ddi projects

David Lloyd Epsom

Construction Traffic Management Plan

1. Programme of works

Construction Programme

The Overall Construction Programme OPP is planned for 17 weeks, including a 1-week enabling programme. Tasks running concurrently. Please see summary below

Key Construction Activity	Duration of works
Enabling works (inc. site set up)	1 weeks
Plant Room Construction	3 weeks
External Garden Spa /shower /plant	8 weeks
Hydro Pool	6 weeks
External Sauna /plant	9 weeks
External works (landscaping, drainage)	6 weeks
De-mobilise site	2 weeks

Phasing Plans

A phasing plan will be developed to show the planned works starting with enabling works through to practical completion of the construction phase and handover to the client. They detail work areas, traffic management, and site set-up and will get updated through the duration of the project.

Proposed Site Compound & Welfare

The proposed site welfare area and compound will be included within the appendices.

2. Materials and Resource

Specialist Waste Management

A specialist waste management company with specific responsibility for the coordination of the disposal of all surplus materials and the management of an effective document control system to track and confirm that the proper procedures have been followed. Waste separation will, as much as possible, be done at source: on site in separate skips which, when full will be transported to a licensed waste transfer station for further sorting offsite. The location of the waste handling site where the material will be taken to will vary dependent upon their waste category, but we will use local resources. Wherever possible, materials will be recycled and re-used onsite. Waste going offsite will be recycled/re-used as much as possible by our appointed Waste Management contractor.

Plant & Equipment

Consideration has been given to the types of plant that are likely to be used on-site

during the enabling, demolition and construction phases of the proposed development.

Refueling of site plant poses a risk if spillage of fuel occurs, potentially contaminating the ground and local water course. Refueling will take place on a tarmac area. All bowsers used will be bunded and safety spill kits available near the bowser. Anti-spill fuel nozzles to be used where equipment allows.

3.0. Hours of Work

All stages of the construction will be set out as follows:
7:30am - 6pm hours Weekdays; 8:00am - 4pm hours Saturdays

All work outside these hours will be subject to prior agreement, and/or reasonable notice to local authority, who may impose certain restrictions.

3. Proposed Construction Methodology

4.0. General

Access to the construction site will be from Horton Lane Roundabout, turning into the David Lloyd car park. Vehicles will then drive through the car park, following sign to the site entrance. The site entrance will be secured with heras fencing, fitted with vehicle and pedestrian gates. A banksman will be employed to manage vehicles entering and leaving site in. Once the vehicle drives onto site, it will be escorted to the designated delivery area for offloading or loading.

Site operatives, on their first day will receive a site induction, explaining site rules, emergency procedures, welfare, parking, scope of work and Client's expectations. They will also be given the security code for the pedestrian gate (if applicable) and reminded to close the gate when entering or leaving site

The management of vehicles and pedestrians is key to the success of the project and will form a large part of the site management's duties. Vehicle movements will be discussed at the regular site meetings with David Lloyd club management and any concerns or issues will be dealt with promptly. The car park area is shared with staff and members of the club, and the site manager will discuss any large vehicle movements with them prior daily. DDI Projects will ensure that they are aware of any significant events and plan these to minimize any impact

Site Establishment

DDI Projects will hire in office and canteen unit which will be delivered by Hiab lorry and then positioned as per the site set up plan. The units will consist of a canteen and a site office stacked, a 3 and 1 toilet unit. In addition to the welfare, suitable storage containers and skip will be provided. The site office establishment will be located as such that it

uses minimal space in the compound by being double stacked.

Temporary electric and water will be provided and following installation by a competent electrician, a certificate for temporary electrical installation will be issued to site manager. The Site manager will make provisions for a first aid area, site inductions and ensure that the facilities are kept clean and hygienic

Highway's work

There are no planned works on the highway

4. Site Logistics

Deliveries and Unloading

All deliveries will be planned as there is a limit to storage of material on-site due to the extent of the works and space available on the site. It is expected that all major deliveries will be arranged and recorded via a delivery schedule which will be issued to the banksman daily. A delivery zone will be established on-site and will be able to hold one to two vehicles at any one time to facilitate efficient use of the telehandler servicing the site. Loading and off-loading of lorries and vans will be carried out within an allocated area, causing minimal disruption to the continual use of the car park by the public and for emergency access. There are security barriers at the entrance to the club's car park, preventing access to the club for unauthorised vehicles.

During deliveries, banksmen wearing hi-vis clothing will be used to control movement of materials and equipment where there is a risk to third parties in the area. Delivery drivers must inform the Site Manager of their presence and receive instructions before unloading. Materials and/or equipment will be unloaded within the site compound. Deliveries will run with the progress of works so that storage is kept to a minimum. Deliveries will be arranged to avoid unnecessary disruption to the surrounding road network at peak times.

There is plenty parking to the club, operatives are to park within DDI's compound– this area will be fenced off. Since the club is to remain operational during construction works, there will be a high volume of public vehicles and pedestrians around the area. Suitable and sufficient measures will be put in place to prevent interaction between members of the public and construction traffic. Delivery drivers will exercise great care when accessing or leaving the site.

It is anticipated that site logistics will form a significant part of the pre-appointment meetings for contractors and sub-contractors and that regular co-ordination meetings will be held throughout the construction phase of the project. It will be communicated that deliveries to site should be restricted to off peak times, that is before 07.00 a.m.: between 10.00 and 15.00 and after 19.00.

Management Organisation

Our Contracts Manager, Jack Ward (jackw@ddiprojects.co.uk) and site manager, will have overall responsibility for the construction phases and will ensure interfaces with design, procurement and construction are identified and controlled as well as ensuring that any concerns from the local community, staff or members of David Lloyd are addressed as quickly as possible.

Other responsibilities will include health & safety, quality, checking the standards of work on site and to liaise with all parties to resolve technical queries and requests for information.

Boundaries & Site Fencing

The site set up plan in the Appendices shows the fencing between the surrounding areas and the construction site. The security of the site will be maintained by utilising heras fencing with dust control and visual block sheeting throughout the construction phase. This fencing forms a key part of our strategy to maintain personal safety by preventing unplanned access to site. It will be checked daily by our site staff to ensure it always remains secure.

Off-site activities and Traffic Management

All construction traffic will enter the site via the site entrance located within the car park area. Site entrance warning signs will be posted on the approach to the proposed site to advise delivery drivers and contractors. In the case of an emergency on site all construction activities will cease to allow the relevant emergency vehicles unimpeded access on to the site.

Access Control

There are security barriers at the entrance to the club's car park, preventing access to the club for unauthorised vehicles. A banksman will be present on site to control the movement of all construction traffic and pedestrians entering and leaving the site. All visitors will "sign in" at the office set up before proceeding to undertake a site induction. It is good practice from both a health & safety and logistics perspective to keep the access gates closed whenever not in use.

Construction Vehicle Movements

Construction vehicle movements during the project will be monitored closely with detailed traffic management and logistics plan updated and monitored daily.

Contractor Car Parking

All contractors parking will be within the site boundary. No parking will be allowed

in the immediately adjacent roads.

Storage of Plant and Materials

All plant and materials will be stored within the site boundary. Small expensive items of equipment will be stored in the site storage container.

Plant will be parked on site in the secure compound. Materials delivered on site will be stored in secure compounds. A separate COSHH cage for hazardous items will be available on site if required.

5. Environmental Impacts

Potential impacts during Construction

A review has been undertaken of the potential sources of adverse impacts associated with the demolition, ground works and construction stages. The results of this have been presented below.

Issue	Potential Impact
Dust/Air Quality:	Wind blowing dust from ground surfaces, stockpiles, vehicles, work faces and cutting and grinding materials. Exhaust emissions from lorries and plant delivering and removing materials including dust and particulates.
Ecology:	Water/ mud run-off into drains.
Energy Usage:	Indirect impacts associated with energy consumption such as CO_2 emissions, depletion of natural resources, air pollution etc. (material selection and embodied energy issues are covered during the sustainable design section).
Fuel & Construction materials storage:	Accidental spills, discharges to drains/ storm-water systems, contamination to ground and local river.
Hazardous materials & contaminated land	Exposure of the workforce to deleterious/ hazardous materials and contaminated land, mobilization of any source contaminants and creation of pathway from source to groundwater receptor.
Noise	Increased noise levels from vehicles. Increased noise levels from plant during the construction works (e.g., from the use of air compressors and diamond cutters) on-site.
Site & Surroundings pedestrian access	Restrictions on pedestrian access to walkways, footpaths, and roads.
Traffic	Traffic congestion caused by site traffic. Increased vehicle movements mainly consisting of construction vehicles. Transfer of mud and material from vehicles onto public highway. Disruption from abnormal or hazardous loads exhausted emissions.
Waste	Waste generation and its disposal
Water & Water Usage	Increased sediment loadings to storm-water system. Potentially contaminated storm-water run-off. Natural resources depletion.

Vibration	Increased vibration levels from vehicles. Increased vibration levels from plant during the construction stages. Not thought to be an issue
Views for Residents	Views impacted and/or impeded from construction equipment, fencing and particularly cranes. Not thought to be an issue

6. Mitigation Measures

Management of sub-contractors

Individual contractors (e.g., for waste removal) will incorporate relevant requirements in respect of environmental control, based largely on the standard of "good working practice" as outlined in the Construction Phase Health and Safety Plan as well as statutory requirements. Potential sub-contractors will be required to demonstrate how they will achieve the provisions of the Construction Phase Health and Safety Plan and PMS, how targets will be met and how potential effects will be minimized

Construction vehicle management

A good working relationship will need to be developed between the residents, David Lloyd, and the project team to keep access routes clear and useable for all. Unapproved parking on public roads will not be allowed.

Road Cleanliness

DDI Projects will take measures that include restricting road-based vehicles to the existing tarmac surface compound only to avoid any environmental nuisance on highways. It will also be ensured that there is no groundwater run-off from the site onto the local road network. Control measures for this are described below

- Regular road sweeping to clean the site and neighbouring access road of any mud or debris deposited by site vehicles. Road sweeping is to be carried out whenever needed.
- A wheel wash being a pressure washer will be utilized over the interceptor tank gullies before vehicles leave site.
- Measures will be taken to ensure mud and debris is **not** swept into local gullies, i.e., gulley guards to be fitted.
- Adequate sheeting of vehicles carrying waste materials

Management of Noise, Vibration and Dust

Full assessment of activities with the potential to generate high levels of noise and vibration will be carried out. This assessment will then be incorporated in the Construction H&S Plan and Project Method Statement. We believe this aspect of the works will be regulated by an agreement under Section 61 of the Control of Pollution Act.

DDI Projects will monitor noise, dust, and vibration levels on site. Feedback received will be discussed in weekly site team meetings and actions put into place if thresholds are being exceeded. However, good practice should ensure this doesn't

occur. On-site good practice procedures will be followed to mitigate noise, vibration, and air pollution (e.g., through dust and fume generation) impact. Measures currently planned to be adopted include:

- Use of netting to Heras panels around part of the site to assist in the screening of noise and dust generation from low-level sources.
- Dust and vibration suppression techniques will be used extensively.
- Off-site pre-fabrication to be used, where practical, including the use of prefabricated structural elements, cladding, mechanical and electrical services, and package plant rooms.
- All plant and equipment to be used for the works to be properly maintained, silenced where appropriate, and operated to prevent excessive noise and switched off when not in use.
- Plant will be certified to meet relevant current legislation and British Standard 5228 (BS5228) standards.
- Loading and unloading of vehicles, dismantling of site equipment such as scaffolding or moving equipment or materials around site will be conducted in a such a manner as to minimise noise generation. Where practical these will be conducted away from noise sensitive areas.
- Deviation from approved method statements to be permitted only with prior approval from site management.
- Noise complaints reported to DDI Projects and immediately investigated.
- Vehicles transporting materials capable of generating dust to and from site to be suitably sheeted on each journey to prevent release of materials and particulate matter.
- Burning of wastes or unwanted materials will not be permitted on-site; and
- All hazardous materials including chemicals, cleaning agents, solvents and solvent containing products to be properly sealed in containers at the end of each day prior to storage in appropriately protected and bunded storage areas.

As far as practically possible the construction works will be carried out using methods that minimise noise. Noise related impacts attributable to excavation, along with other construction related noise impacts will be controlled through generic and site- specific mitigation measures outlined within our Construction Health & safety Plan.

Construction Traffic Management Plan

7. Appendices

Appendix 1: Traffic Management Plan