LAND TO THE REAR OF EAST HOUSE, HIGH ROAD, GREAT FINBOROUGH

CONSTRUCTION MANAGEMENT STRATEGY

PROJECT NO. 24/026 DOC NO. D001

DATE: FEB 2024

VERSION: 1.0

CLIENT: MCNAMARA DEVELOPMENTS LTD

Velocity Transport Planning Ltd

www.velocity-tp.com

DOCUMENT CONTROL SHEET

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Notes

The document reference number, revision number and date are given on the footer of each page

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1 INTRODUCTION

1.1 INTRODUCTION

1.1.1 This Construction Management Strategy (CMS) has been prepared by Velocity Transport Planning on behalf of McNamara Developments Ltd to support the construction of four dwellings and garages on land located to the rear of East House, High Road, Great Finborough, Suffolk, IP14 3AQ.

1.1.2 This document has been prepared to provide an updated strategy for the scheme (Reserved Matter Application Ref: DC/22/04867 – Condition 6). The construction of the development is now underway. This document seeks to supersede a previous CMS document, to provide further detail to confirm the vehicles required to build the scheme can successfully and safely access the site, and to add clarity to the measures and mitigation in place to monitor and limit construction impacts.

1.2 SITE CONTEXT

1.2.1 **Figure 1-1** illustrates the location of the site within Mid Suffolk District Council, part of Suffolk County Council. The site is bound by residential properties to the west and north and farmland to the east and south.

Figure 1-1: Site Location

1.3 DEVELOPMENT PROPOSALS

1.3.1 Planning permission has been granted to construct a total of four dwellings and garages on the site. The redevelopment will provide three 4-bedroom houses and one 5-bedroom house, on land located to the rear of East House, High Road, Great Finborough.

1.4 OBJECTIVES

1.4.1 This document provides details of the management procedures associated with the construction works and a strategy to minimise the potential for disruption to the environment, local residents, businesses and other users of the adjacent highway network.

1.4.2 The contents will be complied with unless otherwise agreed with the Council. It is a live document that will be updated as necessary to include relevant information and address issues that may be identified as the project progresses. Any revisions made to the document will be submitted to the Council for approval.

1.4.3 The overall objectives of the CMS are:

- Establish an appropriate logistics strategy that avoids disruption to the local road network;
- Carry out work in accordance with current best industry practices in order to minimise, as far as reasonably practicable, any adverse environmental impact on their construction activities;
- Enhance safety – improved vehicle and road user safety;
- Reduce congestion – Reduced trips overall; and
- Limit and contain noise, dust, and vibration levels.

1.4.4 To support the realisation of these objectives, several sub-objectives have been set out and including:

- Encouraging construction workers to travel to the site by non-car modes;
- Promote smarter operations that reduce the need for construction travel or that reduce or eliminate trips in peak periods;
- Encouraging greater use of sustainable freight modes;
- Encouraging the use of greener vehicles;
- Managing the ongoing development and delivery of the CMS;
- Communication of site delivery and servicing facilities to workers and suppliers; and
- Encouraging the most efficient use of construction freight vehicles.

1.5 PRINCIPAL CONTRACTOR

1.5.1 McNamara Developments Ltd are acting as the principal contractor. The principal contractor is responsible for the ownership of this document, and ensuring that this 'live document' remains up to date.

1.5.2 McNamara Developments Ltd will be the main point of contact in terms of site operations, and they will be responsible for the operation of the site, compliance with this document and for obtaining and abiding by the conditions and obligations contained within relevant licenses.

1.5.3 The following section sets out key logistics principles for the site which the contractor must act in line with:

- All vehicle access to the site and loading and unloading activity must take place using the access road and designated areas on-site, with no delivery activities permitted to be undertaken on-street, unless pre-agreed with the Council.
- Arriving and departing delivery vehicles (above 3.5t) will be accompanied by a traffic marshal along the length of the access road, to ensure that adequate distances are kept from the neighbouring buildings and that the 5mph limit is adhered to.

1.6 PROJECT DIRECTORY

1.6.1 The following table provides key contact information for the site contacts.

Table 1-1: Site Contact Details

ROLE	NAME	PHONE NUMBER
Site Manager	James Cox	07761 405190
Assistant Site Manager	Jordan Clarke	07928 866342
Ground Works Manager	Jon Graham	07767 606740
Commercial	Stuart McNamara	07807 603095

1.6.2 Site visitors relating to aggregates, muckaway, and concrete will be instructed to call Jon Graham. On days with multiple deliveries, Jordan Clarke will be made available and act as the contact.

1.6.3 In the case of any other deliveries, depending on the nature of the delivery, Stuart McNamara will be the designated point of contact.

1.7 PURPOSE OF REPORT

1.7.1 A previous document prepared to discharge the planning condition for a CMS was agreed but included a clerical error regarding agreed vehicle sizes. While all vehicles can successfully access and egress the site, this document has been prepared to provide more detail and confirmation that the arrangements are safe, and suitable for the scale and scope of development.

1.8 CMS STRUCTURE

1.8.1 The remainder of this CMS is structured as follows:

- **Section 2** – describes the current situation on and around the site;
- **Section 3** – provides a description of the vehicle routing and access;
- **Section 4** – outlines the construction programme;
- **Section 5** – describes measures that can be implemented to ensure the CMS is effective in achieving the aims of reducing environmental impact, road risk, congestion, and cost.;
- **Section 6 –** sets out the estimated vehicle movements;
- **Section 7** – describes the implementation, monitoring, and updating of the CMS.

2 CONTEXT, CONSIDERATIONS AND CHALLENGES

2.1 SITE CONTEXT

2.1.1 The following maps show the area around the development site. **Figure 2-1** shows a regional plan with the location of the site in the context of Stowmarket and the road network. **Figure 2-2** shows the location of the site in relation to the surrounding local area. **Figure 2-3** shows the site boundary plan in relation to the neighbouring properties, with the insets showing the full extent of the private access road which will be used for the construction. The plan is also included in **Appendix A**.

Figure 2-1: Regional Plan

Figure 2-2: Local Context Plan

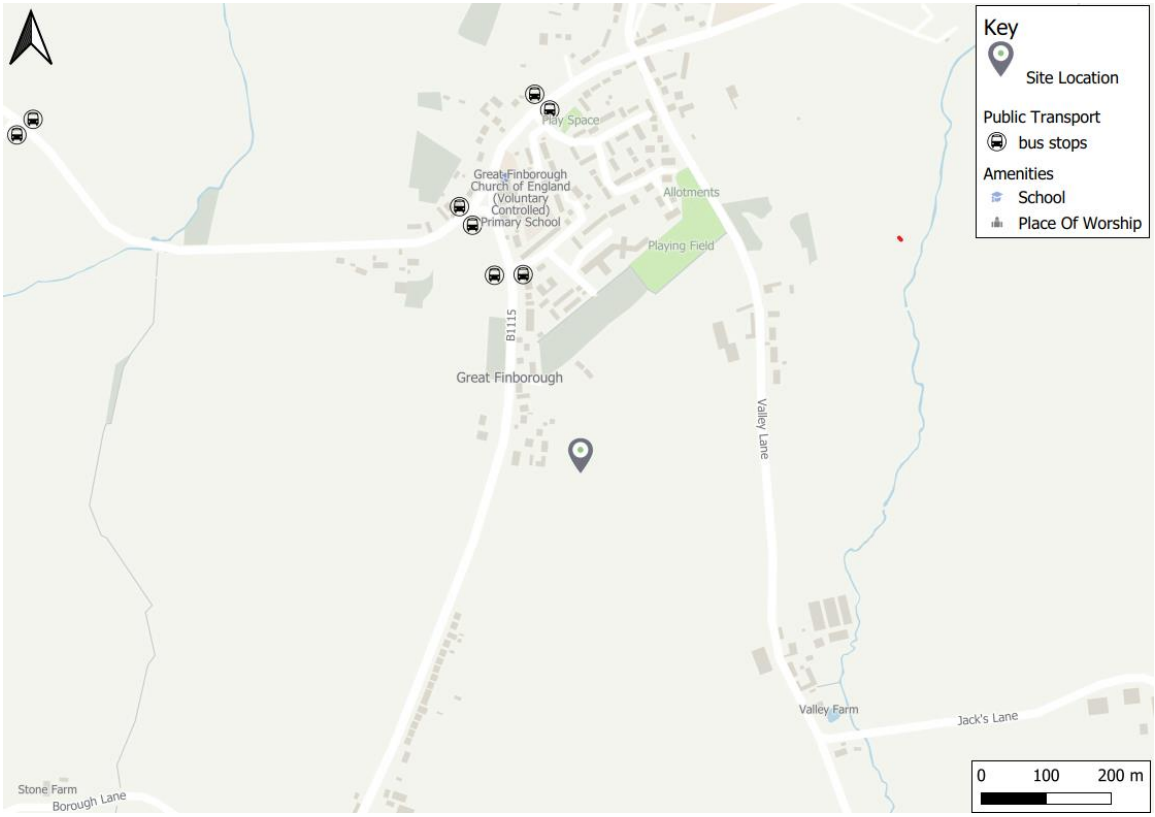
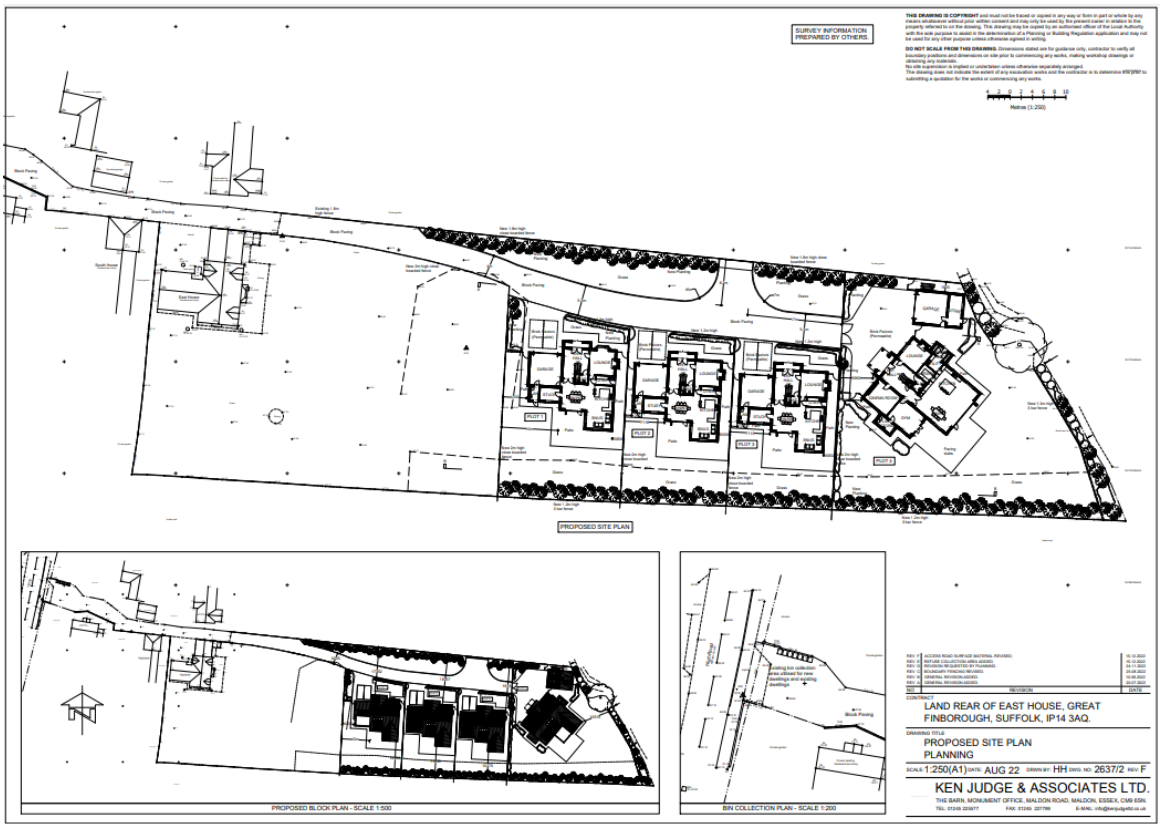


Figure 2-3: Site Boundary Plan



2.2 ROAD NETWORK

HIGH ROAD

2.2.1 B1115 High Road is the main route through Great Finborough and provides access to the development site. To the north, it merges with Finborough Road (B1115), while to the south it merges with The Water Run (B1115). The road is a single carriageway with a 30mph speed limit, there is also a '20s plenty' sign, as part of a school safety zone, in the vicinity of the local primary school in the center of the village.

2.2.2 Pedestrian footways are generally provided along at least one side of the carriageway throughout the village. Dropped kerb crossing points are provided at key pedestrian desire lines along the route.

FINBOROUGH ROAD

2.2.3 Finborough Road is the continuation of the B1115, to the north of the village. Once outside the built-up area the road is subject to the national speed limit. The road continues as a single carriageway road in a northeastern direction, it reduces in speed as it approaches the built-up area of Stowmarket (40mph and 30mph speed limits in place one after the other upon the approach).

PUBLIC TRANSPORT

2.2.4 There are bus stops provided along High Road within Great Finborough. The stops are served by routes 386 and 461, which are operated by Hadleigh Community Transport and Dan's Coach Travel.

2.2.5 Route 386 travels between Combs Ford, Stowmarket, Rougham and Bury St Edmunds, with one service in each direction, the route only operates on Wednesdays.

2.2.6 Route 461 runs between Hadleigh and Stowmarket on Monday, Tuesday, Thursday and Friday, there is one service per day serving Great Finborough in each direction.

PEDESTRIAN NETWORK

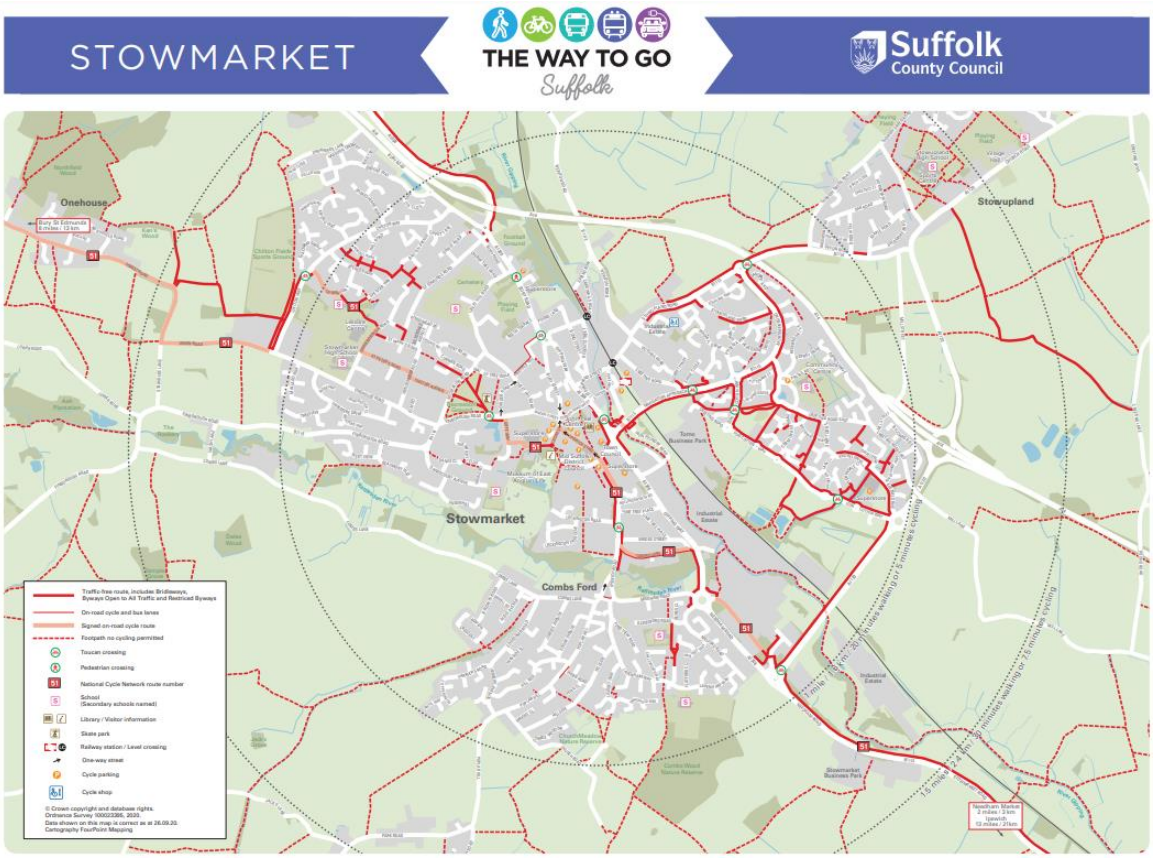
2.2.7 There are local footways connecting the site to local facilities including bus stops, a pub, a village hall, a post box and schools. The site is located within a village setting, as such the number of facilities within walking distance are limited, however, footways tend to be provided on at least one side of the road throughout.

CYCLE NETWORK

2.2.8 There are cycling routes within nearby Stowmarket, however due to the rural nature of the site within the village of Great Finborough it is not considered practical to promote cycling to staff (or to expect that many construction vehicles will encounter cyclists in the vicinity of the site), given that much of the B1115 is subject to a 60mph speed limit and therefore does not present a safe environment for cyclists.

2.2.9 Delivery drivers will be reminded that they may encounter cyclists while approaching through Stowmarket, the following map (taken from thewaytogosuffolk.org.uk) identifies the key cycle routes through the town for reference.

Figure 2-4: Stowmarket Cycle Routes



2.3 COMMUNITY CONSIDERATIONS

SCHOOLS

2.3.1 Great Finborough CEVC Primary School is located on High Road (B1115), approximately 400m to the north of the site.

2.3.2 Finborough School, a boarding school, is located along an access road off the B1115.

SERVICES AND FACILITIES

2.3.3 The village has relatively few services and facilities, however those which are present are largely focused around High Road, including a village hall, playground and a pub. One day a week there is a mobile post office (i.e. a van that provides post office services), which stops in the car park of the playground.

2.3.4 Care should be taken by drivers while driving through the centre of the village.

3 CONSTRUCTION PROGRAMME & SITE OPERATIONS

3.1 PROGRAMME

3.1.1 The proposed construction works are expected to last for approximately 16 months. The construction programme is summarised in **Table 3-1**. The full project programme, providing details of each aspect of the phasing is provided at **APPENDIX B**.

Table 3-1: Summarised Project Programme

ACTION	START	END
New Access Road & Shared Green Space	5th February 2024	29th March 2024
Plot 1 – Roe House	1st April 2024	6th September 2024
Plot 2 – Foxmoor	3rd June 2024	11th November 2024
Plot 3 – Windfell	26th August 2024	17th February 2025
Plot 4 – The Gate House	18th November 2024	2nd June 2025

3.2 SITE WORKING HOURS

3.2.1 The site working hours (for construction work) are as follows:

- Monday to Friday: 8:00am-6:00pm.
- Saturday: 9.00am-1.00pm.
- No work will be carried out on Sundays or Bank Holidays.

3.2.2 The hours sought for deliveries to be scheduled within are as follows (assuming contractor availability and traffic conditions):

- 9.30am-3.00pm.

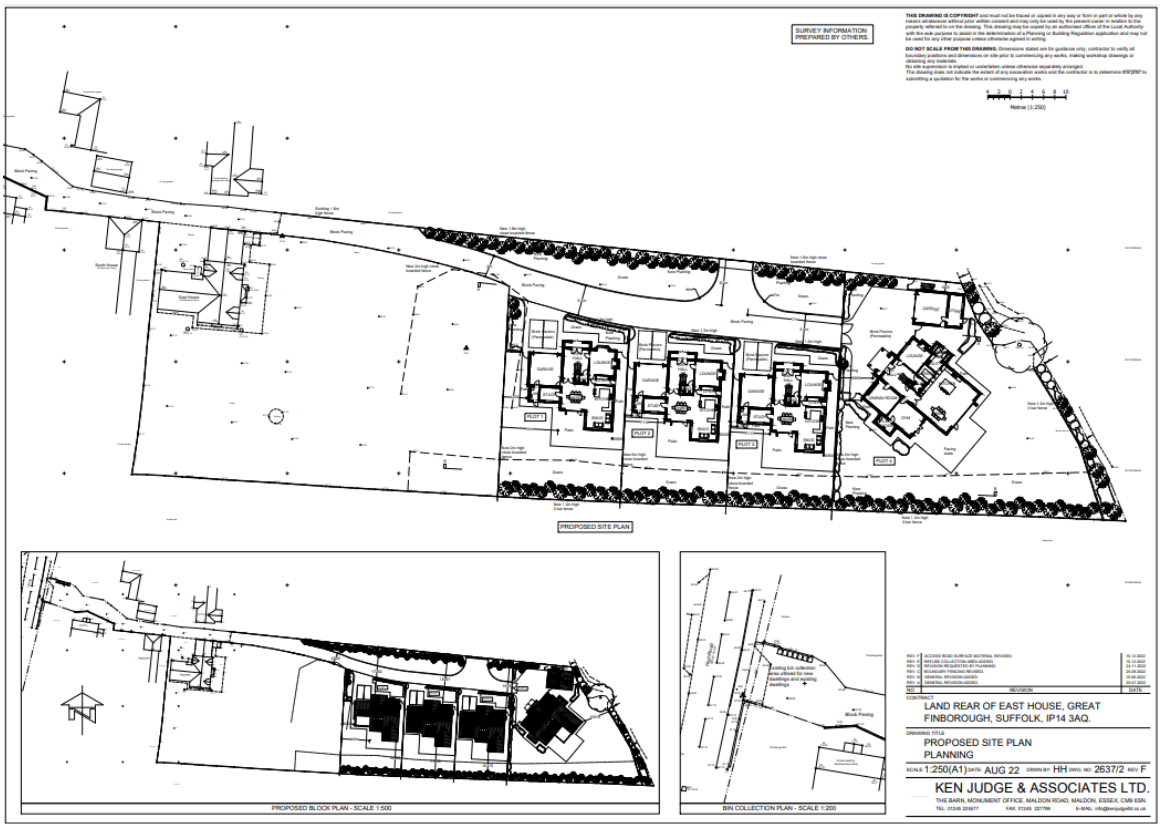
3.3 SITE SET UP

3.3.1 As part of initial works to facilitate construction, the fence line along the northern edge of the access road has been amended. This amendment to the route was a result of identifying that the fence did not follow the property boundaries, by rectifying the fence it provides an improvement through widening a narrower section of the private access road. Figure 3-1 shows the amended fence line and shows the private access road leading to the development site.

Figure 3-1: Amended Private Site Access Route

3.3.2 The private access road leads to the proposed development site, which is located at the end of it, the access road will be constructed to provide access to the four plots which will be constructed on a phased basis. This arrangement is show at Figure 3-2.

Figure 3-2: Site Layout



3.4 ON-SITE COMPOUNDS AND HARDSTANDINGS

3.4.1 The contractor will:

- Provide and install storage located within the site area and provide safe and secure storage of materials and equipment.
- Provide a site office for the duration of the build which will provide storage for plans, first aid supplies etc.
- Provide temporary hardstanding to the site area.

3.5 DELIVERY ARRANGEMENTS

3.5.1 Construction deliveries, where feasible, will be restricted to hours outside of rush hour traffic and to avoid noise disturbance to adjacent properties. Hours for deliveries will be requested between 9.30am-3.00pm. All deliveries and waste removal will be recorded in a log, to be kept on-site for inspection by an Authorised Officer should the need arise.

3.5.2 Deliveries to the site will be fully managed to avoid disruption to local roads and unnecessary disruption to neighbouring properties, namely those using the same private access (East House, South House and Elmholme), and those adjacent to the private access (Fascadale, Bergan House, Three Gables, Ashleigh, Millfield House and Danescroft).

3.5.3 On the few occasions that plant (forklift, telehandlers, etc) will be used to unload delivery vehicles or manoeuvre / carry any materials along the private access past the existing dwellings to / from the highway are to be fitted with broadband (white noise) reversing alarms only. No reversing 'beepers' should be fitted to plant used for this activity.

3.5.4 The hours of delivery will be managed by the site owner and their site foreman throughout the construction contract period.

3.5.5 The delivery strategy is outlined in detail in Section 4.

3.6 WELFARE FACILITIES

3.6.1 The welfare facilities are to comply with the construction (Health & Safety and Welfare) regulations and all site operatives are obliged to use these facilities. The names of all qualified first aid personnel will be displayed in a prominent position.

3.6.2 The location of first aid facilities are also displayed in a prominent position. All welfare facilities are to be maintained regularly throughout the day and cleaned accordingly. Welfare will generally consist of – 1 x toilet cubicles (Portaloos) and 1 x site office.

4 SITE ACCESS AND VEHICLE ROUTING

4.1 SITE ACCESS

4.1.1 The site is accessed from an existing private vehicular access, from High Road, Great Finborough. The access will be used by pedestrians and vehicles.

4.1.2 When entering the site signage directs pedestrians directly to the site office. There will be no public access on the site.

4.1.3 Vehicle access is limited and is controlled by a qualified site foreman. Delivering vehicles will be directed to an unloading point as instructed by the site foreman clear from the public and pedestrians.

4.1.4 Pedestrian access is demarked by signage and the public footway. The site entrance and pavement will be kept clear from dust and any obstacles that may cause inconvenience to pedestrians.

4.1.5 Parking will be provided for site personnel and visitors by a parking area on site (no parking to be undertaken on the highway).

4.1.6 Deliveries will be arranged and programmed with the site manager to allow adequate vehicle parking space on the site (not on the highway). Delivering vehicles will be directed to an unloading point as instructed by the site foreman clear from the public and pedestrians.

4.1.7 High Road, Great Finborough is a traffic-sensitive road due to bus routes, therefore there will be no obstruction at any time due to materials delivery vehicles or contractor vehicles. Delivery vehicles and their timings will be managed so that multiple deliveries do not arrive at the same time. Each delivery timing will have its own managed time spot of arrival at site to ensure that there will be no damage due to construction traffic to public highways or footway or closure of the same.

4.1.8 When required wheels of vehicles leaving the site will be cleaned thoroughly before exiting the site and entering High Road. Site representative will be in attendance to guide (when required) any delivering vehicles due to oncoming traffic and ensure that the pavement is kept clear from dust and any debris left by lorries. All delivery drivers are to observe the delivery strategy as mentioned above and where necessary wear safety helmet, safety footwear and hi-visibility clothing.

4.1.9 Access checks to be carried out by the contractor, including: are the traffic routes wide enough, traffic routes firm, level and well-constructed and free from obstructions and other hazards.

4.2 DELIVERY STRATEGY

4.2.1 The proposed delivery strategy is indicated at Figure 4-1.

Figure 4-1: Delivery Strategy

4.2.2 The layout shows the following:

- The first section of the private access road is shown in blue. This section passes neighbouring properties, along which the vehicles will travel at 5mph and keep as far from the neighbouring properties as possible. The amended fence line is indicated on the plan.
- Following East House the vehicles will enter the second section (shown in green). This section will also be subject to a 5mph speed limit, and will provide an area in which deliveries can be made and vehicles can turn.
- The area in yellow off the green route section is the site parking for contractors. A site hut (welfare) is located opposite this parking area, on the northern side of the access road.
- The third section of the route (shown in pink), provides further space for the turning of vehicles and to access the easternmost plots.

4.2.3 The site is expected to be visited by a range of vehicles for construction purposes including box vans, rigid vehicles (10m length) and small mobile cranes.

4.2.4 Swept path analysis for these vehicle types has been undertaken and is provided at **APPENDIX C** for reference. The swept paths show that each of these vehicle types can successfully access and egress the site in forward gear, and turn within the site, without conflict.

4.2.5 The delivery strategy which will be communicated to all deliveries companies prior to arrival is as follows:

- The delivery hours will be between 9.30am-3.00pm;
- The agreed routes to site must be observed;
- The driver or office is to give 30 minutes notice prior to delivery;
- Meet with the site representative at the private access route entrance (if vehicles are over 3.5t);

- The representative (traffic marshal) will walk the vehicle down to the unloading area and provide any guidance necessary;
- A 5mph speed limit will be in place along the private access route;
- A suitable distance from South House and a safe distance from the opposite Fascadale garage will be maintained throughout.
- On the next property passing point, maintain a safe distance from East House;
- Once at the offloading point, offload as advised;
- Turn around at the designated turning area; and
- Site representative to walk vehicle back to the entrance observing the same distances, speed limit and agreed routes as detailed above (if vehicle is over 3.5t).

4.2.6 The deliveries of materials will be arranged to be transported via the private access and to the land to the rear of East House (the site). All the material will be segregated and stored at ground level on hard standing where necessary and within the site boundaries.

4.2.7 The site foreman and site staff will be aware of delivery timings, having directly booked the slots with the relevant companies. The delivery drivers will be requested to call site 30 minutes prior to arrival to ensure the site is ready to take the delivery and offloading of materials is expedited.

4.2.8 The site foreman will manage the number of deliveries to ensure there is no waiting to unload at the site access and again, all delivery vehicles will be given space to unload/ wait to unload on the site itself.

4.3 CONSTRUCTION VEHICLE ROUTES

4.3.1 All vehicles are to access and egress the site via the existing private access leading to High Road, Great Finborough (B1115). The proposed main route to/from the site to the main road links would be via the B1115, A1308 and A1120 which leads to the A14 with connections to Ipswich and Bury St Edmunds.

4.3.2 The route at the local level, through Great Finborough and Stowmarket to reach the A14 is provided at Figure 4-2. The routes to/from the site to travel towards and beyond Bury St Edmunds to the west, is provided at Figure 4-3 and Ipswich to the southeast, is provided at Figure 4-4.

Figure 4-2: Route to the A14 (via Great Finborough and Stowmarket)

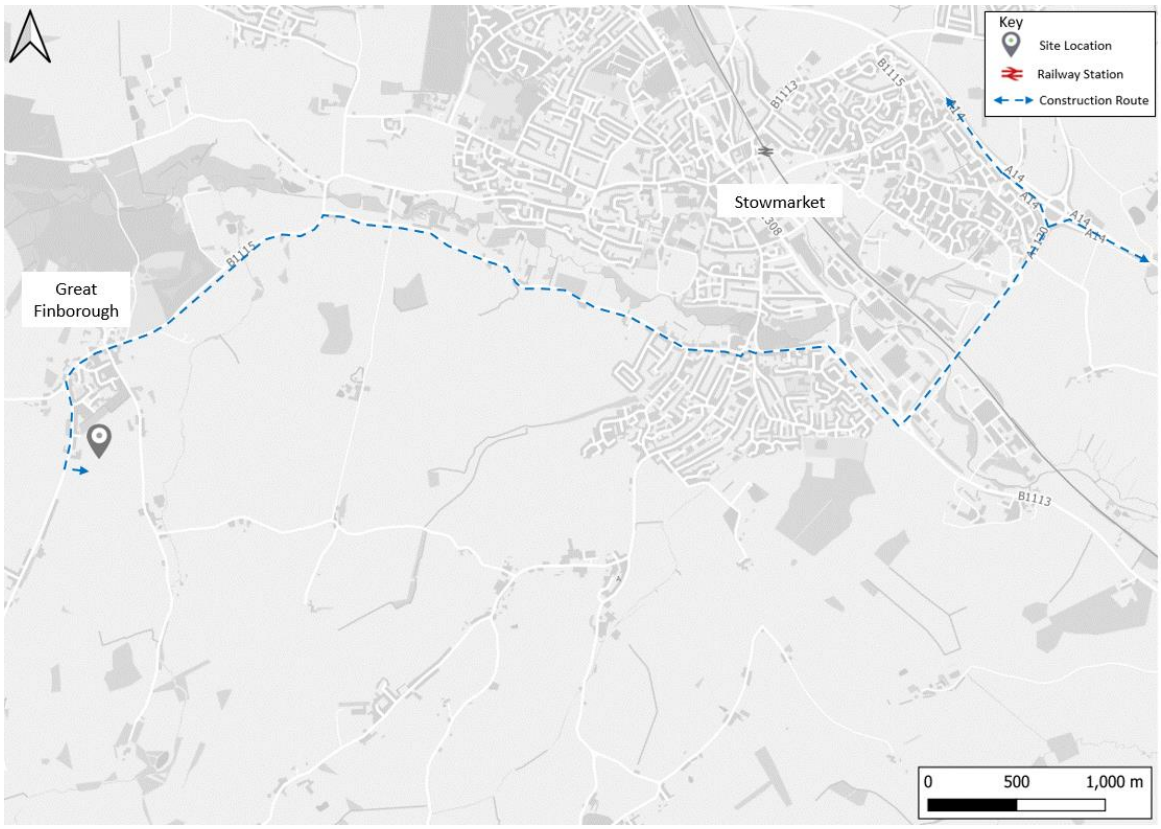
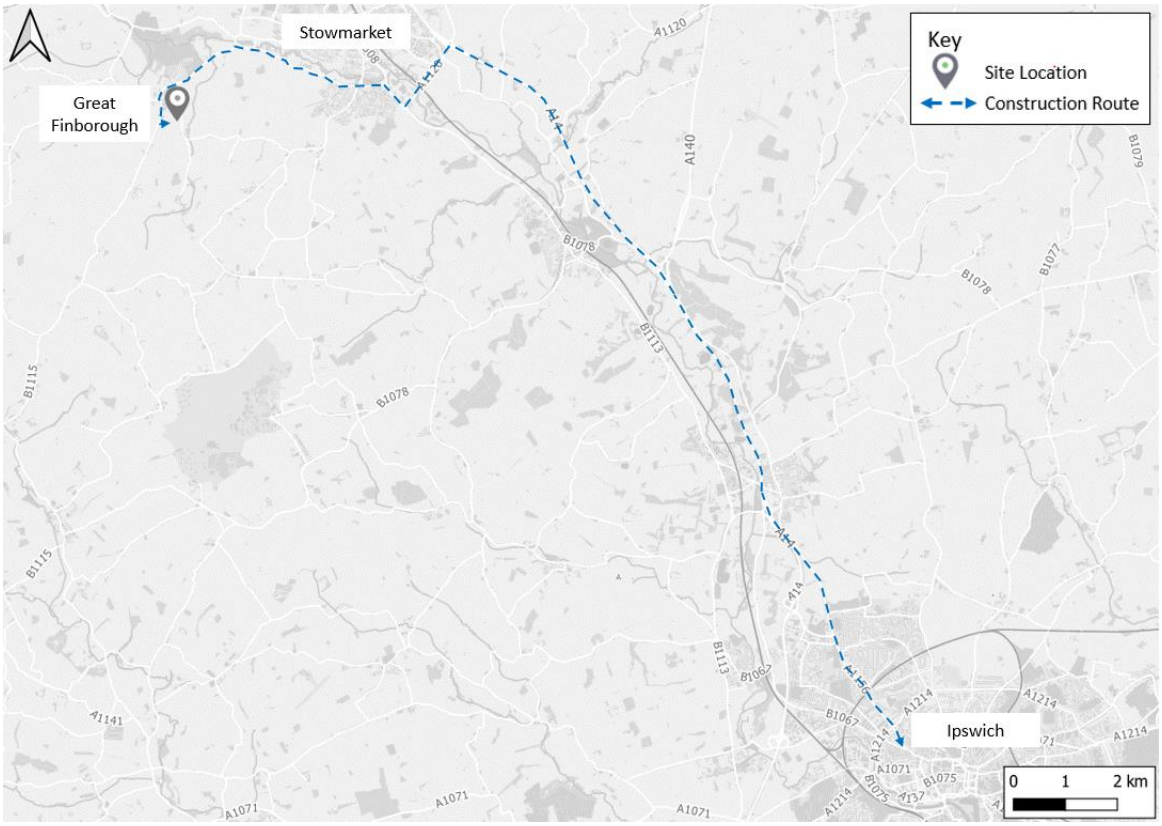


Figure 4-3: Route to/from the west (towards Bury St Edmunds)

Figure 4-4: Route to/from the east (towards Ipswich)



4.3.3 Construction traffic scheduled to travel to the site will be made aware of the appropriate main route.

4.3.4 The initial site meeting and/ or initial contact with delivery companies will be the primary means of communicating to contractors, deliveries and visitors so they can be made fully aware of the agreed route. All delivery companies will be issued with a delivery strategy, stating the procedure mentioned within this document.

4.4 ABNORMAL LOADS/ ROAD CLOSURES

4.4.1 The works are not anticipated to require any abnormal loads. A temporary access road closure will be needed to complete works to the existing dropped kerb, but this is not anticicpated to take more than a few days. Notice will be made to the Council and local residents of this and any other unforeseen closures.

4.5 LICENCES

4.5.1 The contractor will be the main point of contact in terms of site operations, and they will be responsible for compliance with this document and for obtaining and abiding by the conditions and obligations contained within relevant licences.

4.6 STAFF TRAVEL

4.6.1 Due to the rural location, there is a relatively poor provision of public transport services, as such this is not considered to be a feasible option for construction workers. As such car/van sharing will be encouraged as far as possible to minimise the impact of the development.

4.6.2 A parking area has been provided on-site to avoid any on-street parking impacts.

5 STRATEGIES TO REDUCE IMPACT

5.1 OVERVIEW

5.1.1 A number of strategies and measures are planned to reduce the impacts of construction and construction traffic on the local area. The measures which have been planned for and are currently undertaken are detailed within this section.

WHEEL WASHING/SHEETING OF VEHICLES TRANSPORTING AGGREGATES

5.1.2 Ground conditions on site will be monitored and the roadway kept clean as practicable. The main access drive and carriageway of High Road will be monitored on a regular basis during the day to ensure no off-site contamination. Where hazards are identified the road will be swept on a regular basis. Wheel washing facilities are to be provided on-site (jet spray system). This will be used to maintain vehicle cleanliness before leaving site.

5.1.3 If the site is found to be transferring construction materials/debris etc onto public areas then a road sweeper will be implemented. Any mud/debris will be cleaned from the carriageway.

5.1.4 Contractor to ensure all required safe practices are followed when loading/unloading materials/plant from delivery vehicles at all times. Where required the transport of materials similar to loose aggregates to and from site will be appropriately managed as not to impact the local road network surrounding the site.

5.1.5 Vehicles used in the transportation of such materials will be appropriately secured where needed with sheeting to contain loose materials where appropriate packaging is not available as to prevent the deposition of site materials to areas outside of the site. All vehicle sheeting is to be checked before leaving the site.

DETAILS OF THE MITIGATION MEASURES FOR DUST AND EMISSIONS AS WELL AS METHODOLOGY FOR MONITORING DURING CONSTRUCTION

5.1.6 Any dust that is produced on the construction site should be controlled through a water spraying technique, to prevent dust from becoming air borne.

NOISE & VIBRATION CONTROL

5.1.7 All works must be carried out in accordance with BS5228: Part 1 and employ the 'Best Practicable Means' to minimise the effects of noise and vibration. Mechanical plant and equipment will be selected and specified taking its noise profile into consideration. All plant will be of modern design/manufacture to benefit from up-to-date noise reduction technology.

5.1.8 Where necessary acoustic baffles will be fitted to air intake and exhaust systems. Stationary equipment (compressors) will be fitted with shields to mitigate noise outbreaks.

5.1.9 All site operatives will be trained in loading, unloading, excavation and handling techniques to prevent improper use of equipment which can generate unnecessary noise.

5.1.10 Excavators and dumpers are to have exhaust suppressors and will be serviced and maintained.

DUST & AIR QUALITY

5.1.11 Construction and excavation can generate dust, which can cause distress to neighbouring residents and can adversely impact on air quality and the health of those exposed. The contractor should follow good practice techniques to minimise dust production and emissions from the site. These measures may include the following, as necessary:

- Material drop heights are kept to a minimum.
- Positioning of stockpiles to minimum effect of wind.
- Using plants with dust suppression.
- Dust sheets over the surface of stockpiled materials.
- Spraying water over dusty areas to damp down particularly in windy and/or hot weather.
- Road sweeping and washing.
- Cutting tools are fitted with water dampers and all electrical tools are fitted with dust extract bags.

5.1.12 Dust control equipment will be readily available on site from the commencement of the works.

5.1.13 The burning of materials on the site will not be permitted. All necessary precautions shall be taken to prevent the occurrence of smoke emissions or fumes from the site plant or stored fuel oils for safety reasons and to prevent such emissions or fumes from drifting into residential areas. Plant shall be well maintained and shut down in the intervening periods between work or throttled down to a minimum.

WATER MANAGEMENT

5.1.14 Waste waters arising from site activities are to be managed in order to ensure good environmental practice and compliance with current legislation. Water and waste water is defined as water supplied from mains systems and waste waters arising from both fixed and mobile operations.

5.1.15 Contractor to carry out the following actions on site:

- Check whether there are any surface or groundwaters where you are working and obtain and follow expert advice on what can and cannot be done.
- Ensure oil, chemicals, vehicles, plant and equipment away from surface waters;
- Using, abstracting or disposing of water or wastewater with pollution prevention measures in place as approved by the authorities;
- Designing and setting up appropriate drainage systems;
- Installing water-efficient devices such as low-flush toilets and low-flow taps and showers.
- Identify activities that will use or discharge water or that may affect water quality.
- Seek to change or control activities to reduce the need to use or discharge water and/or the effect on water quality.
- Consult with the relevant environmental regulator where necessary to obtain consent and agree with water use and pollution prevention measures.
- Control activities and implement water use and pollution prevention measures, and monitor their effectiveness, particularly during water restrictions.

- All waste waters including vehicle washing, floor washing and catering must either be disposed of to a foul sewer with the appropriate consent or stored in a suitable bowser for disposal as liquid waste.
- High water-consuming activities must be monitored via automatic meter reading equipment. All waste waters must be disposed of via foul sewer.
- Car park and other related runoff must be disposed of to surface water drainage via an interceptor.
- Trade Effluent consents must be in place for any trade activity generating waste water on site premises. Trade Effluent includes vehicle washing, washing of buildings external areas etc. Discharge consents must be in place for treated water to be disposed of to surface waters etc.

PREVENTION OF CONTAMINATION OF SOIL & GROUNDWATER

5.1.16 The following will be undertaken in order to prevent soil and groundwater contamination:

- Site clearance and any surface vegetation (topsoil / sub-soil/ shrubs/ etc) will be stripped. This material will be carefully segregated and transported to an agreed deposition point and stockpiled.
- The Site Foreman will supervise the operation paying particular attention to the condition of materials and making sure that different materials are separated accordingly to their deposition points.
- At the end of the shift the excavator will seal the material stockpiles to protect material against inclement weather.
- Materials to be used shall be in accordance with the site specifications and all sources of material to be supplied to site will firstly have approval from the site supervisor. Re-usable and imported materials will be stored and transported in such a manner as to preserve their quality and integrity.
- All materials will be protected against adverse weather conditions by covering or sealing at the end of each shift.
- All screened soils will be stockpiled in a pre-prepared bunded area, in an area excluded from the excavation works, at a designated corner of the site.
- Hard materials will be stockpiled separately prior to crushing.
- Any groundwater encountered during the excavation works will be collected in a sump excavated below the base of the excavation and pumped into a dirty water/silt separator storage tank located at an agreed location prior to being discharged into the foul sewer or removed from site by tanker to a licensed treatment facility.
- Heavily contaminated water/liquid will remain in the storage tanks until it can be chemically analysed to determine the degree of contamination prior to removal from the site by road tanker to a licensed treatment facility.
- Any material obviously contaminated, through visual or olfactory evidence, and cannot be screened, will be transported directly to the stockpile area for testing and classification.
- A register of excavated volumes and corresponding analysis will be maintained on-site throughout the project and will be available for inspection at any time.

- As fill materials become available each area will be backfilled and compacted generally in the same order as they were excavated.

6 ESTIMATED VEHICLE MOVEMENTS

6.1 CONSTRUCTION TRAFFIC MOVEMENTS

6.1.1 The detailed construction programme has been provided in full in **APPENDIX B** for reference.

6.1.2 In summary, it is anticipated that through the use of rigid delivery vehicles, there will be in the region of 6.4 deliveries per week on average between 5th February 2024 – 29th March 2024, during the period in which the new access road is being constructed.

6.1.3 Across the entire construction programme (from 5th February 2024 - 2nd June 2025) an average of 5 deliveries per week are anticipated.

6.1.4 Please note that some of the construction is already complete at the time of writing.

7 IMPLEMENTATION, MONITORING AND UPDATING

7.1 IMPLEMENTING

7.1.1 This CMS will be issued to the Council for review to ensure the ongoing arrangements are suitable.

7.1.2 The site manager shall be responsible for implementing the delivery schedules and ensure all deliveries are fully in compliance with the detailed procedures above.

7.1.3 The local community will be notified of the site manager's contact details on the site notice board to ensure they are able to notify the contractor of any concerns about construction activity and traffic.

7.2 MONITORING

7.2.1 Regular inspections will be carried out to ensure compliance with this document.

7.2.2 Data sharing remains a key principle for the success and continuous improvement of construction. A list of items will be agreed, and specific data will be collected. This is expected to include:

- FORS compliance – suppliers to provide pre-qualification evidence.
- Routing compliance – to be monitored through resident/ Contractor feedback.
- Data from the delivery scheduling system and the recorded log of vehicle movements to the site:
    a) *Vehicle type and size.*
    b) *Duration on-site.*
    c) *Safety issues including any injuries or near misses recorded in the site logbook.*
    d) *Breaches and complaints.*
- Contact can be made to the Site Manager to report any non-compliance. For a first offence, suppliers will be reminded of the site access route requirements. For a second offence, suppliers will have a 5% proportion of their load fee withheld. For a third offence, suppliers will be replaced.

7.3 UPDATING

7.3.1 The procedures shall be reviewed through the different phases of the programme. If anything is not working well, or there are improvements that can be made, these shall be documented, agreed with the Council (if necessary), and put into action and monitored accordingly.

The CMP will be kept on-site and updated by the Principal Contractor in consultation with the highways authority.

APPENDIX A

PROPOSED DEVELOPMENT PLAN

DO NOT SCALE FROM THIS DRAWING. Dimensions stated are for guidance only, contractor to verify all boundary positions and dimensions on site prior to commencing any works, making workshop drawings or obtaining any materials.
No site supervision is implied or undertaken unless otherwise separately arranged.
The drawing does not indicate the extent of any excavation works and the contractor is to determine this prior to submitting a quotation for the works or commencing any works.

SURVEY INFORMATION PREPARED BY OTHERS.

4 2 0 2 4 6 8 10
Metres (1:250)

257140.000mN
257120.000mN
257100.000mN
257080.000mN

PROPOSED SITE PLAN

PROPOSED BLOCK PLAN - SCALE 1:500

BIN COLLECTION PLAN - SCALE 1:200

REV F	ACCESS ROAD SURFACE MATERIAL REVISED;	15.12.2022
REV E	REFUSE COLLECTION AREA ADDED;	15.12.2022
REV D	REVISION REQUESTED BY PLANNING.	24.11.2022
REV C	BOUNDARY FENCING REVISED.	25.08.2022
REV B	GENERAL REVISION ADDED.	10.08.2022
REV A	GENERAL REVISION ADDED.	20.07.2022
NO	REVISION	DATE

CONTRACT
LAND REAR OF EAST HOUSE, GREAT FINBOROUGH, SUFFOLK, IP14 3AQ.

DRAWING TITLE
PROPOSED SITE PLAN
PLANNING

SCALE: 1:250(A1) DATE: AUG 22 DRWN BY: HH DWG. NO: 2637/2 REV: F

KEN JUDGE & ASSOCIATES LTD.
THE BARN, MONUMENT OFFICE, MALDON ROAD, MALDON, ESSEX, CM9 6SN.
TEL: 01245 225577 FAX: 01245 227799 E-MAIL: info@kenjudgeltd.co.uk

APPENDIX B

PROJECT PROGRAMME

McNamara Developments Ltd
Project: Meadow View, Great Finborough

Programme

Description		Programme	Delivery Comments Based Upon Rigid Delivery Allowance
New Access Road & Shared Green Space		5th February - 29th March 2024	51 Deliveries over 8 weeks = 6.4 Deliveries a week.
New Access Road & Shared Green Space Engineer Set Out		Completed	Van: 6m Length, 2m Wide (1No Visit)
New Access Road & Shared Green Space Groundworks - Excavate Kerb Structure. Groundworks - Install Concrete & Haunch In Kerbs. Groundworks - Install Foul Pump. Groundworks - Install Foul Pump Rising Main. Groundworks - Install Attenuation Crates. Groundworks - Excavate Road. Groundworks - Install Services & Drainage. Groundworks - Install New Sub-Base. Groundworks - Dropped Kerb Installation.		5th February - 29th March 2024	Kerb Delivery: 10.4m Length, 2.55m Wide (2No Deliveries). Concrete Delivery: 8.8m Length, 2.5m Wide (4No Deliveries). Aggregates & Muckaway Delivery / Removal: 9m Length, 2.6m Wide, 2.9m Wide with wing mirrors. (42No Estimated Deliveries) All Other Deliveries: 9.3m Length, 2.57m Wide, 3m Wide with wing mirrors (3No Deliveries). Or 10m Length, 2.55m Wide, 3m Wide with wing mirrors.
New Access Road & Shared Green Space Groundworks - Dropped Kerb Installation.		WC 4th March 2024 (2 Days Work)	Aggregates & Muckaway Delivery / Removal: 9m Length, 2.6m Wide, 2.9m Wide with wing mirrors. (1No) Tarmac TBC: (1No)
Services Electrical Connection.		17th - 18th April 2024	Van: 6m Length, 2m Wide (2No Visits Anticipating 2No Vans a day)
Services Water Connection. BT Connection.		TBC	Van: 6m Length, 2m Wide (2No Visits Anticipating 2No Vans a day)
New Access Road Install New Block Paving.		1st April - 6th September	Block Paving: 10.4m Length, 2.55m Wide (4No Deliveries).
Plot 1 - Roe House		1st April - 6th September 2024	Delivery Average: 79No Deliveries over 23 weeks = 3.43No Deliveries a week.

<u>Groundworks</u> Strip 200mm Top. Set Out Strip Foundations. Excavate Strip Foundations. Concrete Strip Foundations. Install Necessary Foul Water Drainage Carcass. Install Necessary Service Runs (Electric & Water In). Install 150mm Block & Beam. Crushed Concrete To House Perimeter For Level Scaffold.	Completed	Concrete Delivery: 8.8m Length, 2.5m Wide (2No Deliveries). Aggregates & Muckaway Delivery / Removal: 9m Length, 2.6m Wide, 2.9m Wide with wing mirrors. (12No Deliveries) All Other Deliveries: 9.3m Length, 2.57m Wide, 3m Wide with wing mirrors (3No Deliveries). Or 10m Length, 2.55m Wide, 3m Wide with wing mirrors. (2No Deliveries Block & Beam Flooring)
<u>Groundworks</u> Excavate For Patio, Paths & Driveway. Install Necessary Service Runs (BT) Install Foul, Surface Water Drainage & Any Electrical Ducts Required For External Lighting Install Sub-Base For Patio, Paths & Driveway Install Finish For Patio, Paths & Driveway	1st July - 2nd August 2024	Concrete Delivery: 8.8m Length, 2.5m Wide (1No Delivery). Aggregates & Muckaway Delivery / Removal: 9m Length, 2.6m Wide, 2.9m Wide with wing mirrors. (3No Deliveries) All Other Deliveries: 9.3m Length, 2.57m Wide, 3m Wide with wing mirrors (1No Delivery). Or 10m Length, 2.55m Wide, 3m Wide with wing mirrors. Block Paving: 10.4m Length, 2.55m Wide (1No Deliveries).
<u>Landscaping</u> Install New Top Soil & Grass. Install New Trees, Bushes & Animal Requirements.	5th August - 9th August 2024	All Other Deliveries: 9.3m Length, 2.57m Wide, 3m Wide with wing mirrors (3No Delivery). Or 10m Length, 2.55m Wide, 3m Wide with wing mirrors.
<u>Masonry</u> Install 7N Block / Engineer Brick Build-Up To Receive Block & Beam.	Completed	All Other Deliveries: 9.3m Length, 2.57m Wide, 3m Wide with wing mirrors (3No Deliveries). Or 10m Length, 2.55m Wide, 3m Wide with wing mirrors.
<u>Masonry</u> Install Up To Plinth Stretcher Course. 1st Lift Including Internals. 2nd Lift Including Internals. 3rd Lift To Roof Plate. Gable Ends. Install Preformed Cavity Closer - Ongoing During Lifts.	1st April - 31st May 2024	All Other Deliveries: 9.3m Length, 2.57m Wide, 3m Wide with wing mirrors (11No Deliveries). Or 10m Length, 2.55m Wide, 3m Wide with wing mirrors.
<u>Scaffold</u> Blocking Lift (Not Required). Scaffold - 1st Lift. Scaffold - 2nd Lift. Scaffold - 3rd Lift. Scaffold - Gables / Chimney. Scaffold - Dismantle.	22nd April - 24th June 2024	Scaffolding Vehicle: 7.87m Length, 2.04m Wide (5No Deliveries).
<u>Carpentry</u> Joists. Trusses. Flat Roof. Staircase. Internal Timber Stud Walls. Patressing. Door Frames. Doors & Hardware. Skirting & Architrave.	29th April - 28th August 2024	Joist & Truss Deliveries: 10m Length, 2.5m Wide (2No). Crane (Trusses): 7.11m Length, 2.5m Wide (1No) All Other Deliveries: 9.3m Length, 2.57m Wide, 3m Wide with wing mirrors (4No Deliveries). Or 10m Length, 2.55m Wide, 3m Wide with wing mirrors.

<u>Roofing</u> Felt & Batten Roof Tile Flat Roof Lead	3rd June - 13th June 2024	All Other Deliveries: 9.3m Length, 2.57m Wide, 3m Wide with wing mirrors (4No Deliveries). Or 10m Length, 2.55m Wide, 3m Wide with wing mirrors.
<u>Fascia, Soffit & Guttering</u>	23rd May - 25th June 2024	All Other Deliveries: 9.3m Length, 2.57m Wide, 3m Wide with wing mirrors (1No Deliveries). Or 10m Length, 2.55m Wide, 3m Wide with wing mirrors.
<u>External Window & Doors</u> Survey Prior To Final Production Install Window & Doors	17th June - 18th June 2024	All Other Deliveries: 9.3m Length, 2.57m Wide, 3m Wide with wing mirrors (2No Deliveries). Or 10m Length, 2.55m Wide, 3m Wide with wing mirrors.
<u>External Cladding</u> Batten. Install Plank External Cladding.	19th June - 21st June 2024	All Other Deliveries: 9.3m Length, 2.57m Wide, 3m Wide with wing mirrors (2No Deliveries). Or 10m Length, 2.55m Wide, 3m Wide with wing mirrors.
<u>Screed</u> Install DPM, Insulation & Slip Sheet. Install Flowing Anhydrite Screed.	24th June - 1st July 2024	All Other Deliveries: 9.3m Length, 2.57m Wide, 3m Wide with wing mirrors (1No Delivery). Or 10m Length, 2.55m Wide, 3m Wide with wing mirrors. Anhydrite Screed Delivery: 8.8m Length, 2.5m Wide (1No Delivery).
<u>Insulation</u> Pump External Cavity. Internal Timber Stud Walls. Intermediate Ceilings. Loft Insulation.	5th July - 12th August 2024	Pumped Insulation Luton Van: 6.8m Length, 2.15m Wide (1No). All Other Deliveries: 9.3m Length, 2.57m Wide, 3m Wide with wing mirrors (1No Delivery). Or 10m Length, 2.55m Wide, 3m Wide with wing mirrors.
<u>Mechanical</u> Install Carcassing. Install Underfloor Heating. Install Manifold. Install ASHP. 1st Fix. 2nd Fix. Finals.	21st June - 30th August 2024	Luton Van: 6.8m Length, 2.15m Wide (3No).
<u>Electrical</u> Install Solar Panels. 1st Fix. 2nd Fix. Finals.	10th June - 2nd September 2024	Luton Van: 6.8m Length, 2.15m Wide (2No).

Drylining 1st Fix (One Side of Internal Timber Stud Walls). 2nd Fix (Close Up Internal Timber Stud Walls) Install Ceilings Install Dot & Dab External Wall & Internal Blockwork Walls Skim	25th July - 20th August 2024	All Other Deliveries: 9.3m Length, 2.57m Wide, 3m Wide with wing mirrors (4No Delivery). Or 10m Length, 2.55m Wide, 3m Wide with wing mirrors.
Decoration Mist Coat. First Coat. Second & Finals.	21st August - 30th August 2024	Small Van: 4.5m Length, 1.5m Wide (3No Deliveries).
Kitchen Check Measures. Dry Fit Kitchen. Template Worktop. Install Worktop.	2nd September - 6th September 2024	Rigid Vehicle: 9.3m Length, 2.57m Wide (2No Delivery).
Tiling Floors. Walls.	8th August - 28th August 2024	Rigid Vehicle: 9.3m Length, 2.57m Wide (2No Delivery).
Flooring Carpets.	2ns September - 3rd September 2024	Luton Van: 6.8m Length, 2.15m Wide (1No).
Chimney Install Hearth, Surround & Log Burner.	22nd August 2024	Luton Van: 6.8m Length, 2.15m Wide (1No).
Mastic Install External Mastic. Install Internal Mastic.	TBC	Small Van: 4.5m Length, 1.5m Wide (2No Deliveries).
Plot 2 - Foxmoor - As Plot 1	3rd June - 11th November 2024	Delivery Average: 65No Deliveries over 23 weeks = 2.8No Deliveries a week.
Plot 3 - Windfell - As Plot 1	26th August 2024 - 17th February 2025	Delivery Average: 65No Deliveries over 23 weeks = 2.8No Deliveries a week.
Plot 4 - The Gate House	18th November 2024 - 2nd June 2025	Delivery Average: 87No Deliveries over 28 weeks = 3.1No Deliveries a week.
Overall Delivery Average For Development Starting 5th February 2024 - 2nd June 2025	**5th February 2024 - 2nd June 2025**	**Delivery Average: 347No Deliveries over 69 weeks = 5No Deliveries a week.**

APPENDIX C

SWEPT PATH ANALYSIS

N

1:250

0 5m 10m 15m 20m 25m

KEY:

- EXISTING FENCE LINE
- NEW FENCE LINE
- FORMER FENCE LINE
- FENCE LINE CHANGES PHOTO MARKUP

Rev	Date	Description	Drn	Chk	App
B	15/02/24	UPDATED CLIENT LOGO	IZ	AM	TN
A	09/02/24	FIRST ISSUE	IZ	AM	TN

Notes:

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2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
3. THIS DRAWING IS TO BE PRINTED IN COLOUR.
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VELOCITY Transport Planning

Drawing Status: S2 - FOR INFORMATION

Client: McN DEVELOPMENTS

Architect: KEN JUDGE & ASSOCIATES LTD

Project Title: LAND TO THE REAR OF EAST HOUSE

Drawing Title: ACCESS ROUTE NEW FENCE LINE

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:250	09/02/24	IZ	AM	TN

Project Ref	Drawing Number	Rev
24-026	24-026-T-001	B

Drawing file: 24-026-T-001-B - Access Route - New Fence Line.dwg Date: Feb 15, 2024 - 3:50pm

KEY:

- EXISTING FENCE LINE
- NEW FENCE LINE
- FORMER FENCE LINE
- FIRST SECTION - 5MPH SPEED LIMIT
- SECOND SECTION - 5MPH SPEED LIMIT - DELIVERY & TURNING AREA
- THIRD SECTION - 5MPH SPEED LIMIT - OLD ROAD & TURNING AREA
- SITE PARKING
- SITE HUT

1:500

0 10m 20m 30m 40m 50m

Rev	Date	Description	Drn	Chk	App
B	15/02/24	UPDATED CLIENT LOGO	IZ	AM	TN
A	09/02/24	FIRST ISSUE	IZ	AM	TN

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VELOCITY Transport Planning

Drawing Status: S2 - FOR INFORMATION

Project Title: LAND TO THE REAR OF EAST HOUSE

Client: McN DEVELOPMENTS

Drawing Title: DELIVERY STRATEGY

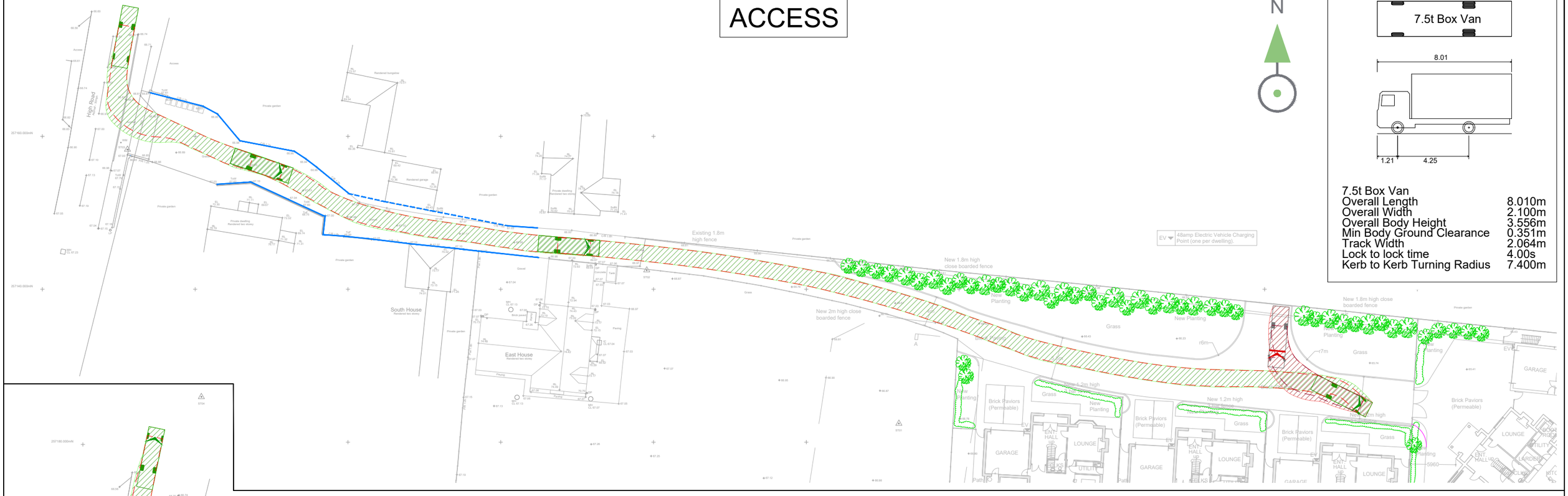
Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:500	09/02/24	IZ	AM	TN

Architect: KEN JUDGE & ASSOCIATES LTD

Project Ref	Drawing Number	Rev
24-026	24-026-T-002	B

Drawing file: 24-026-T-002-B - Delivery Strategy.dwg Date: Feb 15, 2024 - 3:53pm

ACCESS



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

EGRESS

KEY

WHEELS ON THE ROAD

BODY OUTLINE SWEPT PATH

1:500

0 10m 20m 30m 40m 50m

KEY:

- EXISTING FENCE LINE
- NEW FENCE LINE

Rev	Date	Description	Drn	Chk	App
B	15/02/24	UPDATED CLIENT LOGO	IZ	AM	TN
A	09/02/24	FIRST ISSUE	IZ	AM	TN

Notes:

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VELOCITY
Transport Planning

Drawing Status: S2 - FOR INFORMATION

Client: MCN DEVELOPMENTS

Architect: KEN JUDGE & ASSOCIATES LTD

Project Title: LAND TO THE REAR OF EAST HOUSE

Drawing Title: CONSTRUCTION SWEPT PATH ANALYSIS 7.5t BOX VAN

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:500	09/02/24	IZ	AM	TN

Project Ref	Drawing Number	Rev
24-026	24-026-T-003	B

Drawing file: 24-026-T-003-005-B - Swept Path Analysis - Construction tracking.dwg Date: Feb 15, 2024 - 4:06pm

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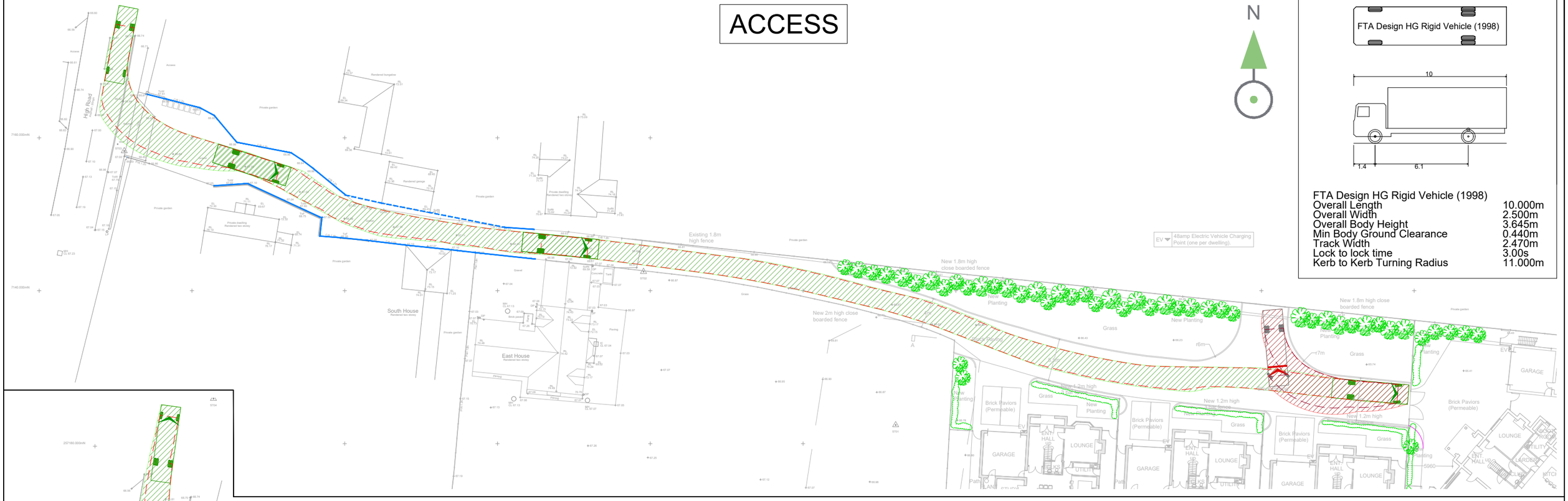

FTA Design HG Rigid Vehicle (1998)	
Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

EGRESS

1:500

0 10m 20m 30m 40m 50m

KEY:

- EXISTING FENCE LINE
- NEW FENCE LINE

Notes:

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Rev	Date	Description	Drn	Chk	App
B	15/02/24	UPDATED CLIENT LOGO	IZ	AM	TN
A	09/02/24	FIRST ISSUE	IZ	AM	TN

VELOCITY Transport Planning

Drawing Status: S2 - FOR INFORMATION

Client: McN DEVELOPMENTS

Architect: KEN JUDGE & ASSOCIATES LTD

Project Title: LAND TO THE REAR OF EAST HOUSE

Drawing Title: CONSTRUCTION SWEPT PATH ANALYSIS 10m RIGID

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:500	09/02/24	IZ	AM	TN

Project Ref	Drawing Number	Rev
24-026	24-026-T-004	B

Drawing file: 24-026-T-003-005-B - Swept Path Analysis - Construction tracking.dwg Date: Feb 15, 2024 - 4:07pm

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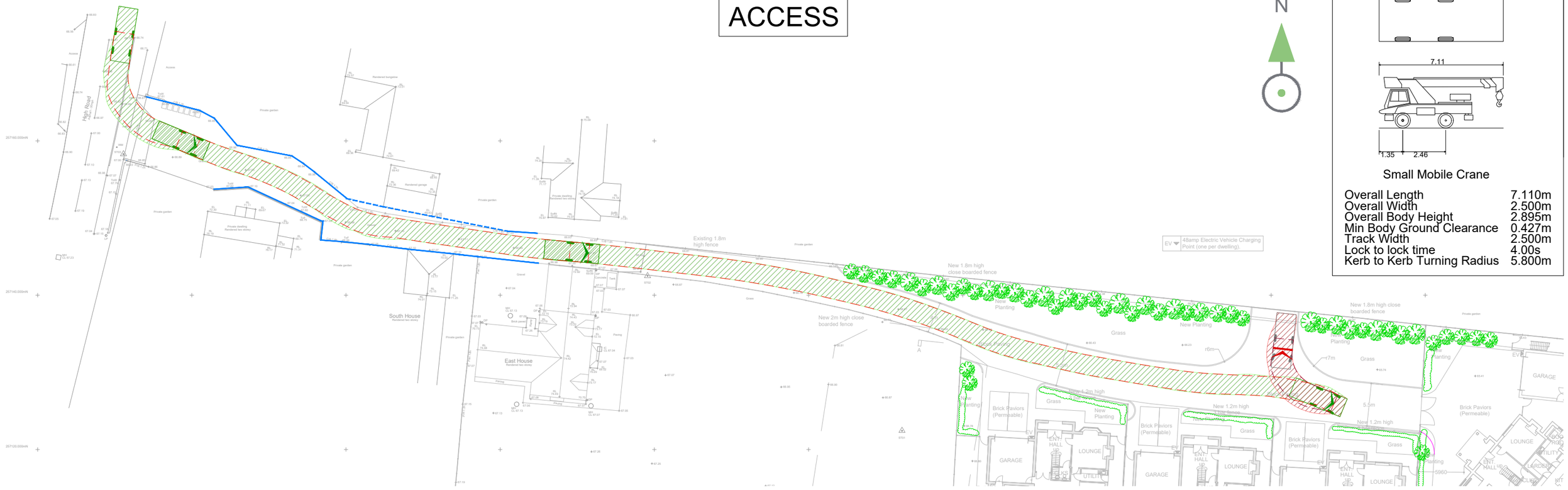

Small Mobile Crane

Overall Length	7.110m
Overall Width	2.500m
Overall Body Height	2.895m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.800m

EGRESS

KEY

WHEELS ON THE ROAD

BODY OUTLINE SWEPT PATH

1:500

0 10m 20m 30m 40m 50m

KEY:

- EXISTING FENCE LINE
- NEW FENCE LINE

Rev	Date	Description	Drn	Chk	App
B	15/02/24	UPDATED CLIENT LOGO	IZ	AM	TN
A	09/02/24	FIRST ISSUE	IZ	AM	TN

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VELOCITY Transport Planning

Drawing Status: S2 - FOR INFORMATION

Client: McN DEVELOPMENTS

Project Title: LAND TO THE REAR OF EAST HOUSE

Drawing Title: CONSTRUCTION SWEPT PATH ANALYSIS SMALL MOBILE CRANE

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:500	09/02/24	IZ	AM	TN

Architect: KEN JUDGE & ASSOCIATES LTD

Project Ref	Drawing Number	Rev
24-026	24-026-T-005	B

Drawing file: 24-026-T-003-005-B - Swept Path Analysis - Construction tracking.dwg Date: Feb 15, 2024 - 4:08pm