

# Construction Management Plan

**3468: Mayfield School**



Revision	Issued	Prepared by	Approved by	Comments:
Draft	24.05.2021	R Whittaker		
1 <sup>st</sup> Issue	16/07/2021	R Whittaker		

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## APPENDICES

### Appendix A – Proposed Construction Phase Site Set-Up

## 1.0 INTRODUCTION

### 1.1 Background

- 1.1.1 This Construction Management Plan (CMP) has been prepared by TDA Engineering Services to accompany a planning application for the construction of a stand-alone building adjacent to the main building and the refurbishment of areas of the main school building at Mayfield School.

### 1.2 Site Location

- 1.2.1 Mayfield School is located in Watcombe, an urban district in the north-east parish of St Marychurch, Torquay. The site is bordered by Moor Lane to the south and Steps Lane to the west.
- 1.2.2 Vehicular access to the school site is via the main entrance on Moor Lane. Pedestrian access is also via this main entrance and via a secondary access in the north-west corner of the site on to Steps Lane. The construction site will form a new temporary access off Steps Lane for vehicles and pedestrians visiting the construction site.
- 1.2.3 Moor Lane is a two-way, single carriageway road with a width of approximately 7.0m in the vicinity of the site and a footway on both sides of the carriageway. It is subject to a 20mph speed limit and has traffic calming measures in the form of chicanes which offer narrowed crossing points for pedestrians and a prioritised give and go system across the junction with Steps Lane.
- 1.2.4 There is a mixture of parking restrictions in the form of double yellow lines and on-street parking along Moor Lane, this alternates so that there is always one side of the carriageway free from parking. Towards the junction with Steps Lane there are day time parking restrictions in the form of Single Yellow Lines to help ease congestion during the working day. There are no parking restrictions in Steps Lane.
- 1.2.5 Figure 1.1 below shows the location of the site in the context of its surroundings.

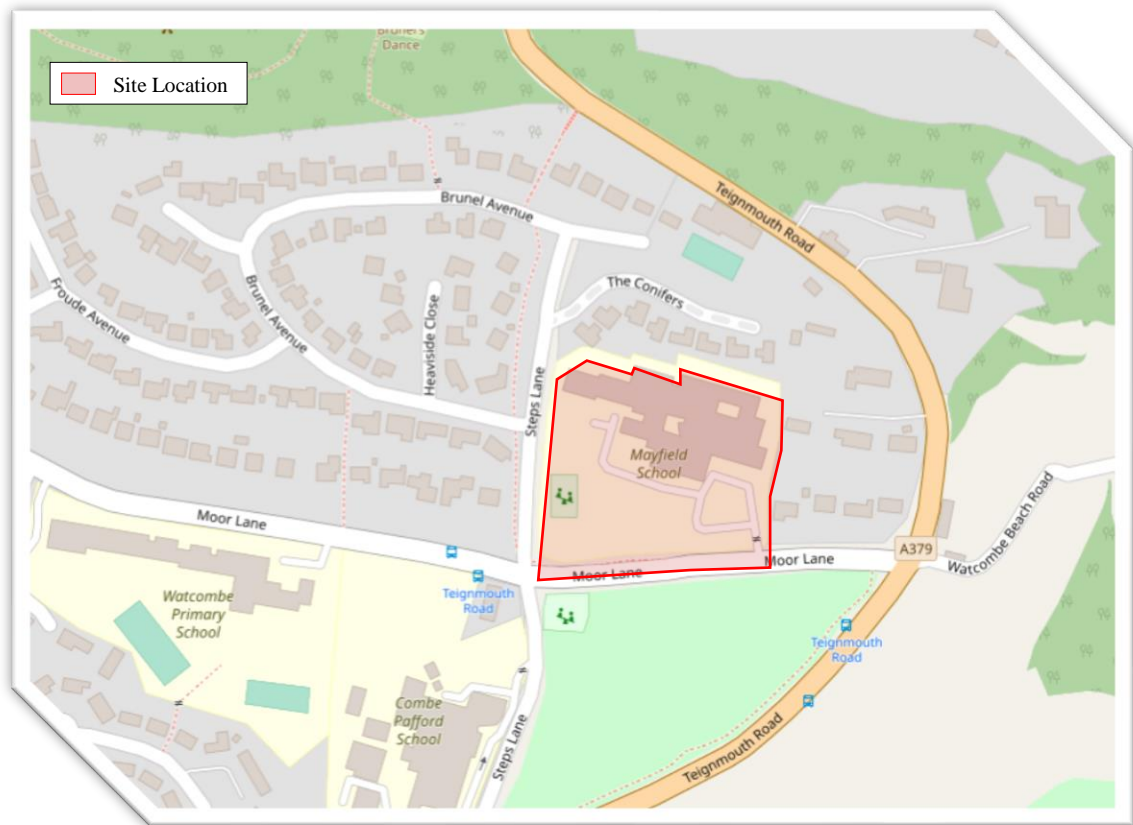


Figure 1.1: Site Location

### 1.3 Purpose of this Construction Management Plan

1.3.1 The CMP's main objectives are to:

- Identify the traffic management measures to prevent or minimise the effects of construction traffic on the surrounding highway network and to the general public;
- Prevent parking of construction vehicles on the adjacent road network;
- Prevent loading and unloading of construction materials on public roads, and
- Plan and implement measures to control noise, dust and mud during site enabling and construction works.

### 1.4 Distribution and Control of Construction Management Plan

1.4.1 Personnel working on site shall be provided with access to the most current version of the CMP. The CMP is considered to be a dynamic document, which will be reviewed and amended as necessary during the construction programme to make working on site and the proposed construction access route safer.

1.4.2 Changes to the CMP will be communicated to all personnel through inductions and on-going training.

## **1.5 Construction Schedule and Delivery Hours**

- 1.5.1 The whole construction time frame is programmed to be approximately 30 weeks, (however, adverse weather conditions and poor ground conditions may extend the programme). This includes an enabling/set-up phase.
- 1.5.2 All construction works will take place between 8am and 6pm – Monday to Friday and between 8am and 1pm – Saturday. No construction works will be undertaken outside these hours or on Sundays, bank or public holidays.
- 1.5.3 The majority of personnel and other light goods vehicles (LGV's) will arrive on site during the AM peak period and will arrive on site during the PM peak period.
- 1.5.4 Deliveries to site will, as far as is practical, avoid the peak highway hours of 8am to 9am and 5pm to 6pm. Deliveries will only occur during the times in this CMP in accordance with Local Authority conditions for construction works.
- 1.5.5 There will be no unloading or loading of materials on public roads in the vicinity of the site.

## **1.6 Site Security**

- 1.6.1 The school currently utilise intercom and keypad operated security gates that prevent unauthorised general public access on to the school grounds.
- 1.6.2 The construction site will utilise a new temporary access on to Steps Lane will be fully segregated from the rest of the school site through the erection of security fencing and a locked gate. The site entry point will also be appropriately signed with information and warning signage.
- 1.6.3 All visitors to site will be required to sign in and out. Visitors to the site will be given a Health and Safety site induction, escorted around the site and will remain with an appropriately trained person at all times. Visitors will be alerted to hazards on site (including workplace Health & Safety issues) together with appropriate Personal Protective Equipment requirements.

## **1.7 Site Induction**

- 1.7.1 All construction personnel will attend an initial Health and Safety site induction prior to commencing work onsite in accordance with The Construction (Design and Management) Regulations 2015. Specifically the induction will provide:
  - Information on the need to conduct activities in compliance with the relevant CDM 2015 and environmental legislation and with as little impact as possible.
  - A guide to the site emergency procedures;
  - A guide to the complaints procedure;
  - A guide to procedures in the event of non-compliance;
  - An outline of the content of this CMP.

## 1.8 Complaints Procedure

- A robust and quick complaints system as part of the site controls will be in place to ensure all complaints are registered and addressed immediately. **A site notice board will be placed near the schools main access on Moor Lane and at the new temporary access directly into the construction site. These community information boards will include the contact details of the site manager / complaints procedure.**
- A database for internal and external complaints will be maintained in accordance with the Data Protection Act 2018 (including GDPR 2018);
- Complaints will be investigated to avoid unnecessary harm to local amenity and the environment; and
- All complaints will be recorded and referred to the Site Manager.

## 2.0 CONSTRUCTION ACCESS ROUTE

### 2.1 Introduction

2.1.1 Although the roads surrounding the site have no weight/height restrictions they are predominantly residential roads and therefore access for construction traffic should be via the A379 – Teignmouth Road.

### 2.2 Route

The proposed route for construction vehicles, particularly HGV's, is shown in Figure 2.1 below. This involves using Classified A and B roads and avoids the Watcombe residential area entering Moor Lane from the A379 Teignmouth Road before turning into Steps Lane for the construction site access.

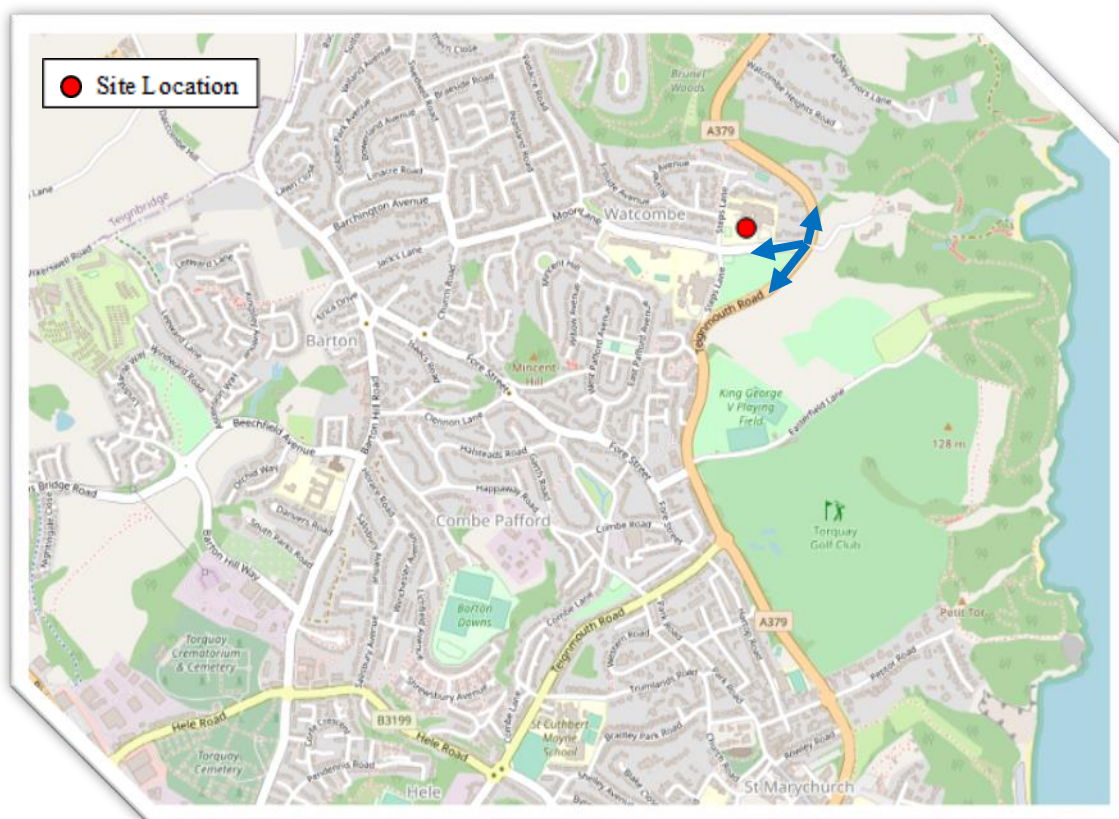


Figure 2.1: The Preferred Route to Site

## **3.0 PROJECT PHASES**

### **3.1 Introduction**

3.1.1 The project can be subdivided into three phases but will run through as one continuous phase of works from start to completion.

### **3.2 Enabling Works**

- The de-vegetation and forming of new temporary site access from Steps Lane (see Appendix A for site access and compound layout).
- Construction of compound area and temporary security/compound fencing.
- Site welfare, site office, storage units and establishment of services.
- Site security, warning, directional and information signage works.
- Protection for trees/hedges.
- Plant and machinery delivery.

### **3.3 Construction Phase**

3.3.1 The construction phase will result in numerous vehicle movements, with spoil removal, material deliveries and concrete wagons being the most prevalent.

### **3.4 Operation Phase**

3.4.1 Once the building works are complete the operation of the site will return to that prior to the works beginning.

## **4.0 TRAFFIC GENERATION & PROPOSED MITIGATION MEASURES**

### **4.1 Introduction**

4.1.1 This section summarises the anticipated traffic movements generated by the project and the proposed traffic management measures to minimise the effects of construction traffic on the surrounding highway network.

### **4.2 Construction Worker Traffic Generation**

4.2.1 The number of construction workers on site will fluctuate throughout the project, with groundworkers, labourers, bricklayers, roofers, plasterers, electricians, plumbers etc.. all being required during the construction phase.

### **4.3 Car Parking for Construction Workers**

4.3.1 The main site compound will provide some parking for site workers however at busier times on site it is anticipated that not all workers will be able to be accommodated in the site compound. With the site being within a residential area it is important that no site vehicles or construction workers vehicles are parked on the surrounding public highway. The Principle Contractor will be responsible for ensuring that this is adhered too and may be required to organise for alternative transportation for their workforce to attend site to minimise the number of vehicles requiring parking. Disciplinary action may be required for any worker not adhering to this.

4.3.2 The Principle Contractor will be required to provide an additional offsite facility for workers to park and/or meet away from the surrounding public highway.

4.3.3 During school holidays the main school car park will be available for worker parking.

### **4.4 Routes for Construction Workers**

4.4.1 No specific routing will be imposed on construction staff for their journeys to and from site unless they are driving a goods vehicle when they will use the designated route outlined in this CMP.

4.4.2 All workers will use the new temporary construction site access off Steps Lane.

### **4.5 Construction Deliveries**

4.5.1 Most deliveries will come straight into site via the newly formed temporary access onto Steps Lane.

4.5.2 If, during the school term, the delivery vehicles are required to enter the main school site via the main entrance on Moor Lane, they will be required to be supervised by a competent banksman to ensure safe passage through the fully utilised staff car park.

- 4.5.3 During the school term, construction deliveries should avoid the period of school drop-off (8:30am to 9am) and pickup (3:15pm to 3:45pm). At these times the main school access, car park and surrounding roads are likely to be congested.
- 4.5.4 The school car park also operates a one-way system that must be adhered to.
- 4.5.5 All HGV deliveries will be organised and managed by the site manager to ensure that deliveries are spread out throughout the day and avoid conflict with other deliveries and school drop off/pick up times.
- 4.5.6 All HGV deliveries should follow the designated traffic route as shown in Section 2.

## **4.6 Site Access**

- 4.6.1 Site access will be via the newly formed temporary access off Steps Lane (see Appendix A). A competent banksman will be responsible for controlling all large delivery vehicles accessing and egressing the site. There may, at times, be a requirement to use the schools main entrance off Moor Lane for deliveries, if this is the case a competent banksman will be responsible for controlling the vehicles through the main school car park.

## **4.7 Local Environment & Residential Amenity Protection**

- 4.7.1 In addition to the mitigation measures outlined in the previous sections, the Principle Contractor will also implement the following measures to protect the local environment and residential amenity during construction:
- Banksman controlling access and egress from the site. This will ensure safe vehicle movement onto and off site.
  - All marshalling areas and site offices to be included within the site boundary;
  - Adequate storage space on site; this will also ensure the site entrance is not subject to any blockage at any time of the day;
  - All loads to be properly stowed and secured with a tarpaulin, where appropriate;
  - Routine sweeping/cleaning of dirt and stones from the site's access point; and immediate adjoining access road (Moor Lane);
  - No uncontrolled run-off to the public highway from any dewatering/pumping carried out during construction activity;
  - The school will remain operational throughout. Therefore communication, co-operation and co-ordination of significant deliveries will be established between the Principle Contractor and the school management.
  - A scheme for recycling/disposing of waste resulting from demolition and construction works, with priority given to reuse building materials on site wherever practicable.

4.7.2 The Principle Contractor will plan, implement, manage and monitor ecological mitigation measures in compliance with the relevant landscape, ecological and environment survey and management plans.

#### **4.8 Local Environment & Residential Amenity Protection**

4.8.1 To control noise, prevent and minimise dirt and mud on the access route and emissions of dust and other airborne contaminants during the construction works, the following mitigation measures will also be implemented:

- The site manager will monitor the public highway condition, and if required, arrangements will be made for a vehicular road sweeper to be used to prevent the transmission of mud, stones etc. on to the adjacent highway.
- Wheel wash equipment will be available and used on-site, as required, to prevent the transfer of mud, debris, stones etc. onto the public highway.
- The proposed HGV materials put down area and site access and egress will be hard landscaped, this should mitigate the potential for the spread of mud and debris from the site areas.
- Delivery vehicles will be kept within the hard landscaped compound, access and egress areas.
- All drivers will be required to check their vehicle is free of dirt, stones and dust prior to departing site;
- Any dust generating activities will be avoided or minimised, wherever practical, during windy conditions;
- Any soil stockpiles will be covered when left for extended periods of time;
- Drivers will adopt driving practices that minimise dust generation, and loads in and out of site will be covered.
- All operations and tasks will be assessed for the possible generation of noise and the potential for any adverse effect on the local environment; employing best practicable means; noise sources will be eliminated if practicable to do so or reduced to the lowest levels by implementation Best Practice control measures in accordance with BS5228, THE Control of Pollution Act 1974, the Control of Noise at Work Regulations 2005 and the Control of Vibration 2005, using tools, equipment and plant that only generate noise levels below the recommended limits set by codes of practice and official guidance notes.
- Site induction / regular Toolbox Talks will address the site management of vehicles arriving on site.

- Noise levels on site will be monitored and corrective action taken to reduce noise levels to below the guidance action levels. Due to proximity to residential areas noise disruption is a possibility, therefore, it is possible that acoustic barriers may be required on the site.

4.8.2 The compound welfare units, site office, etc. will be powered by generator. This will be a quiet running model and will be acoustically screened to reduce noise impact on the adjacent areas.

#### **4.9 Monitoring**

4.9.1 The primary purpose of the mitigation measures outlined in this CMP are to ensure that the presence of construction traffic does not lead to any significant environmental degradation or any safety concerns in the vicinity of the proposed works. The mitigation measures will be monitored by the Principal Contractor to ensure that they are implemented and strictly complied with, to ensure that any potential negative impacts arising from the works are prevented. It is in the interests of the construction programme that deliveries are not unduly hindered by traffic congestion and therefore construction routes, delivery timings and access arrangements will be subject to continuous review as the works progress to ensure efficient operation.

4.9.2 Any accidents and breaches of construction route or site access procedures will be noted and addressed as part of the site's general Health and Safety procedures.

A handwritten signature in black ink, appearing to read 'R Whittaker'.

**R Whittaker BSc (Hons)**  
**For TDA Engineering Services**

July 2021

## APPENDIX A

