

dandara new homes

Construction Management Plan

Fontwell

Fontwell Avenue, Fontwell, Arundel

Rev: A

Date: 01st December 2020



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Appendix A Construction Access Map

Appendix B Construction Traffic Management Plan

1 Introduction

1.1 Background

This Construction Management Plan (CMP) and appended Construction Traffic Management Plan was produced specifically for Dandara's proposed 400 residential unit development located off Fontwell Avenue, Fontwell.

The nature of construction and its associated activities, has the potential to cause an impact on the local area and its existing residents if improperly managed, coordinated and mitigated. Therefore, the purpose of this CMP is to ensure that the impact of the development's construction work on local residents and the nearby highway network is kept to an absolute minimum.

1.2 Objectives

The primary objective of this CMP is to comprehensively demonstrate how impacts of the construction traffic upon Fontwell Avenue and the local highway network will be successfully managed, coordinated and mitigated to provide safe, suitable and convenient access for all users, while also protecting nearby residents' living conditions.

The secondary objective of this CMP is to submit to the Local Planning Authority, Arun District Council, to satisfy and discharge planning Condition 19 of Outline Application Ref: WA/22/15/OUT.

1.3 Scope

It is intended that the agreed CMP will cover the following areas as a minimum:

- a) The anticipated number, frequency and types of vehicles used during construction (Section 4.2 and 4.6)
- b) The parking of vehicles of site operatives and visitors (Section 5.3)
- c) Loading and unloading of plant, materials and waste (Section 4.4)
- d) Storage of plant and materials used in constructing the development (Section 4.4)
- e) The erection and maintenance of site hoarding (Section 2.4)
- f) The provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (Section 4.7)
- g) Details of public engagement both prior to and during construction works (Section 5.7)

This CMP has gone beyond the above stated scope to comprehensively address common items usually associated with residential development and construction projects. This also includes items as detailed in the Construction Non-Motorised User (NMU) Audit Technical Note as submitted under Discharge of Condition 26 of the Outline conditions as follows:

- h) Provision of appropriate signage to warn pedestrians of potential vehicle movements (Section 3.1)
- i) Provision of adequate space within the development to allow vehicles to enter and exit in a forward gear to avoid the need for reversing on the highway (Section 4.5)
- j) Control of vehicle routing to be to and from the west only to avoid any conflicts through the centre of the existing village or the bridleway north on London Road (Section 3.1)
- k) Control timing of deliveries to avoid conflict with school bus services at the adjacent bus stop when patronage will be highest (Section 3.3)
- l) Provision of sufficient on-site parking for contractors to reduce potential for additional on street parking in surrounding roads affecting pedestrian routes (Section 5.3)

2 Proposed Works

2.1 Site Background

Fontwell is a greenfield site with no previous uses other than historical agriculture and a small store to the north of the site.

The site is bordered to the north by several groups of residential cul-de-sacs accessed off Arundel Road.

The east of the site is bordered by agricultural buildings accessed from Wandleys Lane.

The South of the site is bordered by residential properties including Claremont Lodge Care Home.

To the West of the site, is Fontwell Avenue and Fontwell Racecourse.

2.2 Construction Programme

The total construction duration is anticipated to be in the region of 52 months, with aims for starting the house build phase in January 2021 and completion in May 2025.

The construction programme is influenced by several constraints, including the available working space and resources. As such, the development will be completed in approximately 4 Phases to permit the most efficient means of working.

All works will be completed within the site boundary.

The number of plots currently scheduled within each Phase (as per Phasing Plan submitted in association with Condition 5 of the Outline application) are as follows:

- Phase 1 – 146 Plots
- Phase 2 – 166 Plots
- Phase 3 – 71 Plots
- Phase 4 – 17 Plots

2.3 Enabling Works

The proposed site levels have been designed using a “cut and fill” approach, to optimise the re-use of excavated materials locally at the site and significantly reducing construction traffic movements in/out of the site during this stage.

All of the main estate roads, in each phase, including roadside unallocated vehicular spaces, and adjacent footways will be first constructed prior to Plot construction up to base level, with a temporary wearing course used for construction traffic.

2.4 Hoarding and Fencing

Security hoarding or fencing is to be erected along all necessary boundaries. Refer to the Construction Traffic Management Plan in Appendix B for full details on their location. Safe access for vehicles and a separate pedestrian's access is to be provided, where possible, at the site entrance.

Fencing will also be erected where necessary, in accordance with any tree protection measures, to protect any trees and areas of vegetation to be retained during construction.

Weekly maintenance checks will be undertaken to establish any damage and general condition of the hoarding/fencing.

2.5 Construction of Substructures and Superstructures

A typical construction programme for each unit is shown in Table 1, illustrating the activities undertaken and the corresponding durations.

Table 1 – Construction programme for a typical unit

Activity	Duration (Weeks)
Foundation, Drainage and Oversite	4
Brickwork and Joist	7
Roof Carcass	2
Glazing and First Fix	2
Plastering / Drylining	2
Second Fix	2
Tiling and Decorating	2
Finishes and Externals	2
Quality Control Final Inspection, CML and Handover	4
Total Duration:	27

3 Vehicle Access and Restrictions

3.1 Site Access

As detailed in the Construction Non-Motorised User (NMU) Audit Technical Note as submitted under Discharge of Condition 26 of the Outline conditions, the initial construction access into the site will be from Arundel Road, utilising an existing vehicular access point. This will provide a temporary haul road into the site that will allow for the main site access on to the A29 Fontwell Avenue to be constructed partially off-line and on the development site, minimising the impact on users of the A29.

Once the access onto the A29 Fontwell Avenue has been completed the use of the temporary construction access onto Arundel Road will cease. Construction Traffic for subsequent development phases will therefore utilise the main site access onto the A29 Fontwell Avenue.

This temporary haul road into the site will be used by site operative's vehicles (transit vans/cars), visitor's vehicles (Building Control Inspectors, Dandara Office staff, etc. and typically cars), and HGVs transporting plant and materials.

The existing vehicular access point has previously accommodated large vehicles and any pedestrians are likely to be aware of the potential for vehicle movements in the area. However as recommended by the NMU, a provision for appropriate signage will be made to warn pedestrians of potential vehicle movements in the area around the access. A sign directing construction traffic to turn left when exiting the site at this access will also be implemented.

Upon completion of the Section 278 works on Fontwell Avenue (See Figure 2 for approximate location) the existing access will be used only as an emergency and fire tender access point only and all construction traffic shall use the proposed site access instead.

Figure 1 – Photograph of the existing access off Arundel Road



Figure 2 – Photograph of the future access road to be constructed along with all site infrastructure



3.2 Proposed Estate Roads

Any temporary onsite haul roads will form the geometry of the proposed estate roads that have been designed to accommodate the tracking of a fire tender and refuse vehicle.

Table 2 – Comparison between Fire Tender, Refuse Vehicle and Large Tipper

Specification (units)	Fire Tender	Refuse Vehicle	Large Tipper
Overall Length (m)	8.680	12.000	10.201
Overall Width (m)	2.180	2.550	2.500
Overall Body Height (m)	3.452	3.751	2.893
Min. Body Ground Clearance (m)	0.337	0.304	0.343
Track Width (m)	2.121	2.500	2.500
Lock to Lock Time (seconds)	6.00	4.00	6.00
Kerb to Kerb Turning Radius (m)	7.910	8.050	11.550

3.3 Site Restrictions

Due to the limited site compound area, deliveries should be made 'just in time', with strictly no construction traffic queuing on Fontwell Avenue or Arundel Road and its vicinity.

In order to control the timing of deliveries to avoid conflict with school bus services at the adjacent bus stop when patronage will be high, suppliers will be advised that there will be no deliveries made to the site during the hours of:

- 8:00am – 9:00am
- 2:45pm – 3:45pm

Construction traffic must not use Ford Road in Arundel as their route when accessing or leaving the site.

4.1 Site Location

This map illustrates the Lake Superior region, highlighting the coastline and surrounding areas. Key locations marked include Duluth, Sault Ste. Marie, Marquette, Grand Marais, and various smaller towns and villages. The St. Marys River is shown flowing into Lake Superior. The map also depicts the Lake Superior National Forest and other natural features. Major transportation routes, including highways and railroads, are indicated by lines across the landscape. The map is oriented with North at the top.

Figure 3 – Indicative Site Location within the wider Highway Network

Heavy Goods Vehicles (HGV's), including that typically used for construction related traffic, are permitted to use any classification of road for access and deliveries, hence it is difficult to restrict their movements. The situation is made increasingly more difficult due to HGV's being operated by other companies, suppliers and organisations out of our direct control; who may not fully understand or appreciate the potential consequences and impacts of their HGV movements. However, this CMP and supporting appendices will be issued to appropriate third parties who will be directly involved in the development, on how best to manage their HGV movements, to ensure minimal impact on the surrounding highway network.

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4.3 Construction Access Route

The main route into Fontwell is via the A27. Research has been undertaken to assess the most suitable routes for construction traffic utilising these road networks towards Fontwell.

Figures 3, 4 and 5 show routes from various strategic locations that were checked by inputting vehicle dimensions from Table 1 into an online freight journey planner, which contains information on the locations of any height, weight and width restrictions along the proposed route.

Therefore, a strategy for the means of access for construction traffic has been determined by assessing the local road conditions, in addition with the site vehicular access and associated restrictions. As a result, Appendix A shows the recommended route for construction traffic local to the site, to minimise the impacts associated with the construction of the Fontwell development on the local highway network.

A copy of the pre-determined recommended routes in the form of the 'Construction Access Map' (Appendix A) will be distributed to our suppliers and sub-contractors who will be involved with the site.

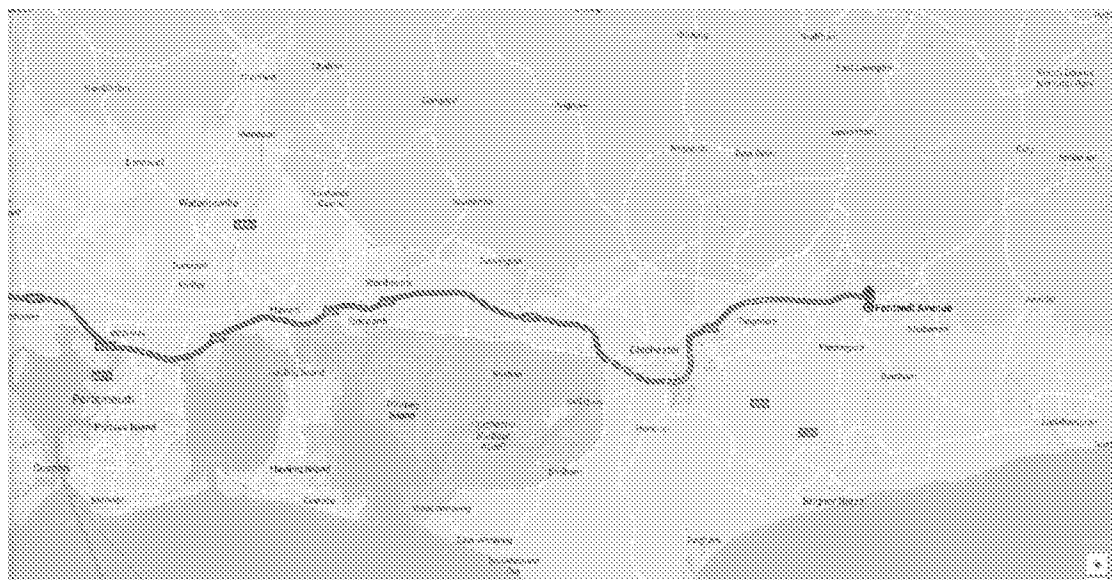


Figure 3 – Construction Access to Fontwell Avenue from Chichester, Portsmouth and Southampton

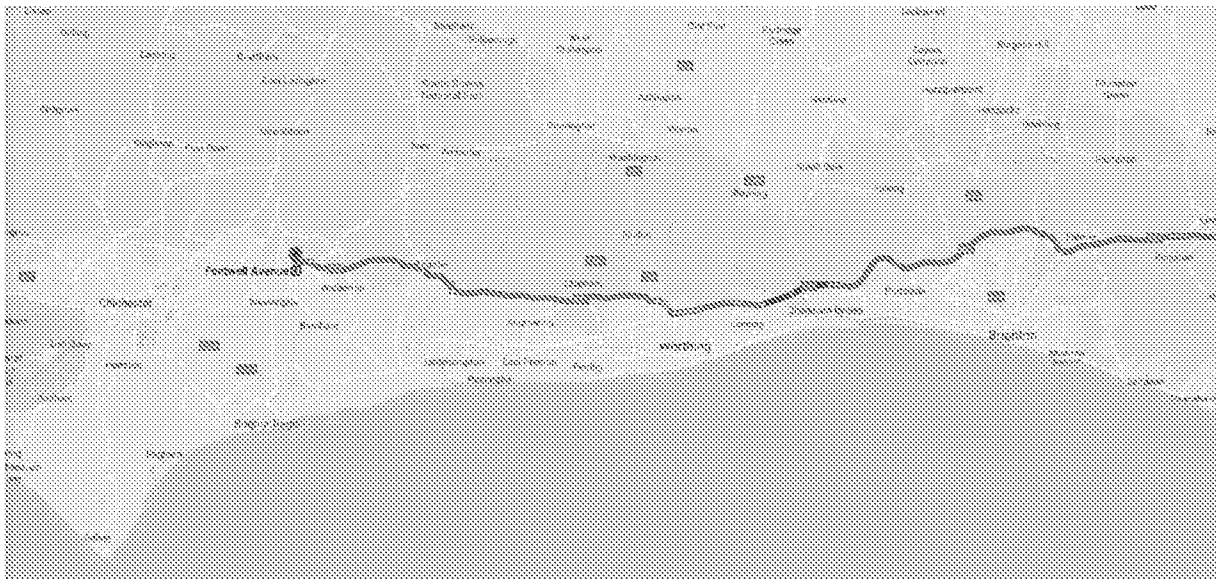


Figure 4 – Construction Access to Fontwell Avenue from Worthing, Brighton and Eastbourne



Figure 5 – Construction Access to Fontwell Avenue from Guildford and London

4.4 Loading, Unloading and Storage of Plant, Materials and Waste

To facilitate the efficient and safe loading and unloading of plant and materials, in addition to 12 No. 20'x8' secure stores within the main compound, a loading and secure storage area will be temporarily provided in the area of Plots 293, 294, 302 and 303 as indicated on the 'Construction Traffic Management Plan' in Appendix B.

Materials for use in the works will be stockpiled in the site compound, temporary storage area or adjacent to the immediate work area. Material storage areas shall be suitably demarcated, and segregation shall be maintained at all stages to ensure minimal contamination and/or waste.

4.5 Turning Facilities

There is to be no reversing into the site or onto Fontwell Avenue or Arundel Road.

All vehicular turning is to be restricted on site, with the Principal Contractor providing such facility as part of their proposed Traffic Management Plan. Utilising the HGV traffic route shown in Appendix B, construction traffic should be able to enter the site via the access shown and exit the site, without requiring a turning facility, due to the enabling road works forming a loop for the site. This will ensure all construction traffic can enter and exit the site in a forward gear as recommended by the NMU Audit Technical Note submitted under Condition 26.

4.6 Onsite Holding Areas

It is anticipated that through organised project planning by the Site Manager, deliveries can be scheduled to stagger throughout the day, particularly avoiding peak hours, as well as avoiding multiple deliveries on site at the same time.

An estimation of the primary delivery frequencies, when required, is shown in Table 3. The frequencies in Table 3 are only indicative and are not to be looked at as an absolute total or minimum and are subject to change according to the stage of build.

Where it is unavoidable and multiple deliveries occur and/or are attempting to leave the site simultaneously, construction vehicles will be conducted to a lay-by within the site as a temporary holding area if deemed necessary by the Site Manager or Gateman.

Two of the unallocated triple parking bays and Two unallocated double parking bays located near Flat Block A and Plots 31-38 will be used during the construction period as the primary onsite holding areas as per the Construction Traffic Management Plan drawing.

Table 3 – Schedule of Estimated Primary Deliveries

Materials	Stages Required	Estimated Frequency
Large Plant and Equipment	E and Completion	2 per day
Aggregates	E, SS	6 per day
General Contractors Materials	E, SS, L	6 per day
Fuel Deliveries	SS	1 per week
General Deliveries	E, SS, L	4 per day

E = Enabling Works; SS = Substructures and Superstructures; L = Landscaping

4.7 Wheel Washing Facilities

Due to the nature of the cohesive materials on site, it is likely that tyres will gather material from the site before surfaced roads have been constructed. The presence of mud can constitute a public nuisance and loss, or injury, can result in a claim for negligence. Due to the occurrence of materials collecting on tyres being unavoidable at certain stages of the works, active measures will be taken to prevent dirt, mud and debris from being deposited on the road.

As a first defence, vehicles shall first be limited to trafficking on hard surfaces on the site, where possible, to minimise initial collation of materials on tyres. Vehicles will also abide by the site speeds of no more than 10mph, or that stated otherwise on site, primarily for safety purposes, but also to help retain any dirt and debris on the vehicle.

For all vehicles leaving the site, through either the temporary access at Arundel road and later the permanent access at Fontwell Avenue, wheel wash facilities will be used in the form and specification of a manned hand-held jet wash, with road sweepers on full time where necessary whilst importing any fill material. No vehicles leaving the site will have mud on its tyres. All vehicles leaving the site will be inspected and confirmed to be sufficiently clean to prevent the migration of dirt and debris onto Fontwell Avenue and the nearby public highway. This will be monitored daily by the Principal Contractor's Site Manager to ensure public highways and site roads are kept clean.

4.8 Air Quality and Dust Suppression

Dust is particularly problematic for unpaved granular roads; however temporary haul roads are to be capped with a tarmac surfacing to prevent fines from the sub-base material from being airborne from vehicle movements and tyre 'plucking'.

The likelihood of dust is ultimately determined by the local geological strata, which is more likely in loose particulate strata like sandstones and chalks. The predominant soil type is clay which is a cohesive material and should not give rise to fugitive dust in the interim, prior to the tarmac surfacing.

If unforeseen fugitive dust occurs, then the generated dust will generally be mitigated in accordance with BRE Report 456 – 'Control of dust from construction and demolition activities'. This includes damping down of fill material embankments and/or haul roads using towed spray bowzers.

5 Construction Organisation

5.1 Site Compound

The groundworker will be Principal Contractor during the enabling works and prior to Dandara having an onsite presence. The groundworker will have a satellite compound, which will allow its location to be moved in accordance with the necessary phasing of construction. The satellite compound will still comprise of the necessary temporary cabins, welfare, and material storage.

Once Dandara become Principal Contractor at the start of the house building phase, a construction site compound will be set up as indicated on the 'Construction Traffic Management Plan' in Appendix B. The site compound will have segregated areas for pedestrians and vehicles, allocated parking spaces, offices for staff, canteen, drying area, toilets and material storage.

5.2 Welfare Facilities

In accordance with the Construction Design and Management Regulations 2015, welfare facilities on site will include:

- Suitable and sufficient sanitary convenience
- Suitable and sufficient washing facilities, including showers
- Adequate supply of wholesome drinking water
- Suitable and sufficient changing rooms and lockers
- Suitable and sufficient rest rooms

5.3 Parking for Site Operatives and Visitors

Specific parking areas as indicated on the 'Construction Traffic Management Plan' in Appendix B, will be located adjacent to the compound with overflow available at strategic locations around the site to suit the current area of works or to avoid conflict with occupations.

Additional temporary parking at peak periods of construction will be provided when necessary, utilising some of the constructed unallocated vehicular spaces spread across the site that will be formed up to base level. Parking areas will be clearly signed and monitored by the Site Manager.

A total of 59 parking spaces are available at the main compound (1 Site Manager, 1 Forklift Driver, 1 Building Control or Dandara Office Staff Visitor, and 56 Site Operative) and if needed there is further parking available in proposed parking areas pre-occupation. The total of 59 potential spaces is deemed suitable and sufficient parking to accommodate the anticipated staff of approximately 50 (assuming the typical car share for the trades contractors).

All personnel transportation vehicles will be required to park within the designated areas and strictly no parking will be permitted on Fontwell Avenue.

Only construction plant will be permitted overnight parking onsite.

It is encouraged that site operative's car share with colleagues where appropriate or make use of public transport. Bus route maps and guides are available at the following link: <https://www.compass-travel.co.uk/download/west-sussex-bus-services/085.pdf>

5.4 Hours of Working

In general, site working hours are envisaged as being within the following:

- Monday to Friday: 7:30am to 5:30pm
- Saturday: 8:00am to 1:00pm
- Sundays or Bank Holidays: No construction activity will take place

5.5 Noise

All works will be undertaken in accordance with the Control of Noise at Work Regulations 2005, including the associated Lower Exposure Action Value of 80dB, Upper Exposure Action Value of 85dB and Exposure Limit Value of 87dB.

As approved for guidance by The Control of Noise (Code of Practice for Construction and Open Sites) (England) Order 2015 statutory instrument, the British Standard BS5228 Code of practice for noise and vibration control on construction and open sites – Part 1: Noise, will be used to guide basic methods of noise control relating to construction.

Where the operative and/or Site Manager believes a significant disturbance may be caused, the Site Manager will contact the nearby property owner/resident to inform them of the intended works and their duration, and if required what measures are being employed to mitigate.

5.6 Site Contacts

The ground worker who has been appointed to undertake the groundworks element of the scheme and who is initially the Principal Contractor for the main works is:

TBC – Contractor not yet appointed but information will be provided to the Local Authority as soon as this information becomes available.

- Foreman
- Contract Manager

Once the development has reached the oversite stage (approximately 16 weeks), the groundworker will step down as Principal Contractor and will then be the responsibility and duty of Dandara.

Dandara Southern Limited, Roman House South Hampshire Industrial Park,
Eddystone Rd, Totton, Southampton SO40 3SA

- Site Manager
- Construction Manager

Dandara's Site Manager will be located on site and responsible for the day-to-day operations of the development. If Dandara's Site Manager is unavailable, then the Construction Manager should be contacted as the secondary point of contact for any enquiries regarding the construction of the development.

5.7 Communication Strategy and Public Engagement

Communication to the local residents and commerce about the works will be through a letter drop before commencing the works. A site information notice board will also be displayed the site access to communicate key information to the public.

The site will be continually monitored to ensure compliance with the CMP requirements and company procedures. Any non-conformances will be highlighted at monthly team meetings and a remedial strategy implemented as soon as is reasonably practicable.

5.8 Responsibilities of the Principal Contractor

It will be the responsibility of the Principal Contractor's Site Manager for ensuring that the construction activities relating to the proposed development are undertaken in strict accordance with this CMP.

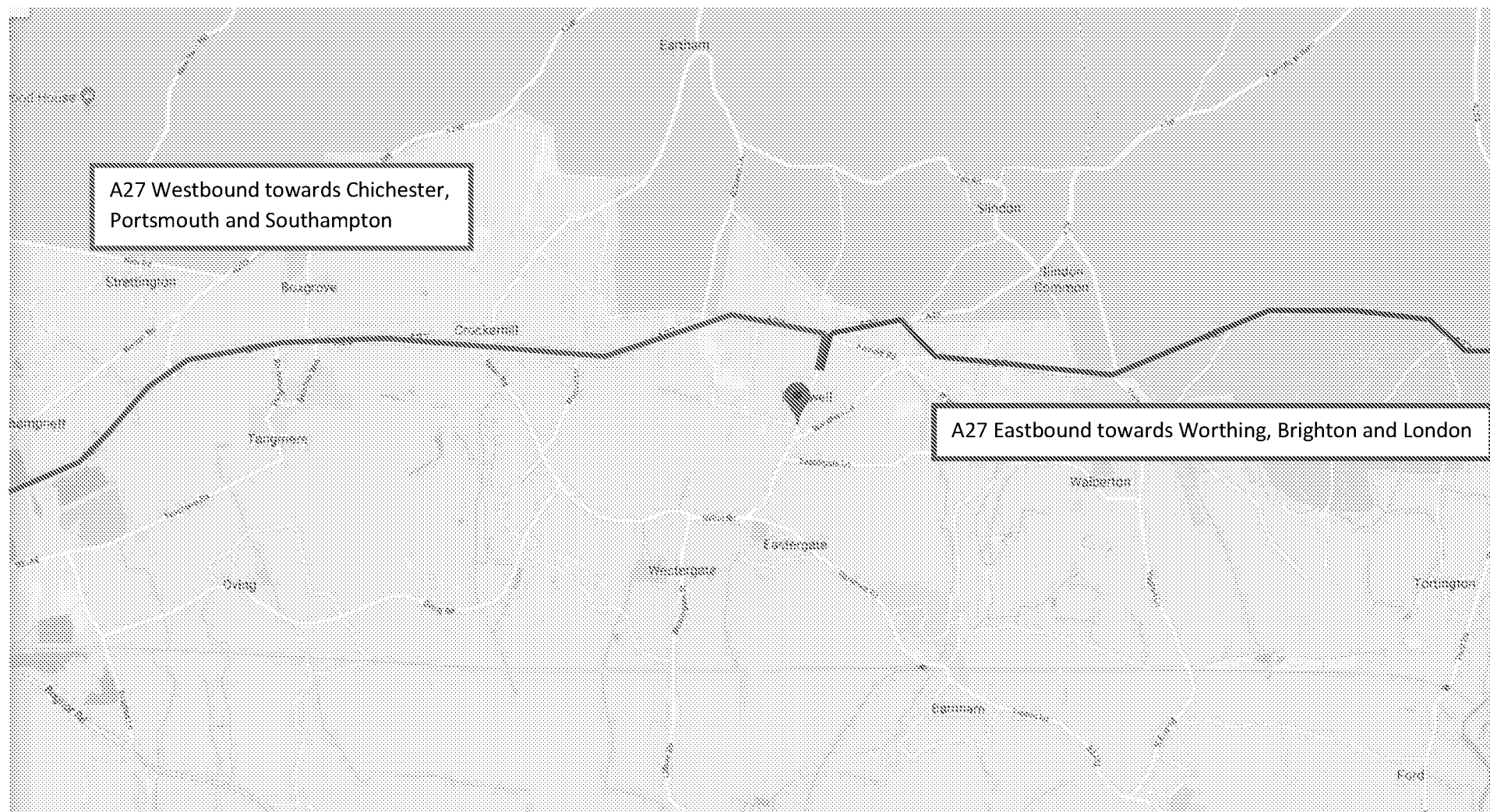
A contractor (including a Principal Contractor) appointed to work on a project will have the skills, knowledge and experience necessary to fulfil the role that they are appointed to undertake, in a manner that secures the health and safety of any person affected by the project, in accordance with the Construction (Design and Management) Regulations 2015.

All site personnel, visitors, sub-contractors and suppliers will be expected to abide by this CMP. Where delivery drivers will be regularly coming to the site, they will be issued with copies of this plan either as paper copies or in electronic form. The plan will also be posted on the site office notice board and will be discussed during the site induction as part of the site traffic management plan.

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Appendix A Construction Access Map

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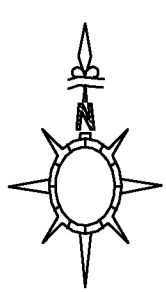
Construction Access Map

Fontwell Avenue, Fontwell, Arundel, BN18 0SY

Phase 1 Access - Arundel Road, Walberton, Arundel, BN18 0SW

Appendix B Construction Traffic Management Plan

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To A27 Westbound - Chichester,
Portsmouth and Southampton

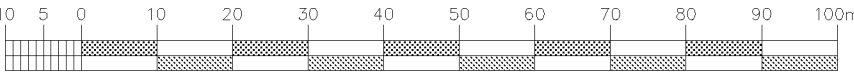
To A27 Eastbound - Worthing, Brighton and London

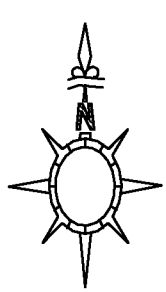
LEFT TURN ONLY ON
EXIT

Scale 1:500

- Key:
- Phase 1
 - Phase 1 Haul Road - To be used until completion of Phase 1
 - Construction Traffic Route
 - Topsoil Storage Area
 - Material Storage
 - Sales Haul Road
 - Site Access
 - Tree Protection Hoarding to Site Boundary
 - Gate
 - Wheelwash Facilities
 - Silos
 - Onsite Holding Area

A	30/11/20	Initial Issue		SM
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Development				
Fontwell				
Drawing Title				
Construction Traffic Management Plan				
Phase 1				
Status				
Planning				
dandara new homes Roman House, South Hampshire Industrial Park, Eddystone Road, Totton, SO40 3SA Tel: 02382 124061				
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To A27 Westbound - Chichester,
Portsmouth and Southampton

To A27 Eastbound - Worthing, Brighton and London

RIGHT
TURN
ONLY ON
EXIT

Scale 1:500

- Key:
- Phase 2
 - Phase 3
 - Phase 4
 - Construction Traffic Route
 - Topsoil Storage Area
 - Sales Haul Road
 - Phase 2, 3 & 4 Site Access
 - Onsite Holding Area
 - Tree Protection Hoarding to Site Boundary
 - Material Storage
 - Gate - To be moved further into site as phases complete
 - Wheelwash Facilities
 - Silos

A	30/11/20	Initial Issue	SM
Rev.	Date	Description	Initial

Development
Fontwell

Drawing Title
Construction Traffic Management Plan
Phase 2, 3 & 4

Status
Planning


Roman House, South Hampshire Industrial Park,
Eddystone Road, Totton, SO40 3SA
Tel: 02382 124061

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