

Construction Management Plan

for

Hedge House, West Lavington

PL/2021/11543

09/08/23

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Overview:

This Construction Management Plan (CMP) has been produced to satisfy condition 5 of application reference PL/2021/11543

This will be a live document and a copy will be always kept on site; where necessary the document will be updated to reflect site specific conditions and activities which may require certain elements to be amended – but this will only be done following a detailed risk assessment and where necessary.

CONSTRUCTION TRAFFIC PLAN

1.0 The Traffic Manager:

1.1 All construction traffic entering and exiting the site via **High Street – Mill Lane,** shall be under the control of a Traffic Manager. The Traffic Manager will be an experienced and competent person appointed by EG Carter & Co Ltd. He will work and communicate closely with all Contractors and Material Suppliers throughout the project.

1.2 He will plan and co-ordinate the movement of all construction traffic to and from the site. This will also include all Contractors deliveries.

1.3 The Traffic Manager will be based at the Site Office and will be provided with the necessary communication tools to perform his duties. This will give all Suppliers a main point of contact prior to delivery, alleviating unscheduled traffic.

1.4 The Traffic Manager will be proactive throughout the project to ensure that all operatives on site are considerate to our neighbours.

2.0 Traffic Movement:

2.1 The site entrance will be secured by a Heras type fence or timber hoarding with a gate having a suitable holding area within its boundaries to hold vehicles while they are unloaded as detailed on the included drawing. Vehicles will not be unloaded on the surrounding roads.

2.2 Traffic will run to a timetable with 'windows' that will separate construction site labour from construction site deliveries. This will ensure that the access road is as uncongested as possible.

2.3 Traffic will travel to site following the routes indicated upon the plan entitled 'Site Traffic Access Routes' contained in ***appendix 1***. These routes are summarised as follows:

Opt. 1 – A303 – A344 – A360 – Turn Right onto Sandfield – Right onto Mill Lane

Opt. 2 – Devizes – A360 (Height restriction 4.1m/13'6") – Turn Left onto Sandfield – Right onto Mill Lane

Opt. 3 – Westbury – B3098 – Turn right onto A360 – Turn Left onto Sandfield – Turn Right onto Mill Lane.

When leaving the expectation would be to take one of the 3no. options for access in reverse order.

3.0 Speed Limits:

3.1 During scheduled delivery windows the Traffic Manager will 'walk' through larger vehicles, guiding and communicating with the drivers of any possible dangers ahead, stressing the fact that there is a pedestrian footpath. Site speed limits are restricted to 5mph.

3.2 Warning and information signs will be in place on the approach to the site.

4.0 Scheduled Deliveries:

4.1 Each Contractor and Supplier will submit a plan of their requirements for scheduled deliveries or the movement of heavy vehicles and equipment to the Traffic Manager prior to their commencement on site. Once work has commenced this will be re-assessed on a regular basis.

4.2 The Traffic Manager will issue schedules to Suppliers and Contractors intending to prevent the flow of traffic to and from the site from causing congestion.

4.3 Light vehicles used by visiting Project Team members, Suppliers and Visitors will normally be able to move on and off the site at will, unless this is within a delivery window. When this occurs, they will be held on site until the road is clear. The driver will be able to contact the Traffic Manager who will then guide in the vehicle.

4.4 All plant and materials that arrive to site will be stored in the correct and safe manner in the designated materials storage area. These areas will be in a ready state to take all the materials coming and going from the project throughout the demolition and construction period. The materials storage area will be maintained by the site team to ensure best use of the area.

5.0 Unscheduled Deliveries:

5.1 Suppliers will be asked to advise the Traffic Manager of the Estimated Time of Arrival of their transport vehicles 24 hrs in advance. However, as this is not always feasible over long distances and with current nationwide traffic issues, the Traffic Manager will deal with any unscheduled deliveries. This may mean turning them away if the delivery window is not available.

5.2 The likelihood of unscheduled traffic is unlikely to cause any problems.

6.0 Heavy Plant:

6.1 The movement of heavy plant such as earthmoving machines and cranes will be scheduled in a like manner and will take precedence over all other site traffic en-route, until away from the public highway.

6.2 There will be specific areas for the machinery used onsite to be stored at the end of each working day.

7.0 Visitors:

7.1 It is expected that visitors will arrive by appointment and have an induction referring to the access and road safety at the Site Office by EG Carter & Co Ltd Management.

8.0 Parking:

8.1 In so far as is possible, operative parking will be contained within the site as shown on appendix 1. We anticipate around 10 vehicles being on site during its busy period.

8.2 Operatives and Visitors will be requested to “Car Share”, this point will be emphasised in the Preorders with all contractors to try and minimise traffic coming to site.

8.3 We will look to potentially approach the local Parish Council to potentially use the car park of the recreational grounds opposite. This will be used as an over spill should it be authorised.

9.0 Emergency Services:

9.1 Emergency vehicles will always have precedence over all other traffic. The Traffic Manager will clear the road by stopping site access and egress until all emergency vehicles have vacated the area.

9.2 EG Carter & Co Ltd will liaise with the local emergency services prior to site commencement, providing them with working hours on the site. This will forewarn them of any possible disruption to access. Site numbers will be available to services to allow pre-warned evacuation of the highway leading to the site.

10.0 Other road users:

10.1 It is assumed that the main usage of the surrounding roads will be from 8.00 – 9.30am and 3.30 – 6.00pm, and therefore endeavour to stagger majority of deliveries to miss these times.
We will erect a Noticeboard adjacent to the site entrance which will enable our Site Staff to advertise direct notice of progress and large deliveries, etc.

Other road users will also be required to take notice of all warning and information signs in place for their own and others well-being and safety.

10.2 There is a property at the end of Mill Lane that will require interaction and update throughout the build sequence. Will be done via means of verbal communication along with letter drops. There will be works such as the resurfacing works that will have an impact of access to Mill Lane and the pedestrian users of the PROW. This will be managed by means of a traffic management plan showing the use of a Stop and Go board. At such time when the disruptive works are due to commence communication and signage will be implemented to make all users aware.

11.0 Abnormal loads:

11.1 It is highly unlikely that any abnormal loads will be required during the works.

12.0 Detailed Planning and Scheduling:

12.1 Detailed Traffic Plans and Schedules will be produced on a regular basis and will be published when delivery times have been agreed and confirmed with Contractors and Suppliers.

12.2 Method Statements – All Contractors will be required to submit a site-specific method statement which will also cover the access issues that are present on this project.

12.3 The need for good management practice and co-ordination between all parties involved in this project is obvious; however, just as important is the co-operation from **all** drivers and operators of vehicles involved. This is an absolute requirement for any plan to work and must be highlighted to any Contractors not using their own personnel for material transportation.
This will be a major part of the traffic management remit and is not exhaustive!

12.4 Where possible we shall ensure that all waste is segregated and sorted into recyclable/reusable stockpiles. We will have various skips onsite throughout the build phase where a waste report can be generated upon request.

13.0 Beam & Block Deliveries:

13.1 An in-depth Delivery Plan will be produced as the Works progress, clarifying delivery times, off road locations for delivery lorries and crane positions.

13.2 Delivery Schedules and Crane Lifting Plans to be obtained from Specialist Contractors.

14.0 Wheel-wash Facility – Preventing Mud/Spoil transferring to the Highway:

14.1 The site entrance is extremely restricted and presents problems with the sighting of proprietary Wheel Washing Plant. However, EG Carter & Co Ltd understand that Lorries, Forklifts, etc., should not be permitted to transport mud and debris from site onto the Public Highway.

14.2 The wheel wash facility will be situated at the entrance to site. It will consist of a level area with clean hardstanding, which is cleaned on a regular basis, determined by the level of mud collecting on it. It is not intended that drainage from this area will be allowed to enter the water courses or the new or existing storm water system. And is positioned accordingly to ensure that this does not occur.

14.3 The equipment to be used will be a standard hosepipe and a mechanical pressure jet washer system, used by a trained operative.

14.4 All traffic will be inspected before leaving the site by the Banksman.

14.5 E.G. Carter will ensure the provision of a road brush on 'high activity' days where traffic to and from site will be at an increased level with the potential of excess debris going onto to highway.

15.0 Measures to control the emission of dust during Construction:

All Sub-contractors attend a full Pre-order Meeting the Agenda of which discusses dust and its control. This is reinforced when the Sub-contractor commences on site during the Induction process.

The construction industry acknowledges that many of its operations create dust and where necessary methods of dust prevention and suppression will be agreed with the appropriate authorities in advance of works commencing on site. This development includes demolition of the existing buildings occupying the site.

For the general construction Dust control will consist of:

- Adopting construction methods and techniques that create less dust – timber frame.
- Ensuring that Plant and Machinery is well maintained.

Assessing the need for dust control measures shall give due regard to:

- The nature of the works
- Proximity of dust sensitive properties
- Effects on the public and road users

Irrespective of the site constraints, Best Practice will be adopted, and the following procedures implemented:

- Detailed Method Statement for Air Pollution Strategy including monitoring, where necessary
- Notification of Works to Local Authority Enforcement Department
- No Bonfires or burning on site.
- Plan Site Layout – Machinery and dust causing activities should be located away from prospective receptors.

Construction Traffic:

- No idling vehicles
- Effective cleaning and wheel washing
- No site run from water/mud.
- On-road vehicles to comply with emission standards
- Minimise movement of construction traffic around site
- Site Speed Limit

Site Activities:

- Minimise all dust generating activities.
- Use water as dust suppressant where applicable.

Implementation of these measures will reduce the impact of construction activities to surrounding properties.

15.1 Potential dust impacts associated with demolition and construction activities have been assessed in accordance with guidance from the IAQM (2014). The IAQM provides guidance on a five-step process to assess the potential impacts of construction dust pre-mitigation, provide mitigation measures specific to the risk and assess the post-mitigation impacts. A copy of the Guidance on the assessment of dust from demolition and construction will be available onsite for information.

15.2 **Mitigation Measures**

The IAQM dust guidance lists mitigation measures for low, medium, and high dust risks.

Our predicted dust impact is medium for Demolition, Earthworks, Construction and Track out. The general site measures described as 'highly recommended' for medium risks are listed below. The 'highly recommended' measures for medium risk demolition, construction and track out are also listed.

Measures specific to Demolition.

- Ensure effective water suppression is used during demolition operations. Handheld sprays are more effective than hoses attached to equipment as the water can be directed to where it is needed. In addition, high volume water suppression systems, manually controlled, can produce fine water droplets that effectively bring the dust particles to the ground.
- Avoid explosive blasting, using appropriate manual or mechanical alternatives.
- Bag and remove any biological debris or damp down such material before demolition.

Measures specific to Construction.

- Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.

Measures specific to Track out.

- Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being continuously in use.
- Avoid dry sweeping of large areas.
- Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.
- Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable.
- Record all inspections of haul routes and any subsequent action in a site logbook.
- Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowsers and regularly cleaned.
- Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).
- Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits.

General Mitigation

Preparing and maintaining the site

- Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible.
- Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site.
- Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extended period.
- Avoid site runoff of water or mud.
- Keep site fencing, barriers and scaffolding clean using wet methods.
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on-site cover as described below.
- Cover, seed, or fence stockpiles to prevent wind whipping.

Operating vehicle/machinery and sustainable travel

- Ensure all vehicles switch off engines when stationary - no idling vehicles.
- Avoid the use of diesel- or petrol-powered generators and use mains electricity or battery powered equipment where practicable.
- Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials.

Operations

- Only use cutting, grinding, or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g., suitable local exhaust ventilation systems.
- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.
- Use enclosed chutes and conveyors and covered skips.
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
- Ensure equipment is readily available on site to clean any dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.

Waste management

- Avoid bonfires and burning of waste materials.

16.0 Working Hours:

The site will operate as follows:

Monday to Friday:	08:00 until 18:00
Saturday:	08:00 until 14:00
Sunday & Bank Holidays:	Site closed.

In practise, the first half hour of each workday will begin with the preparation for the day ahead and machines will not start until 0730.

Noise and Vibration:

The works to this development, present a low noise and vibration risk, due to the method of construction – timber frame construction – and the ground conditions permitting conventional concrete foundations as opposed to Piling.

All Sub-contractors attend a full Pre-order Meeting the Agenda of which discusses Noise and Vibration. This is reinforced when the Sub-contractor commences on site during the Induction process.

16.1 The recommendations of BS5228: 2009+A1:2014 ‘Code of practice for Noise and Vibration Control on Construction and Open Sites’, will be implemented and work along site the contractors RAMs.

16.2 The general principles of noise and vibration management will be:

Control at source:

- Equipment – noise emissions limits for equipment brought to site.
- Equipment - indirect method of controlling noise e.g., acoustic screens.
- Equipment - indirect method of controlling noise e.g., benefits and practicality of using alternative construction methodology to achieve the objective e.g., selection of quieter tools/machines, application of quieter processes.

Control across site by:

- Control of working hours
- Control of delivery areas and times
- Careful choice of compound location
- Physically screening site
- By careful operation of machinery and use of tools. This can be addressed by toolbox talks and site inductions.

16.3 Construction working hours will be carefully managed as stated above.

16.4 Vehicles and mechanical plant will be maintained in a good and effective working order and operated in a manner to minimise noise emissions. The contractor will ensure that all plant complies with the relevant statutory requirements.

16.5 Compressor, generator, and engine compartment doors, if employed, will be kept closed and plant turned off when not in use.

16.6 All pneumatic tools will be fitted with silencers/mufflers.

16.7 Care will be taken when unloading vehicles to avoid un-necessary noise.

16.8 The number and type of plant items in use at any one time, will be carefully planned.

16.9 Plant maintenance operations will be undertaken at distance from noise-sensitive receptors, where practicable

16.10 We will ensure that operations are designed to be undertaken with any directional noise emissions pointing away from noise-sensitive receptors.

16.11 Drop heights will be minimised when loading vehicles with rubble.

16.12 Vehicles will be prohibited from waiting within the site with their engines running or alternatively, located in waiting areas away from sensitive receptors.

16.13 Local hoarding, screens or barriers should be erected to shield particularly noisy activities.

16.14 Temporary noise screens will be used to reduce noise from particularly noisy activities and the height of perimeter hoarding will be extended where this would assist in reducing noise disturbance at sensitive receptors.

16.15 Occupiers of adjacent properties will be informed by the Contractor and given as much notice as possible in advance of the works taking place, including the duration and likely noise and vibration effects. Potentially affected residents will also be notified of the helpline number for the contractor.

16.16 A DELAP survey has been completed to show the current condition of the highway and surrounding area. Prior to commencement of demolition another will be taken to show any defects that have occurred in this period. At the completion of the project this process will also be undertaken.

17.0 Mitigation Measures for contaminated surface water run off:

17.1 Mitigation measures will be in accordance with Pollution Prevention Guides (PPG) issued by the EA and other Construction Industry Research and Information Association (CIRIA) documents e.g., C532.

17.2 Site drainage, including surface runoff and dewatering effluents, will be discharged to sewers. where possible, after any required treatment. The relevant sections of BS6031: Code of Practice for Earthworks for the general control of site drainage will be followed.

17.3 Stockpiles of construction materials will be managed accordingly to reduce the risk of material falling outside of our boundary during heavy rainfall events. Other best practice techniques such as straw bales and / or managed silt trap installations will be utilised as appropriate to further mitigate this risk. Silt laden material will not to be permitted to build up in any adjacent land drains / watercourses.

17.4 Vegetation cover will be maintained where possible or regrown prior to the first winter season after commencement of construction, to provide a buffer to overland flow which may transport sediment from the site.

17.5 Re-fuelling will be restricted to allocated re-fuelling areas with oil spill containers / kits provided. Waste oils and fluids generated during the construction phase will be collected in leak-proof containers and removed from the site for disposal.

17.6 Any spills from fuels or hydraulic fluids will be cleaned up immediately and any contaminated soil will be removed from the site and disposed of through a licensed contractor. Each machine operative will be equipped with and trained to use an oil spill kit.

18.0 Construction Phase Biodiversity

In line with Abrion's Ecological Impact Assessment 061CART100 v.2.0, section 6.1 Further actions we will ensure that the report actions and advise is adhered to an all-necessary control measures are implemented.

A safe system for the correct storage of materials and chemicals on site will be implemented to make sure that materials are stored in a suitable manner to avoid potential impacts on retained vegetation. Liquids and chemicals will not be stored near vegetated areas and will be stored on an impermeable base. Spillage kits will also be made available on site.

Although the presence of construction waste on site is unavoidable, waste will be stored safely within a designated area(s) on site and removed at the earliest opportunity to avoid contamination of ground, degradation of soil quality and possible disturbance to wildlife.

Appropriate cleaning or maintenance of machinery and tools on site will be undertaken within a designated area(s) and at a sufficient distance from vegetated areas. Failure to do so may result in contaminated water entering the soil and changing soil pH and increasing contaminant levels. It is anticipated that an appropriate pollution prevention control plan will be implemented during the construction phase of the development.

Construction Phase – Job Roles

The site manager will make certain that all persons working within the area defined in this report will be briefed on relevant aspects by means of Toolbox Talks (Where necessary)

Site Manager

The site manager will be responsible for the management of the site and implementation of the mitigation and management measures at the appropriate timings during pre-construction and construction activities to comply with the submitted report.

General responsibilities of the site manager will include:

• Supervising and monitoring the implementation and maintenance of protective or mitigation measures as set out in the document as appropriate.

• Delivering and ensuring all site operatives and other site workers/visitors receive either a site introduction or toolbox talk (where necessary) so they are aware of any ecological constraints on site.

• Liaising with the client and all relevant stakeholders about ecological issues.

• Monitoring protection zones / buffers.

Note - the site managers responsibilities may be undertaken on his/her behalf by an appropriate person under their instruction.

Other Site Operatives / Contractors / Visitors

Other personnel include site operatives and contractors who will work within the site during the construction phase undertaking activities such as habitat management (e.g., hedgerow cutting), site clearance, building construction, etc. Prior to activities on site, site operatives and contractors will be given a site induction, so they are made aware of the ecological receptors present onsite and the constraints this may cause to their work.

All site operatives / personnel working on site will:

• Be aware of the presence of sensitive habitats and the demarcation of protection zones.

• Be aware of the timing constraints for certain site operations.

ROAD TRANSPORT METHOD STATEMENT

Key Hazards

1. Accidents during offloading on site
2. Vehicle accident within site boundary
3. Vehicle accident on public road
4. Pedestrian and Cycle traffic on approach road
5. Adverse weather conditions
6. Obstructions on route

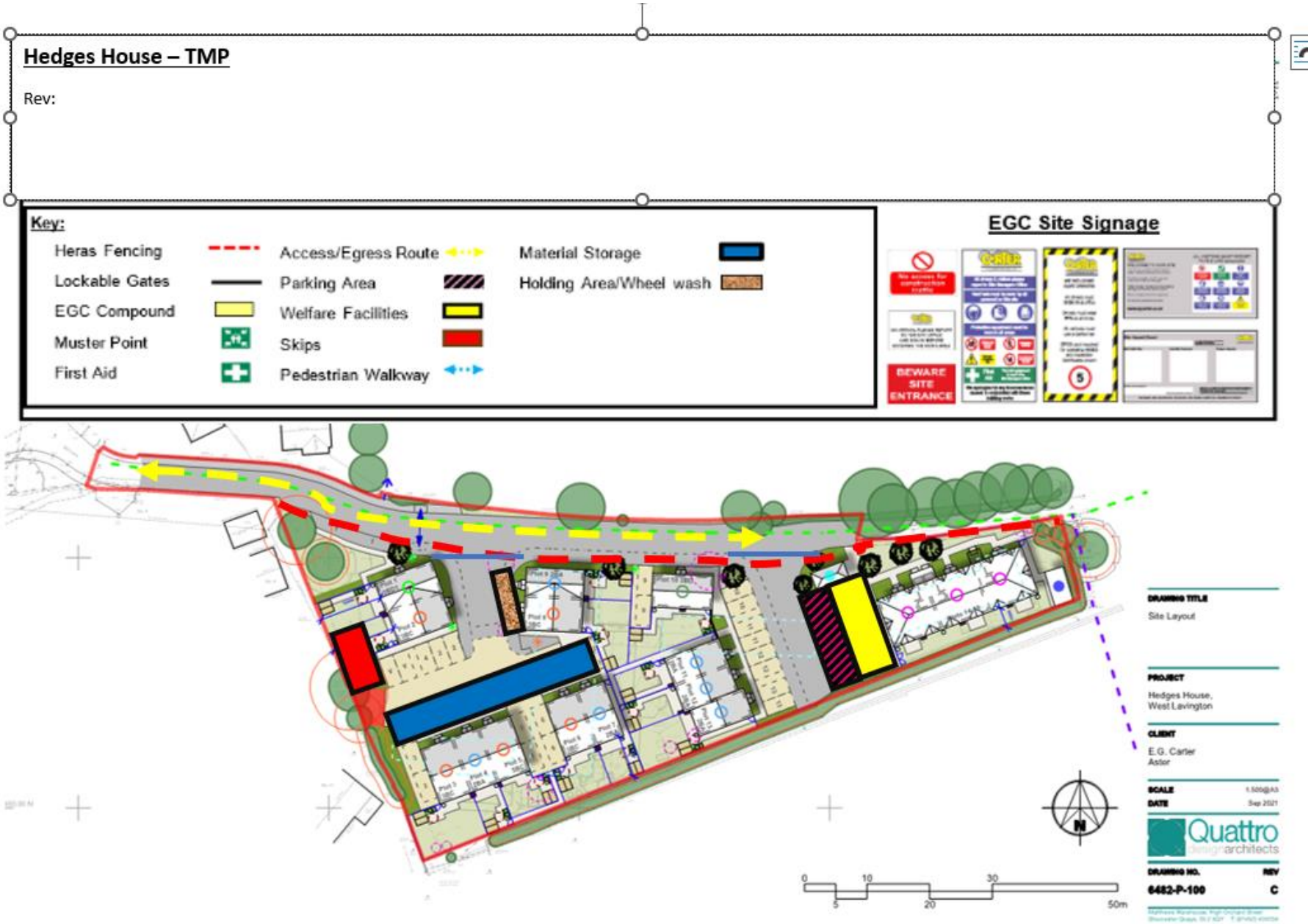
Methods of control:

1. Carefully follow method statements during off-loading, ensuring only competent personnel are involved.
2. Inductions and Safety/Toolbox Talks on site prior to delivery commencement. Strict parking areas.
3. Site specific Method Statements produced for all Trades.
4. Appropriate P.P.E. will be always in place *i.e.,* high visibility clothing.
5. Sufficient room will be provided for unloading.
6. Whenever possible we will only unload mechanically (Forklift, Mechanical Self Unload)
7. Co-ordinate and monitor all deliveries and site traffic.
8. EGC will publish the Transport Management Plan and make available to all involved.
9. Traffic movement at peak times, will be avoided.
10. Traffic movement when school children are present, will be avoided.
11. School holiday dates will be monitored, and the likelihood of child and family presence noted.
12. Any comments from Local Residents and Authorities will be noted and acted upon, as far as reasonably practicable when drawing up weekly plans and schedules.
13. Public Pedestrians will not be allowed onto site at any time, due to the obvious dangers involved during construction.

Delivery Method:

1. All deliveries are to be pre-agreed with nominated EGC personnel before entering site.
2. Vehicles larger than a fixed bed lorry will require radio assisted, banksman guided access and egress from site.
3. Once on site, all drivers will report to the site office.
4. Drivers leaving their vehicle must be wearing the minimum requirement for EGC sites *i.e*., High Visibility Vest, Hard Hat, and Safety Footwear.
5. Only qualified Forklift Drivers will unload deliveries.
6. EGC expect courteous, patient behaviour from delivery drivers always.
7. Reversing will only be permitted on site only with the use of a banksman.
8. All items left on lorries/roof racks must be properly secured before leaving the site.
9. Wheels to be washed upon leaving site, unless free of mud and spoil.

Appendix 1:


Hedges House – TMP
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Key:
Heras Fencing
Lockable Gates
EGC Compound
Muster Point
First Aid
Access/Egress Route
Parking Area
Welfare Facilities
Skips
Pedestrian Walkway
Material Storage
Holding Area/Wheel wash
EGC Site Signage
BEWARE SITE ENTRANCE
DRAWING TITLE
Site Layout
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