

Construction and Environmental Management Plan for **Cutting the Church Norton Spit**

A Tindle 08.10.2021 – Rev B


Rosebay Services

1. Project Details

This plan has been prepared to support the Planning and Marine Licence applications to cut the Church Norton shingle spit in Autumn 2021. The work will create an alternative channel to reduce/avoid flood and erosion risk to residential properties and businesses in Pagham.

2. Environmental Considerations (Permissions and Licences)

- The site is designated as a Special Protection Area (SPA), it is a Marine Conservation Zone (MCZ), RAMSAR site and SSSI.
- Permissions applied for:
 - Planning permission from Arun District Council, application number P/93/21/PL
 - Planning permission from Chichester District Council, application number 21/01921/FULEIA
 - Marine Licence, Marine Management Organisation number MLA/2021/00272
- Key Issues
 - Breeding birds – the Little Tern nesting season is usually completed by the end of August
 - Overwintering birds – the overwintering bird season is the 1st November to the 31st March
 - Water quality – this issue has been dealt with as part of the planning application

3. Method Statement for Cutting the Church Norton Spit

This method statement has been prepared with particular reference to consultation comments by Natural England, West Sussex County Council (WSCC) Highways and the Marine Management Organisation (MMO).

As part of the works, it has been agreed with the Environment Agency, Arun District Council, Natural England and RSPB that shingle should be moved during the cutting of the spit to form a new Tern Island to the west of the existing sheet pile training wall. This work will form the compensation package for the work on the spit. It should be noted that this section of Pagham Harbour is accreting naturally at present.

The new Tern Island is shown on the drawing labelled PAGHAM-TERNISLAND-250821. The level of the new Tern Island is to be set at approximately 3.8m AOD with an approximate area is 0.152ha (1520m²).

The proposals to cut the Spit will involve approximately 2,500 cubic metres of shingle being moved to form the Tern Island and approximately 5,000 cubic metres excavated and moved to the eastern side of the new opening. This work is much reduced and less intrusive than the previous approved application.

It is expected that the work will take 6 - 7 days but the work is weather and tidally dependent, so allowances have been made for two weeks. It is expected that there will be two 40 tonne, 360 degree excavators together with two D6 bulldozers. The shingle will be moved utilising two 30 tonne dump trucks.

The main access route to the site during the construction phase will be from the east on the Pagham side of the harbour. This access has been the agreed route for all recent beach management activities in the area and is situated approximately 75 metres to the west of the Pagham Yacht Club, between 9 & 11 West Front Road. The access location is shown on Drawing G labelled 'Beach Access Route'.

The machines will traverse the beach crest immediately opposite the access (thus avoiding damage to vegetated areas) then track along the inter-tidal shingle and accessing onto the Church Norton Spit at low water, any other access should be with the agreement of NE for emergency and safety purposes.

It is expected that there will be temporary plant parking areas on the Church Norton Spit during the course of the construction work, a base compound area in the car park at the end of West Front Road which will also deal with fuel supply for the machines.

As a guidance note, heavy machinery and construction personnel should avoid trampling/ travelling over vegetative shingle vegetation. This is to be achieved by the methods shown of access and routing and includes the use of designated pathways/tracks or wherever possible within the intertidal zone to minimise any

impact on the shingle. Matting will be used if crossing over vegetative shingle cannot be avoided.

WSSC highways have specifically asked about access details. This was described earlier in the plan, however by way of confirmation, there will be no construction base on the beach, only temporary plant parking areas. Contractor parking will be in the car park area at the end of West Front Road and access to the site during the works will be by four-wheel-drive vehicles, along the track shown on Drawing G.

All of the above has been discussed and the principles agreed between the proposers of the scheme and relevant Authorities (i.e. Arun & Chichester District Councils, Environment Agency, Natural England, RSPB) and the land-owners.

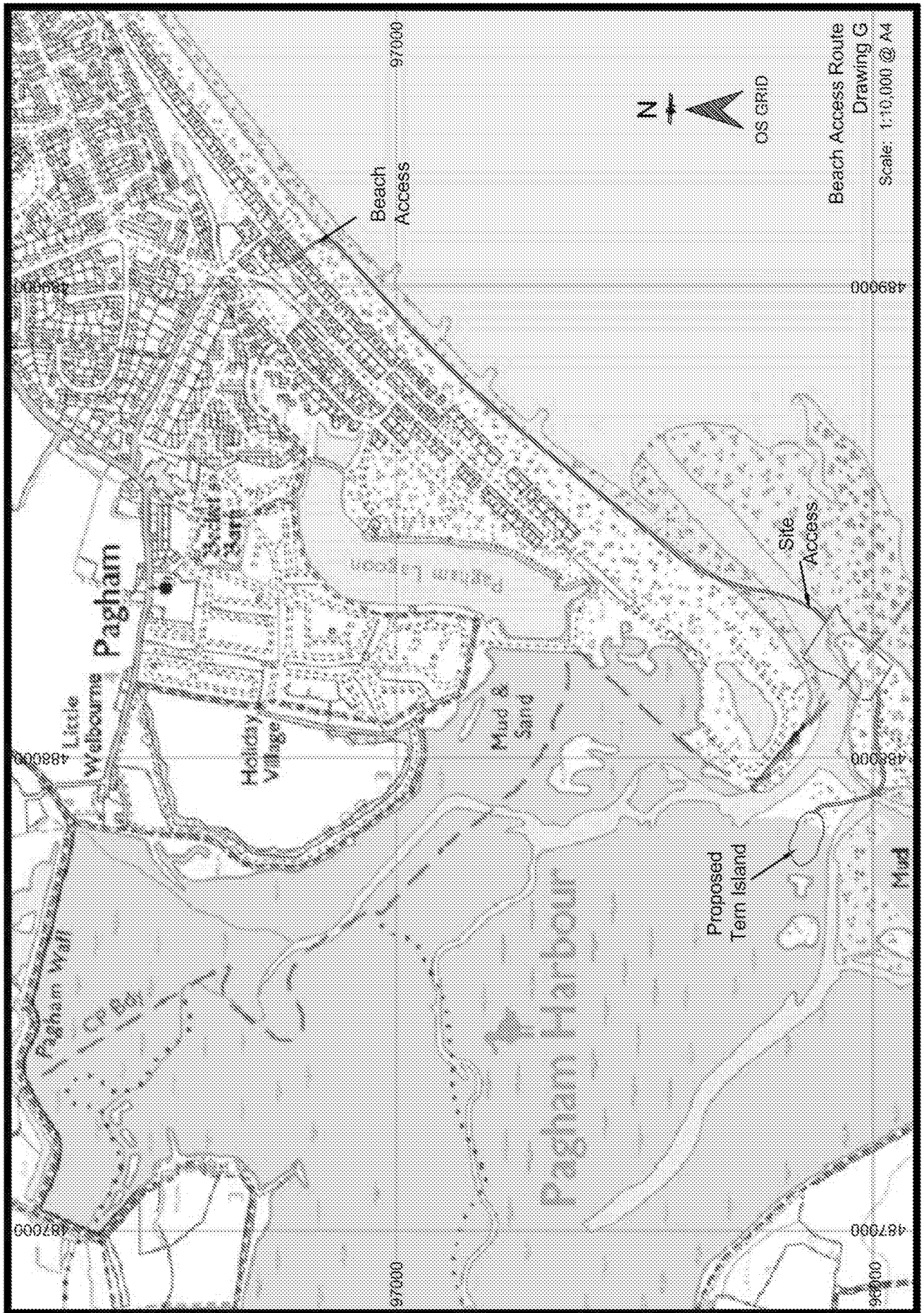
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(following comments back from Natural England to Simon Davis, Arun D.C.)

- The timings of the work will be over the low tide window which allows plant access. This will have the required reduction of risk of sediment suspension.
- The deposition of material on the new Tern Island also requires low tide working windows, as the machines and dump trucks require to access across the shingle and channels. This activity will also reduce the risk and minimise sedimentation.
- It is intended to work double tidal shifts to minimise the disruption time of labour and equipment on the spit. Temporary plant parking will avoid vegetated shingle and any sensitive areas, but will be on the spit area. This will reduce the requirement for heavy plant to track back and forwards across the shingle and channels
- Work during the Bird Overwintering Season: Work at the breach will only start after the departure of breeding birds and then the majority (if not all) of the work is expected to be carried out before the overwintering bird period (start of November 2016). Where work extends into November it is likely be for around three weeks. During this early part of the overwintering period, cold/freezing weather working restrictions for the work will apply (8) and personnel walking movement outside of the plant will be kept to a minimum and confined to areas of work at the breach and compensation site cut and infill areas (subject to issues of safety).
- Drawing on wildfowling approach (<http://jncc.defra.gov.uk/page-2894>), running from 9 November, a period of optional/voluntary development

restraint would apply when more than half UK meteorological stations have recorded frozen conditions for 7 consecutive days. A cessation of activities would occur from the 13th day of such conditions. Any response should be based on advice from NE and RSPB in the light of the project status and the risks to waterbirds based on observations made during the work.

- It is hoped that the work breaching the spit will be carried out over 6 or 7 days and night, including the double shifting system. However, it should be noted that as the work is now being carried out later in the winter, there is more chance of adverse weather affecting the program. Any representatives of Natural England, RSPB or the regulatory authorities are welcome to inspect the site during the works. Prior to the work commencing, a contact list of site personnel and supervisors will be provided. A daily record sheet of activities planned and achieved will also be made available to the same authorities.



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Beach Access Route
Drawing G
Scale: 1:10,000 @ A4

4. Monitoring

As preparation for the works are extensive, monitoring has been carried out since February 2021.

Fortnightly topographic surveys have been carried out of the area including baseline surveys.

A full Lidar survey has been undertaken of the inner harbour, the outer harbour, the outlet channel, the Church Norton Spit and the Pagham beach front.

A bathymetric survey has been carried out offshore at 200m centres to a distance of 2.5km between the old harbour entrance at Church Norton and the sailing club.

A new tidal gauge has been installed in the harbour to monitor the local tide levels and conditions. The tidal gauge is fixed to the sheet piling of the existing harbour training wall.

It is intended to carry out a bathymetric survey in the harbour of the existing channels prior to any works to cut the spit.

All these baseline surveys will enable detailed comparisons to be made with before and after the spit has been cut.