



PROJECT 161 London Road Funeral directors extension – The construction of new garage block and chapels of rest coming off existing building of 161 London Road, Dover

CONSTRUCTION METHOD STATEMENT

TRAFFIC AND PEDESTRIAN MANAGEMENT PLAN

DATE 7th December 2023

Site & Site Location

The application site is in London Road Dover, Kent which comprises of the construction of a new building off the back of 161 London Road funeral directors to enable a new garage to be formed along with chapels of rest and private meeting rooms within. The site is located off the back of the Bull public house.

The site entrance is accessed from London Road Dover which is a residential area. There is also a public house next to the main site entrance. The site is fed with good access from London Road all be it quite a tight turning circle from the roadway.

We will be looking to utilise local merchants for ease of access from and to site and the front of site is going to be opened to enable delivery lorries to load. And offload directly on site away from the public highway.

The Construction Site

The designated site working hours are 08.00 to 18:00 Monday to Friday and 08.00 to 13.00 on Saturdays if required. There will be no working on Sundays and Bank Holidays. Access into the site is restricted for security reasons. Construction operatives will arrive between 07:30 and 08:30 and leave between 16:00 and 17:00. These times avoid the peak traffic flows and local schools.

Some parking is provided on site, and given the size of the project, we would not expect more than 3 or 3 vehicles to be on site at any one time and there is sufficient space on site which also allows for turning of delivery vehicles. If vehicles need to reverse from site, a banksman will be present.

We have modelled an average of 5 deliveries per day which equates to less than 1.8 vehicle movements in and out per hour. During concrete pours we will receive up to 2 loads per hour.

Construction works will take place within the new 2.1m high perimeter security fence and the existing site hoarding to the front of site, together will provide a secure site with no access for members of the public, especially children.

The site will be serviced with mains electricity from a temporary supply from farrier's funeral directors. This reduces the noise and air pollution created by temporary generators.



Pedestrian and Vehicle Access:

A Heras fence will be erected from the pedestrian gate into the site compound/welfare area. An important safety issue is the site traffic routes and segregation of vehicles and pedestrians. This is to ensure that pedestrians are kept separate from vehicles and plant when accessing and leaving the workplace. We will utilise a segregated path to ensure that a safe access is available for the pedestrian access into the workplace.

Clear signs will be erected to indicate the approved pedestrian route on site. Plant movements across the site will be kept to a minimum and when unavoidable, the site gates will only be opened once a banksman is in place to control traffic movements onto and off site. All vehicles/plant will be banked onto and off the site.

Operatives working near plant and vehicles shall be trained and competent to do so. Operatives working near plant and vehicles will also wear hi-viz vests / jackets, hard hats and steel toe-capped boots.

Site Accommodation:

We confirm that our site accommodation and general welfare provisions shall be provided maintained and used in accordance with the Construction (Design and Management) Regulations 2015. We plan to install a site office and canteen/mess-room as well as a toilet. A 20' store will be used as the site stores.

Emergency/Muster Point:

In the event of a fire or other emergency all staff/visitors will muster to the site compound area adjacent the site office.

Site Fencing:

Timber site hoarding will be erected to two sides unless an existing sufficient fence is in place

Good housekeeping will ensure that the site fencing will be maintained to provide protection for members of the public and our site operatives as well as preventing trespassers entering site. Our Site Manager will maintain site security during the day. At the end of each working day the Site Manager will ensure that the site is left in a secure state. Offices and the other temporary buildings will be locked, and all plant parked in a safe fashion, locked, with the keys removed from the machine(s). Loose materials will be safely stacked.

Site Compound:

We will erect our Site Compound to include site accommodation, material storage and skips, as shown on the attached drawing.



Traffic, Transport and Deliveries:

The entry into the site will be fed from London Road. Vehicles will be loaded and unloaded from within the site.

On arrival, delivery drivers will contact the Site Manager to provide details of the goods being delivered and receive further instruction on unloading the goods. Vehicles will be banked from London Road if required.

Vehicles will not be allowed to block the road and will be ushered onto the site as soon as possible.

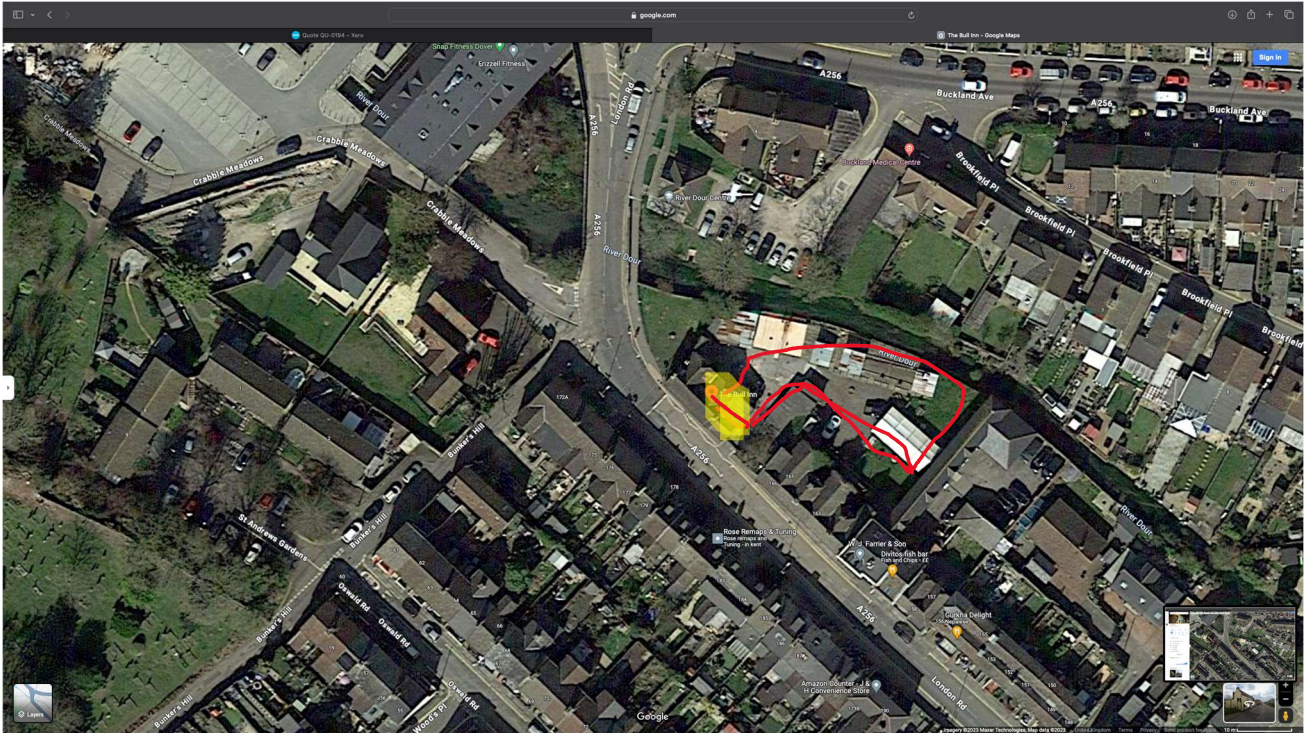
Vehicles should not block vehicle movements on London Road, any awaiting vehicles will be asked to position themselves to one side of the road or onto site as soon as possible.

The local roads will be reviewed regularly for debris build up and cleaned by road sweeper if required, more intensively when excavation operations are underway. We will wheel wash when necessary and will lay a hard surface 5m into the main access through the vehicle gate to reduce any mud transfer. On the site we have allowed to leave the existing tarmac surface in place on the existing car park to reduce generation of dirt and dust.

Whenever possible deliveries will be avoided between 0830hrs – 0930hrs and 1600hrs – 1700hrs i.e., the busiest times when the nearby public highways are likely to be busier than normal with rush hour traffic. We will also ensure that the Site manager is informed of deliveries by the supplier approximately one hour prior to delivery. The site manager/ site operative will bank in any large deliveries and assist them in unloading the delivery in a safe and efficient manner. We will fit directional signage to nearby roads to expedite the deliveries accessing site.

Site Map:

Site is demarcated in red a site traffic management plan will be produced within the construction phase plan outlining delivery details and outline of actual site set up.



Communication with the workforce:

Compliance with this document is required by the Site Rules which will be communicated to all operatives during the site induction. The Site Rules are included within the Construction Phase Health & Safety Plan, The Site induction and displayed on-site. A copy is attached as Appendix Two.

All operatives working on the site are required to undertake a Site Induction and to sign up to their Companies Approved Method Statements.

All Sub-contractors and suppliers are contracted to abide by the content of this document.

The local nearest trains and bus routes will be published on site notice boards and operatives will be encouraged to travel by public transport.

Communication with Residents:

Local resident newsletters will be published and displayed within the site office along with a letter drop circulated by Karllee Construction Ltd to the local residents in which the contractor will include information of forthcoming construction operations.

A nominated contact name and a contact number will be available and notified to all local residents and the adjacent organisations in order that any concerns may be quickly reported and managed.

A formal complaints log will be maintained by the site team.



Dust and Air Pollution:

Open burning is not allowed on site, there is an adequate water supply if needed to suppress any dust arising from our construction activities. The maximum speed limit on site and within the car park will be 5 mph and strictly imposed. All vehicles carrying loose or potentially dusty materials to or from the site should be fully sheeted. Excavated materials held on site will be removed or protected at the earliest opportunity.

Waste and Protection of Water Quality:

All waste carriers and receivers will be inspected for their license and compliant to remove such waste in accordance with environmental Protection Act 1990. Waste will be managed in accordance with WRAP and SWMP protocol, Waste to landfill will be limited. Construction waste where possible will be segregated. All hazardous substances on site are contained, labelled appropriately and controlled in accordance with COSHH Regulations.

Existing Services

A full survey of any existing services will be carried out prior to any Demolition and Groundworks being carried out.

Noise and Vibration

Noise will be kept within British Standards. See appendix one and three for assessment.

The structure to the units will be constructed using traditional construction, with a brickwork façade.

The foundations will be piled construction with associated ground beams and the following rules guidelines will be in place.

- Working hours are 8:00am – 5:00pm.
- No plant will be left idling when not in use,
- Notification will be given in writing to local neighbours 14 days prior to commencement detailing start date, duration and date of completion.
- Notification of any delays which result continuing beyond the initial notification will be given in writing.
- Within the notification resident will be given contact detail for both site and head office if they are concern or wish to discuss any site related activity.

Light Pollution:

All construction lighting will be managed on a time clock controlled and set to turn off outside the hours of 07.30 to 18.00. There will be a manual override to allow security inspections in the event of an incident within the site.

There is 2.1 m high solid fencing complete with debris netting where applicable surrounding the



boundary of the site which will help control overspill of lighting. The site temporary lights will generally be fastened onto the perimeter fencing and angled inward and downwards to further control overspill.

Archaeology

An Archaeological proposal is required for this project and will be commissioned.