

Land off Malt Kiln Brow, Chipping, Lancashire (P4)

Construction Management Plan

May 2021

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Eden Rose Consulting

5 Minerva Close, Altrincham, Cheshire, WA14 4FD

1. INTRODUCTION

SCPI (Bowland) Ltd has instructed Eden Rose Consulting Ltd to produce a Construction Management Plan in support of the residential development on land off Malt Kiln Brow, Chipping, Lancashire.

The site consists of 4 dwellings to the north of Church Raikie with a single access road from Malt Kiln Brow, services, drainage and landscaping.

The Construction Management Plan will provide the information required to discharge condition 39 of the outline permission, and condition 14 of the Reserved Matters permission.

The Construction Management Plan should be read in accordance with the site Traffic Management Plan CRC-TMP-01 and Site Layout 2453-S - PL-700-01.

2. SITE DETAILS

Client:

SCPI (Bowland) Ltd

Site Manager:

Name: TBA

Contact Telephone Number: TBA

Architect:

Millson Group

Landscape Consultant:

TPM Landscapes

Site Address:

Malt Kiln Brow
Chipping
Lancashire

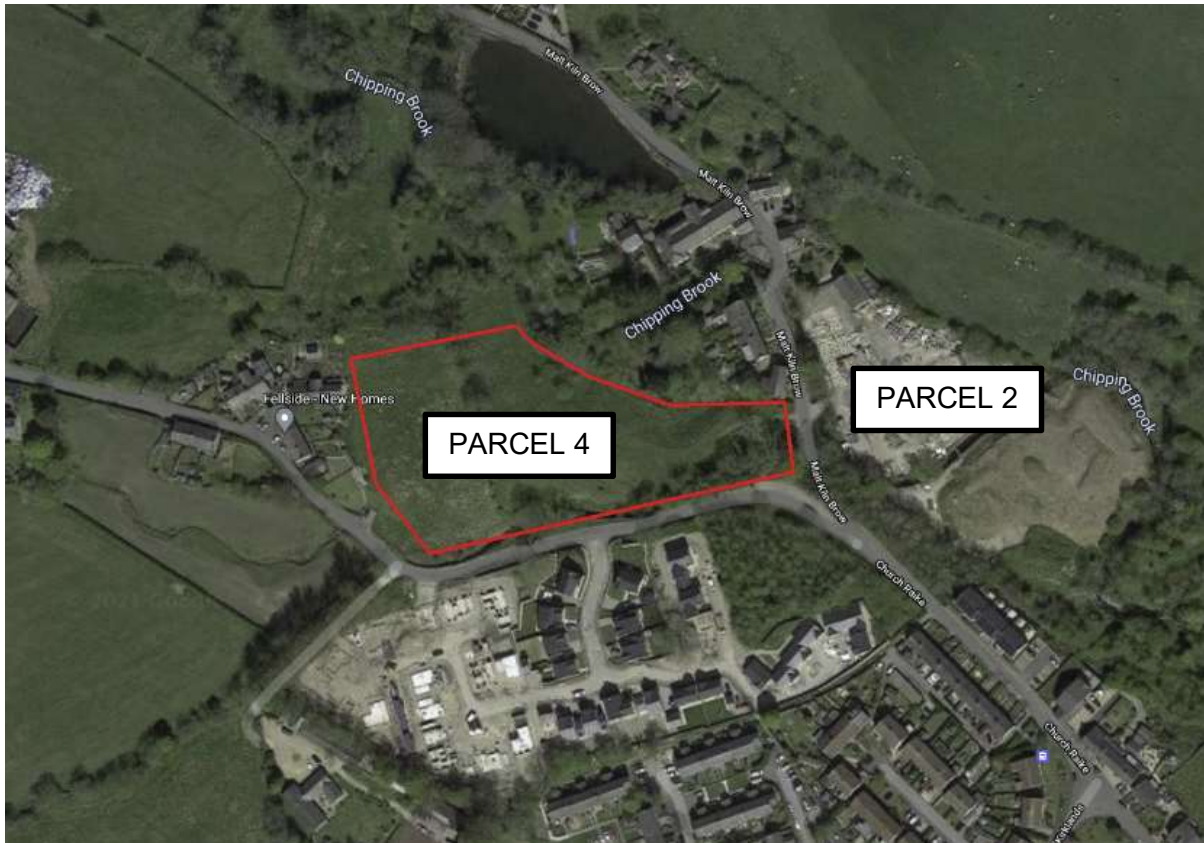
Site Operation Hours:

Monday to Friday: 07.30 to 18.00

Saturday: 08.30 to 14.00

The workers can arrive 30 minutes before they start work.

No construction to take place Sundays, bank or public holidays.



3. CONSTRUCTION DESIGN MANAGEMENT

3.1 Roles and Responsibilities

During the remediation and earthworks phase, the Client will appoint a Principal Contractor. The Principal Contractor is responsible for:

- Implementing the Construction Management Plan
- Monitoring Sub-Contractor's performance to the Construction Management Plan
- Developing and implementing mechanisms for dealing with problems
- Acting as a point of contact for consultation and feedback with adjacent landowners, statutory consultees, the public and other interested parties

The Principal Contractor will be responsible for establishing management procedures for compliance with all relevant legislation, the environmental controls and mitigation measures contained in the Construction Management Plan, and any environmental or other codes of conduct required by the Client.

The Site Manager appointed by the Principal Contractor will be responsible for the co-ordination and implementation of this Construction Management Plan and will assist in ensuring that all responsibilities are met.

The Client may appoint an independent Environmental Compliance Manager to undertake regular environmental inspections to audit compliance of the Principal Contractor and Sub-contractors with the CEMP and to undertake general inspection of site conditions.

If required, the Environmental Compliance Manager will submit progress reports to the Client following site inspections to provide continuous feedback on environmental performance at the site.

3.2 Environmental Management Principles

Environmental management issues throughout the life of the development will be governed or guided by the following standards, including those contained in legislation, those established by industry codes of practice and those that are specific to commitments made during consultation, and measures as may be set out in conditions in other consents.

3.3 External Communications

The Principal Contractor will be responsible for formal external communications, particularly those with statutory consultees. The main consultees likely to be involved would include:

- Local Council
- Health and Safety Executive
- Environment Agency
- Other Stakeholders
- Local neighbours

The Principal Contractor and their subcontractors will therefore be required to attend meetings as appropriate.

A complaints procedure will be established whereby any complaints would be made direct to the Principal Contractor's Project Supervisor. Details of the complaint will be recorded in line with the complaints' procedures detailed in the Site Manager's daily site records.

Complaints will be investigated by the Site Manager (and, if required, by the Environmental Compliance Manager), as appropriate. Appropriate action will be taken where necessary, and records of all such complaints and actions will be maintained on site.

3.4 Training

All site personnel including contractors and sub-contractors will be made aware of their responsibilities with respect to the CEMP, and its appropriate implementation. As part of the implementation of the CEMP, the site induction programme will ensure that all site personnel are conversant with:

- The CEMP and its on-site implementation.
- The environmental sensitivities of the site, particularly in respect of nearby receptors.

3.5 Monitoring

The Site Manager will monitor the environmental effects of the construction phase on a daily basis. This would:

- Evaluate the effectiveness of environmental mitigation, and identify environmental problems and appropriate responses at an early stage
- Ensure that the works are carried out in accordance with the provisions of the Construction Management Plan

- Identify and implement any environmental improvements that would contribute to the overall environmental performance of the project

The Client also undertake monthly Health, Safety and Environmental audits by the Contracts Manager which covers the environmental issues addressed in this Construction Management Plan. Where any non-conformances are identified these will be rectified in line with non-conformance, corrective and preventative action procedures.

4. HEALTH AND SAFETY

The nearest AED and hospital is: Royal Preston Hospital, Sharoe Green Lane North, Fulwood, Preston, Lancashire, PR2 9HT.

For the fire assembly point, see CRC-TMP-01.

- All site visitors and operatives are to report to the site office and sign the site register
- Suitable PPE is always to be worn within the construction areas
- All site operatives are to be inducted prior to commencing work on site. This may include watching a site induction DVD, a tool box talk, and being informed of site-specific risks and notified of the Traffic Management Plan and procedures
- All contractors and sub-contractors are to submit specific risk assessments during tender process
- Labour only contractors to sign up to specific risk assessments prior to commencing work on site
- All visitors and operatives are to familiarise themselves with the most up-to-date site Traffic Management Plan.
- All suppliers are to be issued with a copy of the site Traffic Management Plan prior to any distribution of goods
- Daily activities risk assessment board to be displayed in the site compound
- Health and Safety sign to be displayed at entrance to construction areas
- Health and Safety notice board to be displayed in site office with site specific information attached

5. SECURITY

- Working areas of the site to parcels 4 and 2 will be securely fenced with Heras fencing.
- The site compound will be fenced off with hoardings, either metal or timber. Materials storage and waste segregation areas will be fenced off with Heras fencing with netting attached
- Security fencing will be inspected regularly, and any breaches repaired immediately

6. PLANT AND MACHINERY

The employment of plant and machinery applicable to this site includes:

- Forklift
- 360 Track Machine
- Dumpers
- Mobile Crane (roof construction only)

All plant and machinery are to move and be stored in accordance with the site Traffic Management Plan CRC-TMP-01.

7. BUILD PROGRAMME

Site Start: 1st June 2021

Build length: 18 months

Construction will take place in line with the Timetable detailed above and in conjunction with the Traffic Management Plan CRC-TMP-01.

Completion dates are subject to change and are dependent on market forces.

8. DELIVERIES/ SITE VISITORS

- The site will be accessed from Malt Kiln Brow. Due to available space on site, the contractor will implement a parking strategy to ensure that all site personnel park on Parcel 2 (see CRC-TMP-01). An appropriate temporary road will be constructed to facilitate the earthworks and infrastructure packages. The new site road will be constructed to base level and used as a site road for the housebuilding phase.
- The contractor will conduct a review to ascertain the most efficient delivery and transport protocol with regards to access and disruption to village life, including schedules to avoid the times of the day when the schools on Windy Street and Club Lane are busy (0730 - 0900 and 1500 - 1600). The strategy for vehicles arriving during restricted times would be to utilise the layby opposite the Chipping Showground on the Longridge Road. The Site Manager will implement and review the plan during the construction phase.
- The site entrance will be signed to alert drivers and others to the position of the access.
- Existing hedgerows will be trimmed as required (to ecologist guidelines) to improve the visibility of the temporary entrance. Suitable signage will be agreed with LCC prior to display.
- Staff and contractors must use the car park as shown on the Traffic Management Plan - parking on any existing adopted highway is strictly prohibited
- Large vehicle movements strictly restricted to between the site operational hours only. All large vehicle movements to be arranged to avoid peak times to cause the least amount of disruption to neighbouring properties and the local highway network
- Suppliers to be informed in writing of site hours and that no parking or deliveries outside of these hours will be permitted
- Site speed limit 5mph
- All delivery vehicles must follow site signage
- All visitors and material delivery drivers must report to the site office and Site Manager
- All loading and unloading to be carried out in materials storage area and loading bay of compound

9. GENERAL CODE OF CONSTRUCTION PRACTICE

9.1 Dirt and Dust

During the construction phase, the primary mitigation to alleviate dust effects from construction activities will be through a daily inspection of site conditions by the Site Manager and through use of key elements of which are outlined below:

- All vehicles entering and exiting the site must remain within the designated areas to avoid the movement and transfer of site debris or mud. A road sweep will be employed at regular intervals in and around the site, as required, to avoid the transfer of debris or mud onto the public highway. During dry spells site is to be dampened down with water to control dust pollution
- Dust suppression will be used as required via either mobile water bowsers or mobile tipping skips filled with water, which is tipped onto the roads via the telehandler
- Dust suppression will be used when using petrol cut-off saws when cutting concrete and masonry
- There will be a designated waste segregation area
- Spoil stockpiles will be stored as per the location on the traffic management plan away from existing housing
- Site levels have been designed so cut/fill figures minimise the volume of materials required for off-site disposal and consequently a reduction in wagon movements.
- A wheel washing facility will be provided on the site. The facility will comprise a manned jet wash and all vehicles exiting the site will be required to drive through (wheel wash position shown on the Traffic Management Plan CRC-TMP-01).
- No fires will be allowed on site
- All non-road mobile machinery will use fuel equivalent to ultra-low sulphur diesel and all will comply with current EU Emission Standards
- Where reasonably practicable, potentially dusty activities would be located away from site boundaries
- All mobile plant allowed on-site will be managed in such a way as to minimise emissions, including being switched off when not in use and being located as far as practicable away from site boundaries

9.2 Noise

Noise will be monitored on site and cognisance will be taken of the neighbouring stakeholders disturbance. Noise and dust will form a key component of the agreement with groundworks and muckshifting contractors. Both planning conditions and feedback from stakeholders will be used to monitor and revise the noise and dust / mud alleviation measures adopted

Where available deliveries of bulk materials such as stone and skips and materials moved from site will be covered with a suitable netting or sheet.

The SI indicates the subsoil to be cohesive and therefore less prone to dust. A damping down strategy will be put in place if required by the weather and site conditions.

In the absence of construction noise level criteria being stipulated, the proposals of this Construction Management Plan include the setting of an absolute LAeq,12hr noise level (for weekdays, 07.30 –

18.00) and an LAeq,Shr noise level (for Saturdays, 08.30 – 14.00) derived from B85228-1:2009 'Code of Practice for Noise and Vibration Control on Construction and Open Sites – Part 1: Noise'.

Where it is not possible to work to the target criteria (for example, if ground conditions determine plant requirements, or for necessary out of hours working), provisions will be set out in advance to reduce the effect, for example, through prior notification or by other measures.

The hours of construction as dictated by the local planning authority are as follows:

Monday to Friday: 07.30 to 18.00

Saturday: 08.30 to 14.00

The workers can arrive 30 minutes before they start work.

No construction to take place Sundays, bank or public holidays.

The following general mitigation measures will apply to potentially noisy operations, in particular:

- All plant and equipment to be used for the works will be properly maintained, silenced where appropriate, and operated to prevent excessive noise. Plant will be certified to meet any relevant EC Directives/UK/BS5228 standards.
- All radios or personal music devices only permitted indoors at a controlled volume.
- All work involving plant or powered tools to take place strictly during site operational hours
- Plant will be operated by diesel engines. Electric power for plant machinery is not an option, particularly in the early stages of development. However, many hand-held tools will be electric, or battery operated as required
- Existing residents and neighbours directly affected by the development will be notified of any noisy site activities where possible
- On completion of the access, delivery vehicles will be able to drive straight onto the development site to their designated areas as shown on the traffic management plan. A sign will be displayed informing drivers to switch off their engines immediately upon entering the site to avoid unnecessary noise of pollution
- Noisy plant will be sited as far as is practicable from noise sensitive receptors including adjoining residential properties, and ecological receptors within and adjoining the site.
- Care will be taken when loading or unloading vehicles or dismantling scaffolding or moving materials etc. to reduce noise.

Noise generated on site will be identified and monitored daily as part of the Site Manager's duties.

9.3 Vibration

In the absence of any construction vibration levels criteria being stipulated, the effects of construction vibration on building structures associated with remediation works is expected to be negligible.

- Where reasonably practicable, plant and/or methods of work causing significant levels of vibration at sensitive premises should be replaced by other, less intrusive, plant and/or methods of working.
- The use of vibration monitors by a suitably qualified person can be used in occurrences of excessive periods of work causing vibration
- Existing residents and neighbours directly affected by vibration related to the development will be notified of any site activities where excess vibration may occur

- The provision of cut-off trenches in order to interrupt the direct transmission path of vibrations.
- All plant should be properly maintained, any defective plant should be replaced immediately.

9.4 Light

All lights used on site are to be directed into the site to avoid any unnecessary light pollution to the surrounding area.

All external lighting out of operational hours to be used for safety and security reasons only.

9.5 Site Waste

- Waste to be disposed of in strict accordance with the Site Waste Management Plan, which is produced to manage waste generation, sorting, recycling and removal during the construction phase
- As part of the remediation levels design all the soils contained within the site are expected to be retained and recycled to form the new development platform. For any surplus soils that do require off-site disposal, consideration must be given to the previous geo-environmental site investigation reports with the respect to levels of contamination prior to disposal
- General waste, deleterious materials, site waste associated with welfare use, tree roots and any unexpected hazardous materials are the likely categories of waste to be encountered which require off-site disposal
- All waste from the site will be removed by skips to licensed waste transfer stations for recycling, treatment or disposal
- Should any hazardous waste be encountered the Principal Contractor will ensure the site is registered as a hazardous waste producer

9.6 Ecology

All works will be carried out in accordance with recommendations made by the site ecologist.

10. CONSTRUCTION TRAFFIC MANAGEMENT

10.1 Closures and Diversions during Construction

There are no road closures or diversions expected during the construction period.

10.2 Vehicle Movements and Exits/Entrance to Site

As detailed above, wagon/haulage movements are expected to be kept to a minimum during the remediation phase of works due to low requirements for soils disposal and soil import. Site traffic movements are likely to be limited to site staff vehicles and deliveries of plant and machinery.

The construction traffic into the site during peak hours will be minimised to reduce the impact on traffic congestion on local roads.

Provision will be made within the site for construction parking within the staff welfare and office complex.

10.3 Protection of Roads

If dust or mud is inadvertently tracked onto public roads, a road sweeper will be used.

The vehicles delivering materials and plant and removing waste from the site during construction will all be operated within their design loads therefore the maximum pressure exerted by vehicles on roads would not be excessive.

Plans of all utilities in the vicinity of the site will be held at the site office.

It is not anticipated that the ground pressure of construction vehicles would be so great as to damage services beneath public roads.

10.4 Traffic Management Plan

A Traffic Management Plan CRC-TMP-01 outlines the site proposals for construction phasing, details of vehicle movement together with location of access, parking and welfare facilities.