

Construction Management Plan
for
Land of Nyton Road and Fontwell
Avenue

Contents

The construction method statement covers the following aspects:

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Appendices

Appendix A – Construction Management Plan

1. Parking for site and Visitors

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 plan in Appendix A. The signs will be at the start of Hamble Lane to ensure that there is no confusion.

2. Loading and Unloading

All Contractors will be issued instruction to ensure that the route for construction vehicle access (refer to section 11 below).

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

3. Storage of Materials

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 and access for lorries deliveries etc and also mainly for the occupants of the earlier plots for ease of access to their plot. The allocated materials storage area is illustrated on the Construction Management Plan attached. The signs will be 800 x 600 mm

4. Security Hoarding and Displays

The site will be secured with fencing (herras or similar security) with information display boards close to the site entrance. This will be visible from the road side 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 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.

5. Wheel Washing

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To keep wheels clean on vehicles that are exiting the site, we will have a jet wash at the entrance to site this will be to only affected vehicles and drainage will be in place for the first phase of build. This will help keep levels of dirt to an absolute minimum. Also referring to point 7 below this will allow the means to keep roads within the site damp and keep dust to a minimum. There will also be a site sweeper to come when needed to ensure corruption is kept to a minimum

6. Controlling emissions of dust, fumes and dirt

PLEASE ALSO REFER TO APPENDIX B

Particular care is required to maintain dust emissions at a practicable minimum level when working in the vicinity of residential properties and environmentally sensitive areas. Best practice mitigation will be required during dry conditions. Dust reduction measures will include:

- careful management of earth stockpiles
- sheeting of vehicles transporting materials to and from the site
- limiting the speed of general vehicles within the site to 20mph
- surfacing of the haul roads as soon as possible in the programme
- haul roads to be regularly cleansed
- provision of wheel washing facilities at access points into local roads (to prevent mud from getting on the public highways)
- visual monitoring will be carried out at sensitive locations on a daily basis

By using effective dust mitigation techniques, including good site planning, the potential for dust emissions to arise at a construction site and impact surrounding receptors will be minimised.

The potential for dust to arise during the ground breaking, earth moving and excavation stage of the construction is highly weather dependent. If carried out in dry weather, increased water spraying may be required to ensure the surface material remains damp. In wet weather greater attention will be paid to vehicle cleaning to ensure significant quantities of mud are not trafficked onto local roads, which once dry can become a significant source of dust.

Throughout the construction period, care will be taken to ensure the adequate control of dust from vehicles delivering and removing materials to and from the site. Drop heights, when loading and unloading materials, will be minimised. All dusty loads would be sheeted appropriately. Dried mud and dust carried onto roads by lorries and other machinery can be a significant source of dust. The Site Manager will ensure that the hard surfacing of heavily used areas and adjacent public roadways are regularly cleaned.

Once the actual building of the development commences there is less potential for significant emissions of dust from the site, although emissions may still arise from the storage of dusty materials. Generally storage compounds will be screened, both for security and to prevent wind whipping. In addition, there are certain construction activities that are inherently dusty and would require additional controls e.g. stone or brick cutting. Such activities may require

local screening or the activities may be limited to certain areas or time periods in order to limit impacts.

Specific measures to prevent dust will include the following practices:

- the provision of easily cleaned hard standings for vehicles (to include the areas close to the site access)
- the regular cleaning by brushing and water spraying of heavily used hard surfaced area
- the provision of wheel washing facilities or high pressure hose to ensure all vehicles leaving the site are in a satisfactory state of cleanliness
- dusty materials stockpiles and dusty activities such as stone cutting and grinding to be sited away from the site boundary and/or effectively screened where practicable

7. A Scheme for Recycling/disposing of waste

A site waste management plan will be put in place at the start of the site (prior to construction commencing) this will indicate in more detail the process and placing of disposal units. We will have a site segregation unit immediately adjacent to the compound area.

8. Hours of work on site

Hours of work on site will be:

Monday- Friday 07.30-18.00

Saturday- 08.00-13.00

Sunday- No Works taking place

10. Condition Survey of Existing Highway

Prior to commencing construction works a photographic record survey of the existing highway shall be taken at the highway access points. Survey has been taken and available at request

11. Construction Traffic

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

12. Public Engagement

Through the planning process a public exhibition was held to inform the local residents of what was being proposed to be put in to Arun District Council for planning permission. If you find there are any problems with the scheme please contact:

-Production Team

-Design and Planning Executive: Lauren Wiltshire

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Tel: 01962676700

13. Number, type and frequency of vehicles to be used during the construction.

The number and frequency of vehicles on the site will fluctuate during the year and will be influenced by build programme and date specific requirements. The figures shown below are based on a worst case scenario situation:

- Cars, Vans and other lightweight vehicles = 40 per day
- Forklift trucks = 2 per day
- Dumper Truck = 1 per day
- Site deliveries from large vehicles = 5 a day
- Site operated crane – 5 days per calendar month.

Provision will be made to ensure any overall spill of vehicles will be retained within the confines of the application site at all times.

Appendix A

Construction Management Plan Appendix

Appendix B

Control of dust and emissions