

Construction Management Plan

Proposed Tributes building

The Vinery

Poling BN18 9PY

Application Ref: A/177/19/PL

This document should be read in conjunction with the attached plan ref. 19011-A-PL-008-Rev A.

Condition 4 states:

4. No work shall commence on site until a Construction Management Plan, to include details of numbers and types of construction vehicles, provision to control and manage construction traffic, and measures to prevent dust and debris from being blown or otherwise deposited onto the A27, has been submitted to and approved in writing by the Local Planning Authority (who shall consult with Highways England).

The construction of the development shall be carried out in accordance with the approved Construction Management Plan unless otherwise agreed in writing by the Local Planning Authority (who shall consult with Highways England).

Reason: To ensure that construction of the development does not result in avoidable congestion on the A27 Trunk Road, to ensure that the A27 Trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with Section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety; in accordance with Policy T SP1 and T DM1 of the Arun Local Plan.

Numbers and types of construction vehicles

The construction of the scheme will involve the following construction traffic. The daily maximum vehicle numbers are estimated in each case

Delivery of construction machinery (6 - 8 HGV visits)

Removal of spoil from the site (max 15 -20 HGV visits for maybe 2 weeks)

Groundworks (estimated 10-15 concrete lorries perday for two days)

Delivery of steel frame of building and cladding (maybe 8 - 10 HGV deliveries)

Delivery of other building materials (3-4 deliveries per day with a variety of vehicles)

Daily construction worker traffic. (10 vehicles per day average)

Provision to control and manage construction traffic

All construction traffic will enter the Vinery site via A27 from the east (the only option) and will be directed to the site along the new internal road to the site.

Access for construction will be available at the north-east corner of the site. All loading and unloading will take place on-site.

Measures to prevent dust and debris from being blown or otherwise deposited onto the A27

All loads of loose material will be covered by tarpaulins during transit.

Wheel washing of every vehicle leaving the site will be undertaken.

During site clearance, spraying by water will be undertaken if necessary to minimise dust creation.

Site organisation

Materials will be stored at the centre of the site as shown on the attached plan.

Construction worker facilities will be located at the eastern side of the site.

PRA

May 2021