

Construction Management Plan

Method Statement

Employment Development (ADC ref. BE/73/14/PL)

Land at Oldlands Farm, Shripney Road, Bognor Regis, PO22 9NN

Main development works

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Date: September 2014 Doc PG001

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1. INTRODUCTION

This Construction Management Plan has been prepared on behalf of Bericote Properties Limited to allow for commencement of the main Works for the proposed development which is the subject of the planning application (ADC ref: BE/73/14/PL). This CMP deals with the Construction Management solely in relation to the main Works element of the Development. The relevant plans showing these areas appear as **Appendix 1**.

For the avoidance of doubt, Arun District has requested that the requirements below are complied with:

Prior to the commencement of development Works, a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the period of construction Works. 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 during the construction Works,
- the provision of wheel washing facilities and other works required to mitigate the impact of Construction Works upon the public highway (including the provision of temporary Traffic Regulation Orders),
- measures to control the emission of dust and dirt during construction.
- details of lighting and security during construction.

Full details are provided below.

2. VEHICLE ACCESS AND EGRESS INTO THE LOCAL INFRASTRUCTURE

The site benefits from being ideally located with direct access on and off site at the newly constructed Roundabout on the A29.

It is anticipated that all material to site will access and leave the site from this point.

All deliveries to site will be informed of the location and the best routes to site. We envisage that the A29 will be used primarily in the local area for movements of materials and deliveries to the north and south. On a wider view we would expect that the A27 would be used as the main link to the A29 giving good distribution to the East and west and to link with further main southern infrastructure.

It is worth noting that in the early stages of the earthworks most of the large vehicle movements will be on site with very few deliveries and workforce using the local infrastructure.

2.1 VEHICLE ACCESS TO SITE:

All vehicles en-route to site will enter site via the entrance off the newly constructed spine road and be halted at the gatehouse which is positioned sufficiently inside the site boundary to allow vehicles to enter the site and be off the highway whilst they are advised of the

appropriate delivery area. This area was identified as the best possible place to have construction vehicles wait without causing any or very little obstruction regarding the flow of traffic.

- (i) All drivers will report to the gatehouse, they will then receive a driver's induction for which a signatory sheet will be signed confirming they have received the driver's induction which will explain the Traffic Management Plan to the driver of the vehicle, ensuring that he is aware of the traffic routes priorities and restrictions.
- (ii) The vehicle will then move to the vehicle holding bay and await instruction
- (iii) Contact will then be made with the relevant sub-contractor on site via phone, advising them of the delivery.
- (iv) Only when instructed by the McLaren staff will the vehicle be allowed to enter the site and proceed through the site, where he will be guided through the site area utilising the designated traffic routes, by the Sub-contractor's Banksman.
- (v) Access to the site will be restricted with a drop arm barrier

2.2 VEHICLE EGRESS FROM MAIN SITE/WHEEL WASHING.

Having loaded or unloaded the vehicle, the following procedure will apply:

- (i) The driver will ensure that the load is secure. This would be achieved using ropes, straps, netting or canvas tarpaulins.
- (ii) The driver will ensure that load is not overloaded causing risk of material / earth spillage on the approach road
- (iii) The driver will then again approach the gatehouse on exit who will direct him to the vehicle inspection / holding zone.
- (iv) The vehicles load will then be inspected and either permitted to leave the site or return to the work area to reduce the load if required
- (v) The vehicle wheels will then be inspected at the manned wheel wash point*.
- (vi) All vehicles will be held at the 'drop barrier' and visually inspected for cleanliness prior to leaving site. A wheel washing facility will be located at the barrier to ensure that no site generated material will leave site or 'dirty' the road upon exit. This requirement will be strictly adhered to and communicated to all delivery drivers during the visitor and delivery inductions.

Frequency/types of Vehicles:

- a) During the construction period we will have a varied use of plant and they will follow this form of order. In the early phases of earthworks we would expect 4 30-50ton excavators and 2 D6 blades along with 6-8 'moxy' dumpers. These would be delivered by low loader under a traffic movement order and generally moved through the night. Once on site this plant remains on site and does not create any impact on the road infrastructure. This plant is expected to be on site for 20wks. Moving further into the works there will be 4-6 piling rigs for a period of 5-10wks these will be delivered by low loaders and remain on site having no impact on the local infrastructure. Ground work operations will involve 4-5 5t dumpers potentially 6-10 excavators from 7ton to 20t and a staff delivery in the form of 4 mini buses. These plant remain on plot and have limited impact on infrastructure due to

staff arriving in shared transport. The duration of these works is in the order of 30wks. The steel erector will be two gangs on each building requiring 2 number 50t cranes and 2 10t fork trucks along with 6 cherry pickers. The steel will be delivered to site and unloaded with no impact to the local infrastructure. Expected 30 deliveries of steel. These will be on site for a duration of 12wks. The cladders will have 2 mast fork trucks and 6 scissor lifts, the composite sheets will be delivered by lorry unloaded on site in accordance with the plan above. We would expect 30-60 loads spread over the 14 week period. There will other miscellaneous small van and small truck deliveries but these will create no impact to the surrounding infrastructure. The bulk of the major items are covered above.

- b) During the construction of the main building plot and in regard to the Civil Eng. Stages, Concrete 'wagons' and aggregate delivery vehicles will be utilised. We would expect 30nr deliveries per day depending on peak level and activity.

PARKING

The site compound is set up approximately 70m down the new spine road ensuring that as the security controls access no traffic backs up onto the highway. All visitors and operative will park in the site car park at this location catering for well in excess of anticipated staffing. The staff and visitors car park will be tarmacked to accept 60 spaces and the sub contract car park a further 60 spaces. At no time will any site attendance be allowed to take their vehicles onto the working site platform. This will ensure that all vehicles coming to and from site on a daily basis are kept on tarmac surfaces ensuring no dirt or debris is transferred to and from site.

2.2b Rules:

- (i) All vehicles entering site are to be regularly maintained vehicles.
- (ii) Obey **all** Safety and Traffic signage.
- (iii) Beware of pedestrians and site operatives at all times.
- (iv) No Entry to site permitted unless:
 - a) Driver has reported to McL offices and completed the register.
 - b) Driver is accompanied by the Sub-contractor's Banksman to direct and guide the vehicle through the site, along the designated traffic routes.
- (iv) Beware of other vehicles on site.
- (v) Be considerate and polite to all road users and pedestrians.
- (vi) Sub-Contractors are at all times to ensure that their Banksman accompanies moving vehicles.
- (vii) 5 mph speed limit to all vehicles on site. (10 mph for FCA earthworks crossing)
- (viii) No reversing on site without Banksman

3. PEDESTRIAN AND VEHICLE CONTROLS

The following measures will be put in place in order to protect pedestrians from construction vehicle traffic:-

- (i) Signage and bunting will be erected to keep vehicles separate from pedestrians. The impact on vehicle traffic will be minimal and co-ordinated by McLaren staff and well signposted.

4. VEHICLE LOADING, SECURING LOADS & VEHICLE UNLOADING & STORAGE

4.1 Vehicle loading

Loading of vehicles will be via forklifts, crane, hiabs, loading Lorries, i.e. “muck away” or imported material. All methods will be detailed in Method Statement.

4.2 Securing loads

All vehicles are to be checked prior to leaving the construction area in order to confirm the security of all loads. If and when necessary, loads will be secured using ropes, straps, netting or tarpaulins.

4.3 Vehicle unloading

Methods of unloading will be via forklift, crane, hiab, are to be covered in the Method Statements with a competent person, plant authorisation, vehicle certificate, valid holder of certificate, to be issued to McL prior to any lifting takes place.

4.4 Storage

Materials will be unloaded as described above and in designated storage areas. The materials will be stored to prevent any damage to the materials and stored in a way to ensure that it can be safely moved in the future. Materials will be stored in such a way as to ensure that can be utilised effectively. The materials will be secured to prevent weather from distributing them outside of the storage areas. The storage areas will be clearly signed and designated for each material or contractor requirements.

5. VEHICLE MOVEMENT

A Sub-contractor’s Banksman will, at all times, accompany all construction vehicles moving around the site area. He will guide every vehicle until such time they enter the construction area and assist the vehicles in leaving the site.

6. SIGNAGE

The following signage will be deployed entering the site and within the grounds the signage will be developed further:

- (i) 5 mph speed limit (to main access) and 10 mph to Spine road crossing
- (ii) General safety signage and environmental signage at key locations
- (iii) No reversing without Banksman
- (iv) Caution moving traffic

- (v) No unauthorised plant past this point
- (vi) Restricted area signs
- (vii) Keep clear
- (viii) No parking
- (ix) Priority signage
- (x) Traffic signals and associated signage

7. HOARDING / LIGHTING/SECURITY

The Main Entrance will be secured by bi-parting steel access gates and shrouded to the reveals of the entrance by 2.4m high timber hoarding. The perimeter of the site located away from public areas will be secured with 'Heras' style fencing and safety signage. Fencing will be also erected to the temporary road to and from the FCA and main building plot.

Due to the hours being worked and the timing of the works the crossover point will be fully lit to allow for inspections and controls. All vehicles will use the appropriate safety beacons and have their lights on at ALL times.

During the winter months we will have as required tower mast lighting to light up pedestrian walkways and provide safe access to and from site.

The compound area will be well lit during the evening by the form of down lit halogens mounted on the cabin set up, this will ensure that the main car parking areas and welfare are safely lit at all times.

We will have a gateman to control site security and access throughout the working day. Out of hours we will have a security officer present to patrol and make the site less appealing to opportunist criminals. We will start with 1 guard and get a feel for the level of security required to maintain a secure site out of hours.

8. NOISE AND DUST

Control of Dust;

Depending on the prevailing weather conditions we would propose to keep dust arising to a minimum by:

- Damping down using water bowsters to prevent the creation of airborne dust
- Displaying speed limit signage to prevent plant and vehicles from disturbing dry ground
- 'Capping' unsealed areas where possible in a timely manner and the creation of suitable access roads that can be kept clean by our onsite control measures
- Communicating the above during visitor and sub-contractor inductions.

NOISE.

Control of Noise;

Noise will be monitored and recorded at the boundary weekly to ensure that we are not causing any nuisance to our neighbours.

When plant is not in use engines will not be left running.

Efforts will be made to procure plant that has suitably rated acoustic values to further lessen the noise impact on our surrounds. In any case where this is not practical or achievable localised barriers/Baffles may be used around the plant.

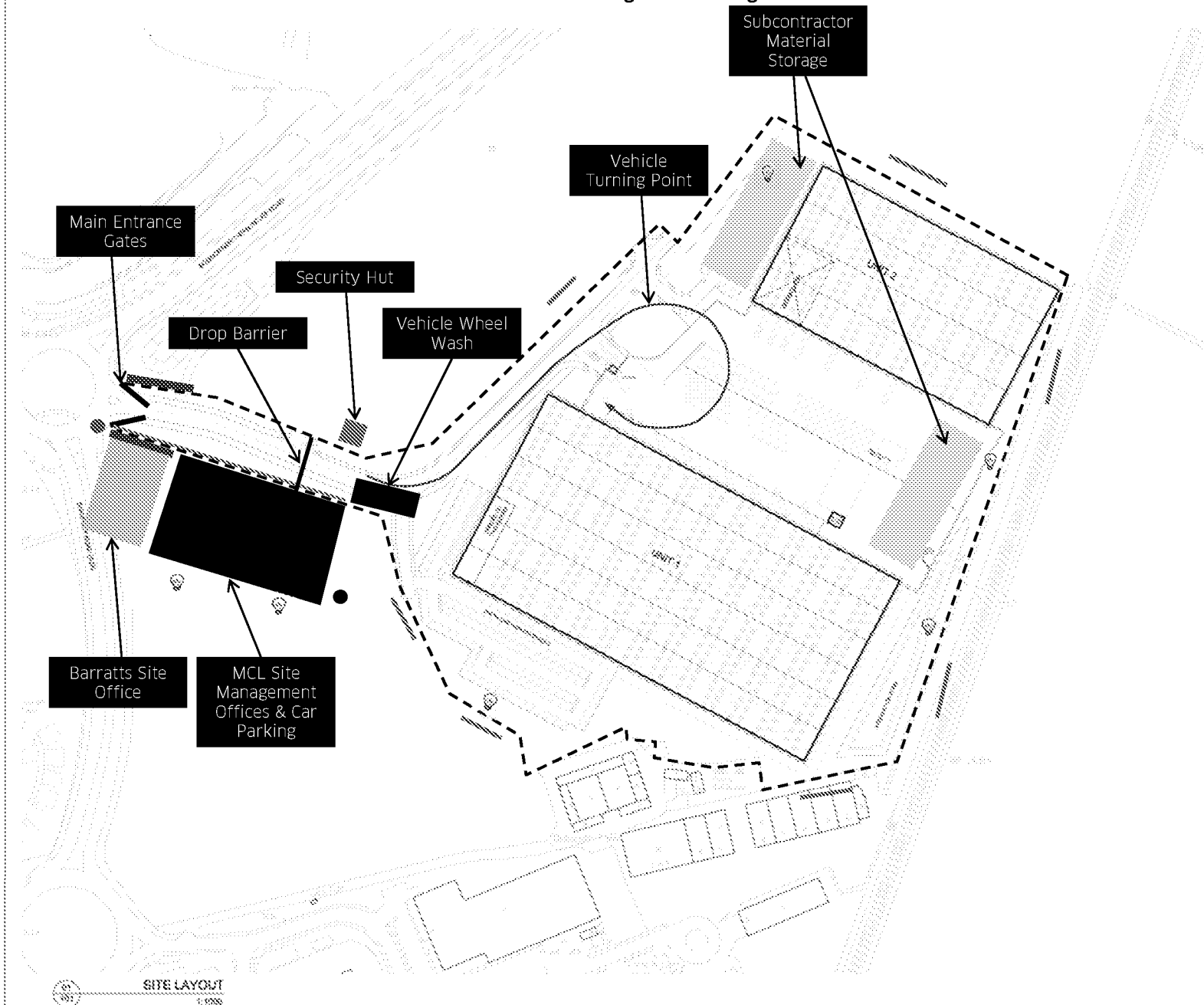
All attendance on site will have passed through the induction process and will have been made aware of the above and our environmental awareness aspirations.

9. DISTRIBUTION

This Method Statement will be issued to the following:

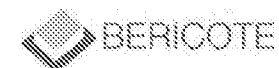
- (i) All contractors – Initial Package @ Pre Start Health & Safety Workshop
- (ii) All suppliers

Main Site Access & Logistical Management



KEY:

- Perimeter Lighting Where Required
- Main Safety Signage
- Muster Point
- Pedestrian Footpath
- Heras Fencing & Safety Signage
- Timber Hoarding To Entrance
- Perimeter Safety Signage



PROJECT TITLE:
Warehouse Facility, Oldlands Farm

DRAWING TITLE:
Main Site Access & Logistical Management

CLIENT:
Bericote Properties Ltd

SCALE:
NTS

DATE:
August 2014

DRG No:
T1073/005 - Plan 1 of 2

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Main Site Access & Logistical Management

KEY:

-  Main Safety Signage
-  Timber Hoarding To Entrance
-  Heras Fencing
-  Muster Point



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DRAWING TITLE:
Main Site Access & Logistical Management

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SCALE:
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DRG No:
T1073/005 - Plan 2 of 2

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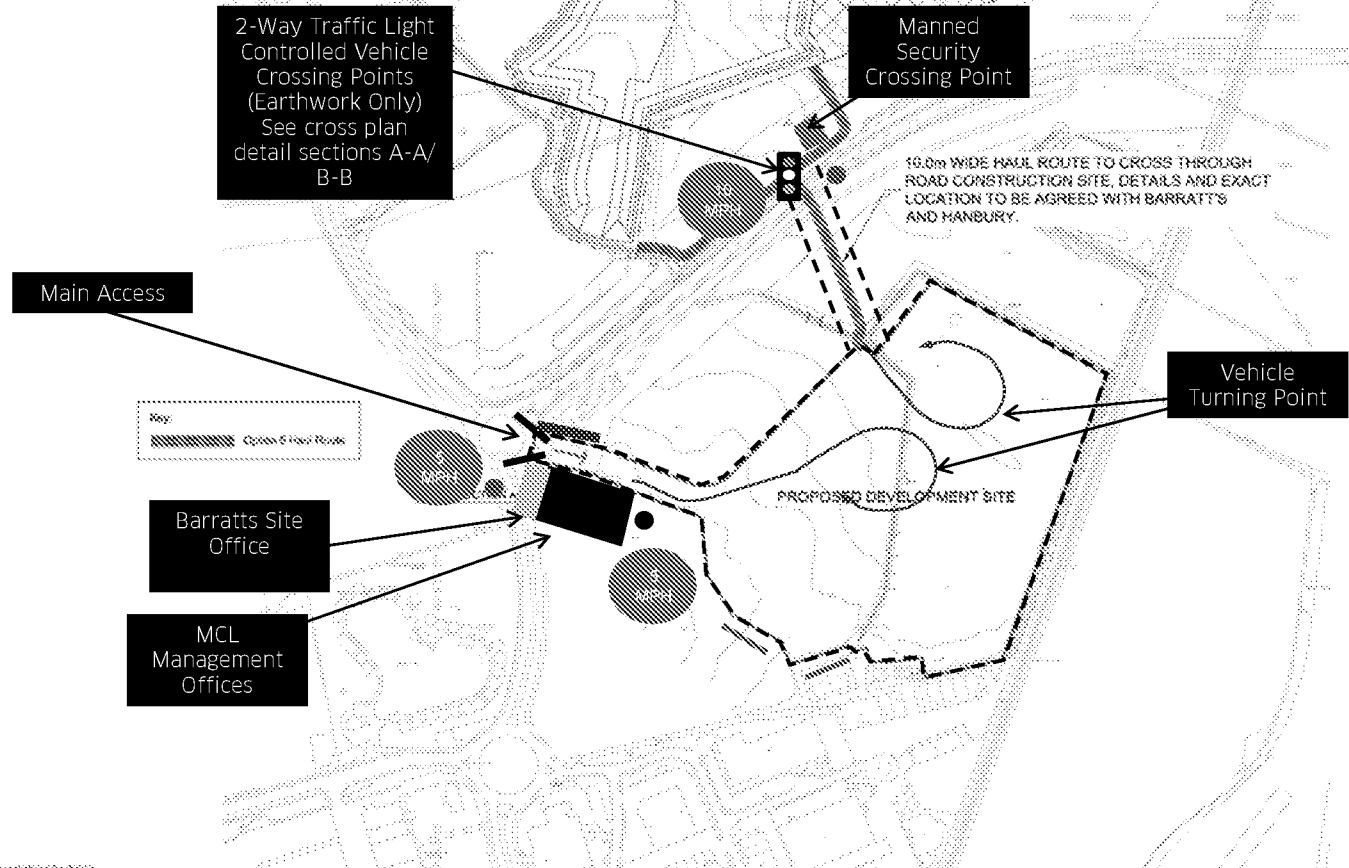
McLaren Construction Ltd
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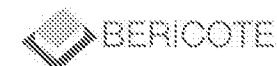
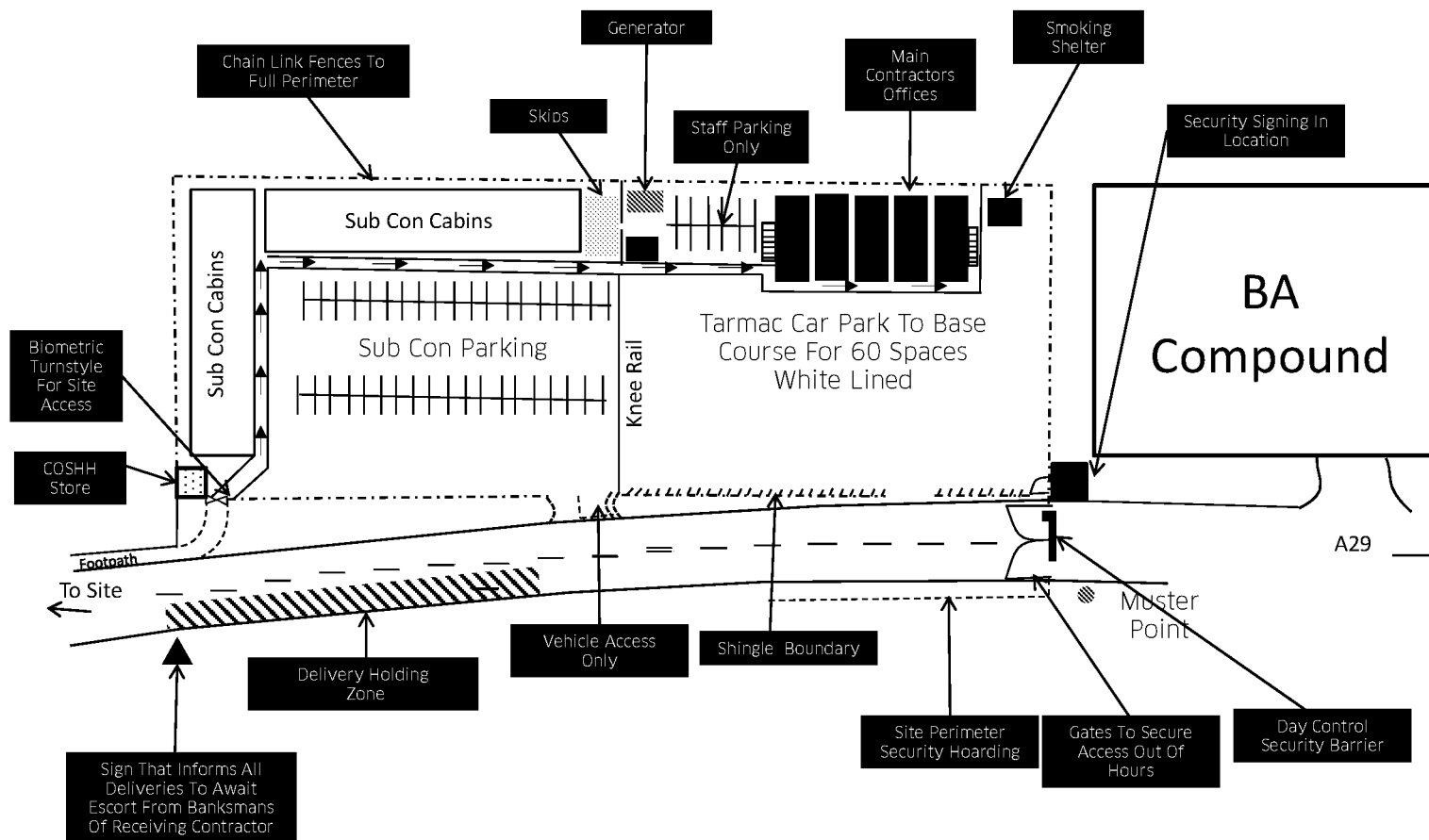
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NO SCALE



KEY:

PROJECT TITLE:
Warehouse Facility, Oldlands Farm

DRAWING TITLE:
Welfare & Access Plan

CLIENT:
Bericote Properties Ltd

SCALE:
NTS

DATE:
September 2014

DRG No:
T1073/010



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