ONE17

ARCHITECTS & INTERIOR DESIGNERS

C(E)MP – Construction Management Plan

Job Title	Castle Hill
Job No.	3287

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Code	D2

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1.0 Project Description

1.1 Application reference: 2018/93591 for a scheme of Erection of a Restaurant /Café with 6 Guest room as well as Exhibition / Interpretation Room with Car parking and Ancillary Accommodation, Adjacent to Victoria Tower, Lumb Lane, Castle Hill, Almondbury, Huddersfield HD4 6TA. Full planning permission was granted on 10/02/2022.

2.0 Site Access

2.1 Development will be accessible via the hillside access road, located on the South of the Hilltop. No other means of access for construction vehicles will be permitted.

2.2 Appropriate directional signage will be displayed around the local highway network for construction vehicles and visitors.

2.3 As soon as practicable, the site will be made up to base course in order to reduce potential for mud and debris to be deposited off-site; this will be subject to regular inspections and cleaning/road sweeping whilst construction activities are ongoing.

3.0 Hours of Working

3.1 Working hours will be as follows:

Monday – Friday:	07:30 -18:30
Saturday:	08:00 – 13:00

3.2 No work on Sundays or Bank and National Holidays.

4.0 Construction

4.1 Phasing

4.1.1 The development will be approached in a phased manner, in the following order:

(a) Archaeological trial trenching;
(b) Compound set up for remedial and roads and sewers contractor;
(c) Temporary drainage works;
(d) Any other remediation work;
(e) Roads and sewers;
(f) Compound set up for main contract;
(g) Construct building;
(h) Landscaping and carpark

4.1.2 It is likely a Sole Principal Contractor upon the commencement of the site set up and/or roads and sewers. They will be principally responsible for the works being carried out on site.

4.2 Compound and Vehicle Parking

4.2.1 The construction compound is proposed to be located on the area as indicated on the drawing attached within the appendix. Parking for construction staff will be available within the compound following the initial site set up stage. Vehicles will be able to turn within the site to exit the site in a forward direction and a suitably qualified banksman will be available at all times when vehicles are manoeuvring on and off site.

4.2.2 Contractors' vehicles are not permitted to park in any areas other than the agreed location.

4.3 Proposed Route Signage

4.3.1 Route signage will be placed at strategic locations throughout the site and located along the one-way system. Clear and visible route signage will be present throughout to ensure pedestrians and drivers know and understand the routes and traffic rules on site.

4.3.2 There will also be additional construction and health and safety signage around the site and the compound. Good site planning will minimise vehicle movements throughout the site.

5.0 Materials and Deliveries

5.1 A stacking and storage area for materials will be located within the site to the compound. The storage area will be secured via fencing and a locked gate. Materials will be unloaded within the compound or storage area, or specific locations within the development site as appropriate.

5.2 Deliveries and collections will be restricted to site working hours which will help mitigate any noise and vibration impact on neighbouring properties. Delivery instructions will be sent to all suppliers and contractors notifying them of the delivery hours and route restrictions. Trained site staff will assist when delivery vehicles are accessing the site to unload materials, or waiting on the highway adjacent to the site prior to entry. Banksmen will ensure the safe passage of pedestrians and vehicular traffic in the street when vehicles are being loaded or unloaded. Unloading will only take place within site. No deliveries will be taken from outside the site.

5.3 All employees, sub-contractors and supply-chain members will be advised in the induction of the need to adhere to local speed limits, use the dedicated routes to and from site and will be made aware of potential risks associated with the use of the adjacent highways network by the general public visiting the public footpaths / hillside / tower.

5.4 All abnormal movements will be planned in advance and, will be done in accordance with an appropriate risk assessment. When bringing such vehicles onto site, Banksmen are to be used at all times.

6.0 Mitigation

6.1 Wheel Washing Facilities

6.1.1 Vehicle wheel washing facilities are provided in the form of a pressure washer on at the site entrance. The locations of these facilities is indicated on the enclosed compound plan.

6.1.2 The above measures will prevent the transfer of mud and debris from construction traffic onto Castles Hill Side and Ashes Lane.

6.1.3 It is the responsibility of the Site Manager to ensure that mud/detritus originating from the site is not deposited on the public highway. The Site Manager will also ensure that the wheel cleaning facilities are utilised by all vehicles when exiting the site.

6.1.4 Road Sweeping will be commissioned on an ad hoc basis where adverse weather conditions or a particular operation on site has resulted in mud being deposited on the public highway.

6.2 Dust and Dirt Reduction

6.2.1 In terms of sensitive receptors for dust, the main receptors would be the general public and the Victoria Tower.

6.2.2 In terms of mitigation measures proposed to combat this risk, the following will be adhered to on site:

• The name of the person responsible (in this instance the site manager) will be displayed on the front door to the site office. This will feature alongside contact details for the Construction company Director.

• Dust suppression measures will be implemented on all equipment where possible. This will prevent the generation of fugitive dust. Adequate water supply to be available at all times.

• Equipment is to be readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods. The necessary jet wash equipment shall be used as required on wagon tyres onsite prior to vehicle departure.

• Mobile dust suppression bowsers will be available and utilised on site where necessary and particularly during periods of dry weather.
• A site wide speed limit of 10 mph shall be adhered to.

6.2.3 The following mitigation measures will be followed to minimise the impact of any dust caused by earthworks on the site. These are in line with recommendations made in part 8.2 of "Guidance on the assessment of dust from demolition and construction" produce by the Institute of Air Quality Management and are as follows:

• Re-vegetate earthworks and exposed areas / soil stockpiles to stabilise where practicable.

• The use of bowsers, hessian, mulchers or tackifiers where it is not possible to re-vegetate or cover with topsoil, where practicably possible.

• Only remove the cover in small areas during work and not at all at once where practicably possible.

• The above measures will predominantly take place in dry weather spells as this is when dust can have the highest impact on the surrounding properties.

6.3 Construction Noise

6.3.1 In addition to ensuring that site operations are strictly limited to the agreed working hours (Monday-Friday 7:30 – 18:30 and Saturday 8:00 – 13:00) and undertaken in line with standard HSE and Construction practices, the following measures will be implemented to minimise the amount of noise during construction and reduce the level of disturbance for nearby residents:

• Noisy operations, siting of generators, siting of compounds for storage of materials, shall be considered so as to reduce the potential noise impact on the nearby residents.

• Wherever possible, the amount of noise caused by construction machinery or vehicles, where the method of reduction does not impose undue risk to site operatives. The following methods may be employed to facilitate this:

o Turning off vehicle engines when they are not in use;
o Regular servicing and maintenance of vehicles, in particular vehicle brakes to prevent squealing; o Not revving vehicle engines unnecessarily;
o Only using the vehicle horn in emergencies;

o Replacing vehicle exhaust systems if they become overly noisy;
o Minimise the use of vehicle reversing alarms by setting up a one-way driving system where it is practical to do so;
o Fit noise-reducing devices such as silencers and bafflers to machinery where practicable.

• The use of high noise generating equipment such as pneumatic breakers are recommended to be used between the hours of 10am – 4pm, Monday – Friday.

6.3.2 If construction activities are to be undertaken that generate a disproportionate level of noise to regular site activities, the local residents that would be affected are to be notified with 7 days' notice, prior to the activity commencing.

6.4 Light

6.4.1 The use artificial light will be used to allow construction work to continue effectively and safely in periods of insufficient natural light during the autumn and winter months. The use of artificial lighting will be kept to a minimum.in proximity of sensitive receptors in the form of existing residential areas to the north and west.

6.4.2 In accordance with HSE, every part of the construction site that is in use shall be well-lit, either with natural or artificial lighting. This ensure that whenever people are working, they are able to carry their work out and move around the site safely and efficiently.

6.4.3 Artificial lighting is not used as part of security measures within the site resulting in no light spillage occurring outside of working hours whilst the site is secured.

6.5 Waste Disposal

6.5.1 Waste material will be segregated on site and disposed of appropriately. Provision will be made for the collection of recyclable waste and the amount of landfill waste will be kept to a minimum.

6.5.2 Surplus topsoil and/or subsoil will be removed from site for re-use, subject to chemical testing.

6.5.3 Each sub-contractor will be individually responsible for the removal of their own waste from site and they will be advised of the waste management strategy prior to instruction

7.0 Emergency Measures

7.1 In the event of an emergency on site, the relevant emergency services will be contacted immediately. The contractor will implement its own internal monitoring and reporting procedure in respect of onsite incidents and to that end internal guidelines issued separately must be adhered to.

7.2 Where required the LPA (Kirklees Council) and statutory undertakers will be advised in relation to unforeseen circumstances arising from onsite activity.

8.0 Traffic Management

8.1 Traffic Manager

8.1.1 Traffic management will be controlled by the principal contractor. Details of the principal contractor will be provided to the Council at the appropriate time.

8.1.2 The Site Manager will assume the role of the Traffic Manager (TM). The TM is located on site and will deal with all queries authorised by the developer / contactors.

8.1.3 The desired construction traffic route avoiding narrow roads nearby. Approach to the Byway 171(road up to the hill top) from the West via Ashes Lane, do not approach from Lumb Lane (East) side.

8.1.4 Construction traffic and deliveries will be discouraged between the hours of 8.30 – 9:15am and 2:30 to 3:30pm to avoid pick up and drop off times at the nearby School's where practicably possible.

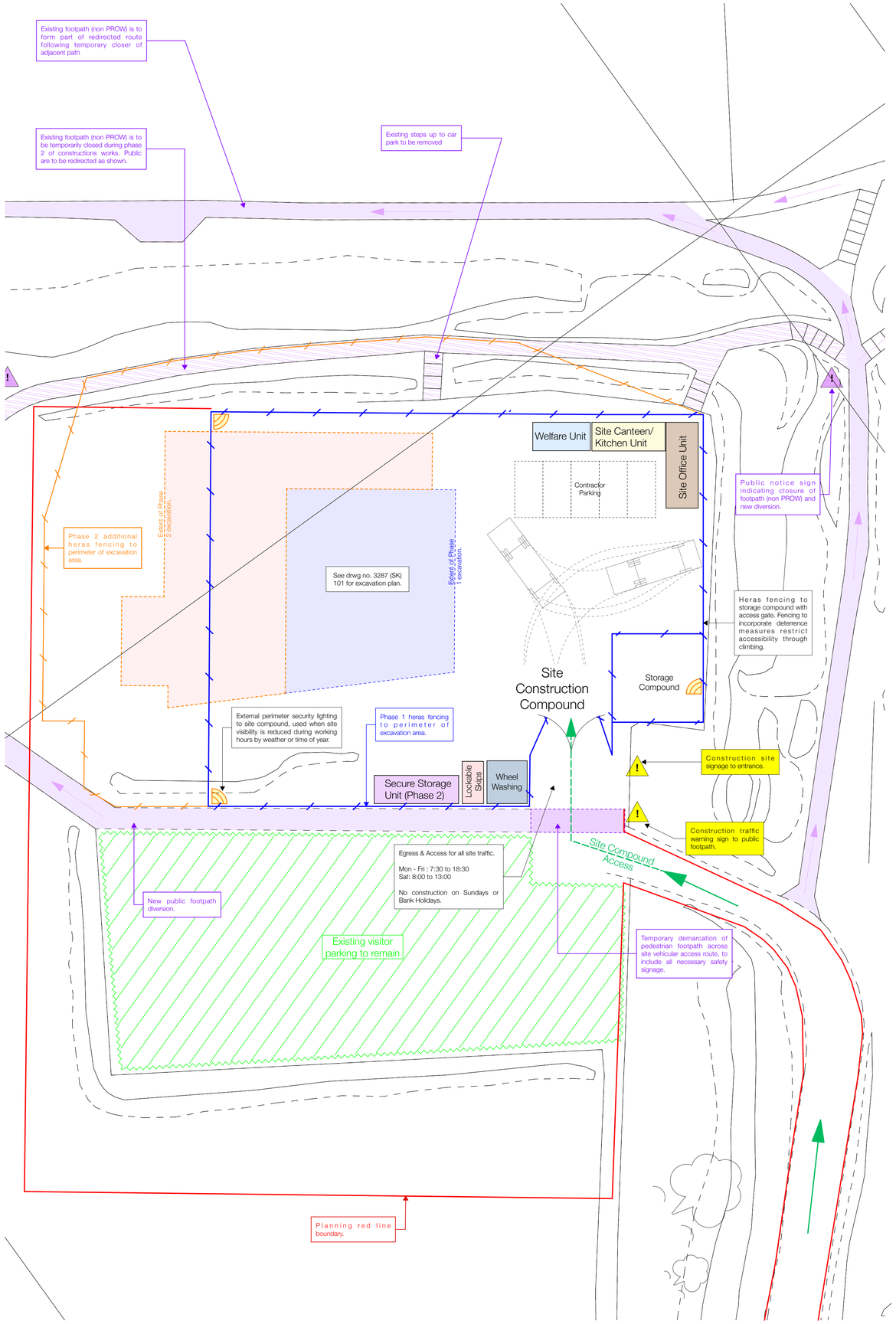
8.2 Monitoring

8.2.1 The Construction Method Statement will be periodically monitored and reviewed. All contractors and sub-contractors will be made aware of its existence and required to sign up to the requirements of it.

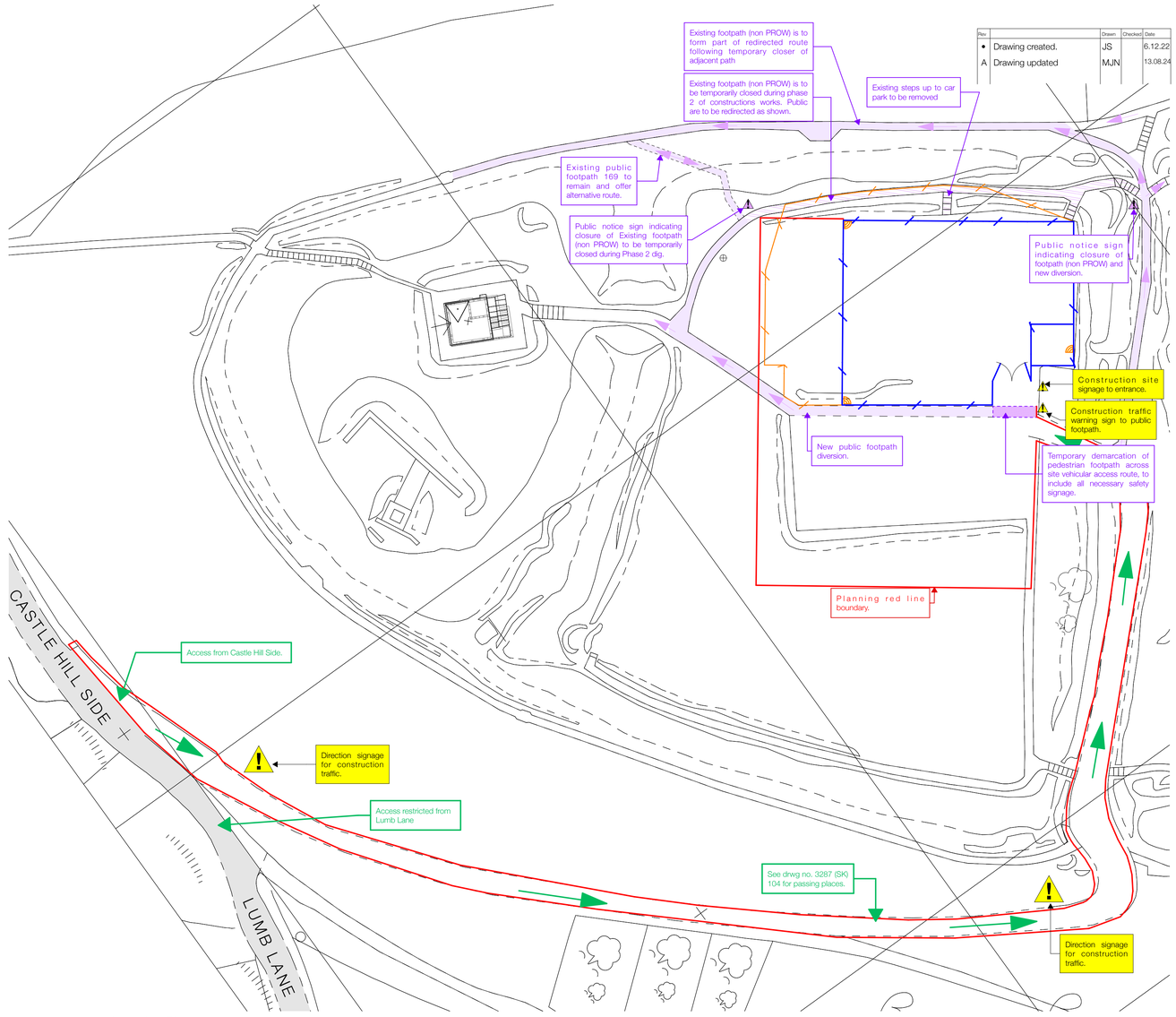
8.2.2 Any significant changes to this document will be reported to the Department of Planning at Kirklees Council.

8.2.3 Ultimate responsibility for onsite activities sits with the Construction Director

Appendix 1 – Construction Traffic Management Plan



Construction Management Plan 1:200



Location Plan 1:500

Notes

Do not scale from drawing, use figured dimensions only.

All dimensions must be checked and verified on site prior to commencement of work and architect to be notified of any discrepancies.

This drawing is intended to permit overall scheme proposals only and cannot be used for construction purposes without further information.

Rev		Drawn	Checked	Date
•	Drawing created.	JS		6.12.22
A	Drawing updated	MJN		13.08.24

Dust Suppression Measures:
Both Local Exhaust Ventilation and water suppression systems are to be used on site to suppress amount of airborne dust, including dust suppression bowsers during works. Following measures will be incorporated to minimise dust levels on site:
- Temporary unpaved access roads are to be covered with gravel.
- General site traffic is to be maintained at low speed.
- Exposed areas of site are to be protected with use of windbreakers subject to weather and types of works being carried out.
- On-tool extraction.
- Respiratory protective equipment is to be used during certain types of works.

Noise and Vibration Control:
Noise and vibration control in accordance with BS 5228. Training to construction team to ensure appropriate techniques are maintained to minimise site noise. Position of site buildings to perimeter to act as ad hoc noise barriers. Noise and vibration monitoring on site to be carried out using the Regular sampling method, at various locations to be agreed. Acoustic screening is to be installed as shown on plan.

Following measures will be incorporated to avoid noise related impacts from construction traffic:
- Vehicles will not wait or queue with engines running on the site or near the public highway.
- Vehicles will be properly maintained to comply with noise emissions standards.
- Deliveries will be restricted to be within working hours of the site.
- Vehicle turning manoeuvres will be restricted to within the site compound where possible to minimise vehicle noise.

Job Title
Castle Hill Visitor Centre, Huddersfield

Client
The Thandi Partnership

Status: Planning
Company: AD

Drawing: Construction Management Plan
Scale @ A1: 1:200,1:500

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