



MATTHEW HOMES LIMITED



Document Title:	CONSTRUCTION MANAGEMENT PLAN	September 2023
Site Details:	THOMAS AVENUE, TRIMLEY ST MARY	Rev-B

This Construction Management Plan has been produced to provide information relating to the site, its expected delivery methods and the actions taken to ensure the minimisation of disturbance to surrounding areas and residents during the construction works for 50 dwellings with associated drainage, infrastructure and landscaping.

CONTRACT DESCRIPTION

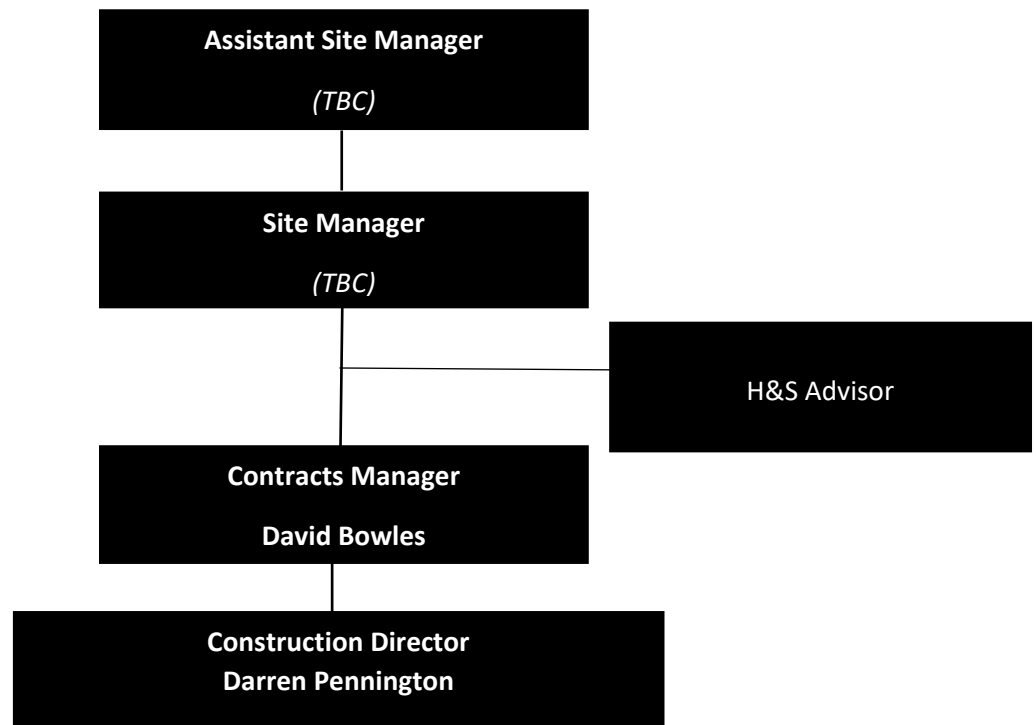
1.1 Description of Existing Site Environment

Site occupied or vacant	Vacant
Site clearance / Demolition	Site Clearance
Surrounding land use	Mixed residential & fields
Existing drawings	Yes. Topo survey.
Existing services	Yes. Thomas Avenue and Thurmans Lane
Existing structures	Yes. UG septic off Mill Farm boundary

1.2 Key Dates

Planned start of contract	January 2024
Planned completion of contract	July 2026

1.3 Site Hierarchy, Roles and Responsibilities



1.4 Site Information

Information relating to general health, safety and environmental matters, site specific information and statutory notices will be displayed on the site notice board. This includes the following: -

- Contract Name;
- Site Plan;
- Current Key Risks and Information;
- This Week's Topic;
- Health & Safety Law Poster;
- Designated Fire Marshal(s) and First Aider(s);
- F10;
- Insurances;
- Policy Statements;
- Site Information (Fire Alarm, Deliveries, Parking, Nearest Tube / Rail Station, Emergency (Medical), Environment, Police, HSE).
- Current Construction Site Set-Up Plan Drawing CSS.01

1.5 Construction Traffic Management Plan & Site Access

- To be read with Construction Site Set-Up drawing no. CSS.01 and Delivery Route map
- Vehicular access to be created off Thomas Avenue
- Thomas Avenue is of sufficient width and construction make up so as to allow for construction traffic and other site vehicles to pass each other.
- The access will be used as the sole route to site by construction traffic. This will be ensured by issuing all delivery companies with strict written instruction. Highly visible signage will also be used on the roads leading to site.
- The Construction Site Set-Up Plan will be updated on an ongoing basis reactively documenting changes to the construction and pedestrian traffic procedures as the site is developed.

2 PHASING AND PROGRAMME

2.1 Phasing

All plots will be built in a single phase. The build sequence has been identified on the Construction Site Set-Up Plan.

2.2 Programme

Key date are as follows

Compound Set-Up: Week 1

Infrastructure Start: Week 5

Foundations Start: Week 25

1st Plot completion: Week 53

Anticipated site completion: Week 130

3. SITE SET-UP

3.1 Restrictions

The Site Manager will make sure that all contractors working on the site are aware of any restrictions in terms of hours of work, environmental and other matters. These will also be communicated to the workforce during site induction.

The following restrictions apply to this site:

- Smoking will only be permitted in designated areas within the confines of the site compound;
- No fires will be permitted;
- Working hours will be in accordance with Condition 22. No construction work outside the hours of:
07.30-18.00 hours Monday to Friday
08.00-13.00 hours Saturdays.
No work to take place on Sundays or Bank Holidays
- Delivery and muck away times will be restricted to 09.30-15.00hrs Monday to Friday.
- Delivery vehicles will be prohibited from waiting in the Town Centre or Thomas Avenue and will be discouraged from waiting on the High Street or Faulkners Way in the morning rush hour before delivering to site. Delivery drivers will be provided with details of out of town lay-bys and parking areas

3.2 Site Compound Details and Access

The site compound will be located within the development confines and utilised to construct the initial build sequence. This compound will be contained within securely erected hoarding 2.4m high WBP and timber posts, with lockable access gates. Additional security fencing will be provided around the perimeter of the site to prevent unauthorised access where deemed necessary, this fencing will have numerous Health & Safety signage displayed warning members of the public of the hazards of building sites and warning of non-authorised access. The fencing will not be used for display of adverts or political posters, unless agreed in writing by the Local Planning Authority.

The parking of vehicles of site operatives and Visitors:

All vehicles whether site operatives, visitors or deliveries will be contained on site using the parking areas provided on site and in accordance with the **CCS**. On site Contractor parking will be provided within the initial site compound as shown on the CSS. Parking capacity will be sufficient in size to contain staff and operatives' vehicles in line with build programme, which is expected to total no more than 30 cars and vans. Within the area designated for contractor/staff parking each individual bay must be at least 2.5m x 5m, with a 6m reversing space.

Loading and unloading of plant and materials:

All plant and materials shall be loaded and unloaded on site and stored in the designated site compound area as shown on drg CSS.01. Access to this area is to be gained from the main site access and will be appropriately sign posted. All vehicles carrying abnormal loads must adhere to strict delivery times, routes, and approved methods of access and egress. All contractors to be issued with instructions as such and must adhere at all times. No loading / unloading of plant and materials will take place on adjacent Public Highway

3.3 Construction Site Set-Up

Drawing CSS.01 shows the location of the site compound, including site parking, materials storage, loading/unloading area. This will be produced and displayed on the site notice board. The following information will also be displayed on the notice board:

- Fire extinguisher locations;
- First aid box locations;
- Storage area for COSHH materials
- Details of safety signs;
- Location of foul and surface water drains;
- Location of spill kits;
- TPOs and other ecological mitigation / aspects
- Contact details for Matthew Homes Limited will be displayed on perimeter fencing should the need arise for contact to be made. Any complaint received will be dealt with by Matthew Homes Limited procedures. A complaints log will be kept

Drawing CSS.01 also identifies:

- Pedestrian routes around the site. These will be protected by Chapter 8 pedestrian barriers.
- Vehicle routes around the site
- Gated vehicle access to provide safe access throughout the work areas and also control access between show home visitors and residents during construction. These routes will be updated as construction progresses within the development
- Emergency muster points;

The Plan is as accurate as can be achieved at the present time. It will be drawn to the attention of contractors and their operatives during induction.

3.4 Protection of the Public and Third Parties

The proposed arrangements for the protection of the public are as follows:

- All public access areas to be clearly marked;
- Work areas will be fenced off and kept secure;
- Posters and signs will be erected to inform and indicate safe routes;
- Maintain good housekeeping to all areas of works;
- Interface with the public will be kept to a minimum by means of pedestrian barriers and gated vehicle access and will provide safe access throughout the works areas and also control access between members of public and residents during construction. These routes will be updated as construction progresses within the development.
- Existing PROW Footpath 11 and Bridleway 32 is to be fenced off and kept clear of construction traffic. Temporary diversion when required is to be agreed with the PROW Officer

3.5 Work in Public Areas

- No debris, waste or tools will be left unattended in areas accessible to the public UNLESS these are in such a position or in such a condition that they pose no significant health and safety risk. When assessing this consideration WILL be given to the possible presence of children in the area.
- Specific care and attention to be taken for Public Highway users on Thomas Avenue and the PROW, signage will be utilised and a signage plan issued to Suffolk County Council Highways network management. Banksman will be operational during the construction period on the permanent access, giving priority to vehicles, cyclists, equestrians, and pedestrians over construction traffic. The banksman must also oversee the exiting of vehicles, again ensuring that oncoming traffic is given priority.

3.6 Traffic Management

Post the morning rush hour all delivery vehicles can immediately depart from the **A14** and avoid causing any traffic obstructions. All vehicle movement will be in accordance with the Construction Management Plan as shown on the Construction Site Set-Up Plan (CSS.01) and the Delivery Route Map (DRM.01).

Any periods of extensive deliveries will be dissipated as much as possible with the objective of anticipating the number of deliveries and expected type of vehicles. It is not intended to affect the principles of the **CMP**, and delivery and muck away times will be restricted to 09.30-15.00hrs Monday to Friday.

HGV's will be able to wait adjacent to the loading / unloading bay if required, no waiting on Thomas Avenue or in the village / town centre will be allowed.

Contractor vehicles visiting site will range from cars, vans to rigid scaffold lorries, we would expect a maximum of 30 vehicles to be on site at the most.

Traffic Management will include the use of signage along Thomas Avenue to indicate an upcoming construction site. For future 278 works a full Traffic Management document will be submitted along with the road space application.

It is recognised that construction traffic occasionally damages the adopted public highway, and for this reason

Matthew Homes will conduct a condition survey of the surrounding roads one week before works commence on site, and agree that any damage following this that can be attributed to construction traffic will be repaired in a timely manner at no expense to the Highway Authority.

3.6 Vehicle Routing

All vehicles to be routed from the A14, see Delivery Route Map for more info.

3.7 Stakeholder engagement

Matthew Homes to undertake a letter drop prior to commencement on site to local stakeholders, nearby businesses, residents, and other local developments informing them of site start, detailing the works to be undertaken, and inviting them for consultation on how best to coordinate works throughout the development.

Display the name and contact details of people accountable for the construction management, air quality and dust issues on the site boundary.

3.8 Pollution Prevention and Water Management

Actions will be taken to ensure that mud is removed on site from construction traffic to ensure that the roads outside the site are not affected by works on site, this includes a high-pressured wheel wash station. To prevent wheel-wash run off tracking or draining on to the highway, we will introduce temporary drainage channels to divert the water back towards site drains. Tracking pads can be installed at site exit to remove debris. If material does make its way on to the highway, we will use a street sweeper to clean the public highway, we also have a sweeper forklift attachment, and can utilise manual brush sweeping.

Wheel wash and forklift brush attachment to be as shown in the image below:



A spill kit will be kept within the compound as a precautionary measure for any spills. Site specific tool box talks on pollution prevention will be carried out.

Any potentially polluting materials including COSHH products, brush washing, wheel wash, silts and soils and concrete wash out will be managed by the site management team who will contact the relevant contractors in the event of any spillage.

Concrete washout is into controlled designated areas e.g. a washout pit to prevent it from entering drains, watercourses or groundwater systems. If used, then discharge will be via external vehicle pumping and disposed off site.

Temporary connections to Water Supplies and sewage disposal into current drainage will fully comply with LBS's Water Hygiene Policy and Procedures. Surface water, based on geotechnical data for the site, is expected to drain through the sandy ground however the site is designed with an attenuation basin which will be shaped before significant hard standing is laid. Should water ponding become apparent land drains will be installed to direct water to the basin.

4. DUST, NOISE AND VIBRATION MANAGEMENT

Dust, Noise and Vibration will be controlled with Health & Safety Policy and procedures, examples of impacts and mitigation detailed below: -

4.1 Impact

Noise and vibration will be caused during construction activities by: -

- Traffic movements;
- Plant movements;
- Excavating operations;
- General construction activities.

4.2 Site Management

- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.
- Make the complaints log available to the local authority when asked.
- Record any exceptional incidents that cause dust and/or air emissions, either on- or off-site or the action taken to resolve the situation in the logbook.

4.3 Monitoring

- The Site Manager will be responsible for carrying out regular site inspections to monitor compliance with any dust management plan or similar, record inspection results, and make an inspection log available to the local authority when asked.
- Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.

4.4 Preparing and maintaining the site

- The Construction Site Set-Up Plan CSS.01 has been prepared carefully so that machinery and dust causing activities are located away from receptors as far as possible.
- Solid screens or barriers will be erected around dusty activities or the site boundary that are at least as high as any stockpiles on site.
- Site specific operations where there is a high potential for dust production is to be fully enclosed.
- Site fencing, barriers and scaffolding to be kept clean using wet methods.
- Materials that have a potential to produce dust from site to be removed as soon as possible, unless being re-used on site. If they are being re-used on-site cover as described below.
- Cover, seed or fence stockpiles to prevent wind whipping.

4.5 Sustainable Operation of Vehicles/Machinery

- All vehicles and plant to switch off engines when stationary - no idling vehicles.
- Minimise the use of diesel or petrol powered generators and promote use of mains electricity or battery powered equipment where practicable.
- Delivery drivers shall be asked to call site prior to beginning their journey into the village to promote sustainable delivery of goods and materials.
- Contractors will be informed of all sustainable travel options during pre-start site meetings, and encouraged to use such options wherever possible. Information to include detailing the closest bus stops and bus routes, as well as car sharing options which will be encouraged, along with greener modes of transport such as cycling, where they will be able to use designated cycle parking within the site compound.
- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.
- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.
- Use enclosed chutes and covered skips.
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
- Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.
- Noise and vibration will be limited to the core working hours previously defined in section 3.1
- Contractors must use “best practicable means” (BPM) to minimise the nuisance from noise and vibration;
- Adherence to noise limits will be included in contractual agreements with contractors;
- General induction training for site operatives as well as specific training for staff having responsibility for particular aspects of controlling noise from the site will be provided / given;
- Any compressors brought on to site will be sound reduced models fitted with acoustic enclosures;
- All pneumatic tools will be fitted with silencers or mufflers;

- Wherever possible, the use of hydraulic attachments or other means of crushing concrete and hard materials will be used in preference to pneumatic breakers;
- Care will be taken when erecting or striking scaffolds to avoid impact noise from banging steel. All operatives undertaking such activities will be instructed on the importance of handling the scaffolds to reduce noise to a minimum;
- Deliveries will be programmed to arrive during daytime hours only (see section 3.1 and 3.6)
- Care will be taken when unloading vehicles to minimise noise.
- Delivery vehicles will be routed so as to minimise disturbance to local residents.
- Delivery vehicles will be prohibited from waiting within the site with their engines running. Delivery vehicles will be prohibited from waiting in the Town Centre and on Faulkner's Way and Thomas Avenue.
- Dust suppression site wide is to be managed by water spraying onto dusty areas and or bunds of soil/aggregate. The adopted public highway within the vicinity of the site will be swept, using a sweeper attachment to forklift that also collects the waste water to avoid discharge in the highway drain, as and when reasonably required.