

RURAL ASSOCIATES

Planning, Procurement, Project Co-ordination

Agricultural and Rural

Yapton Lodge North End Road

Yapton Nr Arundel

West Sussex BN18 0DT



Construction Management Plan

For GTR Ltd

10.01.2022

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Introduction

The purpose of the Construction Management Plan (CMP) is to help minimise construction impacts and relates to both on site activity and the transport arrangements for vehicles servicing the site.

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and approved CMP will address the way in which any impacts associated with the proposed works will be mitigated and managed.

The approved contents of this CMP must be complied with unless otherwise agreed with the Arun District Council in writing. The appointed Principal Contractor to work with the Council to review this CMP if problems arise in relation to the construction of the development. Any future revised plan must also be approved by the Council and complied with thereafter.

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as for road closures or hoarding licences.

The Principal Contractor is to notify the Council before planned works start on site and again when works are complete.

(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction, etc.)

Revisions to this document may take place periodically.

Contact Details

1. Full postal address of the site and the planning reference relating to the construction works.

Address:

Global Technology Racing, Arundel Road, Fontwell, Walberton, West Sussex BN18 0SB

2. Contact details for the person responsible for submitting the CMP.

Name: Wealden Agricultural Limited (WAM Ltd)

Address: The Stableyard, North Road, Bodle Street Green, East Sussex, BN27 4RG

Email:

Phone:

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

Name: Nicholas Field, Construction Director, Wealden AM Ltd

Address:

The Stableyard, 4/5 North Road, Bodle Street Green, Hailsham, East Sussex, BN27 4RG

Email:

Phone:

Site

4. A site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

See Appendix 1 sheet WM/627/500

5. A brief description of the construction works including the size and nature of the development and details of the main issues and challenges.

To construct 2 No. light industrial units for Global Technology Racing Limited (GTR Ltd).

6. Identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).

Existing residential dwellings to the North East will be protected from activities on site by an acoustic fence to be erected on the boundary.

The remainder of the site is surrounded by a building site or main roads.

7. A scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.

www.google.co.uk/maps/@51.0239713,-0.5099167,17z

Together with Appendix 2

8. The proposed start and end dates for each phase of construction as well as an overall programme timescale.0999

See Appendix 3 provisional programme of works.

9. The standard working hours for the site.

Truck loads Delivery of building this is over an 8 week period comprising 1-3 articulated lorry loads per working day the ready mixed concrete for the floor and other areas requires 50 75 lorry loads over 125 working days. Typically Monday –Friday from 8-10 hours. 08.00 hours – 18.00 and if required Saturday from 08.00 13.00 hours with no working on Sundays and Public and Bank Holidays

10. Any proposed changes to services to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant).

- Power Supply
- Water Supply
- Drainage

Transport

This section details the way in which we propose to manage traffic servicing the site, including road safety obligations.

Site Traffic

11. Traffic routing:

a. Routes showing the public highway network in the vicinity of the site.

See appendix 4

b. How contractors, delivery companies and visitors will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

Site arrangements, including CMP, maps & signage, to be issued to delivery companies, contractors and site visitors.

12. Control of site traffic, particularly at peak hours:

a. Details of the typical vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. Estimates of the average daily number of vehicles during each major phase of the work, including their dwell time at the site. Vehicle holding procedures, if required

Vans, rigid bodied Lorries and articulated Lorries will access the site.

Main deliveries of materials during site working hours.

All traffic movement's to and from Arundel Road to be controlled by dedicated "Banksman"

All contractors have been informed to avoid the peak traffic times of 08.00-09.00 am and 16.00-17.00 and are to confirm arrival times of HGV loads with the site prior to arrival

b. Details of other developments in the local area or on the route.

Adjacent site – Construction of housing.

c. Outline of the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

Site attendance by vehicles is to be managed by the Contracts Department on site and in the office.

d. The locations of any off-site holding areas and any measures required to ensure the prompt admission of vehicles to site in light of time required for any vehicle/driver compliance checks.

There is sufficient space on site – see Appendix 1 marked-up block plan.

e. Details of any other measures designed to reduce the impact of associated traffic.

Scheduling of materials deliveries, on site facilities (including water)

As per the traffic management plan, a large area has been set aside for all construction traffic, including contractor parking. With the large quantity of car parking within the scheme we will be able to maintain this throughout the build.

13. Site access and egress.

a. Details of the proposed access and egress routes to and from the site

Access and egress to and from the site will be the A27 and or A29 via The Fontwell West into Arundel Road to the London Road junction see Appendix 2 Marked routing is to be provided to all contractors.

b. Details of how the access and egress arrangements for construction vehicles will be managed.

Only approved and scheduled vehicles to be allowed onto the site.

c. Provision of wheel washing facilities should be considered if necessary. If provided, details of how this will be managed and any run-off controlled.

The existing site is turf/field. During construction any pumping out of foundations etc. to be contained in a suitable vehicle and removed to licensed facility with necessary paperwork.

Keeping the roads clear of wheel material has been considered. As the site will have ample hardstanding, deliveries are unlikely to distribute material onto the road network. This will be monitored and if wheel washing should be required, it will be installed.

14. Vehicle loading and unloading:

Details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site.

As marked on block plan – see additional sheet.

(As per question 9)

Environment

15. A list of all noisy operations and the construction method used with details of the times that each of these are due to be carried out.

On sites where construction works are in progress everyone has a responsibility to see that activities are carried out in the quietest practicable manner. Where noisy activities are unavoidable the disturbance will be minimised/attenuated by choice of technique, timing, shielding or protection as appropriate.

All noisy operations will be carried out within the following times:

Monday to Friday 8am – 6pm

Saturday 8am – 1pm

No works on Sunday and public holidays.

Where any person is liable to be exposed to noise levels greater than 80 dB (A), they will be informed and provided with suitable ear protection. The most likely protection, in ascending order attenuation is ear plugs, ear muffs and noise attenuation helmets. Noise will be kept to a minimum at all times and any further restrictions imposed under the terms of the construction contract will be strictly adhered to.

We understand the limitations of noisy works within a residential environment and ensure all subcontractors are aware of the site restrictions on noisy work as detailed within subcontract orders and the site rules.

Noise generated by the construction process will be considered and its impact on neighbouring properties mitigated. Suitable mitigation measures to be used include:

- Standard construction hours.
- The use of quieter alternative methods or mechanical plant, where reasonably practical.
- Machines and equipment, in intermittent use will be shut down or throttled down to a minimum when not in use;
- The use of site hoardings or portable acoustic enclosures/screens where practical.
- Maintaining and operating all vehicles, plant and equipment such that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.

The groundworks stage will involve excavation plant and haulage plant to move material around the site. This will be around 6 weeks of work.

The steel frame erection will involve the use of lifting and powered plant platforms. This will be around 6 weeks of work.

The cladding stage will involve powered plant platforms and will be around 12 weeks of work.

16. Details of mitigation measures to be incorporated during the construction/demolitions works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

Contractors shall ensure that all vehicles, plant and machinery used during the works are fitted with effective exhaust silencers and that all parts of such vehicles, plant and machinery are maintained in good repair in accordance with the manufacturers instruction and are so operated as to minimise noise emissions.

The contractor will ensure that any equipment is turned off when not in use and there is no unnecessary revving of engines when in machinery is in use..

Noise and dust levels are to be monitored on a regular basis.

17. Details of how dust nuisance arising from dusty activities, on site, will be prevented.

Damping down by tanker/sprayer unit.

A wetting down procedure will be undertaken during periods of dusty operations and/ or in periods of extreme dry weather.

18. Details of how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

Routine Mechanical Cleaning by a licensed operator. All loaded vehicles will be sheeted before they leave site.

19. Details of the arrangements for monitoring of noise, vibration and dust levels.

Contractors shall ensure that all vehicles, plant and machinery used during the works are fitted with effective exhaust silencers and that all parts of such vehicles, plant and machinery are maintained in good repair in accordance with the manufacturers instruction and are so operated as to minimise noise emissions.

The contractor will ensure that any equipment is turned off when not in use and there is no unnecessary revving of engines when in machinery is in use.

Noise and dust levels are to be monitored on a regular basis.

Contractors will monitor noise levels and the control of noise shall be undertaken in accordance with the guidance contained in BS 5228 -1; 2009 Code of practice for noise and vibration control on construction and open sites –Noise and BS 5228 2 ; code of practice for noise and vibration control on construction sites and open sites – Vibration.

Agreement

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed in writing by the Council. This may require the CMP to be revised by the Developer and reapproved by the Council. The Principal Contractor shall work with the Council to review this Construction Management Plan if problems arise in relation to the construction of the development. Any future revised plan must be approved by the Council in writing and complied with thereafter.

It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

Signed:

Date:

Print Name:

Position:

End of CMP.

Appendices

Appendix 1

A site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

Appendix 2.

A scaled plan detailing the local highway network layout in the vicinity of the site.

Appendix 3

The proposed start and end dates for each phase of construction as well as an overall programme timescale.

Appendix 4

Routes showing the public highway network in the vicinity of the site.