

ORANGE DESIGN STUDIO.

ARCHITECTURAL PRACTICE

BRADSHAW ROAD, HONLEY

CONSTRUCTION MANAGEMENT PLAN

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INTRODUCTION.

This purpose of the CMP is to provide a general guide to how the environmental aspects to the construction phase of the project at land between Honey Head Lane & Bradshaw Road are going to be managed.

The CMP has been requested by Kirklees Council under condition 6 of the approval of 2024/62/90616.

The Condition Reads;

6. Prior to works commencing, a schedule of the means of access to the site for construction traffic shall be submitted to and approved in writing by the Local Planning Authority. The schedule shall include the point of access for construction traffic, details of the times of use of the access, the numbers and size of vehicles expected to access the site, the routing of construction traffic to and from the site, construction workers and delivery parking facilities, the location of materials storage and site facilities, the use of traffic management/banksman for large deliveries and the provision, use and retention of adequate wheel washing facilities within the site and the means of removal of mud and debris from the highway/footway. Unless otherwise agreed in writing by the Local Planning Authority, all construction arrangements shall be carried out in accordance with the approved schedule throughout the period of construction.

The Site Management Team (Principle Contractor) and Project Manager will continuously review the Construction Management Plan during the work during progress and make appropriate statements at the regular site and design team meetings during the works.

This Plan also forms the Construction Management Plan relative to the impact of works on the taking place.

All site personnel will be made aware of the construction phase Health and Safety requirements on site and best practice will be implemented. Risk Assessments and Method Statements will be prepared and reviewed by appropriate site management for both main contractor and any subcontractors visiting/working on site.

PROJECT BRIEF.

PROJECT OVERVIEW;

The redevelopment of a disused land forming two dwellings. The works incorporate the associates demolition, engineering, landscaping and access works.

SCOPE OF CONSTRUCTION WORKS;

- Erection of new boundary treatments
- Installation of site access on to Bradshaw Road & Honey Head Lane
- Installation of site roadways
- Erection of two new build homes
- Installation of Drainage network
- Installation of Services Network
- Installation of site landscaping

PROPOSED SITE PLAN;



SITE DESCRIPTION.

The site at the land between Bradshaw Road and Honey Head Lane is disused infill land. In 2024 the site was approved for the redevelopment for housing, which is made up of two new build homes.

The site is accessed from Bradshaw Road and Honey Head Lane, both of which will provide access to the site during construction

The site is a relatively flat piece of land, with Bradshaw Road sloping up to the south.

CONSTRUCTION PHASE SITE PLAN.



The construction phase site plan makes provision for the following;

1. Secure site compound to the east of the site which provides spaces for material storage, skip and waste management, site cabins, wheel wash facility, and site operative parking spaces.
2. Secure site compound to the middle of the site which provides space for material storage, skip and waste management.
3. Site office and welfare to the east of the site.
4. Material and plant off loading area to the north western boundary of the site accessed from Bradshaw Road
5. Wheel wash facility on the site entrance.
6. Secure 'Herras' fenced site

SITE SECURITY.

The construction site including compound storage and parking is shown in Appendix 1.

The whole construction site, including a secure compound will be fenced off with 'Heras' fencing or other approved suitable fencing and posts and gates together with applicable warning signs.

The integrity of the security fencing will be checked on a regular basis and repaired, replaced or upgraded if necessary. The gates to the site entrance will be locked when the site is closed.

All tools, plant and equipment will either be taken away or locked in a secure store/compound each night.

Later in the development, as 2nd fix and fit out equipment arrives on site, an increased level of security will be maintained.

WORKING HOURS.

Monday to Friday – 07:00 to 18:30

Saturdays – 07:00 to 13:00

Sundays & Bank Holidays – No noisy activities.

Any work carried outside of the above periods, will be restricted to exceptional work and safety.

It is anticipated deliveries to site will be outside of peak time periods where practicable. These deliveries will be made to the site via Bradshaw Road. If they are required, deliveries during peak time periods will be kept to a minimum. This will avoid unnecessary build-up of local traffic during the construction period.

LOADING & UNLOADING OF PLANT AND MATERIALS.

All plant and materials will be unloaded/loaded within the designated area, refer to Appendix 2.

No loading or unloading will take place off site.

Larger Deliveries to the unloading area will be strictly managed by Site Banksmen

All wagons fitted with a Hiab will be required to comply with LOLER.

Deliveries are to be outside of the hours of 8:20-9:20 and 14:45-15:45

STORAGE OF PLANT & MATERIALS.

Materials will be stored on site as close to their place of use as possible and in an orderable fashion. Lay down areas will be set out for trades such as blockwork and insulation and suitably fenced off.

Plant will be stored onsite in an orderable fashion.

Keys will be removed, shutters fitted and isolators if fitted will be activated. No fuel for plant will be stored on site but delivered when required.

Risk and Method Statements (RAMS) will be assessed by the main contractor prior to any delivery of materials to ensure that it can be stored safely on site. This will determine whether any additional measures need to be taken on site for that particular delivery. The main contractor will programme in delivery of materials on site to avoid any materials standing for a long period of time.

TRAFFIC MANAGEMENT PLAN.

An identified entrance and exit point will be the only access and egress for the site, the entrance gates will be set well into the site so as to provide a safe waiting zone off the main highway, see Appendix 2.

The primary route for site workers will be via Honey Head Lane, turning into the site through the approved access and egress from the highway. Exiting traffic will return the same way onto Honey Head Lane

The primary route for all deliveries to the site will be via Bradshaw Road, turning into the site through the approved access and egress from the highway. Larger deliveries to be assisted by site banksmen

Adequate parking will be provided for contractors and visitors in the designated area in the compound to avoid any offsite parking. Refer to layout of parking in Appendix 1 & 2.

Suppliers and third-party contractors will be notified of this policy to avoid other local roads, they will be provided with delivery instructions including a map of the local area and site compound.

The instructions will state for deliveries to use Bradshaw Road and not Honey Head Lane.

The instructions to site workers will be to access the site to the parking facility via Honey Head Lane and it will be emphasized to every site worker vehicle that it will not be acceptable for them to unduly park and wait on Honey Head Lane

Each delivery vehicle will be given a specific time slot to avoid any congestion on the local network. It will be emphasized to every delivery vehicle that it will not be acceptable for them to unduly park and wait on Bradshaw Road. If the site rules are ignored the delivery will be declined and sent away.

Deliveries will be scheduled to arrive during normal working hours and will be staggered to avoid congestion.

The delivery vehicles will be directed park adjacent to the unloading area, where they will be unloaded before leaving. All delivery vehicles will be supervised whilst on site and assisted where necessary whilst reversing.

All haulage trucks will be required to use integral cover sheets prior to leaving the site.

Road vehicles will be prevented from entering any muddy areas of the site and will be directed to stay on the hard-standing areas.

No vehicle will be allowed to leave the site with excess dirt on its wheels, refer to wheel wash arrangements section for further details

WHEEL WASHING ARRANGEMENTS.

A wheel cleaning procedure will be used in order to mitigate the amount of mud that could potentially be deposited on the highways by vehicles exiting the construction site. An area close to the site exit will be utilized for wheel washing prior to vehicles leaving site.

A power washer will be used to wash off any mud from the vehicle's wheels, with excess mud / slurry being collected and disposed of. It is anticipated that this will only be required during the initial weeks of the development when the existing ground is removed and the footings for the new buildings are constructed. However, the wheel wash station will remain on site until the development is complete. The proposed wheel cleaning procedure will consist of:

1. Before leaving the site, vehicles will be inspected for any heavy deposits left on wheels. If present, these will be removed manually.
2. Following inspection, all wheels are to be washed down using a high pressure jet wash until clear of all deposits.
3. Vehicles will be permitted to leave site following approval of the site manager / site representative that the above steps have been completed to a satisfactory standard.

In situations where weather conditions mean mud run off is inevitable, the main contractor will arrange for street cleaning to be carried out. This will be monitored daily and cleaned when required.

EXTERNAL LIGHTING.

The site will have temporary security lighting installed during the construction phase. This will act as a deterrent to break-ins and theft. They will also assist in securing the site via monitored CCTV.

APPENDIX I.



Construction site plan including compound storage, accommodation, drop off zones and parking indicated

APPENDIX II.



Plant and materials to be unloaded/loaded within the designated area shown and vehicular movement indicated on the construction site plan. Identified entrance and exit points to be the only access and egress for the site, the entrance gates will be set well into the site so as to provide a safe waiting zone off the main highway on Bradshaw Road