

CONSTRUCTION MANAGEMENT PLAN
for
8no. Proposed New Dwellings with Access Road
at
**Land to Rear of The Dog Inn,
Market Place, Longridge, PR3 3RR.**
(Planning Application ref. 3/2021/0275)



Prepared on behalf of

**Mr Ben Lee,
SWC Steel Erecting Ltd.
Unit 5, Chapel Hill Industrial Estate,
Longridge, Preston,
Lancashire, PR3 3BU.**

February 2025

CONTENTS

1. Description of the Project
2. Enabling Works / Formation of Site Perimeter
3. Tree Protection
4. Site Access & Egress
5. Management of Vehicular Movements & Deliveries
6. Wheel Wash Facility
7. Site Parking & Storage of Plant & Materials
8. Management of Dirt & Dust
9. Excavation and Ground Works
10. Recycling / Disposing of Waste Resulting from Construction Work
11. Noise Control
12. Hours of Operation
12. Contact Details

Appendices

Appendix A – Tree Protection Fencing Detail

Appendix B – Proposed Construction Phase Site Management Plan

1.0 Description of Project

This Construction Management Plan has been prepared for the planned project to construct 8no. semi-detached dwelling houses on land at the rear of The Dog Inn, Market Place, Longridge, PR3 3RR in accordance with the approved drawing ref. 3343 as referenced in Condition 2 of the planning approval notice 3/2021/0275.

The site area covers land at the rear of The Dog Inn including the existing overspill car park and the associated former bowling green which has been redundant for a number of years.

The project maintains and improves the existing access route into the site. The proposal includes an access road with turning head and allocated parking for each property in accordance with planning requirements and the approval notice.

2.0 Enabling Works / Formation of Site Perimeter

The site perimeter is currently formed with fencing to the west, south and east with a stone retaining wall forming the boundary with the maintained Dog Inn car park. Heras fencing will be utilised to ensure the boundary is fully secure at all times. All Heras fencing to HSE Guidance HSG 151: Protecting the Public. Secure temporary gates to the site entrance will be provided beyond the entrance to the maintained car park as indicated on the construction site management plan included within Appendix A.

The contractor will ensure all fence panels are in a good condition and maintain as such throughout the construction phase, with all perimeter fencing to be regularly inspected and if necessary, panels replaced. The contractor is to provide all necessary signage fixed to fencing in accordance with HSE Guidance/requirements.

3.0 Tree Protection

Prior to any construction works commencing on site, tree protection measures will be provided to those trees and groupings highlighted to be retained in the Arboricultural Report by Bowland Tree Consultancy ref. BTC2127 in accordance with BS5837-2012. Protected trees to construction site area are referenced T1, T2 & T3. Fence protection will also be provided to the groups ref. G1, G2 & G3 which form, in part, the boundary of the site in accordance with Arboricultural Method Statement & Tree Protection Scheme accompanying the planning approval. Heras fencing will be sited around the trees to prevent site operations affecting root growth etc. at a minimum distance of half the height of the tree or to the extent of the canopy of the tree, whichever is greater and maintained for the duration of the construction works. Protection will be principally as detailed in Appendix A.

4.0 Site Access & Egress

The site entrance/access route is via the existing entrance to the Dog Inn car park off Market Place, which is to be widened to accommodate a two-way 6m wide road into the site by the demolition of the existing storage building that is attached to no.13 Market Place but in the ownership of the contractor.

In accordance with the planning approval, the new estate road/access between the site and Market Place shall be constructed in accordance with Lancashire County Council's Specification for Construction of Estate Roads to base course level. The route into the site is currently tarmacked down to the entrance to the maintained tarmac car park entrance at the rear of the pub and the existing overspill car park which forms part of the site is formed in well compacted hardcore.

The gate to the construction site area will be set approximately 40m back from Market Place, beyond the entrance to the retained Dog Inn car park. Any site vehicles entering the site will be able to park fully off the road prior to unlocking the gates whilst not restricting the road in any way.

On commencement of the works, the contractor will stone and compact the areas of the site which is to eventually form the designated car park for residents and hammerhead turning point, and this will be retained throughout the construction before being formalised into a car park prior to occupation of any of the properties. This process will maintain a clean hardstanding for vehicle parking, site storage and welfare cabins, and bulk storage of materials.

5.0 Management of Vehicular Movements & Deliveries

The proposed site layout for the construction phase is indicated on the construction site management plan attached.

To minimize disruption to the surrounding area and traffic, deliveries will be time restricted in accordance with the requirements of the planning approval to avoid peak times. **Deliveries to site will be between 9.30am and 2.30pm on weekdays generally.**

The site will generally be open between 8:00am and 6:00pm Monday – Friday and occasional Saturday mornings 8:00am until 1:00pm. No work on Sundays or Bank Holidays in accordance with the planning approval notice.

As a small-scale site, it is not anticipated that there will be a large number of construction workers on site each day. Typically, only 2-4 transit size vans are anticipated to be on the site.

All plant and materials will where possible be delivered in suitable sized loads to ensure lorries have sufficient turning areas within the confines of the site (as indicated on the construction site management plan).

Typical deliveries to be via smaller vehicles, from transit size flatbed vans up to 18 tonne 10.6m x 2.5m trucks with fixed knuckle boom loader cranes. Swept path analysis on the attached Construction Management Plan ref. BS25-07/01 demonstrates that the largest vehicle can enter and exit the site in a forward gear. Materials will be sourced from local builder's merchants wherever possible.

Vehicles will be able to pull off the road fully before entering the site. A banksman will assist all delivery vehicles in entering / exiting the site and also turning within the site. Where possible all materials / plant will be loaded and unloaded within the site perimeters.

Prior to leaving site, vehicles will be inspected, and wheels to be washed as required on hard standing using jet wash facilities located at the site entrance.

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. If necessary, road sweeping equipment will be used although this is not anticipated.

6.0 Wheel Wash Facility

As previously outlined, the site access/entrance road to the site is already in place, and the initial phase of work will involve stoning up of the site area to create what is effectively a "clean" site. The access road will be kept clear of mud, debris and materials at all times.

Wheel washing facilities (pressure washing facility) will be created at the entrance to the site, principally as indicated on the construction site management plan. All vehicles leaving site will be inspected by a banksman, and wheels to be washed as required to prevent mud/debris being spilled onto the roads.

7.0 Site Parking & Storage of Plant & Materials

There is adequate room on the proposed hardstanding at the bottom of the site (future car park) to accommodate contractor parking, welfare cabin, dry store, WC, skip and bulk materials whilst still retaining an adequate turning circle for delivery vehicles. The site will be fully contained with no roadside parking.

The existing entrance to the site is formed with a tarmac roadway running to the car park areas at the rear of the Dog Inn. The tarmac car park directly to the rear of the building is to be maintained and used by customers of the pub throughout the construction phase. The gates to the construction site are to be set beyond car park entrance to the south.

All materials and plant will be stored within the fenced site area. A designated area has been allocated for the storage of materials which are to be stored in a safe and orderable fashion. Wherever possible, materials will only be delivered to site when they are required. No flammable materials will be stored near the site boundary fencing.

Secure site cabins are to be provided for the dry storage of equipment and materials requiring protection from the weather (i.e. cement, plaster, etc.).

Plant will be stored so as not to create obstruction; keys shall be removed when not in use and isolators if fitted will be activated.

8.0 Management of Dirt & Dust

As previously outlined, the site area/compound is to be stoned up during the initial phase of work and is to be kept clear of mud, debris and materials at all times.

Any dust arising from the ground/site conditions prevalent in dry spells and generated by wind and plant traversing the site, will be controlled by suitable water suppressant/spraying water over the ground as required. The site manager/site staff are to monitor weather conditions, prevailing winds, and site conditions and implement dust suppression as required to avoid causing nuisance to neighbouring properties etc.

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

All site operatives will have appropriate PPE to protect them from the effects of dust.

9.0 Excavation and Ground Works

Location of underground Services

- Prior to commencing excavations, the site area will be checked for overhead and underground services.
- Service plans will be obtained from Utility providers and the site area checked over, using a locating device.
- Once identified service routes will be identified and clearly marked. If markings are lost during the working operation the exercise will be repeated to ensure service routes remain clearly marked as required for the duration of the works.
- Works will be undertaken in accordance with the HSE Guidance Document, Avoiding danger from underground services.

Excavations

- Trenches with a depth exceeding 1m will be either battered back or suitably shored and the shoring maintained.
- Trenches will be inspected regularly, and excess groundwater pumped out regularly during inclement weather.

- Vehicle plant will be kept a safe working distance from the trench to prevent potential collapse.
- No site staff will work below an excavator.

10.0 Recycling / Disposing of Waste Resulting from Construction Work

The land is a green field site so there will be very little waste material generated from demolition with the exception of the partial demolition of the storage building at the site entrance of Market Place to accommodate the widening of the entrance. Stone materials generated will be retained on site and used as hardcore sub-base for site set up.

In respect of the construction work, the following measures have been identified to minimise the quantity of waste produced during this project:

- The experienced site manager will be responsible for identifying and segregating waste on site.
- All waste resultant from the works will be segregated on site.
- Resultant hardcore will be re-used where possible in the substructure.
- Re-usable materials will be identified on site and removed for storage and re-use.
- Recyclable materials will be removed from site for processing in licenced facilities.

Waste certification:

- Complete waste transfer notes before any waste leaves the site.
- Ensure all waste carriers have a valid waste carriers registration certificate.

Buying and Storing Materials:

- Order the quantity of materials you need as accurately as possible.
- Arrange for 'just in time' deliveries to reduce storage and material losses.
- Consider the packaging used for materials delivered to the site and if this be reduced or recycled.
- Make sure storage areas are safe, secure and weatherproof (where required)

11.0 Noise Control

The permitted hours of work when noise can be audible at the construction site boundary shall be confined to the opening times identified above. Any noisy operations outside these hours cannot be undertaken.

Whilst working on site the contractor will adhere to the recommendations of BS 5228-1, clause 9.3 to minimize noise levels during the execution of the Works.

The project is a relatively simple housing scheme with no notable works which would cause significant noise pollution. The close proximity of residential housing has been noted and there will be no operation of heavy plant etc. outside normal working hours of 8.00am – 6.00pm.

12.0 Hours of Operation

Working hours on the site will be typically 8.00am until 6.00pm, Monday to Friday and 8.00 until 1.00pm on Saturdays. No working on Sundays.

13.0 Contact Details

Main Contractor: SWC Steel Erection
Contact: Ben Lee
Office Tel. 01772 782925
Mobile: 07977 148751
E-Mail: Ben@swcsteelerection.co.uk
Address: Unit 5, Chapel Hill Industrial Estate, Longridge, Preston, Lancashire, PR3 3BU.

24-Hour Emergency Contact Number:

Ben Lee: 07977148751

Nearest A & E Department:

Royal Preston Hospital

Tel. 01772 716565

Address: Sharoe Green Lane, Fulwood, Preston, PR2 9HT.

APPENDIX A

Tree Protection Barrier (typical details)

Where the site circumstances and associated risk of damaging incursion into the RPA do not necessitate the default level of protection, an alternative specification may be adopted. This system includes 2 m tall welded mesh panels on rubber or concrete feet, secure enough to provide an adequate level of protection from cars, vans, pedestrians and manually operated plant. In such cases, the fence panels should be joined together using a minimum of two anti-tamper couplers, installed so that they can only be removed from inside the fence. The distance between the fence couplers should be at least 1 m and should be uniform throughout the fence. The panels should be supported on the inner side by stabilizer struts, which should normally be attached to a base plate secured with ground pins (Figure 2a). Where the fencing is to be erected on retained hard surfacing or it is otherwise unfeasible to use ground pins, e.g. due to the presence of underground services, the stabilizer struts should be mounted on a block tray (Figure 2b).

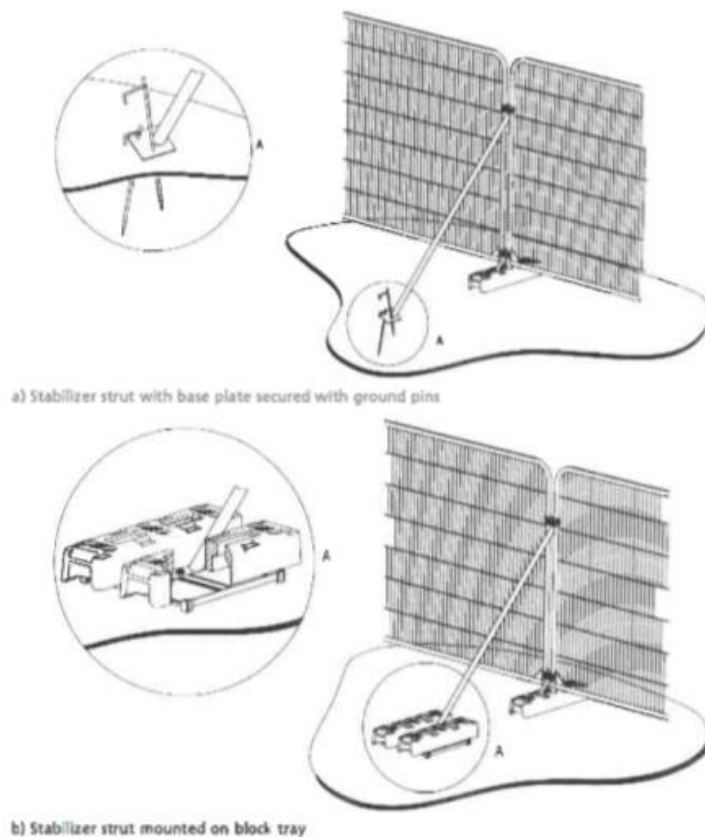


Figure 2. Examples of above-ground stabilizing systems

**APPENDIX B:
CONSTRUCTION PHASE SITE MANAGEMENT PLAN**