

**Construction Management**  
**Statement**

**Proposed construction of 4 bungalows including provision of new  
accesses and driveways**

**Land Adjacent Batemans Lane  
Weeley Road  
Little Clacton  
Essex**

May 2022

## **Introduction**

This Construction Management Strategy contains the arrangements that will be implemented to ensure that the environmental and logistical issues concerning this project will be managed to ensure that the impact on the surrounding environment is minimised. The Contractor will use all best endeavours to minimise disturbances, including noise, vibration, dust, smoke, and deliveries.

This is a live document and will be maintained, reviewed, and updated by the project team, as necessary and required throughout the development process. This document has been produced on behalf of the client and is to be adopted by the Main Contractor.

This project comprises the construction of ten new two storey dwellings, associated garages, services, and formation of new access road.

The principle elements of construction are currently assumed as listed below and the following pages highlight the key operations and how the appointed Contractor will deal with them.

- Construction of the Sub-Structure
- Construction of the Super-Structure
- Installation and connection of new incoming services
- Formation of new access road from The Weeley Road
- Soft and Hard landscaping to external areas

## **General Principles**

The site is located off Weeley Road and has good access for deliveries using Batemans Lane. Weeley Road can become congested and the site is located on a bend in the road. Consideration will be given to timing of deliveries, plant etc.

Neighbouring residents may have the potential to be affected by construction works. The site will be closely planned and monitored in order to minimise any impact.

## **Site Layout**

The site accommodation and welfare will be arranged in accordance with the layout attached and materials will be delivered to site and unloaded / stored within the dedicated area. Deliveries will be made on vehicles that can directly access the site therefore allowing the road to be left clear.

## **Programme**

The programme for the construction of the site is expected to take approximately 12 months from commencement to completion. The likely times when disturbance could have a potential impact is during the groundworks and superstructure phase. Once internal finishing trades commence, the works inside the dwellings will have minimal impact on the surrounding area.

No vehicle connected with the works to arrive on site before 07:30 or leave after 19:00 (except in the case of emergency). Working hours to be restricted between 08:00 and 18:00 Mondays to Saturdays (finishing at 13:00 on Saturdays) with no working of any kind permitted on Sundays or any Public/Bank Holiday whilst construction works and alterations are being carried out.

Noise sensitive works and deliveries will be confined to 8.00 - 16.30.

## **Publicity & Site Security**

The appointed contractor will liaise with residents and TDC throughout the course of the construction process, highlighting any issues of the construction that may become relevant to local residents.

The site will be secured with Heras fencing to the perimeter. The contractor will ensure that adequate site signage is provided together with maintaining and not impeding the footpath fronting the site.

The site will be left secure to prevent unauthorised access and to safeguard site materials and equipment, at all times when the site is not in operation.

Any chemicals will be properly stored within a designated COSHH store which will be located away from emergency exits, safety measures or storm water pits.

The general public will be protected from construction activities including vehicle loading and unloading when in the public domain. Precautions will be fully specified by the appointed contractor. There should be no requirement to load or offload on The Street.

Skips and or rubbish bins will be placed within the site boundary, times and methods of delivery and collection will be specified by the appointed contractor. (Not during peak rushhour times)

Unless otherwise permitted, no obstruction will protrude from the site boundary causing it to interfere with pedestrians or traffic in a public place. In the event of this becoming required, all necessary permits will be obtained from TDC/ECC.

### **Contacts**

The Principle Contractor on the Project will be ultimately responsible for all aspects of the adopted and enhanced management plan. Further details of site personnel will be supplied by the Principle Contractor upon appointment

Signage specifying any specific site measures and key contact details will be erected on the perimeter of the site (attached to temporary fencing)

### **Traffic Management**

The appointed contractor will specify the extent to which works will affect pedestrian access around the site and traffic on adjoining roads. This might include the location of hoardings, perimeter fencing, storage areas, hoisting zones and management of construction vehicles to prevent queuing on roads.

The nature of the works means that the contractors should be able to adequately manage all site deliveries without the requirement of a full traffic management plan.

Any works required on adjacent roads or footpaths will require approval from TDC/ECC in accordance with the Road Management Act.

### **Deliveries to site and waste removal**

The size and type of delivery vehicle will be considered during the procurement process to ensure that it is suitable for the nature of the site, material, and location. All deliveries will access the site via The Street and will be scheduled in advance to ensure that the loading and unloading areas are clear to accommodate and ensure that there is sufficient space to allow storage of the material. All vehicles can enter the site directly and provision will be made for the turning of vehicles within the site.

No materials produced as a result of the site development or clearance shall be burned on site.

Waste will be separated for disposal and recycling where appropriate

### **Operatives travel to and from site.**

The site is situated in a semi-urban location. There is adequate on-site parking available and when operatives are inducted on site, they will be informed of the dedicated areas that are available to not impact on material storage and loading / unloading areas.

## **Noise and Vibration**

The noisy operations are generally associated with the construction of the structure of the building. Once external walls & roofs of the new dwellings are complete, the internal trades will have no impact on noise audible at the site boundary.

During the excavation, ground and structure works, measures will be taken to ensure that as far as practicable, noise is reduced to minimise the effect on local residents. The items below highlight which measured may be adopted.

- The foundation construction is pile and ground beams using open bored piles and noise or vibration using this form of construction is no more than convention foundation construction.
- All plant and equipment will be checked and maintained. Any static plant such as compressors will be located away from the boundary and 'sound reduced' with lined and sealed covers which will be kept closed.
- It is anticipated that most items of plant will run from a temporary electricity supply, therefore diesel generators should not be required. This is subject to a temporary builder's supply being available and if this is not possible and generators are required, they will be located away from existing properties and switched off when not in use.
- Pneumatic percussive tools will be used in short durations only during the groundwork periods. These items will be maintained to ensure that noise is kept to a minimum.
- Mobile plant such as excavators and dumpers will not be left running for long durations and throttled down to a minimum.

## **Dirt / Dust Suppression**

All traffic heading off-site will be kept on temporary hardstanding / crushed concrete access routes. If necessary (although unlikely), a hand operated, portable pressure jet wheel washing unit will be provided to ensure wheels are clean before leaving site. Any Run-off from wheel washing will be collected in a sump located at the end of the hard standing to recycle and reuse water where possible. At no point will any runoff drain onto the highway.

**The adopted public highway in the adjacent to the site will be swept clean at the reasonable request of any officer of the local Highway Authority.**

## **Conclusion**

To ensure that this plan is adhered to and that minimal impact to local residents is achieved, the following actions will be taken:

- Communicate and engage with residents at all times, so that are always aware of any operations that are taking place that have the potential to affect them.
- Ensure the permitted site hours are adhered to at all times.
- To ensure our measures are affective, they shall be monitored frequently, reviewed, and refined as required by the main contractor.
- Any complaints will be dealt with in a professional way and to ensure complaints are closed out sufficiently.
- Educate the workforce on the need to keep noise to a minimum and the importance of this plan to ensure that residents are not disrupted by the activities. This will be carried out at the appointed contractors site inductions.

