

Construction Management Plan

Beckenham Place Park



Site Location

Introduction

The works consist of the regeneration of part of Beckenham Place Park comprising of rebuilding and change of use of the stable block to include a café, alteration and extension of Gardeners cottage, alterations and refurbishment of Southend Lodge and extension of associated park depot including alterations to the Gatehouse.

Programme of works

The programme as submitted provides the following headline dates;

Start on site	-	April 2018
Contract duration	-	54 weeks

Site Operational Hours

The working hours will generally be Monday to Friday 08:00 hrs. – 17:00hrs, with any works outside of these agreed hours will only be undertaken upon confirmation by the Contract Administrator.

Site contact: Dan Roberts 07837386027
Head Office contact: Peter Seex 01732872600

Traffic Management

The traffic movements have been calculated to the best of our knowledge at this time but it should be noted that these figures are indicative of the expected works content required to meet the present programme of works.

General Deliveries

During normal working hours of the site, contact will be made direct with our Site Manager. Outside of normal hours, there will be a contact number who will have access to local labour, should it be needed for any tasks.

Deliveries shall ONLY be via the park road into the main site compound, which will be the stableyard.

Deliveries will be scheduled to avoid peak hours. No deliveries will be allowed between the hours of 07:00hrs to 09:00hrs and 15:00hrs to 17:00hrs.

All delivery drivers will report to the site management team on arrival and where necessary will be escorted by a banks man.

Special care will be taken regarding the management of deliveries to avoid any potential risk to the general public.

Material & Plant Deliveries

Deliveries will be scheduled to minimise disruption during congested traffic periods (see above).

Deliveries will turn off of Beckenham Hill Road and wait in the area to the side of the main gates off the main road to minimise disruption. Here they will contact the site office and will be accompanied into the main site and to the stableyard compound ready to be safely offloaded away from the public.

Once unloaded lorries will turn within the compound with use of a banksman, and then will exit the area in a forward gear. Most deliveries will be unloaded by use of a lorry mounted forklift (moffit), a hyab crane arm or the site forklift. A banksman will be used to manage the unloading, with appropriate signage and control of the workforce in the compound area. Signage will be installed to the external boundaries to clearly indicate pedestrian, routes, diversions & priority over any site traffic.

No storage of plant or materials will be undertaken on the public highway.

Roads and footpaths within and adjacent to the site will be kept clear of mud and debris.

Prior to undertaking of the works a full schedule of conditions will be compiled for records purposes.

Once within the site all vehicles will be asked to switch off their engines to reduce noise pollution and if any vehicle is left standing for longer than 5 minutes when making a delivery they will be asked to do the same.

Site Access

Access for site works will be via the site entrance off Beckenham Hill Road to avoid causing unnecessary congestion on the already busy Beckenham Hill Road deliveries will be instructed to approach via Bromley Road and turn left into the holding area ready for further instruction.

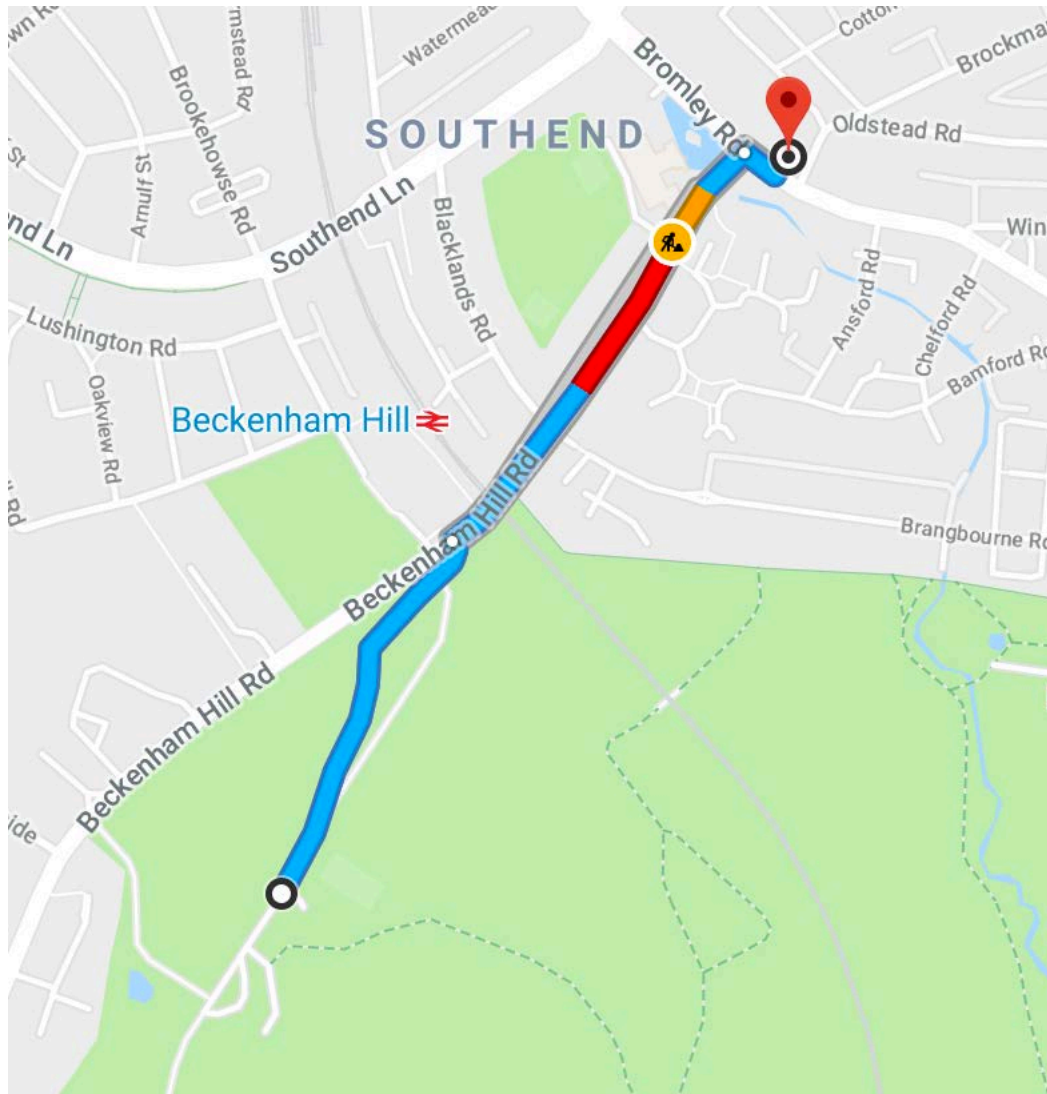
From the Bromley Road turn into Beckenham Hill Road at the traffic lights and after passing over the railway bridge slow and turn left off the main road onto the park entrance where vehicles will wait and contact banksman for further details before entering the main site area.

Site access off Beckenham Hill Road



This is the only access/egress point to the works

Preferred vehicular route to and from the site



Traffic movement prediction

- Rigid loads – We would anticipate that rigid type vehicles will be used for the delivery of plant, equipment, materials and the removal of spoil as a result of excavation works. We anticipate between 1 - 5 vehicle movements a day over the duration of the works, with the busiest period being the first 10 weeks of the contract.

Labour will be encouraged to use public transport and also car share to minimise traffic movement around the site. Parking will be at the pay and display opposite the site.

Pedestrian access

The existing footway set back away from the access road will be maintained at all times and segregation by means of warning signage and where possible fencing will be used to segregate pedestrians from vehicles in line with HSE guidelines.

No vehicle will be able to come into contact with this path due to the grass verges but where the pedestrian route comes close to the road fencing will be erected to ensure continued segregation.

Environmental Protection during the Construction Works

Noise

The impacts to potential third party receptors for noise and vibration are negligible given the scope and location of the works on site and duration of noise and vibration generating activity. Operations likely to cause impact are limited to minor demolition works, excavation and movement of materials across site, pneumatic breakers and cutting.

Excluding park visitors whom would be subject to background noise from Beckenham Hill Road, the mainline Railway and airplanes, the nearest residential receptors are Calverley Close and Beckenham Place Park. The scope of works in close proximity to these properties is limited

All plant that operates on the site will be fitted with noise suppression equipment such that noise levels do not develop over 125db 1 m beyond the perimeter of the works.

The type of plant, equipment and construction techniques are to be selected to reduce noise production.

If any operation is likely to generate noise levels above the accepted thresholds at the site perimeter and it is not possible to reduce the level then the client and local residents will be informed by the Site Manager up to 2 weeks in advance of the works taking place, including the duration and likely noise and vibration effects.

As part of the planning process for the works and to ensure that noise is kept to a minimum, the following points will be utilised to reduce the effects of noise on site:

- Vehicles and mechanical plant will be maintained in a good and effective working order and operated in a manner to minimise noise emissions. We will ensure that all plant complies with the relevant statutory requirements;
- HGV and site vehicles will be equipped with broadband, non-tonal reversing alarms;
- Compressor, generator and engine compartment doors will be kept closed and plant turned off when not in use;
- All pneumatic tools and mechanical equipment will be fitted with silencers/mufflers;
- Care would be taken when unloading vehicles to avoid un-necessary noise;
- The use of particularly noisy plant will be limited, i.e. avoiding use of particularly noisy plant
- Ensure sound insulation is maintained where provided to equipment
- Locate noisy equipment behind baffles and / or away from work areas
- Liaise with the client when noisy activities are to take place
- Restrict the number of plant items in use at any one time;
- Reduce noise levels at source wherever possible
- Form enclosures for noisy equipment
- Regular inspection and maintenance of plant
- Use of alternative methods where appropriate and practicable

- Provision of ear protection to operators and designate ear protection
- Vehicles should be prohibited from waiting within the site with their engines running or alternatively, located in waiting areas away from sensitive receptors;
- Local hoarding, screens or barriers will be erected to shield particularly noisy activities; and
- Temporary noise screens will be used to reduce noise from particularly noisy activities and the height of perimeter hoarding will be extended where this would assist in reducing noise disturbance at sensitive receptors
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Ash have reviewed Lewisham guidance on pollution from Demolition and construction guidance and will endeavour to meet the recommendations.

Dust

All operations that are likely to generate dust will be assessed and suitable method of dust suppression be introduced to control contamination of the local environment such as :-

- Site layout will be planned – machinery and dust causing activities should be located away from sensitive receptors;
- All site personnel will be fully trained;
- Trained and responsible manager on site during working times to maintain logbook and carry out site inspections;
- Hard surface site haul routes;
- Real-time dust monitors will be put in place across site;
- Effective vehicle cleaning and specific fixed wheel washing on leaving site and damping down/cleaning of haul routes;
- All loads entering and leaving site will be covered;
- Prevention of site run-off of mud or water;
- Minimise movement of construction traffic around site;
- Appropriate speed limit around site;
- Use water as a dust suppressant;
- Use enclosed chutes and covered skips;
- The impact of construction vehicle emissions has been assessed as being negligible. Emissions from construction traffic will be minimised through:
 - The use (where appropriate) of catalytic converters;
 - The regular maintenance of vehicle engines;

Vibration

On review of the works the risk of disruption caused by vibration are minimal but measures will be in place to mitigate any disruption:

- Switch off machinery
- Co-ordinate any problem task with the surrounding businesses
- Look at alternative methods of demolition and reduce high impact methods
- HAVS risk assessment to be completed

Spillage

All fuel will be stored in double bunded tanks and all refuelling will be carried out in a designated area on an impervious base with bunded sides. Spill kits to be available at all times at all works areas.

Wheel washing

The nature of the works will not generate mud due to very limited groundworks but there will be wheel wash facilities in the form of a powered jet wash available on site so should poor weather change this there is the facility in place to prevent mud making its way onto public highways.

Considerate Contractors Agreement

The site will be registered with Considerate Contractors Scheme. Ash Contracting Ltd takes its obligation not to cause inconvenience whilst undertaking its work very seriously. Ash Contracting will register the project with the Considerate Constructors' Scheme and adopt an independently assessed voluntary code of practice covering issues such as environmental awareness, relations with the public, site welfare and safety of those on and off site.

Ash Contracting regularly achieves 'Performance Compliance' when assessed under the CCS criteria.

Site security

The main stableyard is currently secured by means of the existing boundary walls and gate. This will be maintained throughout and any gaps in the wall will be secured using timber hoarding. A timber hoarding will also be erected to the front between the current gates and the road to ensure the main compound is 100% secure

The gardeners cottage will be surrounded with Heras fencing as will the main entrance areas to ensure they are secure at all times.

Monitored CCTV will be installed to the main compound to ensure security is maintained out of hours and alarms and police can be alerted should the need arise.

Site induction

This Management plan will be displayed on site and will accompany site induction information for all operatives. The surveying department will ensure the key items relevant to sub-contractors are included within the main orders and the complete plan is reviewed at every sub-contractor prestart.