

Construction Management Plan



Prepared

For

CAVANNA HOMES

Project: Lyme View, Holcombe, Dawlish

No of Dwellings: 35

Address: Dawlish

Contract Number: TBC

Construction Management Plan

Site Name – Lyme View, Holcombe Dawlish

Intro

This outline Construction Management Plan (CMP) has been prepared to support the planning application submitted by Cavanna Homes for the land adjacent to the B3179

The Development comprises Outline Planning Application and Reserved Matters Application for the construction of 18 dwellings (C3) of which 13 are open market and 5 to be offered to housing association.

The purpose of this document is to outline how Cavanna Homes will manage and where practical, mitigate the impact of the project's construction on the site's surrounding environment by implementing numerous strategies, standards and procedures and ensure good site health and safety practices.

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Timetable of Works

The commencement date for construction of the development is dependent upon the discharge of the Pre-Commencement Conditions. If permission is granted and the schedule is adhered to, it is estimated that the initial infra-structure phase of construction could start W/C 1st October 2018.

An assumed construction programme is included in **Appendix A**.

The development is to be a 2 phase development and is shown diagrammatically in **Appendix B**.

Public Realm

Public realm works include:

- SUDS;
- Hard and soft landscaping

Completed sections of the public realms will be protected with fencing to separate completed works from ongoing construction work areas.

Daily Hours of Construction

The standard working hours for all construction activity will be restricted to 08:00am to 18:00pm, Monday to Fridays, and 08:00am to 13:00pm on Saturdays. No continuous 24 hour activities are envisaged and there will be no Sunday or Bank Holiday working unless otherwise agreed with Teignbridge District Council.

Road Closures

There are no expected road closures. However, consideration will be given to the existing residents in Fordens Lane, Hall Lane and Holcombe Road for initial plant vehicle movements and larger material deliveries. There appears to be some restricted areas around overhead BT lines and street lighting columns that will need to be assessed for safe and clear access.

Traffic Management

A Traffic Management Plan will be developed for the project (in accordance with the HSE Guide – The Safe use of Vehicles on Construction Sites) prior to works commencing. It will be reviewed and updated on a regular basis to reflect the changing access requirements and route availability. This will take into account current legislation, Police, Fire Authority and HSE Guidance, Local Authority Transport Schemes and neighbourhood Lorry Restrictions. The Traffic Management Plan will be reviewed and updated in line with the construction programme.

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Delivery and construction traffic will be limited to access and egress to the site between the hours of 08:00am – 17:00pm, Monday and Friday and 09:00am – 13:00pm on Saturdays. There are to be no deliveries and construction traffic movements on Sundays and on public holidays.

Onsite Routes

The single entrance to the site will be directly off Holcombe Road where the traffic will be directed accordingly by site signage. A Traffic Management Plan will always be available and viewable in the site office for those visiting and working on site.

Methods for controlling traffic on site are as per the attached coloured up drawing **Appendix C**. The site is to be restricted to a 10 mph at all times.

All pedestrian routes will be clearly defined utilising temporary fencing and pedestrian route signage where necessary. Pedestrian crossover routes will have appropriate warning signs displayed, e.g. give-way signs, vehicles crossing etc.

All site operatives will be given a specific site induction, and briefed with reference to the use of designated pedestrian access ways and crossover points.

Vehicle Sizes and Movements

The estimated number of deliveries per week is predicted to be between 15 and 30. Details of the delivery vehicles which will be used are as followed. High frequency audible reversing alarms shall be prohibited on site.

There will be a mix of vehicles delivering materials to site and the majority of these will be similar to the Rigid 7.5 T and Rigid 26 T Low as noted below.

Where there may be deliveries from suppliers that need to use the larger Rigid 26 High type vehicle which will be dependent on the materials being delivered, we will inform these particular suppliers to carry out a survey prior to any delivery to ensure they can safely drive the route to the site. If this is not possible, an alternative vehicle will need to be considered.

The largest vehicle we will need to gain access to the site will be the Low Loader that needs to transport the Excavator machines needed to construct this site.

The size of this vehicle will be:-

Tractor Unit 4.5m, Trailer Unit 13.7m – Total Length 13.7m

Width 3.2m

Height with Excavator loaded on trailer 4.26m

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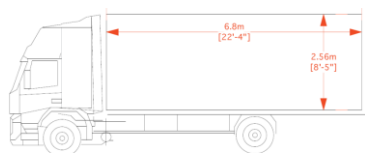
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Rigid 7.5 T

Box length 680cm (22' 4")

Box height 256cm (8' 5")

Box width 237cm (7' 9")



Rigid 26 T Low

Box length 680cm (22' 4")

Box height 256cm (8' 5")

Box width 237cm (7' 9")

Total height 400cm (13' 1")



Rigid 26 20 High

Box length 890cm (28' 2")

Box height 268cm (8' 9")

Box width 251cm (8' 3")

Total height 400cm (13' 1")



Offsite Routes

The larger vehicles will be accompanied by a Banksman from Hall Lane, along Holcombe Road to ensure they drive slowly and safely past the existing residential houses. All medium to large delivery vehicles will be informed that the route to the site will be off Teignmouth Road, along Hall Lane and then onto Holcombe Road. They will be informed that there will be no access along Fordens Lane.

Smaller delivery vehicles and Contractor vehicles will not pose any difficulties travelling along either of these routes to Holcombe Road.

It is proposed that the construction vehicle movements will be restricted to the main arterial routes with AA signage to ensure vehicles do not pass through predominantly residential areas or get lost on the way to the development.

Suitable signage will be erected to guide all construction related traffic up to the site.

Storage Area

Compound Location

The compound location is located as per the illustration on **Appendix C**.

The compound will be set up off-site to the Northern Boundary but still within the ownership of the current landowner, An agreement has been negotiated with the land owner to utilise this area for the duration of the scheme. This has real benefits in traffic management and contractor and residents safety as it allows us to maintain our compound free from congesting areas on site by keeping material storage areas and an element of contractor parking away from the build area and occupied residents areas as the site develops.

Storage Plan and Delivery Unloading

Vehicles will be directed to their designated delivery point or holding/storage areas, which will be marshalled by Banksman at all times especially during unloading/manoeuvring activities, ensuring that only authorised personnel are given access

Contractors and their subcontractors will be expected to maintain a tidy site and to operate a “just in time “policy for the delivery and supply of materials for the works, particularly the final phase of the works when on site storage will be at a minimum.

Materials stored on site to minimise damage by vehicles, vandals, weather or theft

Specific materials storage areas will be identified for each area of the site and managed as the interface locations between the bulk deliveries and the on-site distribution by telescoping forklifts.

The off- site area storage area is a far better option as it reduces congestion on site by reducing the amount of on site storage and the constraints that puts on us providing safe walkways and traffic routes. We can also take delivery vehicles further into the site and reduce the likelihood of vehicles having to wait on the access road to be brought in to site to off load at the site entrance. This is will help reduce the impact on the existing residents living close to the site entrance.

Waste Storage

There will be a designated waste storage area for segregation waste with labelled bins. Each skip shall be in close proximity to works to ensure no waste debris is littered around the site. All skips and bins are to be suitably labelled for use.

A waste management company shall be contracted to support the endeavours of the operation.

There is to be zero tolerance of any burning on site and this is strictly forbidden.

There will be a designated area for top soil storage on site with the ground workers to produce a soil management plan of their intention for the importing and exporting of spoil and soil.

Fencing

Secure hoarding or Heras fencing will be placed around the development area border prior to the commencement of construction works. This will be monitored and maintained on a regular basis to ensure a safe working environment and prevent any risk for the general public.

Additional fencing will be erected and removed around hazardous, high risk or restricted areas of the site as required.

Site Accommodation

The principal site accommodation will be off-site to the Northern Boundary, within the earlier mentioned Compound area. The extent of this is subject to the topography of the land as there will be a large amount of temporary fill material required to raise the sloping land to a suitable level platform to set up the compound facilities. These will include a site office, canteen, toilets and drying room, 3 x lockable storage units and general secure storage arrangements.

There is to be appropriate public information posted on the compound hoarding that includes contact details of the site manager with telephone, Considerate Constructors Scheme posters and appropriate Health & Safety information.

The site is fitted with CCTV which is reviewed on a regular basis.

Plant

There site will have a telescopic forklift that will service the trades with material deliveries.

Tracked 360 excavators will be used for the digging of foundations, roads, etc....

Parking

The contractor's car park will be situated initially around the compound location and to suitable locations within the site that does not impact on the build sequence. Numbers of contractor parking spaces allocated will be based on the build sequence and available areas within the development. There will be no contractor parking on the main access road to the site.. Please see the attached drawing in **Appendix C**.

The Show Home will be Plot 2 and the sales parking will be formed on the area of Plot 1. See **Appendix C**. The show home will be situated on Plot 2 for the duration of the project this will minimise the interface with heavy construction traffic as this is accessed down a shared drive which only accesses 2 other plots and is separate from the main construction routes once construction in this area is complete. Pedestrians/customers will be escorted by the Site Manager or Sales Advisor using designated walkways.

Car Sharing

Car sharing will be suggested during Pre let meetings with contractors to discuss whether it is feasible and practicable to adopt and employ with Site Managers keen to promote to those working on site to reduce site traffic and parking build up.

The Control of Dust and Dirt

Mud and debris on the road is one of the foremost environmental nuisance and safety issues arising from construction sites and Cavanna Homes will make provisions to minimise this problem.

During the initial stages of the project when ground works are being carried out, wheel washing facilities will be provided to wash down all vehicles that leave the construction site.

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The wheel washing shall take the form of pressure washing vehicle wheels placed in a designated area of hard standing at least 10m from a water course.

We will also make provision for the cleaning of the road if required by an approved road sweeper.

We will insist on all muck away vehicles be fully sheeted to minimise the risk of any mud over-spilling onto the highway.

Wetting of the material during cutting is to be used correctly to prevent dust clouds.

We will deliberate over the need for spraying a fine spray to suppress dust on the following:

- Unpaved areas that are subject to traffic or wind.
- Sand, spoil and aggregate stockpiles.
- During loading/unloading of dust generating materials.

Surface Water Management

Cavanna Homes (Ltd) will conform to relevant standards to prevent the discharge of surface water, silt, soil and other debris from entering onto adjoining land and highways.

The drainage design and philosophy are prepared to adopt a Sustainable Drainage System (SUDS) approach, using the permanent SUDS for the drainage of the temporary works during the construction phase.

It is proposed that all the drainage relating to the Development will be constructed using best practice to ensure that the impact to existing hydrological patterns including watercourse morphology, overland flow routes and channels, private water abstraction points / catchments and flood characteristics is minimised.

Across our site ground levels will be raised above curb height to ensure sufficient run off for collection via the road drainage system. These will be carefully supervised and monitored on site to ensure no detritus or construction contamination is present and that maintenance of the system guarantees optimal performance.

The site will manage and observe the system going forward and if there is a requirement for additional arrangements to protect against unforeseen conditions then provisions and measures will be put in place to engineer a suitable and adequate SUDS as necessary.

The Control of Noise and Vibration

Cavanna homes will, as far as reasonably practicable, seek to control and limit noise and vibration level so that affected properties and other sensitive receptors are protected from excessive noise and vibration levels associated with construction activities. This will be done by observing the following:

Each item of equipment used for the Works will comply with the noise limits

Adopting the recommendations for the control of noise, as set out in BS 5228-1:2009 section 8, and for the control of vibration, as set out in BS 5228-2:2009 section 8. Where alternative authoritative guidance and procedures are thought to be more reasonable and have been agreed in advance with the relevant local authority, these may be adopted in place of the aforementioned;

Plant and equipment liable to create noise and/or vibration whilst in operation will, as far as reasonably practicable, be located away from sensitive receptors.

The use of barriers to absorb and/or deflect noise away from noise sensitive areas will be employed where required and reasonably practicable.

All plant, Equipment and noise control measures applied shall be maintained in good and efficient working order and operated such that noise emissions are minimised as far as reasonably practicable. Any plant, Equipment or items fitted with noise control equipment found to be defective will not be operated until repaired;

Where reasonably practicable, fixed items of construction equipment shall be electrically powered in preference to being diesel or petrol driven;

Vehicles and mechanical equipment utilised on site for any activity associated with the construction works will be maintained in good working order with sustained efficient performance and operated in a manner such that noise emissions are controlled and limited as far as reasonably practicable.

The Site Manager will ensure that the requirements for noise and vibration control measures are complied with on site.

Site inspections will be undertaken at appropriate points throughout the works. Routine inspections will assess working methods and where necessary, additional mitigation measures or remedial measures will be identified.

All site personnel will be made aware of the noise and vibration issues covered in this plan during site induction. Regular toolbox talks will also be given to remind all site personnel of the requirements on a regular basis.

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Appendix A – Programme

