15th August 2023

CONSTRUCTION SITE MANAGEMENT PLAN

SITE ADDRESS

Land to the East of Reed Place, Rowde, SN10 2GX

DESCRIPTION OF THE WORK

Construction of all roads, pavements, parking areas. Hard and soft landscaping, together with all incoming mains services and infrastructure required to complete the development of 10 dwellings.

All as the site plan included within this document and Planning Permission granted under reference PL/2021/07576

PROPOSED PROGRAMME OF WORKS

Estimated start onsite for the project is September 2023

The build programme is expected to take 29 weeks

Site completion anticipated April 2024

12 months defects and rectification period

HOURS OF OPERATION

The site will be open for operations from 7.30am until 5.30pm Monday to Friday

7.30 am to 1pm Saturdays

No Sunday or Bank holiday working

No excessive noise from plant or construction activities will be permitted before 8am on any day.

ROUTEING OF SITE TRAFFIC AND CONSTRUCTION VEHICLES

The site traffic will access the site via the A361 from either direction, or the A342 from Devizes. Then into Marsh Lane (B3101) and turning into Springfield Road to access the site via Reed Place.

As detailed in the map included in Appendix1.

Restrictions imposed by the relevant highways authority's will be observed at all times

All contractors, suppliers or visitors will be briefed by the site manager prior to their journey on the most appropriate route and time for their delivery, visit etc. During this briefing the most appropriate size of vehicle will be agreed, to cope with the narrow route onto site and cause the minimum of disruption to the local community.

When ordering materials, the site manager will inform the supplier of any restrictions in place at that time. He will also manage the delivery times allocating preferred delivery slots to the suppliers so that a build up of site traffic is avoided. It will be requested that all drivers phone the site office 20 minutes before arrival so that space for the delivery is available and waiting on the public carriageway is avoided.

The Delivery of the modules from Rollalong will require careful planning with the local authorities and may require road restrictions being placed to ensure a clear route to site. This will be plkanned well in advance with Rollalong.

There will also be on-going communication with the local residents to keep them informed of all activities that may cause them concern or disruption.

An open dialogue will be encouraged between the residents and site manager so that any problems arising can be dealt with in a swift manner. Contact details for our site Manager will be available on the entrance to the site.

A letter drop prior to a start on site will give details of company contact numbers and the site progression.

SITE ACCESS

All site deliveries will be accessed through the main gates off Reed Place. The route already having been communicated to the supplier, ample signage will be displayed on the route to the site directing traffic to the main entrance. All deliveries will be met by the banksman who will direct the vehicles on site and facilitate the unloading and storage of the materials in the areas shown in Appendix 3.

The main gates will remain locked at all times for site security, being unlocked just prior to an expected delivery. All contractor and visitor parking will be located on site in close proximity to the site welfare set up. There will also be segregation between site traffic and pedestrians to facilitate a safe route to the site office's and welfare facilities.

Parking will be prohibited outside the site in Reed Place, due to the confined nature of the access road. See Appendix 2

Once any delivery has been concluded the vehicle will be reversed out of the site entrance under the supervision of the banks man to ensure the safety of any pedestrians and traffic.

All loading and unloading will be carried out within the site confines, and at no time on the public highway.

VEHICLES ACCESSING THE SITE PER DAY/WEEK

The first tasks on site once the site compound has been set up will be the site strip and reduced level dig, it is anticipated that between 10 - 20, rigid axle vehicles per day will be required during the periods of spoil removal. This phase of the works is expected to take approximately 3 weeks to complete.

The spoil will be heaped on site over a number of days and disposed of in phased periods with vehicles loaded and dispatched with limited waiting time. There will be no necessity for lorries to wait on the public highway.

Over the course of the site works a regime of wheel washing will be implemented to keep the public carriageway clean and free from debris. A road sweeper will also be employed on a regular basis to ensure that any site mud and debris not removed by the wheel wash is picked up. This is to ensure the highway is kept clean and safe at all times. As the site progresses it is anticipated that the site will receive a minimal number of delivery's a day on 18-ton rigid axel delivery lorries, this will depend on the operations being carried out at that time and some days there will be no delivery's.

At no time do we envisage there being any delivery's on vehicles unsuitable for the local road network.

It will be our aim to keep delivery's down to a minimum with materials from merchants packaged together on one delivery instead of multiple visits.

DELIVERY TIMES

The preferred times for delivery's will be advised to suppliers as between 8.30am and 3pm on a

Monday to Friday. These timings are to compress delivery's to known days and timed to avoid the busiest times of the day. This will then hopefully reduce disruption to the local community.

Whilst this will be our preferred option some delivery's may turn up earlier however no delivery will be accepted before 8am or after 4.30pm due to the adverse disruption likely to be created by the vehicle movement.

There are no schools or colleges in the immediate vicinity so it is not envisaged that children and young adults would be passing the site entrance.

SITE RESPONSIBILITY

Responsibility for co-ordinating and organizing site delivery's will be the Site Manager who will oversee all operations.

The site responsibility for taking delivery will be that of the trained banksman / supervisor. They will oversee all delivery's, material storage and site traffic movement. They will also check that the vehicles leaving the site are in a fit state to do so. This will include the cleaning of wheels if necessary.

SITE & CONTRACTOR PARKING

As part of the initial site and compound formation parking bays will be formed for site personnel and contractors. (APPENDIX 2)

This should ensure that no contractor or site vehicles are parked on the public highway during working hours. As the site progresses site parking will be continually reviewed so that no disruption affects the local community. Extra site parking will be formed as the properties progress and hard surfaced areas become available.

ENVIRONMENTAL IMPACT

The site area will be secured by the means of a heras fence line erected inside of the existing hedging and boundary lines. This will help protect the existing site boundary's from damage due to site activities. We will install the permenant boundary fencing early in the project to secure the perimeter of the site and improve the appearance for the local properties.

Site information and safety warnings will be displayed along these perimeters to deter unlawful entry. No noise pollution will be generated outside of the hours 8am to 5.30pm that may disrupt the local residents.

Mail drops will be made to the locals informing them of any works that may cause disruption due to noise although all machinery on site will be suppressed and methods of working adopted to minimize noise and dust pollution.

CONTRACTORS

F & D Construction actively look to employ local labour and sub-contractors wherever possible to assist with the progression of the site.

We also encourage the sub-contractors to take on apprentices from the local community.

Whilst we appreciate that not all contractors will be local, we would like to think that a percentage would be.

The contactors, labourer's & apprentices that are based locally would be encouraged to make use of the local public transport when possible, minimising the site traffic and disruption to the local community.

As part of the labour procurement process all contractors will be advised of the site protocols regarding dress and general behavior whilst in transit and on site, in line with the considerate constructors scheme. Any contractor who cannot give an assurance to the standards expected will not be considered for the works.

The site will aim to achieve a high score from the considerate constructor inspection team, thus ensuring the minimal disruption to the local community.

Prior to a start on site all operatives are given an induction talk that covers all aspects of site health & safety and the standards expected. Any operative found not to be achieving the required standards will be asked to leave.

PREPARED BY

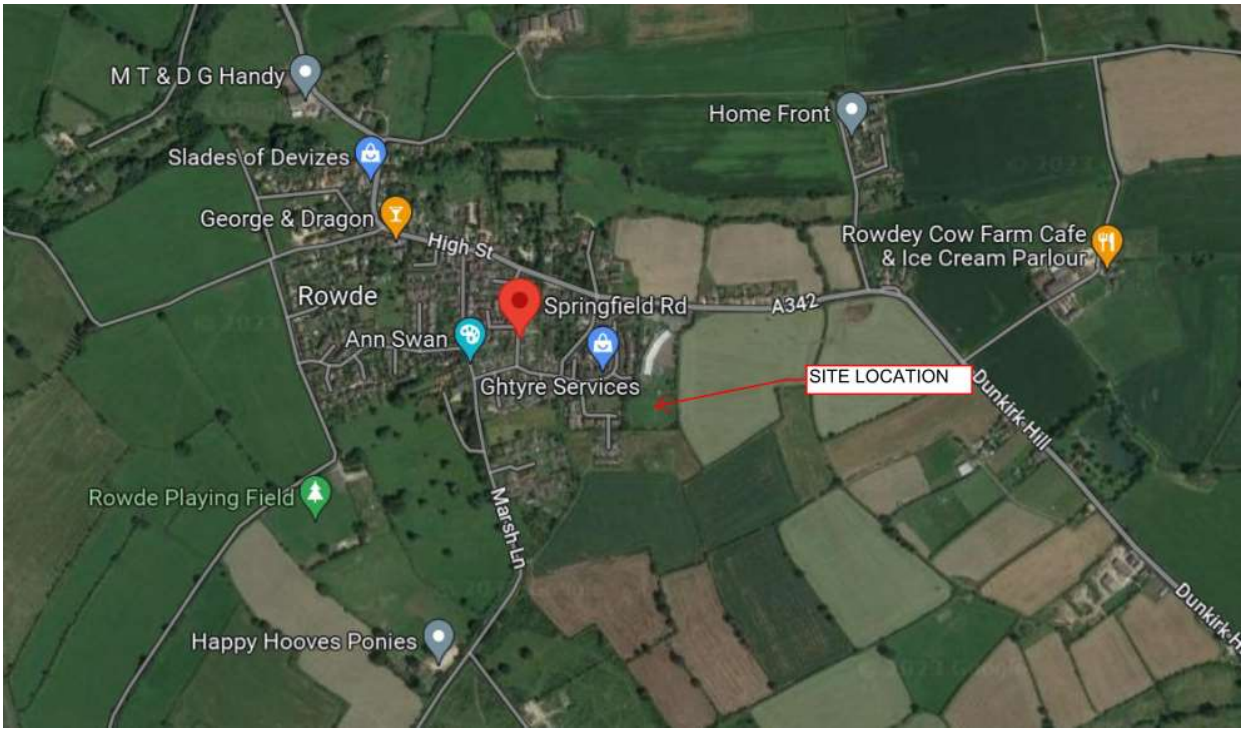
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APPENDIX 1

SITE LOCATION PLAN



FISHER & DEAN
Construction Ltd

APPENDIX 2

SITE LAYOUT PLAN

