

CONSTRUCTION MANAGEMENT PLAN

FOR

PLOT 9 OFFICE AND WORKSHOP WITH ASSOCIATED EXTERNAL WORKS

AT

**SOUTH LINCOLNSHIRE FOOD ENTERPRISE ZONE
PHASE 1**

TDS Ref: 21-L74

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Introduction

The Construction Management Plan has been prepared for AJS Services by Trundley Design for the planning submission to the project and to be utilised by the construction contractor.

The aim of the construction management plan is to lay out the requirements and provisions to be implemented in the process of achieving the most efficient and safe movement of vehicles on the public highway around the site in conjunction with the efficient movement of vehicles onto and off the site.

The Plan details provisions to cater for the additional traffic over and above the normal through traffic expected to attend the area during construction of the new buildings.

The Plan is a working document reflecting the responses of the management team to a variety of issues affecting the flow of traffic around the area of the site.

No amendments will be made to the enclosed plans without first notifying those affected by any changes. Alterations to the plan will only be carried out to improve the performance of the general aims and objectives of the plan itself, that being the safe and efficient movement of vehicles along the highway, around the site and on site.

The report is split into the following areas.

1. Project Description
2. Vehicle routing
3. Traffic levels and expected peaks
4. Parking
5. Pedestrian Access
6. Emergency access onto site
7. Road Cleaning
8. Lighting
9. Project Works plant and equipment

1. Project Description

The project consists of the construction of a Commercial office and Workshop building for a local business as part of their continued business growth.

These works are programmed to take approximately 10 months.

The project will be ran under the Construction Design Management Regulations 2015 with all works fully compliant with the requirements of the regulations.

Prior to commencement of the works the temporary security fencing will be installed thus providing a secure maintenance free construction site boundary that can be managed effectively and safely.

Where the site is identified adjacent areas of Ecological interest as identified on the Ecology and Protected Species Survey, suitable provisions will be made by the contractor to ensure any site preparation work should commence outside the active nesting season which typically runs from March through to late August. If works commence during the bird breeding season, a search for nests should be carried out before they begin, and active nests should be protected until the young fledge.

Where the site is identified adjacent areas of Arboricultural interest as identified on the Arboricultural Impact Report & Ecology report, suitable provisions will be made by the contractor to ensure removal of the existing trees and shrubs should be avoided where possible, and kept to a minimum if unavoidable with appropriate root protection measures in place.

The western boundary will require trimming and removal of some overgrown hedgerows and trees which the contractor will complete in sections so that not all parts of the hedgerow are cut at the same time to assist natural migration.

Any removal of trees should be compensated for by replanting at least the amount that is lost, using native species such as:

- common hawthorn *Crataegus monogyna*,
- hazel *Corylus avellana*, field maple *Acer campestre*,
- wild cherry *Prunus avium*,
- holly *Ilex aquifolium*
- bird cherry *Prunus padus*.

Any new hedgerows should be planted using the above native shrub and tree species, and should be appropriately managed with traditional techniques where possible to maximise their benefit for wildlife, using hedge-laying rather than flailing or trimming.

All works will be monitored weekly, accompanied by regular construction progress meetings, all actions minuted and addressed for review at the following meeting.

STORAGE OF MATERIALS

The proposed building is a steel-framed construction finished with composite steel roof and wall sheeting panels with architectural glazing. As such the major elements are fabricated off-site, delivered by goods vehicle, off-loaded immediately within the defined site and then lifted into place in conjunction with the appropriate Risk Assessment and Method Statements. The construction process does not rely on a large amount of separate materials and components to be assembled on-site.

Materials will be stacked no higher than 4m above ground level.

Materials will be off-loaded within the site boundary and not from vehicles standing on the highway.

2. Vehicle Routing

The access route for all deliveries and HGV vehicles will be via the new Western spur road off the A151, Holbeach.

This will be clearly stated on all orders placed, along with directional signage erected on site at the main entrance and exit points as part of the contractors Construction Phase Plan.

3. Traffic levels and expected peaks

Over the period of the project there will be different levels of traffic flow expected that will be dependent on the nature of the works taking place at any given time.

There will be an increase in Non HGV and HGV traffic which will be made up of construction operatives works vehicles and deliveries of plant and construction materials.

Daily peak times, Monday to Friday, for construction based Non HGV, up to 10 vehicles, will be between 07.00-08.00hrs and 15.00-18.00hrs.

Peak times on Saturdays will be between 07.30-08.30hrs and 12.00-14.00hrs.

No Sunday works are anticipated.

Contractor vehicles will use the established site access.

HGV vehicles will be programmed to deliver between the hours of 08.00 and 17.00hrs, Monday to Friday and 08.00-13.00hrs on Saturdays, however, wide and restricted loads may operate outside of these hours due to external permit restrictions placed upon them.

The predicted number of HGV's accessing site will be up to 5 per day during activities taking place on that area of site eg, concrete pours, these times will be extremely rare.

Construction working hours will only be between 7:00 and 19:00 Monday to Friday and 8:00 and 13:00 on Saturdays with no working of any kind permitted on Sundays or any Public/Bank Holidays.

4. Parking

The site will have sufficient capacity parking to allow all site vehicles to park within the site confines, up to 10 contractors visitor spaces. All HGV's will have a lay down area on site and will be brought straight onto site to prevent traffic build up on the main access road. HGV deliveries will, where possible, be planned to deliver with 30 minute intervals between them.

The movement of HGV's will be overseen by a competent person to ensure that there is free flowing traffic and no interaction with other vehicles along the main site entrance which may lead to congestion.

5. Pedestrian Access

Pedestrian access will be maintained to the current surrounding sites. Dedicated pedestrian routes will be provided on the site by the appointed contractor with appropriate segregation. This will be included within their construction phase plan submitted prior to commencement.

A "Beware Pedestrians Crossing" sign will be clearly displayed at the entrance and exit of the site in addition to a 5MPH site speed limit that will be implemented.

6. Emergency access onto the site

Emergency access onto the site will be via the site entrance to the Western spur road off the A151, Holbeach.

This information will be conveyed to the emergency services when an incident occurs to ensure that the Emergency vehicles access directly to the area where the incident has taken place.

7. Road Cleaning

The clients appointed contractor shall ensure that all vehicles leaving the site do not transport mud or debris out on to the highway. This will be done by ensuring all drivers sweep their vehicles clean before leaving site

and that hard standing lay down areas, which are already in place, are used for vehicles to stand on during loading and unloading, where possible. A Road sweeper will be arranged, as required, should site conditions dictate that one is required.

This may be due to inclement weather.

WHEEL WASHING

Vehicles leaving site will be monitored and hand-cleaned if the need arises so that the carriageway is kept clear of mud and debris at all times.

The need for wheel washing will be minimised. Construction workers' vehicles will access the site compound directly from the existing roadway off the runway.

Temporary hardcore surface material will be used in work areas which will minimise mud and help to keep areas clean.

Construction vehicles such as excavators and access platforms which have worked on unmade areas of the site will be taken off-site by low-loader goods vehicles, they will not themselves drive on the highway.

Dust suppression will also be used during any cutting works.

8. Lighting

There will be suitable and sufficient lighting on site which will be utilised during the hours of darkness or in bad weather to ensure that the site operatives and pedestrians on shared routes can be clearly seen. The level of lighting will increase as the site works progress to maintain the lighting levels. During the winter months when there are less daylight hours delivery times will be adjusted to reduce vehicle movements during the hours of darkness.

Lighting will be diverted away from Ensure the site boundaries to be used as dark corridors by foraging/commuting bats. This ethos will also be adopted with finalised building external lighting scheme.

9. Project Works plant and equipment.

All vehicles and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers and shall be maintained in good and efficient working order.

All compressors and generators shall be "sound reduced" models fitted with properly lined and sealed acoustic covers which shall be kept closed whenever the machines are in use, and all ancillary pneumatic percussive tools shall be fitted with mufflers or suppressers of the type recommended by the manufacturers and shall be kept in a good state of repair.

Full use should be made of acoustic screens where necessary.

Machines in intermittent use shall be shut down in the intervening periods between work or where this is impracticable, throttled down to a minimum.

Where practicable, plant with directional noise characteristics shall be positioned to minimise noise at adjacent properties. Static machines shall be sited as far as is practicable from inhabited buildings.

The works shall comply with BS 6472: 1992 Evaluations of Human Exposure to Vibration in Buildings (1Hz-80Hz). Any vibration monitoring carried out shall also be in compliance with BS 6472: 1992.

It shall not be permitted to burn any materials on Site.

Machinery with obvious defects, e.g. plant which emits an unreasonable amount of noise or exhaust smoke, shall be withdrawn from service without delay.