



Land Between St Johns Road and Dodwell Lane
(Phase 3 Link Road)

Construction Management Plan

November 2022



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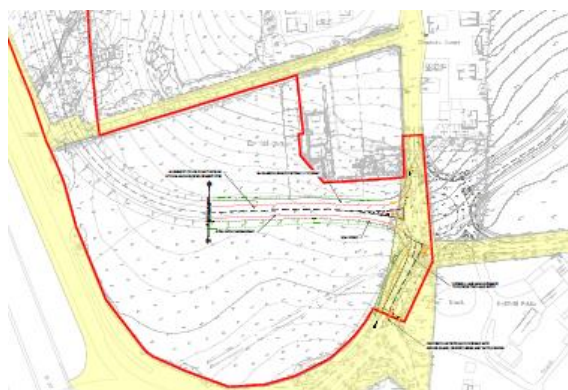
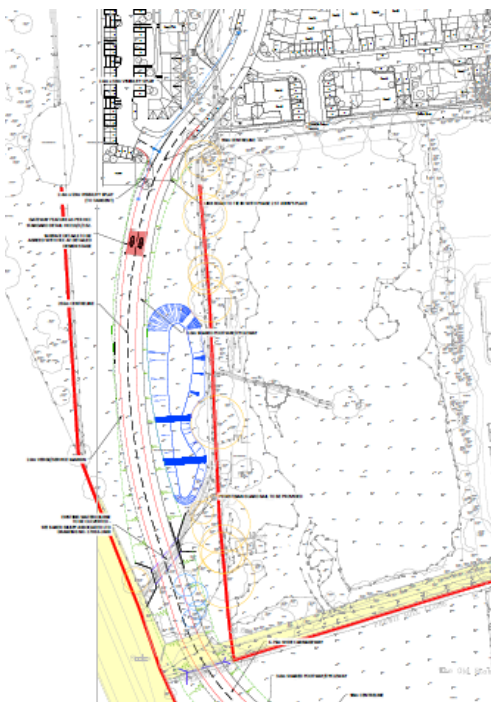
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Appendix 1 – Site Set Up Plan

1.0 SITE SET UP AND TIMING

This Construction Management Plan has been prepared to support the construction of a road to connect an existing residential development off St John's Road (Phase 1), through a proposed development of 106 dwellings (Phase 2) and through an existing field, to an existing roundabout on Dodwell Lane. On completion, the road will link the Dodwell Lane roundabout with St John's Road, through the two residential developments.

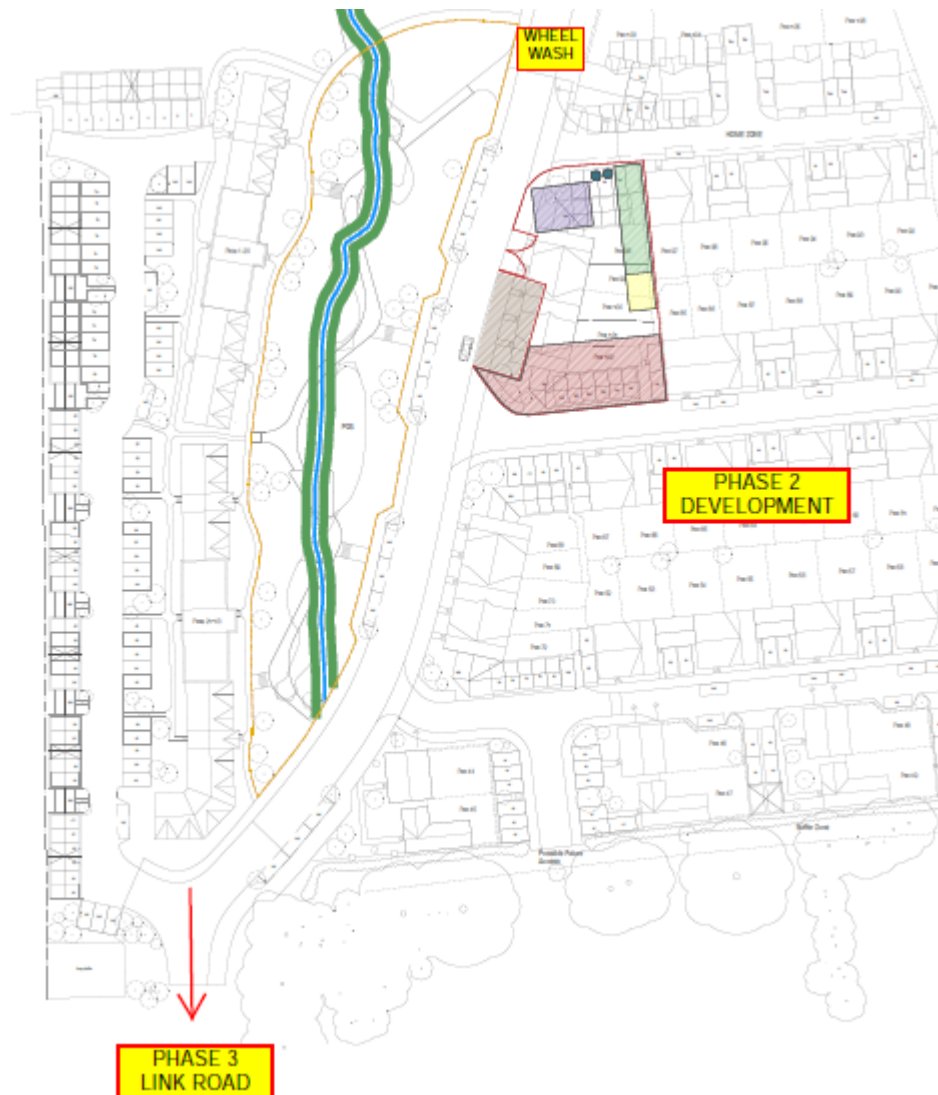


In order to implement the planning permission, a small section of the proposed road (roughly 10m wide by 5m deep) as shown below, will be constructed off Peewit Hill Close, following ecology clearance and the installation of tree protection in that area.



Following initial implementation and once construction of the phase 2 residential development is underway, full construction of the road will commence.

As the link road will be constructed concurrently with the phase 2 residential development scheme, the site compound on Phase 2 will be utilised throughout construction. Below is an extract of the contractor's site set up plan for that scheme, with the full plan being available at **Appendix 1**. The plan shows the proposed areas for the siting of the compound, material storage areas, parking and wheel washing facilities etc. Ample parking will be provided on-site, as can be seen on the site set up plan, which will prevent the need for parking off site.



Development of the road should take approximately 18 months. Initially, the road to base course and drainage will be installed, followed by lighting, the road surface, markings and finally, landscaping. The road across Peewit Hill and the connection to the roundabout on Dodwell Lane will be monitored and inspected by Hampshire County Council throughout construction, subject to a S278 agreement being in place and so timings of completion will be determined by HCC.

2.0 CONSTRUCTION TRAFFIC ROUTE

As mentioned above, the site will be accessed through phases 1 and 2 of the residential developments. As such, deliveries and Construction traffic will be instructed to approach the site from the A27 (West End Road), turning on to the B3033 St John's Road and then Hedge End Way, continuing through phase 2, to reach the site. Construction related traffic will be advised not to travel through Hedge End village and directional signs will be displayed on the approach.



3.0 DUST, EMISSIONS AND NOISE GENERATING PLANT CONTROL MEASURES

To ensure we carry out best endeavours regarding dust and emission control we have used the 2014 'Control of Dust and Emissions During Construction and Demolition - Supplementary Planning Guidance' published by the Greater London Authority as the control document for this plan. It is our intention for all on-site contractors to follow best practicable means at all times to minimise dust and emissions.

Construction Dust Method Statement

During periods of dry weather all surfaces capable of producing dust shall be dampened to minimise the spread of dust. All machinery, hand or otherwise capable of producing dust shall be fitted with adequate collection bags or fitted with a hose attachment to collect or dampen the dust produced.

Any activity likely to produce an excessive level of dust shall only take place after carrying out the necessary risk assessment and implementing any precautions to control and prevent dust from spreading.

On-Site Protection

The site compound, fuel storage and dust generating activities will be set away from residential boundaries and solid hoarding will be erected where required. Effective barriers need to be erected around dust generating activities and suitable dust suppression must be used at all times.

Haul Routes

During the first phase of construction the main drainage and roads to base course will be installed. These roads will be regularly damped down and swept with a road sweeper. Roads outside the site will also be subject to regular mechanical road sweeping.

All vehicles carrying dusty materials will be securely covered before entering or leaving the site, to prevent dust spilling on the road.

Site Entrance and Exit

The prevention of mud and dust outside the boundary to the site must be kept to a minimum at all times, to protect the local residents. Dust measures have been addressed above. Vehicles exiting the site will be subject to appropriate and effective wheel washing, which will comprise of a manned pressure wash facility and will be located near the exit of phase 2. Vehicles will be checked before exiting the site, to ensure the wheels and underside are free from mud. Sweepers will be keeping the access roads as free from mud as possible throughout the length of the construction project, and the cleanliness of the roads will be monitored regularly, to ensure public highways and site roads are kept clean. Mobilisation of Imported or exported fill vehicles shall be limited to trafficking hard surfaces to minimise contamination.

Stockpiles and Storage Mounds

Long term stockpiles will try to be avoided on site, however, if the need arises, topsoil will be sited away from sensitive receptors and will be seeded. Where hardcore or similar material is stockpiled, these again will be sited away from sensitive receptors and will be used effectively for site works to avoid unnecessary vehicle movements to and from site.

Noise Generating Plant - Cutting, Grinding and Sawing

These operations will only be carried out with suitable noise and water suppressed power tools.

All equipment will be regularly serviced to ensure maximum operation.

No construction work shall take place during the construction period, except between the hours of 8:00am to 6:00pm Mondays to Fridays and 9:00am to 1:00pm on Saturdays and not at all on Sundays or Bank Holidays.

Signs will be placed around the site reminding workers that the area is sensitive to noise and to try and keep disturbance to a minimum

Drop heights into skips will be kept to a minimum.

No piling is proposed on this development

Skips & Waste

Skips will be provided on site for segregated waste and will be covered where there is a risk of dust movement. Skips will only be stored on hard surfaces and drop heights into skips will be kept to a minimum. Polythene lined skips must be used for wash out of concrete delivery lorries.

For general waste produced on site, a 6 yard mixed waste skip will be provided at all times throughout the construction period and will be emptied/replaced when full, to ensure a constant provision of waste disposal.

Fuel and Chemical Storage/Use

Any fuel or chemicals needed for construction purposes will be delivered to site by licenced carriers only and will be stored in compliance with COSHH data sheets and Foreman Homes' own Health & Safety procedures. Spillage kits will be stored in the same location, for immediate use should the need arise.

The site manager will ensure that authorised personnel only, will be permitted to fill plant etc with fuel and use any chemicals. The site manager will also carry out daily checks on the storage tank and associated equipment to ensure safe use.

Dealing with Spillages

The following procedures must be followed on site:

- Use bunded areas where practical
- Regularly inspect areas for spillages
- Have spillage kits available on site
- Clean spillages using agreed wet handling measures
- Vacuum or sweep regularly to prevent a build-up of fine waste dust material, which is spilled on the site and designated as waste that is no longer fit for use. This will be dealt with in accordance with the Waste Management Licensing Regulations (WMLR) 1994
- Inform the Environment Agency and Fire service if harmful substances are spilt.

Temporary Lighting

It is not envisaged that any temporary, external lighting will be used on site during the construction period. If, at any time during construction of the development, external lighting is required, details of such will be shared with the Local Planning Authority for approval, prior to their use.

4.0 DEMOLITION

No demolition needs to take place to facilitate the construction of the road.

5.0 BURNING ON SITE

There shall not be permitted, the burning of any materials on site during any phase of the development.

6.0 HOURS OF WORK

No construction work shall take place during the construction period except between the hours of 8:00am to 6:00pm Mondays to Fridays and 9:00am to 1:00pm on Saturdays and not at all on Sundays or Bank Holidays.

7.0 SITE HOARDING AND DECORATIVE DISPLAYS

1.8m solid hoarding, similar to that shown below, will be installed along open boundaries, to secure the site and prevent unauthorised access during construction. Similar hoarding and gates will be erected at the entrance to the site.



8.0 USE OF CRANES

It is not proposed to use a static crane on site.

9.0 PROTECTION OF HABITAT AREAS & TREES

A Construction Method Statement for Ecology purposes has been produced by Ecosupport Ltd for condition 8 of planning approval F/17/81809 (& X/22/93381) and should be referred to for construction activities around habitat areas.

Tree protection will initially be installed in part, around the small section of road proposed to be constructed to implement the planning permission. Prior to commencement of the road from the Phase 2 development, tree protection will be installed fully, in accordance with the Sapling Arboricultural Impact Assessment J947/16, extract below. The tree protection fencing will remain in place until completion of the development and shall only be removed after consultation with the appointed Arboriculturist.

