


# CONSTRUCTION MANAGEMENT PLAN

South Lincolnshire Food Enterprise Zone, Gateway Hub Building

Plot 12, Peppermint Way, Holbeach, Lincolnshire, PE12 7BF

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# 1. Introduction

The purpose of this Construction Management Plan ("CMP") at the pre-commencement stage is to outline and determine our approach to the management and execution of the construction of The Gateway Hub Building, Plot 12, South Lincolnshire Food Enterprise Zone.

The CMP includes comment on site establishment, logistics and the process of managing the local environment. It seeks to ensure the works generate minimum disruption to neighbours and local stakeholders whilst maintaining a safe travel, living and working environment.

The generation of CMP is a condition of the site's planning determination and is therefore our plan for the management of the execution of the works. This is a live document that will be regularly reviewed, and should this review necessitate significant change, we will maintain a communicative relationship to advise the planning body of any alterations should they occur.

# 2. Project Overview

The project consists of a new composite steel framed three-storey mixed use building with adjoining single storey workshop and cafeteria building, car parking, construction of new vehicular site access, external walkways, associated hard and soft landscaping and surface and foul water drainage, incorporating ecological water feature..

The site is situated on Plot 12, Peppermint Way, Holbeach, Lincolnshire, PE12 7BF.

The anticipated contract duration is 40 weeks and will be delivered in one singular phase.

# 3. Construction Management Action Plan

### 3.1 Communication/Neighbours/Considerate Constructor Scheme

The site is situated within South Lincolnshire The Food Enterprise Zone (Plot 12) which was formally arable land. It is Plot 12 of the Food Enterprise Development and is accessed via Peppermint Way of the new development infrastructure. Whilst there are currently no direct neighbours the University of Lincoln Food Excellence Building, The Travelers Site at Rose View Drive, Frontier Agricultural and SAM Crop Sprayers on Peppermint Junction are all in the immediate vicinity. It is our intention throughout the scheme to maintain good neighbourly relations. This is generally achieved by implementing clear direct communication protocols. Initially we will undertake a letter drop to all adjoining properties clearly communicating our intentions and contacts for further dialogue. We will be receptive to mitigating the reasonable considerations of the local community and demonstrate a considerate and professional approach to the execution of the project. These communication paths will remain open for the duration of the works and will provide a platform to communicate the progress of the works and convey any requirements for abnormal works.

We are associate members of the Considerate Constructor Scheme and the project will be registered with the scheme. Our CMP is generated to comply with the principles and requirements of the scheme. In accordance with the scheme we will display project contact board and determine a complaints procedure should anyone have cause to formulate a complaint. All complaints will be thoroughly reviewed, and reasonable considerations will be mitigated and communicated to the relevant party.

### 3.2 Site Establishment

The site will be secured and segregated utilising GS7 fence panels. It is our intention to accelerate the construction of the site vehicular access works and undertake this as an initial task creating a dedicated hard paved site access therefore reducing the migration of spoil and contamination off site.

Welfare facilities and contractor/visitor parking facilities will be provided via dedicated access to the Northern boundary of the site off Peppermint Way all of which will be hard paved utilizing permeable material. Pedestrian access will be formed into the contractor compound/welfare area from Peppermint Way No on street parking will be utilised.

Power to the welfare area will be provided by an acoustic generator, and water via a temporary builders supply.

### 3.3 Traffic Management/Access

The principals of our traffic management proposals are formulated with road safety both on and off site as our critical driver.

Our traffic management controls will be clearly detailed in all supply chain orders and clear way finding, and instructional signage will be strategically located to provide clear guidance to site personnel, delivery drivers and visitors.

All vehicles will access or egress the site in forward gear and will be banked when leaving site. To avoid congestion as a result of concurrent deliveries, we will implement a visibook online delivery booking programme for all material deliveries with dedicated 30min. slots. We will consult with the local neighbours to establish if particular delivery times should be avoided however in the first instance, we propose to avoid exacerbating local traffic congestion, by limiting all but critical deliveries from the following times:

0815-0915 and 1500-1745.

To minimise the interface between deliveries and contractor vehicles, we have isolated contractor and visitor parking to the Northern Boundary, and the material delivery and lay down area to the Southern Boundary.

### 3.4 Working Hours

The proposed working hours for the scheme will be:

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|---|---|
| Monday – Friday | 0700-1800 |
| Saturday | 0700-1300 |

### 3.5 Security

As stated previously, the site will be fencing utilising GS7 fence panels to prevent unauthorised access. The external perimeter of the site will be inspected by our site management team daily to ensure this integrity. Both the vehicular and pedestrian gates will be locked at all times. To avoid vehicles queuing and obstructing Peppermint Way, the vehicular gates will be in recess of the site boundary. All site personnel and visitors will have to sign in on arrival to site and sign out upon departing.

### 3.6 Health and Safety

A Construction Phase Health & Safety Plan will be prepared in accordance with CDM 2015 regulations to assist in the safe management of the scheme. Our site management team will all be SMSTS trained and supported by our in-house SHE Advisor, who will assist in the regular review of site controls to ensure the project, neighbours, amenities and safety are respected and considered.

### 3.7 Housekeeping

The site will be maintained in a clean and safe condition. The areas adjacent to the site will be inspected daily and any site rubbish removed and disposed of.

Offloading and loading of vehicles will always be undertaken within the site and plant will be banked at all times whilst undertaking this process. Given the limited capacity for material storage, we will operate a 'just in time' material delivery strategy.

It is our intention to utilise wheel washing facilities during the initial stages of the project, this facility will incorporate settlement tanks to avoid any suspended material contaminating downstream water courses. It is our intention to initially focus on the hard-landscaped car parking areas and construct these areas to tarmac base course to create a permanent hard surface therefore mitigating waste and spoil migration when vehicles are leaving site. We will utilise road sweepers for the surrounding highways where necessary beyond this. We consider the use of wheel washing will be negated post the completion of car parking construction to base course, as all vehicles will by then accessing or egressing the site via hard paved surfaces.

Waste and rubbish will be managed and regularly removed from site, so as not to accumulate causing a fire, environmental or safety hazard.

### 3.8 Site Drainage

Within the pre-construction phase of the project, the Section 106 surface water mains application would be processed to facilitate the off-site connection being undertaken as part of an enabling works package. Our initial works would be to undertake a site wide reduce level dig that would effectively bund the site perimeter mitigating any potential off-site surface water run-off. The pond and existing swale detailed in the drainage proposals would be constructed and profiled, which with the formation profiled accordingly, would act as a sump for the surface water collection on the site. In accordance with the previously noted wheel washing facility, we would ensure all run off is profiled to discharge to the swale.

### 3.9 Environmental/Dust/Noise

Our environment policy supports the value of placing appropriate regard for the protection of the environment.

We will develop an Environmental Management Plan that will satisfy the necessary controls required to manage protected species, invasive species, contamination and vulnerable receptors. This plan will be developed post further site investigations within the pre-construction phase.

We will ensure no wash out goes direct to ground and will construct a dedicated COSHH store within the contractors' compound.

Where and when necessary, we will utilise water as a dust suppressant to minimise dust pluming during vehicular and plant activities. All hard-paved vehicular surface will be frequently swept clean.

Prior to construction we will undertake noise readings at the site boundary to establish control background noise levels. We will then take weekly noise readings at the site boundary to benchmark the impact during construction. Where possible and practical we will utilise acoustic electric equipment, ensure all plant is effectively silenced and ban the use of externally audible radios.

### 3.10 Material Management & Waste

As previously stated, we intend to use the Southern boundary and the proposed car parking area for material management but given the limited space available we will utilise a 'just in time' material management approach to minimise the hazards associated with 'cramped' material storage.

If site investigation identifies the potential for contamination within the existing ground conditions, we will appoint a qualified person to develop a 'Material Management Plan' to control the off-site disposal and re-use of existing substrata material. This will require submission to CL:AIRE for approval and if necessary, we will undertake this process during the pre-construction phase.

We utilise 'BRE Smartwaste' system as our waste management principals. Our objective is to minimise waste through design and the construction phase. Where we cannot minimise waste, our aim will be to recycle therefore avoiding further traffic movements and impact to our neighbours. We will ensure all deliveries are covered where appropriate and all skips will be securely covered in transit.

Waste from this project will be managed in accordance with the waste duty of care in Section 34 of the Environmental Protection (Duty of Care) Regulations 1991(b).

### 3.11 Ecology

The preliminary Ecological Assessment has identified the potential presence of nesting birds and badgers and as protected species. We will implement within our Ecological Management Plan operational phase protection measures to manage these species or others identified within further investigative Ecological Assessments

# 4. Summary

This CMP has been generated to evidence our management proposals and controls to ensure the development provides a safe working environment and affords safe and free passage to the public in its immediate vicinity. We trust we have appropriately communicated our controls to ensure that all local neighbours and stakeholders' amenity and safety are respected.

# 5. Appendix

# Holbeach FEZ Hub Building - Site Logistics Plan

