

CONSTRUCTION MANAGEMENT PLAN –

47 coldharbour lane is a second floor rear extension entailing a new structural wall and new flat roof adjoining to 45 and 49 Coldharbour lane structure, the construction will also include strip out the current 1<sup>st</sup> floor flat and construct a new flat no1 on the 1<sup>st</sup> floor and add another floor for flat number 2 on the 2<sup>nd</sup> floor.

- 1 Scope of works
- 2 Enabling works /formation of site perimeter
- 3 Site parking & storage of plant & materials
- 4 Management of vehicle access / egress & deliveries
- 5 Wheel wash facility
- 6 Management of dirt & dust
- 7 Excavation and Ground Works
- 8 Protection of existing trees to be retained
- 9 Recycling / disposing of waste resulting construction work
- 10 Noise Control
- 11 Vehicle type
- 12 Frequency of vehicles
- 13 Travel and parking arrangements
- 14 Construction traffic arrangements

## 1 – Scope of works

The scheme doesn't involve any groundworks.

The project entails strip out for the first floor and then remove the current flat roof , add then add a new floor and new flat roof.

The project will have a 1<sup>st</sup> and 2<sup>nd</sup> floor flat built with the shell.

## 2 - Enabling works / formation of site perimeter

2.1 - At commencement the perimeter of the site will be established and securely protected with good quality signage on the current site and scaffold.

2.2 - A pre-start record of site conditions on the adjoining public highway will be undertaken on cold harbor lane and a commitment to repair any damage caused at the end of the project.

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

3.1 – The is no site car parking all staff will be taking public transport as hayes town has very good public transport connections.

3.2 - All materials and plant will stored within the site area. No materials will be left outside on the pavement.

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

4.1 - Access to the site will be via coldharbour lane scaffold and side access from 47 coldharbour lane which gives direct access to the first floor.

4.2 - Delivery/ LGV vehicles will be accompanied onto and from the site by a competent person who will be in advance of the vehicles at all times. Generally deliveries will be LGV and the contractor will make merchants aware of the site restrictions when arranging deliveries.

4.3 Construction works will occur between 08:00 – 17:00 on weekdays and between 08:00 - 13:00 on Saturdays. No construction activities will take place on a Sunday, Public or Bank Holidays. To avoid the typical network peak hours (08:00-09:00 and 16:00-17:00) and local school start/finish times, construction vehicles will travel to/from the site between the hours of 09:30 and 14:30. No deliveries should be scheduled to arrive, nor accepted into the site should they turn up anyway during the restricted times.

Also see 14.1 for delivery schedule.

5 – Wheel wash facility

5.1 – since the vehicles will NOT be entering site there will be no debris going on to the road.

5.2 – however 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.

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 given a toolbox talk and be aware of the Dust Management Strategy.

6.4 - The site surface to the front of the shop is already paved to be kept clean in order to prevent road contamination.

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

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 conned of areas. The site should be well lite 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

10.3 On site contact telephone number –07973 988297, this will be displayed on a laminated information poster on the site door.

#### 11.0 - Vehicle Type

11.1 - Small vehicles, such as cars, pickup trucks and short/long wheel-based vans can be expected on-site 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.).

11.2 - In addition to the above, vehicles associated with the delivery/removal of materials are expected to be used during the construction period (LGV)

11.3 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)

11.4 - All construction and delivery vehicles visiting the site will be fitted with Class VI mirrors and will meet the highest Direct Vision Standard, with vehicles to have a rating of three stars or more. Vehicles delivering to the site weighing 7.5t and over will have at least Freight Operators Recognition Scheme (FORS) Silver standard.

#### 12.0 - Frequency of Construction Vehicle Movements

12.1 - construction and delivery vehicles will not access/egress the site before 09:30 or after

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

The site staff has access to a good Public Transport Accessibility Rating meaning the site has a relatively good accessibility to public transport and this will be their main source of travel. There will be no vehicle parking, all site operatives will be using public transport. 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 gate displaying the project particulars, contact details, access and egress procedure, site rules and all necessary health and safety information.

#### 14.0 - Construction Traffic Access Arrangements

these vehicles will not enter the site, during these weeks mentioned below 1-2 bays will be suspended through suspended bay parking permits, we have been advised that up to week's suspension will requiring week's notice.

Week	Delivery type
2	Strip out
3	Materials for walls
5	Scaffolding and Materials for roof
8	1 <sup>st</sup> fix for M&E Plasterboard and finish materials
10	Remove scaffold
18	Deliveries for fittings and fixtures
20 and 22	kitchens

A daily delivery sheet will also be used to coordinate deliveries to the site in order to avoid vehicles arriving simultaneously we will ensure there are no more than one delivery a day in the delivery weeks allocated, including communication with drivers and subcontractors to ensure that this scheduling can be maintained.

Storage will be on the suspended bay temporarily and taken on to site within 2-3 hours of arrival. The materials will be barriered off with signage.

All plant and construction materials are to be securely stored within the site compound when not in use and therefore will not adversely affect the operation of the public highway.

In line with best practice, the Principal Contractor will minimise and reduce waste generation and recycle as much waste as possible. To help reduce trips, vehicles delivering construction materials to the site will leave with waste where possible, to reduce empty running.

The collection and removal of waste and refuse from the site will also be coordinated by the Principal Contractor to avoid conflicts with other deliveries to site. All waste to be removed from the site will be undertaken by fully licenced waste carriers and taken to licenced waste facilities.

### Measures to Control Demolition & Construction Noise

The following measures should be implemented to reduce noise during the demolition and construction phases of the development:

This should follow Best Practice detailed within BS5288:2009 Code of Practice for Noise and Vibration Control on Construction and Open Sites;

- 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;
- All tools will be fitted with silences/mufflers where possible;
- Care will be taken when unloading vehicles to avoid unnecessary noise;
- Reduce the speed of vehicle movements;
- Local hoarding, screens or barriers should be erected to shield particularly noisy activities; and
- The times in which construction and demolition activities can be carried out will be adhered to.

### Measures to Control Dust, Dirt & Emissions

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 as possible, unless being re-used on-site;
- Loads will be consolidated where possible, reducing vehicle emissions; and
- Ensure all vehicles switch off engines when stationary - no idling vehicles.

### Measures to Reduce Conflict

A banksman with a Traffic Marshal qualification (as a minimum) will be available on- site at all times of construction to coordinate the movement of vehicles. This will ensure that two large vehicles do not attempt to park on the local highway network within the vicinity of the site at the same time and therefore ensure that safety of the public highway is not compromised. Given the relatively small scale of the development and infrequent construction movements envisaged, it is considered that one banksman is suitable.

A daily delivery sheet will also be used to coordinate deliveries to the site in order to avoid vehicles arriving/departing simultaneously and is to be provided on a weekly basis to the construction supply chain.

### Measures to Protect Vulnerable Road Users

The pedestrian pathway will remain open during the construction phase, however, as there is expected to be a negligible number of construction vehicles, construction will have a negligible impact on pedestrians. The scaffold will be covered with debris netting and signage.

#### Measures to Avoid Road Damage

Care must be taken during the demolition and construction phases of the development to ensure no damage is caused to any footpaths or carriageways within the vicinity of the site and therefore no large vehicles (i.e. delivery vehicles) are to overrun the footways on Coldharbour lane (other than to access the site). Any damage caused to footways and/or carriageways within the vicinity of the site as a result of the development is to be rectified to the Council's satisfaction, at the cost of the applicant. We will ensure parking bays are suspended for deliveries.