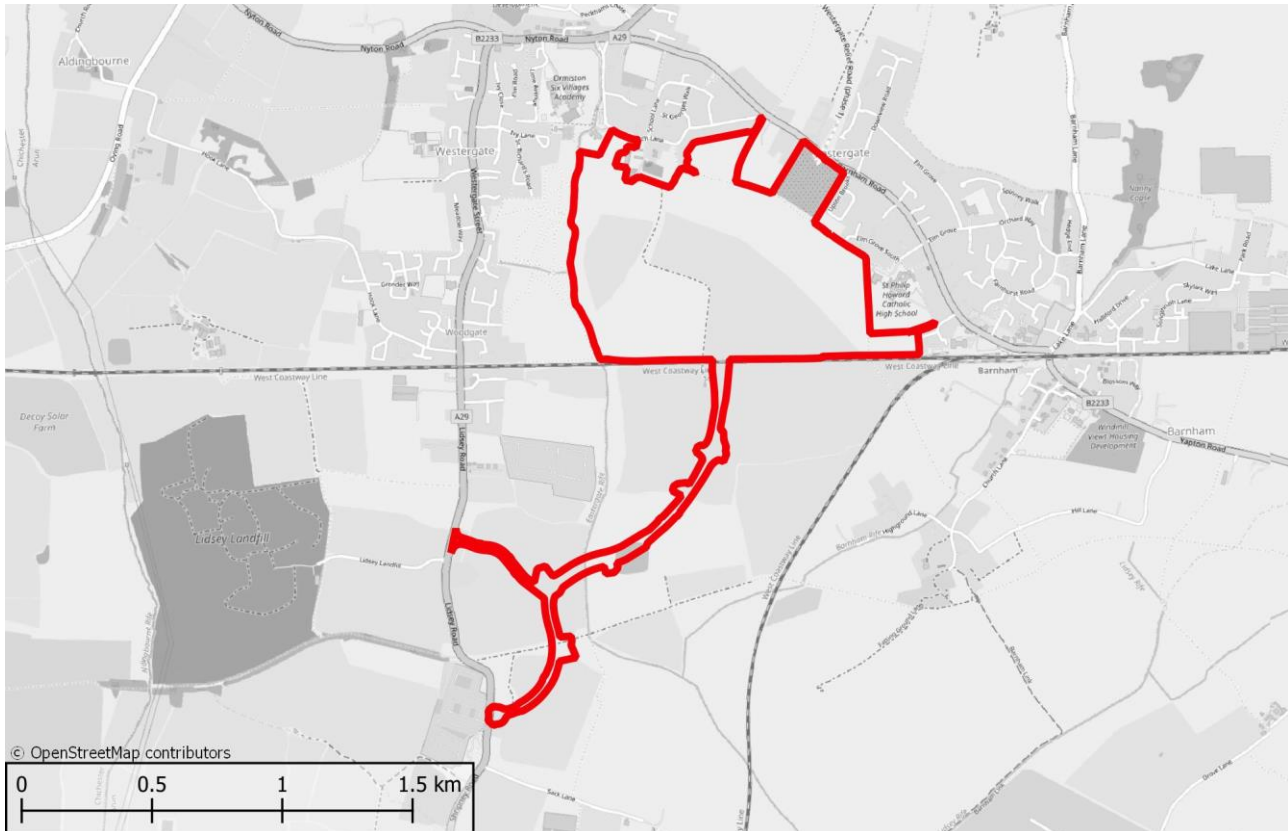
- Construction programme by phase;
- Types of plant/machinery required for each phase of construction;
- Location of plant/material storage, site accommodation and staff parking by phase.

2 Site Location and Development Description

2.1 Site location and surroundings

2.1.1 The site is located south of Eastergate, to the southwest of Barnham and to the west of Westergate. The location of the site is shown in Figure 2.1.

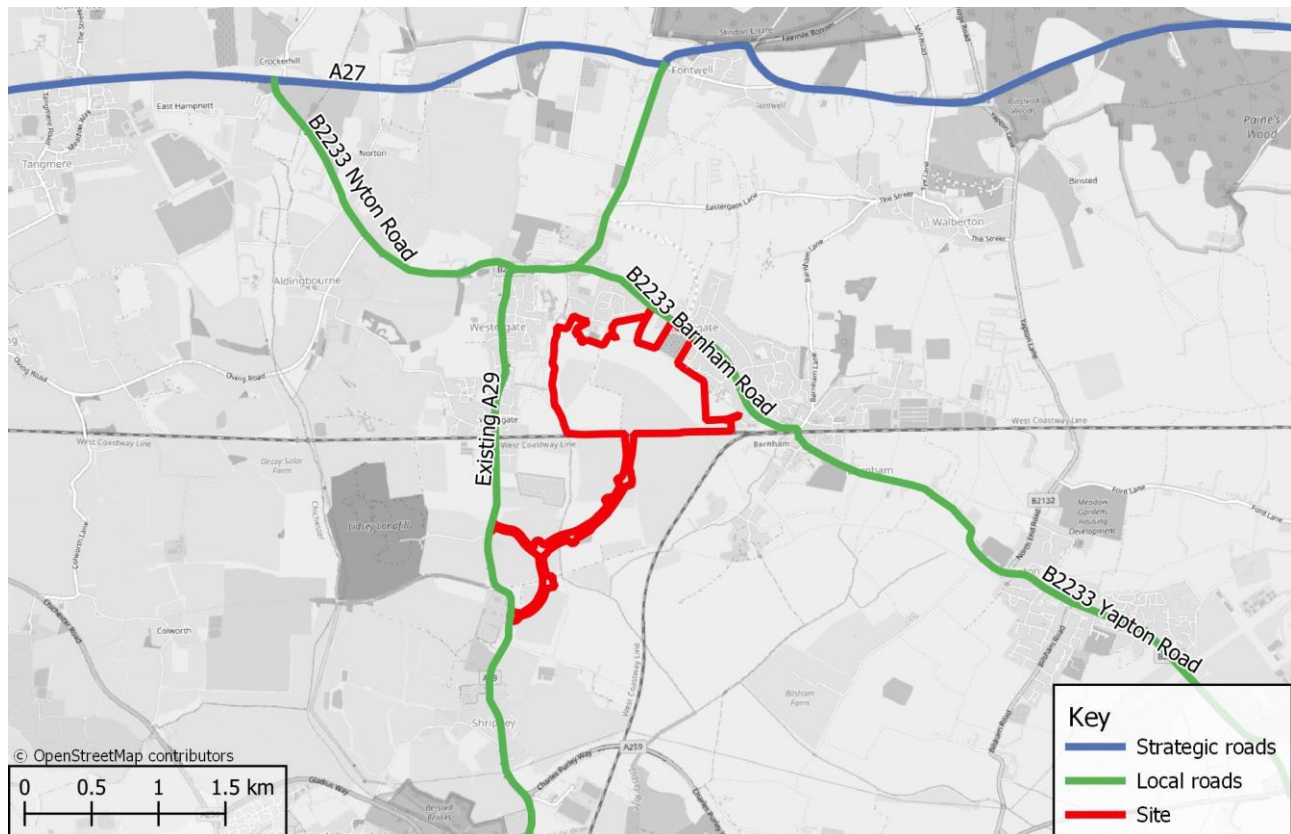
Figure 2.1: Site Location Plan



2.2 Local Highway Network

2.2.1 The principal highway routes into Chichester and Bognor Regis are the B2233 to the southeast and northwest, and the A29 which currently runs along the western edge of the site. Both of these main routes provide linkage to the A27 as the main strategic inter-urban east / west road along the south coast.

Figure 2.2: Local Highway Network



B2233 Nyton Road / Barnham Road / Yapton Road

2.2.2 The B2233 passes along the northern edge of the site. Northwest of the site, the B2233 Nyton Road is a single carriageway road with a rural character, one lane in each direction, and a 40mph speed limit. The road contains street lighting on both sides as it passes through Nyton, and the speed limit reduces to 30mph.

2.2.3 The B2233 Nyton Road becomes the B2233 Barnham Road in Eastergate, where the street lighting continues. After the road exits Eastergate to the east, the road has footway on one or both sides as it enters Barnham.

2.2.4 Upon exiting Barnham to the east, the B2233 maintains its previous character as a single carriageway with one lane in either direction, and a footway on one or both sides as it enters Yapton.

Existing A29

The A29 passes along the western edge of the site and is a single carriageway road with one lane in each direction. It has a 30mph speed limit on the section through Westergate, and 60mph north of this section around Fontwell. South of Lidsey, the A29 has a 50mph speed limit into South Bersted and maintains its single carriageway status.

It should be noted that the A29 will be realigned approximately 1km to the east as part of the proposed development, which is discussed in further detail in Chapter 4.

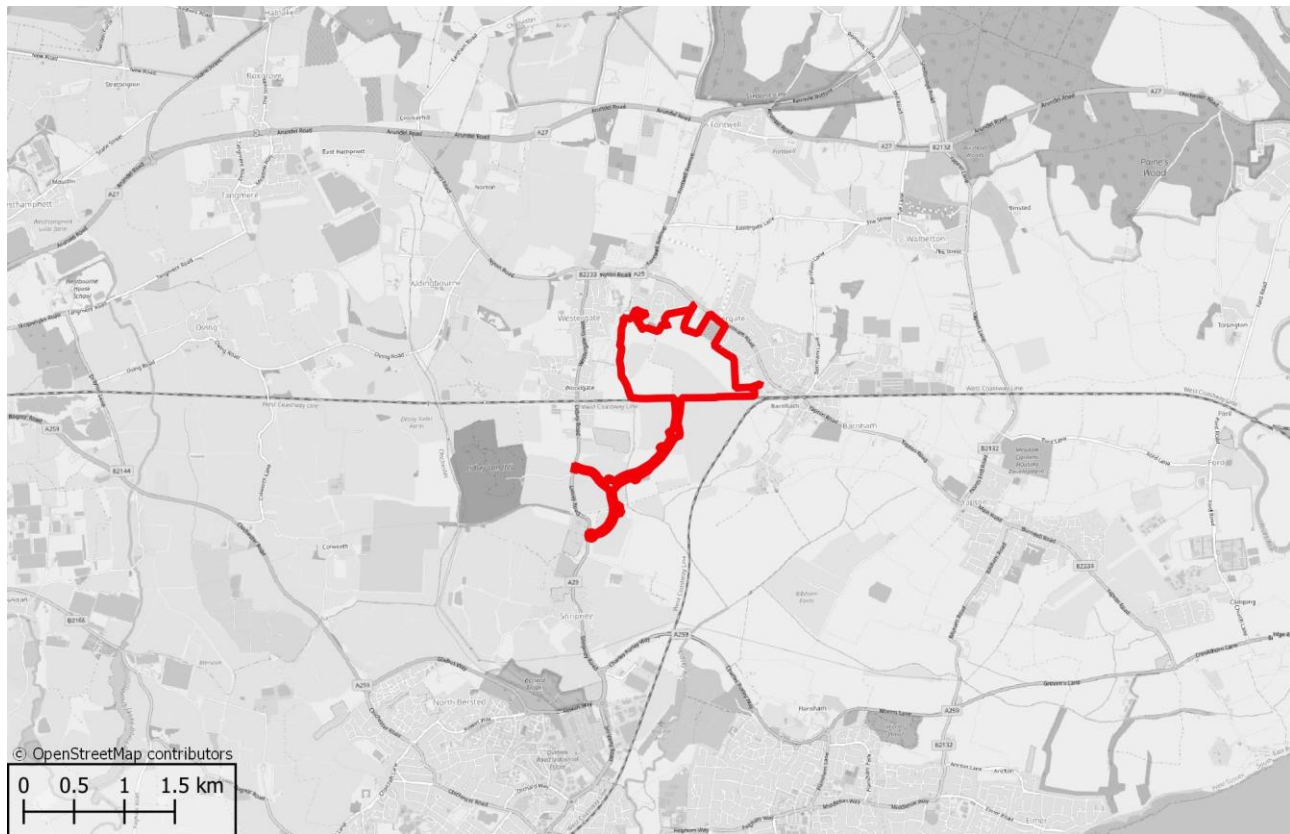
A27 Arundel Road

The A27/M27 is the principal strategic east/west route along the south coast linking Brighton, Worthing, Portsmouth, Southampton and beyond. The road forms part of the national trunk road network and as such falls under the jurisdiction of Highways England. The main strategic link to the A27 (T) westbound from the development site is via the A259 adjoins the A27 approximately 7km to the north west of the site.

2.3 Proposed Development

The location of the proposed development site is identified in Figure 2.3.

Figure 2.3: Strategic Site Location Plan



2.3.1 The Development Site is allocated in the Arun Local Plan 2011-2031 under policy H SP2c, as strategic allocation SD5 Barnham/Eastergate/Westergate. The application is for:

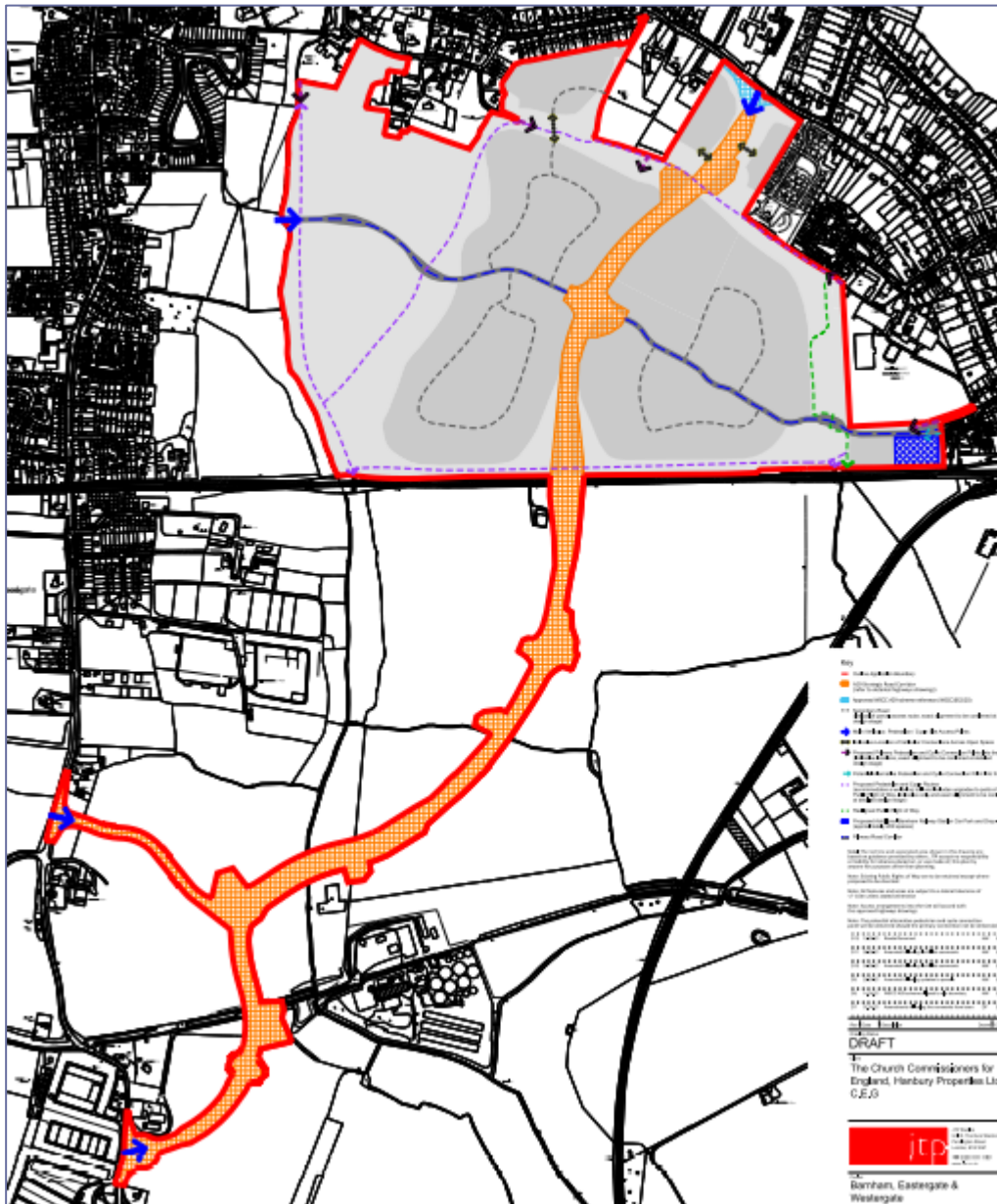
2.3.2 *Outline planning permission (with all matters reserved except for the A29 realignment) for the demolition of existing structures and mixed use development to provide residential dwellings (Use Class C3), care home/senior living accommodation (Use Classes C2/C3), flexible retail and community floorspace (Use Classes E/F2/sui generis), a primary school, plus associated open space, landscaping, drainage and all other associated ancillary works; and realignment of the A29 and early connection to existing A29, including construction of a new road carriageway, junctions and associated infrastructure.*

2.3.3 This element of the allocation is set out in following chapters as Phases 2 & 3. The rest of the allocation's elements will be delivered either by application submitted by another applicant, or by a later planning application by the same applicant for the southern part of the allocation.

2.4 Proposed Internal Roads

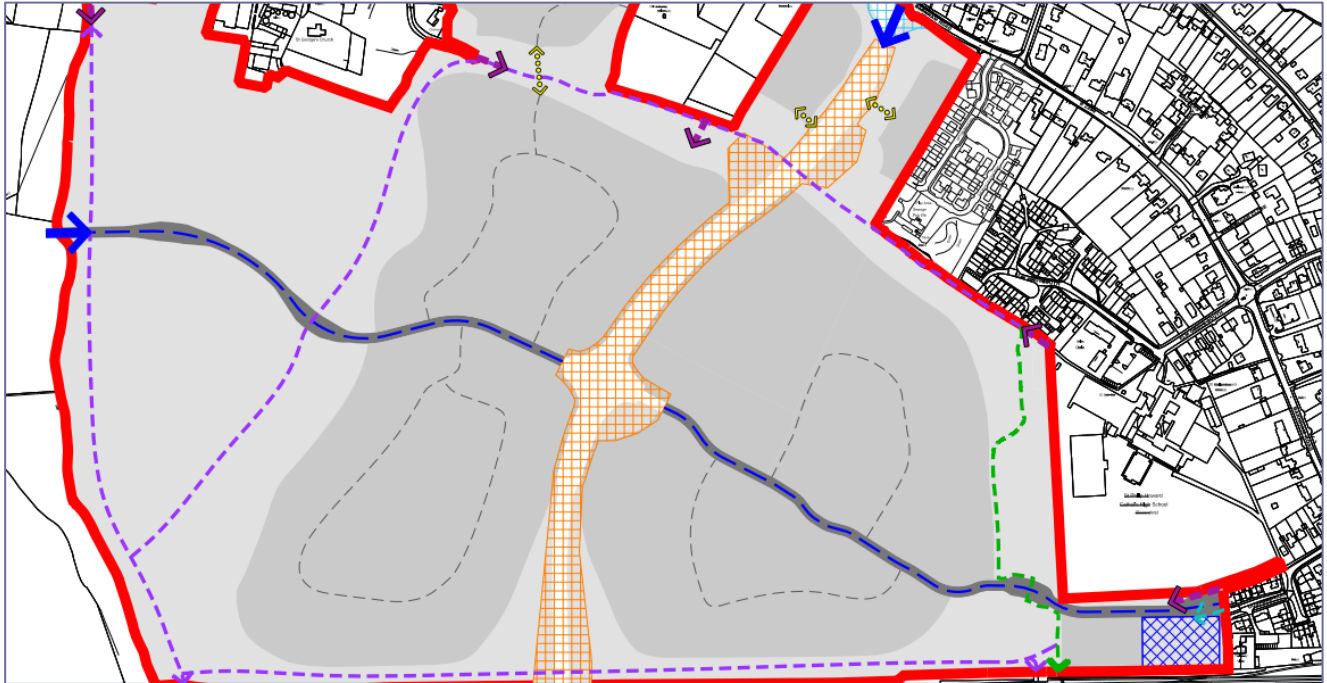
The indicative Access and Movement parameter plan serves as a masterplan for the internal transport elements of the site application, and is shown in Figure 2.4.

Figure 2.4: Indicative Access and Movement Parameters Plan (by JTP)



Source: JTP

Figure 2.5: Section of Indicative Access and Movement Parameters Plan (by JTP)



Source: JTP

2.5 Realigned A29 and access junctions

The A29 is being realigned through the development site in a north/south direction as illustrated in the above plans. It is considered that the new connection provided by the spine road will provide a benefit to the highway operation of the local area, in particular the existing A29. The route will be designed to the principles of DMRB and would be able to accommodate a bus service.

The northern section of the realigned road is being delivered by West Sussex County Council and is proposed as a 30mph single carriageway road. The southern section is proposed to be designed to the same principles, with a 30mph speed limit and to be a single carriageway road with localised widening for junctions and crossing points. Many design elements including pedestrian and cycle crossings, bus stops, and left-in/left out restrictions at priority junctions provide features which will manage speeds along the road network. The road will feature a grass/landscaped verge on both sides, separating the pedestrians and cyclists from the vehicles.

The proposed 'road zone' will contain residential frontage along the length of the A29. This will likely consist of a mix of dwellings and landscape elements, enabling dwellings to sit close to the A29 road corridor and dwellings along this interface will have their primary elevation facing the A29.

3 Construction Programme and Phasing

3.1.1 Phasing of the Proposed Development and relevant surrounding developments with interaction and interface is summarised in **Figure 3.1**.

3.1.2 The Proposed Development is expected to be built out in self-contained plots to allow partial occupation, as buildings are constructed. Each plot will require a soft strip to balance the earthworks as part of the enabling works.

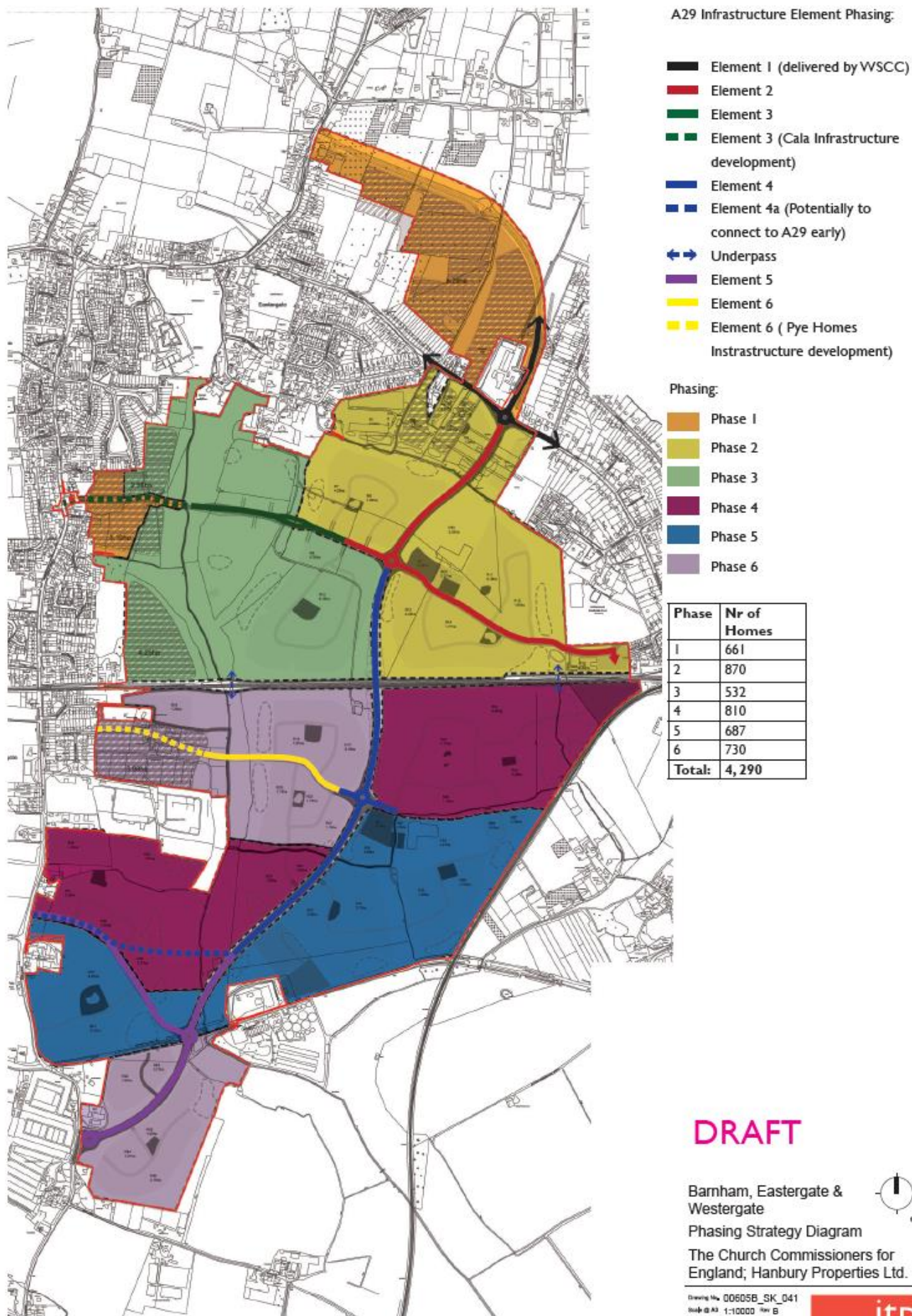
3.1.3 Foundations are expected to be conventional strip foundations or flat foundations for the majority of the Proposed Development. Pilling may be required to the school and commercial space. Mobile cranes are also likely to require access to the Site during construction of the school and commercial space.

3.1.4 An initial phasing strategy for the entire allocation is set out in **Table 3.1** below. This phasing strategy considers the key trigger points delivery of the internal road (realigned A29) and sets out the initial phasing that will be required to deliver the Proposed Development.

3.1.5 This phasing is, in part, subdivided between those parts for which the Applicant will be responsible for delivering, and those which involve third-parties. This includes the new part of the A29 to bypass Eastergate, Westergate and Woodgate, which is expected to be delivered by multiple parties, including the Applicant.

3.1.6 An indicative, high level construction programme has been prepared based on build out rates for Phases 2 & 3 of the Proposed Development.

Figure 3.1: Illustrative Phasing Strategy (Rev B)



DRAFT

Barnham, Eastergate & Westergate
Phasing Strategy Diagram
The Church Commissioners for England; Hanbury Properties Ltd.

Drawing No: 00605B_SK_041
Scale: A3 1:10000 Rev B



Table 3.1: Illustrative Phasing Strategy

Phase	Applicant's Proposed Development	Third-party proposed developments
0 Est. 2022- 2023	Enabling works and infrastructure	
1	➤ Establish temporary construction access into the northern part of the Applicant's Site from the new A29 x B2233 roundabout, once complete.	➤ 'A29 Infrastructure Element 1': Connection between existing A29 and A2233, including roundabout on B2233 Barnham Lane. Delivered by West Sussex County Council ➤ Construction of new homes: ○ Land promoted by Barratt Homes (north of B2233 Barnham Road, accessed from new A29) ○ Land promoted by Cala Homes (land to the west of the Applicant's Site, accessed from existing A29 Westergate Street)
2 Est. 2023- 2030	➤ 'A29 Infrastructure Element 2': Extension of the A29 south of B2233 Barnham Lane roundabout to new roundabout mid-Site and north of the railway, eastern part of internal main distributor road, short length of western part of internal east-west distributor road to serve Phase 2 development. ➤ Construction of 870 homes at the central eastern part of the Site, south of B2233 Barnham Lane and north of the railway. ➤ Construction of 1250sqm local centre, Barnham station car parking, green link, 2FE primary school, community centre	
3 Est. 2030- 2033	➤ 'A29 Infrastructure Element 3': Extension of the western part of the internal east-west distributor road to Cala Homes site boundary. ➤ Construction of 532 homes on the central/western part of the Site, south of Eastergate and north of the railway.	➤ 'A29 Infrastructure Element 3': Remaining westernmost part of the internal east-west distributor road through Cala Homes site; delivered by Cala Homes.
4	➤ 'A29 Infrastructure Element 4': Connection from mid-Site roundabout southwards, over railway and through majority of the southern part of the Site. Includes new roundabout in mid-southern part of the Site. ➤ Construction of 810 homes on the eastern part of the Site, south of the railway, and on the western part of the Site, south of Woodgate. ➤ 'A29 Infrastructure Element 4a (potential)': Early connection to west of new A29 Element 4 to connect to A29 north of Lidsey.	
5	➤ 'A29 Infrastructure Element 5': Completion of the southern extent of the new A29 to connect to existing A29 in Lidsey. New roundabout at crossing of existing access route to Lidsey Oil Field. New connection from roundabout, westwards to meet old A29 north of Lidsey (partial incorporation of Element 4a, if delivered). ➤ Construction of 687 homes on the southern part of the Site.	

Phase	Applicant's Proposed Development	Third-party proposed developments
6	➤ 'A29 Infrastructure Element 6': Connection west from mid-southern Site roundabout towards existing Woodgate Road up to the boundary of Pye Homes site. ➤ Construction of new homes on: the remaining area west of the new A29, south of the railway and to the east of Woodgate. ➤ The southernmost part of the Site, adjacent to the southern end of the new A29.	➤ 'A29 Infrastructure Element 6': Completion of connection west from mid-southern Site roundabout across Pye Homes site ownership and connecting to existing Woodgate Road ➤ Land promoted by Pye Homes (land to the west of the Applicant's site), construction of 160 homes.

3.1.7 Planning consent is sought by the Applicant for those parts of the Proposed Development which constitute Phases 2 and 3 plus the realigned A29 in **Table 3.1**. The illustrative housing delivery trajectory to achieve this is summarised in **Table 3.2**. Enabling works would be expected to commence 2022, with main construction starting 2023 and first occupation of units expected in 2024.

Table 3.2: Illustrative Housing Trajectory, Residential units per annum (HELAA 2020, 01.07.2020)

2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Enabling works											
0	75	75	75	150	150	150	150	150	150	150	150

4 Construction Vehicle Access, Routing and Frequency

4.1 Construction Access Arrangements and Routing

4.1.1 As set out above, Phase 1 of the construction works will commence at the northern end of the Site. The new part of the A29, running to a new roundabout junction with the B2233 Banham Road, will be provided with a temporary access on the southern side which will enable access to the northern parcel directly from the A29 (and B2233), and therefore also enable the delivery of the Applicant's Proposed Development from an appropriate access point.

4.1.2 In later phases, physical access into the Site will be possible from the existing A29 following completion of links over third-party land, but it is anticipated that all construction access into the Site will continue from the newly delivered A29 and will not use the existing local road network, save for that part of the A29 between the Site and the A27 (SRN).

4.1.3 Construction traffic routing to/from the SRN is shown in **Figure 4.1**.

Figure 4.1: Construction traffic route to/from the Site (including along approximate route of the new A27)



4.1.4 The combined new and existing parts of the A29 provide a short connection to the Fontwell West Roundabout on the A27 and thus to the wider Strategic Road Network. It also allows for the routing of construction vehicles to avoid the main part of Eastergate and to avoid passing through Barnham.

4.1.5 Construction vehicles are primarily expected to reach the Site from the north by using this route along the A29 from the A27, although some local suppliers (such as those in Barnham) may more appropriately arrive

along the B2233. Construction traffic originating in the Bognor Regis urban area will be directed to use the A259 to the A27 and then finally arrive at the Site from the north using the A29.

4.1.6 As construction progresses, the A29 will further extend through the Site allowing this external access strategy to remain in place. Following eventual completion of the full length of the new A29 link, access will also be possible from the south, however given the Site's location, the northern access is likely to remain the preferred route for all but the limited volume of construction traffic originating in Bognor Regis.

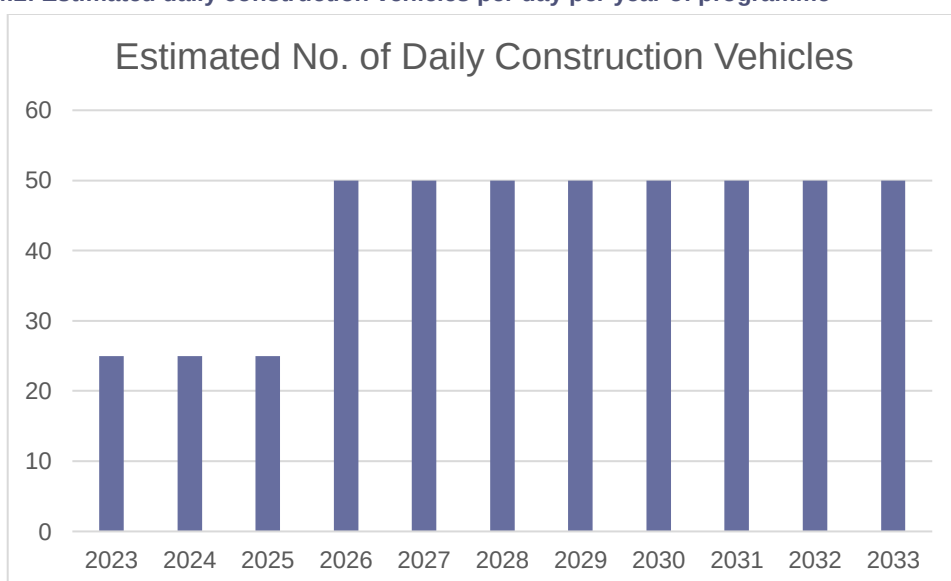
4.1.7 All accesses will provide two-way entry and exit for construction vehicles in forward gear. No vehicles will be required to reverse onto the public highway.

4.2 Vehicle Types and Frequency

4.2.1 An assessment of HGV construction traffic (>3.5t) has been undertaken based on the expected build-out rate and this is illustrated in **Figure 4.2** below. During the peak build out periods, in the region of 50 construction vehicles could be expected daily; these being likely to be distributed across the working day.

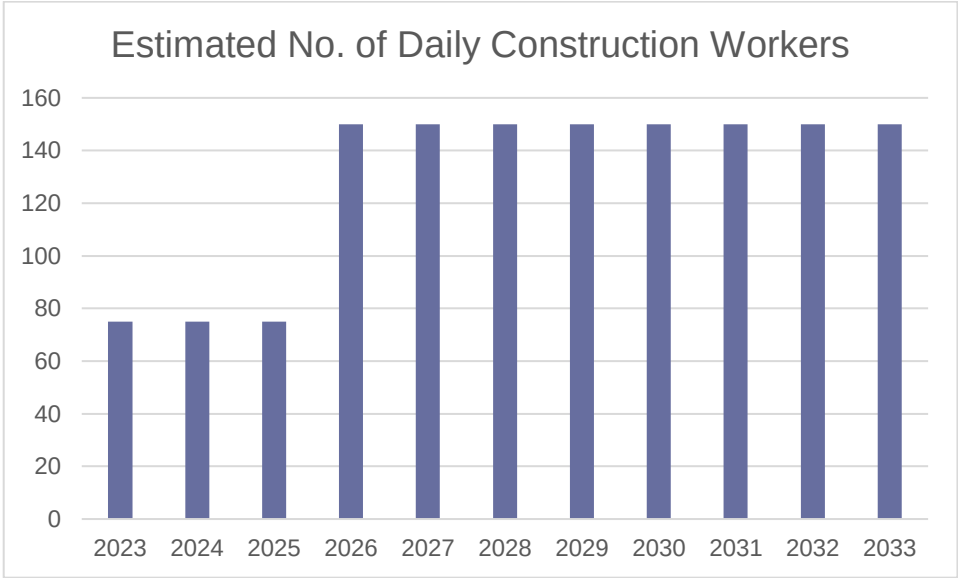
4.2.2 Standard construction vehicles are expected to be used for the construction activity including tipper trucks, lower loaders and concrete wagons.

Figure 4.2: Estimated daily construction vehicles per day per year of programme



4.2.3 In addition to the above, parking will be provided for construction workers based on the requirements of each phase and land parcel. The total number of construction workers likely to be required to achieve the build out rates is shown in **Figure 4.3** below. It should be noted that not all workers will be anticipated to arrive by car and that local recruitment would increase the opportunity for arrival at the Site by walking and cycling.

Figure 4.3: Estimated daily construction workers per day per year of programme



5 Construction Management

5.1 Construction Hours

5.1.1 It is expected that typical construction activity would be limited to 08:00 – 17:30 Monday to Saturday with no night works and no works on Sundays or Bank Holidays without prior agreement from Arun District Council.

5.2 Construction Vehicle Parking, Turning and Unloading

5.2.1 All construction vehicles will enter and exit the site in forward gear. No parking will take place on the public highway and the car parking for all staff will be provided within the Site for each phase of the Proposed Development. Where required, traffic marshals will be used on to manage construction vehicle movements entering and exiting the public highway to minimise conflicts with general traffic.

5.3 Hoarding

5.3.1 Secure compounds will be established within each phase which will not be accessible to members of the public and 2.4m high hoarding will be installed around the perimeter of the compounds to ensure they are only accessible to competent staff.

5.3.2 All hoardings shall be maintained in a neat and tidy condition and will be regularly inspected for damage and security integrity. Any damage will be repaired without delay. All fencing and hoarding shall be removed as soon as reasonably practicable after completion of works.

5.4 Highway Safety and Reducing Congestion

5.4.1 Qualified traffic marshals will be made available to manage potential conflicts with large vehicles and members of the public. All vehicles will be able to enter and exit the Site in forward gear, thereby minimising any potential disruption.

5.4.2 All parking, loading and unloading will also take place within the boundary of the Site, further minimising any potential disruption.

5.5 Waste Management Proposals

5.5.1 A Waste Management Coordinator for each phase (the Site Manager) will be tasked with overseeing the removal of waste from the Site. A recycling regime for materials and packaging will be put in place to maximise the level of waste recovery. Waste will be segregated to maximise opportunities for recycling.

5.5.2 The waste will be collected from the Site by licensed waste carrier. Waste materials fall into three categories for management, these are:

- Reuse
- Recycle
- Landfill (disposal)

5.5.3 Reused — If surplus materials can be used in the permanent works, they are classified as materials which have been reused. If they are surplus to requirements and need to be removed from the Site and they can be removed and used in their present form, they can be removed from the Site for subsequent reuse. For example, the material from any hardstandings could be reused as crushed material for roads onsite.

5.5.4 Recycling — if a surplus material cannot be reused in its present form, but could be used in a different form, it is sent for recycling. An example is recycled timber to make chipboard.

5.5.5 **Landfill** — If either of the above cannot be satisfied, then the only option left is to send the waste materials to landfill. Landfill is only a last resort.

5.6 Environmental Considerations

5.6.1 This section provides an overview of some of the environmental commitments relating to the construction.

Wheel Washing Facilities

5.6.2 Wheel washing facilities will be provided at all the Site accesses within the boundary of each phase of work. On leaving the Site, the vehicles will be washed with a jet wash. The wash sludge will pass to a recycling tank with the solids typically sinking to the bottom of the tank leaving the wash water for continued use in washing vehicles. The settled solids will be periodically removed from the tank and removed from Site. This will ensure there is no impact on the local highway network in terms of mud or debris from the Site.

5.6.3 The Gateman will sweep the road immediately of any loose debris. A mechanical road sweeper and high-pressure sprayers will be used to clean the Site hardstanding and any mud or debris deposited by the Site vehicles on the road in the vicinity of the Site.

5.6.4 The adequate sheeting of each lorry load of spoil removed will be used, to prevent spoil falling off during its journey.

Noise, Dust and Vibration Control

5.6.5 The operations involved in these works should not give rise to significant environmental nuisance at any third-party premises. However, prior to commencing works on-Site, the Principal Contractor will liaise with any local stakeholders, surrounding business and local residents, to discuss the noise, dust and vibration levels and identify particular sensitive areas.

5.6.6 Dust which may arise from waste removal, structure works and other operations will be controlled by damping down the debris through the use of hoses set to provide a fine spray and monitoring of the water flow to prevent flooding or drainage problems.

5.6.7 The following general mitigation measures will be implemented at all times to minimise noise, dust and vibration generated from site activities, causing disruption to neighbouring occupiers:

- Provide suitable hard standings for vehicles at designated areas;
- Loading of materials into lorries in designated areas only;
- Switching off engines on site and delivery vehicles when not in use;
- Deliveries to be spread throughout the day avoiding peak hours;
- All on-Site compressors and other large potentially noisy plant to be fitted with appropriate silencing measures;
- Care taken when erecting or striking scaffold to avoid impact noise;
- Maintenance of all plant;
- Water spraying at dust generating work faces;
- Dampening and covering of exposed stockpiles;
- Material storage locations which are mindful of prevailing winds;
- Wheel cleaning facilities to be incorporated, maintained and used;
- Appropriate sheeting of lorries leaving the Site; and
- No unauthorised burning on-Site.

5.6.8 The following specific measures will be adopted where possible:

- Noisy plant or equipment shall be situated as far as possible from noise sensitive buildings. Barriers (e.g. site huts, acoustic sheds, or partitions) to mitigate noise affecting sensitive buildings should be employed where practicable.
- The operation of static noisy plant or construction activities shall be placed within a shed or an enclosure lined with sound absorbent material.
- Vehicles and plant used for the purpose of the works shall be fitted with effective exhaust silencers, maintained in good and efficient working order and be operated in such a manner as to minimise noise emissions. The contractor must ensure that all plant complies with the relevant statutory requirements e.g. NRM Regs. All construction vehicles should have upward pointing exhausts.
- Compressors shall be fitted with properly lined and sealed acoustic covers that should be kept closed whenever in use. Pneumatic percussive tools should be fitted with anti-ring devices, mufflers or silencers of the type recommended by the manufacturers.
- Machines in intermittent use shall be shut down in the intervening periods between work or throttled down to a minimum where this is not possible.
- Noise emitting static machinery that is required to run continuously shall be housed in a suitable acoustic enclosure.
- All vehicles and plant servicing the site shall be fitted with white noise/broadband vehicle reversing alarms.
- Plant shall be maintained in a good and workmanlike condition so that extraneous noise from mechanical vibration, creaking and squeaking is reduced to a minimum.
- Equipment that breaks concrete, brickwork or masonry by bending or bursting shall be used in preference to percussive tools where practicable.
- Rotary drills and bursters actuated by hydraulic, chemical or electrical power shall be used for excavating hard or extrusive material where practicable.
- Care should be taken to reduce impact noise when loading or unloading vehicles, scaffolding or moving materials, etc.
- Equipment powered by mains electricity shall be used in preference to equipment powered by internal combustion engine or locally generated electricity, where practicable.
- The contractor shall ensure that measures are taken to protect the residents, users of buildings close by and passers-by from nuisance or harm, and protect buildings from physical damage caused by vibration.

Smoke and Odours

5.6.9 Measures will be taken to avoid causing nuisance from smoke, odours, dust and other air emissions, which will include the following:

- There will be no fires on-Site;
- Vehicles and plant will be maintained in accordance with manufacturers' guidance; and
- Waste will be managed and will be removed from site on a regular basis to avoid excessive accumulation.

Considerate Contractors Scheme

5.6.10 The Proposed Development can sign up for the Considerate Contractor Scheme (CCS) which will result in monitoring against a Code of Considerate Practice, designed to encourage best practice beyond statutory requirements. The Scheme is concerned about any area of construction activity that may have a direct or indirect impact on the image of the industry as a whole. The main areas of concern fall into three categories: the general public, the workforce and the environment.

Neighbour and Community Liaison

5.6.11 To mitigate complaints, the Contractor will identify any residential properties and other sensitive occupiers in close proximity to the site prior to commencing work.

5.6.12 The Contractor will appoint a responsible person to liaise with the council, local residents, businesses and other interested parties to keep them informed of progress on site and forthcoming activities which may affect them.

5.6.13 A 'display board' will be erected outside the Site, which will identify key personnel, contact addresses and telephone numbers as well as a full copy of the planning consent relating to the works.

Site Management, Security and Banksman

5.6.14 The Principal Contractor will be responsible for Site management and ensure good practice is applied including Site security. The Site will not be accessible to pedestrians, secure Site entrance gates and 2.4m high hoarding will be installed to ensure the Site is only accessible to competent staff with entrance passes.

Storage of Construction Materials

5.6.15 No construction materials will be stored on the public highway. An area for storing construction materials will be identified within each phase and within the Site boundary.