

# Construction Management Plan

For the proposed  
**60 Bed Care Home**

at  
**Thomas Street, Lindley, Huddersfield**

Revised Document 24/01/2024



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## 1.0 Introduction

The purpose of this Construction Management Plan (CMP) is to demonstrate how the Principal Contractor will minimise construction impacts relating to the development and site activity of this project.

This document will be utilised throughout the tender and operation process of the construction phase of the project to ensure that successful subcontractors working for the Principal Contractor are aware of their duties to ensure that both they and the Principal Contractor comply with the requirements set out in this document.

If the circumstances surrounding the project change during progression of the works or the measures discussed within this document are not effective the Principal Contractor will review and apply reasonable alternative measures to minimise disruption.

This CMP provides details relating to the following topics,

- Access including delivery and contractor vehicles and parking
- Hours of works, noise, dust, debris, waste management, lighting, and surface water
- Site establishment, security, hoardings & fences, and tree protection

## 1.1 Appointments

### The Employer (Client)

Name: Torsion Care

Address: 1280 Century Way, Leeds LS15 8ZB

### The Principal Contractor

Name: Torsion Projects

Address: 1280 Century Way, Leeds LS15 8ZB

## 1.2 Site Location

The site is located to the West of Lindley and can be accessed via West/East Street Figure 1 below. There are numerous one-way systems in place to be identified Current access/egress into the site will be via Brian Street see figure 5. There are residential dwellings on all sides of the proposed development with a local doctor's surgery located to the North on Thomas Street.



**Figure 1 – Site location plan**

### **1.3 Site Overview**

The site is situated adjacent to Thomas Street, Brian Street and Thorncliffe Street. The project will be of traditional stone construction, 2 storey care home. The site surroundings mostly comprise of residential terraced housing with a small lane to the West of the site leading from/to Brian Street and Thomas Street.

### **1.4 Development Overview**

The new development consists of 60-bedroom care home in a single block with communal areas, landscaping and associated works. There are no demolition works to be carried out on this project.

Foundation works will be carried out once site grubbing up has been completed. Piling works are required due to ground conditions.

Continuous Auger Piles are our preferred option to help reduce vibration in the ground. Once piling is complete, ground beams will be dug and cast. This will be followed closely by the installation of the sub structure work.

It is anticipated that construction works will take approximately 78 weeks from the commencement of development, with sub-structure works completed within 25 weeks of commencement.

The programme of works and in particular the sub-structure requires works within the ground to be completed as priority. These works include installation of piled foundations, substructure blockworks, with beam and block to all floors, drainage, service ducts and roadways up to and including base course tarmac.

## 2.0 Site Establishment

### 2.1 Offices and Compound

It is intended to establish the site office compound within the area shown in Yellow figure 2 below on Thorncliffe Street for the first 12 weeks, we will then move into the blue area for the duration of the project.

The site compound will include offices, meeting rooms, canteens, male and female toilets, and a drying room. Materials storage areas are shown on the plan below. Footpath suspensions to Thorncliffe Street will be required, & relocation of temporary bus stop to accommodate the site compound and material storage areas.



**Figure 2 – Site Establishment**

### 2.2 Hoarding

The perimeter of the site shown by the red line on the plan in figure 3a will be protected using a mix of fixed hoarding and Heras type fencing. An example of the type of hoarding used is shown below in figure 3.



**Figure 3 – Hoarding Example**



**Figure 3a Red Line Boundary**

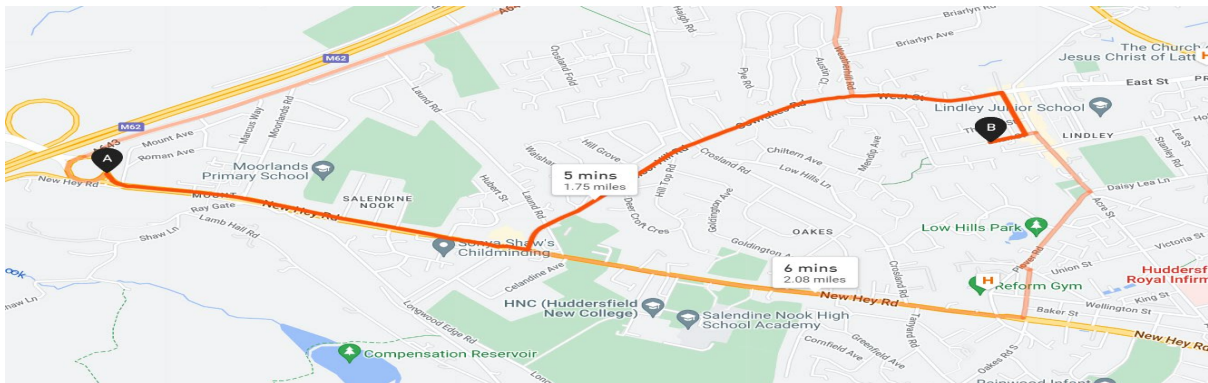
### **2.3 Security**

Should it be deemed necessary remotely monitored CCTV will be used on site for security. If further security is required a night guard will be employed.

Pedestrian access will be by way of a face ID turnstile. Operatives will be set up on this system as part of their site induction. Visitors to the site will be required to contact the site manager using his or her phone number which will be displayed on the board outside of the site.

### **2.4 Delivery Access**

The site can be accessed by road via 2 main trunk road routes. The route for each of these deliveries will be coordinated to suit the material on delivery. Potential routes are highlighted in figure 4 below.



**Figure 4 – Vehicle Access Route**

The above image demonstrates that the site can be accessed from both the M62 in 5 -6 minutes by using only A roads and by not accessing any minor roads which when used by large delivery vehicles could cause disruption for other road users.

Once on the New Hey Road vehicles will turn either left onto Moore Hill Road or Plover Road dependent on delivery size. Construction signage will be placed in appropriate locations along the vehicle access routes to assist with guiding vehicles to the site.

Delivery vehicles will not be parked or held on any of the roads surrounding the site. When vehicles are accessing the site, every attempt will be made to ensure that access to the surrounding residential areas will not be affected. Delivery wagons will be reduced in size to ensure they can manoeuvre safely around the residential streets. See figure 5 for delivery route.

The building has been designed to minimise the requirement for large or heavy elements of construction materials that would ordinarily require considerable crane and circulation space for off-loading and distribution.

Where larger materials need to be accommodated within the construction their delivery will be co-ordinated with appropriate levels of protection to the public and other motorists. Temporary stop/go boards if required will be used to ensure that the deliveries can enter and exit the site with minimal disruption whilst managing a strong level of safety.



**Figure 5 – Delivery Vehicle access to the site**

### **2.5 Construction Parking**

Parking bays on site will have limited availability as indicated by the yellow zone on figure 6.

Further parking opportunities will be investigated as the scheme moves into the construction phase. Local car parks will be reviewed, and details passed to subcontractors. If possible, negotiations will be had with local landowners to obtain permission for private parking areas.

Any offsite parking will be the responsibility of the Principal Constructor to manage. Vehicles parked off-site will need to ensure they are not parked illegally or blocking access to public or private property and ensure that emergency vehicles can pass easily.

Awareness of these requirements will be communicated to subcontractors and suppliers during pre-start meetings and during site induction and toolbox talks.



**Figure 6 – Parking**

## **2.6 Pedestrian Access**

The main site pedestrian access will be strictly controlled via iris recognition turnstile system or similar. The main pedestrian entrance is to be segregated from the vehicle entrance and be located at a safe location on the site. A record of all personnel on site, including visitors, with the time of entry and exit is to be kept on site by the main contractor.

## **2.7 Vehicle Access**

All vehicular access will be controlled at the gate where all access and egress movements will be recorded. All site personnel and delivery drivers will have to undergo site induction prior to entering the site.

The construction period will be temporary in nature and is expected to consist of vehicles owned and driven by site construction staff and by full time site supervisory staff and occasional professional supervisory staff design team members and supervisory staff from utility.

## **2.8 Site Cranage**

The exact number crane lifts will be dictated by the programme, phasing, contractor, and the specific construction requirements. However, it is expected that localised mobile or self-erecting tower cranes will be required. It is not anticipated that any restrictions on this site will apply.

All crane lifts are to be planned by the crane contractor and coordinated with the onsite team/works.

## 2.9 Site Working Hours

Monday to Friday	7.30am to 6.00pm
Saturday	7.30am to 2.00pm
Sundays & Bank Holidays	By agreement with the Local Authority

Should there be a requirement to work outside of these hours the Principal Contractor will visit neighbouring homes in advance of the works and advise residents of the intentions and the reasons why. The Local Authority will be notified of the works.

Where practicable potentially disruptive works will be avoided during extend work hours.

## 3.0 Site Monitoring and Management

### 3.1 Demolition Works

All demolition works have been completed by others previously, however, we have identified the following as additional dust sources below which may occur during the construction process:

- Bulk earthworks operations
- Plant/vehicle movements
- Drying out of material stockpiles
- Cutting masonry
- Cutting concrete products (i.e. kerbs, paving slabs, etc)
- Cutting/sanding wood products
- Grinding/drilling concrete
- General cleaning (sweeping)

Works are planned to minimise and control the dust for all works. Regular monitoring will be carried out by way of visual daily monitoring and inspections of site and works by the site management team. This also includes an inspection of the site boundary and surrounding areas to check for any potential issues arising (Dust soiling, surface run off mud etc). Cleaning to be provided if necessary.

Inspections will be carried out more frequently throughout dry and windy conditions – if conditions worsen works would be halted until mitigation measures are put into to place such as water suppression/dampening down the affected areas.

All site fencing, barriers and scaffolding are inspected regularly on site. They are kept clean daily to ensure no build-up of debris occurs, if dry and windy weather occurs during the cleaning down process dampening down will be used to ensure dust is kept to a minimum.

Speed limit signage will be displayed at the entrance gates and throughout the site. The site speed limit on site is a maximum of 10mph. – if dust conditions worsen due to site traffic, works would be halted until mitigation measures are put into to place such as water suppression/dampening down to the affected areas.

Smaller supplies of fine powder like sand, cement etc will be stored within the onsite secure container. Empty bags will be placed into the waste containers provided on site.

### **3.2 Noise**

Due to the nature of construction operations noise is unavoidable but can be reduced to lessen the impact upon neighbours to the site. Consideration of the surrounding residents will be an integral part of the Principal Contractors role on site.

The method of construction will be traditional meaning the building will be constructed using brick works, blockwork, and pre-cast concrete floor planks. The site will require piled foundations. The preferred method for this will be augured piles. The use of driven piled foundations will be avoided where possible.

Should there be a requirement for significant or prolonged elements of noise the Principal Contractor will visit the adjacent residents that are likely to be affected by these works and provide plenty of notice prior to commencement.

Site radios will only be permitted in enclosed areas and where volumes are low enough so as not to affect those outside of the site boundary.

Plant and equipment that produces lower levels of noise will be utilised on site, for example, machinery run by combustion engines will have suitable silencers, where required sound protection screening will be used. Plant and equipment will be maintained as per the manufacturer's instructions and guidance to ensure smooth operation.

The Principal Contractor will ensure that operatives, sub-contractors, and suppliers are all courteous and respectful to surrounding residents, visitors and members of the public.

BS 5225-1:2009+A1:2014 and BS 5228-2:2009+A1:2014 Code of Practice for Noise and Vibration Control on Construction and Open sites will be used as a reference document for all related activities.

### **3.3 Wheel Wash Facilities and Highway Cleaning**

During wet weather vehicles will be cleaned before leaving site using a wheel wash facility and any mud that does migrate onto the carriageway will be cleaned using power washers or road sweepers. During dry spells water will be used to dampen down any dry dusty soils.

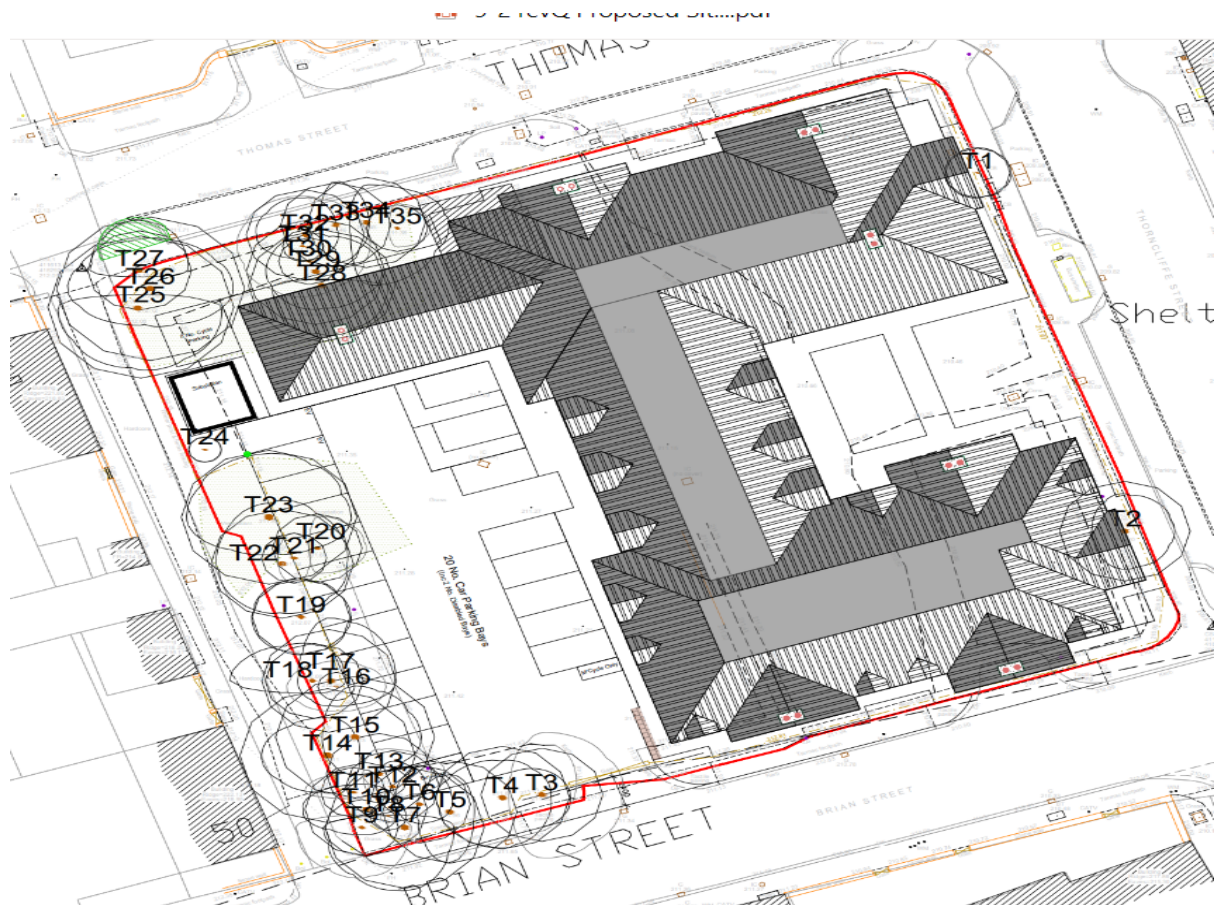
The wheel wash area will be located adjacent to the site entrance. A temporary gully will be installed with a silt trap and connected into existing site drainage.

### **3.4 Lighting**

As works on site progress lighting will be required, particularly in the winter months. Temporary lighting will be used throughout the building and will be switched off at night to reduce lighting pollution outside of working hours. Lighting will also be required within the site compound; floodlights will be orientated to reduce glare and impact upon surrounding properties.

### 3.5 Tree Protection

Prior to the commencement of works tree protection fencing will be installed in line with the Tree Protection Plan, see figure 7 below. This will remain in-situ throughout the project.



**Figure 7 – Tree Protection Plan (TPP)**

### 3.6 Air Quality, Dust Control and Monitoring

The following mitigation measures will be implemented on site during the construction phase, as required:

- Vehicles exiting site will use a wheel wash to ensure dust emissions are not generated from tyres. It will also prevent vehicles from carrying excess material onto public roads.
- Covers will be employed on all vehicles leaving the site to minimise dust arising's off site.
- Site roads shall be regularly cleaned and maintained as appropriate.
- Solid surface roads shall be swept to remove mud and aggregate materials from their surface because of the development works.
- Any un-surfaced roads shall be restricted to essential site traffic only.
- Any road that has the potential to give rise to fugitive dust may be regularly watered, as appropriate, during extended dry and/or windy conditions.
- On-site speed limits will be stipulated to prevent unnecessary generation of fugitive dust emissions.

- Material handling systems and site stockpiling of materials shall be designed and laid out to minimise exposure to wind.
- A complaints register will be maintained on-site and any complaints relating to dust emissions will be immediately dealt with.
- In periods of dry weather when dust emissions would be greatest, a road sweeper, which would also dampen the road, will be employed to prevent the generation of dust.
- Water misting or sprays shall be used as required if particularly dusty activities are necessary during dry or windy periods.
- If appropriate, dust monitoring will be carried out during the construction phase of the scheme. If the level of dust is found to exceed 350mg/m<sup>2</sup>day in the vicinity of the site, further mitigation measures will be adopted in the construction.

## **4.0 Contamination and Waste Management**

### **4.1 Contamination**

As part of the planning application pack a phase 2 site investigation has been submitted. This has identified that *“no contamination has been found on site”*. If during the works any unknown contamination is discovered, works to this area will cease and a plan will be formulated and agreed with the LPA to remediate this area of the site.

Fuels, harmful liquids, and substances will be stored in suitable areas under lock and key, for example fuel will be stored in bunded tanks with spill kits and drip trays available. Any spills will be contained and cleaned up to avoid seepage or draining into water courses.

All activities that involve the generation of significant levels of mud, dust, debris, contamination, and waste will be subject to a risk assessments and method statements.

### **4.2 Soil Waste Management**

The Principal Contractor will use a Licensed Waste Contractor to remove construction waste from site. Eurobins and various metal skip sizes will be provided to enable the efficient removal from site to a processing facility. Plasterboard waste will be segregated from general builder’s waste on site, timber & metal waste will be segregated off site. Torsion Group currently recycles 99% of all waste generated on site.

### **4.3 Segregation of Waste Material**

Waste materials generated will be segregated on site where it is practical in accordance with the Construction and Demolition Waste Management Plan. There will be skips and receptacles provided to facilitate segregation at source. All waste receptacles leaving site will be covered or enclosed. The appointed waste contractor will collect and transfer the waste as receptacles are filled.

### **4.4 Surface Water Management**

It is inevitable that during periods of rain, snow, sleet etc that surface water will accumulate on the site. It is not anticipated that construction activities will increase the need to manage storm water on the site. Should levels however require management, temporary storm drainage will be installed. Once the carpark and its drainage are installed this will help with the control of site waters. Silt traps will be inspected and cleaned regularly to ensure surface water can flow freely from the site.

## 5.0 Health and Safety

### 5.1 General Health Safety and Environmental Considerations

Construction works will be carried out in such a way as to limit, as far as practicable, adverse environmental impact. Works will be carried out in accordance with the following general provisions:

- Planning approvals from the Local Authority.
- Requirements of the Local Authority.

As part of the Construction Method Statement, the process will ensure that construction techniques and materials used are a fundamental consideration of the design and intended long-term use, the aim below is achieved:

- Design for durability and modest maintenance.
- Design for flexibility and adaptability.
- Use of materials from sustainable sources.

Safety, health, and environmental issues on the development will be a primary consideration in the construction methods adopted. The construction team will develop a detailed *Health & Safety Plans*, specific environmental, fire and accident procedures to suit the construction sequence and methodology of the development.

Contractors involved in the development will ensure that all non-English speaking employees are provided with relevant Health & Safety information in their national language. All contractors will be required to adopt the relevant skills certification required for that element of the works. A *Site-Specific Safety Statement* and a detailed *Construction Stage Safety & Health Plan* will be compiled prior to any works on site and will be in accordance with the Health & Safety Authority and Local Authority guidelines.

**Accident & Emergency Procedure.** The overall strategy in the event of a spillage will be to ‘*Stop-Contain-Notify*’ in the event of:

Spills or discharge to the atmosphere, water supplies, sewage systems, rivers, and other watercourses, or to the ground:

- Any chemical products.
- Oils or fuels.
- Effluent/fumes and gases.
- Waste or contaminated materials.
- Damage to existing Trees and wildlife.
- Flora and existing local habitats

Any environmental incidents that could lead to:

- Local Authority or regulatory enforcement

- Public complaint

Emergency routes and procedures will be continuously adapted to suit the construction sequence and stage of the Development. An *Emergency & Evacuation Plan* will be prepared following the guidelines detailed below and updated on a regular basis during construction:

- Definition of the management organisation and responsibility for safety
- Definition of appropriate fire prevention measures, including good housekeeping of site, welfare facilities and offices.
- Adequate provision of fire extinguishers across the site.
- Use of non-flammable/fire retardant materials for protection of finished works.
- Safe use and safe storage of flammable materials of all categories, whether solid, liquid or gas.
- Appropriate waste management procedures.
- Monitoring the type and frequency of fire inspections/audits.
- Development of evacuation plans, to include escape routes, muster stations, means of sounding alarms and general emergency procedures.
- Site safety inductions and fire drills.
- The application of permit systems for Hot works, Confined Space Entry and Electrical Access Control.
- The provision of first aiders. Checking of emergency routes are always available and unobstructed at all times.
- Liaison with the emergency services and occupants of the adjacent buildings.
- First aid facilities will be established and at least one trained first aider will be present on-site at all times. In addition, trained Fire Wardens / Fire Marshalls will be in place on-site to address fire safety.

## **6.0 Construction and Community Liaison Management**

### **6.1 Overview**

The appointed Main Contractor will be required to follow best practice '*Considerate Constructor*' guidelines. The Considerate Constructor experience in the U.K. has been that early positive and proactive engagement with businesses and residents impacted by building works is the best approach.

## **6.2 Code of Practice**

In order to improve the image of the construction industry, the contractor will work under the Considerate Constructors Scheme, to promote and achieve best practice under the Code. The *Code of Considerate Practice* outlines the Scheme's expectations and describes those areas that are considered fundamental for registration with the Scheme. The Code of Considerate Practice applies to all registered sites, companies, and suppliers regardless of size, type or location.

## **6.3 Liaison**

The Principal Contractor will generate regular newsletters and distribute to adjacent neighbouring properties including the care home to the west and residential properties directly to the north and east. The newsletter will contain contact details of the project team and details on how any complaints or suggestions can be submitted.

The project team will maintain a log of any significant contact made with neighbouring properties and refer to the client with ongoing liaison.

## **6.4 Respect the Community**

Constructors should consider their impact on neighbours and the public by informing, respecting, and showing courtesy to those affected by the work. This shows itself in minimising the impact of deliveries, parking, and work on the public highway. It also contributes to and supports the local community and economy. Finally, it works to create a positive and enduring impression, and promoting the Code.

## **6.5 Complaints**

The Principal Contractors aim would be to avoid any complaints in the first instance but running and maintaining a well organised and well-ordered site. Any complaints received will be dealt with immediately. Torsion Projects are part of the Considerate Constructors scheme.

## **7.0 Conclusion**

This Construction Management Plan sets out likely and anticipated construction methodology and phasing which will be developed by a main contractor prior to commencement of construction on site. The main contractor will then develop their own fully detailed construction management plan prior to commencement of works on site.