

Construction Management Plan

For

Hilltop Farm, Earl Shilton



Hilltop Farm, Earl Shilton

Revision B – August 2023

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1.0 Description and Location of the Works

1.1 Project Description

The project is for the construction of 50 new properties, including associated foul and surface water drainage, access roads, parking and soft landscaping.

The houses are constructed from load bearing masonry with timber joist upper floors, timber roof trusses and concrete tile roof covering.

1.2 Project Location

The project is located at the following address: -

Former Hilltop Farm
Leicester Road
Earl Shilton
Leicestershire
LE9 7DP

1.3 Programme

Construction period 84 weeks

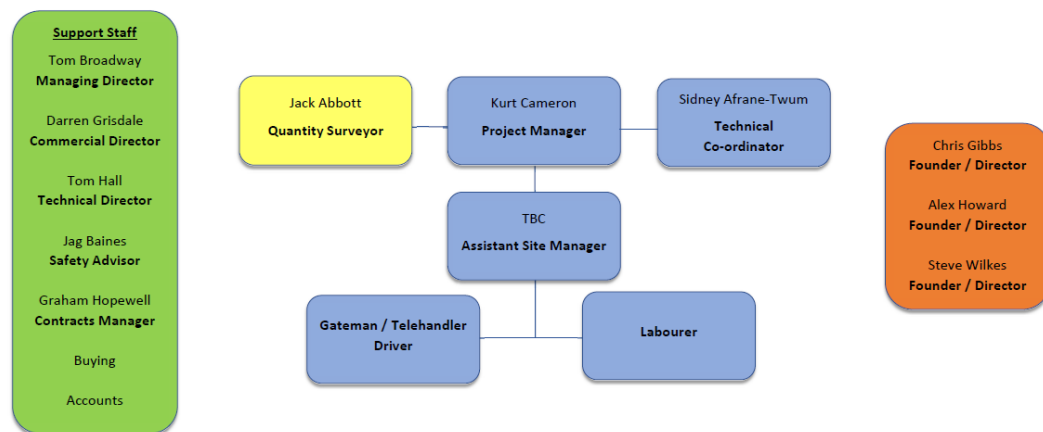
1.4 Working Hours

8.00am and 5.30pm Monday to Friday;
8.00am to 1.00pm Saturdays
No works at all on Sundays or Bank Holidays

2.0 How the Work is to be Managed

2.1 Project Management Structure and Responsibilities

Proposed Project Organogram – Hilltop Farm, Earl Shilton



The Project Manager is responsible for planning and the day-to-day management of health, safety and environment on this project, with the direct assistance of individual line managers and supervisors.

2.2 Health, Safety and Environmental Goals and Emergency Procedure

Goals:

- To have no major accidents on site or adjacent to the site
- To have no dangerous occurrences on site or adjacent to the site
- To have no fatalities on site or adjacent to the site
- To have no occupational ill health arising from the project
- To ensure that no environmental damage occurs
- To ensure the minimum disruption to the local community.
- To exclude unauthorised persons from the construction site.
- To provide safe access to, and egress from, workplaces
- To provide workplaces that are free from risks to the health and safety of persons at work, or affected by the work, so far as is reasonably practicable.
- To provide operating conditions so that the lowest reasonably practicable levels of noise and dust are generated by construction activities.

Emergency Procedure:

If an emergency is encountered on site any operative must raise the alarm at the nearest fire point. The site first aider and/or Site Manager will then coordinate the emergency response, including contacting the relevant emergency service, if required. Any first aid will be given by the designated first aider for the site.

All site personnel are to congregate at the site muster point for a role call to ensure everyone is in a place of safety.

If emergency services are required, the site gates are to be opened in preparation for their arrival to allow them to drive directly onto site. The Site Manager is to meet the emergency personnel just inside the site gates and explain the situation.

An emergency file is to be kept on site which details the location of any flammable materials and chemicals, location of the nearest hydrant and safe pedestrian routes. This can be given to any emergency service that may have to enter site and allow any rescue procedure to be implemented safely.

2.3 Site Security

Tricas Construction Limited are responsible for preventing unauthorised access to the construction site, particular attention is to be given to children given that the project is situated on the edge of a populated village.

Tricas Construction Limited shall be wholly responsible for the security of the site and provide all necessary measures as are reasonably practicable to prevent un-authorised access. Due to the nature of the site, it is likely that problems associated with vandalism, theft and nuisance could be encountered. Account is to be taken of unauthorised persons, especially children and young people, straying into work areas while construction activities are taking place.

The site will be supplemented with secure access gates for vehicles and pedestrians and warning signage explaining the dangers present on the construction site will be displayed at regular intervals. If a solid hoarding is chosen, mesh viewing panels will be incorporated so that curiosity of passing members of the public does not force them to gain access to see the works progressing within.

A site CCTV system will be set up from the earliest point possible on the project which will be monitored remotely, and guards called if there are any unauthorised persons on site, out of hours.

All ground level access to scaffolds will be locked off or removed at the end of each shift to prevent unauthorised access if any intruders enter site out of hours. During site working hours all delivery gates will be locked (unless being used) at all times and pedestrian access will be via a coded gate. All site operatives & visitors will be asked to sign in & out on the attendance register.

2.4 Localised Hoarding Requirements

Tricas Construction Limited will comply with the HSG 151 with regards to protecting the public and implement boundary fencing/hoarding adequate to protect the public

Tricas Construction will consider the erection of localised hoarding/screens in respect to segregating hot works and potentially noisy and dusty operations from other onsite activities and as a means of restricting access to these areas.

2.5 Tree and Shrubbery Protection

Trees identified for retention will be protected in accordance with BS: 5837 and the approved plans. Tree-protective fencing and ground protection will be provided, necessary to ensure that the root protection areas (RPA's) of retained trees are safeguarded. This will be protected by 2000mm high Heras Fencing in accordance with the guidelines.

2.6 Traffic Management and Logistics

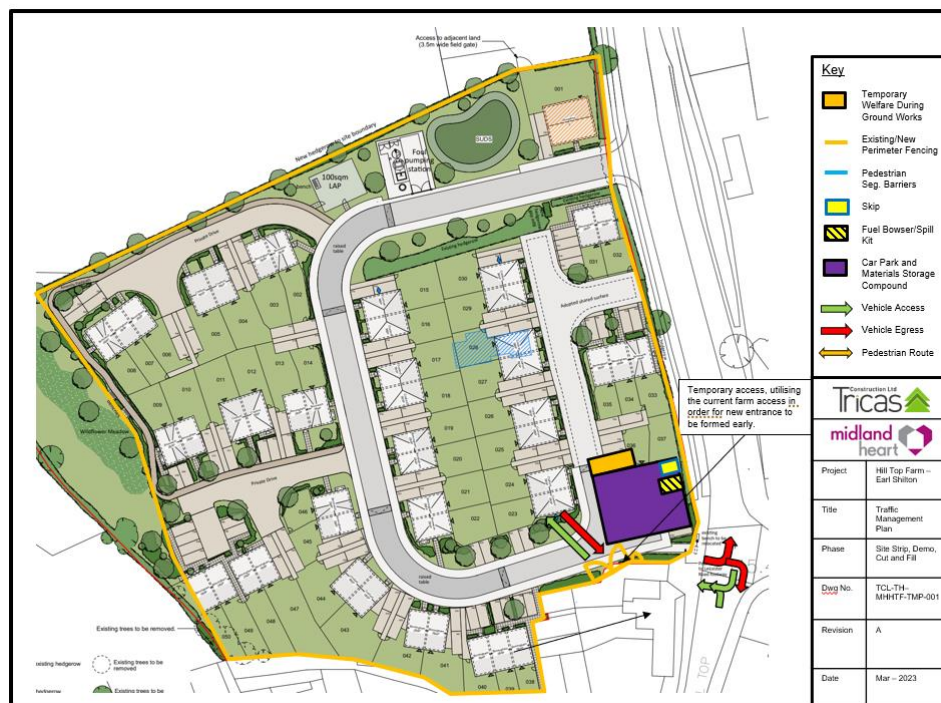
Vehicles permitted onto the site must access via the allocated entrance way which will be controlled by the site management and will be limited to only authorised vehicles and agreed deliveries detailed within the weekly delivery schedule. The main access gates will be located off Leicester Road itself and a turning circle will be formed on site so that any vehicles can enter and exit in a forward's direction. When accessing and leaving site, the site Vehicle Marshal will escort the vehicle onto the public highway due to the location of the site

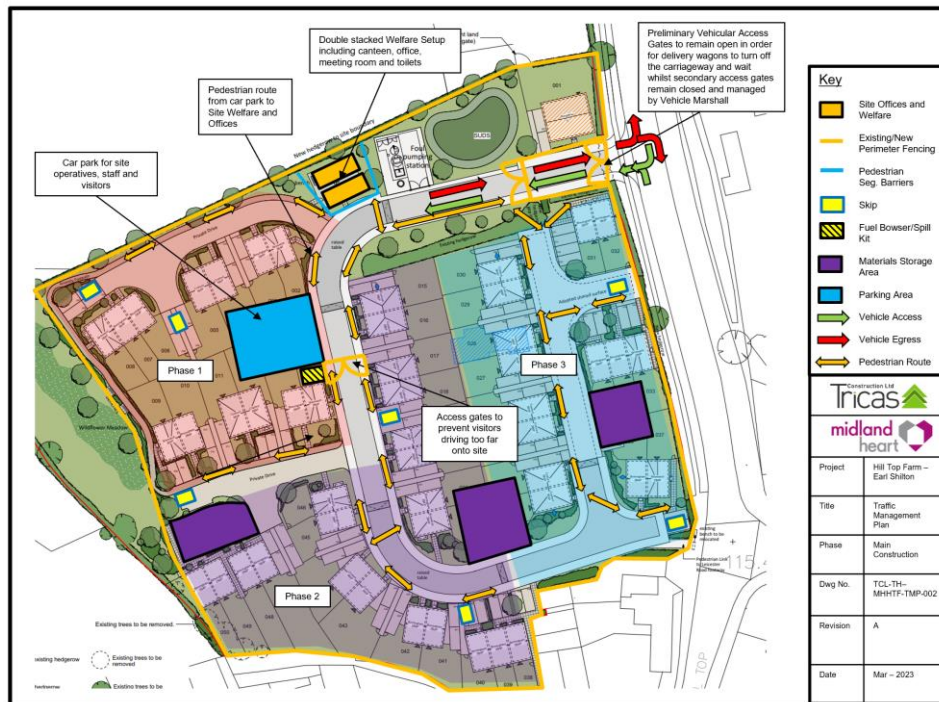
Transport and site logistic requirements have been analysed to determine safe methods of delivery and removal of materials and work equipment. A Traffic Management Plan will be strictly implemented to reduce and control delivery and removal risks.

- The main priority when organising deliveries into site is the safety of the general public
- Vehicle speed limits on the site will be strictly maintained to 5mph. If deemed necessary, an additional banksman will be requested from the sub-contractor accepting the delivery to ensure that all vehicles comply with the site requirements.
- Tricas Construction Limited will implement a delivery schedule which requires all deliveries to be pre-booked at least 48hrs prior to delivery on site, the windows for deliveries are broken down into 1hr slots. Should deliveries arrive outside their dedicated window they would be sent to a short-term holding area until the site is ready to accept them.

- All deliveries would be given the preferred routes of how they access the site in agreement with Highways.
- All materials and plant are to be unloaded within the confines of the site.
- Delivery wagons are to contact site prior to arriving to give enough notice for the Site Banksman to open the vehicle gates in preparation for their arrival.

2.7 Traffic Management Plans





2.8 Travel Plan and Parking

Due to the busy nature of the road already, parking will not be permitted for contractors on the road. The installation of drainage and hard standing areas for the site will be prioritised with the addition of a temporary car park to provide parking for site staff and contractors on site as per the layout above.

If Covid-19 restrictions allow, vehicle sharing will be promoted to reduce the amount of parking requirements on site as well as reducing emissions. If personnel are required to lodge away from home due to travel distances, local bed and breakfast will be suggested.

All visitors to site will be required to sign in, in the office and there will be a designated visitor parking space located on site should they travel by car. All visitors will be instructed to contact the Site Manager when at the vehicle gates so authorisation can be given to enter, at which point the vehicle marshal will open the gates and close them again after the car has passed through.

If a visitor is on foot, a separate access gate will be located adjacent to the vehicle gates which will allow pedestrians to access site directly into the pedestrian walkway area leading to the site cabins. Due to the size of the site the houses will not be handed over in phases, so there will be no existing residents present on site.

Traffic Route to Site



2.9 Storage of Materials

To prevent waste due to damage and loss, ultimately a just in time delivery schedule will be implemented to reduce the amount of materials stored on site, however some material storage is inevitable. Designated storage areas will be formed as shown on the traffic management plan and all materials will be stored safely and securely in there.

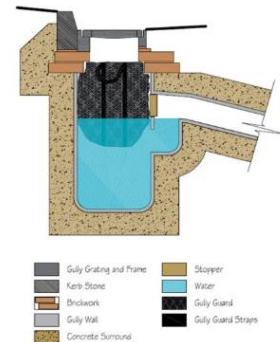
Construction materials such as cement, oils and fuels for site plant etc have the potential to cause pollution. All fuel, oil and chemical storage must be sited on an impervious base within a secured bund of adequate storage capacity. The risk of fuel spillage is greatest during refuelling of plant. Mobile plant would be refuelled either off site or within a designated area on hard standing. All pumps, hoses etc would be checked regularly.

No fires shall be lit on site for the duration of the works, all materials will be stored on site in a manner for them not to become damaged and therefore wasted. Separate skips will be used for general waste, plasterboard, metal and timber to allow these materials to be recycled. General waste will be transported to a waste transfer station to be sorted and any recyclables segregated further.

2.10 Wheel Washing

The tarmacked carparking and road areas will be the first to be constructed to minimise the amount of tracking on mud, however during the groundwork's operations, vehicles exiting the site may have the potential to carry deposits of mud or concrete trapped within their tyre grooves out onto the adjacent road. To prevent this from happening a wheel washing regime will be implemented. A designated operative will be responsible for completing the following: -

- Before leaving site, the vehicle will stop and turn off its engine. The driver will inspect the wheels and remove any heavy deposits with scrapers or the like.
- Following step one, wheels will be washed using a high-pressure jet wash lance ensuring that any residual deposits lodged in the tyres are removed. If required, the vehicle will move forward slightly to ensure the complete circumference of the wheel is cleaned.
- During winter months, additional gritting is to be applied to wheel wash area.
- The above shall be implemented for the duration of the ground works, including regular road sweeping as required.
- On completion, site operative is to ensure excess water does not migrate onto the road.
- As good practice, gully guards will be installed to local existing gullies (as image).



2.11 Surface Water Control

Due to the sloping nature of the site, the management of surface water during the construction phase of the works is of high importance. The following plan should be implemented to allow construction to take place without causing disturbance to the highway or neighbouring land.

Middlemarch are currently being employed to undertake badger surveys and offer specialist advice on how we can achieve a storm water outfall to the nearby brook that adjoins site on the west boundary for the site. We are required to install a storage pond as part of the permanent water management works which all drainage will fall into before out falling to the brook, so this will be one of the first elements to be constructed following the initial site strip. A hydrobrake manhole will be installed between the storage pond and the outfall point which will limit the flow of storm water into the existing brook to prevent any flooding, the discharge rates will be agreed with the LLA prior to installation.

We will form the new road ways on site and temporary ditches will be installed adjacent to the roads to carry all surface water run off to the balancing pond before out falling to the nearby brook. Before entering the storage pond, sumps will be installed to allow any silt to settle and prevent it entering the existing system. A land drain will be installed across the

new access road entrance at the boundary prior to the tarmac being installed to prevent any run off onto the existing highway. Once the new road has been constructed the permanent gullies will be installed and fitted with the “Gully Guard” product listed above to prevent silt and oils entering the system and maintain the water quality of existing infrastructure.

2.12 Waste Management

All construction waste will be taken to skips that are positioned around the site in strategic areas. If space allows, there will be segregated skips for timber, metal and plasterboard including a general waste skip.

To reduce the quantity of large HGV's entering site, the skips will be limited to an 8yd capacity, this will aid the smaller vehicles delivering and collecting them to turn around within the site. The refuse vehicles will follow the same rules as any other delivery wagon listed above.

2.13 Ground Contamination

Having reviewed the Phase 2 Ground Investigation report it is considered that there is unlikely potential for ground contamination to be found on site. However due to the size and condition of the site, there may be the risk of finding unknown sources during the site strip and groundworks.

If contamination is discovered, the works will be stopped immediately and area cordoned off to prevent access. Our Ground Remediation specialist will be contacted and asked to visit site for their opinion and take samples if required to identify the extent of the contamination.

Following the return of the sample results a specific remediation strategy and method statement will be formulated and submitted to the LPA for approval prior to the remediation works being carried out.

2.14 Health and Safety of Visitors and Nearby Residents

The Health and Safety of all personnel who work on and neighbour Tricas construction sites is always the number one priority whilst constructing a project. All site visitors will be able to access site by the procedures described previously in this document.

When a visitor accesses site, they will receive a visitor induction by the Site Manager which will explain what to do in the event of an emergency, locations of emergency equipment (fire points, first aid kits, muster point etc), the pedestrian routes and any relevant hazards that may be present on that day.

All visitors to site must be accompanied by the Site Manager or onsite supervisor of the subcontractor if the visit is on their behalf. All pedestrian routes will be formed using physical barriers with designated crossing points and all deep excavations on site will be fenced off locally with warning signage in place.

Visitors and nearby residents may be affected by noise, dust and vibration made during the construction project and these will be managed as follows.

Noise and Vibration

It is not envisaged that issues associated with noise and vibration will be encountered but industry recognised controls will be instigated.

Construction Noise

Several safeguards exist to minimise the effects of construction noise and these will apply during the construction of the proposed development infrastructure. The safeguards include:

- The various EC Directives and UK Statutory Instruments that limit noise emissions of a variety of construction plant;
- Guidance set out in BS5228: Part 1:1997, that covers noise control on construction sites; and
- The powers that exist for local authorities under Sections 60 and 61 of the Control of Pollution Act 1974 to control environmental noise and pollution on Construction sites.

In addition, the following measures will be considered, where appropriate:

- Any compressors brought on to site should be silenced or sound reduced models
- All pneumatic tools should be fitted with silencers or mufflers;
- Deliveries should be programmed to arrive during daytime hours only. Care should be taken when unloading vehicles to minimise disturbance to residents, delivery wagons to shut off their engines when stationary.
- Delivery vehicles should be prohibited from waiting within the site with their engines running; No equipment left running outside of the approved working hours shall be audible.
- All plant items should be properly maintained and operated according to the manufactures' recommendations in such a manner as to avoid causing excessive noise. All plant should be sited so that the noise impact at nearby noise-sensitive properties is minimised;
- Problems concerning noise from construction works can sometimes be avoided by taking a considerate and neighbourly approach to relations with residents.
- Works should not be undertaken outside the hours agreed with the local authority.
- Experience from other sites has shown that by implementing these measures, typical noise levels from construction works can be reduced by 5dB(A) or more. As construction works are temporary and noise levels have been calculated for a worst-case situation, no further mitigation measures are considered necessary.

Construction Vibration

Due to the nature of the construction, particularly the traditional foundation solution no excessive vibration inducing activities are envisaged.

Construction Dust

During construction, dust will be controlled on site by dampening down locally using water directed at the area.

No equipment left running outside of the approved working hours shall be audible at the boundary of any occupied dwelling and facilities shall be provided for dampening down to prevent excessive dust. Road sweeping shall be carried out at regular intervals. There shall be no burning on site during the construction phase

2.15 Local Engagement and Complaints Procedure

We will take due care of the community and environment within which we 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. The single point of contact will be established for all liaison with the public.

We will initiate early and honest communications to establish a good rapport with the community to help negate problems that may arise during the construction process. Part of the process will be the distribution of regular Newsletters keeping our neighbours up to date with what has and will happen on site. We 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 always.

It is important that members of the public or interested parties can make valid complaints about the construction works. Such complaints can provide a valuable feedback mechanism which helps to reduce potential impacts on sensitive features and will also allow the construction techniques to be refined and improved. A complaints procedure will be set up on site and complaints dealt with at a higher management level if deemed necessary