

Construction Management Plan

Erection of five dwellings

**Land at 2C Ball Street
Blackpool
Lancashire
FY1 6HL**

May 2022

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1.0 Introduction

The Project needs to be carefully controlled so as not to have significant impacts on the environment and the local community. Both the client and the construction contractor have key responsibilities in ensuring that these environmental impacts are controlled adequately. Management during the construction works will be delivered through the development of the Construction Management Plan (CMP). The CMP will detail how construction works will be undertaken and managed in accordance with the Planning Application, Planning Conditions, contractual and legislative requirements and construction industry best practice.

2.0 Existing Conditions

The site is located at land 2C Ball Street, Blackpool and will replace the existing site with five private dwellinghouses which will front onto Ball Street.

The site at present is vacant land.

3.0 Construction Conditions

The finished floor levels will be 150mm above existing/proposed ground levels. Excavated material will be reused where possible to reduce removal and importing fill to and from site.

Given the nature of the construction works, the volume of HGV vehicles using the site during construction will be relatively low. The majority of traffic movements will be Contractors transport consisting of cars and vans.

The duration of construction is likely to be approximately 52 weeks from the commencement of ground works to final completion. Local residents will be informed of the construction periods as well as contact details for site staff should they have any queries or concerns.

Hours of work shall not operate outside of Monday to Friday 8am to 6pm; Saturday 8am to 1pm; and, not at all on Sundays and Bank Holidays.

Deliveries to and from the site shall only occur Monday to Friday between 8am and 6pm and not at all on Saturdays, Sundays and Bank Holidays.

4.0 Health and Safety

The contractor and their appointed sub-contractors will carry out all operations on this development in full compliance with all relevant Health and Safety Regulations.

This CMP includes details of traffic management and will be implemented and amended to suit the progress of construction. The CMP will include both pedestrian and vehicle routes to and from the site, as well as movement on the site itself. This is discussed in greater depth later in this document.

All sub-contractors employed by the contractor will attend a pre-contract meeting, during which health and safety compliance will be reviewed.

All relevant health and safety signage will be displayed as necessary.

5.0 Protection of the Public and Pedestrians

The boundary to the site will be reinforced with Heras fencing or 2.4mtr hoarding, to prevent unauthorised access. On the hoarding appropriate health and safety notices including

prohibiting unauthorised entry will be placed. Gates or locked fence sections will control the access on and off the site and these will be securely locked at the end of each working day.

A daily check will be completed of site security fencing, gates and external signs in addition to the normal on-site safety inspections.

6.0 Delivery Times, Planning and Monitoring

Vehicle types - numerous delivery vehicles may be used to transport materials to and from the site. These may include:

- Skip lorries. These will include roll on/roll off skips (standard 8 yard skips for waste (approx size 7m long and 2.4m wide).
- Ready mix concrete lorries. (approx size 8.25m long and 2.45m wide).
- Flat bed delivery vehicles for the delivery of various materials including scaffolding, steelwork, reinforcement, bricks/blocks, timber, roofing materials, plaster, joinery etc. (approx size 8.5m long and 2.45m wide).

Deliveries will be programmed to be as efficient as possible, minimising vehicle movements and journey distances using the following principles:

- Procurement of materials from local suppliers where possible and appropriate.
- Delivery of waste or recyclable materials to local centres if possible.
- Maximising the size of loads by appropriately sizing on site storage areas and calculating material and waste loads accurately and co-ordinating material requirements. If possible using delivery vehicles to remove waste.

Deliveries will be monitored against the delivery plan to check the time, vehicle and route taken from the site. Drivers/companies not complying with the requirements of this plan will be contacted and appropriate action taken. Suppliers will be advised to use appropriately sized vehicles whenever possible.

7.0 Site Access and Egress

The initial site set up works will use the existing access to the site at Ball Street. There is sufficient space on site for storage and limited parking of contractors' vehicles.

Site staff will follow a procedure to regulate, direct and monitor pedestrian and limited vehicle movements in and out of the site

Site staff and banksmen will be given training appropriate to their roles. This training will be updated with changes in the construction stages, which may require different vehicle access rules and pedestrian routing.

Visitors to site will be given site inductions (where required) in an appropriate area of the site.

8.0 Vehicle Routing

The site is ideally placed to be accessed by the principal road Ball Street, limiting impact upon other residential roads.

9.0 Staff Transport and Parking

All staff are encouraged to utilise local public transport options and encouraged to travel to site using sustainable transport modes. Staff with heavier machinery/tools will be allocated areas to unload and park their vehicle. This area will be separated from construction operations and will

be monitored. Visitors will be directed to on- and off-street parking nearby but away from residential frontages.

10.0 Construction Site Layout

The positioning of vehicle and pedestrian routes, site offices, loading and unloading areas, material waste storage and re-cycling, parking and staff parking will be subject to changes by the main contractor. Different stages of construction will require movement of some of the temporary facilities. There is adequate space on site to manage construction activities without causing an unacceptable impact upon the surrounding highway network.

11.0 Storage & Welfare Areas

All materials will be stored on site in designated areas and in line with the manufacturers' instructions. Materials will be off loaded from delivery vehicles and then moved to the appropriate areas as necessary/appropriate.

Any vehicle movement will be in line the designated site routes.

Construction materials such as cement, oils and fuels for site plant etc. have the potential to cause pollution. The risk of fuel spillage is greatest during refuelling of plant. Mobile plant would be refuelled either off site or within a designated area on hard standing. All pumps, hoses etc. would be checked regularly.

Welfare facilities including hot & cold running water, drinking water, toilets, washing facilities and facilities for rest will be provided on site.

12.0 Waste Disposal

Every effort will be made to keep waste materials on site to a minimum during the construction of the site. Any waste that is unavoidable will be disposed of as per the manufacturers' instructions and with regards to COSHH and waste regulations and guidelines.

A Site Waste Management Plan will be developed prior to the commencement of work on site for the management and reduction of site waste.

Separate skips will be used on site where possible; to segregate waste before it is removed by a licensed waste carrier. On no account will waste materials will be burnt on site.

The proposed site levels will be very similar to existing, to reduce as far as possible the removal and import of construction materials.

13.0 Control of Noise

Best practicable means (as defined in section 72 of COPA 1974) will be employed at all times and in all areas to minimise noise and vibration emissions from the works. The relevant recommendations for the control of noise and vibration on construction and open sites in the approved Code of Practice BS5228 will be adopted whenever possible.

In general the following measures will be taken

- Hoarding and fencing will be inspected regularly and repaired as necessary.
- Access gates will be controlled to minimise flanking sound
- All hand held and portable equipment where practicable will be electrically powered
- All plant and equipment will be maintained in good working order
- Plant, when in operation intermittently, will be switched off during periods of inactivity

- All vehicles will observe site speed limits
- Stationary equipment and plant will be placed when possible so as to provide a screening to other items of plant and located to provide minimum noise emissions in the direction of noise sensitive areas.
- Care will be taken when loading and unloading materials to limit impact noise
- Vehicles will not be permitted to queue on the road or pavement outside the site access
- Vehicle parked within the site, during working hours will have their engines switched off.
- Vehicle routes and traffic management plans will be arranged to avoid where possible any reversing operations
- Activities which can produce significant levels of noise will be arranged for times which are less likely to cause disturbance whenever possible
- In addition to the above, any plant on site will be compliant with EU/UK noise limits applicable to that equipment or is no noisier than would be expected from such plant.
- All plant will be maintained properly and operate in accordance with manufacturers recommendations.
- Problems concerning noise from construction works can sometimes be avoided by taking a considerate and neighbourly approach to relations with local residents.

14.0 Control of Dust, Smell and other Effluvia

Work on the site will be conducted in such a way that dust is kept to a minimum, and water will be readily available as necessary for water suppression.

Air Quality No specific mitigation, other than adopting best construction practices are proposed with regard to air quality. The CMP will ensure that measures are in place to minimise dust during construction activities, during drier periods and earth works operations.

15.0 Wheel Cleansing Facilities

There will be limited excavations for services and drainage works and utilities and Street Cleaning will be provided if deemed necessary by the Highway Authority during construction operations. It is not expected that wheel cleansing and road sweeping will be necessary. As soon as practicable, excavations will be reinstated reducing any potential for tracking any dirt or mud onto public roads. Roads will be monitored for debris that might require sweeping.

During the remainder of the construction period, the cleanliness of the site roads and roads surrounding the development will be monitored.