

**Bishopswood**  
Estates Ltd



## **CONSTRUCTION MANAGEMENT PLAN**

for

**Construction of new build of 22 x 2 Bedroom and 2 x 3 Bedroom residential apartments with balconies and a roof garden. Layout of 26 car parking spaces, cycle parking, refuse store, internal access routes, landscaping and supporting infrastructure.**

at

**37 BROADWATER ROAD**

**WELWYN GARDEN CITY**

**AL7 3AX**

**06 April 2020**

Bishopswood Estates Ltd are the Construction Project Managers for the construction of the development 6/2018/2387/MAJ.

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 1, 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. Site Compound and Welfare Facilities
6. Wheel washing facilities to plant, equipment and machinery
7. Measures to control the emission of dust and dirt during construction
8. Traffic management and site access
9. Times and routes
10. 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 within the rear car park of which will be managed accordingly by the site manager.

#### **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. Site Compound and Welfare Facilities**

Site office welfare cabin facilities encompassing toilets and the Main Contractors office site cabin will be located at the far rear North East corner of the site whilst site works are in progress. This location will be sited in proximity to contractors and visitors parking which will remain unobstructed from construction traffic and delivery vehicles flows at the front of the site.

**6. 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.

**7. 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 logbook kept specifically for recording site conditions and events. As a minimum, entries in the logbook would be made at least daily.

## **8. Traffic Management & Site Access**

The front of the site will be cordoned off with lockable gates and general public access will not be permitted.

Construction vehicles accessing the site will approach and arrive at the site via Broadwater Road, throughout the construction programme.

Access and egress for delivery of materials will be coordinated by the Main Contractor's logistics manager, and all traffic movement will be controlled and monitored by a competent and certified banksman.

A delivery procedure is to be implemented to ensure Broadwater Road is not overrun with site and delivery vehicles, obstructing public access along the carriageway. The Main Contractor's road marshal will ensure that traffic flow on Broadwater Road is maintained.

The current number and types of vehicles are unknown at this stage; however more defined details will be known closer and prior to scheduled delivery times during construction. When it is known and planned what deliveries and subcontractor vehicles will be entering the site, this will determine the type and number of vehicles. Once known, an effective management programme will avoid disruption to the public realm upon Broadwater Road. This is to be reviewed at known scheduled delivery times, to be coordinated and managed by the Main Contractor and logistics manager.

The movement of materials will be controlled by the site marshal who will assume responsibility for the effective movement and flow of material deliveries and construction vehicles entering and exiting the site.

Details of access, egress and allocated time slots of deliveries are to be communicated and issued to all suppliers and subcontractors.

## **9. Times and routes**

Planning for construction vehicles accessing the site will be directed beforehand with instructions. Vehicles will be directed on route to and from the site to minimise public disruption. Times of construction and delivery vehicles entering and exiting the site, will be within working hours— See section 4 'Working Hours'.

All suppliers and subcontractors will be required to give at least 48-hours' notice to enable a carefully managed allocated time slot to avoid conflicting busy school drop off and pick up times.

All construction and delivery vehicles will be able to enter the site in forward gear and manoeuvre on site as per drawing 1583-208A.

10. **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.

