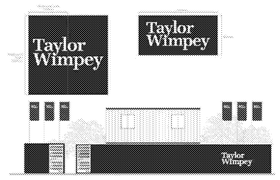
COMPOUND SIGNAGE



BUILD PROGRAMME

SUBJECT TO CLEARANCE OF PLANNING CONDITIONS

Work / Phase	End
Phase 1	Apr-18
Phase 2	Mar-19
Phase 3	May-19
Phase 4	Nov-19
Phase 5	May-20
Phase 6	Dec-20
Phase 7	Jul-20
Phase 8	Sep-21
Phase 9	Oct-21
Phase 10	Jun-22
Phase 11	Feb-23
Phase 12 - Including restoration of area used as Compound	
Dec-21	Apr-23

Dates are indicative only

CONSTRUCTION TRAFFIC

The proposed route will be corning down off Fontwell Avenue and into our site, this will be the access for all construction traffic and visitors to cause the least disruption.

On-site signage will indicate the correct route for construction traffic towards compound and will show correct exit from the site towards the A27 to mitigate traffic impact on local areas.

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

HAND TOOLS

Disc cutters may be used during the construction phase. A water supply should be connected and working with the machine. All cutters shall be fit for purpose and used by a competent person.

Hand and battery tools should be preferred to engine powered tools.

110v electricity will be available on site.

MUD PREVENTION

A road sweeper will be primarily used on the spine roads but will also sweep the subsidiary 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.

DUST PREVENTION

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

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.)

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

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.

When applicable, stockpiles will be sheeted to prevent dust migration in prevailing wind conditions.

SITE LIGHTING

Lighting on site has been designed to illuminate the traffic routes with intent to prevent any glare or light spill affecting neighbouring residents or nearby roads. Lifghting to compound area is timed to coincide with working hours.
In the event of any queries or concerns, the site manager is contactable.

VEHICLES & PARKING PROVISION

Approximately 40 no. cars and vans will be entering the site each day and leaving in the afternoon. 40 parking bays have been designed adjacent to the compound.

Approximately 10 no. 6-8 wheeled lorries will be entering the site to make deliveries throughout the day.

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.

TURNING AND UNLOADING

There will be a loop road utilised for deliveries preventing any need for a designated turning area. Vehicle standings areas have been provided on-site to prevent parking/waiting in the public highway.

There will be a qualified banksman being used to assist with loading and unloading of plant, materials and waste in the designated 'unloading area'. This will include vehicles entering and leaving the delivery/storage compounds and to access roads within the development.

All contractors will be issued instruction to ensure that the route for construction vehicle access is followed.

Materials will be delivered between working hours of 8.00-18.00 Monday to Friday.

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.

PEST CONTROL

Site staff to be limited to food and drink consumption only within the site office compound. should rodents become apparent a method of dispersion will be implemented.

Drainage exposed during construction to be sealed to prevent spread of any potential rodent activity.

BOUNDARY TREATMENTS

The site will be secured with fencing (herra 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. The north and western boundary will be secured with a mix of close board and herras in accordance with the planning permission.

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 teh 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.

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.

PUBLIC COMMUNICATION & SITE CONCERNS AND COMPLAINTS

Taylor Wimpey will inform surrounding neighbors via letter of the construction programme and then for any significant works along with updates on a 3 monthly basis. 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 office number shall also be provided as an alternative route should it be prefered.

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.

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 08:00-18:00 and Saturday 09:00-13:00. 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.

NOISE PREVENTION

Noise assessments are to be carried out and reviewed periodically by a competent foreman or site manager. If levels are thought to be excessive, an alternative method for the task shall be implemented.
If the task in hand if likely to cause excessive noise levels, then an acoustic consultant will be employed and suitable mitigation measures implemented if necessary.
A Section 61 Noise Consent will be applied to the Local Authority for consent to carry out works which are likely to have a significant impact on the local community due to the generation of ***noise*** *and vibration on site and works will only commence once the consent has been issued.*
No radios/speakers are to be played outside any offices or occupied dwellings.
Radios/speakers are permitted within buildings but must be kept to an acceptable volume.'

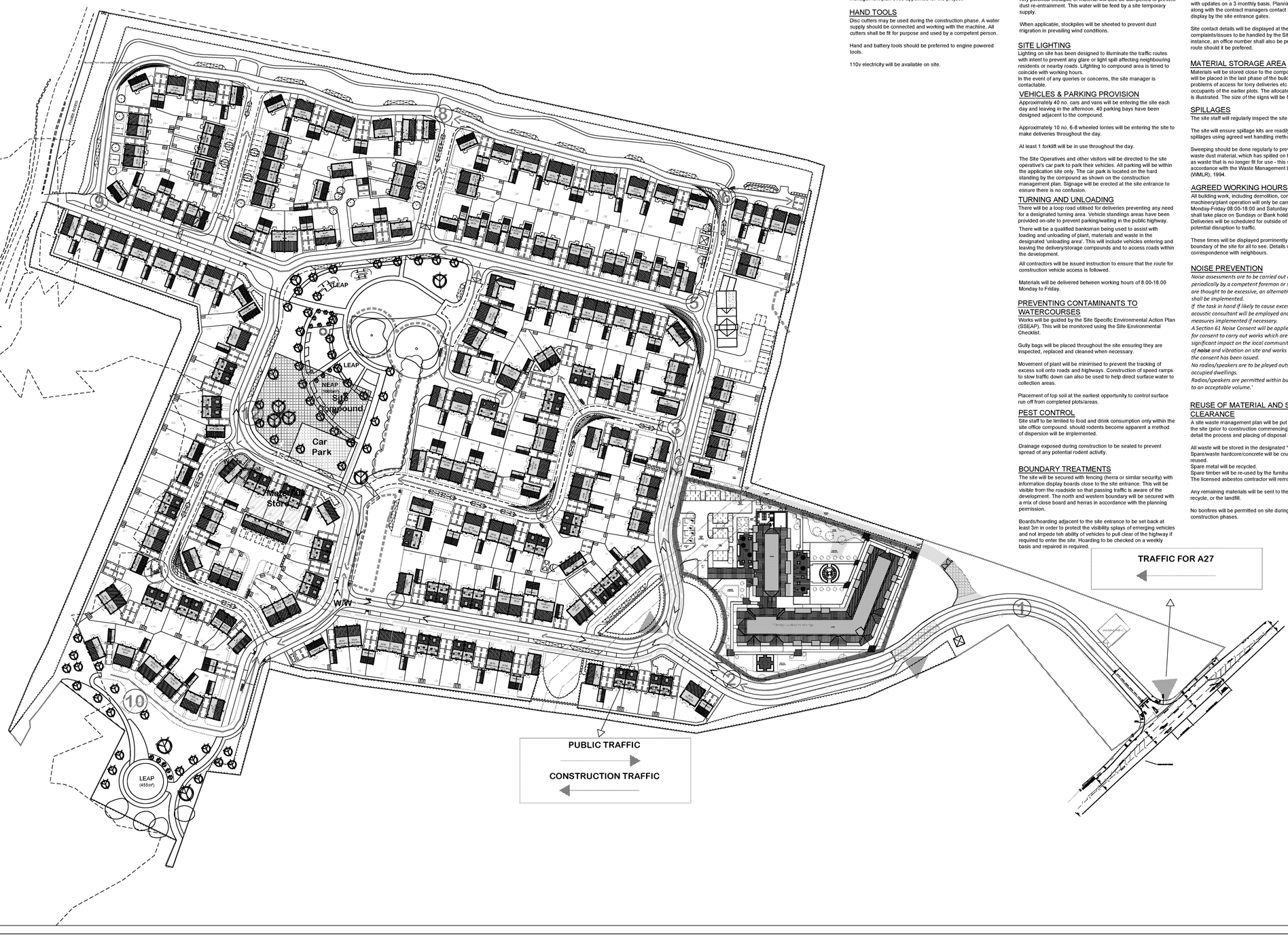
REUSE OF MATERIAL AND SITE CLEARANCE

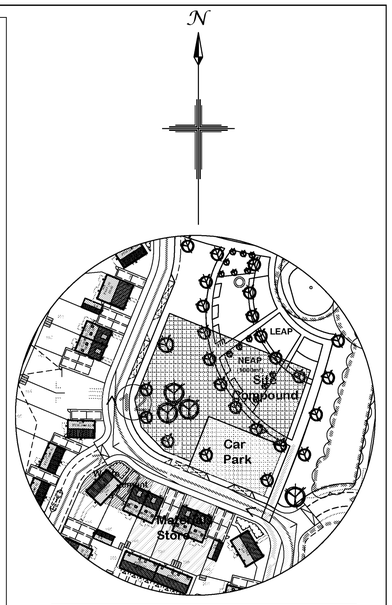
A site waste management plan will be put in place at the start of the site (prior to construction commencing) to indicate in more detail the process and placing of disposal units.

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.





KEY

- HAUL ROAD (75mm TARMAC ON 300mm CRUSH WRAPPED IN TERRAM with kerb brace block)
- SITE GATES
- TREE PROTECTION FENCING - Heras panel, mounted upon a well-braced scaffold framework.
- CAR PARK (300mm HARDCORE TOPPED WITH 40mm STONE)
- COMPOUND - material storage & unloading area (300mm hardcore topped with 40mm stone)
- VEHICLE STANDING AREA
- PUBLIC TRAFFIC ROUTE
- SITE TRAFFIC ROUTE
- BUILD SEQUENCE
- TO BE CONSTRUCTED BY HIGHWOODS CONSTRUCTION
- SITE SECURITY FENCING/HOARDING
- PEDESTRIAN WALKWAY
- SIGNAGE
- W/W WHEEL WASHING AREA

REV	DETAILS	CHKD	DATE
B	Noise mitigation measures clarified. Site Lighting clarified.		Feb 20
A	Updated to include Re-Plan		Sept 19

SITE NAME:	The Hedgerows - Westergate		
ADDRESS:	Fontwell Avenue, Westergate, PO20 3UW		
DRG. TITLE:	Construction Management Plan		
SCALE:	1:1000	DATE:	23/01/18
DRAWN:	DT	CHKD:	DP

[redacted]

Taylor Wimpey

DRG. No.: 20627/001/CMP REV.: B