

APPLICATION REF: 19/0252

CONDITION NUMBER: 5

CONSTRUCTION MANAGAMENT PLAN

LOCATION: 58 COMMON EDGE ROAD, BLACKPOOL, FY4 5AU

DESCRIPTION: Erection Of A Pair Of Semi-Detached Dwellings To Common Edge Road Frontage
And 2 Detached Bungalows To The Rear, With Associated Access Road, Car Parking,
Landscaping And Boundary Treatment.

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INTRODUCTION

This Construction Management Plan has been prepared to provide information on the methodologies required to construct the development at 58 COMMON EDGE ROAD, BLACKPOOL, FY4 5AU.

The works comprise the development of Erection of a pair of semi-detached dwellings to Common Edge Road frontage and 2 detached bungalows to the rear, with associated access road, car parking, landscaping and boundary treatment.

PARKING & SITE ACCOMMODATION

Phase 1 of the development will be carrying out the required piling and ground work to all four houses.

Site welfare will be provided and will consist of an office, mess cabin, toilet block and drying room all within the existing No. 58 bungalow.

Electricity will be provided from the existing bungalow No. 58. and water supplied to site by same.

The toilet at no. 58 is permanently connected to the mains sewer via the existing drains.

The welfare unit will have full provision for rest, cooking and sanitation. No 58 will be used for this purpose until this property is refurbished on the last phase of the project.

Note; The existing access is inadequate for construction purposes and the new access should be approved and constructed prior to commencement to a depth of at least 10 metres into the site with a bound surface. The old access can be used for small vehicles only.

Phase 2 will consist of the construction of the underground drains and access road. This work will be serviced by the site accommodation shown above. This phase of the work will take place over a period of 5-6 weeks. During this period we will also begin construction of the sub and superstructures to the houses.

Phase 3 site accommodation will be as previous, but may include additional welfare accommodation dependant upon the number of personnel on site at any one time.

During this phase of the work the superstructure for the houses will be continued along with the associated boundary walls and fences

During each phase car parking for operatives will be provided on site in the designated parking areas initially at No. 58.

Deliveries will be from Common Edge Road using the existing site entrance.

Exiting vehicles will use the same route. Deliveries will be scheduled for after 9.00am to avoid peak traffic movements along Common Edge Road. Vehicles will be turned on site to avoid reversing. A trained banksman will supervise traffic movement on site.

Signage at the site entrance will request all visitors/operatives and delivery drivers to report to the site office on arrival. Directional arrows will be sited to allow the site office to be located easily.

A notice will be displayed at the exit advising all to respect the local community by driving carefully and acting considerately.

No vehicles should be parked on the footway at any time.

HOURS OF WORK & PHASING

The works will be undertaken in three phases. During each phase, vehicular and pedestrian access will be via the existing entrance off Common Edge Road.

The reasoning behind the phasing is to ensure that the impact of the construction phase is minimised by having the new access road built to base course level prior to the erection of the houses. This will not only reduce the impact of dust and debris, but also allow vehicles to be parked within the site boundary.

The whole construction programme is expected to last 16 months.

During each phase the hours of work will generally be **Monday to Friday 8:00am until 5:00pm.**

There will be no mechanical plant being allowed to be started before 8:00am.

This will allow the site to be opened up and works planned in advance of 8:00am and ensures that neighbours are considered throughout the works.

Saturday working will be avoided wherever possible but when required, will only be undertaken between **8:00am and 12:00pm.**

There will be no work carried out on Sunday's.

DELIVERIES

At the time of writing this statement, we have yet to procure any contractors or materials. We are, therefore, unable to schedule specific dates for deliveries.

We will ensure, however, that all deliveries will be arranged in a manner that is suitable for the site location and size and that vehicle movements will be arranged and managed, in full consideration of the neighbours and the surrounding community.

STORAGE OF PLANT AND MATERIALS

The storage of materials on site will be kept to a minimum and delivery scheduling carried out to ensure that supply is on a “just in time” basis to be incorporated directly into the construction.

All concrete will be ready mixed and will be delivered to site in appropriate vehicles.

The contractors compound area will provide the storage area for all plant and materials delivered.

Materials will be stored within the dwellings ready for finishing trades where practicable.

Mortar silos will be used to avoid the need to store sand and cement and facilitate a noisy mixer.

Deliveries of materials, plant and equipment will be co-ordinated to prevent congestion and disruption to traffic using Common Edge Road.

SECURITY HOARDING

The existing security hoarding will be maintained throughout the construction period.

VEHICLE WHEEL CLEANING

During the ground works operations (phase 1 and 2) vehicles exiting the site may carry deposits of clay or concrete, trapped in their tyres, out on to the road.

To prevent this occurring, a wheel cleaning regime will be implemented.

Wheel cleaning will consist of two simple operations carried out by designated operatives, suitably attired for this work.

1. Before leaving, the vehicle will stop and turn the engine off. If necessary, any heavy deposits will be removed manually using scrapers, stiff brushes or the like.
2. Following step one, wheels will be washed using a high pressure jet washlance, ensuring that any residual deposits lodged in the tyres are removed. If required, the vehicle will move forward slightly to ensure that the complete circumference of the wheel is clean.

On completion, the wheels will be inspected and confirmed that the vehicle is fit to leave site.

The site operatives will ensure that water used during wheel washing operations does not migrate out onto the main highway.

A road sweeper will be hired prior the commencement of phase 2 and then will be retained for call-off by the Site Manager for the remainder of the construction phase.

They will be requested as required to maintain the highway leading to and from the site in a clean and mud free condition.

The appointed contractor will be required to advise the Council of contact details of the site supervisor[s] and/or sweeping contractor to cover working hours and out of working hours times/days

CONTROL OF DUST EMISSIONS

The site will be kept clean and tidy at all times and will accord with any statutory requirements in this regard.

This will include ensuring that dirt, mud or site debris is not passed from the site to surrounding properties or the highway.

Best practice policies in respect of air and dust pollution will be undertaken using the following procedures:-

- The use of dust sheets/tarpaulins to cover loose, fine materials.
- Regular damping down during dry weather.
- Covers to skips when the materials are identified as a potential hazard to air pollution.
- Cutting of dust creating materials to be undertaken in a sheltered and controlled manner with the provision of dust suppression kits (such as water bottle attachments and vacuum units).
- Disc cutters to have water feed to the blade to reduce dust.
- Prior to starting demolition procedures, ensure that the weather forecast is acceptable – not windy.
- Noise and dust generated by the demolition works will be controlled in an attempt to confine this within the site area and a system of damping down will be utilised to reduce the effect of dust.
- Temporary screens and dust protection will be provided within the site, if necessary, to limit the contamination of surrounding areas.
- After demolition, the area will be dampened down thoroughly and all debris shall be removed from the work area.

CONSTRUCTION WASTE

A separate area will be allocated within the site boundary for skips.

This may move dependent upon the phase and the works being carried out.

Smaller skips will be placed outside each block once the superstructure is erected to allow waste to be placed close to the point of generation.

The forklift driver will empty these in the central skips regularly and all skips will be exchanged frequently to ensure waste is removed in a timely manner to avoid over filling.

The skip provider will sort all waste at their depot and ensure that as little waste as possible is sent to land-fill.

Where waste deposited in skips may be deemed to be susceptible to weather conditions that may cause debris or dust to be blown about then enclosed skips will be utilised. Otherwise normal open skips will be used.

The volume of waste to be disposed will be kept to a minimum. Where on site segregation is beneficial then this will be utilised, otherwise segregation will take place off-site.

INFORMING NEIGHBOURS

All neighbouring properties that adjoin the site boundaries will be notified in writing at least 2 weeks prior to the commencement of any demolition and piling works and details of the operator will be included. Furthermore, as principal designer, our contact details will be available should the former operators' not be contactable for whatever reason.

CONCLUSION

This Construction Management Plan has been developed to demonstrate our understanding of the project requirements and the detailed methodology required to carry out the project.

As Principal Designer, we will ensure the Principal Contractors are issued with this document, who will be managing and ensuring that this Construction Management Plan is adhered to and regular reviews will be undertaken and a risk register maintained to deal with specific incidents which occur that require resolving.