
LUKEN BECK

30 Carlton Crescent, Southampton SO15 2EW

Mr. Neil Crowther,
Arun District Council,
Arun Civic Centre,
Maltravers Road,
Littlehampton,
West Sussex BN17 5LF

10th June 2013

Our Ref: GB/ADC/13009
Your Ref: FP/92/04

ARUN DISTRICT COUNCIL

12 JUN 2013

RECEIVED

Dear Mr Crowther,

TOWN AND COUNTRY PLANNING ACT 1990

Application to amend Condition 40 applied to planning permission FP/92/04 to allow for the construction of the relief road viaduct during the twenty four hour period between the 1st December 2013 and the 30th March 2014.
PP ref: 02651781

On behalf of Barratt David Wilson Homes, we are instructed to submit an application to vary Condition 40 of the Outline planning permission to enable the viaduct to be constructed in a timely fashion designed to avoid as much disruption on the highway as possible. A cheque is attached in the sum of £97 to cover the planning fee in support of the application.

Planning permission was granted in Outline by the Secretary of State on the 21st November 2006 for Site 6 Felpham (LPA Ref: FP/92/04) and on the 15th January 2009, a Reserved Matter permission was granted for the Bognor Regis Northern Relief Road [BRNRR] between the A259 at Felpham to the A29 and associated engineering works (LPA ref: FP/220/07).

Condition 40 of permission states,

"No work for the carrying out of the development hereby approved shall be undertaken on the site on bank or public holidays or at any other time except between the hours of 7.30am and 6pm Mondays – Fridays and 8.00am and 1.30pm on Saturdays."

In order to build the viaduct it will be necessary to import 169 steel beams to the site from Portsmouth but due to the large size and weight of each beam the vehicle will be restricted to 20mph and will require a police escort from both the Hampshire Police force as well as West Sussex Police. Both police forces are aware and are content to work together to ensure the beams are delivered safely. At the present time the exact route has not been



RTPI

mediation of space · making of place

Lukem Beck mdp Ltd.

Directors: Graham Beck JP, M.B.A., LL.B.(Hons), B.A.(Hons), Dip.T.P., M.R.T.P.I., M.C.M.I

Mark Lukem M.B.A., B.Sc.(Econ) (Hons), Dip.T.P., M.R.T.P.I., M.C.M.I

Chartered Town Planners

Company registered in England & Wales No. 7548836

VAT Registration No. 110257563

7 1



1

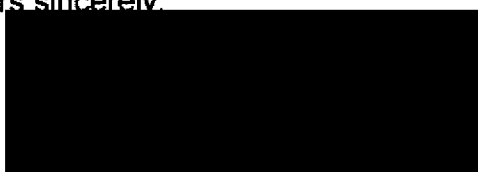
agreed with the police but clearly each force will need to agree including times of delivery. It is understood that the approximate delivery of no more than 7 or 8 beams per period could be delivered in a single day. The proposal is to deliver during the night when the roads are less used. In order to allow prompt delivery of the beams the application to vary Condition 40 includes delivery and night working during the 24 hour period from the 1st December 2013 and 30th April 2014 inclusive.

The viaduct needs to be constructed over the railway and the rife. Given the number of beams that need to be located over the railway, a series of possibly 3 or 4 weekend possessions will be required to erect the beams over the railway requiring a co-ordinated approach with Network Rail. Until there is a degree of certainty that the condition can be varied no details are available yet as to exactly which weekends might be used to enable the construction across the railway to take place. It is understood that high winds could delay work because cranes could not work safely due to weight of the beams for which reason some flexibility might be required.

At a project meeting that took place on the 9th May 2013, Graham Evans Arun DC, EHO was in attendance and in an e-mail following the meeting on the 14th May, Mr Evans sought clarification on potential noise levels late at night. In response, 24Acoustics have produced a nine page report which will be forwarded to you once the application is acknowledged as this is the only supporting document that will be submitted with the application to vary the condition. Please e-mail me at the address below so that I can submit a pdf document

Should you have any questions, please let us know.

Yours sincerely,



Graham Beck

Director

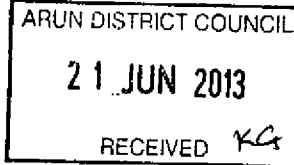
Email 

Copy to S Akehurst, BDW
Encl – cheque

LUKEN BECK

30 Carlton Crescent, Southampton SO15 2EW

Ms Karen Garner,
Arun District Council,
Arun Civic Centre,
Maltravers Road,
Littlehampton,
West Sussex BN17 5LF



20th June 2013

Our Ref: GB/ADC/13009
Your Ref: FP/92/04

Dear Karen,

TOWN AND COUNTRY PLANNING ACT 1990

Application to amend Condition 40 applied to planning permission FP/92/04 to allow for the construction of the relief road viaduct during the twenty four hour period between the 1st December 2013 and the 30th March 2014.

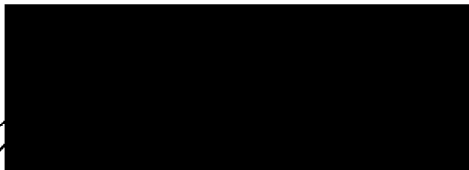
PP ref: 02651781

LPA Ref: FP/100/13

Further to our telephone conversation this afternoon I attach a cheque for £98 to be added to the first cheque made out for £97 making a total of £195 to support the above application. Humble apologies for the shortfall but the original cheque was made out in good faith on the basis of the Planning Portal calculation!

Should you have any questions, please let us know.

Yours sincerely,



Graham Beck
Director



Copy to S Akenurst, BDW
Encl - cheque



RTPI

mediation of space · making of place

Luken Beck mdp Ltd.

Directors: Graham Beck JP, M.B.A., LL.B.(Hons), B.A.(Hons), Dip.T.P., M.R.T.P.I., M.C.M.I

Mark Luken M.B.A., B.Sc.(Econ) (Hons), Dip.T.P., M.R.T.P.I., M.C.M.I

Chartered Town Planners

Company registered in England & Wales No. 7548836

VAT Registration No. 110257583



**Night-time Construction Bognor Northern Relief Road
on 9th May held at A29 Project Office.**



BARRATT
HOMES

built around you

Attendees:

Steve Akehurst (SA)	Senior Project Manager (Construction & Technical), B.D.W.
Ryan Coombes (RC)	Assistant Project Manager, B.D.W.
Harvey Rogers (HR)	Principal Engineer, W.S.C.C
George Parker (GP)	Highways W.S.C.C.
Ian McWhirr (IM)	Clerk of Works, M.J.A.
Rueben Peckham (RP)	Barratt Consultant, 24Acoustic
Graham Evans (GE)	Environmental Health Department, A.D.C.

Apologies:

None

Note:

ITEM		ACTION	DATE
1	History		
	The reason for this meeting is to confirm how to proceed with the planning and authorisation of the beam delivery and night time work.	Note	
	The original design was an embankment road all the way from the A29 roundabout to the Stanover Phase 1, with two small bridges. This option was eventually declined as the geotechnical design was too uncertain on the settlement of the embankment.	Note	
	The site already had the EIA approval in place from 2005/6, for this Barratts applied for the section 38 after this.	Note	
	This site has a lot of publicity had has the backing of MPs and Richard Bower, ADC and chairman of the site 6 committee, also Neil Crowther, ADC has been involved in the project and is keen to get the project going.	Note	
2	Proposal		
	The proposal is to deliver the 169 beams to site from Portsmouth to site. Due to the size and weight of the beams the vehicle will be restricted to 20mph and cannot tip more than 10 degrees in either direction due to the possibility of toppling under the weight of the beam. This means that the approximate delivery rate of the beams is 7/8 beams a night.	Note	
	The delivery will require police escort from both Hampshire Police and West Sussex Police including a handover spot between the two. This has been preliminarily discussed and agreed with the police.	SA	
	The route will be confirmed with both county councils and police forces, once the contractor for the viaduct works has been awarded. This will take place later this month.	SA	
	Due to the number of the beams that need to be positioned over the railway and the sequence of the work for positioning of the beams, more than one rail possession will be needed, approximately 3 or 4 weekend possessions will be needed.	SA	

3	Issues		
	24Acoustics has produced a report for the night time construction work.	Note	
	The only thing that will definitely stop the construction of the viaduct is the wind. If the wind is too strong the crane will not be allowed to lift.	Note	
	The working time restrictions in the planning application will need to be changed to allow for 24hour working.	Note	
	Part of the mitigation process for noise is to let the residence affected by the works know what is being done and that all measures will be in place to reduce the impact.	Note	
	A revision of the Noise report may be required if only the construction work over the railway will be carried out overnight.	Note	
4	Solution		
	Rueben will contact Graham Beck to re-apply for 24 hour working time.	RP	24/05/13
	Graham Evans is happy with the report produced by 24Acoustic and will not object.	Note	
	Talk to the local residents affected by the work to explain the situation.	SA	On going

Distribution:

All present.

Jon Green, Construction Director, B.D.W.

James Dunne, Technical Director, B.D.W.

Lee Williams, Construction Manager, J.R.C.E.

Neil Crowther, A.D.C.