



Construction Management Plan



Project: Fernhill G&T Site, Every Street, Bury BL9 5BE

Client: Bury Council

Principal Contractor: John Southworth Builders Ltd



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Introduction

Fernhill G&T Site involves the Demolition of 17 no. existing Gypsy and Traveller pitches, amenity blocks and management blocks for the proposed redevelopment of the site to provide 12 no. permanent Gypsy and Traveller pitches including new amenity buildings and management block.

A timber frame construction has been selected with a driven piled solution with a suspended PCC floor.

This Construction Management Plan outlines the working practices for the Project to minimise the impact and disruption on the General Public in terms of Site traffic, noise, waste, dirt and dust.



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1.0 Traffic Management Plan

Avoiding hazards and controlling the risks arising from the use of the vehicles in construction work is essential. The Health and Safety Executive (H.S.E) expect to see traffic management plans that include:

- Planning and managing both vehicles and pedestrian routes
- The elimination of reversing where possible
- Safe driving and working practices
- Protection of the public
- Adequate vision and lines of sight
- The provision of signs and barriers
- Adequate parking and off-loading/storage areas

APPENDIX 1 shows the proposed access point that bulk deliveries will take to access the site. The proposal is to retain the existing road/hardstanding as part of the demolition and remediation works. This will provide a loading/unloading bay and site welfare and also enable wagons/vehicles to turn around and exit in a forward facing direction. All vehicles will be limited to ridged loads with smaller loads scheduled where possible.

All deliveries will be pre arranged to prevent wagons being laid up on the highway.

Upon commencement all deliveries, operatives and visitors to the Project will report to the Site Manager's Office. This will be communicated to all contractors at their pre-start meeting.

They will be inducted by the Site Manager, and be informed of emergency procedures, assembly points, first aid, site rules, and the location of welfare facilities, etc. They will be instructed to text sign in and out at the site office each day. We will check that their PPE is appropriate to the tasks being undertaken, upon signing in.

Contractors, visitors, and staff will use the designated pedestrian pathway to access the site, Every Street will remain clear of obstruction and accessible throughout the works.

An integral part of the progress meetings held with all trade contractors is the delivery schedule pro-forma. All contractors are required to give details of proposed timing of material deliveries to the site. At this stage, they will be given a specific area for delivery.

The Traffic Management Plan and the control measures contained therein, are included within all trade contractor tender enquiries, to ensure early understanding and acceptance, and to ensure compliance with the rules that will be in place on this project.

Under no circumstance will lorries be allowed to lay-up in surrounding roads.

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Delivery Vehicles / Laying-Up Site Administration

Responsibility for construction traffic movement is that of the Site Manager, who together with the site team will:

- a) Ensure that subcontractors and suppliers adhere to procedures set out in the pre-start conditions, by booking in deliveries, giving the required notices.
- b) Prevent unauthorised parking by contractors parking and the consequent congestion of the surrounding roads. All personnel in the team will be in contact with each other and site management, who in turn, will have mobile and telephone contact with the subcontractors.
- c) Provide security at the access gate and the loading/unloading area.
- d) Maintain roads in a clean and safe condition.

We recognise that all deliveries may not be notified before arrival; such as smaller deliveries by third parties and on occasion, simply not booked in.

Deliveries from overseas often have difficulty in providing accurate arrival times. The Site Manager will then manage the delivery situation, with the priority being to get the vehicle off the public road system and within the site.

Other options open to the team are to send deliveries away (persistent offenders) or temporarily send deliveries to a lorry park with a return time. We reiterate that lorries will not be allowed to lay-up along the site or adjacent public roads.

‘Muck-away’ lorries and concrete delivery wagons will be booked in, but these vehicles are usually prevalent early in the Project, when other deliveries are less numerous.

Wheel Cleaning Strategy

- a) It is inevitable that dust will be occurring during a construction project, wherever works are being undertaken, that could cause dust, suppression systems will be used to keep dust to a minimum.
- b) Dust masks will be worn always during these situations.
- c) To prevent mud and debris ‘tracking’ from the site onto local roads, the loading area for ‘muck away’ will be ‘tarmaced, to prevent mud and debris carrying out onto the highway, no vehicles will be allowed to enter/leave the site from unmade ground.
- d) Wherever possible, materials will be reused on site for raising levels to eliminate, or at least reduce the need for lorry movements, consequently reducing the traffic impact on the surrounding area.
- e) Site labour will monitor the condition of the local roads and clean-up, as necessary.
- f) Should mud/dust be spread on the carriageway the loading point will be inspected and repaired as required, suppression by water employed to prevent future occurrence, a road sweeper will sweep the local roads to clear any mud/dust.
- g) To prevent or minimise the use of resources i.e. water and electricity, wheel-cleaning equipment will be at the base of our mud and debris control hierarchy, should it be required.

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- h) Site management will monitor and maintain clean footpaths and the entrance to the site daily before close of play.

Waste Removal

Waste removal as part of the construction works needs to be considered as part of management plans. Waste to be removed from this site will be categorised as follows;

Soil / Hardcore – Categorisation Inert Fill (non-hazardous)

Waste removal will be removed by 6 wheeler GRAB truck transported with **debris nets/sheeting**. Vehicle to be loaded within the site by by grab wagon, this is to reduce the amount of time loading takes place, and prevent the vehicle needing to drive onto the site

Soil / Hardcore – Categorisation Treatment Req (hazardous)

We do not envisage any hazardous materials on site.

Site Waste General Use – Mixed Waste (non-hazardous)

Site waste generated from construction works will be placed in open skips with care to prevent debris flying in adverse weather. 8 yard builders skips will be utilised and segregation will take place off site by the approved waste carrier.

Site Waste Gypsum - Hazardous

Gypsum products will be placed in 8 yard enclosed (lidded) skips segregated on site for treatment by a licensed waste carrier.

Regular appraisal of waste storage points are assessed to accommodate works on site to ensure the safety of site personal and the general public.

Site parking

The existing hard standings will be retained on the development for the demolition and enabling works and the new on site roads/hardstings will then be formed as part of the enabling works, along with temporary hardstanding's for on site car parking, The car parking will be formed as soon as practically possible and all hardstandings for the caravans and parking will be formed to enable further carparking on site as the site progresses and more activities are planned.

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Delivery / Prevention of debris on the highway

To prevent mud entering the carriageway, and to provide material set down points existing hardstanding's will be retained at the entrance, once works progress the new access road will be installed, during these works all materials excavated will be stored on site, and following completion muck away will commence, loading from the new hardstanding. This will ensure that all vehicles remain on hardstanding's preventing debris entering the carriageway from vehicle wheels.

All materials shall arrive/be removed by appropriate vehicles including covered vehicles to prevent debris spilling on the carriageway, water suppression will be available for dry spells during earth movements.

The site will be limited to ridged loads only, and sufficient space will be provided to enable the vehicle to turn around and exit the site in a forward facing direction.

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2.0 Pedestrian Route Checklist

Question		Yes	No	N/A
Q1 Are pedestrian routes clearly separated from vehicle routes by fencing and/or a kerb, or other suitable means. If 'no' see action 1		✓		
Q2 Are pedestrian routes wide enough to safely accommodate the number of people likely to use them at peak times. If 'no' see note 2		✓		
Q3 Do pedestrian routes allow easy access to work areas. If 'no' see note 3		✓		
Q4 Pedestrian routes are kept free of obstructions If 'no' see note 4		✓		
Q5 Pedestrian routes are clearly and suitably signed If 'no' see note 5		✓		
Q6 Can pedestrians safely cross the main vehicle routes. If 'no' see note 6		✓		
Q7 Do pedestrians have a clear view of traffic movements at crossings and at gates which lead onto traffic routes. If 'no' see note 7		✓		
Q8 Do pedestrians have clearly marked, separate access for use at loading bays and site gates. If 'no' see note 8		✓		
Q9 Do pedestrian routes provide safe access to welfare facilities. If 'no' see note 9		✓		
No	Actions to be taken	Action taken		
1	Ensure routes are clearly designated and protected	Pedestrian route is shown on current site drawing. This is reviewed daily in accordance with risk assessments and updated if required. Pedestrian routes are explained during induction.		
2	Base the plan on peak numbers			
3	Plan routes to allow safe access	Routes reviewed daily		
4	Ensure plan includes the need to keep access routes clear	Routes to be checked daily via supervisor's inspections		
5	Ensure sufficient signage	Part of inspection		
6	Ensure sufficient crossing points are planned.			
7	Ensure that blind spots are eradicated during the planning process.			
8	Consider separate access to loading bays and gates.			
9	Provide safe routes at parking areas. Plan site set up to avoid need for pedestrians to cross routes			



3.0 Vehicle Movements

Question		Yes	No	N/A
Q1	Are routes planned to reduce the need for excessive vehicle movement If 'no' see action 1	✓		
Q2	Are vehicles fitted with reversing aids. If 'no' see action 2 and Section 5	✓		
Q3	Will vehicles reverse without reversing aids. If 'yes' see action 3 and Section 5	✓		
Q4	Will vehicles reverse to excavations. If 'yes' see action 4 and Section 5		✓	
Q5	Are routes kept free of obstructions. If 'no' see action 5	✓		
Q6	Are routes clearly and suitably signed If 'no' see action 6	✓		
Q7	Can pedestrians safely cross the main vehicle routes. If 'no' see action 7	✓		
Q8	Do pedestrians have a clear view of traffic movements at crossings and at gates which lead onto traffic routes. If 'no' see action 8	✓		
Q9	Do drivers have a clear view. If 'no' see action 9	✓		
Q10	Will vehicles run a risk of depositing mud on the road. If 'yes' see action 10		✓	
Q11	Will vehicles need sheeting up. If 'yes' see action 11	✓		
No	Actions to be taken	Action taken		
1	Ensure routes provide sufficient space to turn. Keep routes to a minimum			
2	Request vehicles are fitted with reversing aids.			
3	Vehicles not fitted with reversing aids must be banked when reversing.	All reversing vehicles to be banked.		
4	Ensure banksman present or adequate stop block.			
5	Ensure plan includes need to keep access routes clear. Include in induction.			
6	Ensure sufficient signage			
7	Ensure sufficient crossing points are planned for. Ensure drivers are told of crossing points.			
8	Ensure that blind spots are eradicated during the planning process.			
9	Plan routes to reduce or eliminate reversing and blind spots			
10	Consider wheel wash facilities or other suitable alternative			
11	Ensure provision of sheeting area, if required	Vehicles to be sheeted.		



4.0 Hierarchy of Control Measures for Reversing Operations

1	Eliminate need to reverse	Implement one-way systems around the site Allocate loading and unloading areas. Provide designated turning areas.
2	Reduce reversing operations	Reduce the number of vehicle movements as far as possible. Instruct drivers not to reverse, unless necessary.
3	Ensure adequate visibility for drivers	Fit CCTV, convex mirrors, Fresnel lens, etc. to overcome restrictions to visibility from the driver's seat, particularly at the sides and rear of vehicle,
4	Ensure safe systems of work are followed	Design vehicle reversing areas which, • Allow adequate space for vehicles to manoeuvre safely • Exclude pedestrians; and • Are clearly signed and have physical stops or buffers to warn drivers that they have reached the limit of the safe reversing area. Fit radar proximity devices to vehicles to indicate to drivers when there are objects near the vehicle. Ensure everyone on site understands site rules on vehicle safety. Drivers and signallers need to be in constant communication during reversing operations. Signallers should not be put at risk from vehicle movement, e.g. by standing directly behind reversing vehicles. Ensure all vehicles on site are fitted with appropriate warning devices.
5	Provide warnings when vehicles are reversing	Ensure reversing warning lights and alarms are in good working order and instruct workers to keep clear of moving vehicles.



5.0 Driver's Safe Working Practices Checklist

[illegible]



6.0 Signaller's/Banksman Checklist

1	Use relevant safety procedures and correct signalling systems
2	Ensure drivers understand the correct signalling systems
3	Signal instructions clearly
4	Ensure you are visible to the driver and the driver is visible to you; if not, stop the vehicle moving
5	Stand in a safe location always
6	Warn pedestrians and make sure they are kept away from vehicle operations.
7	Wear appropriate protective clothing, including high-visibility clothing
8	Report work hazards to supervisors
9	Make sure you can get to and from your work location safely
10	Do not ride on the vehicle you are directing unless you are in a designated safe position
11	Do not direct vehicles if your ability is affected by alcohol or drugs
12	Do not use a mobile phone whilst directing vehicles
13	Sign below to confirm acknowledgement of the above rules
	Signature..... Date.....



8.0 Dust Sources and Control Measures

Dust Source	Control measures
<i>Routes and access to site</i>	
Public roads	All vehicles will be kept within hardstanding's and loaded from temporary site hardstanding's to prevent the spread of spoil onto public roads A road sweeper will be on standby should the public roads require cleaning as a result of our works
Vehicle hardstanding on site	These will be regularly inspected and kept clean and free from dust, water bowlers will be on site for washing down or dampening in dry weather
Site traffic	Restricted to hard standings or public roads, site speed limit 5MPH
<i>Static and mobile plant emissions</i>	
Exhaust smoke	Vehicles and plant will not be permitted to emit black smoke
Maintenance and servicing	Only well maintained vehicles and plant will be permitted to operate on the site
Operation	All vehicles will be switched off when not in use
Location of plant and equipment	When locating plant and equipment, consideration will be paid to sensitive receptors
<i>Handling, storage, stockpiling and spillage</i>	
Materials handling operations	The number of times a materials has to be handled will be kept to a minimum to prevent double handling and ensure dusty materials are not handled unnecessarily
Transport of fine dusty materials and aggregates	Either closed tankers or sheeted vehicles will be used
Vehicle loading/unloading materials	Dusty materials will be dampened down, Drop heights will be kept to a minimum and enclosed where possible.
<i>Storage of materials</i>	
Bulk cement/mortar	Stored in sealed containers and kept in dedicated areas, the use of ready mixed mortar will be used.
Stockpile location	Stockpiles placed to avoid double handling and facilitate clear removal from site
Large and long term stockpiles	Long term storage is to be avoided Where unavoidable stockpiles will be vegetated and stabilised as soon as possible Stockpiles will be dampened down where necessary until stabilised Wind barriers of a similar height will be erected if control measures are not possible



Small and temporary stockpiles	Where possible stockpiles will be stored under sheeting Dusty materials will be damped down Consideration to smaller delivery's to prevent stockpiles
<i>Site preparation and restoration</i>	
Earthworks	These activities will be kept damp where required and if possible avoided during dry and/or windy periods Surfaces will be stabilised and re-vegetation applied as soon as possible
<i>Construction process</i>	
Crushing and/or reuse of materials	Will not be permitted on site
Cutting/grinding, sawing, drilling	Where reasonably practicable these activities will be avoided by selected materials at pre cut sizes Equipment and techniques that minimise dust will be implemented Water will be used to suppress dust
Storage of waste (general)	Where required closed lidded skips will be used for storage of fine materials Skips to be located away from sensitive areas and enclosed with netted harris fencing



9.0 Central Control Register

[illegible]



10.0 Noise and Vibration

Construction Noise and Vibration Management Plan.

1.1 Objective

This management plan defines the measures to control and limit noise emission and vibration levels both on site and to the site boundaries.

1.2 General Requirements - Noise

Best Practicable Means of noise control will be applied during construction works to minimise noise (including vibration) at neighbouring residential properties and other sensitive receptors arising from construction activities.

The general principles of noise management are given below:

Control at source:

- Equipment – noise emissions limits for equipment brought to site.
- Equipment – method of directly controlling noise e.g. by retrofitting controls to plant and machinery.
- Equipment - indirect method of controlling noise e.g. acoustic screens.
- Equipment - indirect method of controlling noise e.g. benefits and practicality of using alternative construction methodology to achieve the objective e.g. vibratory piling techniques as opposed to more conventional but noisier techniques; selection of quieter tools/machines; application of quieter processes.

Control across site by:

- Administrative and legislative control,
- Control of working hours,
- Control of delivery areas and times,
- Careful choice of compound location,
- Physically screening site,
- Control of noise via Contract specification of limits,
- Noise Monitoring, to check compliance with noise level limits, cessation of works until alternative method is found.
- Many of the activities which generate noise can be mitigated to some degree by careful operation of machinery and use of tools. This may best be addressed by tool box talks and site inductions.

1.3 Noise and Vibration Control Measures

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Without prejudice to the other requirements of this section, the Contractor shall comply with the recommendations set out in BS5228:2009 and in particular with the following requirements:

- Vehicles and mechanical plant will be maintained in a good and effective working order and operated in a manner to minimise noise emissions. The contractor will ensure that all plant complies with the relevant statutory requirements;
- HGV and site vehicles will be equipped with broadband, non-tonal reversing alarms;
- Compressor, generator and engine compartment doors will be kept closed and plant turned off when not in use;
- All pneumatic tools will be fitted with silencers/mufflers;
- Care would be taken when unloading vehicles to avoid un-necessary noise;
- The use of particularly noisy plant will be limited, i.e. avoiding use of particularly noisy plant early in the morning;
- Restrict the number of plant items in use at any one time;
- Plant maintenance operations will be undertaken at distance from noise-sensitive receptors;
- Reduce the speed of vehicle movements;
- Ensure that operations are designed to be undertaken with any directional noise emissions pointing away from noise-sensitive receptors;
- When replacing older plant, ensure that the quietest plant available is considered;
- Drop heights will be minimised when loading vehicles with rubble;
- Vehicles should be prohibited from waiting within the site with their engines running or alternatively, located in waiting areas away from sensitive receptors;
- Local hoarding, screens or barriers should be erected to shield particularly noisy activities;
- Piling will be carried out with the method that minimises both noise and the transmission of vibration to sensitive receptors;
- Temporary noise screens will be used to reduce noise from particularly noisy activities and the height of perimeter hoarding will be extended where this would assist in reducing noise disturbance at sensitive receptors; and
- Hours of operation should be strictly enforced and any deviations other than those previously identified will be with the consent of the local authority.

Notifications

Occupiers of adjacent properties will be informed by the Contractor up to 2 weeks in advance of the works taking place, including the duration and likely noise and vibration effects.

1.4 Construction activities identified to cause excessive noise and/or vibration

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Piling

Piling is required as part of the construction activities

Piling is typically one of the most intrusive vibration sources associated with construction works, vibration monitoring will be undertaken with regular readings taken at no more than 1 hour intervals throughout the works, Works are programmed to last 2 days and should readings at the site boundary exceed 1.0 mm/s Peak Particle Velocity (PPV) works will stop and pre-arguring will be adopted. These activities will be limited to the hours of 8:30 – 4.00Pm and prior notice will be given of a minimum of 2 weeks to the local neighbours.

Vibration rolling

Vibration compact rolling is required to form temporary basis, sub-bases for roads and pavements.

Vibration levels due to the use of vibratory rollers at 10m from the works are predicted to be approximately 1.5 mm/s PPV.

BS5228-2 notes “It is likely that vibration of this level in residential environments will cause complaint, but can be tolerated if prior warning and explanation has been given to residents” Residents should therefore be given prior warning of the use of vibratory rollers.

Works are to be short duration (no more than 15 minutes in any one time)

Mixed construction activities

Whilst each construction activity in isolation can be controlled to prevent excessive noise, when activities are combined noise levels can become excessive. Careful planning and monitoring of noise on site and at the site boundary’s must be implemented to manage the combined noise.

Where, in spite of the mitigation measures applied, noise levels at site boundaries exceed the scheduled periods defined below, a scheme for the installation of noise insulation or resequencing works will be implemented immediately.

1.5 Maximum levels and monitoring

Table 9.3 is adapted from Table E.1 in BS 5228-1 Annex E where the impact thresholds for construction activities at residential premises have been classified in terms of government policy based on the ABC Method set out in BS 5228-1 In relation to construction noise, day is 07:00 to 19:00, evening is 19:00 to 23:00 and night is 23:00 to 07:00. The level provided for the day time is for the entire period, whereas that for evening and night is applicable to any single hour within the respective period.

Table 9.3 Noise Effect Levels from Construction Works at Dwellings

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Construction noise effect level (BS5228-	Threshold Value, 1m in front of the relevant façade (dB)
Lowest Observed Adverse Effect Level (LOAEL) – Category A in BS5228-1	Day 65 dB LAeq, daytime Evening 55 dB LAeq, 1h Night 45 dB LAeq, 1h
Significant Observed Adverse Effect Level (SOAEL) – Category C in BS5228-1	Day 75 dB LAeq, daytime Evening 65 dB LAeq, 1h Night 55 dB LAeq, 1h
Unacceptable Observed Adverse Effect Level (UOAEL)	Day 85 dB LAeq, daytime Evening 75 dB LAeq, 1h Night 65 dB LAeq, 1h

The effects of construction noise are temporary and defined by the intrusion that construction noise causes in the existing noise environment (or soundscape) of the area. Noise levels above the SOAEL in Table 9.3 are significant adverse and BS 5228-1 states that noise insulation may be offered (using the discretionary powers provided by Regulation 5 of the Noise Insulation Regulations) if those noise levels remain for a long enough period of time (i.e. for a period of 10 or more days of working in any 15 consecutive days or for a total number of days exceeding 40 in any 6 consecutive months (BSI, 2014n)).

Monitoring

Noise monitoring shall be conducted by the Site Manager using the construction monitoring survey sheet.

The provisional monitoring programme for each type of activity is:

- * When the works start to verify the sound levels assumed for each of the major items of equipment, and to assess the effectiveness of noise control measures and implementation of this plan.
- * At regular intervals during the works, at least every four weeks in line with the site safety inspection, to check ongoing compliance with the construction noise limits.
- * During critical phases of construction, such as piling and during the use of heavy earth moving machinery and other noisy activities within 50 metres of neighbours.
- * As required by a construction noise management schedule.

Vibration

Vibration monitoring will be conducted by the specialist contractor.



Summary

This reports gives details of a noise and vibration construction management plan to be implemented prior to and during the construction of the Project

The location of noise sensitive receptors are identified where there is the potential for disturbance from either noise and or vibration during construction.

The principles of noise management are outlined for which the Contractor shall comply with based on the recommendations set out in BS5228:2009.

Best Practicable Means (BPM) of noise control are outlined and will be applied by the contractor during construction works to minimise noise (including vibration) at neighbouring residential properties and other sensitive receptors arising from construction activities.

Specific mitigation measures should be implemented by the contractor during those construction activities identified as having the highest potential to cause disturbance from either noise and or vibration.

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Appendix 1 – Site setup plan



- The hoardings to the site shall incorporate a pair of lockable double gates at the site entrance to facilitate site access and egress and harris type 2.1M perimeter fencing including fixed stays.
- Access and egress is via gated entrances, as detailed.
- The site is accessed via Every Street with commercial premises in proximity.
- The footway adjacent to the site shall remain open.
- Parking bays will be available on site
- Employees, subcontractors, staff and visitors will be encouraged to use public transport or cycle wherever possible.
- Deliveries will be supervised to ensure the protection of the public and site users.
- Deliveries will be managed to run with the progress of works so that storage is kept to a minimum.
- Deliveries will not be unloaded without prior agreement from the Site Manager.
- We will ensure that the roads and footpaths are maintained and cleaned on a regular basis, particularly during 'muck away' activities and in inclement weather.
- **No deliveries to take place between 8.00am – 9.15am and 3.00 – 3.45pm, whilst children and parents are going to and from school.**
- Temporary traffic management may be required for utility connections however, these will be arranged and approved by any appropriate utility contractors

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Vehicle Types and Dimensions

Skip Lorries

6.8m (L) x 2.6m (W) x 3.6m (H)

Soil removal/Loose bulk materials 6 wheeler

9.1M (L) x 2.6M (W) x 3.5m (H)

Low Loaders (Plant/Machinery Delivery Vehicles)

8.45 (L) x 2.5m (W) x 3.3 (H)

Concrete Mixers

8.2m (L) x 3m (W) x 3.7m (H)

Scaffold Delivery/Collection Vehicles

5m (L) x 2m (W) x 2.5m (H)

Material Delivery Vehicles (HIAB ONLY< NO RIDGED)

7.4m (L) x 2.5m (W) x 3.7m (H) (Hiab wagon)

Delivery times

All deliveries shall be between 9.15am – 3.00pm to avoid peak times. This shall be communicated in all procurement, site noticeboards, inductions and Prestart meetings.

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Appendix 2 - Site Notice Board

Site noticeboard will contain the following information;

- Site contact number
- Company details for JSB (Main Contractor)
- Company details for Bury Council (Client/Developer)
- Emergency contact details
- Considerate constructors details/contacts

The noticeboard board will be displayed for the duration of the works.

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