Construction Management Plan

Parkland Infant School,

Brassey Avenue,

Eastbourne.

BN22 9QJ

July 2015

This construction Management Plan has been produced by Hamsonjpa, for the construction of a single story classroom extension and associated additional car parking spaces at, Parkland Infant School, Brassey Avenue, Eastbourne. BN22 9QJ

1.0 Proposed Programme

Main Contract Works

- Commence 10th August 2015
- Completion 9th November 2015

2.0 Introduction

This is a proposal for the site known as Parkland Infant School in Eastbourne, East Sussex. The proposed works include light refurbishment to an existing building, as well as new build construction to create an additional classroom.

The school is operational and will remain so throughout the main construction process.

The works will be phased to minimise the disruption to the school.

The new build extension consists of an additional single storey classroom, of traditional construction comprising a pitched tiled roof, facing brick cavity walls and PVCu double glazed windows and doors.

The construction will generally match that existing.

The agreed contents of the Construction Management Plan must be complied with unless otherwise agreed with the Council. The Project Manager shall work with the council to review the Construction Management Plan should any problems arise in relation to the construction of the development. Any future revised plan must be approved by the council and complied with thereafter.

3.0 Construction Start/Completion Dates

We are awaiting confirmation from the Principle Contractor regarding the exact start and finish dates. However, the target dates for the project are:

Start date: 10th August 2015

Completion: 9th November 2015

4.0 Proposed hours in which vehicles will arrive and depart

In general the hours in which vehicles will arrive and depart will coincide with the site hours which are 8.00am – 5.00pm in the evening. There are no current plans for loads to be delivered and removed from site outside of these hours.

Any parking bays that may need to be closed off will be carried out by the Principle Contractor with full consultation with appropriate neighbours.

5.0 Access arrangements for vehicles

As mentioned earlier Parkland Infant School is a project that is to be carried out in two phases in order to cater for the continued live occupation of the school and its students.

Phase 1

Comprises excavations, foundations and sub structure floor slab to dpc for the classroom extension. Excavations and formation of the additional parking bays to sub base course.

Vehicles will arrive in Brassey Avenue from the east and approach the site via the security gate. On exiting the site vehicles will use the existing tarmac internal circulation road running east west adjacent to the extension site.

In all cases, access/egress for delivery and removal of materials will be planned, scheduled and co-ordinated by the site manager and all vehicle movements both on and around the site will be controlled by competent and certified banks men.

Phase 2

Comprises the construction of the shell and fit out of the classroom extension, together with associated hard and soft landscaping and wearing course to the car parking bays.

Vehicles will again approach from Brassey Avenue, with access/egress for deliveries controlled as for phase 1, but with smaller and less frequent vehicle movements.

6.0 Size of vehicles

Numerous types of delivery vehicles will be used to bring materials to and from the site. These include:

- Skip lorries. These will include standard 8 yard skips for waste (approx. size 5m long x 2.4m wide)
- Ready mix lorries (approx 8.25m long x 2.45m wide)
- Flat bed delivery vehicles for the delivery of various materials including scaffolding, steelwork, bricks/blocks, timber, roofing materials, plaster, joinery etc. (approx. 8.5m long x 2.45m wide)

The projected vehicle movements are approximately 5-10 per day during the contract period.

7.0 Swept path manoeuvre's on site

All delivery vehicles will manoeuvre and exit the site face first. There will be no reversing onto the public highway.

8.0 Details of any highway works necessary to enable construction to take place.

There are no works necessary to the public highway associated with the development.

9.0 Parking and loading Arrangements

A strict delivery procedure will be implemented to ensure that Brassey Avenue is not overrun with site and delivery vehicles. The site manager will ensure that traffic flow on the streets is maintained at all times.

All subcontractors and suppliers will be required to give 48 hours notice of deliveries.

The movement of materials, particularly in the main contract works phase will also be controlled by the site manager. He will be responsible for the control and co-ordination of all aspects of material deliveries and movement.

Vehicles will pull into the site for unloading in all instances.

Materials will be stored within the boundary of the site.

Pre agreed contractors parking will be permitted on site. The principal contractor and all sub contractors will be informed at the pre commencement meeting that the surrounding area is for resident parking only. All sub contractors will be encouraged to use public transport.

10.0 parking bay suspension and temporary traffic management orders

No parking bay suspensions are required for this project.

11.0 Overhang of the Public Highway

All works are contained within the boundary of the school premises. There will be no overhang of the public highway.

12.0 Details of hoarding/fencing

The contractor’s compound will be enclosed with a 2.4m high Heras fence. This will be adapted as necessary. The contractor will ensure that the fencing panels are maintained and kept clean for the duration of the project.

No other fencing/hoarding is envisaged.

13.0 Details of how pedestrians and cyclist safety will be maintained.

When vehicles are entering or leaving the site, these will be supervised by the site manager.

The general public/staff/pupils will have right of way along the pathways that surround the site. The school gates will be kept closed and monitored by the site manager. Only when deliveries are made to the site will they be opened to allow vehicles into the site, at which times barriers will be put across the pavement to prevent access by pedestrians. These barriers will be manned by the site manager or appropriate trained staff and delivery vehicles will be supervised/controlled by a banks man.

The site manager will also ensure that the external perimeter of the site is regularly patrolled (twice a day) to ensure that any debris is kept clear of the pavements/

With regard to cyclist safety, any delivery vehicle parked within the loading area will be coned off to direct cyclists around the lorry.

Should there be any complaints arising from the works, local residents will be able to call personally to the site office. Any resident's visiting the site to raise a complaint will be requested to sign in and the site manager will escort the visitor to the site office.

The site manager will deal personally with comments or complaints from the public or neighbours and will ensure that they are resolved swiftly. A record will be kept of all comments and complaints.

14.0 Management of traffic to reduce congestion

The site manager will be responsible for the day to day management of all deliveries to the site. These will be booked in using a delivery schedule so as to prevent lorry congestion to the road network that surrounds the site. Should a

lorry/vehicle arrive that has not been booked in, that vehicle will be turned away.

Wherever possible, Lorries will be brought onto site, keeping the road free for general traffic movement.

In order to reduce traffic movements, the site manager will call off full loads wherever possible and only accept part loads when essential.

The principle contractor will encourage sub contractors to use public transport to travel to the site. They will also inform potential sub contractors that parking is very restricted in the local area and that residents parking area's are not to be used. They will monitor parking especially on neighbouring roads to ensure off site car parking is dealt with considerately.

15.0 Control of dirt and dust on the public highway.

Mud and debris on the road is one of the main environmental nuisance and safety problems arising from construction sites. The Principle contractor will make provision to minimise this problem.

All muck away vehicles and delivery vehicles will access the site via the existing public highway. Within the site they will utilise the existing tarmac circulation roadway which will be regularly washed down and swept clear of debris.

They will also make provision for cleaning of the road if required by an approved road sweeper.

All muck away Lorries will be fully sheeted to minimise the risk of any mud over- spilling onto the highway.

Consideration will also be given to a fine spray to suppress dust on the following;

- Unpaved area's that are subject to traffic or wind
- Sand, spoil and aggregate stockpiles
- During loading/unloading of dust generating materials.

16.0 Details of consultation with local neighbours

The site team will have direct responsibility for fostering good community relations with all neighbouring residents. From the start of this project an individual directly involved with the management of the site will be identified as being specifically responsible for community relations. This single point of contact will be established for all liaison with the general public.

The principle contractor will initiate early and honest communications to establish a good rapport with the community which will help reduce problems that may arise during construction process. Part of the process will be the inclusion of regular updates to neighbours of what has and what will happen on site.

Information board(s) will be displayed at the entrance to the site, which will highlight the key personnel on site including contact details. In the event of a complaint, the site manager will respond by return or as soon as he can. All complaints will be logged, all actions tracked and each item closed out to the satisfactory agreement of all parties.

Prior to any person being allowed on site they have to go through a Health, safety and Environmental project induction.

The principal contractor will:

- Ensure that the workforce maintain a respectable standard of dress code
- Encourage operatives not to leave site in dirty work clothes
- Provide ID badges for all operatives.

17.0 targeting zero non hazardous waste to landfill

As part of the environmental approach the Principal contractor will seek materials from local companies provided that specification requirements and costs are met.

The maximum re –use of excavated materials for ground landscaping will be investigated and incorporated into the project.

18.0 Energy use

Where practicable, the Principal contractor will seek to source green energy providers for the construction phase. Meters will be provided for site enabling energy consumption levels to be monitored.

19.0 Fuel consumption

The principal contractor will strive to procure local contractors for the project therefore minimising transport costs and impact on the local environment.

20.0 Waste Management

The principal contractor is responsible for:

- Ensuring that the site is kept clean and tidy
- The collection of waste from a central point
- Segregation of waste on site.

The principal contractor will ensure that all access routes, fire escapes and staircases are swept and kept clear of debris on a regular basis to maintain high standards of health and safety on the project. All general areas of the project will be swept clean on a weekly basis.

Sub contractors will be responsible for removing waste emanating from their works to a central point on site.