CONSTRUCTION MANAGEMENT PLAN

&

GENERAL INFORMATION

PROJECT

Construction of up to 42 dwellings and associated infrastructure.

for

Mr Welch

Date: May 2026

Table of Contents

1.0 **Introduction**

2.0 **Description of Works**

3.0 **Sequencing the Works**

4.0 **Site Establishment, Management and Welfare Arrangements**

5.0 **Environmental**

6.0 **Utilities & Statutory Organisations**

7.0 **Traffic and Plant Management**

8.0 **Site Security and Access**

9.0 **Complaints Procedure and Monitoring of Construction Management Plan**

10.0 **Appendices**

10.01 Haul routes to site

1.0 Introduction

The purpose of the Construction Management Plan is to address the procedures, sequencing and construction methodology anticipated by the Project Team engaged in the planning, liaison and construction of the Project. The plan outlines proposals on traffic and environmental management measures to be adopted during construction.

The Construction Management Plan forms part of the reserved matters application. It is also designed to be a live document which will develop during the Project.

2.0 Description of the Works

Residential development for up to 42 dwellings, including associated infrastructure.

3.0 Sequence of works

Commencement Date: Anticipated week commencing 3 August 2026

Duration of the Works: To be confirmed

Phasing of the Works: To be confirmed

Completion Date: To be confirmed

Phasing of the Works:

Initial works will include the installation of temporary haul roads followed by permanent site drainage which is to be utilised throughout the build. Phase One of construction will involve the construction of the Bellmouth and associated 278 works, dwellings and plot drainage in the northern section of the site. Construction will move in a southerly direction. Phase 2 of the site is still to be determined.

4.0 Site establishment and welfare arrangements

Site Management

The Contractor will have a full-time site manager located onsite, while works are being carried out – the manager is to be SMSTS qualified. At present the onsite supervision has not been confirmed.

Welfare and carparking facilities

Welfare and car parking to be located on site, locations are to be confirmed. All welfare available onsite will comply with the CDM Regulations.

Access will be via Stockwell Gate to the site. All vehicles travelling to site will do so via either the A151 from the A16 from Spalding or the A151 from the A17 from Holbeach direction with most vehicles accessing these roads.

Welfare facilities to include:

- Welfare on site to be as required under the Construction (Design & Management) Regulations 2015.
- Canteen area
- Site office.
- Toilet facility

Material storage and distribution

Material storage to be located onsite, area is to be confirmed.

Construction Stage

To have secure storage facility within compound (container).

Any material handling around site will be by telehandler. An excavator and dumper will be required for removal of soil for formation of foundations and for proposed landscaping. Where necessary permits will be applied for. AT present it is unknown whether the foundations will be piled or stripped – there is the possibility that a piling rig will be on site.

General material storage to be determined when on site. Material deliveries will be sequenced using the 'just in time method'.

Materials such as concrete to be placed on delivery in the location where construction being carried out. These will be mainly for the forming of the substructures, and superstructures of the housing and hard landscaping/roadways.

Where possible car parking is to be on site.

5.0 Environmental

The Contractor will be expected to provide details of his onsite environmental co-ordinator who will be expected to deal with traffic management, car parking, noise and dust monitoring/control, fuel, vibration and other environmental issues.

All works should be carried out in accordance with good practice, this includes complying with the following;

The Water Environment (England and Wales) Regulation Land Drainage Act 1991
SEPA Engineering in the Water Environment Good Practice Guide Temporary Construction Methods
Control of Water Pollution from Construction Sites
Environmental Good Practice – Site Guide (C650)

Working hours for the site are likely to be 08.00 – 18.00. Monday – Friday and 8.00-13.00 on Saturday. There will be strictly no plant operations outside of these hours.

Contractors may arrive on site prior to these hours and load out.

Tree Protection

Any existing trees on site are to be protected in accordance with BS5837 (2012) Trees in Relation to Design, Demolition or Construction.

Noise and Environnemental Pollution

Noise Monitoring

Noise levels from individual items of plant will not exceed 110 db(A).

Noise levels are to be maintained within the recommendations of 'The Control of Noise at Work Regulations 2005'

The likely plant onsite will compromise an excavator, dumper and telehandler. There is the possibility that a pilng rig may be required. Cranage will be utilised for the installation of roof trusses.

Noise levels will be monitored on a regular basis and any safeguards will include 'Guidance as set out in BS5228: Part 1 2009 & 1A 2014.

If necessary, noise will be monitored at peak times on site, and if necessary, a minimum of twice a day at both positions using a Hand Held Analyser that meets the requirements for integrating averaging sound level meters in accordance with BS EN7445. Information will then be collaborated into a table where the average for the site is calculated as twice a day readings.

The plant and equipment for the work is to be selected so as to keep the noise levels to a minimum. All plant and equipment being used should be inspected /serviced at regular intervals and maintained when necessary.

"Noisy works will be kept to a minimum to prevent disruption to neighbouring properties with no works carried out outside of the agreed site operating hours

Construction Dust

Environmental pollution will be kept to an absolute minimum and damping down will be carried out as required by site conditions if excessive dust.

Any lorries leaving site will be sheeted and if necessary damped down prior to being loaded.

In order that the egress of mud from the site on to the highway is controlled measures will be put in place.

All vehicles will enter the site and leave the site onto Stockwell Gate. The interior movement areas of the site and any new areas for vehicle access will be dampened down as required.

Prior to leaving the site vehicles will be checked for appropriate coverings and security of loads, and, if required, will be washed down to remove debris utilising a mobile jet washing unit.

Daily inspections will be made of the roads immediately outside of the site and when required these will be cleaned employing a specialist highways cleaning sweeper unit.

Ground Contamination

Should contamination be discovered which has not previously been identified works in that area are to stop and the surveyor consulted to allow for testing and remediation strategy to be developed.

Water Contamination

Roads will have construction mud kept to a minimum with road sweepers attending site if required.

Spill kits will be available onsite to prevent the risk of ground/water contamination caused by accidental discharge of pollutants.

Ground Water Run Off

Silt barriers to be installed as required.

Drainage to be installed as early works during the project with the residential units being connected to system as works progress.

Drainage to be as per drawing SW 22-150-002 and SW 22-150-003.

Disposal of Waste Materials (Hazardous and Non-Hazardous)

Disposal of all waste materials will be in accordance with current regulation requirements. Any hazardous waste will be transported by a registered carrier to a licensed tip – strictly in accordance with the Hazardous Waste Regulations 2005.

All waste/spoil carriers should have debris netting covering loads when leaving site.

Temporary lighting

It is anticipated that the works will be carried out during normal daylight hours and that if any temporary external lighting is required it would be provided by mobile tower lighting located within the site adjacent to the car parking area. Lights will have sensors and will not be left on out of site hours

Storage of materials on site

Construction materials such as cement, oils and fuels, etc have the potential to cause pollution. All fuel; oil and chemical storage must be sited on an impervious base within a secured bunded area of adequate storage capacity. The risk of fuel spillage is greatest during refuelling of plant. Mobile plant will be refuelled either off site or within a designated area of hardstanding.

Plant is to be fully maintained to avoid accidental discharges and storage of fuels is to be managed in accordance with current legislation. The Contractor will have spill kits available.

Materials such as concrete and hardcore to be placed on delivery in the location where construction being carried out.

6.0 Utilities & Statutory Organisations

Consultation with South Holland Internal Drainage Board to be carried out prior to any detailed design. The consultation process will be ongoing during the proposed design development stages and phases of the development being constructed.

South Holland Internal Drainage Board

Assets to be protected and a 9m buffer to be maintained between the site and the IDB watercourse adjacent to the East of the site called Whaplode River and the watercourse adjacent to the South Western section of the site. Consent to be sought for any works to either watercourse.

Silt barriers to be present to prevent water run off into the river.

The Contractor shall liaise and meet with the IDB prior to works commencing on site if required.

7.0 Traffic and Plant Management

Where possible all vehicles are to be flat bed and the use of articulated lorries is to be kept to a minimum.

Material deliveries will be organised, where possible, to avoid the peak times when local roadways are more congested.

Site vehicles will have wheels washed down when required prior to leaving site to reduce unwanted debris being spread to the highway. Wheel washing is to be located close to the vehicular site entrance. There will be mobile wheel washing equipment on site throughout the construction period and every vehicle requiring wheels cleaning prior to leaving site will be cleaned.

Vehicles are to leave site in a forward gear and if necessary there is to be a banksman present especially for exceptional loads or deliveries. Holiday makers will be present on the surrounding site and will be informed if any large loads are expected during their stay and they will be informed which areas are not to be accessed.

No lorries are to remain on Stockwell Gate. Access onto site will be via the A151 onto Stockwell Gate. Access to the A151 will be from either the A16 from Spalding or the A17 from Holbeach.

Plant is to be fully maintained to avoid accidental discharges and storage of fuels is to be managed in accordance with current legislation. The Contractor should have spill kits available.

Consideration should be given to prevent any risk of contamination of adjoining land.

The Contractor shall be responsible for ensuring that all tools, equipment, plant and machinery used during works on the site are:

- Suitable for the purpose to which they are applied
- Inspected prior to each use and use discontinued where any defect is found
- Subject to regular testing and inspection as required under The Provision and Use of Workplace Equipment Regulations 1998 (PUWER)' or other relevant legislation
- Only operated by fully trained and competent persons
- Not left unattended on the site at any time unless secure
- Comply with the 'Lifting Operations & Lifting Equipment Regulations 1998 (LOLER)'

Car parking is to be on site.

Access will be maintained to all the adjacent properties at all times.

8.0 Site Security and Access

Access onto site can be gained from Stockwell Gate. The direction traffic will arrive to the site and leave the site will be via Stockwell Gate onto the A151 towards the A16 (Spalding) or onto the A151 towards the A17 (Holbeach).

There may be the requirement for finger boards to be located on the routes giving direction to the sites which will need to be agreed with the relevant Highways Departments. The Contractor will be expected to regularly monitor the signage.

All site personnel are to sign in and out on a daily basis in the register located in the site manager's office.

All visitors coming onto site must wait inside the compound area for the site manager. Visitors must receive a site specific induction, be wearing all minimum PPE requirements and be accompanied by the site manager or his representative whilst on site.

Temporary security fencing shall be erected around the perimeter of the works to form a safe working enclosure.

Route to site – See appendices 10.01.

9.0 Complaints procedure and monitoring of Construction Management Plan

There will always be a designated Environmental Coordinator on site who will deal with any daily matters who will ensure with the visiting Contracts Manager the Construction Management Plan is being implemented and that any feedback is actioned.

There will also be a contact number for the Contractors head office and also the Site Manager contact details located on the site entrance, both of these will be responsible for addressing any questions/complaints.

10.0 Appendices

Appendices

10.01 Haul routes to site



Point A- A16 at Spalding
Point B- Site Location
Policy C- A17 at Holbeach