

## Condition 01 (Construction Management Plan)

### CONDITION

Development must not commence until a Construction Management Plan (CMP) has been submitted to and approved in writing by the local planning authority.

The CMP shall include details of:

- a) Hours of construction works;
- b) Construction vehicle numbers, type, routing;
- c) Traffic management requirements;
- d) Construction and storage compounds (including areas designated for car parking, loading/unloading and turning areas);
- e) Siting and details of wheel washing facilities;
- f) Cleaning of site entrances, site tracks and the adjacent public highway;
- g) Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;
- h) Provision of sufficient on-site parking prior to commencement of construction activities;
- i) Post construction restoration/reinstatement of the working areas and temporary access to the public highway;
- j) Where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements;
- k) Provision of hoarding around the site;
- l) Noise control measures to minimise noise and vibration; and
- m) Dust control measures.

The construction of the development shall not be carried out otherwise than in accordance with the approved CMP.

### RESPONSE

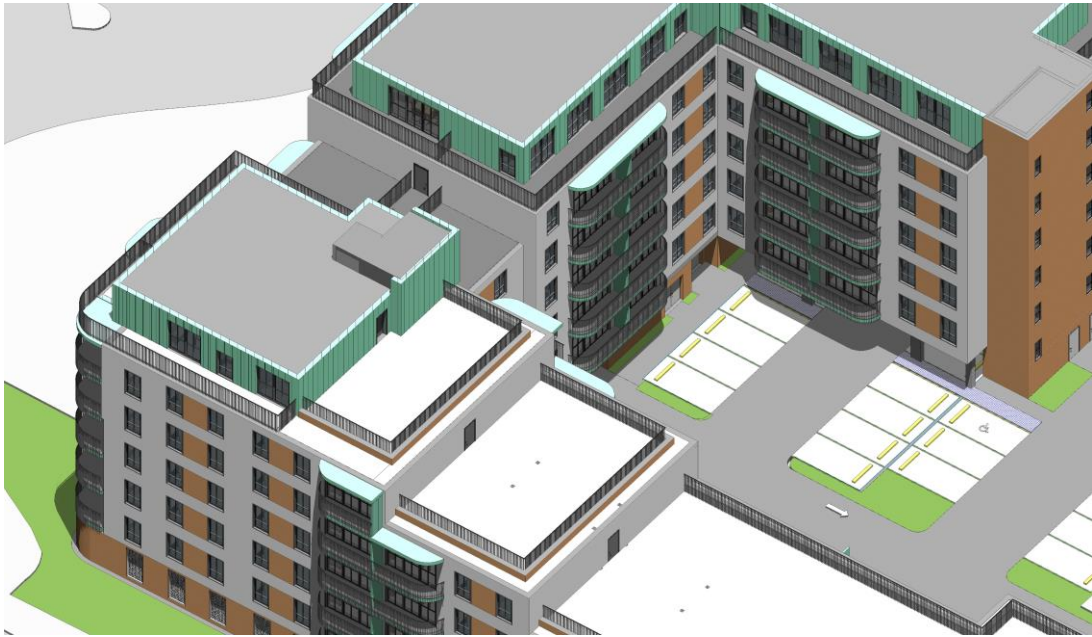
In order to protect highway safety and the amenity of other users of the public highway and rights of way and the amenity and living conditions of the wider public, we have complied a construction management plan (CMP) to be submitted.

Attached construction management plan under appendices demonstrate that condition has been complied with.

Drawing	Title	Rev	Date
220815 - CMP - Rev B - DRAFT	Construction Management plan	B	15 August 2022

### REASON

In order to protect highway safety and the amenity of other users of the public highway and rights of way and the amenity and living conditions of the wider public in line with the mitigation measures set out in the Environmental Statement and in accordance with the National Planning Policy Framework.



## Construction Management Plan (CMP)

Re-development of the former Volkswagen Dealership off Comet Way, Hatfield

Issue No.	Revision Description	Produced by	Date
1	Project Team	LL	June 2022
2	Amendment – Further detail added	Matt Schofield	Aug 2022

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## Section 1 Introduction - Description of the Site and Development

The following Construction Management Plan (CMP) has been produced for the re development of the former Volkswagen dealership in Hatfield, to explain the proposed programming and construction logistics, methodology and traffic management for the redevelopment.

**Site Address:** Comet Way, Hatfield, AL10 9TF

**Planning Ref:** P19/1369

### Main Contractor and Site Contact Details

Site Manager: Matt Schofield  
New Ways Construction Limited  
Unit 8 Carnival Park  
Carnival Close  
Basildon  
Essex  
SS14 3WN.  
Tel: 07827 448131

### Outline Scope

The site was formerly a Volkswagen dealership with fuel tank and associated petrol interceptors underneath the concrete slab

The CMP provides an overview for both the remediation and new construction works, its logistics and traffic management proposals and the management of health, safety, and environmental issues on and around the development. The intention is that the site operations will commence with Site set up/hoardings, remediation works new construction.

## Site Location

The site lies at the centre of Hatfield City centre along the A1001 which is predominately commercial and retail units with the Galleria shopping centre opposite. It is accessed via the A1001 which can be accessed by the A1m which provides direct access to the M25 which is the main motorway link between London and the channel ports

## Location Plan



## Key Issues and Challenges

- The removal of the redundant fuel tanks on site.
- The remediation of the existing site where required
- The logistics of site deliveries



## Section 2 Programming and Phasing

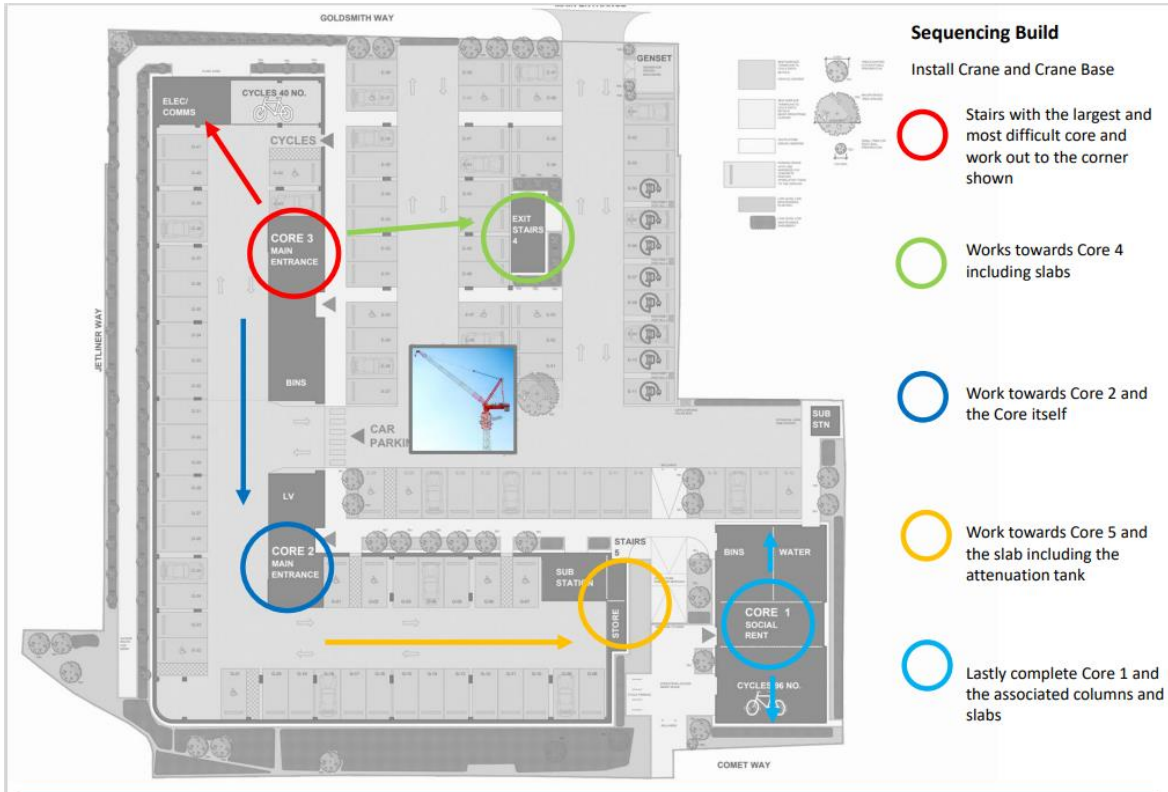
The programme outlined below, assumes that all planning issues have been resolved, and that all party wall awards with the adjacent owners are in place.

- **Preconstruction** – 16 weeks overall. Application of discharging of planning conditions, site surveys procurement of packages and a full design brief.
- **On site** – we would anticipate the overall construction period to complete the works to be in the order of 72 weeks. The individual phases will be overlapped to achieve a shorter overall project period

The principal strategy in programming the works is to carry out all the infrastructure, including the removal of the tanks that are in the location that will affect the piling of the foundations, utilities, and roads first then build all of the residential blocks continuously as one build.

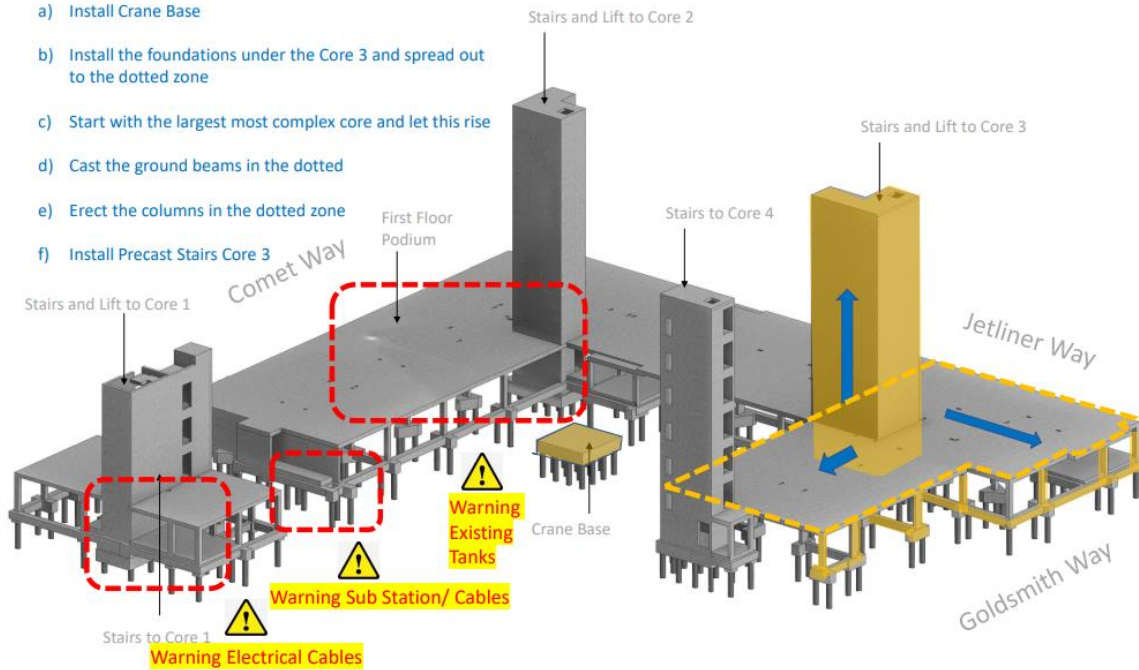
Completion of the blocks will include hard & soft landscaping, parking, cycle and bins stores. In essence, each block will be ready for occupation upon completion, the project will be built from the back to the front of the site allowing better access to areas on completion, the rear road (Goldsmith Way) will be utilised if possible as a one-way system to the site.

The following pictures illustrate how the build phases will be sequenced:



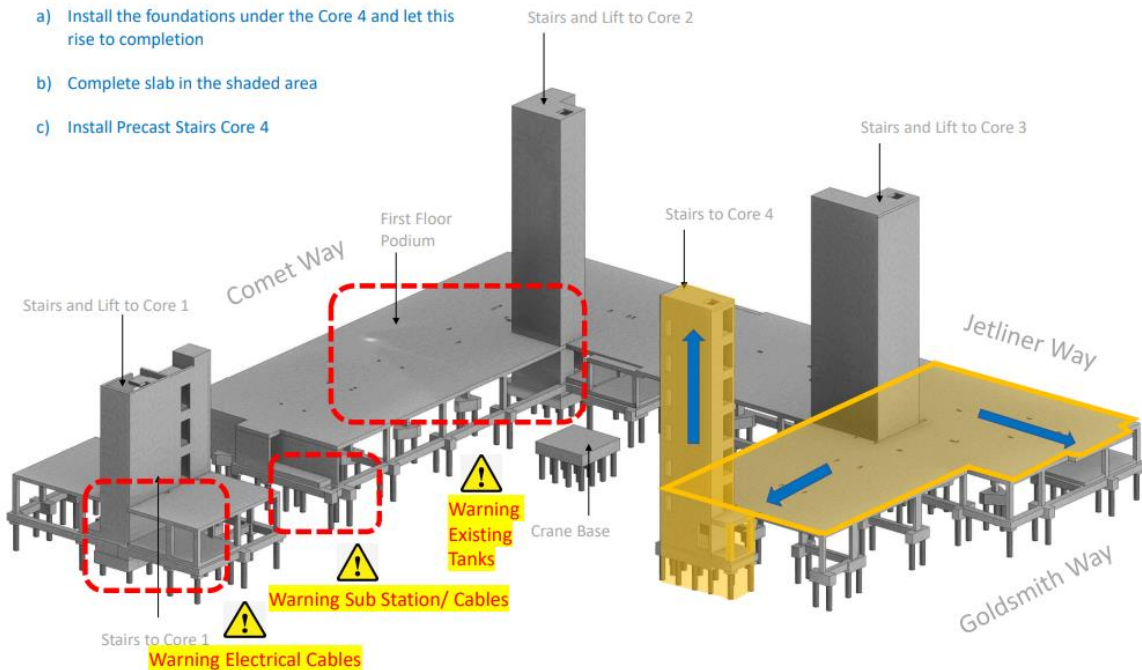
**Stage 1 Concreting**

- a) Install Crane Base
- b) Install the foundations under the Core 3 and spread out to the dotted zone
- c) Start with the largest most complex core and let this rise
- d) Cast the ground beams in the dotted
- e) Erect the columns in the dotted zone
- f) Install Precast Stairs Core 3



**Stage 2 Concreting**

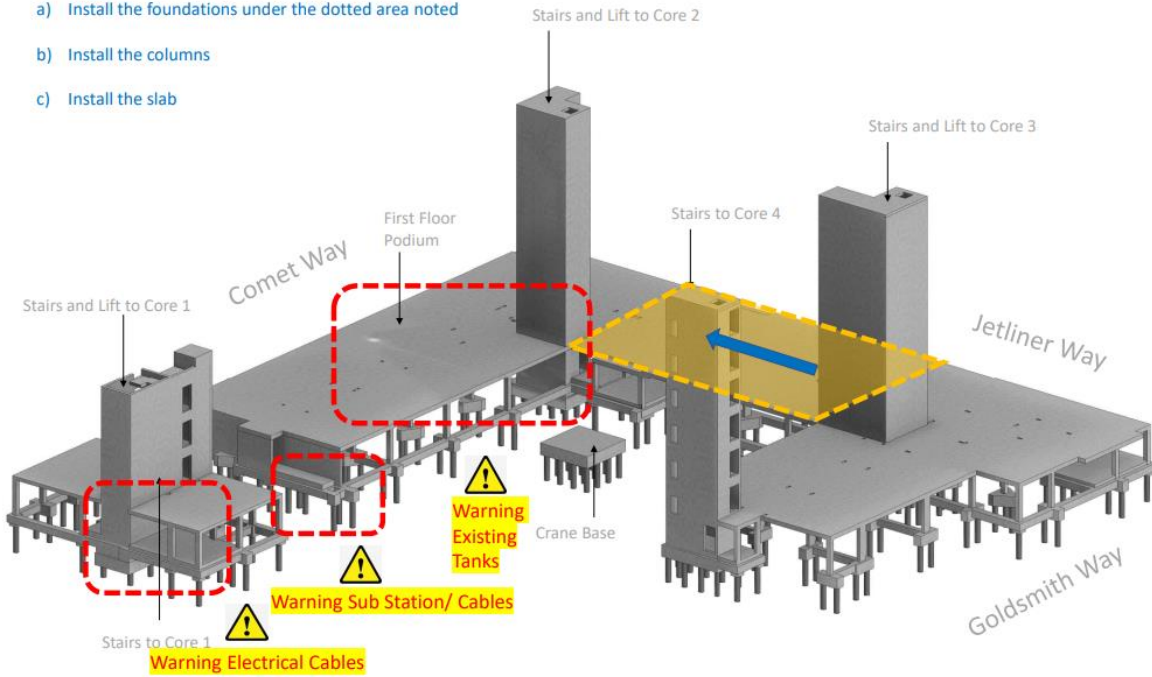
- a) Install the foundations under the Core 4 and let this rise to completion
- b) Complete slab in the shaded area
- c) Install Precast Stairs Core 4





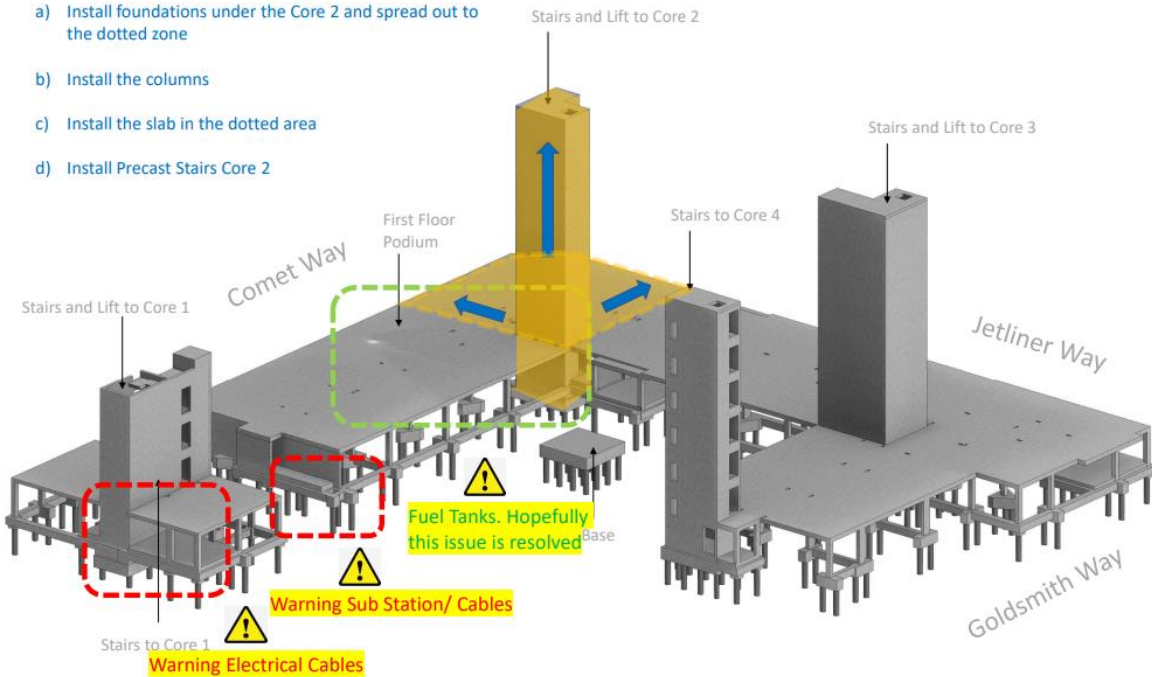
**Stage 3 Concreting**

- a) Install the foundations under the dotted area noted
- b) Install the columns
- c) Install the slab



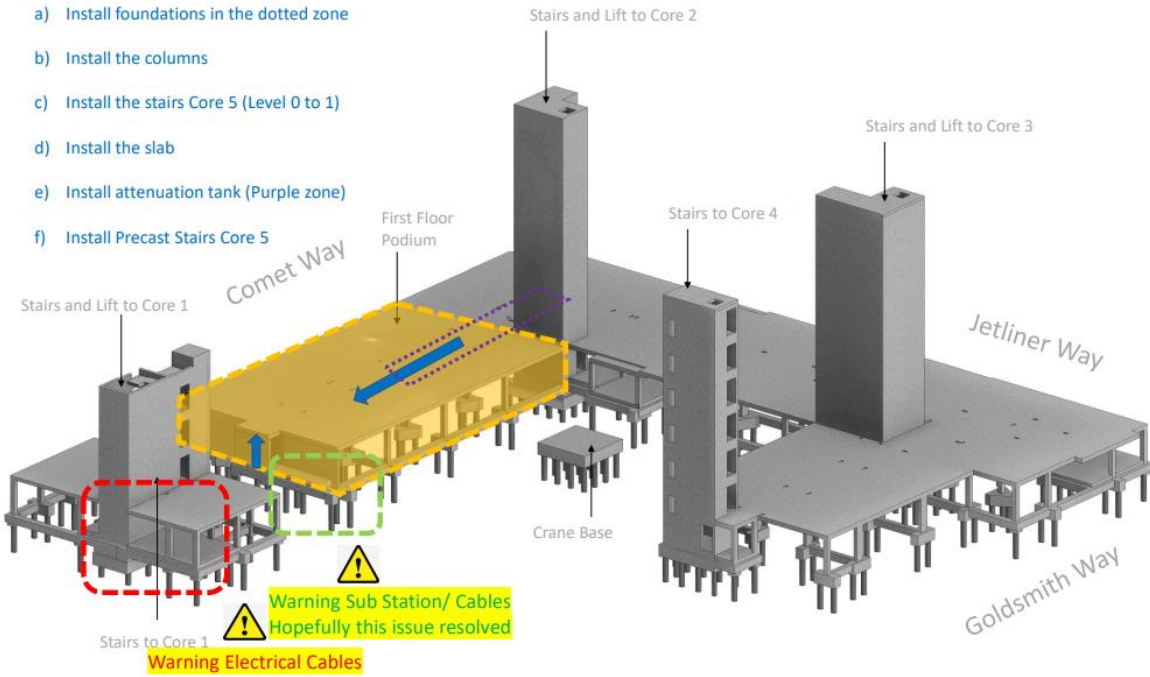
**Stage 4 Concreting**

- a) Install foundations under the Core 2 and spread out to the dotted zone
- b) Install the columns
- c) Install the slab in the dotted area
- d) Install Precast Stairs Core 2



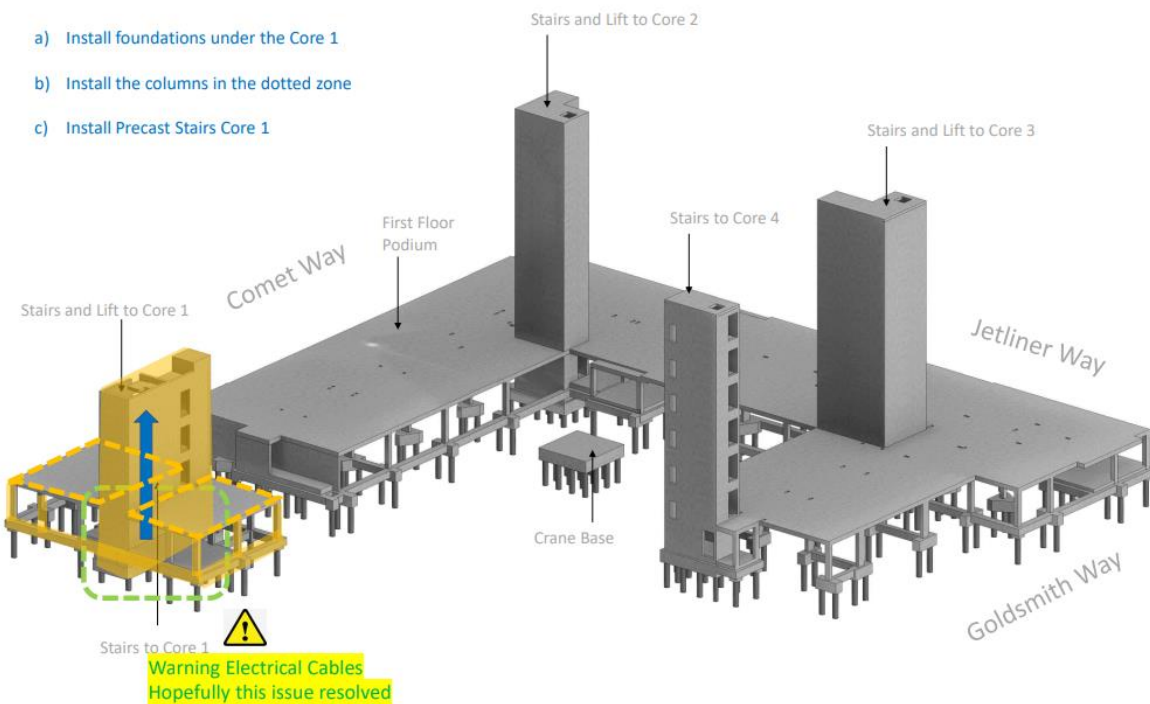
**Stage 5 Concreting**

- a) Install foundations in the dotted zone
- b) Install the columns
- c) Install the stairs Core 5 (Level 0 to 1)
- d) Install the slab
- e) Install attenuation tank (Purple zone)
- f) Install Precast Stairs Core 5



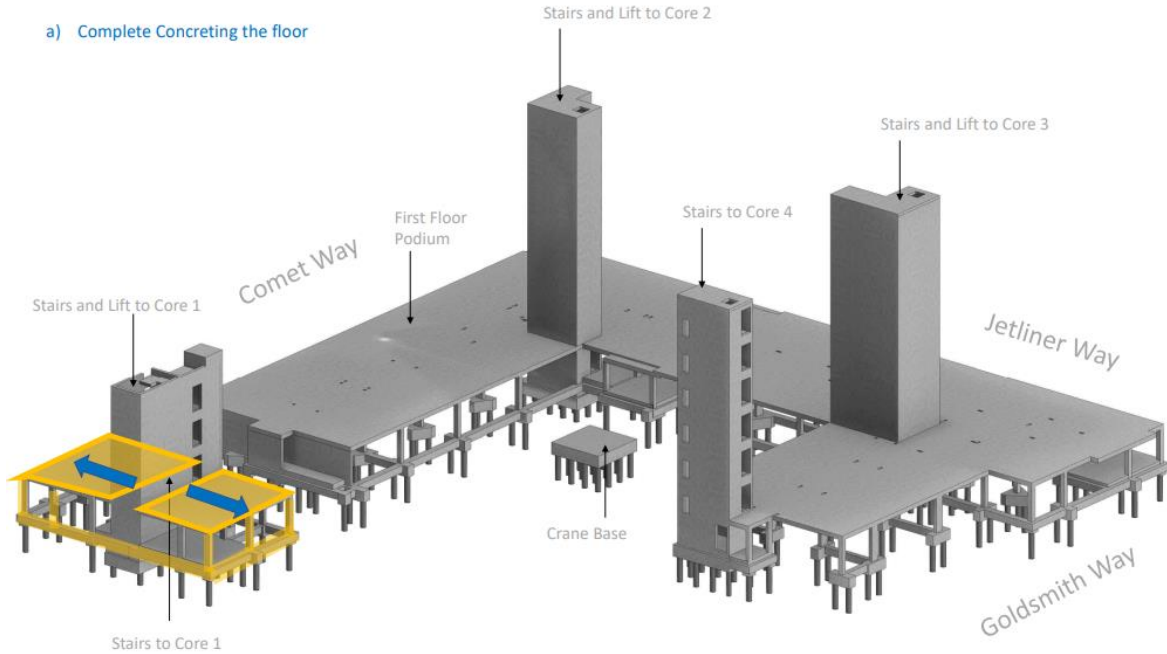
**Stage 6 Concreting**

- a) Install foundations under the Core 1
- b) Install the columns in the dotted zone
- c) Install Precast Stairs Core 1



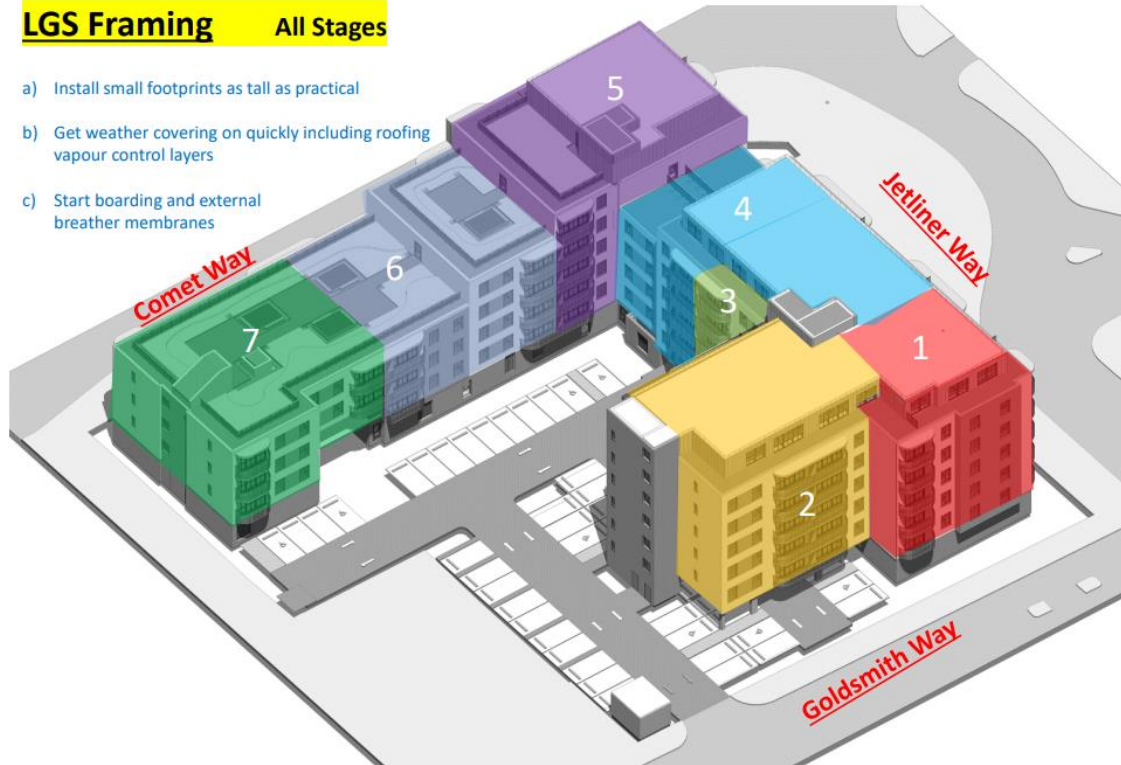
**Stage 7** **Concreting**

a) Complete Concreting the floor



**LGS Framing** **All Stages**

- a) Install small footprints as tall as practical
- b) Get weather covering on quickly including roofing vapour control layers
- c) Start boarding and external breather membranes



**Stage 1**

- 6 floors
- 250m<sup>2</sup> footprint
- Say 1500m<sup>2</sup> Build
- 50 Tons of LGS

**Stage 2**

- 6 floors
- 250m<sup>2</sup> footprint
- Say 1500m<sup>2</sup> Build
- 50 Tons of LGS

**Stage 3**

- 5 floors
- 250m<sup>2</sup> footprint
- Say 1250m<sup>2</sup> Build
- 40 Tons of LGS

**Stage 4**

- 6 floors
- 250m<sup>2</sup> footprint
- Say 1500m<sup>2</sup> Build
- 50 Tons of LGS

**Stage 5**

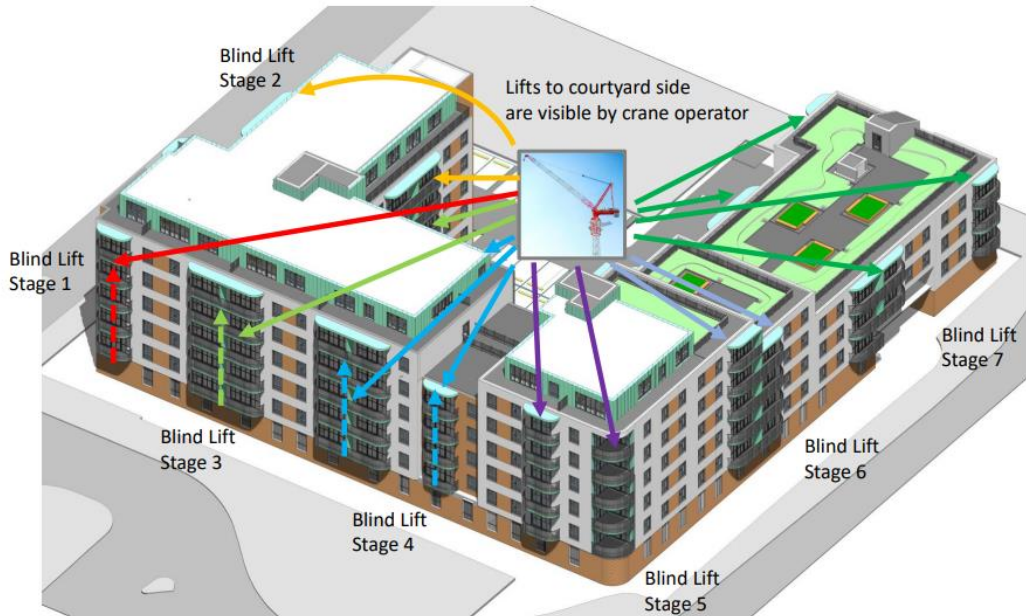
- 6 floors
- 325m<sup>2</sup> footprint
- Say 1800m<sup>2</sup> Build
- 70 Tons of LGS

**Stage 6**

- 5 floors
- 250m<sup>2</sup> footprint
- Say 1250m<sup>2</sup> Build
- 40 Tons of LGS

**Stage 7**

- 4 floors
- 300m<sup>2</sup> footprint
- Say 1250m<sup>2</sup> Build
- 50 Tons of LGS



The programme is based on the working hours for the site being:

08:00 and 17:00 Monday to Friday

08:00 and 13:00 on Saturday; and

No work on Sunday, Bank and Public Holidays.

All site deliveries and rubbish removal will be arranged between these hours and will be coordinated and managed on a 'just-in-time' delivery basis. Deliveries will be programmed to avoid the peak travel periods. All subcontractors and suppliers will be required to agree dates and times prior to delivery in addition confirmation of size of vehicle and unloading point.

## Section 2 Construction methodology

The outline Construction Methodology would comprise of the following sequence: -

- 1 Site set Up. Surveys, discharging of pre-commencement planning conditions  
hoardings & Cabins
- 2 Remediation of existing site,
- 3 New drainage & access road
- 4 Foundations to blocks.
- 5 Blocks superstructure using Light gauge steel framing system
- 6 New roof
- 7 Install new windows and façade
- 8 Building watertight
- 9 Fit out internal apartments
- 10 Test Commission and hand over
- 11 Landscaping
- 12 Clear site

All deliveries and waste away to and from site would be via Goldsmith Way

## Section 3 Construction Logistics

### Site Offices and Welfare Facilities

It is proposed that the site offices and welfare facilities are located around a central compound utilising existing concrete hardstanding area. The offices and welfare accommodation will be in the form of secure temporary 'portacabins'



Typical site Accommodation

Contractor Car Parking available on site, this will be extended as works progress

### Hoardings and Gates

The site entrance at Goldsmith Way at the rear of the development will be secured with double gates for vehicle access and a single gate for pedestrian access to minimise any cross routes for vehicles and pedestrians. This will lead to a vehicle unloading and turning area and contractor parking. These will have clear signage to direct public away from site and secured to prevent unauthorised site access. Heras fencing will form a secure barrier around the contractor parking area, the site & the site compound. The pedestrian route will predominately direct people to coming to the site office before entering site thus making sure everyone has a site and work specific induction and signing of correct permits and method statements before any progress with any works.

### Scaffolding and Gantries

The use of scaffolding will be prominent throughout the project as will be kept to a

minimum. The scaffolding in this case will go up in stages as levels are completed and will work in conjunction with the loading bats and 2 no. hoists.

All scaffolding works will be erected, altered and dismantled in a safe manner by competent people contracted for the scaffolding works only.

Strength and stability testing will be carried out for the works proposed to the start of the project and all RAMS and working at height requirements will be read and signed off before works commence.

During works there will be a daily briefing, weekly and monthly check to ensure a safe working environment for anyone using the scaffolding.

Tow boards, sheeting/netting and guard rails etc will be closely monitored and put in place where we decide it is required and will be reviewed with frequent scaffold inspections which will be recorded and logged on site.

### Cranes and Plant

It is proposed to use a tower crane and forklifts/telehandlers during the project. All lifting operations will occur within the site boundary. The crane will have a specially designed base made for the reach and lifting requirements of the model the company assign for this project. This will be a specialist operation company to install and dismantle. Once constructed, the crane is only accessed by competent operators or maintenance operatives.

All lifting operations will be undertaken by competent personnel on site.

Every lift will be subject to a plan made by an AP (Appointed Person) and carried out then only by competent slingers, operators and a banksman as required.

All lifting operations will be compliant to the LOLER act (Lifting Operations and Lifting Equipment) and logged on site.

This will also be monitored with daily briefings, weekly logistic meetings and daily and weekly checks and in accordance with specific RAMS and site-specific permits.

### Vehicle Offloading points

All deliveries to site will be via the main site entrance off Goldsmith Way.

All deliveries will be unloaded at a central point adjacent to the site compound and

distributed around the site by forklift/telehandler

### Licenses

Should any of the works, i.e., erection of any hoardings, placing of the static pump or any skips etc be required outside the site boundary on the footpath or highway, the appropriate licenses will be obtained from Hertfordshire County Council prior to commencement.

### Wheel washing

The initial stages of the project will involve excavations and there may be a requirement to remove surplus spoil from site. It is intended to keep the amount of spoil to a minimum. The nature of these works will, inevitably, produce a muddy environment. All vehicles leaving the site will be subject to an inspection to ensure that they are 'clean' to leave site without depositing mud on the public highway. High pressure hoses/jet washers will be used to ensure that all vehicles leave the site in a clean condition.

## Section 4 Transportation

### Photographic Condition Survey

The adjacent highways and footpaths and street signage in the vicinity of the site, will be subject to a photographic condition survey which will be completed prior to the commencement of any works on site. We will during the works, complete regular inspections to ensure any issues arising from the works traffic are notified and rectified promptly.

### Construction Vehicles

Delivery vehicles over the height of 3.3 metres will be instructed to approach the site from the primary access route of Comet Way and enter Goldsmith Way.

All suppliers and subcontractors will be advised of the access routes to the site to ensure that vehicles follow the designated access route, signage will be provided adjacent to the site to advise no waiting is allowed on the public highway.



It is envisaged that there should be no adverse implications to local bus routes from the proposed development.

All supplier vehicles delivering to the site will be issued with the site rules in relation to delivery hours and will be allocated to a specific loading or unloading time. All delivery vehicles will be banked to minimise the risk to road users and pedestrians.

If, in the unlikely event, that there is insufficient space on site for a site delivery they will be asked to wait away from the site in a safe location.

### Site Staff – Travel Plan

The location is well served with good transport links; therefore, all site staff and operatives will be encouraged to use public transport to travel to and from the site, using the buses and trains which operate on major routes into Hatfield.

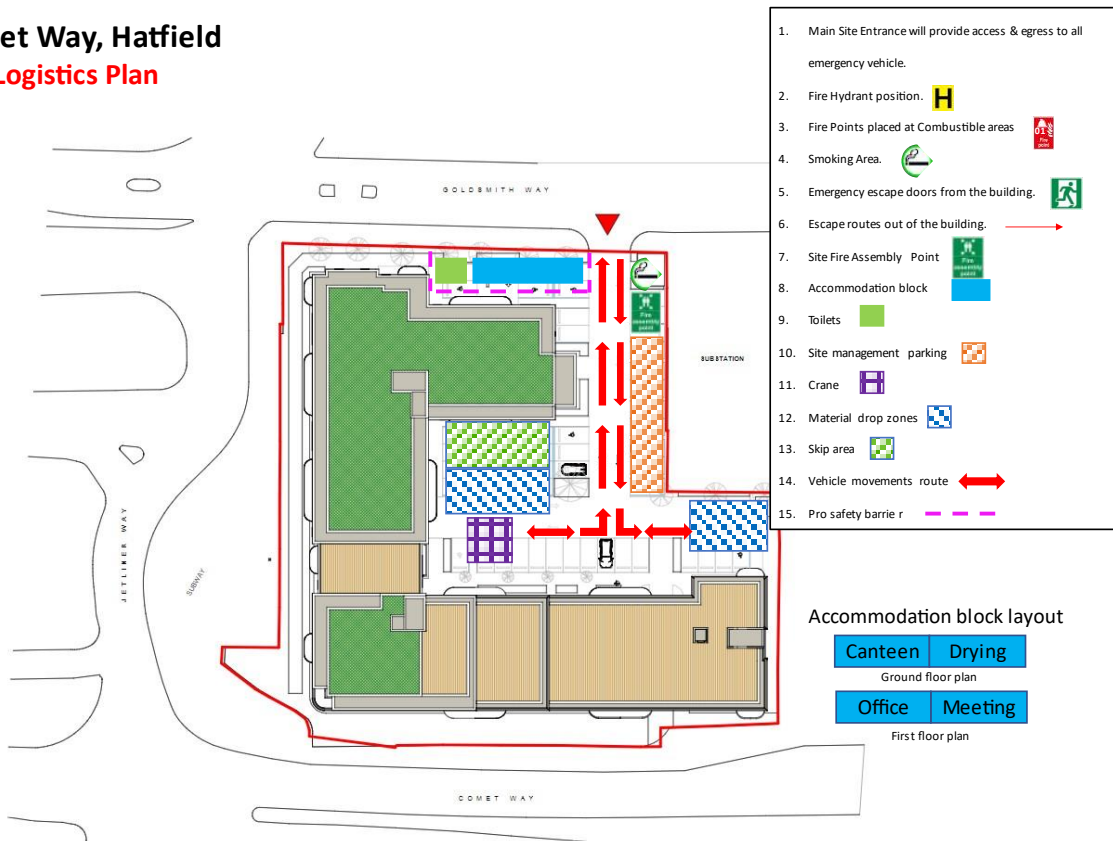
Secure storage for personal effects will be provided on site.

There will be onsite parking for site staff or operatives, and it will be made clear to all staff and operatives that the use of adjacent residential streets for parking will not be allowed. Any person found using adjacent streets for parking will be subject to a warning and any repeat offenders will be excluded from working on the site.

It is noted that a Pay car park is located opposite the site. Adjacent to the Galleria and this can be utilised if required.

The following picture illustrates the site logistics plan:

**Comet Way, Hatfield**  
**Site Logistics Plan**



**Section 5 Environmental**

Prior to commencement of any site works, we will produce a detailed Site Environmental Management Plan (SEMP). The SEMP will set out how we intend to operate the construction and work sites and will set out the specific control measures necessary to deliver the project, the SEMP will follow the parameters outlined below. We will demonstrate, via the SEMP, the management, monitoring, auditing, and training procedures that are in place to ensure compliance.

Due to the proximity of the residential properties to the South and East particular focus will be given on managing noise, dust, and air pollution. The following will be addressed when producing the final detailed risk assessments and method statements.

## Noise

Where practicable noisy plant and equipment will be situated as far as possible from noise sensitive buildings and / or acoustic lined enclosures will be erected. Plant and equipment powered by mains electricity will be used in preference to equipment powered by petrol or diesel engine. All plant and equipment will be fitted with effective exhaust silencers; compressors will be fitted with properly lined and sealed acoustic covers which will be kept closed whenever in use; and pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturers. All plant and equipment will be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions. All plant will comply with the relevant statutory regulations.

Plant and equipment in intermittent use will be shut down or throttled down to a minimum when not in use.

Where practicable, percussive demolition equipment shall be avoided with preference given to bursting or nibbling equipment.

## Vibration

Where practicable, plant, equipment and methods will be selected that will minimise vibration transferring to adjacent properties and the occupied retail units close by.

## Dust and Air Pollution

The works will be carried out taking consideration of 'The control of dust and emissions from construction and demolition' best practice guide.

Methods of working will be selected for all activities that will aim to minimise dust and air pollution.

No burning of materials / refuse will be permitted on the site. No crushing of materials will be undertaken on site.

Excavation pollution will be minimised by a combination of screening and watering down.

All vehicles leaving the site, will be monitored to ensure that any dirt or dust dropped onto the highway is immediately cleaned up. Further to this, the area around the site, will be regularly and adequately swept on a regular basis to prevent any accumulation of dust and dirt during the excavation and piling phases.

## Contaminated Land

The site is a 'brown field site' having been previously used as a fuel station and car sales showroom. Preliminary investigations have designated the site as having areas of contamination. As part of the planning permission pre-commencement conditions a remedial strategy will be developed for submittal and approval prior to commencement of site activities.

There are 20 fuel tanks underneath the ground, we are removing all tanks that reside within the footprint of the new building footprint.

## Drainage

Prior to excavation, any underground drainage runs connected to the public sewer, at risk of having construction waste entering them, will be sealed off for the duration of these works. Redundant drainage will be excavated or permanently stopped up.

## Electrical, Data/Telecoms and Gas Services

All existing Gas Data/Telecoms and Electrical Services will be surveyed and terminated at the perimeter of the site, prior to commencement of demolition works. Building supplies for power and water will be installed in liaison with the appropriate utility companies.

## Section 6 Health & Safety

A site-specific health and safety plan, which will comply with the relevant Health and Safety Regulations for the works being undertaken including:

- Provision of first aid cover and equipment is present
- Responsible for ensuring that material movement to and from the workface does not cause damage to the works, the workforce or the public
- Complete safety inspections to company and client standards
- Ensure team has safety training to the company and client's standard programme
- Create appropriate logistics awareness training and deliver to site workforce
- Manage and maintain visitor PPE stocks
- Produce method statements, risk assessments ensure lifting plans are produced

- To protect road users and pedestrians from traffic created by the site works

## Section 7 Liaising with the Authorities and the Public

### Hertfordshire County Council

We will liaise with the local Council Environmental Inspectors both before the issuing of the S2787 and the S38 licences and subsequently when the works commence.

In particular, a schedule of work will be issued to the Inspectors to enable the Council to assess the potential for nuisance including the location of plant with respect to sensitive areas and the locations of delivery, storage and handling areas.

### Public

Prior to any works commencing, we will inform occupiers of adjoining properties which may be affected by construction works about the works to be undertaken. This will include details of the nature of the works, proposed hours of work and their expected duration. The information will be delivered as a letter to their premises and displayed in conspicuous positions around the site, with links to a website.

The letter will also include the name, mobile telephone number and e-mail address of a main contact within our organisation who is able to give further information and deal with any complaints or emergencies that may arise at any time. A log will be kept of contact with the public and the actions taken to resolve any issues arising.

### Agreement

The agreed contents of this Construction Management Plan shall be complied with unless otherwise agreed in writing by the Council. This may require the CMP to be revised by the Developer/Main Contractor and reapproved by the Council. The Project Manager shall work with the Council to review this Construction Management Plan if problems arise in relation to the construction of the development. Any future revised plan must be approved by the Council in writing and complied with thereafter.