



CONSTRUCTION MANAGEMENT PLAN

for

Change of use of an office building to form 24x2 bedroom residential apartments with balconies, the construction of an additional two stories and a four storey side and rear extension with roof garden, layout of 26 car parking spaces and cycle parking, internal access routes and supporting infrastructure.

at

37 BROADWATER ROAD

WELWYN GARDEN CITY

AL7 3AX

4th July 2018

Bishopswood Estates Ltd are the Construction Project Managers for the construction of the development approved under planning permission 6/2016/2497/MAJ

As part of that permission a condition was imposed which required approval prior to the commencement of development.

Condition 5 requires a Construction Management Plan to be produced prior to the construction of the development and to be approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved plan.

This report addresses that condition.

The site is shown outlined in red on the attached plan.

Construction Management Plan

Prior to commencing works on site, and to address planning Condition 5, we set out below how we will deliver the project, in accordance with this Planning Condition as follows:

1. Vehicle parking for site operatives and visitors
2. Loading and unloading of plant and materials
3. The storage of plant and materials
4. Working hours of construction and timetable of works
5. Wheel washing facilities to plant, equipment and machinery
6. Measures to control the emission of dust and dirt during construction
7. A scheme for the recycling/depositing of waste resulting from construction works

1. Vehicle parking for site operatives

Site operatives will park on the site and will be managed accordingly by the site manager.

We always encourage our subcontractors to allow for offsite parking for their operatives, at the nearest authorised available parking venue, and commute to the site where possible. Where this is not possible by the nature of the workforce, we again encourage that the subcontractor

supply or encourage the sharing of vehicles for their team members and their required tools, to minimise any disruption to our neighbouring stakeholders.

2. Loading and Unloading of Materials

Main access to the development site for all deliveries is via Broadwater Road into the site.

All of our supply chain will be given a pre development document which will clearly state the methodology of delivery plant, machinery, and materials to the site, with any time constraints as stated within the approved planning document, the route in which they will take, and the protocols that we will have in place for receiving such deliveries. There will be a space allocated within the site for vehicles to stand and wait to be unloaded by our site Tele- handler/forklift.

Bishopswood Estates Ltd will employ a site manager with a roster for when all deliveries and arrivals are expected to allow for the banksman to have control access to avoid disruption on Broadwater Road.

No stacking will be required or permitted on the highway.

This is supplemented with our on site traffic management signage, which will include any pedestrian diversions as well as exit/entry signs for vehicles as shown on the locations on the attached plan. However it is not anticipated that any diversions will be required

The largest volume of vehicle movement will be during the earthworks to the scheme to reduce the existing land levels in line with the proposed approved scheme .

3. The storage of plant and materials

Due to the nature and the site constraints of this site, there will be very little materials stored within the site, and certainly no materials stored within the green hatched areas or outside of the hoarding line shown edged red on the attached plan. Materials will only be procured and delivered within a few days of those materials being installed as part of the works programme. These materials will be securely stored on clean, hard-core surfacing within the hoarding line.

There will be elements of plant that will be parked within the confines of the site, but only for the duration of the works that they are associated with.

4. Working hours of Construction

The working hours will be between 8.00am to 5.30pm Monday to Friday and if necessary 8.00am to 1.00pm on Saturdays.

5. Wheel washing facilities to plant, equipment and machinery

Prior to any vehicles leaving the site, they will be inspected by Bishopswood Estates Ltd Site Foreman for any defects associated with their wheels, tyres and undercarriage with regards to their physical appearance, and whether they are free from excessive dirt, mud and obstructions. If they are not free from any of these, then they will be pressure cleaned to remove any dirt, mud or obstructions from their wheels and undercarriage, by a Bishopswood Estates Ltd operative. To supplement this operation, there will be a road sweeper engaged as required to clean the immediate roads in, and around the site.

6. Measures to control the emission of dust and dirt during construction

Dust emissions and odours arising from a site can potentially annoy neighbours and even cause health risks at high concentrations. Under the Environmental Protection Act 1990 the Company has a duty to avoid causing a statutory nuisance due to creating dust that may affect the workforce, neighbours and the environment. Failure to do so is a criminal offence and may result in prosecution and an unlimited fine.

Bishopwood Estates Ltd have in place Health & Safety and Environmental procedures to ensure that the site team is fully aware of all those who may be affected by the work and to put in place control measures to minimise any nuisance or inconvenience.

Effective planning and management of dust control requires a thorough understanding of the construction programme, the operations and their likely impact due to the changing weather conditions. The control measures that will be introduced reflect the site team's knowledge of the programme and site operations to combat dust.

To minimise the nuisance of dust generated by the construction operations the following operational constraints will be implemented:

- Haul routes to be located away from sensitive areas, if possible,

- Provide a length of paved road before the exit from the site,
- Where hard surfaced roads are constructed the roads will be regularly swept to prevent a build-up of dust and debris,
- Sweep public roads regularly when potential traffic movements containing soil, spoil, hardcore, concrete etc. are being taken in or out of the site,
- Ensure that all dust generating materials transported to and from site are covered by tarpaulins,
- Traffic speed on site to be lowered to prevent the generation of dust,
- Construction methods will be reviewed to limit the generation of dust i.e. wet cutting in lieu of dry cutting where practicable,
- Control of dust to be implemented on site by the use of a water bowser unit to dampen site access and haul roads,
- Plant and equipment to be selected to minimise the generation of dust,
- Dust migration to adjoining properties to be restricted by the use of debris netting fixed to all the perimeter fences,
- Store materials as far away as possible from sensitive boundaries, whenever possible.

During very dry conditions, consideration would be given to suspension of soil handling operations if wind speeds give rise to dust generation that could cause a nuisance to dust sensitive locations in the vicinity of the site, particularly during dry and windy conditions. Being aware of the impact of dust creating operations is key to good dust management. Having good communications, including on-site inductions, toolbox talks, notices, site briefings to staff etc. are therefore essential.

The monitoring of operations with the potential to cause airborne dust emissions will be regularly undertaken by the Project Manager or his appointed representative. This will predominantly take the form of personal visual assessments. All findings, including the prevailing weather conditions, will be recorded in a log book kept specifically for recording site conditions and events. As a minimum, entries in the log book would be made at least daily.

7. **A scheme for the recycling/depositing of waste resulting from construction works**

a. Waste Reduction

Bishopswood Estates Ltd are committed to the reduction of waste in order to minimise the amount of waste sent to landfill sites through the re-use, recycling and the responsible disposal of waste and will sign up to WRAP's initiative of "*Halving waste to Landfill*"

Bishopswood Estates Ltd approach waste management in accordance with the waste hierarchy:

Reduce:

Where possible waste is avoided. This may be achieved by the following means:

Influencing the design to use standard sizes of materials by incorporating existing site materials into the scheme and through the use of modern methods of construction, e.g. off- site manufacture.

Provide appropriate storage for materials on site to eliminate wasted product, this may be means of covered areas or sited away from plan movements and low spots which may gather water.

Re-Use:

Bishopswood Estates Ltd recognise that waste materials can be re-used on site or on other sites to prevent them entering the waste management chain. This may be achieved by the following means:

All operatives are trained to report any off-cuts which can't be used to the Site Manager before they are placed in a skip. The Site Manager will endeavour to get other trades to use the off-cuts.

All excess materials are appropriately stored and collected from site for re-use on other projects.

All packaging waste is returned to the supplier where practical, where this isn't possible then Bishopswood Estates Ltd will endeavour to get items able to be re-used by other companies, e.g. pallets, collected for reuse.

Where possible demolition waste is crushed on site into 6F2 and re-used as sub-base in the permanent works.

Where bulk materials, i.e. soils and demolition wastes, cannot be re-used on site then Bishopswood Estates Ltd endeavour to ensure these are used on other suitably licensed sites. This is achieved by considering requirements for other projects being conducted by Bishopswood Estates Ltd or other Main Contractor's sites being worked on by our supply chain. Where these are not available then Bishopswood Estates Ltd will use waste brokers to try and find suitable sites for the materials to be re-used.

Recycle:

Bishopswood Estates Ltd endeavour to provide segregated waste containers on site for all materials which have a recycling market. This may be any of the following:

- Brick and concrete
- Wood
- Glass
- Paper/cardboard
- Metal
- Plasterboard
- Waste electrical equipment

Bishopswood Estates Ltd expect to recycle between 95% and 100% of the above materials. Where it is impractical to provide segregated skips, due to space restrictions or volume of waste produced, then waste management contractors with a proven track record of recycling high proportions of mixed construction and demolition waste are appointed.

Disposal:

It is general policy not to send any waste directly to landfill sites. This is only conducted where the waste is hazardous and there are not techniques available to remediate it, e.g. asbestos. Apart from this the only wastes consigned for disposal are the small proportions of mixed construction and demolition wastes which cannot be recycled, generally because there are not recycling markets for the material.

b. Site Waste Management Plans

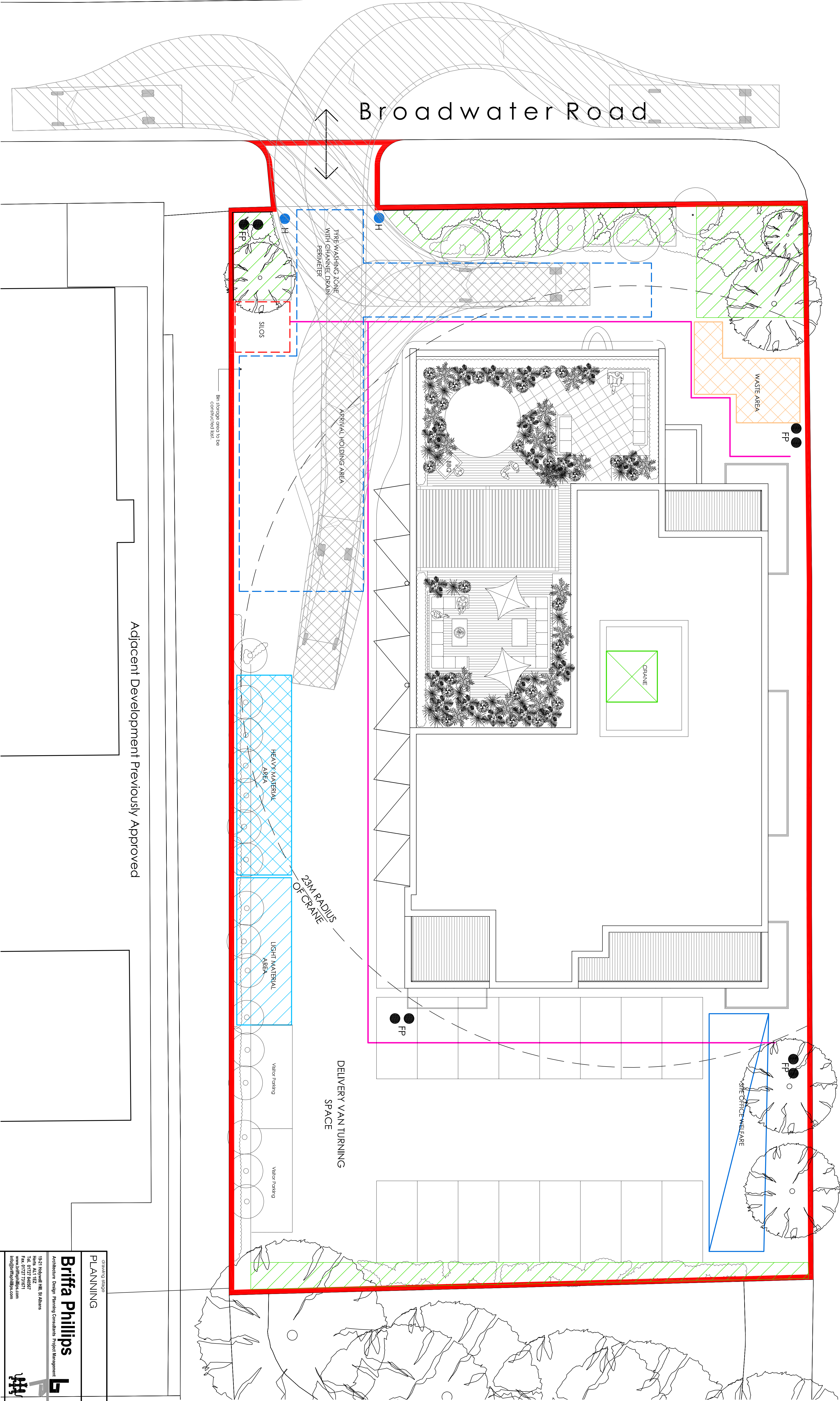
The monitoring of construction waste is undertaken through Site Waste Management Plan procedures. The Site Waste Management Plan is prepared by the Bishopswood Estates Ltd Contracts Manager. All sub-contractors are required to sign up to the SWMP during the pre-contract meeting during which the requirements are explained. All sub-contractor's site operatives are required to attend a site induction during which the requirements of the SWMP, and Bishopswood Estates Ltd standard procedures, are explained.

c. Packaging

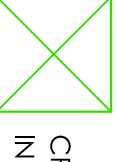

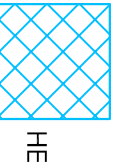
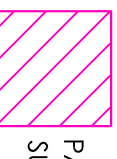
Take back schemes are agreed with all major suppliers of materials requiring significant packaging before an order is placed, e.g. cladding, which achieves a 100% recovery rate. Minor amounts of packaging are almost exclusively made up of recyclable materials (cardboard, metal banding, plastic etc.) which are sent for recovery. By taking these actions the net recovery rate for packaging materials is regularly above the 95% recovery stated by WRAP as best practice.

The majority of our packaging can be collected after delivery for re-use or recycling. How this works practically is that we store on site awaiting the next delivery, which is then used to return the packaging directly to the supplier without the need for an additional journey. For ad-hoc items or for the packaging received on the last delivery we recycle the packaging with a local waste management contractor to eliminate specific collections by the supplier reducing carbon emissions.

In accordance with packaging legislation, we keep a record of packaging materials which we import to monitor and reduce the effect our operations have on the UK waste stream.



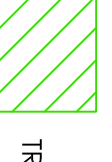
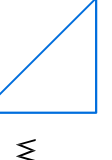
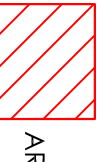

KEY

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PARKING FOR SUB CONTRACTORS

HEAVY MATERIAL AREA

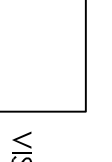



WASTE AREA

CRANE LOCATION IN LIFT SHAFT
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CAR PARKING SPACES

ARRIVING HOLDING AREA



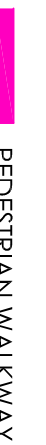
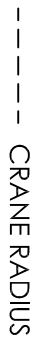
TIRE WASHING ZONE

VISITOR PARKING
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LIGHT MATERIAL AREA

SILOS

WELFARE

TREE PROTECTION AREA
- 

CRANE RADIUS

PEDESTRIAN WALKWAY

HOSE PIPE CONNECTION

FIRE POINT

Adjacent Development Previously Approved

PLANNING


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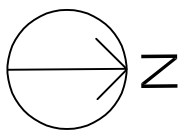
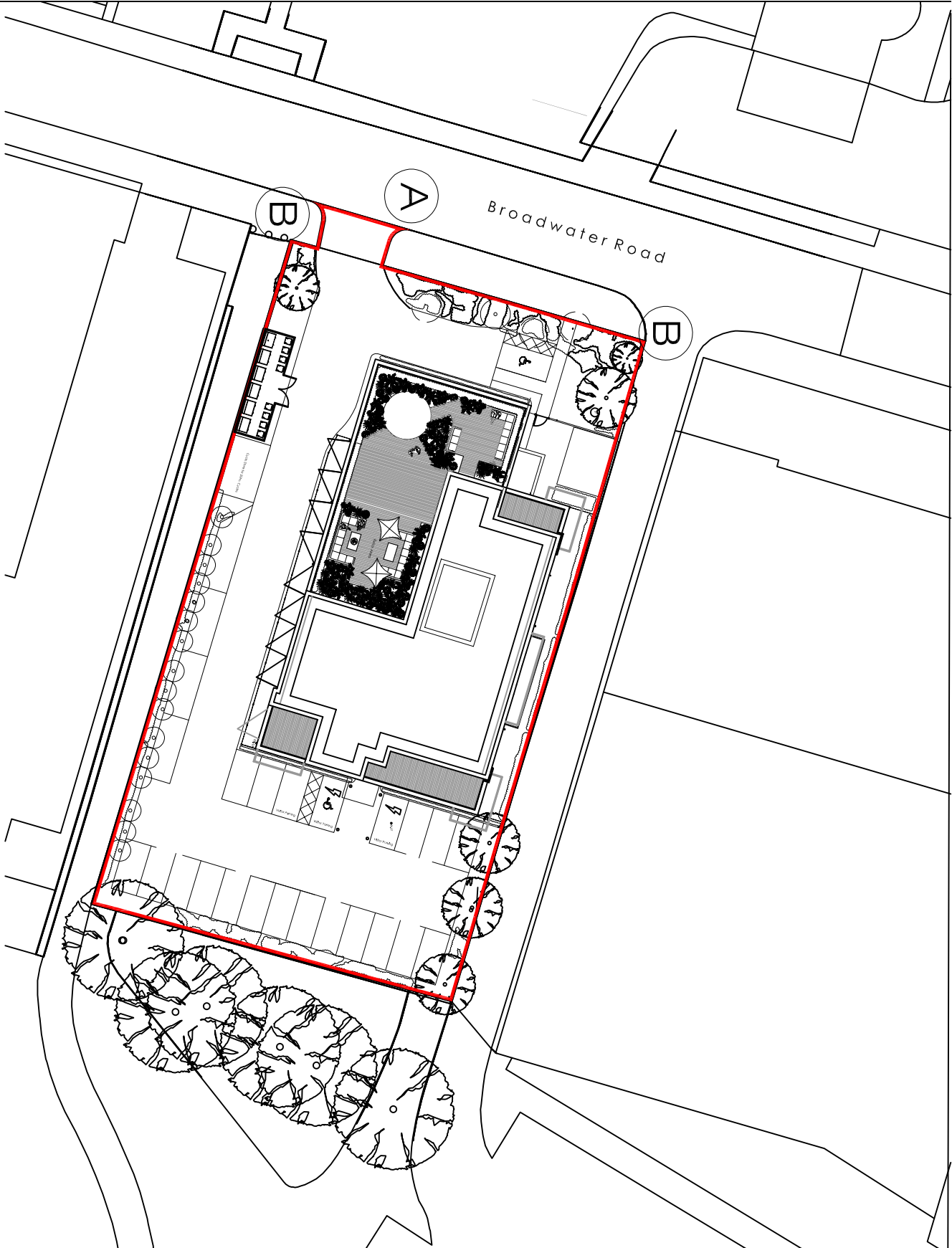
Architecture Design Planning Consultants Project Management

Britta Phillips

Project title: 07 BROADWATER ROAD WELLYN

Drawing title: HEALTH AND SAFETY SITE MANAGEMENT PLAN

Scale:	1:100@A1	Job project:	W/B	Drawn:	N/R	Checked:	
Date:	04/07/2018	Project no:	1583	Drawing no.:	208	Revision:	A



- A Vehicle entry and exit sign
- B Pedestrian diversion or warning signs

drawing stage
PLANNING

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Project title: 71 BROADWATER ROAD
WELWYN

drawing title:
SIGNAGE PLAN

Scale:	Job architect	drawn	checked
1:500@A4	MB	NR	
Date:	Project no.	Drawing no.	Revision
04/07/2018	1583	209	A