



THORPE ROAD/CLEMENTS HALL WAY HAWKWELL

SUBMITTED BY BDW TRADING LIMITED
FOR ROCHFORD DISTRICT COUNCIL

CONSTRUCTION MANAGEMENT PLAN



**HAWKWELL
ROCHFORD DC
CONSTRUCTION PLAN**

PROJECT NO. H4606

JANUARY 2013

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1.0 INTRODUCTION

a. Background.

This Construction Management Plan (CMP) has been prepared by David Wilson Homes as a management plan for implementation as part of any construction works associated with the forthcoming development of 176 new houses at land contained around Thorpe Road/Clements Hall Way. This CMP sets out minimum requirements to ensure that good practice management is implemented across all forthcoming phases at the Hawkwell development site.

On the 27th September 2012, full planning permission (application reference 12/00381/FUL) was granted, subject to conditions, by Rochford District Council to demolish existing dwelling and construct development of 176 houses with Access off Thorpe Road, Access off Clements Hall Way, Access for One Plot off Rectory Road, Road Network, Cycle Way and Footpath Network, Public Open Space, Landscaping and Location of High Pressure Gas Main.

This construction plan is prepared to deal with consent conditions with application reference 12/00381/FUL for Rochford District Council.

b. Site Description.

The development site Thorpe Road/Clements Hall Way is located off Rectory Road within a generally residential area of Hawkwell, Essex. It is bounded on the western and eastern boundaries by existing residential development and on its southern and eastern sides by minor roads, with an area of Country Park to the north. The National Grid Reference for the site is 585000, 191500.

The site is irregular in shape, and covers an area of approximately 14 hectares. It comprises several different areas:

- North eastern area – paddocks comprising open land with mature hedgerows and trees.
- South eastern area – Christmas tree plantation.
- Central area – mostly heavily wooded and overgrown.
- South west central area – disused nursery with glass houses.
- North western area, west of Thorpe Road – overgrown with garage workshop.
- South western area, west of Thorpe Road – residential gardens and tennis court.

The site is served by the B1013 Main Road/Hall Road, linking to the A127. The A127 is a major radial route to the M25 to the west and the town of Southend to the east.

The Thorpe Road/Clements Hall Way site is gently sloping from west to east and south to north with an elevation between 17.5 to 23.6 metres above Ordnance Datum (AOD).

2.0 PLANNING CONDITIONS

a. Condition 11 of 12/00381/FUL

No development works shall commence until details of the means of access for site traffic, areas within the curtilage of the site for the purpose of loading/unloading/reception and storage of building materials and equipment and manoeuvring and parking of all vehicles, including construction operatives and visitor traffic and clear of the highway, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with such details as may be approved.

b. Condition 15 of 12/00381/FUL

Prior to the commencement of the development, details of a wheel cleaning facility within the site and adjacent to the egress of vehicles attending the construction site onto the highway shall be submitted to and approved in writing by the Local Planning Authority. The wheel cleaning facility as may be approved, shall be provided at the commencement of the development and maintained during the period of construction.

c. Condition 26 of 12/00381/FUL

Construction traffic shall access the site in accordance with the details of the construction management of the site, as set out in section 14.8 to the Planning Statement by Messrs' Kember Loudon Williams LLP reference: 12/016 submitted in support of the application.

3.0 CONSTRUCTION MANAGEMENT PLAN (CMP)

a. Contractors access arrangements for vehicles, plant and personnel including the location of construction traffic routes to and from the site, details of their signing, monitoring and enforcement measures

For access routes to Hawkwell and the David Wilson site please refer to Appendix A, Vehicle Routes for Major Deliveries.

Please refer to Appendix B, Traffic Management Plan, TMP01 Rev A for location of entrances, compounds and traffic routes.

Access to the site is being promoted as via the A127 Southend Arterial Road and the B1013 Hall Road/main Road, from all directions. This is to avoid significant construction crossing through the neighbouring parishes. The enclosed route map, found at Appendix A, is to be provided to all contractors and suppliers and will be discussed at pre-start meetings.

Signage is to be provided from the Junction of the A127, further to discussion and approval from the Local Authorities.

The primary vehicular access points into the development are located at the northern section of Thorpe Road, on the western side of the site, and Clements Hall Way on the eastern boundary. The western primary route joins the B1013 Main Road, whilst the eastern route joins Rectory Road and onto the B1013 Hall Road.

No construction traffic will be allowed access to the western side of the development from Rectory Road through the unmade section of Thorpe Road and signage to be erected to this effect.

No dwellings on the eastern side of the development, served by Clements Hall Way, will be constructed until the new junction has been fully laid out and implemented in accordance with a detailed engineering scheme/plan.

The access strategy will be developed to ensure a clear, accessible and safe network of roads and pathways through the site. It will be designed to give pedestrians priority throughout the development to provide clear links to public transport to promote sustainable modes of travel.

Segregation of pedestrians and site traffic will be monitored and adapted as work progresses along with the production of the Emergency Procedures which will be monitored and revised as necessary throughout the construction period.

All traffic management, access and egress to this site is specific to this development and is further detailed on the appendices. All construction traffic entering and leaving the Site will be closely controlled. Vehicles making deliveries to the Site or removing spoil material etc. will travel via designated routes, as denoted on Traffic Management Plans, sent out with contractor and material orders. Clear and concise signs will be erected by David Wilson Homes warning of the nature of the works to be undertaken and a signboard displayed with all relevant contact names including a 24hr telephone number. Details of standard signage is given in Appendix D – Construction Signage Pack.

All deliveries to and from site, in particular H.G.V's, will be carefully controlled to ensure minimal disruption to the local environment is caused. Site and road conditions will be continuously monitored and adequate facilities will be provided for wheel washing and road cleaning should it be necessary.

The site gates will be kept closed whenever possible to prevent unauthorised entry to the site during the working day. The site will be secured at the end of each day.

During the construction period, there will be 2 construction access and egress roads which will be located off Thorpe Road and Clements Hall Way. Any existing accesses to the site that are not retained within the approved development plan shall be permanently and effectively closed within 28 days of the commencement of the development on site.

Visibility splays at road junctions and on the inside of bends shall be laid out and constructed to form part of the highway and not enclosed within the cartilages of adjoining properties.

On site haul routes are restricted to a maximum speed limit of 10 mph. David Wilson Homes will impose a lower speed limit of 5 mph for all vehicles travelling over unmade ground to minimise the likelihood of dust creation. These speed limits apply to all vehicles at all times.

Contractors will consult on a regular basis with David Wilson Homes to review traffic management for the work. Traffic management arrangements need to be flexible so they can adapt to needs on site and to local concerns. Any changes or actions will be promptly communicated by David Wilson Homes to Contractors and vice versa to comply.

Monitoring and enforcement will be controlled via the Considerate Constructors Scheme (see Section j)

b. Details of Haul Roads within the site

Please refer to Appendix B, Traffic Management Plan number TMP01 Rev A

On site haul routes are restricted to a maximum speed limit of 10 mph. David Wilson Homes will impose a lower speed limit of 5 mph for all vehicles travelling over unmade ground to minimise the likelihood of dust creation. These speed limits apply to all vehicles at all times.

The anticipated design for our temporary haul roads (THR) will be 150mm thick sub-base of Hydraulic Bound Material (Crushed Rock Coarse Aggregate), topped with 100mm of Asphalt (Dense Bitumen Macadam). These are both the minimum thicknesses in the DMRB (Design Manual for Roads and Bridges). On haul roads with a very short life required, it may be that an alternative design with reduced asphalt thickness would be suitable. The thickness of the sub-base and capping layer beneath will also be dependent on the strength of the underlying sub-grade, the soil type and the water table depth. London clay soils in reasonable conditions (considered to be the site conditions) are likely to have a CBR (California Bearing Ratio) of 2-3% requiring a capping layer of 350mm of material beneath the sub-base layer. It is expected this road design would last for more than the required period and would be equally acceptable for the permanent site road network which will be subject to very low traffic flows except during construction and decommissioning.

The construction process will include the following activities:

- remove any sections of hedgerow/dense vegetation prior to the bird breeding season. Complete topographical surveys, soil bearing capacity surveys, trial pits and any necessary archaeological surveys;
- fence THR easement width (6m) with either post and wire or stock-proof fencing as appropriate along entire length. Vehicle gates to be installed at exits from the route onto public highways;
- deliver plant and equipment to the THR site;
- when soil conditions permit, strip topsoil from road formation width and drainage channel widths using a bulldozer (or 360° toothless bucket tracked excavator on archaeologically sensitive areas) – side cast in temporary storage mounds. Archaeological monitoring / survey / excavation as required;
- excavate / grade formation to required depth using bulldozer;
- install sub-base drainage / land drains using excavator;
- lay geotextile membrane;
- import and lay stone sub-base and compact using vibrating roller, incorporate further reinforcing layers of geotextile as required;
- form surface drainage channels by scarifying subsoil beneath channel and replacing topsoil in channel shape;
- profile soil storage mounds to achieve maximum noise and visual screening.
- surface temporary haul road with asphalt;
- install reflective marker posts and any signage necessary;
- demobilise remaining plant. Maintain fencing as required;

c. Details of the areas within the curtilage of the site for the purpose of loading/unloading/reception and storage of building materials and equipment and manoeuvring and parking of all vehicles, including construction operatives and visitor traffic and clear of the highway.

Please refer to Appendix B, Traffic Management Plan number TMP01 Rev A and Appendix E, Standard Site Compound layouts.

Two compound positions will be utilised during the developments life, one on the eastern and one on the western. The compounds are located within the new development area allowing vehicles to pull off the existing highways into the development, keeping existing highways clear. Both locations will consist of the following: -

The site compound area (25m x 20m) will consist of site offices, canteens, WC facilities, drying room, safety/induction room and 6 storage containers. These will be provided initially with temporary and when available mains services for both the supply of water and electricity along with a temporary drainage connection which will when feasible be connected to the main foul water drainage scheme. The perimeter to the compound will consist of a plywood hoarding to all elevations. This will further add to the physical segregation and visual separation of the compound when viewed from the nearby boundary areas.

The bulk storage and recycling area (25m x 20m) will be positioned along with the necessary cement silos and waste management area contained within.

The site parking area (25m x 20m) will be positioned alongside the compound, all as indicated on drawings within Appendix E. This will contain parking for site operatives and allowance for visitors to the site.

Bulk material storage areas will be laid out, wherever possible, to enable HGV vehicles to enter and leave via a one-way system to avoid reversing. Where this cannot be achieved, a turning point will be installed where vehicles will reverse under the control of a banksman.

d. Delivery times for construction purposes

The hours of work will be:

- Monday – Friday 08:00am – 18:00pm
- Saturday 09:00am – 16:00pm

No work will be allowed on Sundays or Public Holidays.

These hours may be varied in exceptional instances subject to approval with Rochford District Council and subject also to any restrictions or requirements that they may impose. Any exceptional circumstances which may require work to be undertaken outside of the agreed hours will be agreed with the local authority prior to implementation. Any agreed out of hours work will be notified to local residents in writing with at least 5 day's notice.

Timing for deliveries and collections are:

- Monday – Friday 08:00am – 17:30pm
- Saturday 09:00am – 15:30pm

No vehicular deliveries or collections will be allowed on Sundays or Public Holidays, unless otherwise agreed in writing by the Local Planning Authority.

Timings for deliveries and plant movement from site are set out by David Wilson Homes and state it is a residential area with occupied houses, and local amenities.

Consideration therefore is to be given to pedestrians, residents, local traffic and children all of whom remain a priority at all times. These instructions have been communicated to buying and surveying teams.

All deliveries will in the main go to the compound area for initial off loading and subsequent distribution by forklift.

Materials will be unloaded from vehicles to either the compound or bulk storage areas by either forklift or "hiab" type Lorries.

Higher value or weather sensitive materials that are normally stored in containers will be distributed horizontally by all terrain forklifts. They will also be used for the vertical transportation of materials; these will be landed on loaded platforms incorporated into the elevation scaffolds as set out in our Health and Safety procedures. At no time will materials be allowed to be stored in any other areas outside those designated and fenced areas.

Appropriate bases for all use of mobile cranes/rotating forklifts will be required for the erection of timber roof members. These would also be used for the loading out of plasterboard, staircases and the like if required.

e. Dust management and wheel washing measures

David Wilson Homes will adhere to: Mayor of London: The control of dust and emissions from construction and demolition Best Practice Guidance, dated November 2006. Please refer to Appendix F.

All Contractors carrying out activities such as mechanical cutting and grinding of stone, concrete kerb and slab cutting by ground workers, tile cutting at the ridge and verge by roofers, wet cutting only will be allowed in line with operatives adopting a safe system of works.

For all activities involving release of silica dust and persons carrying out sweeping activities, will be expected to be face fit tested and wear a suitable Face Fit P3 mask.

Site transport that creates substantial amounts of dust must ensure the following hierarchy of prevention is implemented:

- Adequate ventilation provided, or
- Water Suppression System used, or
- Local Ventilation Systems (vacuum) systems used

Where the above hierarchy cannot be implemented, those exposed to the dust must wear Respiratory Protection Equipment (RPE) – to grade APF 40 (full face respirator with filter to p3 standard). Contractors must ensure that dust created by their work activities does not affect the health of other workers, residents and members of the public.

Please refer to Appendix G for the Risk Assessment for mortar silos. CPI product is fully enclosed in tanker and silo, preventing contact with persons or release to atmosphere.

We have noted that it is a requirement of the Council that the site has the necessary wheel washing installation in place and working prior to the commencement of construction works on site.

David Wilson Homes will therefore be installing and using a bespoke facility to ensure that lorry traffic leaving the site does not take mud/debris out onto the roads surrounding the site. Examples of wheel washing facilities are given in Appendix C.

All waste aggregates, water and sludge type materials resulting from the necessary „cleaning“ process will be removed from site by a licensed waste carrier and taken to a licensed waste disposal facility.

In addition to the provision of a Wheel Washing Facility, David Wilson Homes or our nominated contractors will also provide an approved Mechanical Road Sweeper with vacuum facilities, spray facilities and on board storage. This shall be used for the sweeping and cleaning of the roadway system and the public highway immediately adjacent to the site, on a regular basis or as deemed necessary to prevent nuisance or hazards to other highway users and/or David Wilson Homes. Collected debris is to be disposed of at a licensed waste disposal facility.

We will undertake the „damping down“ of any unmade site roads by means of a towed dust suppression unit as and when required by the prevailing conditions on site.

Fuel tanks will be bunded for the duration of the construction phases and will be located within the compound areas. The site will also have spillage kits available for each tank location.

f. Concrete crusher if required or alternative procedure

It is envisaged the development will have visits by mobile crushing plant, at various stages as the phase's progress, to recycle inert materials. Emission limits, control techniques, monitoring and recording provisions will be in accordance with Appendix K, Guidance for Mobile Crushing and Screening.

g. Screening and hoarding details

Please refer to Appendix B, Traffic Management Plan, TMP01 Rev A and Appendix E, standard compound layouts, for location and extent of hoarding to main compounds.

The height of the hoarding is to be a minimum of 2.4 metres constructed of 18mm plywood on 100mm x 50mm rails on 100mm x 100mm posts set in the ground or boxes depending on whether in soft ground or on existing roadways/paths.

The face of the hoardings will have 150mm x 25mm top header and bottom kicker rails and the joints to the plywood covered with 50mm x 25mm battens. The finished hoarding will be either painted or covered with di-bonded graphics. If used with graphics the 50mm x 25mm battens will be removed to allow a smooth finish.

h. Procedures for interference with public highways

David Wilson Homes are committed to adhering to the requirements of the Health and Safety Executive (HSE) guides over procedures for interference with public highways: and follow the following guidance documents produced by the Health and Safety Executive:

- HSG150 Health and Safety in Construction. This book is aimed at the small contractor but also applies to everyone involved in construction. It provides help and assistance on how to work safely on most tasks you will encounter. It will also help to identify the main causes of accidents and ill health and explains how to eliminate hazards and control risks.
- HSG151 Protecting the Public, Your Next Move. This book gives practical advice, especially for those designing, planning, maintaining or conducting on-site work, to prevent risks to those off-site, is provided. It covers the broad spectrum of pertinent issues, most notably legalities, perimeter and boundary matters and premises requiring special attention.

Please refer to Appendices H and I for relevant references.

David Wilson Homes will also be committed to meeting any requirements of Essex County Highways.

i. Complaints procedures, including complaints response procedures

All complaints will be managed via the Considerate Constructors Scheme.

Response to Complaints. Any complaints will be logged on site and, where necessary, reported to the relevant individual within SCDC as soon as practicable. The required actions will be different in each specific case, depending on the operation, equipment or location or applying additional controls.

All complaints received under the scheme from any source, regarding a registered site or company, are recorded.

All complaints are put into one of the following categories:

- Noise, Dirt and Dust, Parking, Safety, Inconsiderate Behaviour, Road Conditions and Vehicle Movements, Environmental Concerns, Pedestrian Access Obstruction, Property Damage, Site Lighting, Working Hours, Other.

The Scheme has designated staff, trained to deal with any type of complaint.

If the complaint does not relate to an issue covered by the Scheme's Code of Considerate Practice (for example, the Scheme cannot get involved with planning issues or in decisions relating to compensation), the complainant will be pointed in the appropriate direction.

When a complaint is received that is relevant to the Scheme's Codes of Considerate Practice, the Site Manager or company contact will be told what the complaint is about, and given the name and contact details of the complainant (with the complainant's permission). Advice might also be offered as to how they might deal with the complaint.

The Scheme will stay in contact with the complainant until the site or company has investigated and responded to the complaint and until the Scheme is satisfied that the site is adhering to the Site/Company Code of Practice, at which point the complaint will be taken off the „active“ list.

If the Site Manager or company does not deal with a complaint in a satisfactory manner, the complaint will be passed to the Scheme's Chief Executive, who will refer the matter to the construction company's head office contact (as listed on the registration form). In the event that the response is still unsatisfactory, and the contact is not a director, then the complaint will be taken to company director level.

The Scheme may attempt to mediate between the parties during this process. If, at any time, the Scheme's Chief Executive considers that a reasonable settlement has been reached, the complaint will be taken off the active list. Where necessary, an experienced Scheme Monitor may visit the complainant and the Site Manager or company contact to seek resolution.

If a registered site or company fails to deal with a problem in an effective manner or if the Scheme's Chief Executive believes them to be in breach of the Site/Company Code of Considerate Practice, the Chief Executive will provide a report of the incident(s) to the Chairman of the Scheme's Board for a decision.

Where the Chairman's decision is to remove the site or company from the Scheme, the company and the client will be informed by recorded delivery letter.

j. Membership of the considerate contractors scheme

The site will be registered with the Considerate Constructors Scheme (CCS).

Membership of the CCS requires principal contractors to adopt a Code of Practice, see appendix J, which seeks to:

- Minimise any disturbance or negative impact (in terms of noise, dirt and inconvenience) sometimes caused by construction sites to the immediate neighbourhood.
- Eradicate offensive behaviour and language from construction sites.
- Provides contact details of the key personnel for the project.
- Results in an improved understanding and respect from residents and others in the community and fewer complaints.

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The CCS registration compliments David Wilson Homes sustainability and environmental management practices and is an essential element in maintaining good neighbour relationships.

The CCS also requires each site to be independently audited during construction.

All sites and companies registered with the Scheme display a Scheme poster (where appropriate), giving the contact details of both the registered site or company and the Scheme.

David Wilson Homes will be „letter dropping“ all of the properties within the surrounding area, including Rectory Road, Hall Road, Thorpe Road, Clements Hall Way, Main Road, Royer Close, Read Close, Swayne Avenue, Ironwell Lane, Spencers, Martin Walk and Brookside.

This letter introduces David Wilson Homes and furthermore the team who will be working on the development. It also outlines arrangements for future communications.

Appendix A, Vehicle Routes for Major Deliveries

Appendix B, Traffic Management Plan, TMP01 Rev A

Appendix C, Examples of Wheel Washing Systems

Appendix D, Construction Signage Pack

Appendix E, Standard Site Compound Layouts

Appendix F, control of dust & emissions from construction & demolition Best Practice Guidance

Appendix G, Risk Assessment for mortar silos

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Appendix I, Protecting the Public, Your Next Move

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