

CONSTRUCTION MANAGEMENT PLAN

Project no 012051

T Cribbs ,1 Basildon Drive, SS15 5QN

Rev 1

Redbrooks Services Ltd
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This Construction Management/Traffic Plan has been produced by Redbrooks Services LTD for the new build Funeral Parlor at 1 Basildon Drive Essex SS15 5QN.

1.0 Proposed Programme

Contract Works

- Commence: January 29/01/2024
- Completion: March 30/03/2025
- Duration of Works on Site: 14 Months

2.0 Introduction

This is a proposal for the site known as 1 Basildon Drive, Essex. The proposed works comprises of the construction of a new but still single storey 'L' shaped building (albeit two storey scale fronting St. Nicolas Lane), fronting both St. Nicholas Lane and Basildon Drive on a return frontage, with parking contained in an interior courtyard behind. It would thereby make a more efficient use of the site and introduce a more defined urban frontage to the street scene.

The building would be contemporary in design, finished predominantly in brick with brick relief patterns and contrasting sections of red sandstone render to prominent gable projections, which along with vertical and horizontal fenestration elements and a mix of clay plain tiles to the main building and grey seamed roofing to the lower sections, will add visual relief and make for an interesting building at the prominent corner plot. The building would be 9 metres in height at its tallest point on the corner dropping to 8 metres along St. Nicolas Lane and 6.5 metres on Basildon Drive where it would be seen to drop down to the context of the bungalows immediately behind of around 5 to 6 metres height. It would comprise various dual pitched roof elements with a feature opposing/offset parapet roof design to the corner entrance to help define it. The taller interior layout is intended to accommodate 3no chapels of rest, A cold Morgue, 2no Arrangement rooms, DDA, Male and Female toilets, Washroom, Public Circulation area, 1no Office, Reception area and a Vehicle Bay.

There will be 5no Parking Bays constructed to the rear of the development, one of them allocated to DDA and another with a Vehicle Charging Point installed.

There will be a provision for a covered Cycle store.

3.0 Construction Start/Completion Dates

The target dates for the project are:

Construction of new Funeral Parlor

- Start date: January 2024
- Completion date: March 2025

4.0 Proposed hours in which vehicles will arrive and depart

In general, the hours in which vehicles will arrive and depart will coincide with site hours which are approximately 7.30am to 5.00pm in the evening. Only pre-booked deliveries will be allowed to enter the site and will be escorted from the main gate to the site working area. Deliveries will need to be planned and organised in advance and by agreement with the Project Manager. There will be occasions when heavy loads may need to be delivered and removed from site. Good communication and co-ordination with the Project Manager are needed to ensure there is the required space to safely deliver equipment and materials to site. A Redbrooks Construction member of staff/designated banksman will be in attendance at all times and will escort vehicles in and out from the site boundary and to the local highway. Local neighbors will be notified earlier via monthly Newsletter also nearer the time of any large deliveries.

Construction traffic will peak during the early stages of the project with the removal of spoil from site and the delivery of concrete for foundations. We will endeavor to have a maximum of 6-8 deliveries during the same day.

The entrance to site will be via the main entrance which is a controlled gate. There vehicles will be greeted by Redbrooks site personnel. ALL GATES MUST BE CONTROLLED AND CLOSED AS SOON AS THE VEHICLE IS ON site. The vehicle will then be banked into the site working area. The site working area will be defined by fencing and will have a set of locked Gates.

All small deliveries will be arranged and made during off peak times. All orders will be placed with our approved supply chain and clear delivery direction and rules will be issued with all orders.

All vehicles will enter the site straight off the road to the working/waiting area if required or directed straight to the actual site compound. Due to the restricted size of the site area the number of vehicles on site will be limited.

5.0 Access arrangements for Vehicles

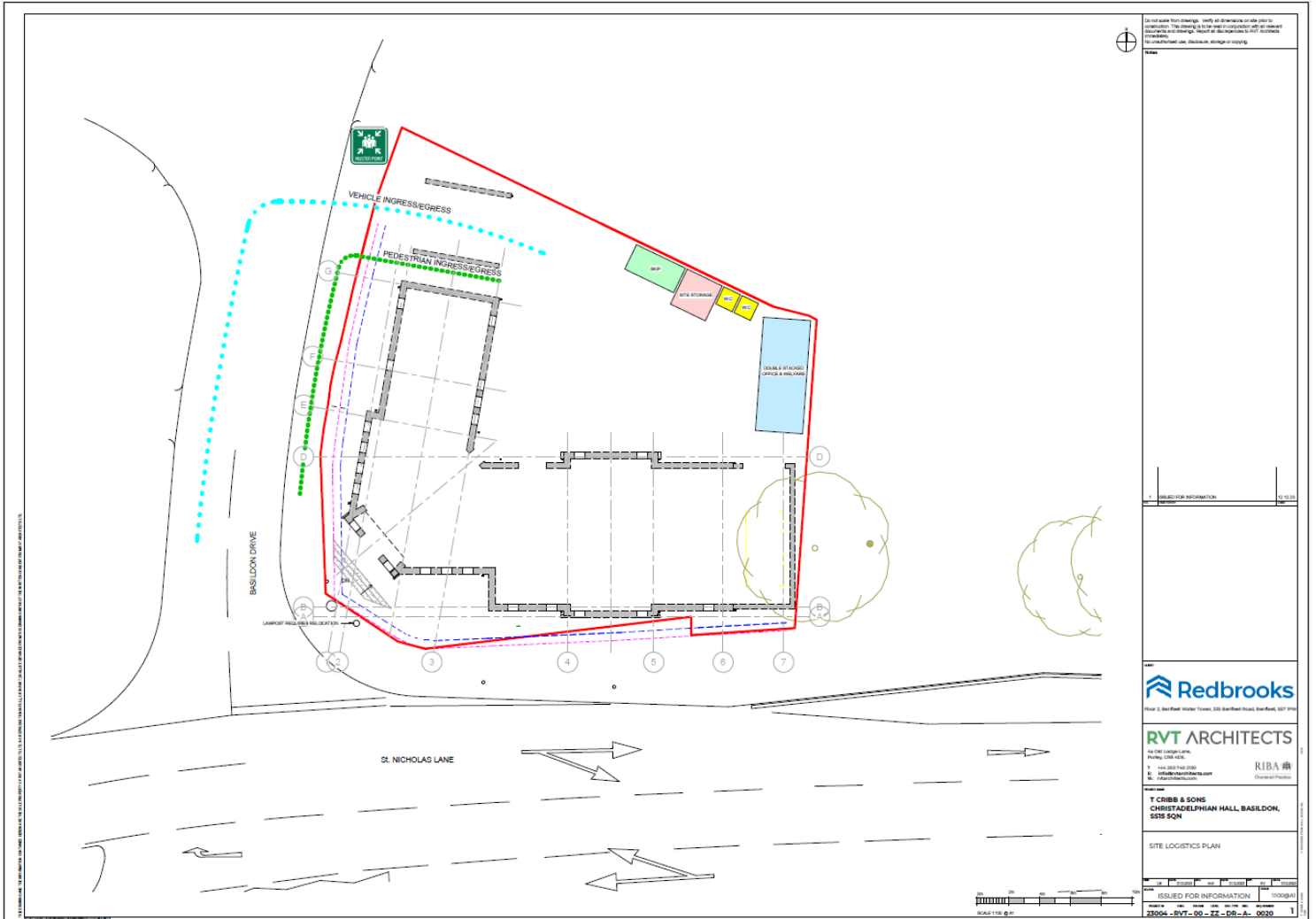
Parking for Construction Management Staff and Contractors will be onsite. This has a same gated entrance leading directly from the highway. The entrance to the site will be utilised for site access. All deliveries will be required to contact the Site Manager by telephone to advise and agree access times and arrangements. Vehicles will enter our site area via Roman Road using the current school entrance road. A holding area has been defined such that the vehicles do not block surrounding roads, or the main road as mentioned earlier in the text. Once in the holding area the vehicles will be checked, and access given for unloading. Once off loaded at the site working area the vehicles will then turn around and exit to the highway in a forward manner. All deliveries leaving site will be banked onto the highway. General construction processes have been reviewed and deliveries on and off site have been reduced to reduce the impact on the surrounding area.

Site Operatives will use, when possible, a separate construction pedestrian entrance, thereby avoiding any contact with the site vehicles.

The working site area will be segregated by 'Heras' type fencing where required.

Site Location

1 Basildon Drive, Laindon, Essex, SS15 5QN.



5.1 Banksman/Traffic Marshall – a Key Role

A strict delivery procedure will be implemented to ensure that Basildon Drive is not overrun with site and delivery vehicles. Our banksmen will ensure that traffic flow on the road is maintained at all times.

The Traffic Marshall will act as banksman when vehicles enter the site (both entering in forward gear and should the need arise in reversing).

All sub-contractors and suppliers will be required to give 48 hours notices (part of order placement procedure) of deliveries. The movement of materials will also be controlled by our Traffic Marshall. He will be responsible for the coordination and control of all aspects of material deliveries and movement.

Close liaison with the Project Manager at all times informing about all deliveries and planned operations.

A holding area if required will be established for large deliveries to ensure permission to deliver is given by the site manager.

6.0 Proposed routes for Vehicles to the site

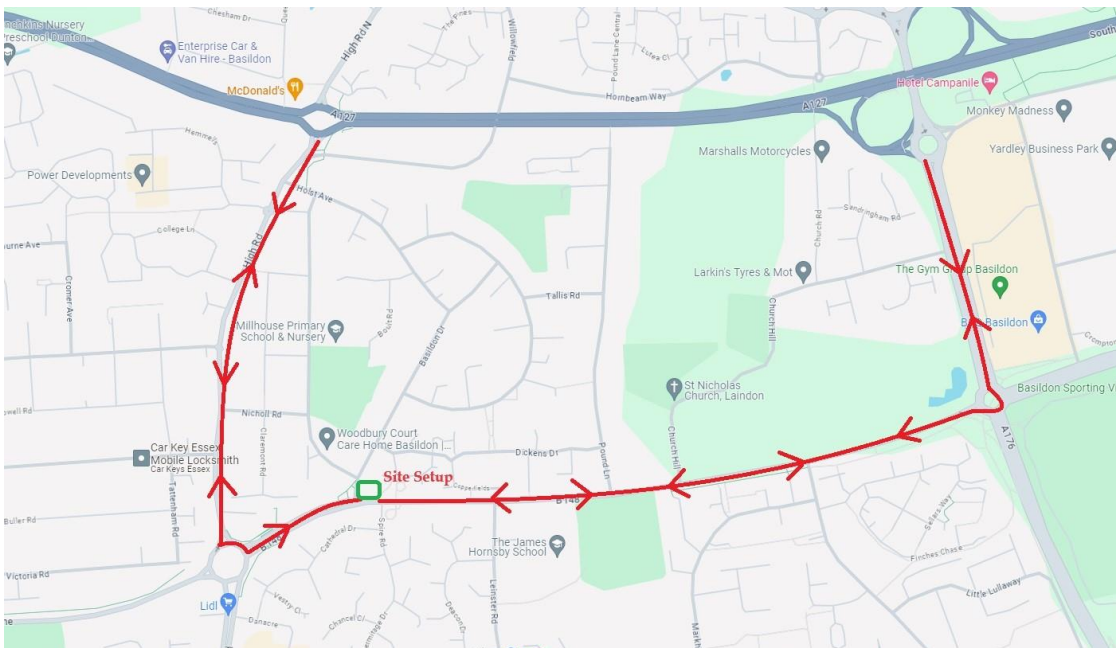
Details of agreed access/egress routes will be issued to all our suppliers and subcontractors. This will be policed as far as practical, but it must be recognised that we have no jurisdiction over the vehicles once they have left our site.

Generally, all deliveries will be made from the A127 as shown using the B1002 to Basildon Drive and then to the site.

All vehicles will need to turn from the highway into Basildon Drive to the site.

They will then be able to access site in a forward direction via the road.

Site access plan



7.0 Size of Vehicles

Numerous types of delivery vehicles will be used to bring materials to and from the site please see our delivery schedule for estimated numbers. These include:

- Skip lorries. These will include standard 8 yard skips for waste (approx. size 7m long and 2.4m wide).
- Muck away lorries (approx. size 7m long and 2.4m wide).
- Tipper lorries (approx. size 7m long and 2.4m wide).
- Concrete lorry (approx. size 8.25m long and 2.45m wide).
- Flatbed delivery vehicles for the delivery of various materials including scaffolding, reinforcement, SIPS paneling, concrete planks, timber, roofing insulation and roof coverings, plaster, joinery etc. (approx. size 8.5m long and 2.45m wide).
- Cranage

The projected vehicle movements are likely to be approximately 10 per week during the main contract off peak works period and a maximum of 16 per week during peak works like concrete pouring. The concrete pours will be very short in duration as these are very limited.

8.0 Tight maneuvers into the site

All vehicles will enter site in a forward direction accompanied by at least one banksman. For large deliveries at least 2hr banksman will be available to safely maneuver on and off site.

9.0 Details of any highway works necessary to enable construction to take place

None required.

10.0 Parking and Loading Arrangements

A strict delivery procedure will be implemented to ensure that local roads are not overrun with site and delivery vehicles. Our banksman will ensure that traffic flow is always maintained.

All subcontractors and suppliers will be required to give 48 hours' notice of deliveries. The movement of materials, particularly in the main contract works stage, will also be controlled by our traffic marshal. He will be responsible for the control and coordination of all aspects of material deliveries and movement.

Vehicles will immediately pull into the site for unloading wherever possible.

Materials will be stored within the boundary of the site.

Parking will be permitted on site where possible, to ease traffic in surrounding streets and all sub-contractors will be informed at the Pre-Start meeting that the surrounding area for parking will be controlled. All subcontractors will be encouraged to use public transport.

11.0 Temporary traffic management orders

None required.

12.0 Proposed overhang of the Public Highway

None required.

13.0 Details of any Hoardings or Fencing

The main site area and the contractor's compounds will be enclosed with a Timber hoarding and Heras type fencing. This will all be within the confines of the Site boundary fencing. It will be adapted as necessary.

14.0 Details of how pedestrian safety will be maintained

When vehicles are entering or leaving the site, these will be supervised by our traffic marshal/banksman

The general public/pedestrians will have right of way along the footpath to the front of the site and to the access the site via the pedestrian entrance. The construction site gates will be kept closed and monitored. Only when deliveries are made to the site will they be opened to allow vehicles onto the site, at which time barriers will be put across the pavement to prevent access by pedestrians. These barriers will be manned. All delivery vehicles will be supervised/controlled by Redbrooks banksman.

The appointed Site Manager will also ensure that the external perimeter of the site is regularly inspected (twice a day) to ensure that any debris is kept clear of the entrance or pavement.

Should there be any complaints arising from the works, residents will be able to call personally to the site manager at our site office. Our Managing Director will deal personally with comments or complaints from the public or neighbors and will ensure that they are resolved swiftly. A record will be kept of all comments and complaints.

15.0 Management of traffic to reduce congestion

Within Redbrooks Management Structure the Site Manager will be responsible for the day-to-day management of all deliveries to the site. These will be booked in using a Delivery Schedule to prevent lorry congestion to the road network that surrounds the site. Should a lorry/vehicle arrive that has not been booked in, that lorry will be turned away.

Wherever possible lorries will be brought onto site keeping the roads free for general traffic movement.

We shall encourage our sub-contractors to use public transport to travel to site. We shall also inform potential sub-contractors that parking is very restricted in the local area. We will monitor parking, especially on neighboring roads, to ensure site parking is dealt with considerately.

16.0 Control of dirt and dust on the public highway

Mud and debris on the road are one of the main environmental nuisance and safety problems arising from construction sites. Redbrooks will make provision to minimise this problem.

In the early stages of the project when ground works are being carried out, all vehicles that leave the construction site will be washed down within the compound.

The wash bay area will be impermeable and isolated from the surrounding area by a raised kerb or roll over bund to contain solids. No debris or concrete will be washed into the drainage system.

We will also make provision for cleaning of the road if required by an approved road sweeper.

We will consider spraying a fine spray to suppress dust on the following:

- Unpaved areas that are subject to traffic or wind.
- Sand, Spoil and aggregate stockpiles.
- During loading/unloading of dust generating materials.

17.0 Details of consultation with local businesses or neighbors

As individual citizens, as a company, we will take due care of the community and environment within which we will be working.

The site team will have direct responsibility for fostering good community relations with all neighboring residents and businesses. From the start of this project an individual directly involved in the management of the site will be identified as being specifically responsible for community relations (Community Liaison Representative). This single point of contact will be established for all liaison with the public.

We will initiate early and honest communications to establish a good rapport with the community which will help reduce problems that may arise during the construction process. Part of the process will be the inclusion of regular Newsletters keeping our neighbors up to date with what has and will happen on site.

We will ensure that any particularly sensitive works or issues are dealt with in a professional and accountable manner, with the public and local community kept informed at all times. This may include things like out of hours delivery of large items of plant such as excavators.

Information boards will be displayed on the site boundary which will highlight the key personnel on site including their contact details. The regular newsletters will also highlight the key personnel and their contact details. In the event of a complaint the Project Manager will respond by return or as soon as they can. All complaints will be logged, all actions tracked, and each item closed out to the satisfactory agreement of all parties.

Prior to any person being allowed on site they must go through a Health, Safety and Environment Project Induction which, amongst others, will highlight the requirements set out in the Considerate Constructors Scheme and in Redbrooks own project procedures.

18.0 Working Group and other measures to reduce the impact of the site

Before work commences we will send out letters to the neighbors informing them of what will be happening and giving them our contact name and telephone number.

We will also maintain full and regular communications with affected neighbors regarding site activity, deliveries, and traffic.

Should there be any complaints, as we have stated earlier, residents will be able to call personally to the Project manager. A record will be kept of all comments/complaints.

Other points that we will action:

- Ensure that site lighting does not affect neighbors.
- We will ensure that our workforce maintain a respectable standard of dress code.
- Encourage operatives not to leave site in their dirty work clothes.
- Provide ID Hi-Viz for all operatives.

19.0 Targeting zero non-hazardous waste to landfill

As part of our environmental approach, we seek to source materials from local companies provided that specification requirements and costs are met.

20.0 Energy usage

Where practicable, we seek to source green energy providers for the construction phase. Meters will be supplied for the site enabling energy consumption levels to be monitored.

21.0 Fuel consumption

We strive to procure local contractors for the project therefore minimising transport costs and impact on the local environment.

22.0 Waste Management

Our approach to the treatment of waste is to employ a specialist waste removal supplier. This contractor is responsible for the safe removal of waste from site.

Due to restrictions on space, it is unlikely that segregation will be possible on site. However, this will occur at transfer stations. We will remove all spoil from site which will be recycled.

We will ensure that all access routes are kept clear of debris on a regular basis to maintain high standards of health and safety on the project. All general areas of the project will be cleaned on a daily basis.

Sub-contractors will be responsible for removing waste emanating from their works to a central point on site.

23.0 Bio-diversity Protection Measures

The recommendations contained below will be incorporated within our construction operations as follows;

- a) It is not envisaged that extensive lighting will be used until the envelope of the building has been constructed. Bright internal lighting will not be allowed to escape from windows which face the potential habitat areas.
- b) The brightness of lights will be as low as possible, and in accordance with British Standard Institute (BSI) and Bat Conservation Trust (BCT) guidance.
- c) Low pressure sodium lights will be utilized to provide an emergency winter escape route.
Any directional lighting will be fitted with hoods and/or cowls.
- d) We do not envisage using security lighting during the construction phase however should this prove necessary then motion sensitive and timers will minimise the amount of time that lights are on.

23.1 Radiating mammals

- To protect any radiating mammals the site working area will be fenced off during construction.
- Our Site Compound is located within the site Boundary, Lighting from Site Accommodation will be internal and as such break out lighting will be negligible and will not impact upon the adjacent properties.
- All excavation trenches will be covered over with wooden sheeting at night.

23.2 Site Communication and Awareness

The following measures will be undertaken to educate our site workforce and ensure that the protection measures are maintained;

- The location and likely ecological aspects of the project will be communicated to all staff and operatives via Works Orders and Site Inductions.
- This section of this Construction Management Plan will be incorporated into all works orders.
- The key contents of the Ecology Survey and this section of the CMP will be incorporated into all site inductions.
- Our Site Rules, which are incorporated into our Construction Phase Health, Safety and Environmental Management Plan, Works Orders and Inductions which contain specific references to need to manage and maintain fencing, lighting, and site protection measures.

24.0 Pollution Prevention Measures

Specific pollution prevention measures will be undertaken.

A site investigation has been undertaken and this has identified that there is no contamination present within the soil.

It is unlikely that materials will be stockpiled near to the ecologically sensitive areas due to the limited amount of space available on site. Where materials are stored locally silt bunds will be used to avoid run off.

We will follow our Pollution Prevention Guidance and our own Environmental Procedures which are based upon current legislation.

These will specifically include;

- Identify and mark the location of all drainage on site.
- Identify the risk of contaminants entering drains via an Environmental Impact Assessment with specific mitigation measures during the works via Method Statements.
- Any cement mixing on site will be undertaken on a hard standing at least 10m from the site boundary.
- Concrete vehicles will return to the batching plant before washing out.
- Washdown areas will be provided on hard standing away from the working area and surplus material will be contained and removed from site.
- Excess concrete will be contained within a designated area of hard standing and will not be allowed to pollute the surrounding area.
- Oils, paints, chemicals etc, will be stored safely by way of bunds or enclosed containers.
- All oils, paints etc, will be stored away from drains or watercourses.
- Any refueling of excavators will take place away from the site working area.
- Hazardous materials will be stored in safe storage areas.
- Avoiding storing in high traffic areas – where possible.
- Protecting stored hazardous materials etc, against accidental collision damage.
- Supervise oil/diesel deliveries.
- Locking stores when not in use.
- Using drip trays during transfer of oils, fuels etc, into vehicles
- Checking fuel tanks regularly for cracks, leaks, collision damage or contamination.
- Keeping all filling and supply hoses within the bunded area.
- Keeping a spill kit nearby in case of spillage.

We will not;

- Discharge into drains
- Refuel or store within 10 meters of watercourse or drain.
- Allow bunds or drip trays to overflow.
- Leave re-fueling hoses outside bunds after use.
- Use high pressure delivery systems when filling small containers.

IN THE EVENT OF A SPILL, reference will be made to our Spill Control / procedure.

25.0 Principal Contractors: Roles & Responsibilities

Redbrooks will:

- Plan, manage, monitor, and coordinate the entire construction phase.
- Take account of the health and safety risks to everyone affected by the work (including members of the public), in planning and managing the measures needed to control them.
- Liaise with the Client T Cribb and principal designer Consult Construct for the duration of the project to ensure that all risks are effectively managed.
- Prepare a written construction phase plan before the construction phase begins, implement, and then regularly review and revise it to make sure it remains fit for purpose.
- Will have ongoing arrangements in place for managing health and safety throughout the construction phase.
- Consult and engage with workers about their health, safety, and welfare.
- Ensure suitable welfare facilities are provided from the start and maintained throughout the construction phase.
- Check that anyone they appoint has the skills, knowledge, experience and, where relevant, the organisational capability to carry out their work safely and without risk to health.
- Ensure all workers have site-specific inductions, and any further information and training they need.
- Take steps to prevent unauthorised access to the site.
- Liaise with the principal designer Consult Construct to share any information relevant to the planning, management, monitoring and coordination of the pre-construction phase.
- Provide a F10 notification will be made to the HSE and displayed on site.

All of the above will ensure that Principal Contractor Redbrooks will comply with all of the duties under the CDM Regulations 2015.

Appendix A

Environment & Sustainability

Protecting the environment is of the utmost importance to Redbrooks and as such we have developed an environmental management policy and we issue environmental targets to all staff.

Our site teams are supported by a network of experienced Environmental advisors, and they also have access to all company procedures and templates.

Sustainability during Construction

Our environmental procedures and targets along with a project specific policy will form the basis of our operations throughout the duration of the project and will assist us in meeting the sustainability requirements of the client. In brief, we aim to:

- Minimise environment impact
- Prevent pollution
- Minimise energy use
- Minimise mains water use
- Minimise waste
- Maximise waste recycling
- Maximise the use of recycled and sustainable materials
- Increase environmental awareness of staff
- Improve environmental performance of subcontractors and suppliers
- Implement and maintain environmental operating procedures

Minimising On-Site Energy Usage

We carefully monitor all gas, electricity, water, and fuel usage on our sites against the company targets. On some projects we calculate an overall carbon footprint for our operations. We are also able to monitor the CO2 produced by the transportation of goods and people to and from site. Effective monitoring allows us to identify areas for improvement and helps meet requirements such as BREEAM. The following measures are used to minimise emissions:

- Reducing the use of CO2 intensive generator electricity, by connecting to grid electricity supplies wherever possible
- Minimising energy demand of site accommodation / offices e.g. using low energy 'Eco Cabins'
- Effective set up of site temporary electricity supply to ensure power can be shut down easily and efficiently
- Use of energy efficient lighting for offices, site and for the building prior to permanent lighting being fitted
- Use of energy efficient plant options e.g., 'soft start cranes/hoists'
- Using our central energy management team to design the most energy efficient site set up early on in project planning