

Land to the South of Burndell Road, Yapton

Construction Management Plan



*Our vision: Proud of every home;
built by people who care*

Contents:

The Construction Management Plan covers the following:

Bovis Homes Safety, Health and Environmental Management Systems (SHE).

1. Anticipated number of, frequency and types of vehicles used during construction.
2. Method access and routing of vehicles during construction.
3. The parking of vehicles by site operatives and visitors.
4. The loading and unloading of plant, materials and waste.
5. The storage of plant and materials used in construction of the development.
6. The erection and maintenance of security hoarding.
7. 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)
8. Details of public engagement both prior to and during construction works.

06.02.2019

Executive Summary

- The proposed development is for 108 new residential dwellings containing a mix of market (76) and affordable (32) properties.
- Condition 13: No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details of the following matters: the anticipated number of, 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.

BOVIS HOMES CONTACT DETAILS

Production Director – Andy Knight. Email:

Area Build Manager – Dave Russell. Email:

Site Manager – Russell Smith. Email:

Technical Manager – James Hammond. Email:

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1. Anticipated number of, frequency and types of vehicles used during construction.

The number and frequency of vehicles on the site will fluctuate during the year and will be influenced by the Build programme and date specific requirements for Bovis.

The figures shown below are based on an assumed worst case scenario situation:

- Car, vans and other lightweight vehicles = 40 per day.
- Forklift trucks = 2 per day.
- Dumper trucks = 2 per day.
- Site deliveries from large vehicles = 5 per day.

Provisions will be made to ensure any overall spill of vehicle will be retained within the confines of the application site at all times.

2. Method access and routing of vehicles during construction.

Vehicles will access the site through the single access point off of Burndell Road. This will fall in line with the information provided to clear Condition 20. Within the site there will be a one-way system implemented with separated pedestrian walkways clearly marked. There will also be a suitably trained operative who will act as a gateman to ensure the safe exit of all vehicles from the site.

The main construction traffic routing for the site will direct traffic from the A27, through the A284 by Crossbush, then onto the A259 and subsequently the B2233.

Construction traffic will be directed to avoid Ford Road.

WSCC PRoW Team were contacted about the potential closure of the footpath running through the site. If Bovis would like to close this footpath, then an application for its closure will need to be made. The path will need to be made available again on its legal line when the temporary closure expires. A full method statement and reinstatement specification will be required, and the path returned to the same, if not better condition than prior to any disturbance. Although we are not obliged to provide an alternative route, it was identified that it is a popular path and an alternative would be appreciated. If the path was closed, we would look to provide another way round.

3. The parking of vehicles by site operatives and visitors.

Parking for construction workers, site operatives and visitors will be provided within the site compound on site as shown in Appendix A. There are a total of 38 spaces shown adjacent to the compound and will include spaces for visitors, with the provision for up to 10 more spaces in front of these if necessary. Adequate turning will be provided on site, so that vehicles can exit onto Burndell Road in a forward gear.

Additional parking will become available as driveways etc. are completed.

The on-site parking area for deliveries/collections and for staff vehicles will be segregated from that for site vehicles and plant and kept clean and obstruction-free. All vehicles and plant leaving the site will be subject to wheel-washing before joining the road network.

Under no circumstances may delivery vehicles, operatives or visitors lay up on adjacent roads and there will be provision to accommodate these vehicles within the site. Any attempt to do so will result in a severe reprimand and may result in Bovis Homes terminating their contract with the offending company.

Wherever possible, deliveries must be booked so that site-related traffic movements can be organised to be spread throughout the day.

4. The loading and unloading of plant, materials and waste.

Materials will be delivered between the working hours of 07:00 and 19:00 Monday to Friday inclusive and between 07:00 and 13:00 on Saturdays only. This follows the wording set out in Planning Condition 14.

Materials will be delivered to the site compound within the site. No vehicles will be allowed to wait on South Burndell Road outside the site prior to these times and if vehicles are present they will be sent away and the company notified.

Vehicles will follow the red route shown in Appendix A and adhere to the one-way system on site. This may change as the site progresses and properties become occupied. Vehicles leaving Burndell Road to enter the site, will either turn in from the left or right, depending on the most suitable way to leave. This will be controlled by a banksman/gateman in order to help ease traffic and mitigate any issues with vehicles entering/exiting.

5. The storage of plant and materials used in construction of the development.

There are a number of containers shown within the compound which will provide storage for materials on site. There will also be an area outside of the compound and adjacent to the car park which will be used for storage.

Storage for materials and plant on site and in the compound will have gates so as to provide additional security. The compound will be fenced in using a block and mesh fence.

6. The erection and maintenance of security hoarding.

The site will be secured with hoarding/fencing to the perimeter where required (heras or similar) with information display boards close to the site entrance. This will be visible from the road side so that passing traffic is aware of the development.

Boards/hoarding adjacent to the site entrance are to be set back to protect the visibility splays of emerging vehicles and not impede the ability of vehicles to pull clear of the highway if required to enter the site.

Hoarding/fencing to the west of the site will provide sufficient protection to the members of public who intend to use the Public Right of Way, unless an application is made to close it.

This will be maintained during the construction and removed once units are complete and ready for occupation.

This hoarding/heras fencing around the site boundary will be inspected daily with all necessary repairs being made the same day where possible.

An indicative plan has been provided in Appendix A.

7. 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)

In order to keep wheels clean on vehicles that are exiting the site, we will have a wheel washing facility at the entrance to the site. This will help keep levels of dirt onto Burndell Road to an absolute minimum. This will be done as a minimum of once a day or more frequently if required.

The provision of a road sweeper is to be made available to ensure any mud/debris is cleared from the roads should the wheel wash facility not provide full cleaning of the vehicles leaving site.

A suitably trained operative will remove any excess mud from the wheels, with the resulting debris carefully removed and disposed of offsite to avoid any siltation contamination.

Additional measures to control the emission of dirt, dust and noise will also be implemented, including the following:

Care will be required to maintain dust levels at the practicable minimum when working in the vicinity of residential properties and environmentally sensitive areas. Best practice mitigation will be provided during dry conditions and will include:

- Careful management of earth stockpiles.
- Sheeting of vehicles transporting materials to and from the site.
- Limiting the speed of general vehicles within the site to 10mph.
- Limiting the speed of construction vehicles within the site to 10mph.
- Surfacing of the haul roads as soon as possible in the programme.
- Haul roads to be suitably cleansed/sprayed as necessary.
- Visual monitoring to be carried out at sensitive locations daily.

Effective dust mitigation techniques tied in with good site planning, will minimise the potential for dust emissions to arise on site and reduce the potential impact this could have on surrounding areas.

The opportunity for dust to arise during the ground breaking, earth moving and excavation stage of construction is highly weather dependant. If carried out in dry weather, increased water spraying may be required to ensure the surface materials remain damp. In wet weather, greater attention would be paid to vehicle cleaning to ensure significant quantities of mud are not trafficked onto local roads.

Throughout the construction period, care would be taken to ensure the adequate control of dust from vehicles which are delivering and removing materials. All dusty lorries would be sheeted appropriately. Dried mud and dust carried onto roads by lorries and other machinery can be a significant source of dust. The Site Managers would ensure that the hard surfacing of heavily used areas and adjacent public roadways are suitably cleaned.

Noise and Vibrations

Noise will be reduced to the permitted working hours only and controlled within this period. Any loud vehicles or machinery will also be controlled, reducing where possible the level of noise produced.

If vibrations for any works are deemed to be excessive then monitoring will take place as required.

Traffic Regulation Orders

Bovis Homes will apply for any consent or prepare any regulation orders required for the temporary traffic management schemes or road closures and comply with the requirements of the relevant road authority to ensure that temporary routes have appropriate legal status.

All closures or diversions will be applied for in suitable time prior to the implementation so as to give as much warning as possible. All abutting properties will be notified of any closures/diversions 2 weeks in advance.

Public Right of Way

The Public Right of Way running through the site will either be suitably protected throughout the construction works with hoarding/heras fencing and/or a banksman in place if required, or an application will be made to close/divert the route to ensure a greater level of protection to the public.

8. Details of public engagement both prior to and during construction works.

Whenever there are any key phases or works on site such as piling, letters will be dropped to the relevant neighbours who will be notified of the works on site.

We would also look to sign the site up to the Considerate Constructors Scheme which aims to improve the image of construction through competent management, efficiency and awareness of environmental and neighbourly issues.

Once the site is up and running, at a suitable time we would seek to build a positive relationship with the local Community Liaison Officer and provide updates to the community about the works on site.

Information given to residents and displayed on the on-site notice boards will detail out of hours contact details.

Appendix A