



Construction Management Plan

For the project at

Markhams Chase Park,
Great Knightleys,
Junction with Laindon Link
SS15 5EU

Issue 01 – April 2024



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I - Parking of vehicles of site operatives and visitors

An agreement is in place to allow the use of land adjoining the site (shown below). This area will be used to for site cabins and car parking. Parking spaces will be limited and parking will be at the discretion of the site manager. Vehicles will access parking areas from the existing crossover via the rear of the plots. This route will be kept clear to allow such vehicle movements. The site manager will co-ordinate personnel vehicles arriving and leaving site as plant manoeuvres will need to cease at these times.

Vehicles are not permitted to park on any double yellow lines in and around the site and on surrounding streets. Vehicles shall not block other residential properties and business and access shall be kept clear at all times.

Street parking and public car parking in the area is limited and therefore operatives and visitors shall be encouraged to use public transport. A map of all local transport routes will be provided to all subcontractors at the earliest opportunity along with information and suggestions on ways to reduce congestion as part of the subcontractor's order package.

II - Loading and unloading of plant and materials

Delivery access to the site will be from the existing crossover on Laindon Link Road which is to the left-hand side of the existing bus-stop. All deliveries and waste removal vehicles will be loaded/unloaded on site either on hardstanding or a stoned-up area through the vehicle gates. The delivery schedule will be maintained by the site manager and reviewed daily to maximise efficiency of deliveries and reduce storage of materials on site so far as is reasonably practicable.

Delivery vehicles will predominantly be of a size where they can turn on site and leave in forward gear. There will be a limited number of larger vehicles required which will be required to reverse onto site from Laindon Link before leaving in forward gear. Banksmen will be in attendance to ensure these reversing operations are completed safely and with minimal disruption to the carriageway.

Vehicles coming on to site for offloading/loading of materials to and from a high bedded vehicle will need to provide suitable guard rail protection. Any vehicles removing loose rubbish or debris from the site must have the load fully sheeted. There will be no daytime or overnight parking of lorries within the vicinity of the construction site. All deliveries shall enter site directly on arrival and not wait on any roads in the vicinity of the site.

All vehicles shall have their engines switched off while not in use to avoid idling.



Sufficient lifting / moving aids will be made available to assist in unloading materials promptly and effectively and all deliveries will be organised to suit manual / mechanical handling techniques to be used where required. Materials will be offloaded from vehicles in the vehicle operating area and transferred to material storage areas immediately, keeping the route from the vehicle operating area and plant manoeuvring area clear.

A traffic marshal shall be present at the front of the site at all times when deliveries and/or waste removal operations are booked in. The role of the traffic marshal is to ensure that the public are safeguarded whilst vehicles pass over the footpath that runs across the frontage of the site. They will also ensure that access to adjacent properties are not compromised.

The Site Manager shall ensure the necessary personnel are available to assist the banksmen and maintain the safe control of traffic and delivery vehicles onto and from site. The level of staff required will be determined for each delivery. This information will be provided to all subcontractors at the earliest opportunity along with suggestions on ways to reduce congestion as part of the subcontractor's order package.

III - Storage of plant and materials used in constructing the development

All plant will comply with the emission standards specified in the Mayor of London's Control of Dust and Emissions during Construction and Demolition SPG. All Plant will meet minimum emission criteria and be registered accordingly. Storage of plant and materials will be kept in the parking court area with a telehandler offloading materials and transferring them to the storage area via the rear of the properties. There is 4 meter from the rear of the plot to the boundary fence, allowing a telehandler to pass through.

IV - Wheel and underbody washing facilities

All deliveries and waste removal vehicles will be loaded/unloaded on site either on hardstanding or a stoned-up area. No vehicles shall leave the site until their wheels, chassis and external bodywork have been effectively cleaned and washed free of earth, mud, clay, gravel, stones or any other similar substance. A jet wash wheel wash facility will be positioned near the site exit. Waste aggregates and sludge type materials resulting from the cleaning/wash down will be collected and removed from site by a licensed waste carrier and taken to a licensed waste disposal facility. The condition of the highways will be managed frequently by the site management team. A mechanised road sweeper will engaged to sweep the site road and public highways near to the site should we deem this necessary.

Appendix A – Plan of Proposed Site

