

Wood Walk, Hoyland

Bellway Homes

Construction Management Plan

Working Hours

Working Hours: 08:00 – 18:00 (Mon – Fri) and 09:00-14:00 (Sat)

No working Sundays or Bank Holidays.

No work or deliveries to be accepted outside these times.

Construction Traffic Management

- All access to site for plant, site operatives and deliveries to be via Wood Walk.
- On-site parking is to be provided and made available as per the accompanying Construction Management drawing (reference WWH/CMP/01 Rev C).
- Deliveries to be managed by site manager to ensure there are no incidents of queuing outside of the site. Where required deliveries to be stacked on site whilst awaiting unloading.
- Given that staff numbers on site will vary greatly depending on the nature of the operations being carried out on site and the required build out rate of properties, it is not possible to accurately estimate the number of workers that are likely to be employed on the site at any one time. However, the contractors and sub-contractors employed on the site will be encouraged to recruit locally to reduce commuting distances and as far as possible contain commuting traffic to the local road network. In addition, staff associated with the contractor and sub-contractors will be encouraged, where possible, to arrive and depart site outside of the typical weekday morning and evening peak hours to minimise any peak hour movements on the local road network. A combination of the following measures will be implemented to reduce staff trips during peak hours:
 - o Staggering shift start times outside of peak times;
 - o Encouraging travel by alternative modes through provision of cycle parking and welfare facilities on site; and
 - o Implementing a car sharing scheme to identify staff with similar commuting patterns to reduce single occupancy journeys.
- Refer to Appendix A for delivery routes
- All suppliers advised in advance to follow routing arrangements to the site. Suppliers will be asked to arrive and depart site outside of the typical weekday morning and evening peak hours to minimise any peak hour movements on the road network and that temporary signage will be provided on the local road network routes to the site to ensure vehicles use the prescribed routes.

Welfare / Contractor Parking

- Construct a central welfare facility which will provide sanitary convenience for both male and female workers. There will be a canteen for workers and changing/drying rooms.
- The maintenance of the workers canteen, toilets and changing rooms will be maintained to a high standard to ensure the hygiene of the facilities.
- Compound floodlights will be installed on the cabins and set up on dusk til dawn for the duration of the development. The lights will be pointed towards the ground, away from any existing properties.

Construction Noise Management

Plant selection and maintenance

- A policy will be adopted where plant on site is reviewed to ensure it is the quietest available for the required task;
- All plant, equipment and vehicles will be fitted with appropriate noise suppression equipment to reduce noise levels as far as is practicable;
- A regular and effective plant and equipment maintenance programme be implemented to ensure equipment is operating according to manufacturer's specification;
- Where practicable the use of electric power should be chosen over diesel engines;
- Mobile and static plant will be located as far as possible away from dwellings;
- If the noise is directional the source will be pointed away from dwellings wherever practical;
- The location and orientation of the site offices and buildings will be considered in order to maximise the separation distance and screening provided from site operations to dwellings;

Operational methods

- Machinery and vehicles not in use are to be switched off, particularly close to dwellings;
- During delivery and unloading, materials should be lowered, not dropped, and located away from dwellings;
- Metal-to-metal contact during steel construction, scaffold installation etc. should be minimised to reduce impact noise;
- All site staff will be trained in noise reduction procedures and techniques, such as proper use of machinery.

Mobile Plant

- Engines will not be revved unnecessarily;
- A speed limit of 20mph will be maintained on the access and internal haul roads;
- The access road and haul roads on site will be maintained in good condition and free from potholes;
- Steep gradients on the haul roads will be avoided whenever practical;
- When reversing, mobile plant and vehicles should travel in a direction away from dwellings whenever possible;
- The use of white noise and directional reversing warning alarms to be employed on all mobile plant in order to reduce impact;
- In-cab communication systems to be employed removing the impact of short duration horn use;

Construction Dust Management***Topsoil and subsoil stripping and storage***

- Topsoil stripping and storage is almost always carried out in periods of dry weather in order to protect the soil structure. To minimise the potential for dust emission it is advisable that this operation is carried out as quickly as possible.
- Soils handling will be suspended near any sensitive boundary if weather conditions prevail that will result in the possibility of dust being raised and carried off site.
- Water assisted dust sweeper to be employed on access and local roads to remove material tracked out of the site.
- Haul roads to be hard surfaced with the use of a bowser / sprinkler system to dampen down material prior to cleaning where practicable.
- Cover, seed or fence stockpiles to prevent wind whipping

Mitigating trackout

- Water assisted dust sweeper to be employed on access and local roads to remove material tracked out of the site.
- Jet wash facility to be available on site to remove excessive material from wheels prior to leaving site.
- Haul roads to be hard surfaced with the use of a bowser / sprinkler system to dampen down material prior to cleaning.

Loading / Unloading & Material Storage

- Free falling fine material can be entrained by the wind and larger material can fragment by impaction if loads are dropped from height. Dust emissions will therefore be reduced by minimising drop heights during loading and transfer.
- Loading and unloading areas to be sited where possible with some degree of protection from wind dispersal.
- Unless impractical, material to be wetted down. Where materials must remain dry additional sheeting or covers should be employed.

Vehicle, mobile plant and machinery considerations

- To reduce entrainment of material a maximum speed limit on surfaced roads of 15 mph and on unsurfaced roads of 10 mph should be enforced.
- All vehicles are to be sheeted when transporting material on or off site.
- Material that has spilled on to the haul road should be removed on a regular basis so that secondary breakage caused by the wheels of other vehicles will be prevented.
- Ensure all vehicles do not leave engines running when stationary.
- Where possible avoid the use of diesel- or petrol-powered generators and substitute for mains or battery powered plant.

Working Methods

- Dust suppression techniques either built-in / auxiliary water sprays or extraction systems should be implemented during all cutting, grinding and sawing operations.
- Transfer and deposition of materials to be enclosed where possible i.e. chutes and covered skips.
- Available water to be maintained to ensure adequate supply for suppression systems, non-potable water to be used where possible.
- Materials that have the potential to be a source of dust should be removed from site as soon as possible or where being re-used adequately covered.
- Spillages of dry materials to be cleaned up using wet methods as soon as practicable after the event.
- To prevent dust from small supplies of fine powdered materials they should be bagged, sealed and adequately stored after use.

Waste Material

- There shall be no burning of materials on site at any time during construction.
- Material will be recycled wherever possible in line with best practice guidance. As part of our Remediation Strategy, upon receipt of written confirmation from the relevant authorities/regulators that the proposed Remediation Strategy for the site has been accepted, a Materials Management Plan (MMP) will be submitted for approval by the designated Qualified Person (QP) to allow re-use of soils on site. Materials Management Plan approval cannot be granted whilst approval for the Remediation Strategy is outstanding.

Wheel Washing Facilities

- Topsoil strip – wheels of vehicles to be washed with jet wash prior to exiting site.
- Road & Sewer/House build – jet wash to be available for wheel wash and used within site to ensure public highway is kept free of mud and debris at all time.
- Regular road sweeps to be booked in. Look to increase these when anticipated traffic movements are higher than usual.

Monitoring

- Undertake regular on-site and off-site inspections to monitor dust, record inspection results and make a log available to the LA Upon request.
- Increase the frequency of site inspections when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions

Communications

- Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary.
- Any abnormal loads that route via the Strategic Road Network must be agreed with National Highways Team in advance of operation.
- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.
- Make the complaints log available to the LA upon request.
- Record any exceptional incidents that cause dust and/or air emissions, either on- or offsite, and the action taken to resolve the situation in the log book.

Appendix A

Deliveries route



