

dandara new homes

Construction Management Plan

Proposed Site Access

Land at Stakers Farm North End Road, Yapton

Rev: A

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	Name	Position	Date
Prepared by:	Murray Armstrong	Civil Engineering Technician	29.01.2020
Reviewed by:	Christian O'Brien	Engineering Manager	29.01.2020
Approved by:	Paul Ebbs	Production Director	29.01.2020

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Appendix B	Construction Method Plan
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Appendix D	Construction Programme

1 Introduction

1.1 Background

This Construction Management Plan (CMP) was written and targeted specifically for Dandara's proposed site access in relation to the 108 residential unit development, Yapton, located on North End Road, Yapton.

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 North End Road 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, as part of the proposed site access planning application.

1.3 Scope

It is intended that the agreed CMP will cover the following:

- The method of access, number, routing and types 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
- 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
- Details of public engagement (prior and during construction)
- Measures to minimise the noise and vibration generated by construction
- Measures to control the emission of dust during construction

2 Proposed Works

2.1 Site Background

Yapton is a greenfield site that is used primarily for animal grazing use by the adjacent Stakers Farm. It has no known previous use other than for agricultural land.

The Yapton C of E primary school is located on the eastern boundary, with hedges separating the land, and some land on the site will be retained for potential future use by the school.

The east of the site runs adjacent to North End Road and is where the site is accessed. An existing residential development is also located east of the site, on the opposite side of North End Road.

Proposed works include the construction of a new bellmouth access, adjacent footway improvements and forming a site compound.

2.2 Construction Programme

The total construction duration is anticipated to be in the region of 7 weeks with all works being completed within our site boundary or on agreed highway land. Please refer to Appendix D for an indicative programme of works.

2.3 Enabling Works

The proposed access road has 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.

3 Vehicle Access and Restrictions

3.1 Site Access

Access to the site is only made off the B2132 North End Road. The existing access shown in Figure 1 is suitable for and will be initially 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.



Figure 1 – Street view image of the existing road with point of access to the site

3.2 Proposed Access

A swept path analysis for a large tipper has been undertaken, confirming that the existing and proposed access is suitable for construction vehicles and is shown in Appendix C.

Table 2 – Large Tipper Vehicle Dimensions

Specification (units)	Large Tipper
Overall Length (m)	10.201
Overall Width (m)	2.495
Overall Body Height (m)	2.890
Min. Body Ground Clearance (m)	0.341
Track Width (m)	2.471
Lock to Lock Time (seconds)	6.00
Kerb to Kerb Turning Radius (m)	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 North End Road and its vicinity.

There is the Yapton C of E primary school located on the boundary of the site, with students and families using North End Road as a means of commute by walking, cycling or by car. As such, there will be a restriction on deliveries to reduce the impacts of construction traffic and material deliveries during peak hours.

Suppliers will be advised that there will be no deliveries made to the site during the hours of:

- 8:30am – 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 Construction Traffic Management

4.1 Site Location

Figure 2 shows the location of the development within Yapton and the wider highway network.



Figure 2 – Indicative Site Location within the wider Highway Network

4.2 Heavy Goods Vehicles

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 CMS 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.

As a main through route, HGV's are directed to use the most appropriate route via motorways, dual carriageways and main roads.

4.3 Construction Access Route

The main routes into Yapton are via the A27, B2233 and Yapton Lane. Research has been undertaken to assess the most suitable routes for construction traffic utilising these road networks towards Yapton.

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 Windroos 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.

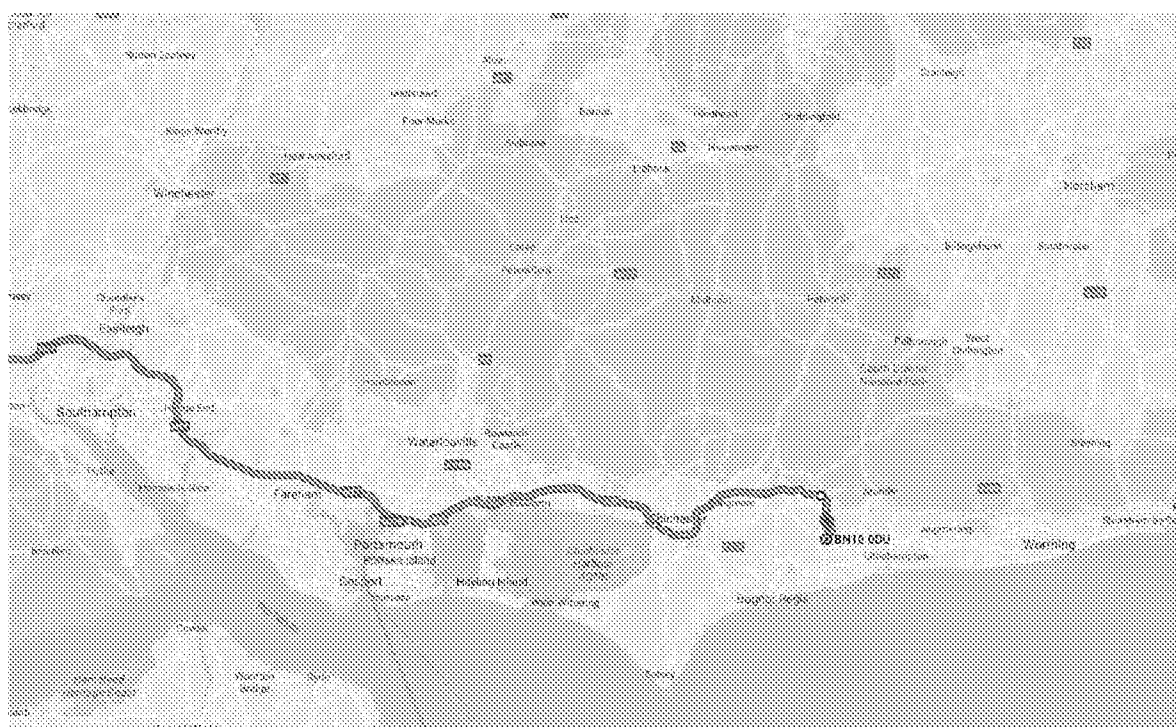


Figure 3 – Construction Access to North End Road from Chichester, Portsmouth and Southampton

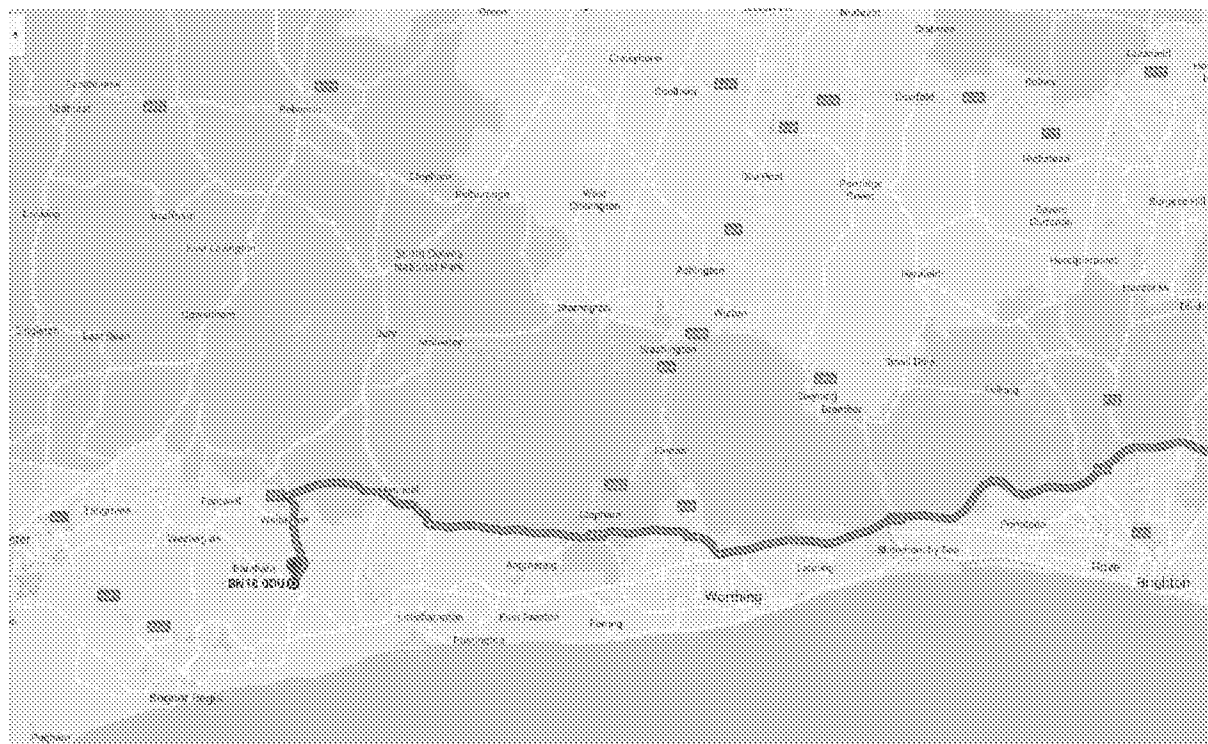


Figure 4 – Construction Access to North End Road from Worthing, Brighton and Eastbourne



Figure 5 – Construction Access to North End Road from Guildford and London

4.4 Loading, Unloading and Storage of Plant Materials

To facilitate the efficient and safe loading and unloading of plant and materials, in addition to 4 No. 20'x8' secure stores within the main compound, a loading and secure storage area will be temporarily provided as indicated on the 'Construction Method 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 North End 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. It is recommended that a turning head is constructed near to the compound to enable construction traffic to safely turn on site and enable access/egress to the site in a forward gear. This has been demonstrated on the 'Construction Method Plan' in Appendix B.

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.

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 at the only access point at North End Road, 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 North End Road 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 be mitigated in general 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 bowsers.

5 Construction Organisation

5.1 Site Compound

The ground workers will be Principal Contractor during the enabling works and prior to Dandara having an onsite presence. The ground workers 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.

A construction site compound will be set up as indicated on the 'Construction Method 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 Method 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.

A total of 26 parking spaces is available at the main compound (Site Manager, Forklift Driver, Building Control or Dandara Office Staff Visitor, and Site Operatives) and a further 2 available in proposed parking court areas pre-occupation. The total of 28 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 North End Road. Only construction plant will be permitted overnight parking onsite.

5.4 Hours of Working

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

- Monday to Friday: 7:30am to 6:00pm
- 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 proposed access and associated works 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 TBC (Mobile: TBC)
- Contract Manager TBC (Mobile: TBC)

5.7 Communication Strategy

Communication to the local residents and commerce about the works will be through a letter drop before commencing the works. 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.

5.9 Security Hoarding

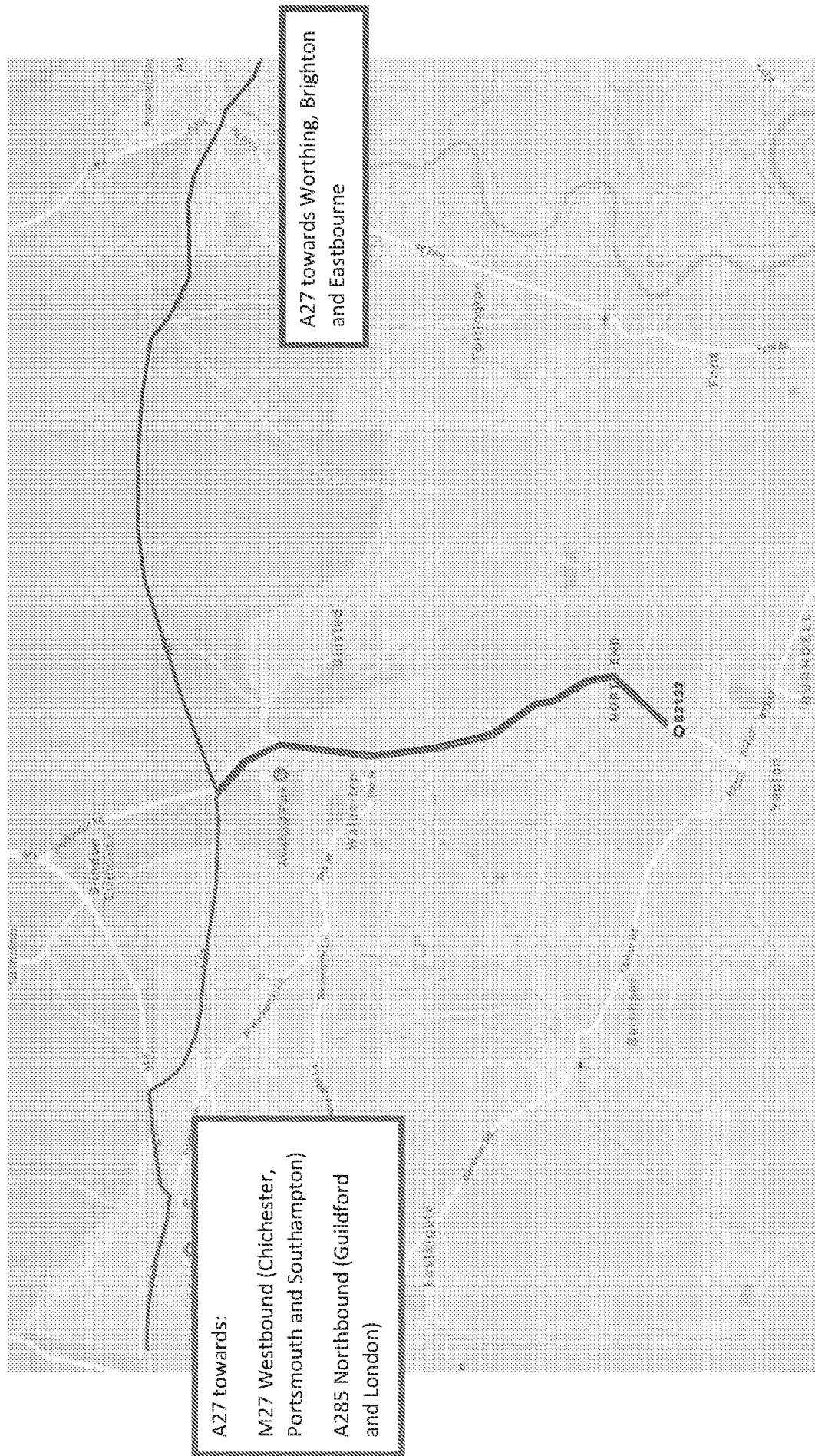
Security hoarding or fencing is to be erected along all necessary boundaries. Refer to the Construction Method Plan in Appendix B for full details on their location. Safe access for vehicles and a separate pedestrian's access is to be provided, where possible, at the site entrance.

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

5.10 Public Right of Way

There are two existing public right of ways on site. The first right of way on the southern part of the site follows the boundary along Yapton CE Primary School. This shall have Heras fencing erected along its entirety to restrict access to site. The northern right of way which cuts directly through the site from the south-east, shall be informally redirected in the interest of public health and safety and whilst the formal diversion is being completed. The new route shall follow the southern right of way to the far western boundary before turning northbound to intersect its original route.

Appendix A Construction Access Map



Construction Access Map

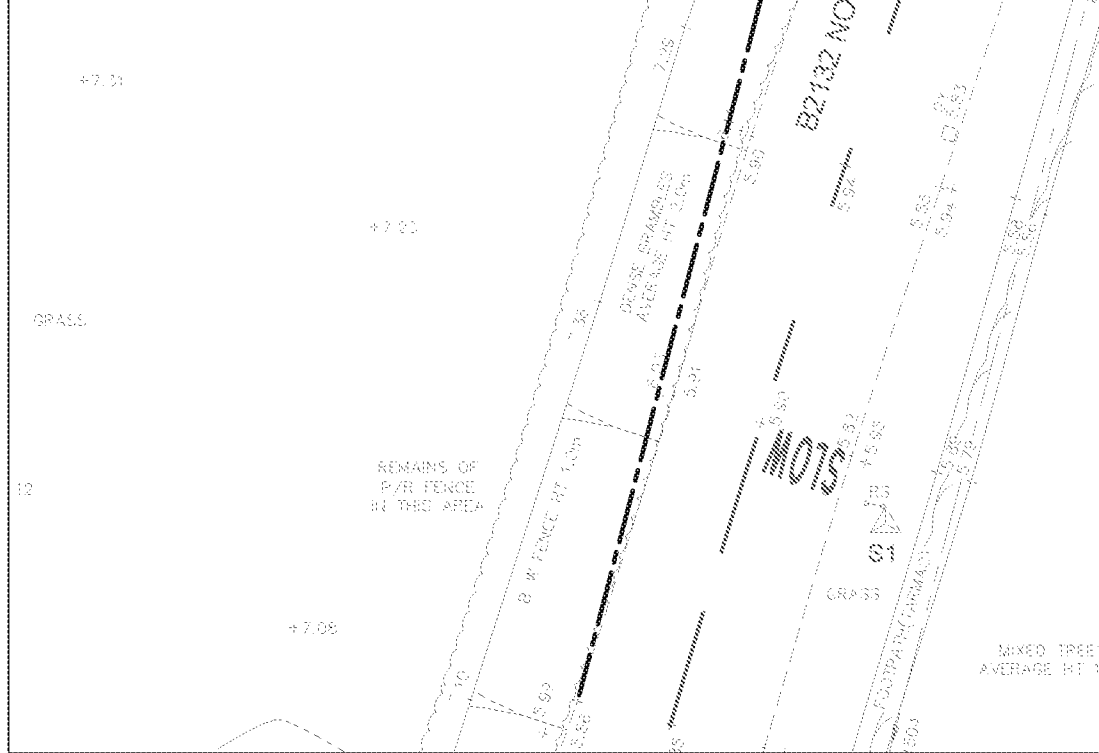
Land at Stakers Farm, North End Road, Yapton, BN18 0DU

No deliveries shall take place between 8:30-9:00 and 2:45-3:45 to avoid spike in traffic around School Areas

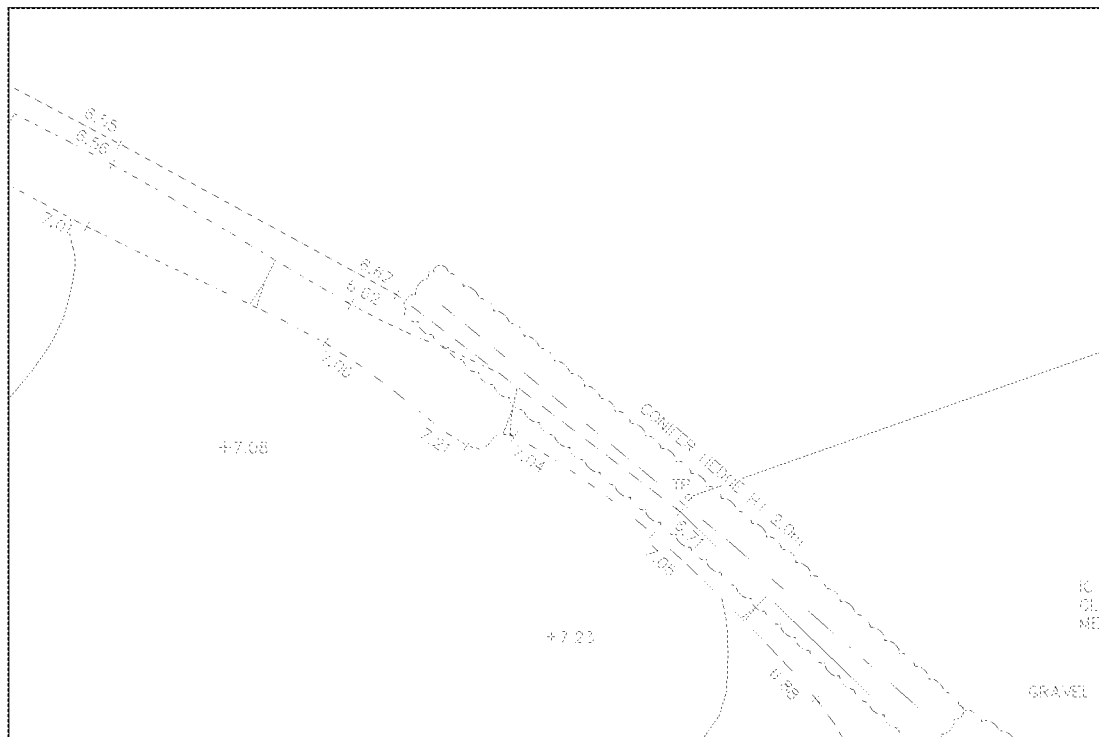
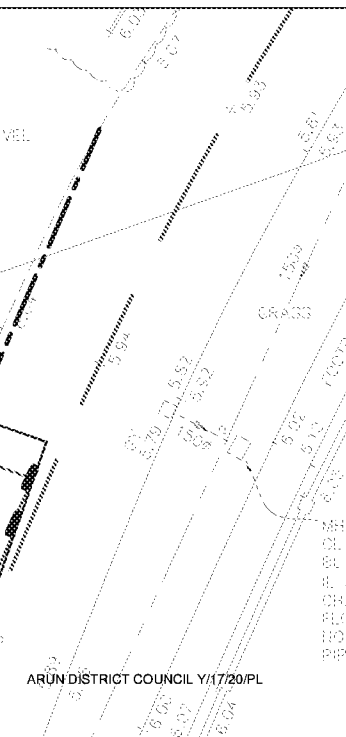
Appendix B Construction Method Plan



Appendix C Large Tipper Tracking

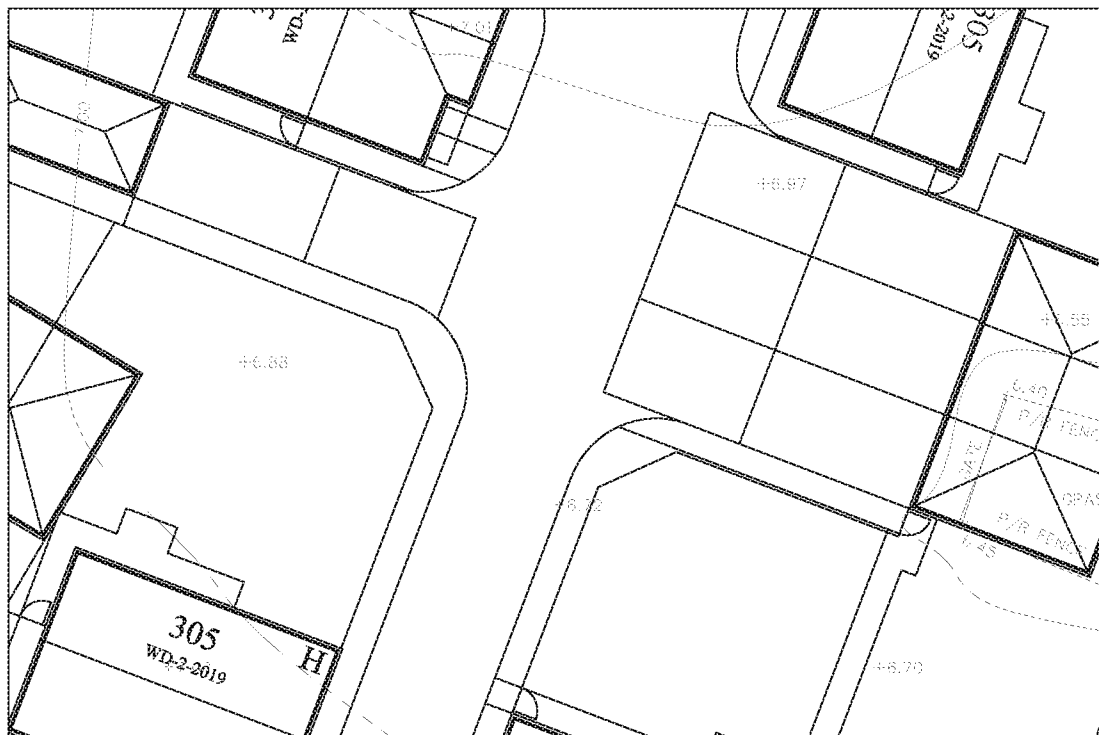
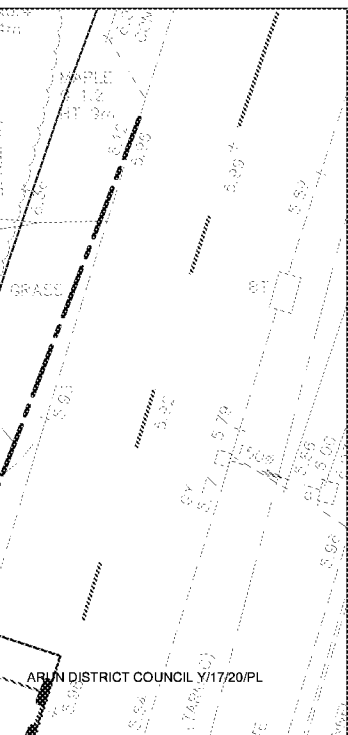


Existing Access - Entry (South Bound)





Proposed Access - Entry (South Bound)



Appendix D Construction Programme

ID	Task Name	Duration	Start	Finish	July 2020	August 2020	Sep
0	Yapton Access Works	7 wks	Mon 13/07/20	Fri 28/08/20			
1	Enabling Works	3.4 wks	Mon 13/07/20	Tue 04/08/20			
2	Site Mobilisation	5 days	Mon 13/07/20	Fri 17/07/20			
3	Haul Road (Spine)	6 days	Mon 20/07/20	Mon 27/07/20			
4	Compound	6 days	Tue 28/07/20	Tue 04/08/20			
5	Haul Road (Turning)	6 days	Tue 28/07/20	Tue 04/08/20			
6	Access Works	3.6 wks	Wed 05/08/20	Fri 28/08/20			
7	Setup Herace Fencing	1 day	Wed 05/08/20	Wed 05/08/20			
8	Excavate to Formation	3 days	Thu 06/08/20	Mon 10/08/20			
9	CBR Plate Test	1 day	Tue 11/08/20	Tue 11/08/20			
10	Crush and Compaction	2 days	Wed 12/08/20	Thu 13/08/20			
11	Kerb Installation	3 days	Fri 14/08/20	Tue 18/08/20			
12	Shape Roads and Paths	2 days	Wed 19/08/20	Thu 20/08/20			
13	Implement TMP	1 day	Fri 21/08/20	Fri 21/08/20			
14	Plane off Road and Tie-1/2 days		Mon 24/08/20	Tue 25/08/20			
15	Surfacing	2 days	Wed 26/08/20	Thu 27/08/20			
16	White Lining	1 day	Fri 28/08/20	Fri 28/08/20			
17	Decamp TM	1 day	Fri 28/08/20	Fri 28/08/20			

Project: Yapton Access Works Date: Wed 29/01/20	Task		Inactive Summary		External Tasks	
	Split		Manual Task		External Milestone	
	Milestone		Duration-only		Deadline	
	Summary		Manual Summary Rollup		Critical	
	Project Summary		Manual Summary		Critical Split	
	Inactive Task		Start-only		Progress	
	Inactive Milestone		Finish-only		Manual Progress	
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