

21 Richmond Hill, Clifton,
Bristol, BS8 1BA

**Peter Evans
Partnership**

Transport Planning and
Traffic Engineering Consultants

Permitted Extra Care Development Dappers Lane Angmering, West Sussex

Frontier Estates

Construction Management Plan

LPA Planning Ref: A/27/16/PL

February 2018

Peter Evans Partnership Limited

Directors: Andrew J Kenyon BEng FCIBT Hilary R Vaughan BEng CEng MICE FCIBT Mark E Callaghan MCIHT

Associate: Helen M Stephens BSc MCIHT

Consultant: Peter L Evans BEng MSc CEng MICE MCILT FCIBT

Registered in England and Wales No 4373557 Reg Office: 8 Unity Street, College Green, Bristol BS1 5HH

1.0 INTRODUCTION

1.1 This Construction Management Plan has been prepared in regards to construction of a permitted development of 53 extra care apartments with associated parking, access, footpath and landscaping works at Broadlees, Dappers Lane, Angmering.

1.2 Planning permission for the development under reference no. A/27/16/PL was granted in February 2017 by Arun District Council, the Local Planning Authority. Condition 7 refers to the requirement for a Construction Management Plan:

'No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,*
- the method of access and routing of vehicles during construction;*
- the parking of vehicles by site operatives and visitors;*
- the loading and unloading of plant, materials and waste;*
- the storage of plant and materials used in construction of the development;*
- the erection and maintenance of security hoarding;*
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders);*
- details of public engagement both prior to and during construction works.*

Reason: In the interests of highway safety and the amenities of the area in accordance with policy GEN7 of the Arun District Local Plan.'

1.3 Planning condition 4 refers to demolition of the site:

'No construction works shall be carried out until all buildings and structures existing on the application site at the date of this permission have been demolished, the debris removed from the site and the site cleared.'

1.4 A contractor to construct the development has not yet been appointed and therefore a number of considerations and measures are subject to confirmation and updating when the contractor is on board.

2.0 SITE AND ACCESS CONTEXT

2.1 The site is adjacent to Dappers Lane and Water Lane that meet at a priority junction at the south-west corner of the site. Dappers Lane provides access to residential dwellings and business premises to the north of the site.

- 2.2 Water Lane continues south west to Angmering village centre where there are a Co-operative supermarket, pharmacy, public houses and village hall. To the north east Water Lane meets the A280 at a priority junction with right turns onto the A280 prohibited. The A280 to the north east meets the A27 at a grade-separated junction and to the south meets the A259.
- 2.3 The site is currently served by a driveway access off Dappers Lane some 100m north of the Water Lane junction. The development scheme proposes widening of this access by removal of a tree and vegetation to the north to provide a 5.5m wide kerbed bell-mouth arrangement.
- 2.4 A new section of footway will also be provided adjacent to the Dappers Lane carriageway as part of the development works.

3.0 DEMOLITION STAGE

- 3.1 The first stage in the construction process will be demolition of the existing buildings and structures on site to meet the requirements of planning condition 4.
- 3.2 Prior to the start of demolition works a fence or other appropriate measures to protect trees and vegetation that are to be retained will be installed within the site in accordance with the appropriate standards and agreement with the Local Planning Authority. This will also satisfy planning condition 19 of the consent. No materials, plant machinery, vehicles or temporary structures will be placed within the fenced-off areas.
- 3.3 If necessary to facilitate access by large demolition vehicles to the site the existing access will be widened by removal of the tree on the north side. Security gates will be installed at the access.
- 3.4 The demolition process will require a minimal number of personnel. All staff that need to drive to the site will be able to park on one of the existing hard standing parking areas within the site.

4.0 CONSTRUCTION STAGE MEASURES

4.1 Contact

- 4.1.1 The contractor's appointed representative will deal with the day to day management of construction traffic and implementation of the measures set out in this Construction Management Plan.
- 4.1.2 If requested the representative's contact details will be provided to Arun District Council planning and highway officers following appointment of the contractor.

4.2 Construction Site Access

- 4.2.1** If not already undertaken for the demolition stage the existing access will be widened at the start of the construction phase to enable all construction related traffic to satisfactorily enter and leave the site. This permanent access for the development will be formalised towards the end of the construction period to avoid potential damage by HGVs during construction.
- 4.2.2** Entry to the site will be controlled at the access by site security staff.
- 4.2.3** A suitable turning area will be provided within the site to allow construction vehicles to enter, turn around and leave the site in a forward gear.
- 4.2.4** If, on occasion, an abnormally large vehicle requires access to the site but cannot turn around off the highway traffic management measures to control the safe manoeuvring of the vehicle from and back to Dappers Lane and Water Lane will be implemented. This includes use of one or more qualified banksmen and other personnel to control vehicle movements and warn other road users. Banksmen will also assist with turning manoeuvres undertaken within the construction compound.

4.3 HGV Access Routes

- 4.3.1** The route to the site from the wider road network will be from the A280 some 450m to the east of the site and along Water Lane. Vehicles arriving from the north via the A27 will join the A280 at a grade-separated junction some 1.5km to the north-east of the site. Right turns into Water Lane are permitted from the A280.
- 4.3.2** Vehicles arriving from south of the site via the A259 will join the A280 northbound at a roundabout some 1.6km from Water Lane and then turn left onto Water Lane. To return to the A259 because right turns from Water lane to the A280 are not permitted vehicles will turn left onto the A280 and continue to the roundabout at the A27 junction. Vehicles will then either turn around and return along the A280 or continue east and south along the A2700 Titnore Lane to join the A259/A2032.
- 4.3.3** The routes to the site are indicated at Appendix 1.
- 4.3.4** Notification of the available access routes to the site from the local road network will be provided to all contractor and sub-contractor personnel and delivery companies as part of contract agreements. HGVs will be instructed not to use Station Road and Water Lane through Angmering if arriving along the A259 from the wider area to the south west.
- 4.3.5** Subject to discussions and approval by the Highway Authority appropriate signage will be provided to direct construction and delivery traffic locally from the A280. Signage at the site access on Dappers Lane and Water Lane will also be provided to inform all local road users of the existence of construction traffic movements.

4.4 Site Security

- 4.4.1** The site will be secured and protected by solid hoarding or other appropriate measures such as Heras fencing along the boundary with the adjacent roads/highway and properties. The site hoarding will be maintained by the contractor throughout the construction process. Scaffolding will not be erected outside of the hoarding and will therefore not affect the public highway and other road users.
- 4.4.2** Temporary signage will be erected as necessary to ensure that contractors and visitors are able to find their way safely and easily around the site. Appropriate lighting for the site will be provided if required. During construction the contractor shall operate all best practice to minimise nuisance to local residences from any on-site lighting.
- 4.4.3** If construction is to be undertaken during hours of darkness then the following principles will be adhered to:
- The lighting design will seek to reduce visual intrusion and light spillage, including avoiding unnecessary use of lighting.
 - Where necessary lighting to site boundaries will be provided with illumination sufficient for the safety of the passing public.
 - Lighting will be positioned and directed to reduce nuisance to residents and avoid creating distractions or confusion to passing drivers on adjacent public roads.
- 4.4.4** Construction staff and site visitors on foot entering the site will be segregated from all traffic using appropriate barriers and signed routes to guide them to the security entrance.

4.5 Construction Traffic

- 4.5.1** The majority of deliveries to the site will be undertaken by large rigid lorries with only a small number of articulated vehicles anticipated mainly to transport large plant and equipment on and off site at the start and end of construction.
- 4.5.2** Construction traffic will typically consist of large rigid vehicles (4-axle/12m and 2-axle/10m), concrete mixers (3-axle/8m long) and large tipper lorries (4-axle/10.2m). It is expected that an articulated low loader will bring on and take off site the largest pieces of equipment. There will also be a number of smaller vehicles such as vans associated with the contractors and sub-contractors employed on the site.
- 4.5.3** The number of large construction vehicles is anticipated to be no more than eight large vehicles per day throughout the build period. Vehicles will be scheduled to arrive and depart the site outside of the local peak traffic periods.
- 4.5.4** Delivery movements will predominately consist of vehicles arriving on site, dropping or collecting materials and leaving within a short space of time. Delivery drivers will be permitted to use the on-site welfare facilities if required.

4.6 Construction Site Operation

- 4.6.1** Deliveries of materials and plant to the site will be coordinated and scheduled to minimise the number of vehicles on site at any one time. This will also help prevent issues with turning large vehicles around within the site and vehicles waiting on the public highway.
- 4.6.2** Loading and unloading will occur within the site compound only and there will be no loading or unloading undertaken on the public highway or any adjacent footways unless otherwise agreed with the Planning and Highway Authorities.
- 4.6.3** The demolition contractor will aim to maximise the potential for recycling waste materials for the development and thereby minimise the amount of vehicles required to remove waste off site. Hard demolition material that can be reused in the construction process will be crushed and stored on site. The remainder will be taken off site for recycling that cannot be carried out on-site or taken to land-fill.
- 4.6.4** Waste management arrangements for the demolition and construction phases will have due regard to and be in accordance with best practice measures identified in the following guidance documents:
- Health and Safety at Work Act 1974;
 - Control of Substance Hazardous to Health Regulations (COSHH) 2002;
 - Control of Asbestos at Work Regulations 2002;
 - Control of Asbestos in the Air Regulations 1990.

4.7 Parking

- 4.7.1** The car parking areas for the extra care development will be provided in the central part of the site. Part of these areas will be used to accommodate parking for construction staff's personal and work vehicles as well as visitors. The remaining space will accommodate the compound for materials and equipment storage, staff facility huts and offices, turning space for HGVs and wheel washing facilities.
- 4.7.2** Contractor personnel will be instructed not to park any vehicles on Dapper's Lane so that HGV movements in and out of the site as well as passing through traffic are not hindered.
- 4.7.3** Any incidences of concerns raised by local residents in regards to inconsiderate parking by contractor staff on local residential streets will be investigated and addressed by the Site Manager.
- 4.7.4** Discussions will be held with management of the Arun Angling premises on Water Lane opposite the junction with Dapper's Lane to consider potential use of a number of their parking spaces by construction staff during the day.
- 4.7.5** The potential extent of available parking, manoeuvring and storage areas on the site are indicated at Appendix 2 with HGV swept path analysis provided at Appendix 3.

4.8 Working and Delivery Hours

4.8.1 Normal working hours on the site for all construction related activities will be restricted to the following times unless otherwise agreed with the Local Planning Authority:

- 08:00 - 18:00 Monday to Friday;
- 08:00 - 13:00 on Saturday; and
- No working permitted on Sundays or Bank Holidays.

4.8.2 The delivery of materials by large vehicles will be prohibited before 9am and after 5pm.

4.8.3 During the construction period it may be necessary in exceptional circumstances to work outside of the prescribed working hours. Should this occur the hours and duration of these works will be subject to consultation and agreement with Arun District Council.

4.8.4 The contractor will aim to minimise HGV traffic movements to the site in the local traffic peak hours. The Site Manager will ensure that should there be traffic congestion in the local area the delivery will be suspended until such time that the congestion has cleared to avoid disruption.

5.0 FURTHER MEASURES

5.1 Debris Control

5.1.1 Wheel washing facilities will be provided on site and all construction vehicles will undergo a wheel washing procedure prior to leaving the site. Adequate sheeting will also be provided on all vehicles carrying waste materials. This will minimise the amount of mud, dirt and other debris transferred on to the public highway by vehicles leaving the site.

5.1.2 During the construction as well as demolition periods the requirement for road sweeping on Dappers Lane and Water Lane will be assessed daily. If and when necessary an approved mechanical road sweeper will be used to clean the roads and footways of any debris deposited by site related vehicles. This includes checking that debris is not swept into road gullies. In addition road signs will also be checked and cleaned where required.

5.1.3 During the 'muck' shift operations road sweepers would be employed full time on Dappers Lane and Water Lane and Arun District Council will be provided with 24 hours' prior notice of commencement of 'muck' shift operations.

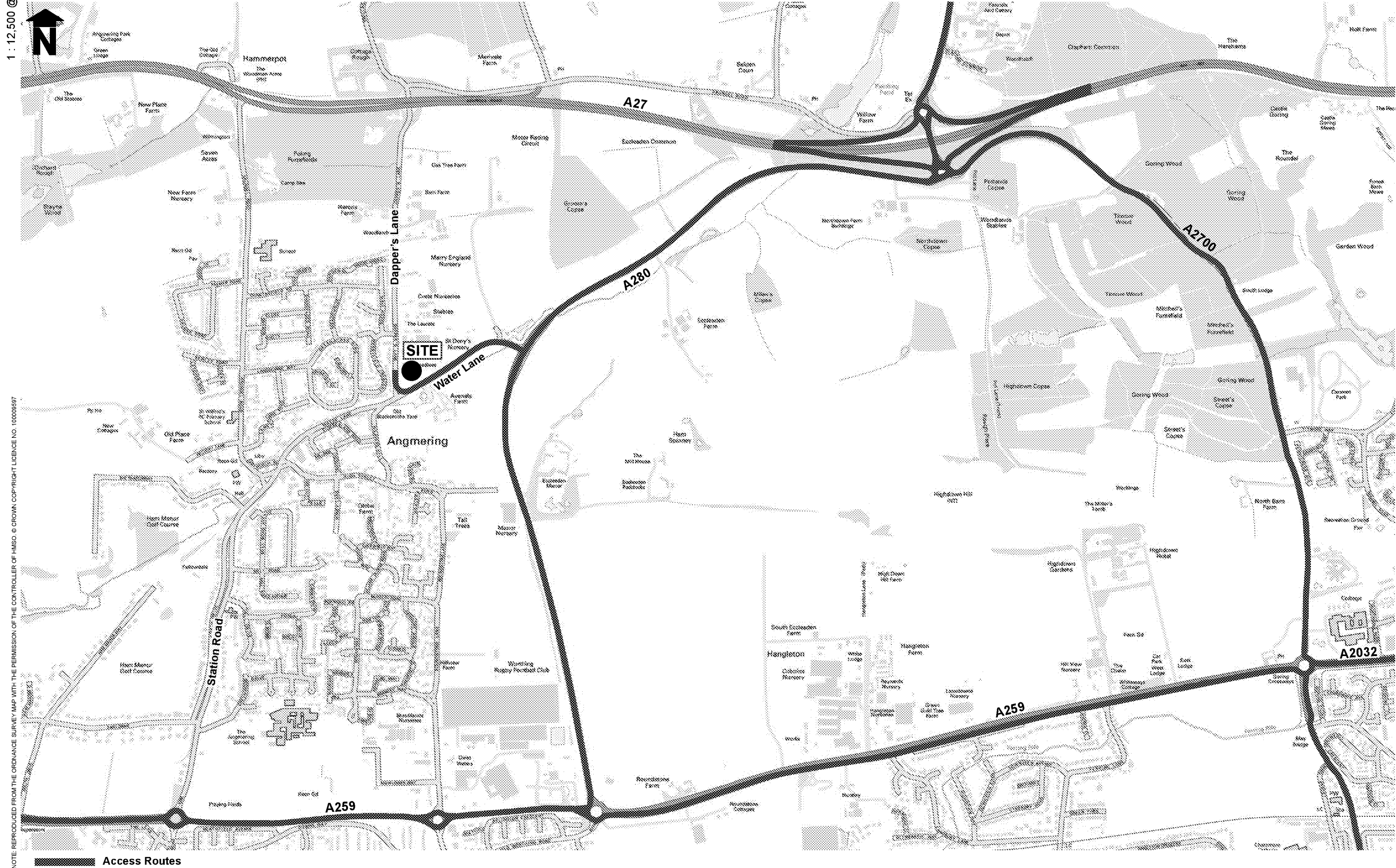
5.2 Vehicle Emissions

5.2.1 Within the site drivers will be required to switch off their engines when stationary for long periods such as during unloading of materials from delivery vehicles.

5.3 Consideration for Neighbours

- 5.3.1** The contractor will sign up to the Considerate Constructors Scheme. All the near neighbours will be notified of the start date of the demolition works and will be kept up to date with the demolition and construction process.
- 5.3.2** Contact details for the site management will be provided to local residents. As such concerns raised by neighbours such as inconsiderate off-site parking or obstruction of an access will be investigated and dealt with at the earliest opportunity by the appointed contractor representative.

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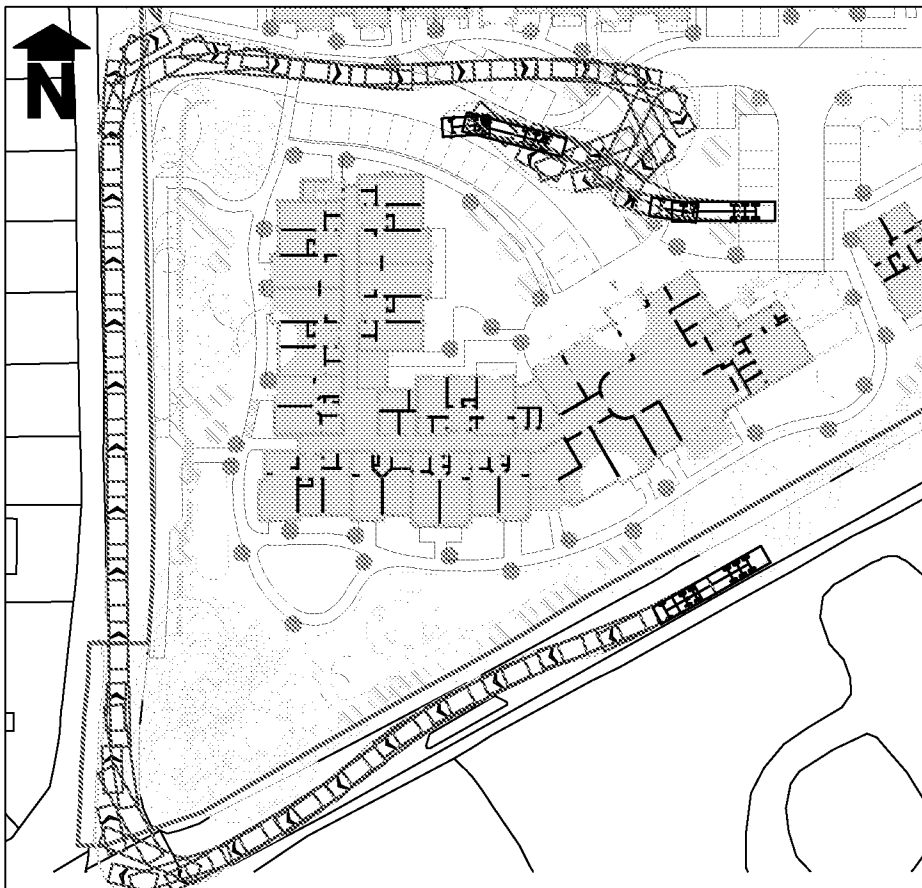
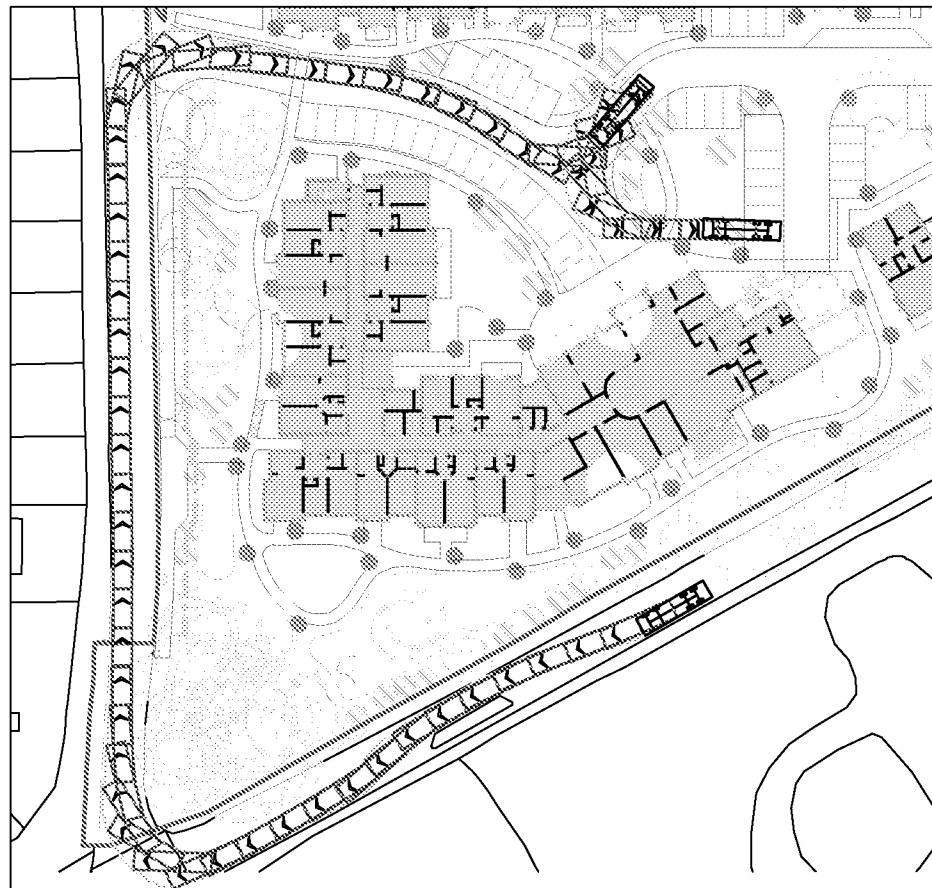


Permitted Extra Care Development, Dappers Lane, Angmering
Construction Management Plan

1 : 500 @ A3



1 : 1,000 @ A3



Max. Legal Articulated Lorry

4-Axle Tipper Lorry

12m 4-Axle Rigid Lorry

