

Breachwood Green, Hitchin
Construction Management Plan

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	Highway Engineering
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1.0 Introduction

- 1.1** This Construction Management Plan (CMP) has been prepared in support of the proposed development at Lower Road, Breachwood Green, Hitchin. The purpose of this report is to demonstrate how construction activities will be managed to minimise impacts on the surrounding highway network, local residents, pedestrians and the wider public. All works will be undertaken in accordance with relevant health and safety legislation, the Construction (Design and Management) Regulations 2015, and the principles of the Construction Logistics and Community Safety (CLOCS) Standard where applicable.
- 1.2** The development comprises the construction of six new residential properties with associated soft landscaping, parking spaces, and an access road on an undeveloped site of approximately 0.38 ha.
- 1.3** The properties will comprise a combination of semi-detached and detached houses with standalone garages. The properties will be constructed using traditional load-bearing masonry construction. The construction will therefore not require the use of significantly large items of plant, heavy machinery, or large overhead cranes, etc to facilitate the work. The number of operatives on site at any one time will be relatively limited, as it is not a large construction site. The construction works will naturally be programmed and sequenced to achieve an efficient and balanced workload throughout the construction phase to maintain a constant stream of work for the trades that will need to attend site and for the supply and delivery of materials.

The salient structural features of the properties will be:

- Mass concrete strip footings and/or piled footings and ground beams
 - Load bearing masonry cavity brick/block walls
 - 150mm deep beam and block suspended ground floors with insulation and screed finish
 - Timber Posi Joists at 1st floors
 - Timber trussed rafter roofs
- 1.4** Construction activities are anticipated to take approximately 12 to 18 months from commencement of construction to completion, subject to weather conditions and unforeseen delays.
- 1.5** This construction management plan shall remain a live document and will be reviewed and updated throughout the construction programme should site circumstances or construction phasing change.

2.0 Contact Information

2.1 Full postal address of the site:

Address: Lower Road, Breachwood Green, Hitchin SG4 8NS

2.2 Contact details for the person responsible for submitting the CMP:

Name: Mr & Mrs Long

Email: [REDACTED]

Telephone: [REDACTED]

2.3 Contact details of the site project manager:

Name: TBC once works start

Company: GPS Estates Ltd

Address: 4 The Gateway, Blackthorn Place, Silsoe, MK45 4PZ

Email: [s](#) [REDACTED]

Telephone: [REDACTED]

2.4 Contact details for the person responsible for implementing the CMP:

Name: Site Manager (see above)

Company: GPS Estates Ltd

Address: 4 The Gateway, Blackthorn Place, Silsoe, MK45 4PZ

Email: [REDACTED]

Telephone: [REDACTED]

2.5 Contact details will be reviewed and updated throughout the course of construction.

3.0 Site Description

- 3.1** The site is highlighted in figure 1 and located at the north-eastern edge of Breachwood Green, Hitchin, SG4 8NS, with entry via a field gate on Lower Road adjacent to the terraced houses. The site is undeveloped land, with the site primarily surrounded by large hedges and Lord Wood to the north and west boundaries, and Lower Road to the eastern boundary. Adjacent to the south boundary on Lower Road is a two-storey terrace of five masonry dwellings with private off-street parking to the frontage of each property.
- 3.2** There are no significant commercial premises operating within the vicinity of this site or within the adjacent village. There is a public house, part-time post office (from the village hall on Tuesdays), and a small local primary school (Breachwood Green Junior). The nearby school is located on Oxford Road to the centre of the village and caters for around 105 children. The school is approximately 250m southwest of the construction site. The land use around the village is predominantly agricultural farming.

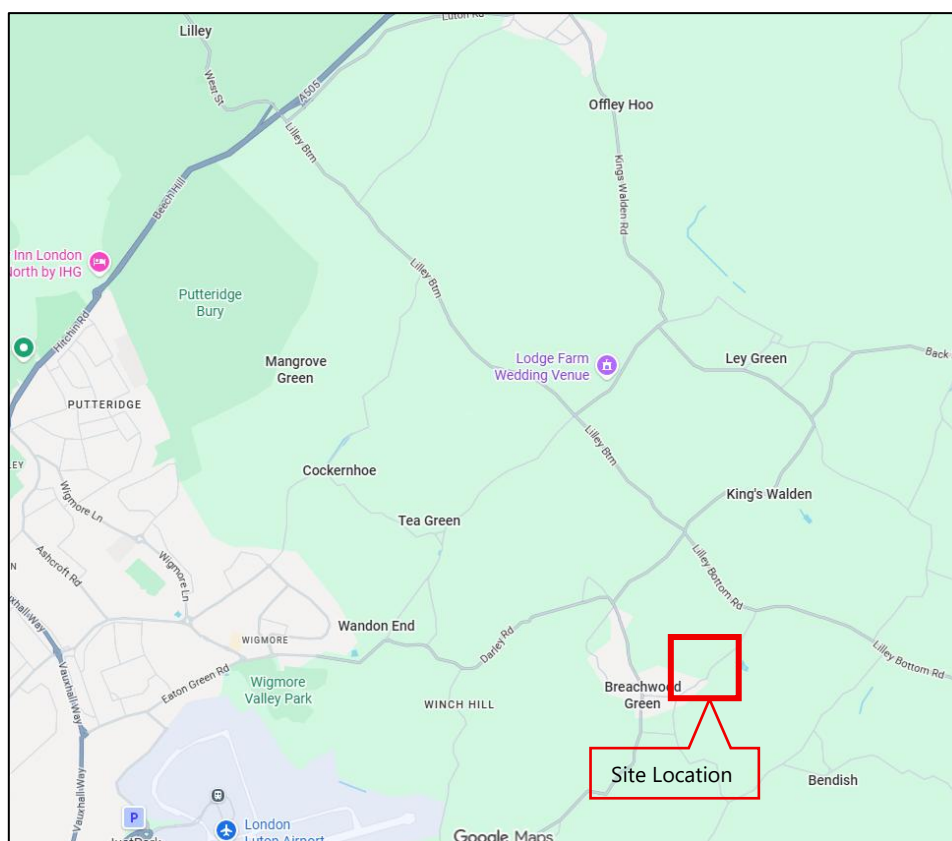


Figure 1: Site Location

- 3.3** As the site is sufficiently large, construction activities can be contained within the site boundary, see **Appendix A**. Temporary site accommodation, storage areas and contractor facilities will be located within designated areas of the site.

4.0 Site Access Arrangements

4.1 Construction Vehicle Access:

- The main access for construction traffic will be off the nearby A505 Beech Hill Road between Luton and Hitchin. Vehicles will then travel via Lilley Bottom Road towards the village, using Heath Road and Oxford Road, which lead to Lower Road. Site access via the alternate end of Lower Road is not feasible, as it is a narrow single lane. Construction vehicles will enter and exit the site via the same approved route. **See figure 2.**
- The existing field access will initially be used to set-up the site welfare facilities and construction. A temporary construction access will then be formed at the location of the proposed site bellmouth (subject to Local Authority approval), which will help move construction movements and activities away from the nearby terraced houses and will also improve the site access for the construction works.
- Appropriate signage will be erected on adjacent roads to help direct construction vehicles to the site.
- Banksmen will be employed, when necessary, at the site entrance to assist vehicle movements entering and leaving the site.
- All drivers will receive site-specific instructions regarding approved access routes and site rules at site induction.

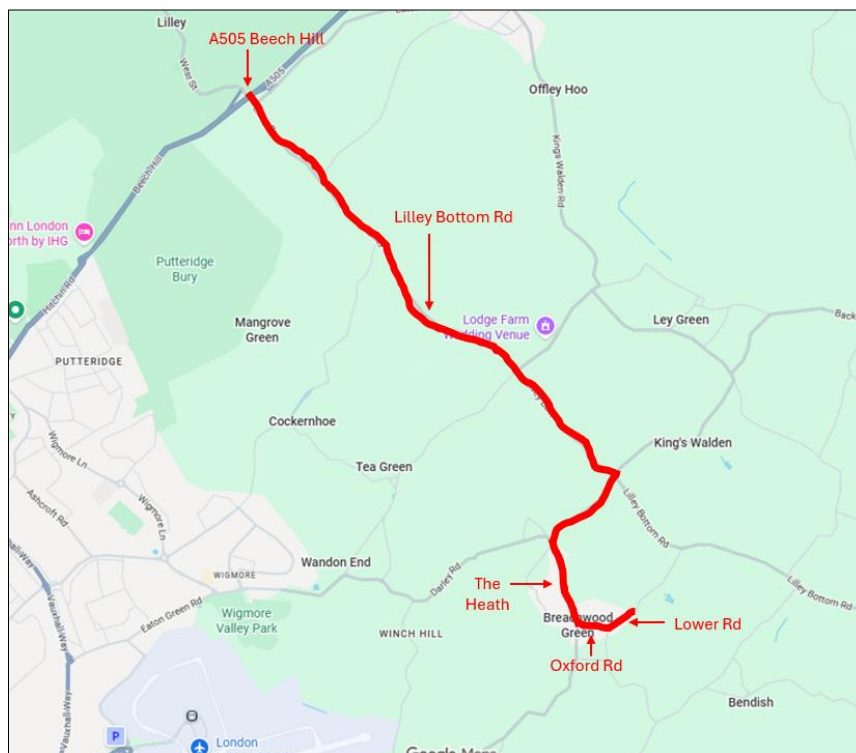


Figure 2: Vehicle Access to the Site

4.2 Pedestrian Safety:

- Pedestrian routes adjacent to the site will remain unobstructed wherever possible.
- Clear signage and barriers will be provided to separate construction activities from members of the public.
- Any temporary diversion routes required will be agreed with the Highway Authority prior to implementation in accordance with New Roads and Street Works Act 1991 (NRSWA).

5.0 Traffic Management Requirements

5.1 To minimise disruption to the local highway network:

- Deliveries will be pre-booked and managed through a delivery schedule.
- Contractors and delivery drivers will be instructed to approach and leave the site via the approved route.
- All deliveries will be unloaded on site, with no holding/waiting areas required off site.
- Vehicles will not queue on the public highway awaiting access to the site.
- Delivery vehicles will be turned within the site wherever practicable.
- Reversing manoeuvres on the public highway will be avoided.
- A site representative will coordinate vehicle movements during peak delivery periods.
- Construction traffic will be managed in accordance with CLOCS principles and best practice.

5.2 All construction vehicles over 3.5 tonnes will be encouraged to comply with:

- FORS requirements where applicable.
- CLOCS vehicle safety standards.
- Appropriate driver training and vulnerable road user awareness measures.

5.3 Particular consideration will be given to vulnerable road users including pedestrians, cyclists and people with reduced mobility. Vehicle movement shall be managed to minimise conflict with vulnerable road users.

- 5.4** No major construction sites are currently known to the applicant within the immediate vicinity of the development site. Should other significant developments commence within the locality during the construction period, the Site Manager will review delivery scheduling and routing arrangements to minimise cumulative impacts on the local highway network.

6.0 Construction and Storage Compounds

- 6.1** A designated construction compound will be established within the site boundary.

The compound will contain:

- Site cabins and welfare facilities.
- Secure material storage areas.
- Plant and equipment storage.
- Loading and unloading areas.
- Waste management facilities.
- Contractor parking areas.

7.0 Vehicles

- 7.1** The typical vehicles used to bring materials to site will be 18 ton flatbed building merchants delivery lorries, incorporating hi-ab lifting equipment. The number of deliveries per day is not known at this stage, however, it is likely to range from 1 to 2 deliveries on some days to none on others. The report will be updated once more information is known.
- 7.2** During early construction, the initial groundworks will result in excess surplus soil being removed from site (muck away) and bringing in granular hardcore deliveries to construct the hardstanding areas and house plot areas. This will involve using standard Tipper Wagons which are usually 8-wheeled 20-tonne HGVs. It is difficult to give an exact quantity on vehicle movements, but it may be around 4-6 lorry loads per day for the initial 2-3 weeks while the access road and bellmouth is formed.
- 7.3** Muck away will also be needed periodically throughout the early construction period as the foundations for each plot will be excavated in sequence, as each plot is unlikely to be excavated at the same time. When casting the plot foundations standard concrete wagons will also be required to supply concrete for casting the foundations. This is likely

to involve 3-4 wagons over one or two days for each plot. These are typically up to 26-tonne HGVs when fully laden.

- 7.4** Small cranes will be periodically required during the works to facilitate installation of the roof trusses.
- 7.5** The beam and block floors will be installed off hiab equipped flatbed backed 18-tonne lorries, and similarly the 1st floor joists.
- 7.6** Materials will generally be moved on site using a 3 to 5 ton telehandler or similar.
- 7.7** Drivers will be instructed not to leave engines running while waiting, loading or unloading.
- 7.8** A dedicated turning area will be provided within the curtilage of the site to enable vehicles to enter and leave the site in a forward direction to minimise the need to reverse.
- 7.9** No contractor parking will be permitted on surrounding residential roads.

8.0 Wheel Washing Facilities

- 8.1** Wheel washing facilities will be provided adjacent to the site exit when the initial earthworks are being undertaken and until the access road has been hardcored to form a clean working road surface.

Measures will include:

- Wheel wash system or jet-wash facilities.
- Regular inspection of vehicle wheels prior to leaving site.
- Removal of excessive mud and debris.
- Monitoring by site management personnel.

All vehicles will be required to use the facilities when necessary to prevent mud being deposited onto the public highway and wash water will be controlled to prevent run-off entering the highway or surface water drainage system.

9.0 Highway Cleaning Measures

9.1 The contractor will implement procedures to keep the public highway clean at all times.

These measures will include:

- Daily inspections of adjacent roads.
- Mechanical road sweeping when required.
- Immediate removal of mud, debris or spillages.
- Cleaning of access roads within the site boundary.
- Regular maintenance of wheel washing facilities.

Any contamination of the public highway arising from construction activities will be removed promptly.

10.0 Timing of Construction Activities

10.1 Construction operations will generally be undertaken:

- 08:00 to 17:00 hrs - Monday to Friday
- 08:00 to 13:00 hrs - Saturday

10.2 Construction vehicle deliveries and collections will generally be restricted to between:

- 09:30 to 16:30 hrs - Monday to Friday
- 08:00 to 13:00 hrs - Saturday

Vehicles may arrive at 08:00 hrs if they can be accommodated on site; however, they must wait with their engines switched off.

10.3 Deliveries and waste removal will be programmed to avoid peak traffic periods and nearby school drop-off and pick-up times. During school term time deliveries will avoid:

- 08:00 to 09:00 hrs
- 14:30 to 16:00 hrs

10.4 No deliveries will occur outside normal site working hours.

11.0 On-Site Parking Arrangements

11.1 Prior to commencement of construction activities:

- A sufficient contractor parking area will be established within the site boundary.
- All site operatives will be instructed to park within the designated areas only.
- Parking on the public highway surrounding the site will be prohibited.
- Visitor parking arrangements will be managed by the Site Manager.

The number of spaces will be reviewed throughout the project to ensure adequate provision.

12.0 Waste Management

12.1 Waste materials will be managed in accordance with the waste hierarchy principles.

Measures include:

- Segregation of waste streams.
- Regular collection by licensed waste contractors.
- Recycling of materials where practicable.
- Secure storage of waste skips within the site boundary.

No waste will be stored on the public highway.

13.0 Site Hoarding and Security

13.1 The site perimeter will be secured using suitably restrained Heras fencing.

- Fencing will always remain within the site boundary.
- Appropriate warning signage will be displayed.
- Site lighting will be positioned to avoid nuisance to neighbouring properties.
- Access gates will remain closed and locked outside working hours.

13.2 Contact details for the Site Manager shall be displayed at the site entrance to allow

residents and stakeholders to report any concerns relating to construction activities. Complaints received shall be logged and investigated.

14.0 Environmental Controls

14.1 The contractor will undertake reasonable measures to minimise impacts from:

Dust -

- Damping down of exposed surfaces.
- Sheeting of delivery vehicles.
- Regular housekeeping.

Noise -

- Plant fitted with suitable silencers.
- Engines switched off when not in use.
- Limiting noisy operations where possible.

Vibration -

- Appropriate construction techniques selected.
- Monitoring where required.

15.0 Emergency Procedures

15.1 Site staff will be briefed on emergency arrangements including:

- Emergency contacts.
- Site evacuation procedures.
- Incident reporting requirements.
- Coordination with emergency services if required.

Site access will be maintained at all times for emergency vehicles.

16.0 Services

- 16.1** Utilities such as water, electricity, telecommunications and drainage connections will be required for this new site, however, details of the utility connections are not currently available and will require coordination with the relevant utility providers at design/construction stage. It is likely works on the adjacent public roads will be required to facilitate the necessary utility connections. These works would be subject to the necessary road works approvals.

This section will be updated when the information is known.

17.0 Post-Construction Restoration and Reinstatement

- 17.1** Upon completion of the development:
- Temporary compounds will be removed.
 - Temporary access arrangements will be dismantled.
 - Any damage to the public highway attributable to construction activities will be repaired.
 - The site will be left in a clean and safe condition for occupation of dwellings.

18.0 Conclusion

- 18.1** This CMP demonstrates how construction activities associated with the proposed development will be managed safely and responsibly, protecting highway safety, local amenity, the interests of all road users and neighbouring properties.
- 18.2** Regular inspections shall be undertaken by site management personnel to ensure compliance with this Construction Management Plan. Any incidents, complaints or instances of non-compliance shall be investigated and where appropriate, immediate action will be taken to rectify the issue. Where a valid grievance is raised, measures will be put in place where practicable to avoid recurrence of the complaint.

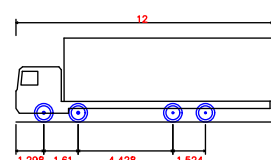
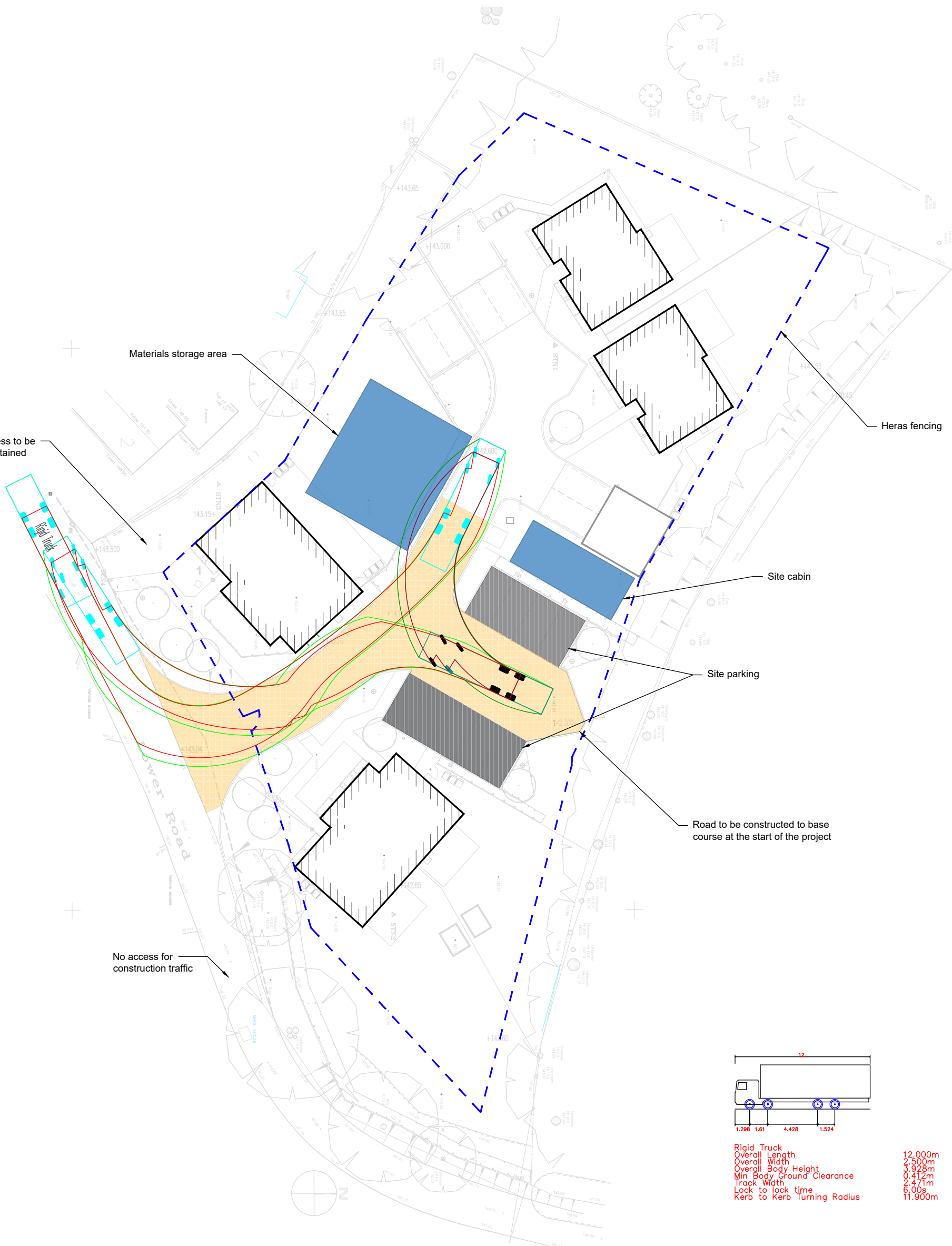
The development will be undertaken in accordance with the measures set out herein and any additional requirements of the Local Planning Authority and Highway Authority.

19.0 Appendices

A. Site Layout

Appendix A

Site Layout



Rigid Truck
Overall Length 12.000m
Overall Width 2.500m
Overall Body Height 3.928m
Min Body Ground Clearance 0.412m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.900m

PRELIMINARY - NOT FOR CONSTRUCTION

Notes

- Road to be constructed
- Site Parking
- Site Buildings

DO NOT SCALE FROM THIS DRAWING

HAZARDS LEADING TO UNUSUAL OR SIGNIFICANT RISKS DURING THE CONSTRUCTION PROCESS ARE IDENTIFIED ON THIS DRAWING AS:

BE AWARE INFORMATION DO DON'T DO

NOTE: THE LIST BELOW IDENTIFIES CERTAIN RISKS WHICH ARE DEEMED TO BE UNUSUAL, ABNORMAL OR UNEXPECTED TO A COMPETENT CONTRACTOR CARRYING OUT WORK OF THIS NATURE BUT DOES NOT COVER ALL POSSIBLE SITUATIONS WHICH MAY BE ENCOUNTERED DURING THE CONSTRUCTION PROCESS. IT IS THEREFORE THE MAIN CONTRACTOR'S RESPONSIBILITY TO IDENTIFY ANY FURTHER RISKS/HAZARDS AND TAKE APPROPRIATE ACTION.

RISKS/HAZARDS SPECIFIC TO THIS DRAWING:

P01	PRELIMINARY	GG	TS	TS	21.08.26
Rev.	Amendment	Dm.	Chkd.	Appd.	Date

PROPOSED SITE LAYOUT, BREACHWOOD GREEN

Scott White and Hookins
Structural Engineering Civil Engineering Sustainability and BREEM CDM Consultancy

Scale at A2 1:200

205409-SWH-ZZ-00-D-C-0002 P01

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