

Construction Phase Plan Executive Summary

This summary is prepared for the benefit of stakeholders who's concerns are primarily limited to the impact on the community. Full details of the comprehensive construction phase plan is appended.

Background

27 Saunders Lane suffered structural damage and subsequently fire damage. Therefore this home needs to be rebuilt in a like-for-like manner in accordance with current planning & building regulations. The works are being funded through insurers of the building. The current ruins of the burned building impact on the community through a reduction in aesthetic enjoyment and the empty site risks attracting vermin, anti-social behaviour & trespass. Therefore it is an essential project and the expedient completion of these works will be to the benefit of the homeowner, neighbours and the local community.

Swainlands Construction are committed to ensuring that the impact of undertaking these necessary works on the local community is minimised as much as possible and commits to be a 'good neighbour' to the local residents for the duration of the works.

1. Hoarding

In order to secure the site, reduce noise & dust migration a perimeter hoarding will be fitted around the site boundary and painted. Statutory safety signage will be fixed to the hoarding all reasonably practical measure will be taken to ensure that trespass is mitigated.

A separate site compound with harras fencing will be located in a suspended parking bay on Bittacy Rd. This will enable an area for materials to be initially delivered.

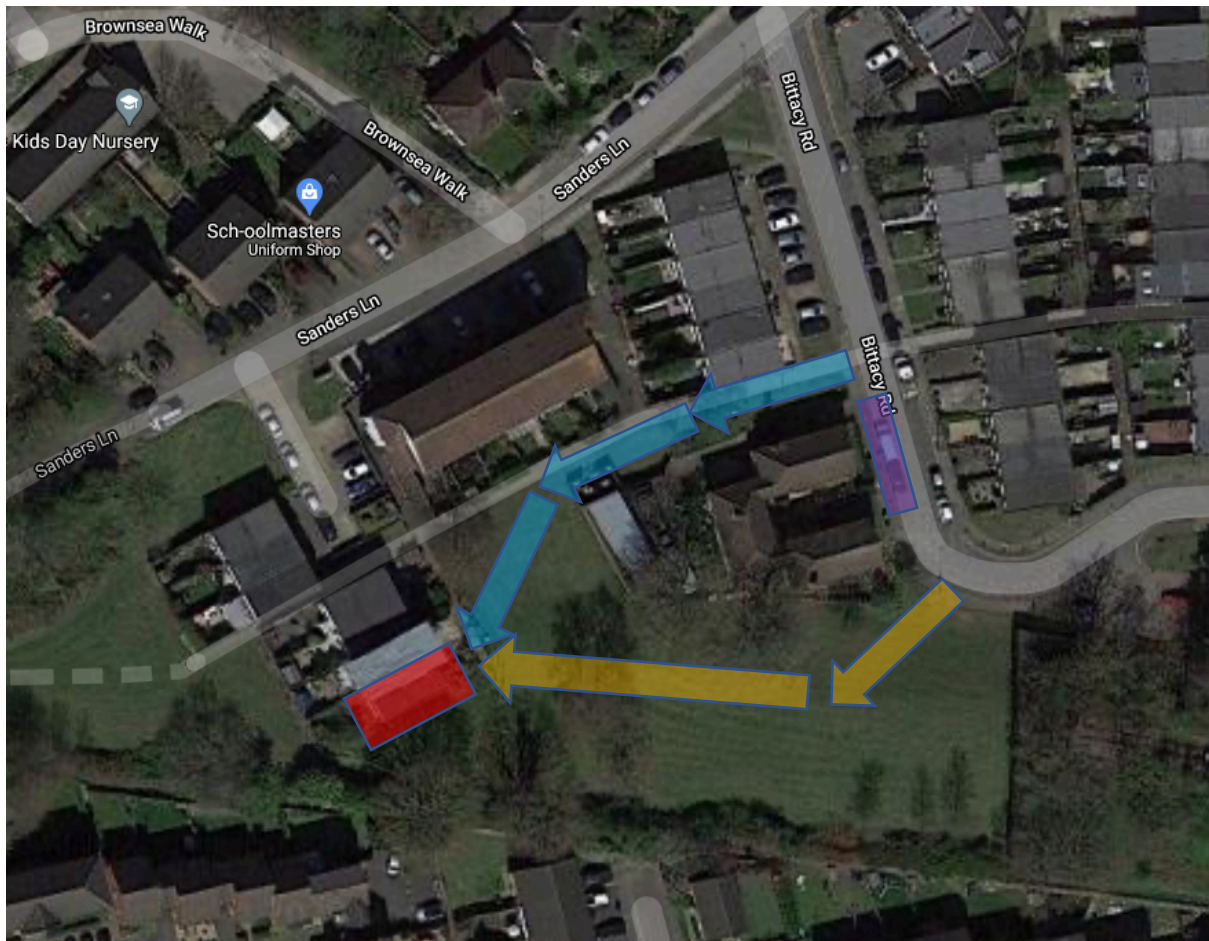
2. Access to & from the site

There is no available vehicle access route to the site. Therefore following an arboriculture risk assessment & method statement, it is reasonably practicable for the grass to be carefully protected at the end of Bittacy Rd with specialist temporary track mats and for this expectational temporary route to be used for the delivery & collection of one rubber tracked 3-5 tonne JCB or similar machine. Having a machine delivered to the site in this way will increase safety and reduce disruption. The machine will reduce the noise exposure when existing foundations are grubbed out with a specialist noise reduction breaker. The duration of noise will be much shorter than using less safe manual and hand tool methods.

Once the JCB or similar rubber tracked machine has been delivered to the site from Bittacy Rd via the temporary access route, the grass protection will be removed and the route closed until the collection of the machine at the later stages of the project.

Usual day-to-day access will be via the pedestrian walkway on Bittacy Rd. The separate roadside compound with harras fencing will be located in a suspended parking bay at the top of this walkway on Bittacy Rd. Materials will be delivered outside of school run times into this roadside compound with the aid of a banksman. Materials will then be 'ferried' to site by hand, using wheelbarrows and/or mechanical wheelbarrows using this pedestrian walkway. A skip will be included inside the roadside compound for waste to be cleared to. All roads & paths will be maintained and washed down as necessary at the end of each day. The illustration below indicated the route locations.

Indicative Site Access Plan



KEY:



Expectational 'one-off' access for delivery & collection of JCT or similar 3–5-ton rubber tracked machine. Grass to be protected with specialist track mats in accordance with arboriculture risk assessment & method statements.



Indicative proposed area for parking suspensions & roadside compound to be installed. Blue arrow indicates start of day to day pedestrian walkway.



Indicative images of example roadside compound arrangements.



Day to day access to the site, including ferrying of materials from roadside compound to site with the use of wheelbarrows and/or mechanical wheelbarrows as required. Grass to be protected in accordance with Arboricultural report RAMS.

Further to consultation 01/03/2021:

- We will provide a bus stop style sign at the road end of the footway and a similar sign at the building end of the footway. It may be fixed to the fencing this end. We don't want tripod signs as they will get tripped over in the dark or thrown around which I believe to be safer. The signs need to say something like "Pedestrians beware, This is a shared construction route".
- We are going to restrict construction traffic to outside school run times (peak) as previously stated.
- We will not segregate public and construction on this path. There will be no barriers or guarding. We will only be working during the hours of daylight and any parties will have full visibility. Parties will be able to pass easier if there is no segregation along the length of the route. Parties being two push chairs going in opposite directions or two motorized wheelbarrows going in opposite directions or a combination.
- Protection to the existing services is already in place in the form of paving slabs and the make up below. We would find it highly unlikely that such cables also have no form of mechanical protection already where they pass under the walkway or soft landscaping. The machinery will be motorized barrows. The risks of damage to either the paving or the cables are extremely low considering the weight of wheelbarrows / mechanical barrows. A pre-condition photographic survey will be taken and this very low risk monitored.