



Construction Management Plan

For

New Mixed-use Development (ADC ref. BE/61/13)

Steyning Way, Bognor Regis, West Sussex, PO22 9NN

ACCESS, ROAD & ASSOCIATED FCA

Prepared By: Ian Curtin

Date: August 2014 Doc: Ref 001



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1. INTRODUCTION

This Construction Management Plan has been prepared on behalf of Hanbury Properties Limited pursuant to the partial discharge of conditions 4 and 16 of planning permission BE/61/13, dated 19 March 2014. The details relate to the 'full' element of the hybrid application and specifically this CMP deals with the access, road and associated flood compensation area. The relevant plans showing these areas appear as **Appendix 1**.

For the avoidance of doubt, the conditions state:

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 in consultation with West Sussex County Council Highways. 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.

Full details are provided below.

2. VEHICLE ACCESS AND EGRESS

2.1 VEHICLE ACCESS:

All vehicles en-route to site will enter site via the entrance off the newly constructed spine road (roundabout) and be halted at the gatehouse within the static area 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. Cars will be directed to the appropriate parking area for staff / visitors and contractors. The procedure thereafter is to be as follows:

Note: Any / all deliveries will be coordinated with 'Barratts' as the adjoining contractor to ensure access to both parties in the area will be coordinated.

- (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 (cars will be directed to the visitor / contractor / staff car park)
- (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 McL 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:

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 then again approach the gatehouse on exit who will direct him to the vehicle inspection / holding zone.
- (iii) *The vehicle wheels will then be inspected at the manned wheel wash point or static wheel wash point and the vehicle will be cleaned sufficiently of any debris / arising's / mud prior to leaving site and only with the permission of the wheel wash controller / gateman
- (iv) Egress from the site will be restricted with a drop arm barrier

2.3 Rules:

- (i) All vehicles entering site are to be regularly maintained vehicles.
- (ii) Priority always to be given to non MCL traffic using the spine road
- (iii) Obey **all** Safety and Traffic signage.
- (iv) 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.
- (v) Beware of other vehicles on site.
- (vi) Be considerate and polite to all road users and pedestrians.
- (vii) Sub-Contractors are at all times to ensure that their Banksman accompanies moving vehicles.
- (viii) 5 mph speed limit to all vehicles on site (10 mph at Spine Road Crossing point)
- (ix) 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 and or Physical barriers will be erected to keep vehicles separate from pedestrians. The impact on vehicle traffic will be minimal and co-ordinated by McL staff and well signposted.

4. VEHICLE LOADING, SECURING LOADS & VEHICLE UNLOADING

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.

Storage of materials will be within designated areas initially identified within the appended site plan. These areas and availability will be subject to programme and progression of the work. There will be consideration of security, protection, access and distribution when managing this process.

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.

Frequency/types of Vehicles;

- a) We would expect 25-30 nr visitors and site management using cars to attend site each day using access from the roundabout adjacent to site.
- b) We would expect 12-20 nr small - medium sized lorries attending site on each day during the early stages of the project. This will increase by 30% during peak construction progress.
- c) Large and long sided vehicles (low loaders/ Flat bed and concrete lorries) are expected to attend site for bulk material delivery from the early stages of the project. We would expect 25 – 35nr deliveries during the early / civil stage of the programme and increase by 30% during peak activity.

***Note: Wheel washing and road cleanliness;**

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.

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 (10 mph to spine road / FCA crossing)
- (ii) No reversing without Banksman
- (iii) Caution moving traffic
- (iv) No unauthorised plant past this point
- (v) Restricted area signs
- (vi) Keep clear
- (vii) No parking
- (viii) Priority signage

7. HOARDING/FENCING AND LIGHTING

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.

Due to the hours being worked and the timing of the works, the compound will be lit in addition the access road and surrounding area with additional flood lighting allowing safe egress and access to the site and road.

8. DISTRIBUTION

This Method Statement will be issued to the following:

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

9. PUBLIC ENGAGEMENT

Prior to the main construction work(s) commencing as a main contractor and in coordination with the client/Developer we would expect to contact the following to communicate the outline project details;

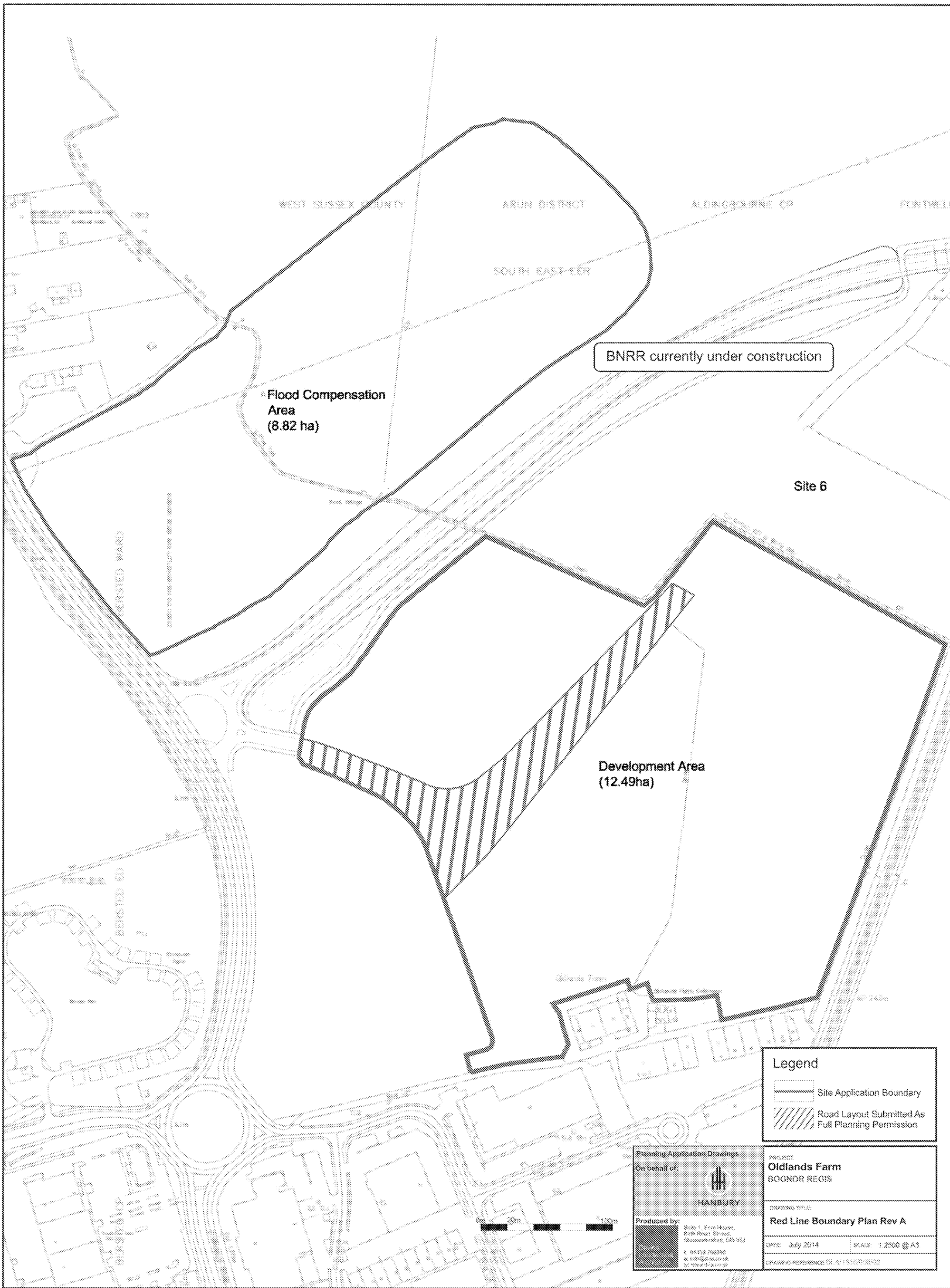
- a) Fire Brigade.
- b) Ambulance.
- c) Local Hospital (A & E Dept.)
- d) Police.
- e) Local Neighbours.
- f) Adjoining properties.
- g) Local (within 500 yards) businesses.

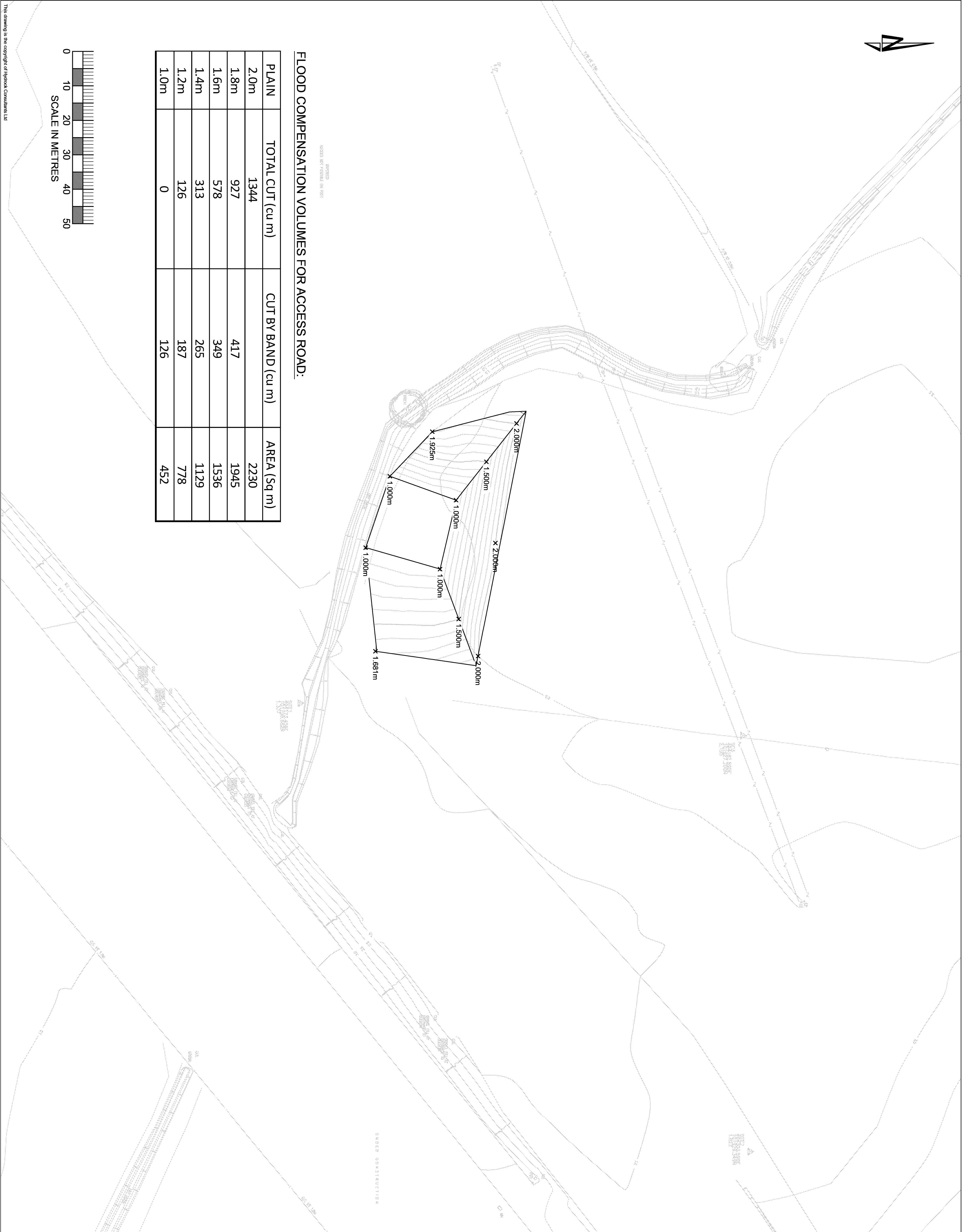
During the construction phase it would be our preference as is usual to produce / arrange:

- a) Monthly news 'letters' updating any interested parties as to progress and current / forecast activities.

- b) Arrange monthly (or as required) meetings with any interested local businesses and / or neighbours to the site.
- c) Notice boards (as above) to be displayed to the site entrance.

ENDS



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The figure is a technical drawing titled "FLOOD COMPENSATION VOLUMES FOR ACCESS ROAD:". It features a topographic map background with contour lines representing elevation. A proposed road alignment is shown as a dashed line. A detailed cross-section diagram of the road cut is overlaid on the map, showing various dimensions and areas. The cross-section diagram includes labels such as "X 2.000m", "X 1.925m", "X 1.000m", "X 1.500m", "X 2.006m", "X 1.000m", "X 1.000m", "X 1.500m", "X 2.000m", and "X 1.681m". A table titled "FLOOD COMPENSATION VOLUMES FOR ACCESS ROAD:" provides numerical data for different road widths. The table has three columns: "PLAIN", "TOTAL CUT (cu m)", and "AREA (Sq m)". The rows correspond to road widths of 2.0m, 1.8m, 1.6m, 1.4m, 1.2m, and 1.0m. A scale bar at the bottom left indicates distances from 0 to 50 metres.

PLAIN	TOTAL CUT (cu m)	AREA (Sq m)
2.0m	1344	2230
1.8m	927	1945
1.6m	578	1536
1.4m	313	1129
1.2m	126	778
1.0m	0	452

FLOOD COMPENSATION VOLUMES FOR ACCESS ROAD:

SCALE IN METRES

0 10 20 30 40 50

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OLDLANDS FARM BOGNOR REGIS			
Drawing Title:			
FLOOD COMPENSATION VOLUMES FOR ACCESS ROAD			
Drawing Status:			
PRELIMINARY			
Drawing Ref No:			
C14443			
Drawn	Checked	Drawn	Issue Date
PMA	SEB	1:500	07.08.2014
301			Issue Date 07.08.14
P2			Issue Date

[illegible]

NOTES: - All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer immediately. Dimensions shown on drawings are to be taken from this drawing. - This drawing is to be used in conjunction with all relevant Engineers' and Services Engineers' drawings and specifications.					
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
IN ADDITION TO THE EXHAUSTIVE MANUAL & ASSOCIATED WITH THE TYPES OF WORK DETAILD ON THIS DRAWING, NOTE THE FOLLOWING: CONSTRUCTION PROPOSED PILING IS TO BE INSTALLED EXISTING OVERHEAD LINES OF AIRCRAFT CONDUCTORS SHALL BE PROTECTED BY A PROTECTIVE SYSTEM AS APPROPRIATE. SEE REFERENCE TO ELECTRICAL LINES AND NOT STORES BY PLANT TO ALL APPROVED METHOD STATEMENT.					
MAINTENANCE / CLEANING					
DECOMMISSIONING / DEMOLITION					
NOTES - SURVEY INFORMATION BASED ON MALCOLM HUDGIES LAND SURVEYS DRAWINGS 18/07-1 - VALUES SHOWN ARE PROPOSED LEVELS AND					
HYDROCK					
 Hydrock Ltd. 100% WATER TIGHT www.hydrock.com					
HANBURY PROPERTIES LTD.					
OLDLANDS FARM BOGNOR REGIS					
FLOOD COMPENSATION VOLUMES FOR ACCESS ROAD					
PRELIMINARY					
C14443					
P2					

NOTES: - All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer immediately. Dimensions shown on drawings are to be taken from this drawing. - This drawing is to be read in conjunction with all relevant Engineers' and Services Engineers' drawings and specifications.					
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
IN ADDITION TO THE EXHIBITIONS MANUAL & ASSOCIATED WITH THE TYPES OF WORK DETAILD ON THIS DRAWING, NOTE THE FOLLOWING: CONSTRUCTION PROPOSED PILING IS TO BE IN SITU CONCRETE CASTING OVERHEAD LINES TO BE REMOVED FROM THE AREA BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF PILING. ALL PROPOSED WORKING AREAS TO BE REPAIRED TO EXISTING STANDARDS AFTER EACH STAGE HAS BEEN COMPLETED TO AN APPROVED FINISH STANDARD.					
DECOMMISSIONING / DEMOLITION					
IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENTLY TRAINED PERSONNEL WHO ARE APPROPRIATE TO THE WORKS TO BE UNDERTAKEN.					
VALUES - SURVEY INFORMATION BASED ON MALCOLM HUGHES LAND SURVEYS DRAWINGS 18/07/14 - VALUES SHOWN ARE PROPOSED LEVELS AND					
REVISIONS					
Rev	Date	Description	By	Cad	PMA/SEB
P2	12-09-2014	TITLE BLOCK AMENDED			
P2					
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OLDLANDS FARM BOGNOR REGIS					
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