

CONSTRUCTION MANAGEMENT PLAN FOR

The Erection of 7 Detached Bungalows and Garages and
1 Detached Chalet Bungalow and Garage

On land to the West of
Millview
Donington Road
Kirton End
Boston
PE20 1NX

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May 2021

CONSTRUCTION MANAGEMENT PLAN

This Construction Management Plan has been produced by Clive Wicks Associates for the new build dwelling and garages on land to the West of Millview, Donington Road, Kirton End, Boston PE20 1NX.

1.0 Proposed Programme

Main Contract Works

- Commence: 1 June 2021
- Completion: 1st December 2022
- Duration: 18 months

2.0 Introduction

This is a proposal for the site known as Land to the West of Millview, Donington Road, Kirton End, Boston. The proposed works include the new build construction of 7 detached bungalows and garages, and 1 detached chalet bungalow and garage and associated site works in one phase.

The neighbouring dwellings to the South and West are occupied and will remain so throughout the construction process. The works will be carried out to minimise the disruption to the neighbouring residents.

The agreed contents of the Construction Management Plan must be complied with unless otherwise agreed. The Project Manager shall work with the Local Authority to review the Construction Management Plan should any problems arise in relation to the construction of the development any future revised plan must be approved by the Authority and complied with thereafter.

3.0 Construction Start/Completion Dates

Main Contract Works

- Start date: 1st June 2021
- Completion date: 1st December 2022

Timetable : All temporary works and following procedures to be in place minimum one week before work commences on site.

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 7.00am to 6.00pm in the evening and 8.00am to 1pm Saturdays barring emergency works. However there will be occasions when heavy/wide loads may need to

be delivered and removed from site outside of these hours. The Developer's member of staff would be in attendance at all times. On such occasions the local neighbours will be notified some 3 weeks earlier via a Newsletter.

5.0 Access arrangements for Vehicles

As mentioned earlier the houses and garages will be carried out in one Phase in order to minimise disruption of the neighbouring properties.

Phase 1

This is the construction of Plots 1 to 8. Access will be via the new 5m wide access road from Donington Road to the works compound as shown on the plan attached.

This will allow materials to be stored and moved out without disturbance to the existing dwellings. Deliveries are likely to peak with the removal of spoil and delivery of hard core to raise the site to the finished levels which are approx. 600mm above existing levels at the front of each property.

Operative's vehicles will also use this entrance. They will sign in to the contractor's book and sign out leaving the site.

Banksman/Traffic Marshal – a Key Role

A strict delivery procedure will be implemented to ensure that Donington Road is not overrun with site and delivery vehicles. The Developer's banksmen will ensure that traffic flow on this road is maintained at all times.

The Traffic Marshal 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 notice of deliveries. The movement of materials will also be controlled by The Developer's Traffic Marshal. He will be responsible for the coordination and control of all aspects of material deliveries and movement.

6.0 Proposed routes for Vehicles to the site

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

Vehicles will approach the site along Donington Road from the A17 Bicker roundabout or from Boston via Ralphs Lane and B1397 to See Appendix A.

7.0 Size of Vehicles

Numerous types of delivery vehicles will be used to bring materials to and from the site. These include:

- Skip lorries. These will include standard 8 yard skips for waste (approx. size 7m long and 2.4m wide).
- Ready mix concrete lorries. (approx. size 8.25m long and 2.45m wide).
- Flatbed delivery vehicles for the delivery of various materials including scaffolding, reinforcement, bricks/blocks, timber, roofing materials, plaster, joinery etc. (approx. size 8.5m long and 2.45m wide).

The projected vehicle movements are likely to be approximately 3 per day during the main contract works period.

8.0 Tight manoeuvres into the site

All vehicles will be able to turn directly into the Site. They will be able to turn within the confines of the Site and enter the public highway without reversing.

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

Construction of the new access road onto Donington Road.

10.0 Parking and Loading Arrangements

A strict delivery procedure will call off as much as needed only ethos will be implemented to ensure that Donington Road is not overrun with site and delivery vehicles. The Developer's traffic marshal will ensure that traffic flow is maintained at all times.

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 the 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 on Plot 8 within the boundary of the site.

Parking will be permitted on site for all sub-contractors. Sub-contractors will be encouraged to share vehicles whenever possible.

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 compound will be enclosed with heras fencing and controlled access gate. This will all be within the confines of the site and as shown on the drawings. See Appendix B. Fencing will be adapted as necessary.

14.0 Details of how pedestrian and cyclist safety will be maintained

When vehicles are entering or leaving the site, these will be supervised by traffic marshalls. Where vehicles are unloading, this will be supervised by a traffic marshal.

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. All delivery vehicles will be supervised/controlled by a 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 on to Donington Road.

With regard to cyclist safety any delivery vehicle parked within the loading area will be coned off to direct the cyclist around the lorry.

Should there be any complaints arising from the works, local residents will be able to call personally to the site manager at the site office or contracts manager in the HQ. The Construction Director will deal personally with comments or complaints from the public or neighbours 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 The Developer's Management Structure is a Site Manager. 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 so as 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.

In order to reduce traffic movements, full loads will be called off whenever possible and only accept part loads when essential.

16.0 Control of dirt and dust on the public highway

Mud and debris on the road is one of the main environmental nuisance and safety problems arising from construction sites. The Developer 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 cleaned of debris using a water supply and jet wash.

The Developer will also make provision for cleaning of the road as required by an approved road sweeper.

The Developer will insist on all muck away lorries being fully sheeted to minimise the risk of any mud over-spilling onto the highway.

The Developer 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 neighbours

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

The site team will have direct responsibility for fostering good community relations with all neighbouring 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 general public.

The Developer 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.

The Developer 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, cranes, etc.

Information boards will be displayed on the site boundary which will highlight the key personnel on site including their contact. In the event of a complaint the Community Liaison Representative 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 the person being allowed on site they have to 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 The Developer's own project procedures.

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

Before work commences The Developer will send out letters to the neighbours informing them of what will be happening and given them our contact name and telephone number.

This will include a 24hr emergency hotline.

The Developer will also maintain full and regular communications with affected neighbours regarding site activity, deliveries and traffic.

Should there be any complaints, as have been stated earlier, local residents will be able to call personally to the site offices. A record will be kept of all comments/complaints.

Other points that we will action:

- Ensure that site lighting does not affect neighbours.
- Ensure that the workforce maintain a respectable standard of dress code.
- Encourage operatives not to leave site in their dirty work clothes.
- Register the project with the Considerate Constructors Scheme.
- Provide ID hi-viz for all operatives.

19.0 Targeting zero non-hazardous waste to landfill

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

20.0 Energy usage

Where practicable, The Developer will 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

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

22.0 Waste Management

The Developer's approach to the treatment of waste is to employ a specialist waste removal supplier. This contractor will be 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.

The Developer will ensure that all access routes and fire escapes are swept and 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 swept clean on a weekly basis. Sub-contractors will be responsible for removing waste emanating from their works to a central point on site.

23.0 Completion of Works

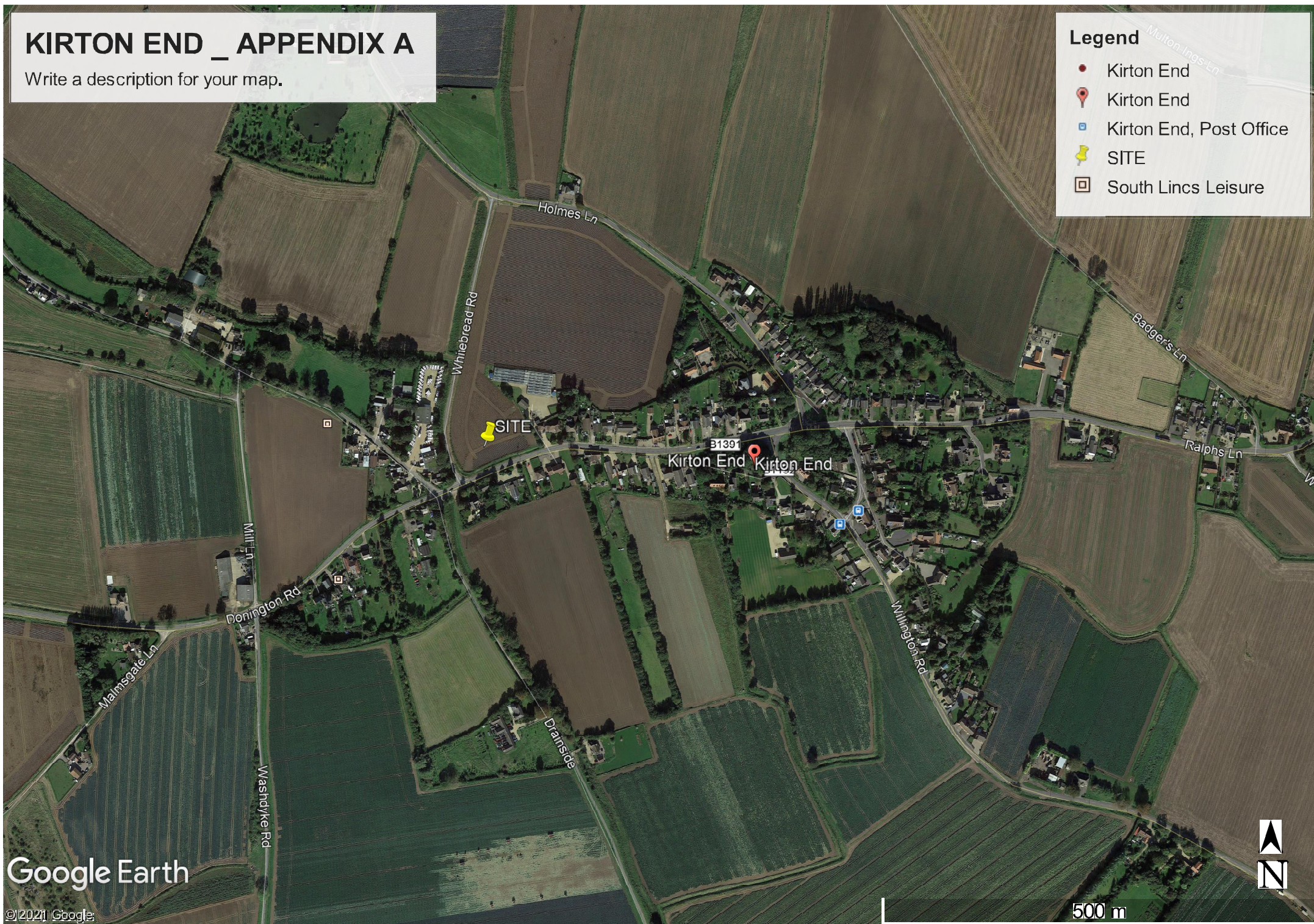
On completion of work the temporary compounds, etc. will be cleared away and made good to the satisfaction of Boston Borough Council and Lincolnshire County Council.

KIRTON END _ APPENDIX A

Write a description for your map.

Legend

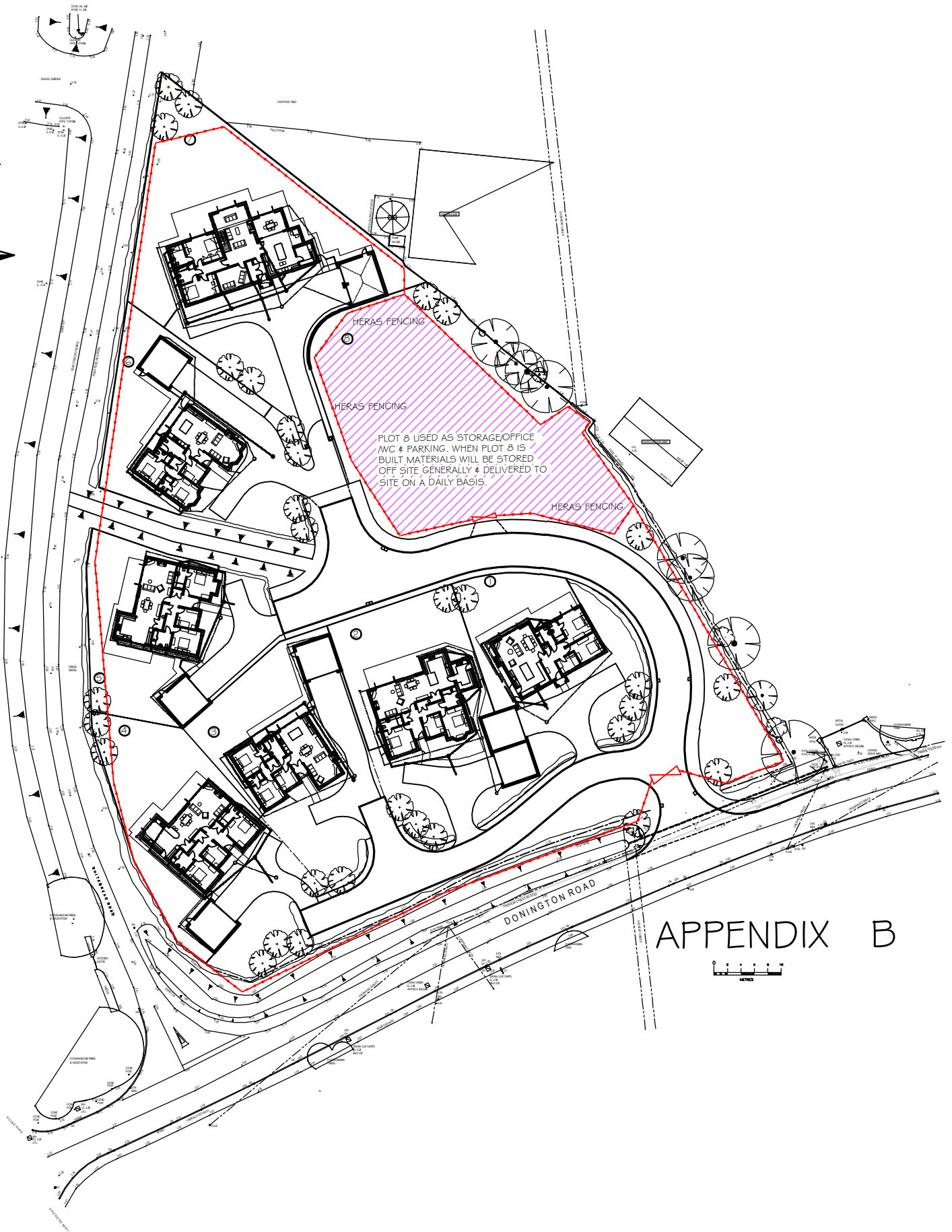
- Kirton End
- Kirton End
- Kirton End, Post Office
- SITE
- South Lincs Leisure



Google Earth

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500 m



APPENDIX B

