

Construction Logistics Plan

1.0 Working & Delivery Hours

Work will be carried out within normal working hour's i.e.

- Monday - Friday - 08.00 to 18.00hrs
- Saturdays - 08.00 to 13.00hrs
- Sundays or any Bank Holidays
- \*unless otherwise agreed with the LPA

2.0 Site Layout and Materials on Site

A secure compound is to be formed within the sites boundaries, with the solid hoarding being formed along all common boundaries with Network Rail land to form a secure site and is to be altered accordingly to reflect the programmed construction works.

Site hoarding to comprise of 2.4m high plywood hoarding, with hoarding design taking into account wind loading. Hoarding be comply with HSE document HSG151 - Protecting the Public.

3.0 Operative & Visitor Parking

Operative and visitor parking is to be provided on site with no parking along the Causeway permitted

4.0 Traffic Management

Deliveries will be coordinated to ensure that there is minimal impact on the day to day activities of the local residents, station and Network Rail depot. All deliveries will be planned and co-ordinated so far as is reasonably practicable to ensure that those who are not involved with the construction project i.e. members of the public and motorists etc. are protected from the dangers associated with construction and the plant and vehicle movement required.

Delivery drivers visiting the site will drive directly to the site compound where loading in and out will take place. Delivery vehicles are to park within the designated fenced off area.

Clear signage is to be provided to aid delivery drivers driving on the site. All deliveries will note the specific delivery times as detailed above in regards to working hour restrictions, i.e.:

- There will be no deliveries during peak times, i.e.
- Monday - Saturday 06.30 - 9.00 and 16.00 - 19.00
  - nor on Sundays or Bank Holidays.

No deliveries are to be scheduled within the stated times above, nor are they to be accepted on to site, and are to be turned away if they turn up during the restricted times.

Competent banks persons will direct all vehicles associated with the project. When placing the sub contract and material orders clear defined instructions will be given to 3rd parties regarding site logistics and the handling of deliveries. Each sub-contractor and material supplier will be required to submit their method statements and risk assessments stating how deliveries will be made to site and the type of vehicle that deliveries will be made in.

This will give the site manager an opportunity to plan where the vehicle can be parked etc.

All traffic routes will be clearly sign posted. Caution should be taken for all site vehicles entering onto the road. Site entrance will be kept unobstructed to maintain good access for emergency vehicles.

Signage will be placed strategically on the surrounding roads to give advanced warning to pedestrians and motorists.

A site layout plan will be displayed on site highlighting the traffic arrangements, this will form part of the site induction.

The site management will ensure a suitable location nearby is identified for holding delivery vehicles prior to arriving at site to manage possible congestion, refer to plan opposite. The driver will be required to park at the agreed location, phone in, and then proceed to site when directed. Careful programming of deliveries to be undertaken to prevent multiple delivery vehicles stacking in the holding area.

Reversing of vehicles is to be avoided so far as is reasonably practicable. It is anticipated that traffic routes will be set up to avoid the need to reverse for the majority of the project. Where reversing is deemed necessary competent banksmen will be employed to direct site traffic. A banksmen will be available to direct construction vehicles. Warning signs will also be posted.

Deliveries for materials and plant will be planned to avoid busy traffic periods, and to prevent nuisance to neighbours wherever possible. Deliveries will be planned to include full loads, to reduce the amount of vehicles coming to the site.

Where possible the 'just in time' delivery approach will be taken to reduce the amount of time vehicles are on site.

Principal Contractor to ensure that all delivery vehicles to site in excess of 7.5t are registered and hold a FORS Bronze accreditation.

All unloading of materials will be within the site boundary wherever possible to prevent lorries waiting on local roads. A forklift will be available on site and material storage areas are detailed on the site plan. If it is necessary to unload a vehicle from the road, a banksmen will be available at all times to direct traffic and pedestrians as necessary.

All lifting operations will be properly planned and managed using trained and competent operatives and well maintained equipment.

The contractor will ensure that the any crane supplier appointed is competent and adequately resourced and suitable and sufficient lifting plans and arrangements are in place prior to the commencement of any lifting operation. The contractor will place orders for lifting operations under a Contract Lift agreement.

5.0 Wheel Washing

Wheel washing facilities are to be positioned at the entrance and during muddy and on wet weather all vehicles will have their wheels washed when exiting the compound.

This will be in the form of an operative with a jet-wash washing the vehicles. The water run-off will be captured on site in a sump to prevent pollution of water courses/ silt of drainage.

The site manager will assess the site conditions on a daily basis to ascertain the need for wheel washing. The Causeway is to be inspected twice on a daily basis with any material/ debris removed/ cleared as necessary, with mechanical street sweeper hired as necessary.

6.0 Dust

Dust emissions will be monitored on an on-going basis to ensure that dust arising from construction activities is minimised and controlled for the health of the site workforce.

On tool dust extraction/ water suppression etc. will be used to eliminate dust at source to prevent dust migration to adjacent areas including public areas outside of the site. Method of dust suppression to be monitored and adjusted as necessary.

The correct RPE/ PPE is to be provided for the type of work being undertaken with adequate training for all operatives on the correct use of the RPE/ PPE.

The site manager will continually visually monitor dust levels across the site and as and when required will dampen external surfaces, or alter dust suppression methods for work operations.

Solid hoarding is to be installed to the northern and eastern boundaries of the site and scaffolding with debris netting is to be installed to prevent dust or small particles being ejected into the public areas as necessary.

Where possible through design pre finished materials will be ordered to eliminate the need for site finishing and therefore reduce dust.

Materials being delivered or removed from the site are to be covered as necessary.

Monitoring Dust Levels

Dust generating operations are to be identified and the best available techniques to control dust emissions will be used.

The identified dusty operations shall be recorded in the Fugitive dust emissions register. All dusty operations shall be controlled at source. Examples include correct storage of raw materials, organising the process in such a way that spillage is avoided, and maintaining high standards of internal and external housekeeping.

Areas where there is vehicular movement should have a consolidated surface which should be kept in good repair.

The main principles for preventing dust emissions are containment of dusty processes and suppression of dust using water or proprietary suppressants. Suppression techniques need to be properly designed, used and maintained, in order to be effective. For example, where water is used for dust suppression, processes require an adequate supply of water and all suppression systems need adequate frost protection.

Where there is evidence of airborne dust from the building construction activities on the site, the contractor should make their own inspection and assessment, and where necessary undertake ambient monitoring with the aim of identifying those process operations giving rise to the dust. Once the source of the emission is known, corrective action should be taken without delay.

Effective preventative maintenance should be employed on all aspects of the construction works including all plant, vehicles, buildings and the equipment concerned with the control of emissions to the air.

Important management techniques for effective control of emissions include:

- Proper management, supervision and training for process operations;
- Proper use of equipment;
- Effective preventative maintenance on all plant and equipment concerned with the control of emissions to the air;
- Spares and consumables are available at short notice in order to rectify breakdowns.

The following procedures/ methods are to be utilised to control dust:

- Watering down of the area should be carried out where necessary to minimise dust transfer into neighbouring premises.
- Where possible grey water will be used for this task.
- Stockpiles of material shall be damped down or otherwise suitably treated to prevent the emission of dust from the site.
- Stockpiles should be planned and sited to minimise the potential for dust generation
- The handling of material should be kept to a minimum and when deposited onto a stockpile it should be from the minimum possible height.
- Mixing large quantities of concrete or bentonite slurries in enclosed/shielded areas
- Skips and removal vehicles shall be properly covered when leaving the site.
- Materials should be handled in such a way so that it does not give rise to excessive dust.
- Watering of rubble chutes shall be undertaken where necessary to prevent dust emission.
- Wheel washing stations are to be provided at all exits from the site.
- The contractor shall ensure that the area around the site, including the public highway, is regularly and adequately swept to prevent any accumulation of dust and dirt.
- The use of wheel cleaning facilities and road sweeping equipment may be required.
- Any plant used for the crushing of materials must be authorised by a local authority under the Environment Protection Act 1990 Part 1 (Prescribed Processes). All works shall be carried out in accordance with the conditions of such authorisation.
- Where plant is used to recycle materials, the appropriate licence from the Environment Agency shall be obtained. The process operator should notify the local authority prior to the movement of the plant on the site.
- Debris type netting will be fixed to the Heras fencing along the entire length of the site and along the boundaries with the neighbouring residential properties, to prevent dust or small particles being ejected into the public areas.

The contractor shall take all necessary precautions to prevent the occurrence of smoke emissions or fumes from the site plant or stored fuel oils for safety reasons and to prevent such emissions or fumes drifting into neighbouring properties, in particular, plant should be well maintained and measures taken to ensure that it is shut down in the intervening periods between work or throttled down to a minimum.

Burning of materials on site is strictly prohibited

Emphasis should be placed on the following to minimise risk of air pollution:-

- Use processes that do not generate hazardous fumes and/or hazardous dust
- Ensuring that airborne hazards do not escape from the site to affect members of the public and surrounding environment



NOTES

- DO NOT SCALE OFF THIS DRAWING EXCEPT FOR PLANNING PURPOSES
- CHECK ALL DIMENSIONS ON SITE BEFORE ANY WORK IS COMMENCED
- ALL GOODS MATERIALS AND WORKMANSHIP MUST CONFORM WITH CURRENT BUILDING REGULATIONS, BRITISH STANDARDS AND CODES OF PRACTICE
- COPYRIGHT OF THIS DRAWING IS RETAINED BY THE ARCHITECT AND IT MUST NOT BE REPRODUCED WITHOUT WRITTEN CONSENT

Construction Method Plan Key

- 01 - Site Office/ Welfare (carteen) - to be a temporary 10' x 20' 'porta-cabin' type site office stacked on top of the welfare facilities cabin
- 02 - Welfare (w.c.) - to be provided via temporary facilities
- 03 - Plant & Materials Store - area to include secure material storage
- 04 - Waste/ Recycling Storage - position set aside for waste materials skips
- 05 - Wheel washing station to be a handstanding and a minimum of 10 meters away from any watercourse. Separate (temporary) drainage are may be required for plant and wheel washing
- 06 - Visitor car parking adjacent to site
- 07 - Operative car parking
- 08 - Vehicular and Pedestrian Site entrance and exit - gates to be double locked with Network Rail approved padlock so as to allow access at all times by Network Rail
- 09 - 2.4m high solid boarded site hoarding to site perimeter along site station car park and whole length of station platform - constructed wholly within site boundaries.
- 10 - Robust braced tree protective fencing affixed to ground at driveway and path edges in accordance with Section 6 of BS 5837 Trees in Relation to Design, Demolition and Construction. Only to be removed when site works and all materials and machinery have been removed from site.
- 11 - Vehicular Site movement - dashed line denotes proposed routing of site traffic - as access roadway to the site has restrictive width all deliveries are to enter the compound in forward gear and then reverse, under banksmen control within the site compound in order to leave the compound and the car park under forward gear.
- 12 - silt fences around the northern and eastern boundaries of the proposed working area. These should be made from geotextiles in order to reduce silt transport.

THIS CONSTRUCTION MANAGEMENT PLAN HAS BEEN PREPARED FOR PLANNING PURPOSES ONLY AND IS SUBJECT TO CHANGE FOLLOWING APPOINTMENT OF THE PRINCIPAL CONTRACTOR. A DETAILED AND SITE SPECIFIC CMP IS TO BE PREPARED BY THE PRINCIPAL CONTRACTOR AS PER THE DUTIES UNDER THE CONSTRUCTION (DESIGN & MANAGEMENT) REGULATIONS 2015. ANY CHANGES TO THE PLAN ARE TO BE SUBMITTED TO THE LPA FOR THEIR APPROVAL.

REV	DATE	BY	AMENDMENT
<div><div>folkes architects</div><div><div>15 STILES DRIVE WIMBORNE BH20 0AL</div><div><div>The Old Forge 6 Church Street Wimborne Dorset BH20 0LA</div></div></div></div>			
CLIENT			
Property Sphere			
JOB TITLE			
Land to the North of Lake Lane Barnham Bognor Regis PO22 0AJ			
DRAWING TITLE			
Construction Management Plan			
DRAWING STATUS			
PLANNING			
NOT FOR CONSTRUCTION USE UNLESS STATED AS 'CONSTRUCTION'			
DATE	SCALE	DRAWN BY	BH
FEB 24	1:500 @ A1	CHECKED BY	MF
JOB NO.	DRAWING NO.	REVISION	
22071	2.11	/	