

**CONSTRUCTION MANAGEMENT PLAN**

**Project**

**164 – 170 0 High Street**

**Yiewsley**

**UB7 7BE**

**Prepared by**

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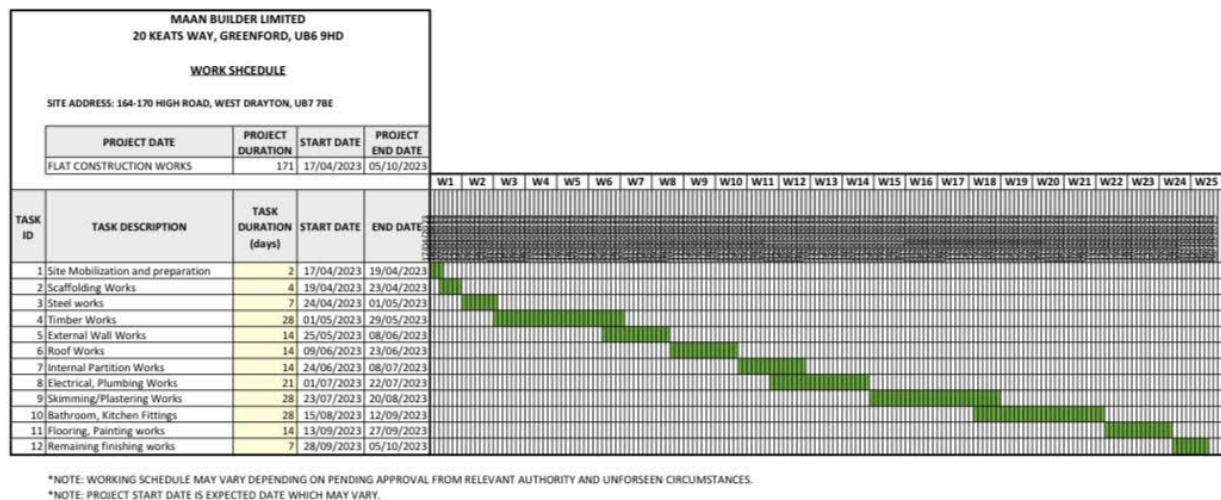
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## 1 – Scope of works

The scheme will entail the erection of a single storey upwards extension at second floor level to provide 5 HMO bedrooms and communal living/kitchen/dining space with associated external alterations to the building frontage

1A Phases of construction (the dates are subject to change depending in completeing all conditions)



### 1b Site working hours

all works will be carried out between 8am – 5pm Monday to Friday and 8am to 1pm on Saturdays. ( this includes no Noisy works outside of these hours)

## 2 - Enabling works / formation of site perimeter

2.1 - At commencement the perimeter of the site will be established and securely protected with the whole of the perimeter of the site complete with all necessary signage in accordance with HSE requirements. There is only one access and it is a Gate access with a lock next to 170 High street, this is the main access to the rear of the shops.



2.2 - The site area is already solid ground and there is no structural demolition on the ground, or any ground works taking place for this project, all the the work is commencing from the second floor, where the another structural floor will be added.

### 3 - Site Parking & Storage of Plant & Materials

3.1 - All site operatives and Visitors will park in nearby paid car parks, there will be no parking on site.

3.2 - All materials and plant will be stored within the site area there will be a ground floor shop front which will be used as welfare. See site plan below. Materials will be ordered just in time and the materials will be stored with the site vicinity and taken to their areas of work as soon as possible. Vehicles will be phased according to the works schedule. And we are anticipating 2 deliveries a week. Largest vehicle will be a transit van which is 1.9m wide.

See site plan below



#### 4 - Management of Vehicle Access/Egress. Deliveries & Loading/Unloading of Plant Material

4.1 - Access to the site will be from the high street straight into the site via the gate for 170 high street.

4.2 - The access route to the site is suitable and hard standing with a wide access of 2.9m.

4.3 – Delivery vehicles will be accompanied onto and from the site by a banksman who will be in advance of the wagons at all times. Generally deliveries will be by smaller wagons and the contractor will make merchants aware of the site restrictions when arranging deliveries.

liaise with any other contractors in the vicinity of the site to maximise the potential for consolidation and to minimise traffic impacts.

## 5 – Wheel wash facility

There is no ground works on this project, however if there is any dirt due to the works the following will be implemented.

5.1 - Prior to leaving the site, vehicles will be inspected and the wheels be washed on the hard standing using a Karcher type jet wash unit.

5.2 - The contractor will manage the risk of any road contamination by regular monitoring. Should the road become contaminated any debris will be removed by spade and jet wash.

## 6.0 – Management of dirt and dust.

Most external works are steel frame and new roof so dust anticipation is low. However the dust will be continually be reviewed.

6.1 - If dust emissions are generated in dry period the contractor will use water spray to wet the material and suppress the dust.

6.2 - The site manager will take account of weather conditions and prevailing wind direction when organising operations to prevent and minimise dust nuisance to neighbouring properties.

6.3 - All site staff will be trained and be aware of the Dust Management Strategy.

6.4 - The site surface to the rear is to be stoned to be kept clean in order to prevent road contamination.

6.5 - In the event of a complaint from a neighbouring property in respect of dust there concerns will be considered and action taken to prevent future occurrence.

6.6 - All site staff will have appropriate PPE to protect them from the effects of dust.

The following measures are to be implemented by the Principal Contractor in order to avoid/reduce dust pollution, vehicle emissions and other airborne debris:

- Ensure that all materials transported to and from the site are in enclosed containers or fully sheeted;
- Ensure materials have a minimum of packaging;
- Ensure all polystyrene and similar lightweight materials are weighted down;
- Making sure all dust generating materials are adequately packaged;
- Ensure loads are covered where spoil or demolition material is being removed;
- Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible;
- Avoid site runoff of water or mud;
- Keep site fencing, barriers and scaffolding clean using wet methods;
- Vehicles and mechanical plant will be maintained in a good and effective working order thus reducing emissions produced;
- All vehicles associated with the construction of the site will be ensured to be in good and effective working order, further reducing emissions produced;
- Remove materials that have the potential to produce dust from the site as soon

- Loads will be consolidated where possible, reducing vehicle emissions; and
- Ensure all vehicles switch off engines when stationary - no idling vehicles

#### 7.0 – Excavation and groundworks

N/a

#### 8.0 – Protection of pedestrians and cyclist

8.1 - In order to ensure the safety of all users of the public highway especially cyclists and pedestrians in the vicinity of the site and especially at the access the site will have relevant safety sign and cordoned off areas. The site should be well lit and secured.



## 9.0 - Recycling / disposing of waste resulting construction work

9.1 - The experienced site manager will be responsible for identifying and segregating waste on site.

9.2 - All waste resultant from the works will be segregated on site.

9.3 - Resultant hard core will be re-used where possible in the substructure.

9.4 - Re-usable materials will be identified on site and removed for storage and re-sale. Recyclable materials will be removed from site for processing in licensed facilities.

## 10.0 - Noise Control

10.1 - Whilst working on site the contractor will adhere to the recommendations of BS5228 -1 , clause 9.3 to minimize noise levels during the execution of the Works.

10.2 - The project is relatively scheme with no notable works which would cause significant noise pollution. The close proximity of residential housing above the retail units have been noted and there will be no operation of plant etc. outside normal working hours of 8.00am - 5 .00pm.

On site contact telephone number –

## 11.0 - Vehicle Type

11.1 - Small vehicles, such as cars, pickup trucks and short/long wheel-based vans can be expected on-site to drop of materials only during the construction phase of the development. These are typically expected to be commercial vans and belong to members of the building trade (e.g. electrical/plumbing contractors etc.). All parking will be sought via near by paid carparks/bays.

11.2 - In addition to the above, vehicles associated with the delivery/removal of materials are expected to be used during the construction period. It is **not expected** that any deliveries to the site will be abnormal or exceptional loads that require larger vehicles such as articulated Heavy Commercial Vehicles (HCVs)

## 12.0 - Frequency of Construction Vehicle Movements

12.1 - The frequency of construction vehicle movements will be dependent on the individual activities undertaken, see the works schedule, anticipating 2 vehicles a week.

### 12.2

However, construction and delivery vehicles will not access/egress the site before 09:30 or after 14:30, in order to avoid the local network peak hours and school start/finish times.

### 13.0 - Travel & Parking Arrangements for Construction Staff

13.1 - The site has a Public Transport Accessibility Rating meaning the site has a relatively good accessibility to public transport, with staff potentially travelling to the site via sustainable modes. The Client has indicated that a maximum of 5 operatives are to be on site at any given point. Furthermore, car sharing amongst staff is also to be promoted at the site, and is expected to form a realistic travel mode for those employed by the same company. As such, the number of staff vehicle movements during peak periods is anticipated to be negligible.

13.2 - Vehicle parking for all site workers will be accommodated off-site on nearby residential streets or paid car parks.

13.3 - Staff will access the site by all modes via the high street both pedestrian and vehicle during the construction period.

13.4 - Staff will only be permitted to access the site working areas after receiving an induction and site notice boards will be displayed at the site entrance displaying the project particulars, contact details, access and egress procedure, site rules and all necessary health and safety information.

### 14.0 – Condition survey

- A pre and post construction road condition survey of the same extents will be undertaken