

BARNHAM ROAD, EASTERGATE
CONSTRUCTION MANAGEMENT PLAN

LINDEN HOMES

15 JULY 2019



Abley Letchford Partnership Limited
3 Tealgate
Charnham Park
Hungerford
RG17 0YT



Quality Management:

Prepared by:	Thomas Moloney
Authorised by:	Nick Billingham
Date:	15 July 2019
Document Reference:	A260-R002

COPYRIGHT © ABLEY LETCHFORD PARTNERSHIP LIMITED
The material presented in this report is confidential. This report has been prepared for the exclusive use of linden homes within the terms of the contract and shall not be distributed or made available to any other company or person without the knowledge and written consent of Abley Letchford Partnership Limited.
Any such party relies on the report at their own risk.



Contents

1.0	Introduction	1
2.0	Construction Traffic Management	3
3.0	Environmental Controls.....	6
4.0	Construction Management.....	9

Appendices

- Appendix 1 - Site Masterplan
- Appendix 2 - Approved Site Access
- Appendix 3 - Arun District Council Major Site Noise Guidance
- Appendix 4 - West Sussex County Council HGV Routing Plan
- Appendix 5 - Environment Agency Flood Map Outputs
- Appendix 6 - Bus Timetables

Figures

- Figure 1 Construction Vehicle Routing Plan

Drawings

- A260-SK3-P1 Swept Path Analysis – A29 / B2233 Roundabout
- A260-03-P1 Site Compound and Works Area



1.0 Introduction

Context

- 1.1. This Report has been prepared by Abley Letchford Partnership Ltd (ALP), on behalf of Linden Homes, in relation to the discharge of conditions, for a consented residential development of 60 dwellings on land located north of the B2233 Barnham Road, Eastergate. See **Appendix 1** for the site masterplan.
- 1.2. The development site is located on the northern side of the village of Eastergate with access being taken directly from the B2233 Barnham Road, along its southernmost boundary. The approved site access drawing (ITB 9227-GA-003D) has been included in **Appendix 2**.
- 1.3. The outline application (EG/71/14/OUT) submitted to Arun District Council (ADC) received outline planning approval on 03/02/2015. Planning Condition 11 of the decision notice requires the following details to be submitted prior to construction commencing:

“No development shall take place, including any works of demolition, 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,*
- *the hours of work.*

Reason: In the interests of highway safety and the amenities of the area.”

- 1.4. This Construction Management Plan (CMP) is designed to address the requirements of the above planning condition, ensuring that the construction works are organised and delivered in a safe manner, and preserving the amenity of the area during the construction period.

Construction Phasing

- 1.5. It is anticipated that the development will be built out as one single phase, albeit with five distinct components of work as follows:



- **Site setup**, including confirmation that tree protection measures have been implemented (as per Condition 6), clearance of the existing field access to allow crews and equipment onsite as well as installation of perimeter fencing and the site compound;
- **Construction of the site access** onto the B2233 and the primary street, to base course level, to be used as a haul route through the site.
- **Site Infrastructure**, including primary drainage infrastructure and SUDS features;
- **Construction of dwellings**, and formation of associated landscaping;
- **Final fixing and finishing**. Following completion of all dwellings the site compound will be deconstructed and the perimeter fencing removed. The primary street and access will be completed to wearing course.

1.6. Construction works will start in following the discharge of all pre-commencement planning conditions, with the development construction taking approximately 24 months to complete.

Construction Working Hours

1.7. The decision notice does not give specific construction working hours or restrictions, as such the standard construction guidance provided by ADC (**Appendix 3** refers) for major developments has been used. Construction activities will not take place outside of:

- 08:00 – 18:00 Monday – Friday;
- 08:00 – 13:00 Saturday
- No noisy activities on Sundays or Bank Holidays.

1.8. The Principal Contractor (PC) will make every effort to ensure noise is kept to a minimum during construction hours.

Report Structure

1.9. This CMP provides the necessary information for the proposed development and is structured as follows:

- **Section 2** sets out the construction traffic management plan;
- **Section 3** advises how the environmental controls for construction traffic and the site compound will be managed; and
- **Section 4** outlines the responsibilities of the Construction Liaison Officer (CLO).

1.10. The principles of the construction strategy are established within this CMP; however, it should be noted that the construction programme may be subject to change once the PC is appointed.

1.11. Any subsequent alterations to the CMP will require written approval from the planning officers at ADC and West Sussex County Council (WSCC) highways, prior to being implemented.



2.0 Construction Traffic Management

Construction Access

- 2.1. Access will be taken from the B2233 Barnham Road via a new priority-controlled access, through which all vehicles transporting plant, construction crews or materials will enter the site. The approved access drawing (ITB 9227-GA-003D) has been included in **Appendix 2**.
- 2.2. It is expected that the access shall be constructed at minimum to base course level, to allow construction vehicle access, where upon prior to first occupation the access and internal roads shall be completed to surface course, in accordance with Condition 7 of the decision notice.
- 2.3. Traffic Management (TM) will be implemented along the B2233 to facilitate the construction of the access. This will likely include the closure of the southbound side of the carriageway along the length of the site frontage and the use of temporary traffic signals.
- 2.4. The PC shall appoint a suitably qualified and competent TM designer to prepare the TM scheme in accordance with Chapter 8 of the Traffic Signs Manual, Traffic Safety Measures and Signs for Road Works and Temporary Situations.
- 2.5. Any TM implemented will be in line with the Safety at Street Works and Road Works Code of Practice (October 2013), and will be required to ensure safe and permanent access is maintained to existing dwellings along the southern side of the B2233 opposite the site's southern boundary.
- 2.6. Once the access has been constructed, the TM will likely be removed and qualified banksmen appointed by the PC will be available on-site at all times during construction times to ensure the safe ingress and egress of construction vehicles. It is not envisioned that any additional off-site traffic management measures for construction vehicle movements will be required.
- 2.7. As discussed in **Section 3**, any gates provided at the access as part of the site perimeter shall be set back a minimum of 20m from the edge of the carriageway to ensure no vehicle overhangs the public highway when waiting to enter the site.

Construction Vehicle Types

- 2.8. The development proposals represent a typical residential build, with normal construction vehicles. It is not expected that any abnormally large or heavy machinery or vehicles will be required on site.
- 2.9. All tracked or slow-moving construction vehicles will be delivered / collected from the site via a flat-bed trailer, or other suitable appliance. All loading / unloading of construction vehicles will take place within the site compound.

Construction Traffic Routing Strategy

- 2.10. To ensure the impact of construction traffic is minimised, an assessment of the local highway network has been undertaken to ensure construction traffic does not result in inappropriate movements, cause damage to the highway or local structures, or significantly impact traffic flow. WSCC advisory HGV route plan has been consulted (see **Appendix 4**) as part of the routing strategy, **Figure 1** refers.



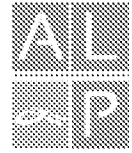
- 2.11. It is noted that c.1.7km to the southeast of the site the B2233 passes under a low railway bridge at Barnham with a height restriction of 12'-0" (3.6m). As such all large construction vehicles will be banned from traveling to or from Barnham in order to prevent bridge strikes.
- 2.12. As shown on WSCC's HGV routing plan, the A29 is designated a local lorry route. Therefore, all large construction vehicles will access the B2233 Barnham Road via the A29 to the northwest of the site. Once at the A29, construction traffic will either route south to the A259 or north to the A27.
- 2.13. The A29 / B2233 Barnham Road roundabout features a war memorial on the central island and flagstone paving. Swept Path Analysis of the roundabout junction (SPA) has been undertaken to demonstrate that a large articulated vehicle is able to manoeuvre around the junction safely, ALP **Drawing A260-SK3-P1** refers.
- 2.14. A clear signing strategy will be implemented to direct all construction traffic into the site, avoiding the use of unsuitable roads. In addition, all suppliers will be provided with strict routing information as part of their delivery instructions.
- 2.15. Use of the agreed vehicle routes shall be included as a contractual requirement of the PC and is to be communicated to all businesses / individuals associated with the works.

Construction Traffic Generation

- 2.16. Based on an approximate two-year construction programme, it is planned for c.30 dwellings to be delivered per annum.
- 2.17. Information from other construction sites, shows that typically a development of 30 units per annum would likely generate c.4-5 HGV movements per day. Assuming a minimum workday of 5 hours (Saturday 08:00 – 13:00) this would result in, at worst 1 HGV movement an hour.
- 2.18. The PC, once appointed, will be required to update the CMP and devise a suitable vehicle schedule, once the construction program and build methodology is finalised.
- 2.19. Based on other construction programs, typical employment ratios require c.0.78 workers per dwelling, in order to achieve the expected completion per annum. On this basis it would be expected that the site will require a maximum of c.23-24 workers at any one time during the construction program, with c.37-38 light vehicle movements being generated per day.
- 2.20. The majority of these trips would be outside peak periods and as such it is likely that any impact as a result of construction traffic would be marginal.

Delivery Management

- 2.21. In order to minimise congestion on the public highway and to ensure enough room is available within the site compound to turn / unload vehicles, all deliveries to the site shall be organised via a booking system.
- 2.22. The delivery schedule will be maintained and managed by the PC who will provide all suppliers / drivers with relevant information prior to receiving orders.



Site Compound and Storage

- 2.23. A secure compound will be provided on site from the outset of construction to facilitate the safe storage of plant and materials as well as the provision of site offices, car parking and welfare facilities.
- 2.24. An illustrative site compound and works area plan, as shown on ALP Drawing **A260-03-P1** sets out the proposed location of the site compound.
- 2.25. The compound area will comprise a prefabricated building for staff as well as welfare facilities such as toilets, showers, a drying room and a canteen / eating area.
- 2.26. A designated parking area for staff and visitors will also be available at the compound. Sufficient space for vehicles to park and manoeuvre safely will be provided, thereby negating any need for site vehicles to park on the public highway.
- 2.27. At this stage it is not anticipated that any abnormal loads will require access. WSCC guidance classes an abnormal load as being:
- 44 tonnes;
 - 2.9m wide; or
 - 18.65m long
- 2.28. As such no special travel arrangements, such as escorts or road closures will be required.
- 2.29. Should it transpire that an abnormal load does require access to the site, the PC will be responsible for appointing a competent specialist haulier who will communicate with WSCC highways and any other relevant authorities. Current legislation stipulates the following notice periods:
- 2 clear working days for 44-80 tonnes;
 - 5 clear working days for 80-150 tonnes
 - 150 tonnes + require a special order as specified in The Road Vehicles Order 2003.
- 2.30. Movement notifications should be sent to [REDACTED]
- 2.31. The compound has been designed to ensure sufficient room for vehicles to turn and egress the site in a forward gear. No loading / unloading activities will take place near the public highway.
- 2.32. The PC will provide a sufficient number of qualified banksmen during construction times to ensure vehicle manoeuvres on site are undertaken in a safe and controlled manner and that the turning area remains free of obstructions.

Haul Routes

- 2.33. The access and internal estate roads through the site shall be constructed at minimum to base course level. This will provide a suitable route for construction vehicles within the site.
- 2.34. In the interests of safety and the reduction of noise and dust creation, a site wide speed limit of 20mph shall be enforced by the PC.



3.0 Environmental Controls

Context

- 3.1. This section of the CMP addresses the construction activities identified and provides guidance on how they are to be mitigated.
- 3.2. The PC and all sub-contractors will actively implement best practice construction guidance. All personnel working on the site will be required to undergo a site induction, where site procedures, health & safety and expected working practices will be highlighted and explained.

Perimeter Fencing

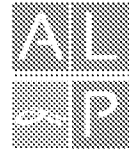
- 3.3. Perimeter fencing / hoarding will be provided around the whole site boundary and the construction compound in order to prevent unauthorised access. In addition, a secure lockable gate will be provided at the access.
- 3.4. The gate shall be set back a minimum of 20m from the edge of the carriageway to ensure no vehicle overhangs the public highway when waiting to enter the site.
- 3.5. The PC will be responsible for the design and installation / appointment of a competent contractor to undertake the design and installation of the perimeter fencing.
- 3.6. No public rights of way route through the site. As such no special provisions are required to divert / ensure access remains open to the public.

Wheel Washing Facilities

- 3.7. Wheel washing facilities will be provided at the access, within the site, to keep the local highway network free of mud and detritus. All vehicles exiting the site will be subject to wheel washing.
- 3.8. A trained and competent gatesperson will operate the wheel washing facilities to minimise conflicts between vehicles and site staff (i.e drivers entering / exiting their cabs).
- 3.9. The washing facilities will be designed to ensure no surface water run-off from the wheel washing area enters the adopted highway or drainage network. In addition, the highway in the vicinity of the site access will be regularly swept by trained personnel to further ensure there is no build-up of mud or dirt.
- 3.10. The PC will promptly arrange for a road sweeper to clean the highway in the vicinity of the site should a build-up of mud, dirt or run-off occurs.

Noise Reduction

- 3.11. Further to the restriction on working hours, as outlined in **Section 2**, a number of practices can be implemented to reduce noise that may affect local residents, these include:
 - The use of quieter alternative mechanical plant / equipment, and the use of mains power rather than generators where reasonably practicable;
 - Locating plant, equipment, site offices, storage areas and worksites away from neighbouring properties;



- The use of site hoardings within the construction compound or portable acoustic enclosures/screens, where reasonably practicable;
- Maintaining and operating all vehicles, plant and equipment in an appropriate manner, to ensure that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.
- Shutting down equipment when not in use.

Dust Suppression

3.12. A number of control procedures will be implemented in order to reduce the potential for dust emission / creation as far as practicable. Such measures include:

- All vehicles exiting the site will be required to pass through the wheel washing station located at the site access;
- In dry weather, haul routes and stockpiles will be 'dampened' down to help prevent dust migrating from the site;
- Ensure construction vehicles adhere to the 20mph speed limit within the site; and
- Use appropriate sheeting / screening and packing of materials in storage to prevent dust from escaping.

Fire Prevention

3.13. Condition 4 of the decision notice states:

"The burning of materials obtained by site clearance or from any other source shall not take place within 6 metres of the furthest extent of the canopy of any tree or group of trees to be retained on the site or on land adjoining.

Reason: To protect trees and vegetation from fire damage in the interests of the visual amenities of the locality."

- 3.14. However, in line with best practice and in the interests of site health & safety, no burning of any materials will be permitted on site.
- 3.15. All flammable materials stored on-site will be kept in an appropriately secure location within the main construction compound in order to reduce the risk of fire, tampering or theft.

Lighting

- 3.16. The B2233 Barnham Road already features street lighting along the site frontage. No additional lighting provision is considered necessary along the public highway as part of the construction works. Lighting on-site will also be provided where necessary.
- 3.17. For most of the year, the permitted construction times, as set out in **Section 2**, fall entirely within daylight hours which will largely negate the need for the use any artificial lighting. During the winter months however, when natural daylight is restricted, there may be a need to employ temporary lighting to ensure the safety of workers.
- 3.18. In such instances, precautions will be taken to ensure that any lighting does not cause any significant disturbance to neighbouring properties, particularly at the western and southern boundaries of the site.



- 3.19. Any temporary lighting must be focused inwards on the construction site to keep light spillage to a minimum.

Mud Prevention

- 3.20. Wheel washing facilities will be provided at the site accesses onto the B2233 Barnham Road to ensure the highway network is kept clear from mud and debris.
- 3.21. All HGV's removing spoil from the site will be fully sheeted to minimise the risk of any mud spilling onto the highway.
- 3.22. Regular inspections of the construction access will be undertaken to ensure the above measures are effective. Provision for cleaning of the road, if required, will be undertaken using road sweepers.

Surface Water Management Measures

- 3.23. The Environment Agency (EA) Flood Map for Planning shows the site is within Flood Zone 1, indicating a low probability of flooding. Therefore, no special considerations are proposed in terms of storage of materials within a designated floodplain. A copy of the EA Flood Map outputs is provided at **Appendix 5**.
- 3.24. Notwithstanding this, the contractor will employ appropriate measures to ensure that any water run-off from site works / exposed ground, or silty water from wheel washing facilities does not enter watercourses.
- 3.25. Fuel, lubricating oils and chemicals will be stored appropriately within the secure construction compound. All storage areas within the compound will be constructed with an impervious base and surrounded with an effective and impervious bund capable of holding the full contents of the store plus 10%. All stores are to be kept locked when not in use.
- 3.26. Refuelling of equipment, plant or vehicles will only be permitted to take place within the site compound. All empty drums or chemical containers will be stored in a covered, secure store for collection and removal from the site.
- 3.27. Should any fuel or chemical containers be found to be leaking, a qualified person should be informed immediately, and appropriate action taken to stop the leak. All spills will be cleared immediately by a suitably trained person.
- 3.28. The procedure for any leak / spill discovery and required action shall be communicated clearly as part of the site induction and displayed on information boards within the site.

Trees and Hedges

- 3.29. In line with Condition 6 of the decision notice, measures for the identification and protection of trees to be retained on site shall be installed prior to the commencement of any onsite works.
- 3.30. Specific measures for the protection of the retained trees and hedgerows are to be confirmed by the ecologist and will be implemented by the PC.



4.0 Construction Management

Context

- 4.1. This section sets out the measures, management structure and control processes that will be put in place to implement, monitor and manage the CMP. The PC will appoint / act as Construction Liaison Officer (CLO) who will oversee the implementation of the CMP and will ensure that the control processes are efficiently communicated and implemented.

Considerate Constructors

- 4.2. The construction activities will be managed in a manner that is considerate towards the environment and neighbours. the broad principles that are to be followed include:
- **Considerate:** Work to be carried out with consideration to the public, businesses, site personnel and visitors.
 - **Environmentally Conscious:** Noise to be kept to a minimum with attention to waste management and pollution.
 - **Cleanliness:** Site to be kept clean and in good order.
 - **Good Neighbour:** Good communication links with neighbours.
 - **Safe:** All working practices to be carried out with care and consideration.
 - **Responsible:** Everyone on site complies with the code.
 - **Accountable:** Site contact details to be easily accessed.

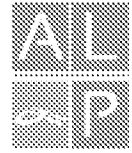
Implementation and Communication Strategy

- 4.3. The PC has overall responsibility for implementing and developing the CMP which will sit alongside other systems and procedures relating to environmental management.
- 4.4. It is proposed that the operation of the CMP is reviewed and updated as necessary on an ongoing basis.
- 4.5. The PC would appoint a suitably qualified person to undertake the role of CLO. Contact details for the PC and CLO will be provided to ADC, WSCC and other local Key Stakeholders.
- 4.6. The CLO would be responsible for keeping site neighbours and ADC / WSCC informed of the construction progress and also to ensure that there is adequate liaison between all stakeholders throughout the construction period.
- 4.7. Whilst the PC and CLO will use reasonable endeavours to ensure that site neighbours are informed of the construction programme and associated impacts, there is potential for complaints to be raised by local residents regarding the programme of works.
- 4.8. The CLO will therefore be available to meet and explore issues with concerned residents directly via a dedicated email address / telephone number, or face to face by appointment. Contact details for the CLO will be displayed prominently at the site entrance.

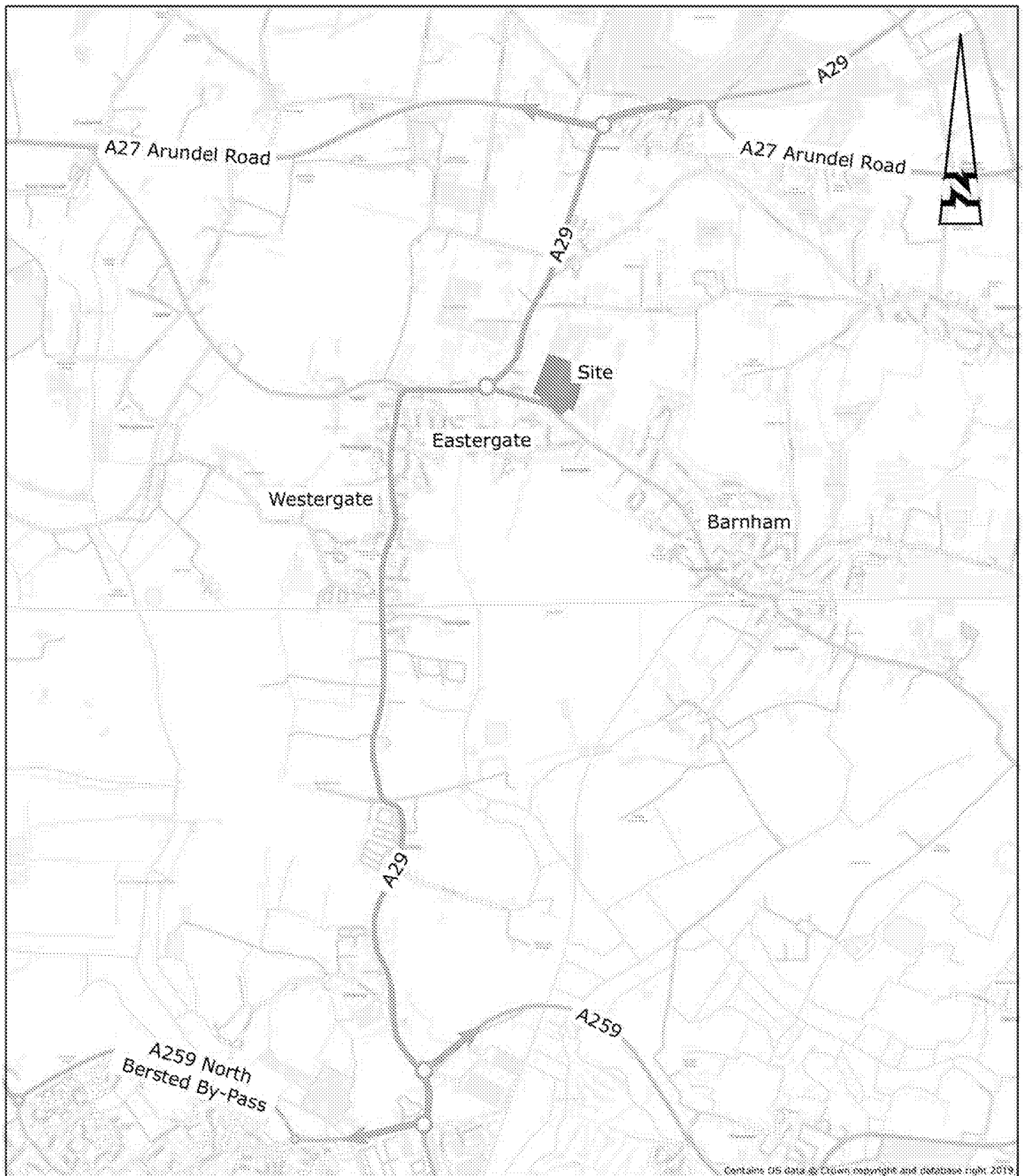


Construction Travel Management

- 4.9. To ensure the impact of construction / delivery related traffic is minimised, the PC will also seek to encourage the workforce to travel to and from the site by sustainable modes.
- 4.10. The site is located within 200m of existing bus stops on the B2233 Barnham Road, giving access to a circular bus services to Bognor Regis High Street and Barnham railway station. The most recent bus timetable has been included in **Appendix 6**.
- 4.11. Barnham railway station is located c.1.5km to the southeast of the site and is accessible by bus, or via a continuous footway along the northern side of the B2233 Barnham Road giving opportunities for travel from further afield.
- 4.12. In addition, staff will be encouraged to co-ordinate their travel arrangements i.e lift share where possible in order to reduce the instances of Single Occupancy Vehicle trips.



Figure



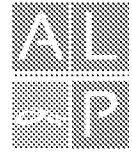
Contains OS data © Crown copyright and database right 2019



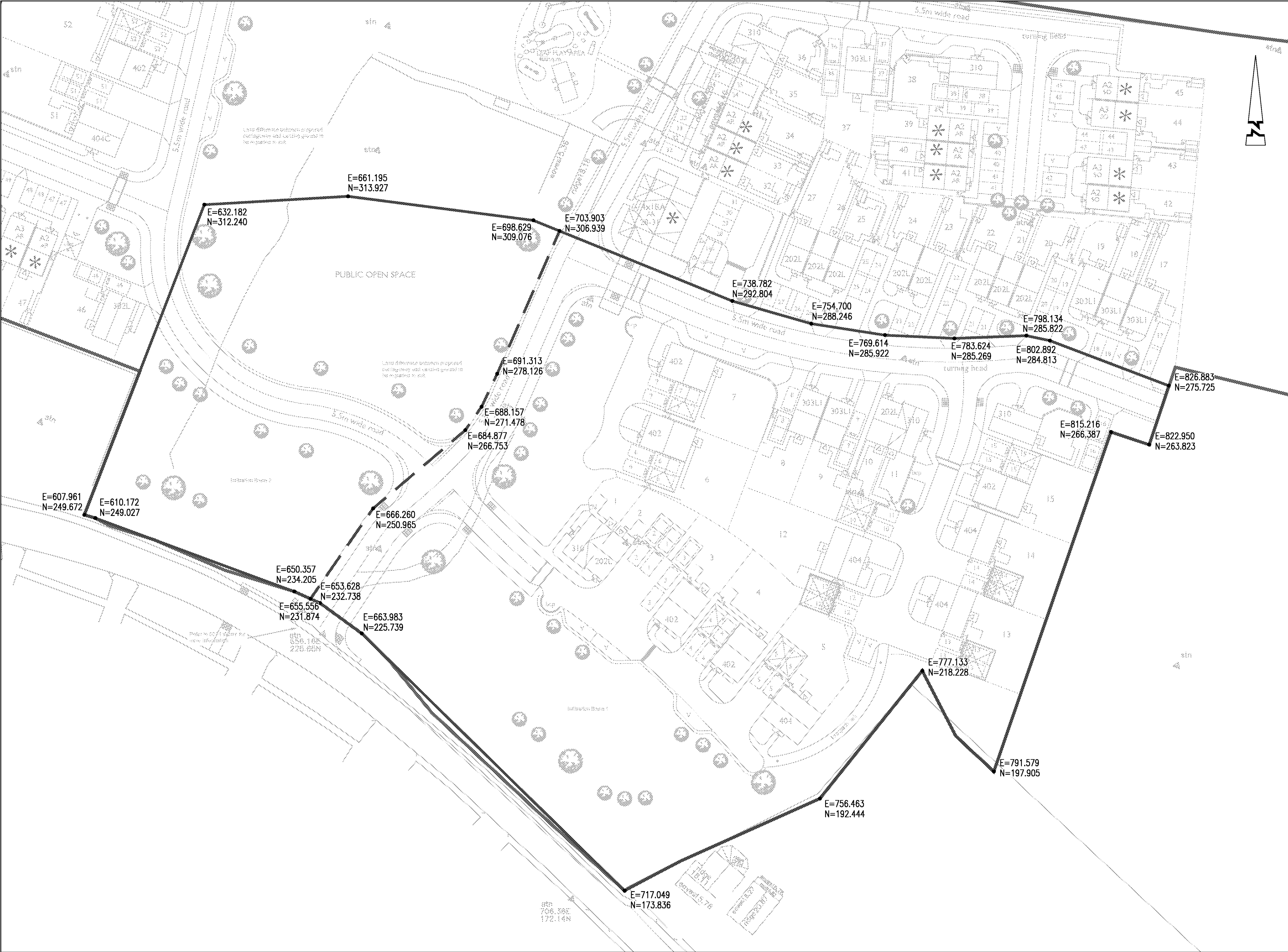
8 Tealgate, Charnham Park
Hungerford, Berkshire RG17 0YT
www.alpce.co.uk Tel: 01488 684390

ARUN DISTRICT COUNCIL www.arundistrictcouncil.gov.uk www.alpce.co.uk © ARUN LETCHFORD PARTNERSHIP LTD. All rights reserved. Reproduction without consent is prohibited.

Job Number	A060	Project	Land at Barnham Road, Eastergate
Date	12/07/2019	Title	Construction Vehicle Routing Plan
Drawn	TDM	Figure Reference	Figure 1



Drawings



© ABLE LETCHFORD PARTNERSHIP LTD.
This drawing should not be reproduced without consent.

KEY

- Site Boundary
- Fence Line

Rev | Date | Description | Drawn | Checked

P1	6/19	FIRST ISSUE		CG	KLW
----	------	-------------	--	----	-----

ABLE LETCHFORD PARTNERSHIP
Translating Engineering

3 Testigate, Charnham Park
Mursgallford, Berkshire RG37 6YT
www.alpce.co.uk Tel: 01488 684390

Client

LINDEN HOMES

Project

**BARNHAM ROAD
EASTERGATE**

Title

**COMPOUND AND
WORKS AREA
SETTING OUT PLAN**

Status

Scale

1:500 @ A2

Date

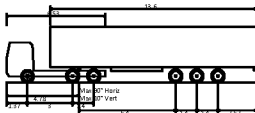
JUNE 2019

Drawn

CG Checked | KLW || Drawing No | A260-03 | | | | Revision | P1 |



© ABLE LETCHFORD PARTNERSHIP LTD.
This drawing should not be reproduced without
consent.



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.50m
Overall Width 2.50m
Overall Body Height 3.681m
Win Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.40s
Kerb to Kerb Turning Radius 6.330m

P1	07/19	First Issue			
Rev	Date	Description			
				RW	TM
				Drawn	Checked



ABLE LETCHFORD
PARTNERSHIP

Consulting Engineers

3 Tealgate, Charnham Park
Hungerford, Berkshire RG17 0YT
www.alpce.co.uk Tel: 01488 684390

Client

LINDEN HOMES

Project

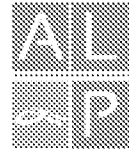
BARNHAM ROAD
EASTERGATE

Title

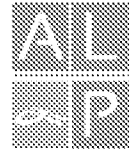
CONSTRUCTION TRAFFIC
ACCESS ROUNDABOUT
VEHICULAR TRACKING

Status

Scale	Date	Drawn	Checked
1:1000 @ A3	07/19	RW	TM
Drawing No			Revision
A260-SK3			P1

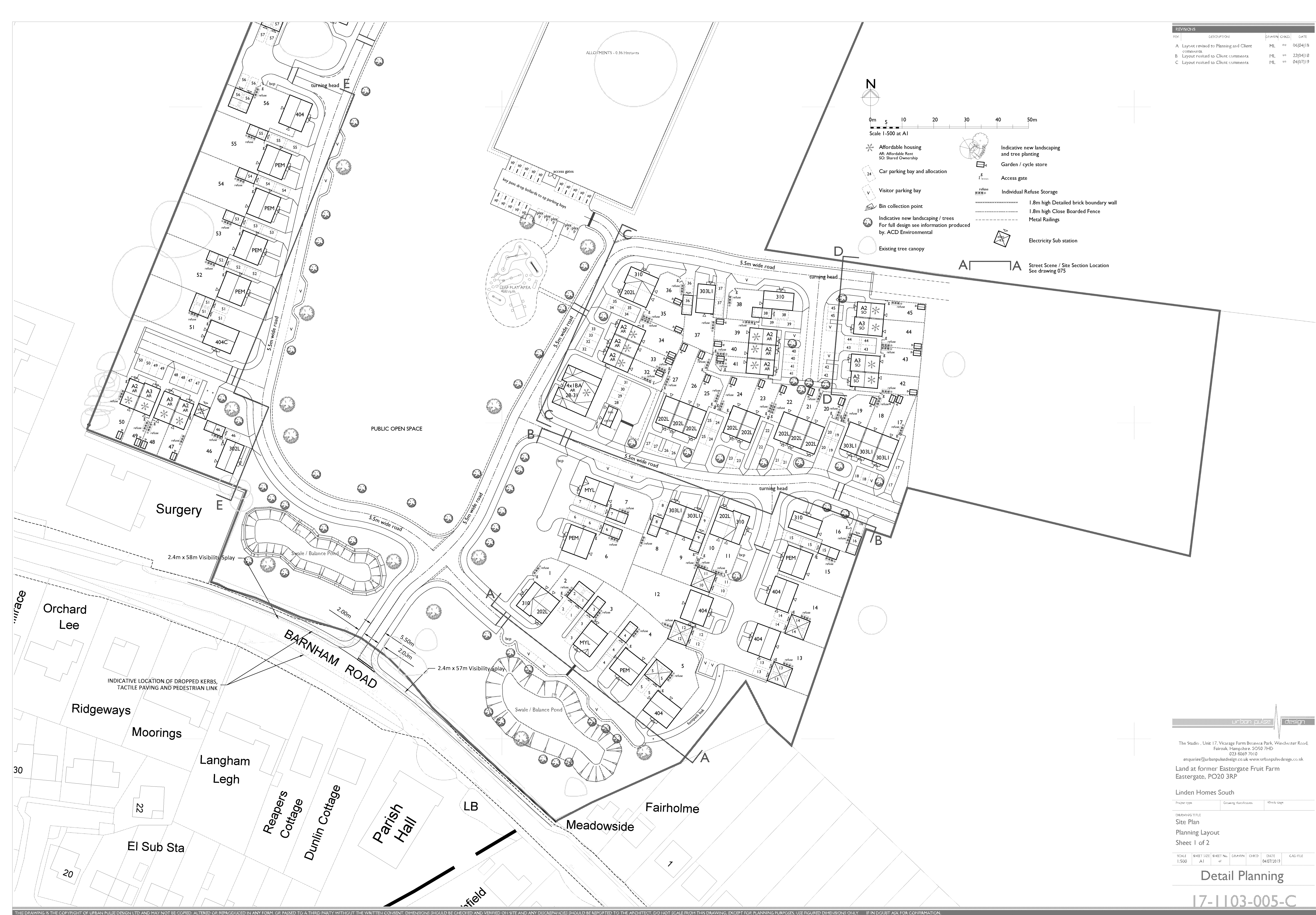


Appendices



Appendix 1 - Site Masterplan

REVISIONS				
REV	DESCRIPTION	DRAWN	CHECKED	DATE
A	Layout revised to Planning and Client comments	ML	MP	06/04/18
B	Layout revised to Client comments	ML	MP	23/04/18
C	Layout revised to Client comments	ML	MP	04/07/19



URBAN PULSE

Design

The Studio, Unit 17, Vicarage Farm Business Park, Windwater Road,
Fair Oak, Hampshire, SO50 7HD
023 8069 7010
enquiries@urbanpulse.co.uk www.urbanpulse-design.co.uk

Land at former Eastergate Fruit Farm
Eastergate, PO20 3RP

Linden Homes South

Project type	Conservation/Restoration	Work stage
--------------	--------------------------	------------

DRAWINGS TITLE
Site Plan
Planning Layout
Sheet 1 of 2

SCALE 1:500	SHEET SIZE A3	SHEET NO. of	DRAWN or	CHECKED	DATE 04/07/2019	CAD FILE
----------------	------------------	-----------------	-------------	---------	--------------------	----------

Detail Planning

17-1103-005-C

REVISIONS			
REV	DESCRIPTION	DRAWN / CHKD	DATE
A	Layout revised to Planning and Client comments	ML	06/04/18
B	Layout revised to Client comments	ML	23/04/18
C	Layout revised to Client comments	ML	04/07/19

Track

PUBLIC OPEN SPACE

ALLOCATIONS - 0.36 Hectares



0m 5 10 20 30 40 50m

Scale 1:500 at A1

Affordable housing
AR: Affordable Rent
SO: Shared Ownership

Car parking bay and allocation

Visitor parking bay

Bin collection point

Indicative new landscaping / trees
For full design see information produced by: ACD Environmental

Existing tree canopy



Indicative new landscaping and tree planting



Garden / cycle store



Access gate



Individual Refuse Storage



1.8m high Detailed brick boundary wall



1.8m high Close Boarded Fence



Metal Railings



Electricity Sub station

A A

Street Scene / Site Section Location
See drawing 075

Surgery

PUBLIC OPEN SPACE

URBAN PULSE Design

The Studio, Unit 17, Vicarage Farm Business Park, Windwater Road,
Fair Oak, Hampshire, SO50 7HD
enquiries@urbanpulse.design.co.uk www.urbanpulse.design.co.uk

Land at former Eastergate Fruit Farm
Eastergate, PO20 3RP

Linden Homes South

Project type: Consulting / Miscellaneous Work stage

DRAWINGS TITLE

Site Plan

Planning Layout

Sheet 2 of 2

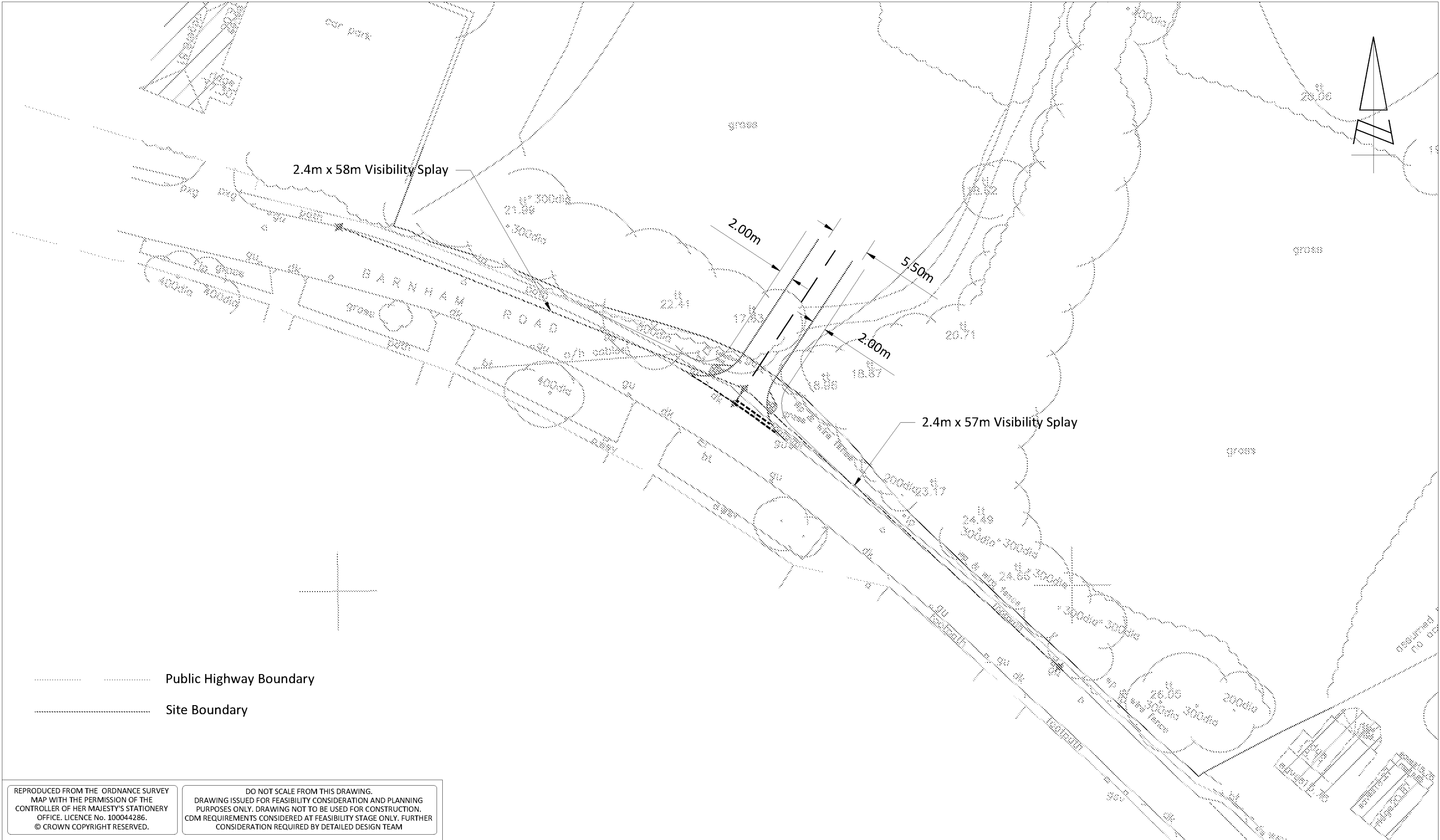
SCALE: 1:500 SHEET SIZE: A1 of DRAWING: CHKD: DATE: 04/07/2019 CAG FILE

Detail Planning

17-1103-006-C



Appendix 2 - Approved Site Access



Public Highway Boundary

Site Boundary

REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. LICENCE No. 100044286. © CROWN COPYRIGHT RESERVED.

DO NOT SCALE FROM THIS DRAWING. DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM

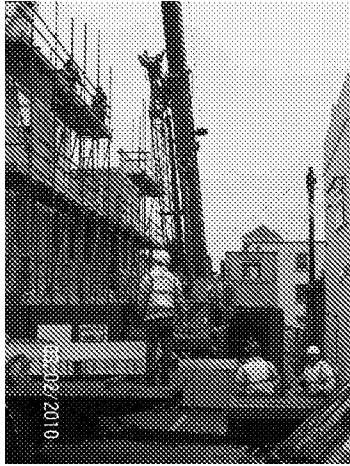
 Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG Tel: 01256 338640 Fax: 01256 338644 www.i-transport.co.uk		D	06.08.14	RN	MINOR AMENDMENTS	MS	MS	TITLE: PROPOSED SITE ACCESS ARRANGEMENT	SCALE @ A3: 1:500	CHECKED: MS	APPROVED: MS
		C	25.07.14	RN	TOPO SURVEY ADDED	MS	MS		FILE REF: ITB9227-GA-003	DRAWN: RN	DATE: 28.04.14
		B	23.07.14	RN	VISIBILITY SPLAYS AMENDED	MS	MS		DRAWING No: ITB9227-GA-003		
		A	05.06.14	RN	HIGHWAY BOUNDARY AMENDED	MS	MS		PROJECT No: ITB9227		
		REV	DATE	BY	DESCRIPTION	CHK	APD	PROJECT: EASTERGATE FRUIT FARM	CLIENT: LINDEN HOMES STRATEGIC LAND		REV: D
		STATUS: FOR PLANNING									



Appendix 3 - Arun District Council Major Site Noise Guidance

NOISE FROM MAJOR CONSTRUCTION SITES

Major construction sites generate significant levels of noise. Construction works include the demolition, maintenance, repair, erection, construction of buildings or roads and any work of engineering construction.



Much of the noise generated is unavoidable and noise control methods are a balancing act between the needs of the developer to carry out the works and the rights of neighbours to quiet enjoyment of their properties. The legislation governing noise from construction sites strives to achieve this balance. The Council aims to minimise the impact of noise from such works on local residents.

The main control that the Council can impose on construction sites is to limit the times during which they are permitted to make noise that their neighbours can hear. It is common practice for builders and construction workers to begin early in the morning such as 7am. For general construction works the Council may impose, when necessary, the following limits on noisy works:

- Monday to Friday 8am to 6pm
- Saturdays 8am to 1pm
- Sundays and Bank Holidays No noisy activities allowed

Some particularly noisy activities, such as pile driving, may be subject to stricter time controls to allow neighbours some relief from excessive noise.

On the other hand, some activities may be allowed outside of normal working hours when there is a good reason for this to happen. This might be for health and safety reasons or because the particular operation cannot be completed within the time normally allowed. A good example of this would be large-scale concrete pours for floors that need to be finished by power floating when the concrete has partially dried – there is no way this job can be completed within a normal working day.

The Council usually only imposes time limits on construction sites when they are causing problems for residents. It is, therefore, very important that you let us know if you are being disturbed by noise from construction.

It is worth remembering that it is not the work that is being restricted, but the noise from the work. If the work is not disturbing anyone, then the Council does not need to impose any restrictions on that work. This means that quiet work could go on at almost any time of day.

The Council can also set maximum noise levels at particular locations. Chosen locations are normally outside the nearest noise sensitive properties to the construction activities. The developer is required to take

noise measurements at our chosen locations (usually twice daily), the results of which are forwarded to the council on a weekly basis. In the event of the maximum level being exceeded, the developer is required to take action to lower the noise level. All such actions must be recorded and the details immediately forwarded to the council.

The other method we use to control noise from construction sites is to require that all contractors use the “best practical means” to minimise noise from their activities. This is a very broad area and can include matters ranging from the prohibition of the use of radios on site to the proper maintenance of plant and equipment. It can also include matters such as the choice of appropriate plant for a particular task or putting up noise barriers or screens.

Poorly maintained plant and equipment can give rise to excessive noise and the failure to use the built-in noise control shielding on plant can cause problems.

The use of mains powered electrical equipment is encouraged (rather than using generators) and hydraulic breaking or bursting techniques are preferable to impact breaking methods for demolition.



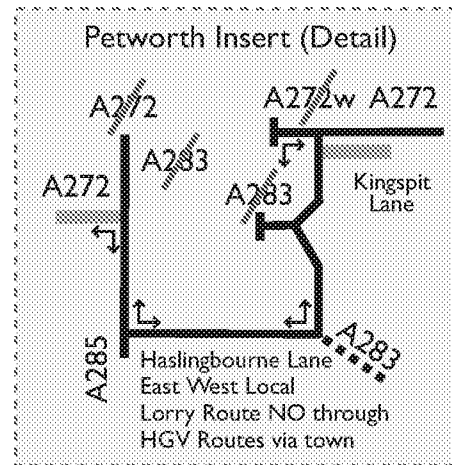
The choice of equipment for a particular task is important in noise reduction. For example, bored piling is usually a lot less disturbing than hammered piling. We therefore prefer bored piles to be used whenever possible – but sometimes it is necessary to use hammered piling techniques for engineering reasons.



Appendix 4 - West Sussex County Council HGV Routing Plan

Notes for Guidance to Operators & Drivers of Lorries:

1. Strategic Lorry Routes (coloured red)
All movements crossing the County should use these routes, with those starting or ending within the County using them in preference to local lorry routes wherever possible.
2. Local Lorry Routes (coloured blue)
Used for the starting or final leg of longer distance lorry trips or for travelling between built-up areas in West Sussex.
3. Local access trips using roads not shown on the map must be made in accordance with traffic signing and these roads should be avoided as far as possible.
4. The procedure for the routing of abnormal loads remains unchanged.



A286 Not suitable further North due to low bridge 13'0" (3.96m)

N.B.
Drivers should note a signed lorry diversion route is in operation, for A272 and journeys via A285 and A283.

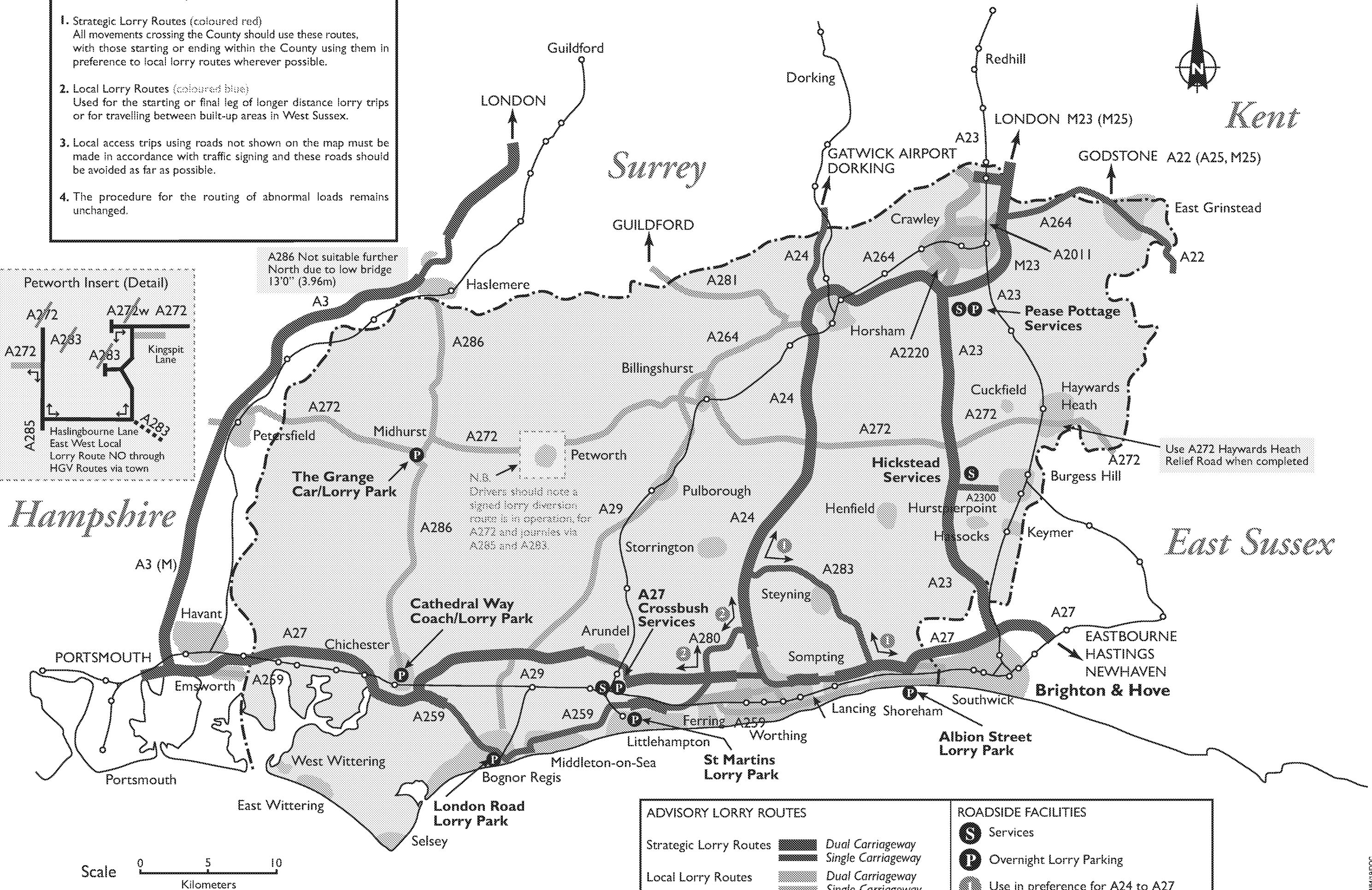
Use A272 Haywards Heath Relief Road when completed

ADVISORY LORRY ROUTES

- Strategic Lorry Routes Dual Carriageway
 Single Carriageway
- Local Lorry Routes Dual Carriageway
 Single Carriageway
- Railway Lines
- County Boundary
- Red and Blue routes are free from height and width restrictions within West Sussex. Routes not shown may carry restrictions.

ROADSIDE FACILITIES

- Services
- Overnight Lorry Parking
- Use in preference for A24 to A27 eastbound movements and A27 to A24 northbound movements
- Use in preference for A24 to A27 westbound movements and A27 to A24 northbound movements





Appendix 5 - Environment Agency Flood Map Outputs

Flood map for planning

Your reference
A260

Location (easting/northing)
494692/106065

Created
11 Jul 2019 4:15

Your selected location is in flood zone 1, an area with a low probability of flooding.

This means:

- you don't need to do a flood risk assessment if your development is smaller than 1 hectare and not affected by other sources of flooding
- you may need to do a flood risk assessment if your development is larger than 1 hectare or affected by other sources of flooding or in an area with critical drainage problems

Notes

The flood map for planning shows river and sea flooding data only. It doesn't include other sources of flooding. It is for use in development planning and flood risk assessments.

This information relates to the selected location and is not specific to any property within it. The map is updated regularly and is correct at the time of printing.

The Open Government Licence sets out the terms and conditions for using government data.
<https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/>

Flood map for planning

Your reference

A260

Location (easting/northing)

494692/106065

Scale

1:25000

Created

11 Jul 2019 4:15

-  Selected point
-  Flood zone 3
-  Flood zone 3: areas benefiting from flood defences
-  Flood zone 2
-  Flood zone 1
-  Flood defence
-  Main river
-  Flood storage area

0 200 400 600m

Page 2 of 2



Appendix 6 - Bus Timetables

66A BOGNOR REGIS - Barnham - Yapton - Walberton - BOGNOR REGIS
(Anti-clockwise via Yapton and Walberton)

66C BOGNOR REGIS - Barnham - Walberton - Yapton - BOGNOR REGIS
(Clockwise via Walberton and Yapton)

Mondays to Saturdays except Public Holidays

	66A NS	66C	66A	66C	66A	66C
Bognor Regis High Street	—	0815	1015	1235	1435A	1655
Bognor Regis Station Longford Rd	—	0818	1018	1238	1438A	1658
Tesco Shripney Road	—	0822	1022	1242	1442A	1701
Shripney Robin Hood	—	0826	1026	1246	1445A	1704
Westergate Barnett Close	E	0834	1034	1253	1457B	1711
Barnham Railway Station	—	0726	0838	1038	1257	1505
Walberton Post Office	—	0843	—	1302	—	1721
Yapton Canal Road	0731	0850	1042	1309	1508	1727
Yapton Sparks Corner	0735	0853	1045	1312	1512	1729
Walberton Old Vicarage	0742	—	1051	—	1519	—
Barnham, Station	—	0749	0859	1059	1317	1526
Westergate, Westergate Mews	0753	0904*	1104	1322	1530	1739
Shripney, Robin Hood	0759	0912*	1112	1330	1537	1746
Tesco Shripney Road	0805	0916*	1116	1334	1541	1749
Bognor Regis Station Longford Rd	0807	0919*	1119	1337	1544	1752
Bognor Regis, High Street	0810D	0922*	1122	1340	1547	1755

A - Operates 5 mins later on Saturdays and in School Holidays

W - Continues to Walberton, The Green

B - On Schooldays operates via Orminston Six Villages Academy departing 1451

NS - Does not operate on Saturdays

D - Returns to High St via Richmond Road, Lyon St W, Sudley Road - not via Canada Grove, Queensway

E - Commences from Eastergate Memorial at 0724 on M-F and 0730 on Saturdays

* - WSCC Concessionary card accepted from these points



COMPASS

For all Compass bus times and coach hire information, please contact:

Compass Travel (Sussex) Ltd, Faraday Close, Worthing, West Sussex BN13 3RB

Tel: 01903 690025 | Fax: 01903 690015 | Email: office@compass-travel.co.uk

Website: www.compass-travel.co.uk

EFFECTIVE FROM 15.04.2019

67

BOGNOR REGIS - North Felpham - Glenwood Estate - BOGNOR REGIS

Mondays to Saturdays *except Public Holidays*

Bognor Regis High Street	0950	1210	1410	1610
North Felpham Wroxham Way	0956	1216	1416	1616
Glenwood Estate Shops	1004	1224	1424	1624
Bognor Regis High Street	1010	1230	1430	1630



COMPASS

For all Compass bus times and coach hire information, please contact:

Compass Travel (Sussex) Ltd, Faraday Close, Worthing, West Sussex. BN13 3RB

Tel: 01903 690025 | Fax: 01903 690015 | Email: office@compass-travel.co.uk

Website: www.compass-travel.co.uk

EFFECTIVE FROM 15.04.2019

development planning
infrastructure design
transport HIGHWAYS
drainage
CIVIL ENGINEERING
site appraisal
flood risk assessment
travel plans
masterplanning

ABLEY LETCHFORD PARTNERSHIP LTD
3 Tealgate • Charnham Park • Hungerford • RG17 0YT