BUILD PROGRAMME

SUBJECT TO CLEARANCE OF PLANNING CONDITIONS

Work / Phase	Commencement/Completion
Phase 1	August 22 - Jun 23
Phase 2	Sept 22 - May 23
Phase 3	Nov 22 - Nov 23
Phase 4	Feb 23 - Nov 23
Phase 5	April 23 - Dec 23
Phase 6	May 23 - March 24
Phase 7	June 23 - Feb 24
Phase 8 & 8b	June 23 - June 24
Phase 9 & 9b	Sept 23 - July 24
Phase 10	Nov 23 - Dec 24
Phase 11	Jan 24 - April 25
Phase 12	Jan 24 - Jan 25
Phase 13	June 24 - May 25
Phase 14	July 24 - Aug 25
Phase 15	Sept 24 - Aug 25
Phase 16	Nov 24 - June 26
Phase 17	Jan 25 - May 26
Phase 18	March 25 - July 26
Phase 19	July 25 - Nov 26

(including restoration of the area used for the compound)

Dates are indicative only

SOIL MANAGEMENT

When storing topsoil in stockpiles the main priority is to maintain soil quality and minimise damage to the soils condition. Stockpiles within the site will be no greater than 2 metres in height with at least 3 metres in width.

To protect the soil resources with which the Principal Contractor will work within, all works will be carried out in accordance to Department for Environment, Food and Rural Affairs Construction Code of Practice for the Sustainable Use of Soils on Construction Sites.

BOUNDARY TREATMENTS

The site will be secured with fencing (heras or similar security) with information display boards close to the site entrance. This will be visible from the roadside so that passing traffic is aware of the development.

Boards/hoarding adjacent to the site entrance to be set back at least 3m in order to protect the visibility splays of emerging vehicles and not impede the ability of vehicles to pull clear of the highway if required to enter the site. Hoarding to be checked on a weekly basis and repaired in required.

WW2 INFANTRY POST

The infantry post was erected before 1940 and was part of a series of defenses constructed around Bognor Regis to defend against the threat of invasion. The structure is to be retained and protected throughout the construction of the site. Further structural investigation is to be sought and long term remediation agreed with Arun District Council.

PREVENTING CONTAMINANTS TO WATERCOURSES

Works will be guided by the Site Specific Environmental Action Plan (SSEAP). This will be monitored using the Site Environmental Checklist.

Gully bags will be placed throughout the site ensuring they are inspected, replaced and cleaned when necessary.

Movement of plant will be minimised to prevent the tracking of excess soil onto roads and highways. Construction of speed ramps to slow traffic down can also be used to help direct surface water to collection areas.

Placement of top soil at the earliest opportunity to control surface run off from completed plots/areas.

PLANT STORAGE

Plant will be in constant use on site and removed if not required. It will be stored in the compound area or in its respective site location for current works.

SPILLAGES

The site staff will regularly inspect the site area for spillages.

The site will ensure spillage kits are readily available and will clean spillages using agreed wet handling methods.

Sweeping should be done regularly to prevent the build up of fine waste dust material, which has spilled on the site and is designated as waste that is no longer fit for use - this should be dealt with in accordance with the Waste Management Licensing Regulations (WMLR), 1994.

AGREED WORKING HOURS

All building work, including demolition, construction and machinery/plant operation will only be carried out between Monday-Friday 07:00-18:00 and Saturday 08:00-13:00. No work shall take place on Sundays or Bank holidays.
Deliveries will be scheduled for outside of peak times to avoid any potential disruption to traffic.

These times will be displayed prominently on site notices on the boundary of the site for all to see. Details will be included with any correspondence with neighbours.

VEHICLES & PARKING PROVISION

Approximately 30 no. cars and vans will be entering the site each day and leaving in the afternoon. 30 parking bays have been designed adjacent to the compound.

Approximately 20 no. 6-8 wheeled lorries will be entering the site to make deliveries throughout the day at the peak of build and this number will range between 10-20 for the remaining time.

At least 1 forklift will be in use throughout the day.

The Site Operatives and other visitors will be directed to the site operative's car park to park their vehicles. All parking will be within the application site only. The car park is located on the hard standing by the compound as shown on the construction management plan. Signage will be erected at the site entrance to esnure there is no confusion.

All domestic litter to be disposed of in litter bins provided in the car parking area in the site compound area or taken home. This will be collected on a weekly basis

CONSTRUCTION TRAFFIC

All traffic to use the roundabout along the A27 to access the B2145, then the B2166, and then turn on to Sefter Road and then enter through the site entrance. If this is closed, then the traffic must use the A259 (Bognor Rd), then use the B2259 onto Chalcraft Ln, then on to Hewarts Ln, and finally on to Rose Green Rd where they will then reach Sefter Rd and enter site.

Construction traffic will be directed from these approaches to the site compound using appropriate signage.On-site signage will indicate the correct route for construction traffic towards compound and will show correct exit from the site towards the A27 or A259 to mitigate traffic impact on local areas. Chapter 8 Traffic Signs Manual (temporary construction) signing will be in-place throughout the build warning other highway users of the presence of construction accesses and associated activities.

All contractors/suppliers to be issued with a copy of the construction management plan once appointed for the project.

The S278 access will be constructed prior to commencement of works. The existing access will only be used to facilitate these works and the scout hut demolition. Clearance will be completed to ensure visability under the approved Tree Protection Plan.

MUD PREVENTION

A road sweeper will be primarily used on the spine roads but will also sweep the subsidiary roads and highway roads daily to minimise mud migration.

Prior to leaving site each vehicle will be assessed by a nominated operative. All vehicles will be checked and if necessary, a pressure washer will be used to clean debrit from the vehicle. This will be located at the exit point from the construction site, this position will change as the scheme progresses.

Roads will be constructed at the initial stage of construction (as shown on plan) to minimise mud migrating via transport.

MATERIAL STORAGE AREA

Materials will be stored close to the compound area for ease. This will be placed in the last phase of the building works to avoid problems of access for lorry deliveries etc and for the benefit of the occupants of the earlier plots. The allocated materials storage area is illustrated. The size of the signs will be 800 x 600mm.

REUSE OF MATERIAL AND SITE CLEARANCE

A site waste management plan will be put in place at the start of the site (prior to construction commencing) to indicate in more detail the process and placing of disposal units.

All waste will be stored in the designated 'Waste' area.
Spare/waste hardcore/concrete will be crushed into aggregate and reused.
Spare metal will be recycled.
Spare timber will be re-used by the furniture maker.
The licensed asbestos contractor will remove any asbestos.

Any remaining materials will be sent to the waste transfer station to recycle, or the landfill.

No bonfires will be permitted on site during clearance or construction phases.

EMERGENCY ACCESS

Emergency access to be used as a vehicle route when required through the construction phases.

TRAFFIC MANAGEMENT ON SITE

As part of the health & safety requirements all infrastructure will be in place inclusive of the kerb line to allow safe access and passage through site. Correct signage and notification of crossings and warning signs will be incorporated.

The traffic management plan and routes will always be visible at the site entrance and will indicate the location of the site office.

A notice board will be applied at the site entrance to inform of hazards and any changes to the traffic management plan.

Barrier protection will be applied and enforced where needed.

Traffic will be monitored for mud and dust during the construction period to protect the highway and surrounding area for nuisance.

All contractors and plant, along with material drivers will be given route guidance and briefing in the site office.

All traffic will comply with highway regulations and road traffic laws.

Road plates will be used to protect services and drainage at the site entrance while excavation works are to be carried out.

Protective fencing will be used to protect all public and surrounding elements while service trenches are open for health and safety.

All loading, unloading and deliveries of materials and plant to the site and removal of waste should, where possible be carried out within normal site working hours. Any early morning or evening deliveries must have approval from both the Highways and EHS teams at ADC.

SITE LIGHTING

Lighting on site has been designed to illuminate the traffic routes with intent to prevent any glare or light spill affecting neighboring residents or nearby roads.

DUST PREVENTION

All contractors will be required to control and limit dust levels so that current legislative standards are not exceeded, i.e. the mitigation measures within the Guidance on the assessment of dust from demolition and construction by the IAQM.

The construction works will follow the generic mitigation measures as listed below:

1. A road sweeper will used daily to minimize dust migration on the highway and on site.
2. Prior to leaving site, each vehicle will be assessed by a nominated operative. Muck away lorries will have sheeting checked for secure fixing and if necessary, a pressure-washer will be used at the 'wheel-wash facility' on the exit road to prevent dust migrating onto the highway. (This will change position with build stage but be positioned on hardstanding and will be in place once site access has been completed.)
3. Roads will be constructed at the initial stage of construction to minimise dust migrating via transport.
4. Damping down will be in effect throughout the demolition and during any activity generating dust. Any potential stockpile of material will also be dampened to prevent dust re-entrainment. This water will be feed by a site temporary supply.
5. When applicable, stockpiles will be sheeted to prevent dust migration in prevailing wind conditions.
6.The site manager will provide contact details to neighboring residents and keep in contact regarding any work which may create dust and keep a record of any complaints or incidents.
7. The site manager will carry out regular inspections to monitor dust levels.
8. Machinery and dust causing activities will be located away from receptors where possible.

NOISE PREVENTION

All contractors will be required to control and limit noise and vibration levels so that current legislative standards are not exceeded, i.e. the noise limits referenced in Table E.1 Annex E of BS5228:2009 and A1:2014 Part 1.

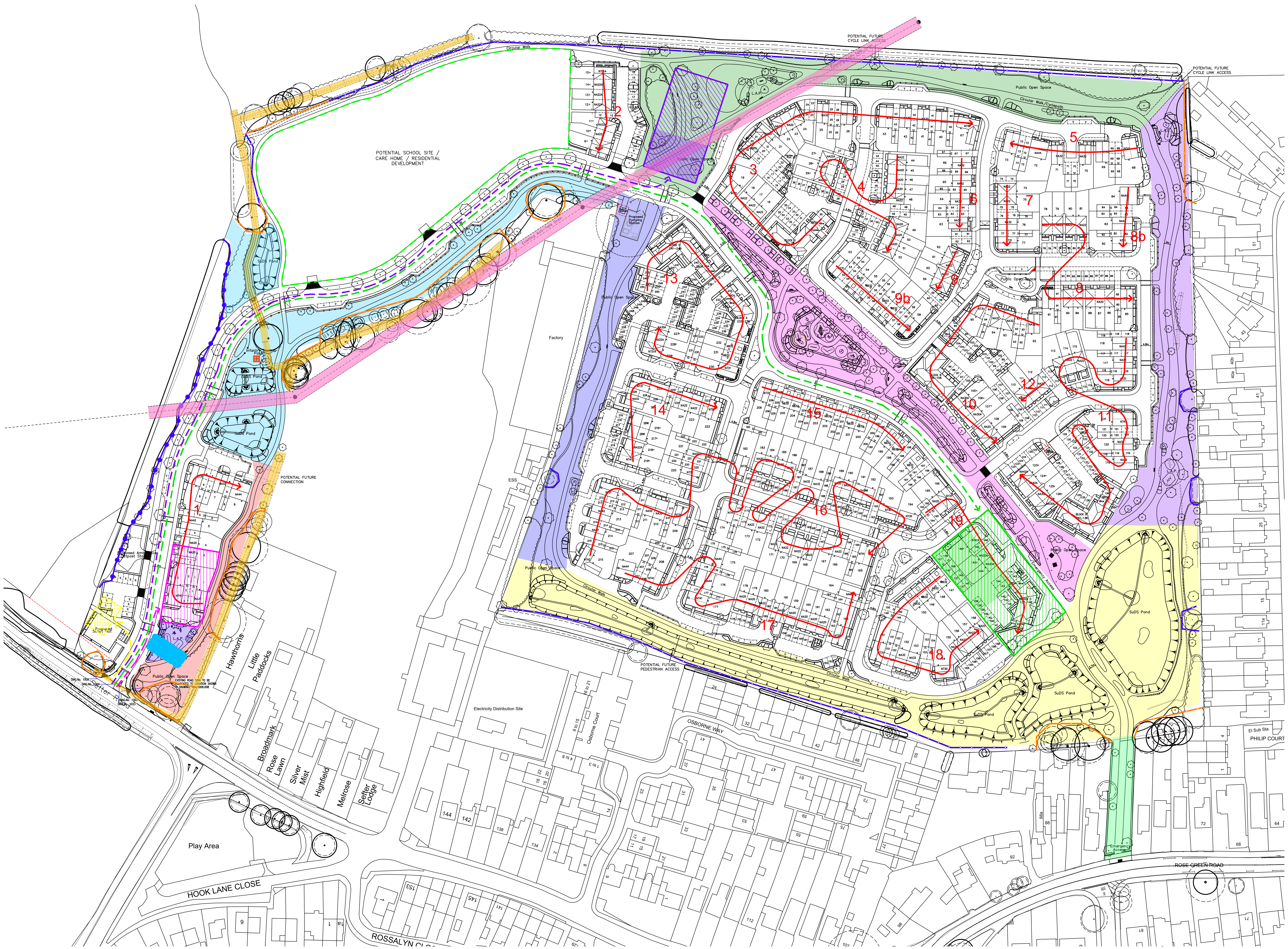
The construction works will follow the generic mitigation measures as listed below:
1. Plant and equipment will be regularly maintained to ensure optimum performance of any fitted sound reducing devices, e.g. exhausts.
2. No radios/speakers are to be played outside any offices or units. Radios/speakers permitted within buildings must be kept to an acceptable volume.
3. Avoid unnecessary revving of engines and switch off equipment when not required.
4. Hours of operation will be restricted as indicated in Section 'Agreed Working Hours'
5. Ensuring the use of quiet working methods and the most suitable plant
6. Locating noisy plant and equipment as far away from houses as reasonably possible
7. Not dropping materials from a height and lowering them.

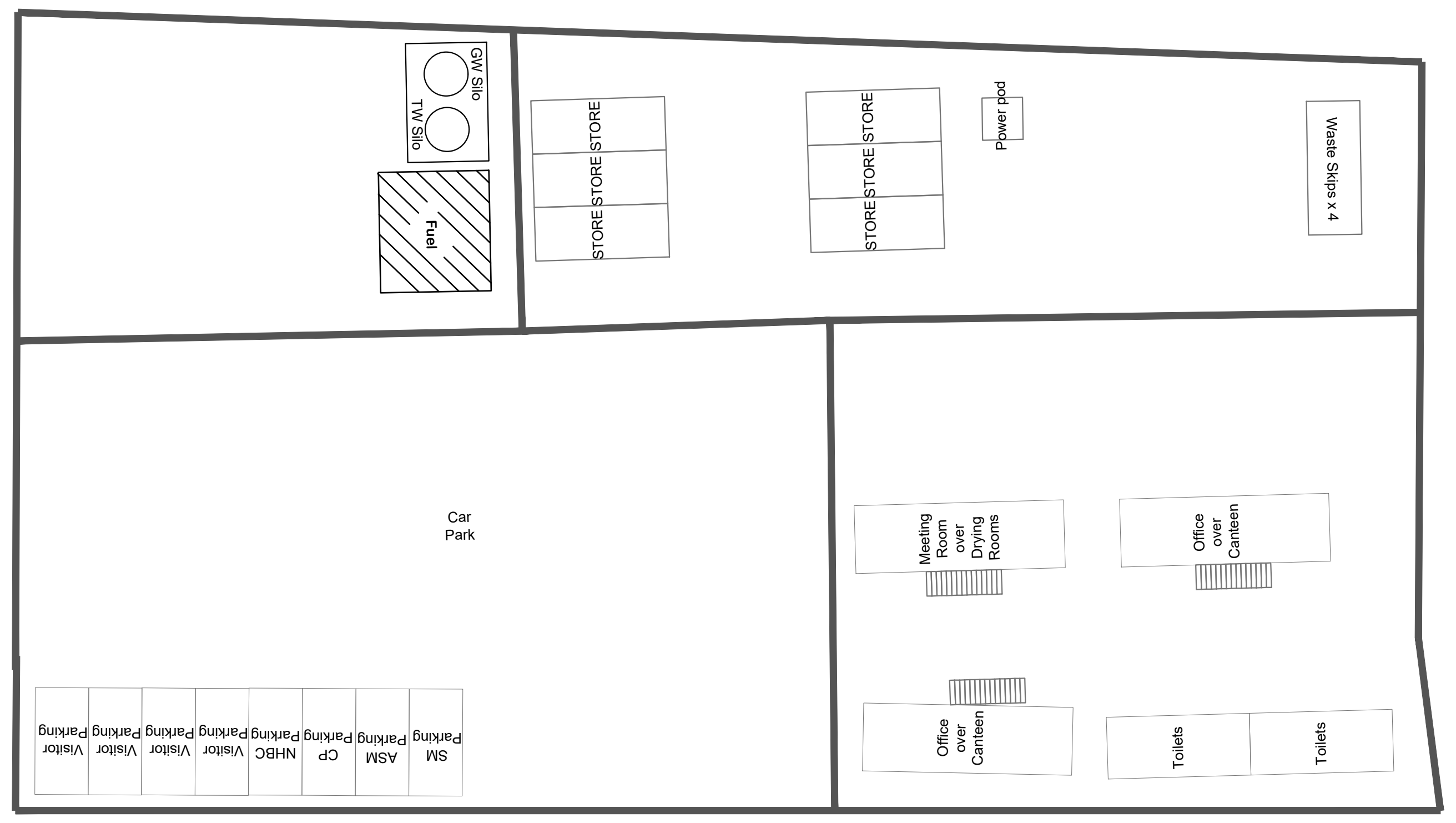
Should it be found that noise levels are deemed to high, screening can be provided via Heras panels with an acoustic barrier.

PUBLIC COMMUNICATION & SITE CONCERNS AND COMPLAINTS

Taylor Wimpey will inform surrounding neighbors via letter of the construction programme and then for any significant works. Planning Reference numbers along with the contract managers contact information will be on display by the site entrance gates.

Site contact details will be displayed at the site entrance for all complaints/issues to be handled by the Site manager in the first instance, an out of hours office number shall also be provided as an alternative route should it be preferred.





- 🟥 Build Route
- 🟩 School Site fencing
- 🟩 Route to Compound
- 🟪 Route to Sales Area
- 🟦 Route to Temporary Compound
- 🟨 Route to Temporary Demo Compound
- 🟦 2m High Barrier for Tree Protection
- 🟧 Default protective barrier for Tree Protection
- ▨ Sales Area
- ▨ Compound
- ▨ Compound parking
- ▨ Temporary Compound
- ▨ Temporary Compound parking
- ▦ Existing Scout Hut to be demolished
- ▦ Temporary Demo Compound
- 🟧 WW2 Infantry Post
- 🟨 Ditch network
- 🟪 Anti-tank drain

- 🟥 Area 1 – February 2024
- 🟦 Area 2 – February 2024
- 🟩 Area 3 – October 2024
- 🟪 Area 4 – October 2025
- 🟪 Area 5 – October 2025
- 🟨 Area 6 – April 2027
- 🟪 Area 7 – April 2026
- 🟩 Emergency Access – April 2025

Existing site access removed as N/A – May 22 E
Contact details, road sweeping and S278 entrance updated – May 22 D
Lorry numbers updated – April 22 C
Temporary compound relocated – March 22 B
Noise, dust and vehicle sections updated – March 22 A

Scale @ 1600 x 841:
0 5 10 15 20 25m
Scale 1:500
NORTH

Rev	Date	Drawn	Checked

Date:06/12/21
Drawn by :RG Checked by : –
Drg No:BRCEMP001 Rev: E

Project:
REGIS–PARK
BOGNOR–REGIS

Title:
CEMP

Client:
Taylor Wimpey

ARUN DISTRICT COUNCIL P/88/22/DOC