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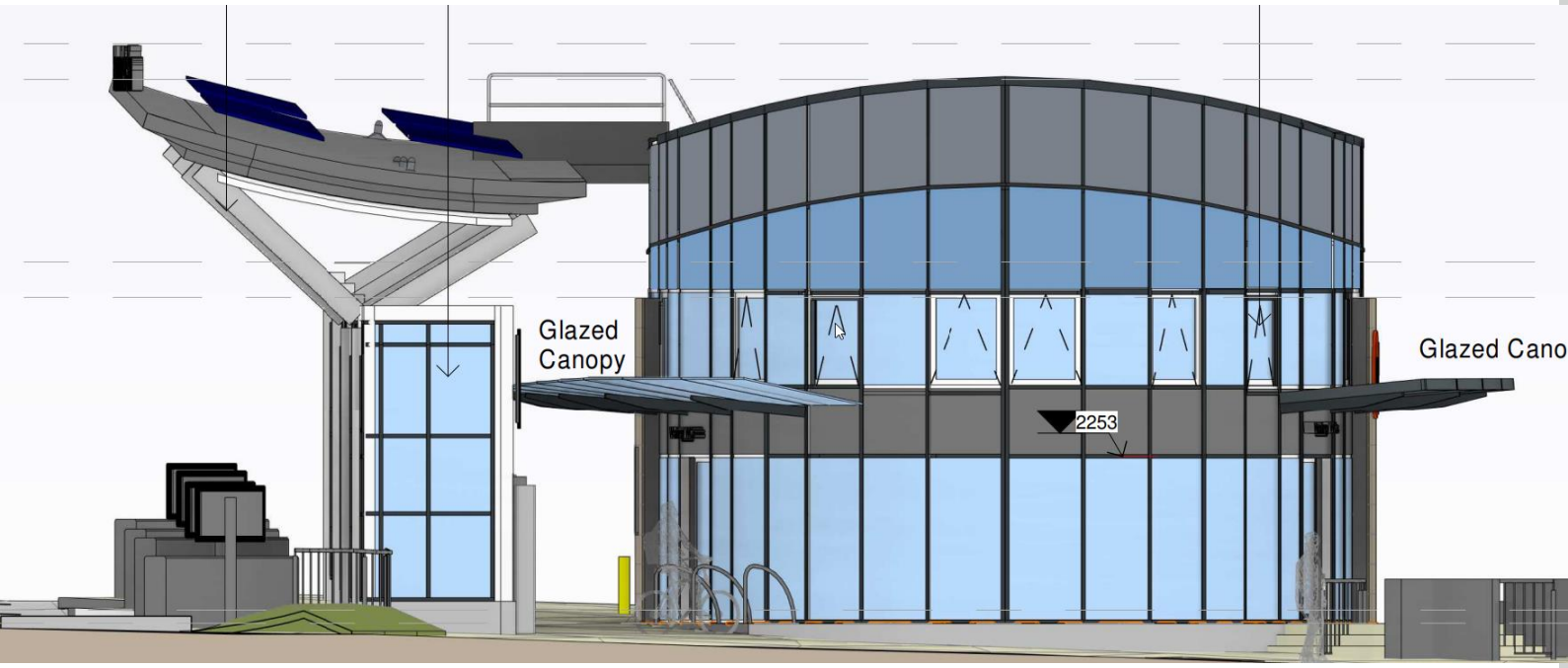

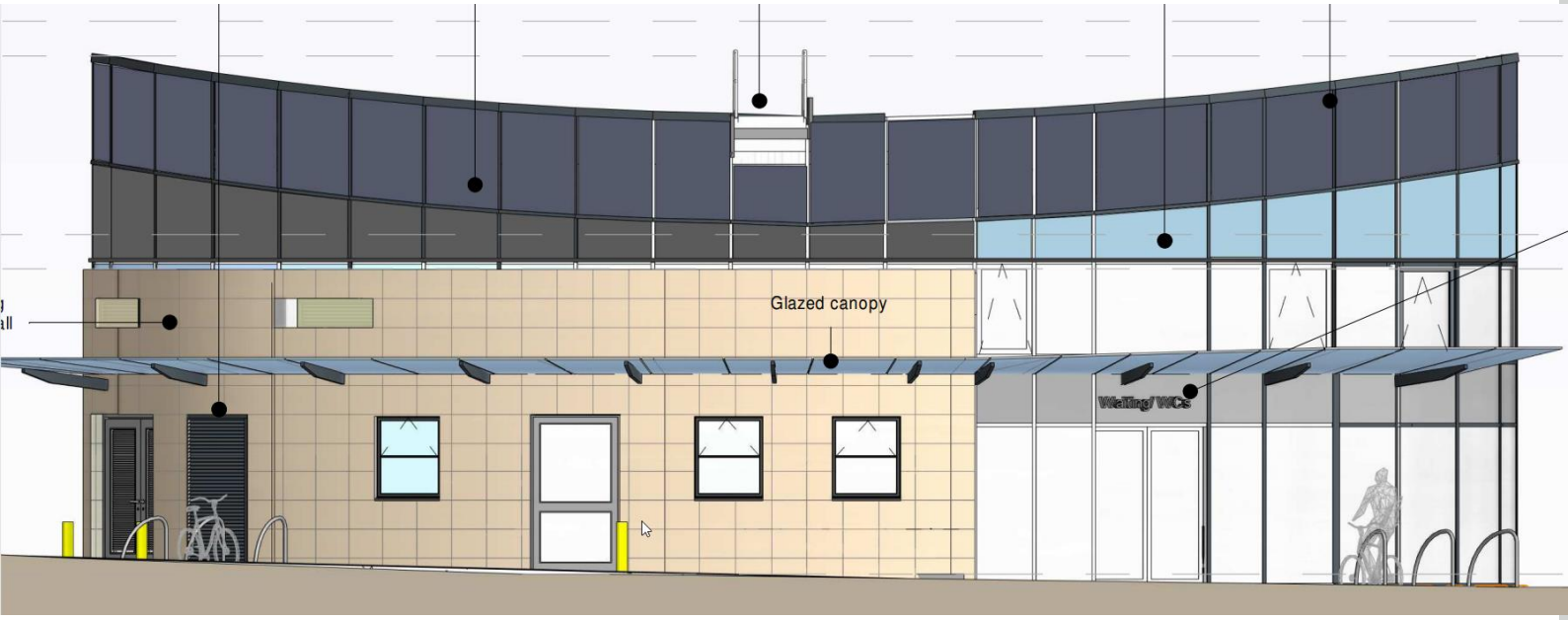

Building for the future

CONSTRUCTION MANAGEMENT PLAN

Heckmondwike Bus Station

Date:12/07/2024
REF: Heckmondwike Bus Station

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1. Introduction

The purpose of this Construction Management Plan ("CMP") at the pre-commencement stage is to outline and determine our approach to the management and execution of the construction of the New Bus Station in Heckmondwike.

The CMP includes comment on site establishment, logistics and the process of managing the local environment. It seeks to ensure the works generate minimum disruption to neighbours and local stakeholders whilst maintaining a safe travel, living and working environment.

The generation of CMP is a condition of the site's planning determination and is therefore our plan for the management of the execution of the works. This is a live document that will be regularly reviewed, and should this review necessitate significant change, we will maintain a communicative relationship to advise the planning body of any alterations should they occur.

2. Project Overview

The project is a New oval shaped Bus station with one half being curtain walled and the other half stone cladding with a green roof and a PV system to create a more sustainable building. The project also includes a large canopy area with curtain walling at the bottom of all 5 Bus lanes.

The site is situated on the old Bus Hub site in Heckmondwike along the A638

The anticipated contract duration is 55 weeks and will be delivered in one singular phase.

3. Construction Management Action Plan

3.1 Communication/Neighbours/Considerate Constructor Scheme

The site is situated in the center of Heckmondwike and Commercial Businesses surround the site'. It is located in the center of Heckmondwike along the A638 with several neighbouring businesses. It is our intention throughout the scheme to maintain good neighbourly relations. This is generally achieved by implementing clear direct communication protocols. Initially we will undertake a letter drop and in person visits to all adjoining properties clearly communicating our intentions and contacts for further dialogue. We will be receptive to mitigating the reasonable considerations of the local community and demonstrate a considerate and professional approach to the execution of the project. These communication paths will remain open for the duration of the works and will provide a platform to communicate the progress of the works and convey any requirements for abnormal works. We will also display clear instructions and maps with the new location of the temporary Bus stops to assist the public with finding the necessary bus stop for the required route.

We are associate members of the Considerate Constructor Scheme and the project will be registered with the scheme. Our CMP is generated to comply with the principles and requirements of the scheme. In accordance with the scheme we will display a project contact board and determine a complaints procedure should anyone have cause to formulate a complaint. All complaints will be thoroughly reviewed, and reasonable considerations will be mitigated and communicated to the relevant party.

3.2 Site Establishment

The site will be secured and segregated utilizing 2.4meter high multiside Hoarding. It is our intention to accelerate the construction of the Integral segregation to mitigate the impact of the construction works to the surrounding area.

Welfare facilities and contractor/visitor parking facilities will be provided in accordance with the attached Logistics and site layout plan. Pedestrian access will be formed into the contractor compound/welfare area. Should additional or overflow parking be required, we will utilise the Lidl and Albion Street Car park. No on street parking is available in the surrounding area.

Power to the welfare area will be provided by an acoustic generator, and water via a temporary builders supply.

3.3 Traffic Management/Access

The principals of our traffic management proposals are formulated with road safety both on and off site as our critical driver.

Our traffic management controls will be clearly detailed in all supply chain orders and clear way finding and instructional signage will be strategically located to provide clear guidance to site personnel, delivery drivers and visitors.

Our proposals for egress and access are formulated on generating a one-way system. All vehicular access to the project will be via Royal Fold. All egress from the site will be via St George Street. This proposal will minimise the disruption of vehicular traffic along the one way system and minimize possible traffic build up.

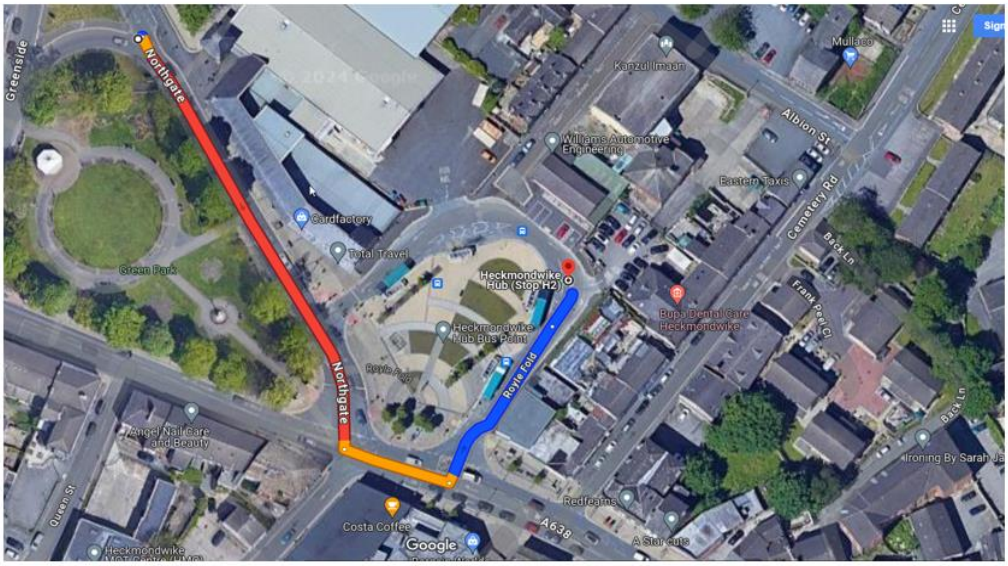
We will create 4 temporary Bus stops placed in the best possible strategic locations to minimize disruption and prevent congestion. We are going to install 1 temporary bus stop on Greenside towards Leeds , 2 in front of Peacocks on Northgate, one in front of Comrades club on regent street and use the existing bus stop on Market place. Clear signs and instructions will also be placed on the Hoarding clearly showing the locations of the temporary bus stops for each bus route.

All vehicles will access or egress the site in forward gear, and will be banked when leaving site. To avoid congestion as a result of concurrent deliveries, we will implement a systematic delivery schedule. Delivery's will not be permitted to arrive via Northgate to avoid congestions. To avoid exacerbating local traffic congestion, we will avoid accepting deliveries between the following times:

08.00am-09.30am and 15.00pm-17.00pm

New Bus Station, Heckmondwike

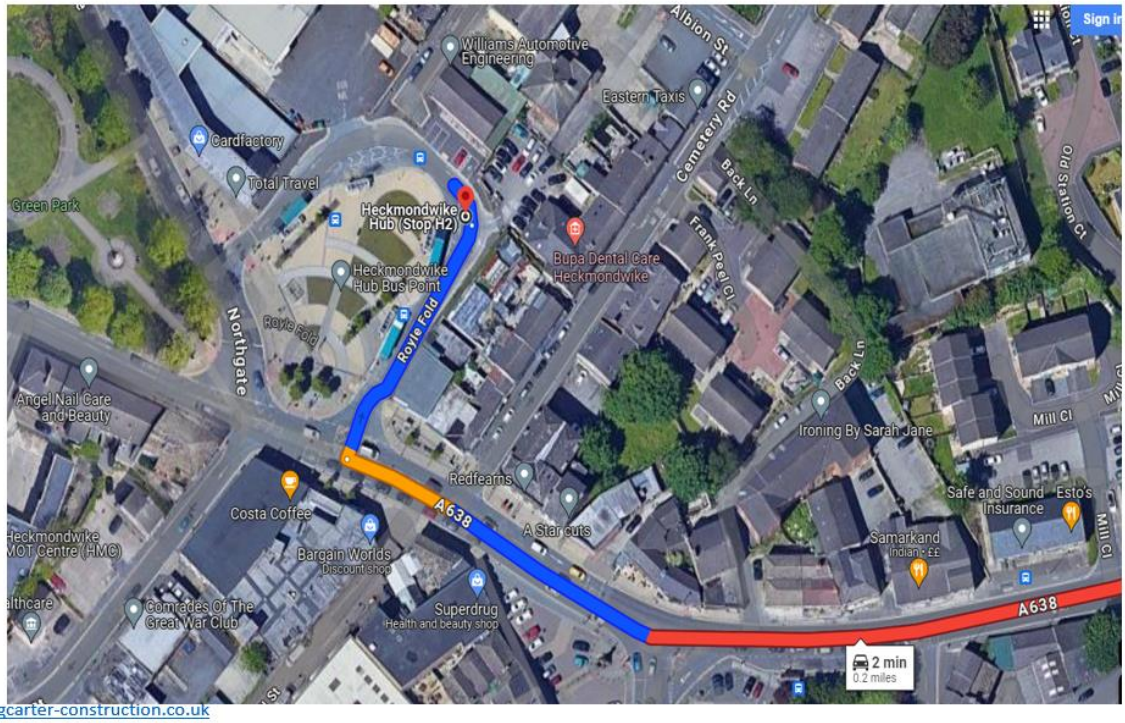
Vehicles are NOT permitted to use Northgate for any deliveries.



WHEN APPROACHING SITE AT THE ALLOTED TIME, DRIVERS MUST CALL THE SITE TEAM TO ALLOW ACCESS ONTO THE GROUNDS WHILST BEING PARKED IN THE WAITING BAY ON ROYLE FOLD.

Please call – TBC

New Bus Station, Heckmondwike
Route from A638



The A638 must be used for all delivery's, turning right into Royle Fold avoiding Northgate when ever possible.

3.4 Working Hours

The proposed working hours for the scheme will be:
Monday – Friday 0730-1830
Saturdays 0800-1300
Sundays and Bank Holidays -No working permitted

3.5 Security

As stated previously, the site will be utilizing 2.4meter high multiside Hoarding to prevent unauthorised access. The external perimeter of the site will be inspected by our site management team daily to ensure its integrity. Both the vehicular and pedestrian gates will be locked at all times. To avoid vehicles queuing and obstructing Royal fold and St George street, we will create a temporary delivery vehicle parking area on Royal Fold. All site personnel and visitors will have to sign in on arrival to site and sign out upon departing. We will also create a Pedestrian only Access from Royal Fold with Facial recognition technology for increased security. The entrance will have an airlock with a camera inside of it linked to the site cabins. The first door of the entrance will be locked with a secure lock during non-working hours and unlocked during working hours. The second door inside the Airlock will be controlled via a facial recognition system only allowing access to authorized persons

3.6 Health & Safety

A Construction Phase Health & Safety Plan will be prepared in accordance with CDM 2015 regulations to assist in the safe management of the scheme. Our site management team will all be SMSTS trained and supported by our in-house SHE Advisor, who will assist in the regular review of site controls to ensure the project, neighbours, amenities and safety are respected and considered.

3.7 Housekeeping

The site will be maintained in a clean and safe condition. The areas adjacent to the site will be inspected daily and any site rubbish removed and disposed of.

Offloading and loading of vehicles will always be undertaken within the site and plant will be banked at all times whilst undertaking this process. Given the limited capacity for material storage, we will operate a 'just in time' material delivery strategy.

It is our intention to utilise road sweepers for the surrounding highways where necessary and beyond this and wheel washing during compound and temporary car park construction. We consider the use of wheel washing will be negated post temporary hard surfacing construction, as all vehicles will by then be accessing or egressing the site via hard paved surfaces.

Waste and rubbish will be managed and regularly removed from site, so as not to accumulate causing a fire, environmental or safety hazard.

3.8 Site Drainage

Within the pre-construction phase of the project, we intend to dig and create a French drain at the bottom of the site following the shape of the site to collect any top water running down the steep decline of the site. This will then be diverted from a perforated drainpipe into a soak away keeping all potential excess water from site of the public highway. Our initial works would be to undertake a site wide reduce level dig that will use the topography of the site as a collection method to channel the water into the drainage. All foul water drainage will go into a 500 liter tank which will be emptied once a week and removed from site. Our aim is to accelerate the construction of drainage through the site which will enable us to capture any surface water runoff and silt.

3.9 Environmental/Dust/Noise

Our environment policy supports the value of placing appropriate regard for the protection of the environment.

We have developed an Environmental Management Plan that will satisfy the necessary controls required to manage protected species, invasive species, contamination and vulnerable receptors.

We will ensure no wash out goes direct to ground and will construct a dedicated COSHH store within the contractors compound.

Where and when necessary, we will utilise water as a dust suppressant to minimise dust pluming during vehicular and plant activities. All hard paved vehicular surfaces will be frequently swept clean. The site will be encapsulated utilizing 2.4meter high ballasted Hoarding and by existing buildings helping to prevent the spread of Noise and Dust. Where possible and practical we will utilise acoustic electric equipment, ensure all plant is effectively silenced and ban the use of externally audible radios.

Prior to construction we will undertake noise readings at the site boundary to establish control background noise levels. We will then take weekly noise readings at the site boundary to benchmark the impact during construction.

3.10 Material Management & Waste

As previously stated, we intend to use the western boundary for material management, but given the limited space available we will utilise a 'just in time' material management approach to minimise the hazards associated with 'cramped' material storage.

Initial site investigation identifies the potential for contamination within the existing ground conditions. We will carry out appropriate WAC testing to identify any contaminated ground and dispose of the waste accordingly.
To manage this process we will appoint a qualified person to develop a 'Material Management Plan' to control the offsite disposal and re-use of existing substrata material.

We utilise 'BRE Smartwaste' system as our waste management principals. Our objective is to minimise waste through design and the construction phase. Where we can not minimize waste, our aim will be to recycle therefore avoiding further traffic movements and impact to our neighbours. We will ensure all deliveries are covered where appropriate and all skips will be securely covered in transit.

Waste from this project will be managed in accordance with the waste duty of care in Section 34 of the Environmental Protection (Duty of Care) Regulations 1991(b).

4. Summary

This CMP has been generated to evidence our management proposals and controls to ensure the development provides a safe working environment and affords safe and free passage to the public in its immediate vicinity. We trust we have appropriately communicated our controls to ensure that all local neighbours and stakeholders amenity and safety are respected.

5. Appendix

Heckmondwike Bus Station
Traffic Management Plan

	Pedestrian Access
	Secure Hoarding
	Pedestrian Barriers
	Vehicle Gates
	Material Storage
	Welfare/Container
	WC/Smoke Shelter
	Vehicle Route
	Vehicle Parking
	Temporary Wagon Parking
	Water Filled Red / White Barrier

1 CARTER

2 CARTER

3 CARTER
All drivers & visitors must report to site office on arrival.

4 Caution Site entrance

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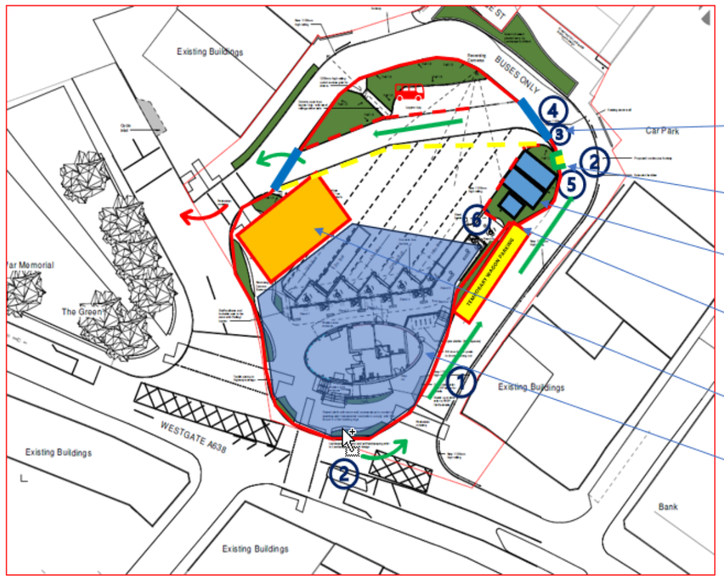

This document is to be read in conjunction with Traffic Management Contractor TMP and associated Highways permits where applicable.

Secure Access & Egress Vehicle Gates. All deliveries to have a pre booked timeslot so as to avoid any obstruction to Westgate.

Secure Pedestrian Entrance – Site Managers contact information to be displayed.

Welfare Area and Compound

Parking available for Wagons – between the hours of 09:30am and 15:30pm.

Material Storage Areas

Construction Zone

www.rgcarter-construction.co.uk
Regatta Building, Henley Way, Lincoln, LN63QR

Appendix 1