

BARRINGTON ROAD, DURRINGTON-ON-SEA

CONSTRUCTION MANAGEMENT PLAN

September 2024

McCarthy Stone

RETIREMENT LIVING PLUS DEVELOPMENT
BARRINGTON ROAD
DURRINGTON-ON-SEA

CONSTRUCTION MANAGEMENT PLAN

CONTROLLED DOCUMENT

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2	12.12.23	ERG	Update Based on Draft Conditions	MDS
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RETIREMENT LIVING PLUS DEVELOPMENT
BARRINGTON ROAD
DURRINGTON-ON-SEA

CONSTRUCTION MANAGEMENT PLAN

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1. INTRODUCTION

1.1 This Construction Management Plan (CMP) has been prepared by Paul Basham Associates on behalf of McCarthy Stone to support the discharge of Condition 32 associated with the full planning application for the development of 63 Retirement Living Plus (RLP) units at land to the north of Barrington Road, Durrington-on-Sea (ref: AWDM/0786/23). The recently consented development is part of a wider re-development of the HRMC offices, with the site location demonstrated in **Figure 1**.

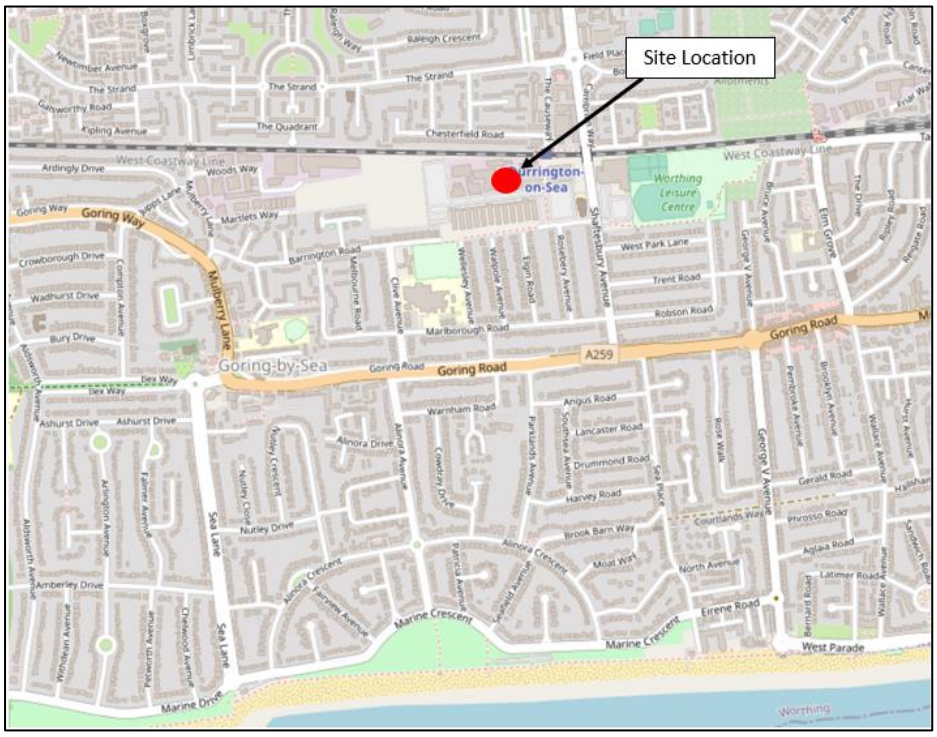

Figure 1: Site Location

1.2 Condition 32 states: "*No development shall take place, including any works of dismantling, 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 as appropriate but not necessarily be restricted to the following matters:*

i. *the anticipated number, frequency and types of vehicles used during construction;*
ii. *the method of access and routing of vehicles during construction;*
iii. *the parking of vehicles by site operatives and visitors;*
iv. *the loading and unloading of plant, materials and waste;*
v. *the storage of plant and materials used in construction of the development;*
vi. *the erection and maintenance of security hoarding;*

vii. *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);*

viii. *detailed measures for the suppression and management of dust and fumes;*

ix. *details of public engagement both prior to and during construction works;*

x. *Details of liaison with the adjoining developer in executing planning permission AWDM/0605/22, to ensure a coordinated approach to site management, deliveries and traffic.*"

1.3 This CMP outlines how potential impacts from the construction traffic can be minimised on local residents and businesses and explain how highway safety will be maintained. The CMP considers the delivery arrangements, site access, pedestrian safety and the location of temporary buildings and construction materials. The wider development already has a CTMP (ref: AWDM/1979/19), therefore this CMP is specifically for the construction of the 63 RLP units' development but considers the measures included within the wider development's CTMP.

2. EXISTING SITE CONDITIONS

2.1 The proposed development forms part of a wider site which secured consent for the 'redevelopment for a maximum of 287 dwellings (use class C3), of which up to 140 would be houses and up to 158 would be apartments/retirement apartments. Provision of a 68-bedroom care home (use class C2)' (ref: AWDM/1979/19) which was granted outline planning consent in April 2021. The site was formerly occupied by HMRC offices which have recently been demolished.

2.2 The RLP units will be in place of the care home stated within the wider development which secured planning consent on 30th April 2021 (under application reference: AWDM/1979/19.

Local Road Network

2.3 The proposed site will be accessed via Barrington Road, a single lane carriageway which is subject to 30mph speed limit. Access to the existing site is taken via the eastern section of Barrington Road via a gated bellmouth access arrangement. The eastern section of road connects onto Shaftesbury Avenue, whilst the western section connects onto Mulberry Lane to the southeast of the site. Barrington Road has unrestricted parking on the southern side of the carriageway and single / double yellow lines on the northern side.

2.4 Shaftesbury Avenue is subject to a 30mph speed limit and allows for two-way traffic, measuring c.7.5m in width. Shaftesbury Avenue runs north to south from the Strand Parade Roundabout in the form to the signalised junction with Goring Road (A259). Continuing north, the road provides access to the A27, which forms part of the Strategic Road Network (SRN). The site is therefore in close proximity to the SRN, including the A27 to the north and A259 to the south.

Pedestrian/Cycle Infrastructure

2.5 Barrington Road provides a footway on both sides of the carriageway measuring c.2.5m. A publicly accessible footpath forms the southern boundary of the wider site, which connects the eastern and western side of Barrington Road. A footway along the eastern boundary of the wider site provides access between Barrington Road and Durrington on-Sea Railway Station at its southern platform.

2.6 There are no dedicated cycleways provided along Barrington Road or Shaftesbury Avenue, however the low speed and topography of the area is considered sufficient to accommodate for cyclists on the carriageway.

Public Transport

2.7 The 'Leisure Centre' bus stop is located approximately 350m (4-minute walk) to the southeast of the site on Shaftesbury Avenue and is served by four bus services. The bus stop is a flagpole bus stop.

2.8 Durrington-on-Sea Railway Station is located to the immediate northern boundary of the wider site and can be accessed from the footway which runs along the site's eastern boundary which connects directly to the westbound platform.

Summary

2.9 The site is located in a highly accessible and sustainable location, with provision for both pedestrian and cycle infrastructure. Along with this, the closest bus stop and railway station are both within walking distance of the site. Therefore, construction staff would be able to easily use sustainable modes of travel to reach the site.

3. SITE ACCESS, COMPOUND AND LAYOUT

3.1 This CMP supports the discharge of Condition 32 associated with the recently consented development of 63 Retirement Living Plus (RLP) units (application reference: AWDM/0786/23), with the wider development previously submitting their own CTMP. This CMP has been prepared in accordance with the items listed in the Condition as well as the measures included in the wider site's CTMP to retain consistency.

Access

3.2 Vehicular access to the site is proposed through the road network proposed as part of the wider Bellway Homes development from Barrington Road. Bellway Homes will also deliver the access to the site for McCarthy Stone which is designed as bellmouth arrangement supported by a 6m wide road and 9m corner radii. Tracking of the site access has been completed with a 16.5m articulated vehicle which show the vehicle is able to enter and egress the site and are attached as **Appendix B**.

3.3 Pedestrian access to the site will also be provided by the wider Bellway Homes development via a network of internal footways. These will connect directly with an entrance located to the south east of the wider site boundary and onto the local pedestrian network.

Site Set Up Plan

3.4 The proposed site setup plan is attached as **Appendix A** which demonstrates material storage, crane location, waste management and staff facilities which will be accommodated within the site.

3.5 Construction vehicles are able to enter and egress the site. The tracking of this is shown in **Appendix B**, utilising a 16.5m articulated vehicles. The tracking does overrun the footway to the south of the wider Bellway Homes site layout by plot 129, however, Bellway Homes (who are constructing the internal roads for the wider development and this plot) are aware of this and it will be managed accordingly.

Parking

3.6 Construction staff will be encouraged to utilise sustainable modes of travel such as car sharing and public transport, given that the site is within walking distance to the nearest train station (500m) and bus stop (350m). However, it is inevitable that some staff will need to travel to work via car or van. Parking will be discussed and agreed with Bellway Homes as part of the wider development and their CTMP measures.

4. CONSTRUCTION TRAFFIC ROUTING

4.1 An assessment of the local road network has been undertaken in terms of its suitability for the movement of HGV vehicles to and from the site. These movements will be associated with the recycling/disposing of waste and the delivery of material associated with construction work.

4.2 The best route to the site is suggested from the north which is similar to the Bellway Homes CTMP route, as it provides a direct route from the A27 and minimises the distance travelled on local roads. It is anticipated that all construction traffic will arrive and depart via the A27. At the A27/ A20 junction, construction traffic will leave the A27 and will proceed along the A2700 Titmore Lane. At the Goring Crossways Roundabout, construction traffic will continue south on the A259 to the A259/ Aldsworth Avenue Roundabout. At the roundabout construction traffic will turn left onto A259 Goring Road. The construction traffic will continue to Mullberry Lane heading south and turn left onto A259 Goring Road. Vehicles will then take a left onto Shaftesbury Avenue and a second left in Barrington Road, and towards site access.

4.3 Construction traffic will be asked to follow this route with details sent to all drivers prior to their required trip. Sufficient signage will also be provided along the route as part of the wider Bellway CTMP. The proposed route is demonstrated in **Figure 2** by the blue line, which presents the most suitable route for an HGV vehicle.

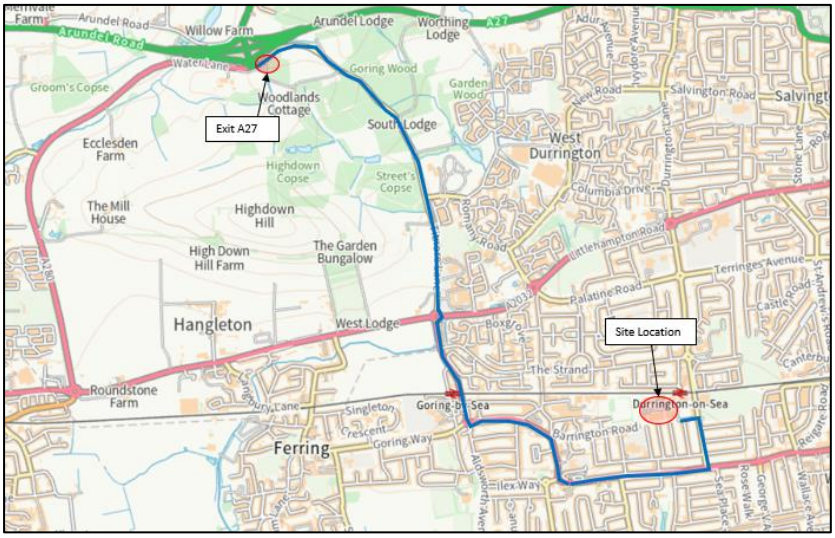

Figure 2: Construction Traffic Routing

5. CONSTRUCTION TRAFFIC MANAGEMENT AND MITIGATION

Working Practice on Site

5.1 During the construction phase, material will be contained in the construction compound with a specific area for material for removal. Trained personnel will load and unload materials, with hard hats being compulsory on-site. Site visitors will also be required to sign in and out ensuring safety measures are met. Signage will be provided within the compound to ensure hard hats are worn, along with ensuring that other appropriate measures are in place to make it a safe working construction site.

Working/Delivery Hours

5.2 Working hours will be considerate of local residents and businesses. The core working hours will be restricted to:

- 08:00-18:00 (Monday to Friday).
- 08:30-13:00 (Saturdays).
- No time on Sundays or Bank Holidays.
- No deliveries during school pick up or drop off.

5.3 These are in line with Condition 31. It will therefore be ensured that peak times are avoided, including school pick up and drop off, to ensure congestion is not increased along the local highway network.

Wheel Wash facilities

5.4 To ensure that mud and debris is not carried onto the surrounding highway network, wheel washing facilities will be provided on site. The wheel washing station will be located close to the site access to reduce dirt and dust. A vehicle marshal will be used to inspect the wheels of all vehicles prior to leaving the site, and to hose off mud, dust or silt contaminate prior to the vehicle leaving the site. A standard hose will be used as it is more controllable than other methods and uses less water. Water arising from wheel washing will be filtered within the site in order to be positively drained. No water arising from wheel washing will discharge onto the public highway. No lorry will leave until its wheels have been sufficiently cleaned, to prevent dust or mud being carried onto the highway. A vehicle marshal will be used to inspect the wheels of all vehicles prior to leaving, using a standard hose as it is easier to control compared to other methods.

5.5 In the event that either the nature of works, or weather conditions mean that there is a likelihood of wheel washing facilities not being sufficient or if formal complaints are received, then a road sweeper will be employed at the developers' expense accordingly.

Vehicle Movements

5.6 Allocated time slots will be assigned for vehicles delivering material or picking up waste materials. Further details on the exact number of daily trips and the types of vehicles anticipated to be used for the groundwork and construction works will be confirmed upon appointment of a contractor. The site manager will be in charge of ensuring that deliveries to site are kept within their allocated time. They will also liaise with Bellway Homes and their contractor to ensure their deliveries are coordinated to minimise the impact on the local road network. An indicative breakdown of construction vehicle movements by number and type of vehicles across different phases of the build is provided in **Table 1**. This presents indicative vehicle movements only.

Construction Stage	Length of Stay	Average No. Daily Trips by Construction Vehicles	Typical Vehicles Used
Site Welfare			
Site offices and welfare units	4 hour per visit	4 trips over 10 day period	Articulated lorry
Tower crane	6 hours per visit	4 trips over 10 day period	Articulated lorry
Silos	2 hours per visit	4 trips over 10 day period	Articulated lorry
Sundry white van	20 minutes per visit	10 trips over 10 week period	Transit Van
Foundations			
Cartaway excavated materials	20 minutes for loading	4 trips per day 10 days	6 wheel tipper
Reinforcing deliveries	1 hour per visit	1 trips per day over 3 days	Articulated lorry
Concrete	30 minutes per load	3 trips per day over 15 days	6 wheel concrete mixer
Foundation Blocks	30 minutes per load	4 trips per day over 10 days	Articulated lorry
Foundation and cement	20 minutes per load	4 trips per day over 10 days	6 wheel tipper
Skips	20 minutes per load	2 movements per week	6 yard skip lorry
Sundry white van	30 minutes per load	8 trips over 6 week period	Transit van
Drainage	1 hour per visit	3 trips over 15 day period	Articulated lorry
Aggregated pip bedding etc.	20 minutes per load	6 trips per day over 15 days	6 wheel tipper
Superstructure			
Bricks	30 minutes per load	9 trips over 20 weeks	Articulated lorry
Blocks	30 minutes per load	7 trips over 20 weeks	Articulated lorry
Mortar for Silos	30 minutes per load	8 trips over 20 weeks	Articulated tanker lorry
Floor slabs and stair units	1 hour per load	14 trips over 20 weeks	Articulated lorry
Roof trusses and materials	1 hour per load	8 trips over 10 weeks	Articulated lorry
Roof tiles	1 hour per load	6 trips over 10 weeks	Articulated lorry
Windows	2 hours per load	8 trips over 4 weeks	Curtain sided lorry
Balcony Steelwork	2 hours per load	10 trips over 20 weeks	Rigid bed lorry
Sundry white van	30 minutes per load	20 trips over 20 weeks	Transit Van
Skips	20 minutes per load	30 trips over 16 weeks	Skip lorry
Internal finishes			
Electrical goods	20 minutes per load	8 trips over 16 weeks	Curtain sided lorry
Plumbing goods	30 minutes per load	8 trips over 16 weeks	Curtain sided lorry
Metal studwork materials	1 hour per load	4 trips over 8 weeks	Curtain sided lorry
Plastering materials	1 hour per load	8 trips over 10 weeks	Curtain sided lorry
Kitchen 2nd fix carpentry materials	1 hour per load	6 trips over 6 weeks	Curtain sided lorry
Lift delivery	1 hour per load	2 trips over 2 weeks	Curtain sided lorry
Decorating materials	30 minutes per load	4 trips over 8 weeks	Transit van
Floor finishes	30 minutes per load	4 trips over 8 weeks	Curtain sided lorry
Sundry white van	20 minutes per load	20 trips over 16 weeks	Transit van
Skips	20 minutes per load	30 trips over 16 weeks	Skip lorry
External Materials			
Hardcore	20 minutes per load	2 trips over 2 weeks	6 wheel tipper
Sand and cement	20 minutes per load	4 trips over 4 weeks	6 wheel tipper
Pavings and edgings	1 hour per load	2 trips over 4 weeks	Flat bed lorry
Topsoil	20 minutes per load	2 trips over 2 weeks	6 wheel tipper
Soft landscape materials	1 hour per load	3 trips over 2 weeks	Curtain sided lorry
Skips	20 minutes per load	10 trips over 16 weeks	Skip lorry

Table 1: Indicative Construction Vehicle Delivery Schedule

5.7 Any defects caused to the highway as a result of construction traffic generated by this development and the associated works shall be made good once the construction phase is completed.

Mitigation of Dust

5.8 A water truck will be driven onsite spraying water on affected areas in order to prevent dust becoming airborne should this be warranted. Water would be applied at least 3 times a day or more depending on atmospheric conditions. The developer will ensure that there is no discharge of surface runoff arising from the water spray onto the public highway. Should formal complaints be received, a road sweeper will be employed.

5.9 Furthermore, during groundworks tarmac areas are being cleaned twice a week with a road brush and dampened down between cleans. While the remaining stockpile of material is being dampened as its moved and used.

5.10 Following on from this scaffold adjacent to the railway will be sheeted to mitigate the small amount of dust which will be produced on the scaffold migrating. As well as this, during the superstructure works, control measures if required for the masonry cutting involve water suppression. Water suppression or the use of vacs will be utilised within the buildings to ensure dust is controlled. Tarmac areas will be controlled by dampening down dust and sweeping when required. For timber cutting this will be controlled with vacs.

5.11 A daily log which also be kept on site and include risks, weather conditions and the dust management actions in response to the risk.

Use of Banksmen

5.12 Banksmen are operatives trained to direct vehicle movement on or around the site. Large construction vehicles may require some assistance whilst manoeuvring within the site and entering/exiting the site access. Banksmen will be used to ensure these, and any other manoeuvres are conducted in a safe manner if required.

Inspection of Signing

5.13 The site supervisor, or somebody appointed by them, will check the security of hording and scaffolding on a daily basis. The reasoning behind this is to ensure that they are in the correct place and are not creating a hazard to road users.

Consultation with Local Residents

5.14 McCarthy Stone recognises it is important to keep residents informed and aware of the construction traffic. They will be informed via a letter including:

- When construction will begin and duration
- Contact number for any issues
- A summary of the work

5.15 However, this will be coordinated with the construction works being completed by Bellway Homes which is already underway.

6. SUMMARY AND RECOMMENDATIONS

6.1 This Construction Management Plan (CMP) has been prepared by Paul Basham Associates on behalf of McCarthy Stone to support the discharge of Condition 32 associated with the full planning application for the development of 63 Retirement Living Plus (RLP) units at land to the north of Barrington Road, Durrington-on-Sea (ref: AWDM/0786/23). The proposed development sits within a wider development site which secured outline planning permission for a 68-bedroom care home in this location.

6.2 The site will be accessed via Barrington Road situated to north of the site boundary of the wider development.

6.3 Construction vehicle tracking has been undertaken and demonstrates that a 16.5m articulated vehicle can access and egress the site.

6.4 Staff will be encouraged to utilise sustainable modes of travel where possible, and car share if car travel is needed to site. Discussion with Bellway Homes will be undertaken regarding this.

6.5 Timeslots will be allocated for delivery vehicles and ensure that this are followed. An indicative schedule for vehicle movement has been provided.

6.6 Measures will be enforced on the site to ensure safety and reduce the impact on the local highway network. These measures include:

- Set working hours, avoiding peak traffic hours
- Wheel washing facilities and banksmen
- Mitigation of dust
- Allocated timeslots for deliveries
- Inspection of signing
- Provision of a predetermined vehicle route for all delivery drivers.
- Discussion with local residents

6.7 Whilst disruption is inevitable, it is considered that the above measures will provide significant steps to ensure the effects of construction traffic on the local road network are minimised.

Appendix A

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rev.	date	changes description	Status	issued by
C03	11/03/2024	S5 issue	S4	RP
C02	08/01/2024	Updated to match Scaffolding Sub contractor drawings	S4	RP
C01	23/11/2023	Site plan initial issue S4	S4	AD

Secure Pedestrian Site access adjacent to the railway line. This connects to the footpath near the railway pedestrian bridge.

24.123 Oversail

Railway Lines

MP 12.25

X: 511,806,753.0
Y: 103,180,177.0
Z: 100.0

X: 511,888,932.0
Y: 103,179,636.0
Z: 100.0

Toilet Block

Pedestrian Walkway

24' Meeting room with canteen/ drying room under

32' Office with canteen under

Skip & refuse area

S

Sub Station

R 6.600

5.200

X: 511,838,141.2
Y: 103,149,105.0
Z: 100.0

5.200

R 55.000m

TEMPORARY SERVICES DUCTS INTO BUILDING TO MIRROR SCHEME SERVICES.
TEMP. SUPPLY REQUIRED:
- BT
- WATER
- ELEC

AOV

Pedestrian Walkway

X: 511,869,939.0
Y: 103,120,857.0
Z: 100.0

X: 511,889,193.0
Y: 103,121,133.0
Z: 100.0

Secure Pedestrian Link

23,706 Oversail

4,078 Oversail

26.852 Oversail

3.5m

CENTRAL GREEN

PLAY AREA

SP

BO

GI

Key:

- Materials storage
- Lorry drop off zone
- S — Silos base 6 x 4 m
- Pedestrian Access
- 2m scaffold zone to building perimeter at lower level started
- Haki scaffold stairs
- Loading bay
- Crane location
- Site specific area
- Container various size
- Ground Floor Sales apartments - TBC
- Pedestrian access to sales apartments
- Hoarding line
- Potential location of sub station
- 2m Close boarded fence
- Permanent acousitc fence

RE-FORM AT

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project title
McCarthy Stone, Durrington-on-Sea

document title
Site Setup Plan

date created	drawn by	checked by	approved by
Nov 2023	AD	RP	DB

scale at A1
1:200

0 2 4 8 10m

N

region	project no.	stage no.	discipline	number
SO-	2870 -	05 -	AC -	0116

status	suitability description	revision
A1	For Construction	C03

Appendix B

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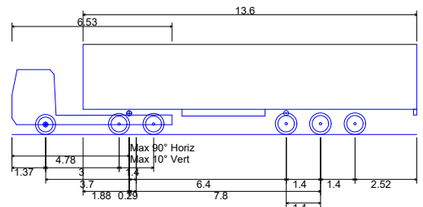
VEHICLE PROFILE



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	App'd
P02	UPDATED SITE SETUP PLAN	07.11.23	ERG	JAM
P01	FIRST ISSUE	05.09.23	ERG	KCH

Date Created	Drawn By	Approved By	Suitabilty Code
05.09.23	ERG	KCH	-

PBA Project Number	Scale
034.0154	1:500 (AT A3)

PBA Drawing No: 034.0154-0003

Revison: P02

Project Name
BARRINGTON ROAD,
DURRINGTON-ON-SEA

Project Phase
PRELIMINARY

Title
CONSTRUCTION VEHICLE TRACKING

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