

Central Avenue

Construction
Management Plan

November 2023



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DOCUMENT CONTROL SHEET		DISCLAIMER
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1. INTRODUCTION

NRG Consulting have been commissioned to undertake a planning stage Construction Management Plan (CMP) for the proposed residential development located at the 1-5 Central Avenue, Sittingbourne, Kent, ME10 4BX, with the site being known as Central Avenue throughout this report. The site lies within the jurisdiction of Swale Borough Council.

The proposed description of development is of mixed change of use and new-build, consisting of 22 total units.

1.1 Site Description

The proposed development is a refurbishment to an existing building that comprises a bank and small shops. The site lies adjacent to a one-way system just off a mini roundabout that feeds into the main high street. East of the site is a parking area that was previously in use by the bank. Just south of the site is The Swallows Car Park which is a public pay and display parking area. The existing site context can be seen below.

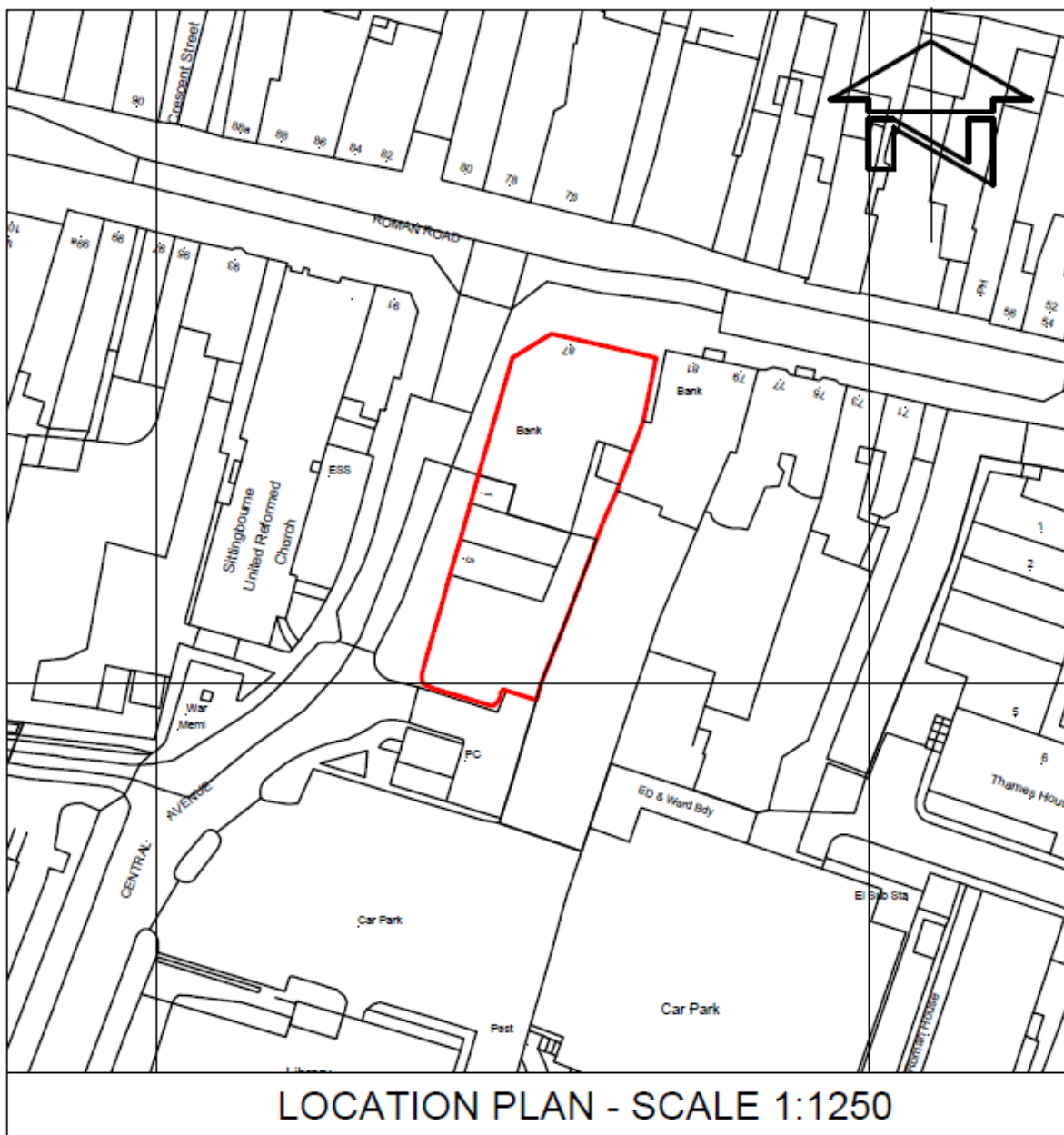


Figure 1: Site Location Plan

2. DEVELOPMENT PROGRAMME AND GENERAL ARRANGEMENTS

2.1 Development Programme

Indicative Construction Programme				
Activity	Weeks	Staff	No. of Deliveries	Number of Vehicles on Site at One Time
Site Clearance and Strip	4	7	2 per week	1
Groundworks	5	10	3 per week	1
Main Build	32	15	4 per week	1
1 st and 2 nd Fix	12	8	2 per week	1
Decoration/Testing	13	10	3 per week	1

2.2 Access Arrangements

Access to the site will be from the public pathway in Central Avenue and then onto site.

2.3 Diversion on the Public Highway

The expected volume (see table above) and type of construction traffic (largest expected vehicle 10m LRIGID vehicle) required for the duration of works will not require any diversion of traffic on the public road network

2.4 Provision for Pedestrians/ Cyclists

There are currently no plans for the provision of alternate routes or closures for cyclists as these will not be impacted by the site work.

As part of the works, for loading, a temporary use of the footpath in Central Avenue alongside the site is proposed. A license and agreement from the council will be sought for this. See figure 2 for proposed unloading area.

The proposed closure will not be in place throughout the development, only on a temporary basis when deliveries are occurring.

When a delivery is being undertaken, appropriate warning signage and temporary barriers will be placed around the proposed delivery area. An operative will be on hand to help pedestrians around the unloading area and assist them crossing the road if necessary.

As this is a one-way, visually unobstructed, and narrow street, this is seen as acceptable for the safety of pedestrians on both sides of the footpath.

2.5 Working Hours

The hours of work for all associated works as per the London Borough of Swale shall only be permissible during the hours of:

- 8:00am – 6.00pm Monday to Friday
- 8.00am – 1.00pm Saturday
- Closed Sundays and bank holidays

2.6 Bay and Parking Suspensions

There will be no suspension of parking bays. Apart from the proposed use of the adjacent pavement for unloading, all works will be contained inside site.

It is noted that there are disabled parking bays opposite the proposed site. The contractor will ensure that there is no disruption to these at any point and access is always available.

Due to the adjacent presence of the existing carparking that services the Natwest bank, it has been agreed that this will be temporarily out of use during the works.

2.7 Materials Unloading/Storage

The loading/unloading point can be seen in figure 2. This is proposed to take place on the public footpath, as due to the immediate site constraints other stopping points would cause turning conflicts, block Central Avenue, or block the disabled bay access. It is not possible for construction vehicles to enter the site. The use of this footpath for loading will require the temporary removal and replacement of street furniture at Central Avenue, which will be determined at a later stage and only in agreement with Swale Council. It is deemed wide enough to be able to use.

As vehicles will be mounting the pavement, it is expected that a highways condition survey of this local area will be undertaken. This will be done under a separate application.

The area demarcated on the below figure as 'Material Storage' will interchange dependent upon the needs of the site. It is not foreseen or proposed that any off-site storage area will be required. This material storage area will be located at the rear of the site where the new bin store will be located.

Traffic marshals will control the movement of vehicles and oversee the safety of the public highway, including pedestrians and cyclists as discussed in section 2.4. When reversing, traffic marshals also will be present to ensure safety of nearby vehicles, cycles, and pedestrians.

2.8 Site Parking

All construction staff, sub-contractors and visitors will be advised that on-street parking in the vicinity of the site is not advised as to not impact nearby residents and high street visitors. Workers will be advised to use nearby car parks, which include:

- Central Avenue Surface Car Park – 1-minute walk
- Albany Road Surface Car Park – 5-minute walk
- Bourne Place Multi-storey Car Park – 5-minute walk

All construction staff and visitors will be encouraged to use public transport where possible, Sittingbourne Station is a 6-minute walk from the site and is serviced by Southeastern.

2.9 Plant and Equipment

It is planned that throughout the duration of the project there will be limited demolition vehicles as the demolition will be limited to soft stripping the demolition of a few non-loading bearing walls to allow for the creation of new corridors, flat layouts, and party walls. Other vehicles to be used on site include excavators, a cement mixer for the foundations, and hoists. All the plant and equipment on site will be maintained in accordance with the PUWER Regulations. All plant will also be operated by competent and trained personnel who will also carry out their weekly and daily maintenance checks. No plant will be operated on the highway unless they hold the relevant licenses.

Details of the Non-Road Mobile Machinery (NRMM) to be used in the demolition and construction phases will meet as a minimum the Stage IIIB emission criteria of Directive 97/68/EC and its subsequent amendments, unless it can be demonstrated that Stage IIIB equipment is not available.

Inventory of all NRMM will be registered on an NRMM register. All NRMM shall be regularly serviced, and service logs kept on site for inspection. Records shall be kept on site detailing proof of emissions standards for all equipment.

2.10 Fuel Storage

Any fuels will be stored in a double bunded container with a capacity of 110% and kept padlocked shut when not in use. If required a designated fuel storage area will be set up on the project away from any surface water drainage to ensure refuelling is carried out in a controlled environment. A spill kit will also be located in the controlled zone and in the event of a spillage the site management will be notified immediately, and the fuels cleaned up immediately.

2.11 Waste and Recycling

The contractor will look for opportunities to recycle any stripped elements, including the windows to be removed and upgraded.

All waste generated during the construction phase will be disposed of using skips that have been supplied by reputable suppliers. Waste management licenses and waste carrier's licenses will be obtained from all suppliers prior to removing the waste from site thus ensuring that all waste has been dealt with in accordance with the regulations. Any hazardous waste i.e. empty spray paint cans, oily rags etc. will be disposed of in the site hazardous waste drums. Once these are full, they will be collected and disposed of by a designated waste management contractor. Some of the waste produced during the construction phase will be recyclable. All spoil arisings for the groundworks will be removed from site or used as capping material where permitted. Designated skips will be used to recycle other waste. Effective management of waste on site will consist of the following measures:

- Closed skip container (food waste etc.)
- Regular clean-up of the site
- Careful handling and transportation to avoid damage
- Efficient ordering
- Off-site manufacturing where possible
- Skips will be located with the site perimeters

2.12 Construction Hoarding and Scaffolding

Hoarding will be erected in accordance with the terms of the Temporary Structure License to be obtained by the contractor and will be erected and dismantled in a safe manner in conjunction with the current legislation (Section 172 of the Highways Act 1980 and Chapter 8 of the Traffic Signs Manual under the New Roads and Street Works Act 1991) and Health and Safety Executive guidelines.

All site boundaries will be totally enclosed by clean, safe and well-maintained 2.4m solid timber hoardings. Boundary hoarding will be deliberately installed behind any visibility zones at the site for security. The hoardings will be designed to allow the displaying of any relevant signage and notices.

The contractor will ensure that any hoarding will not block site lines for drivers and other road users.

Scaffolding will need to be erected to all sides. This will not only be used for the new build elements but also the replacement windows to the existing facades.

Upon appointment of a scaffolding contractor the design and plan will be submitted and if necessary a license obtained if any part of the public footpath needs to be used.

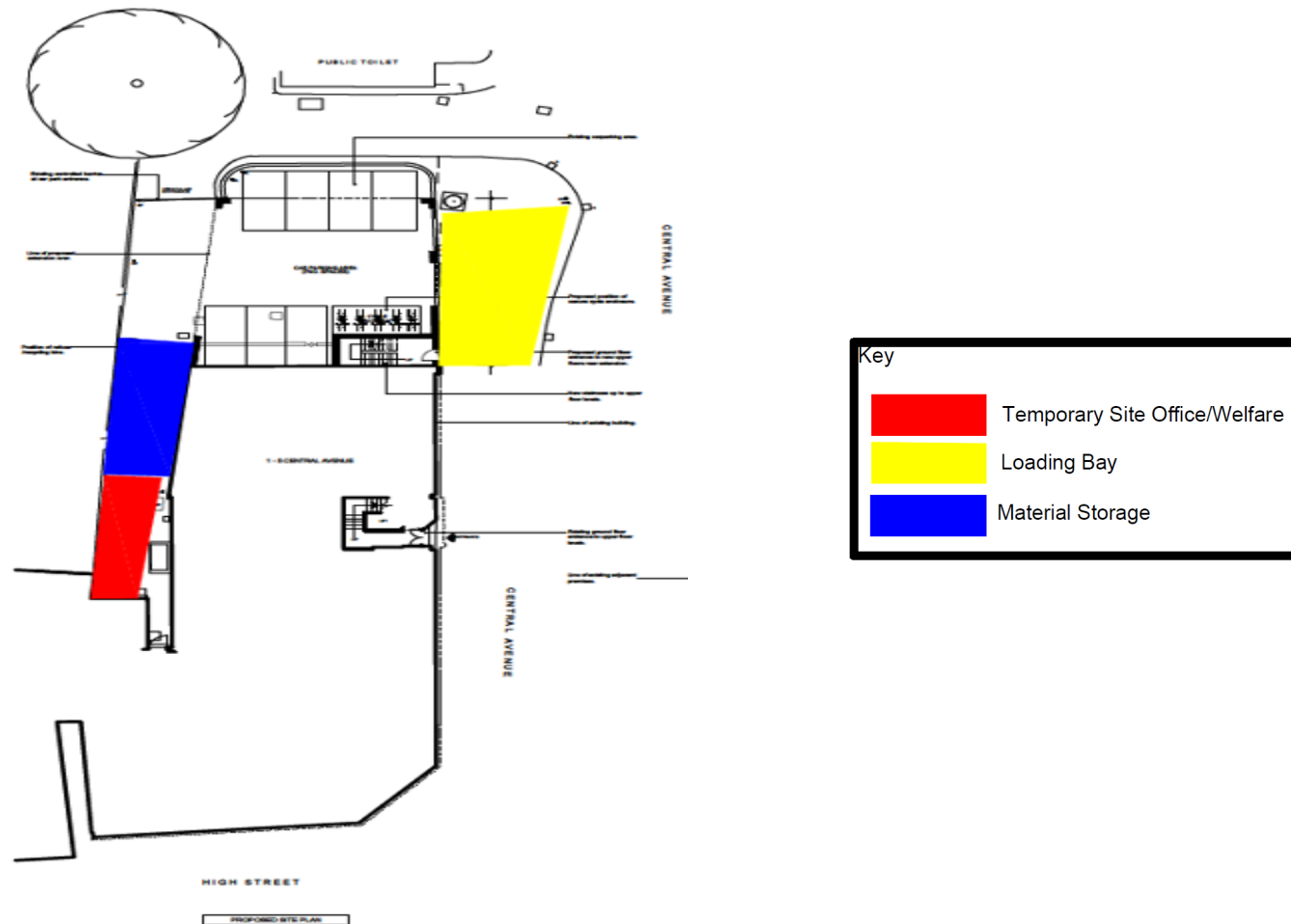
A hoist will also be needed to bring materials up to the rooftop extension. This will form part of the scaffolding design. It is expected that the hoist will be contained within the site boundaries with no public highway oversailing.

2.13 Public Toilets to rear of site

The public toilets access will be kept clear at all times, Contractors and operatives will be advised not to use these, they are to be kept clear for the general public and that the site welfare facilities are the only ones to be used.

The tree next to these toilets will also be retained and the contractor will protect this to ensure that no damage occurs.

Figure 2: Site Layout Plan



3. CONSTRUCTION TRAFFIC MANAGEMENT MEASURES

3.1 Control of Mud and Debris

In the event that any mud or debris that find their way onto the public highways this will expeditiously be removed by a dedicated member of the contractor's staff. The local highway and footpath will be swept after each delivery.

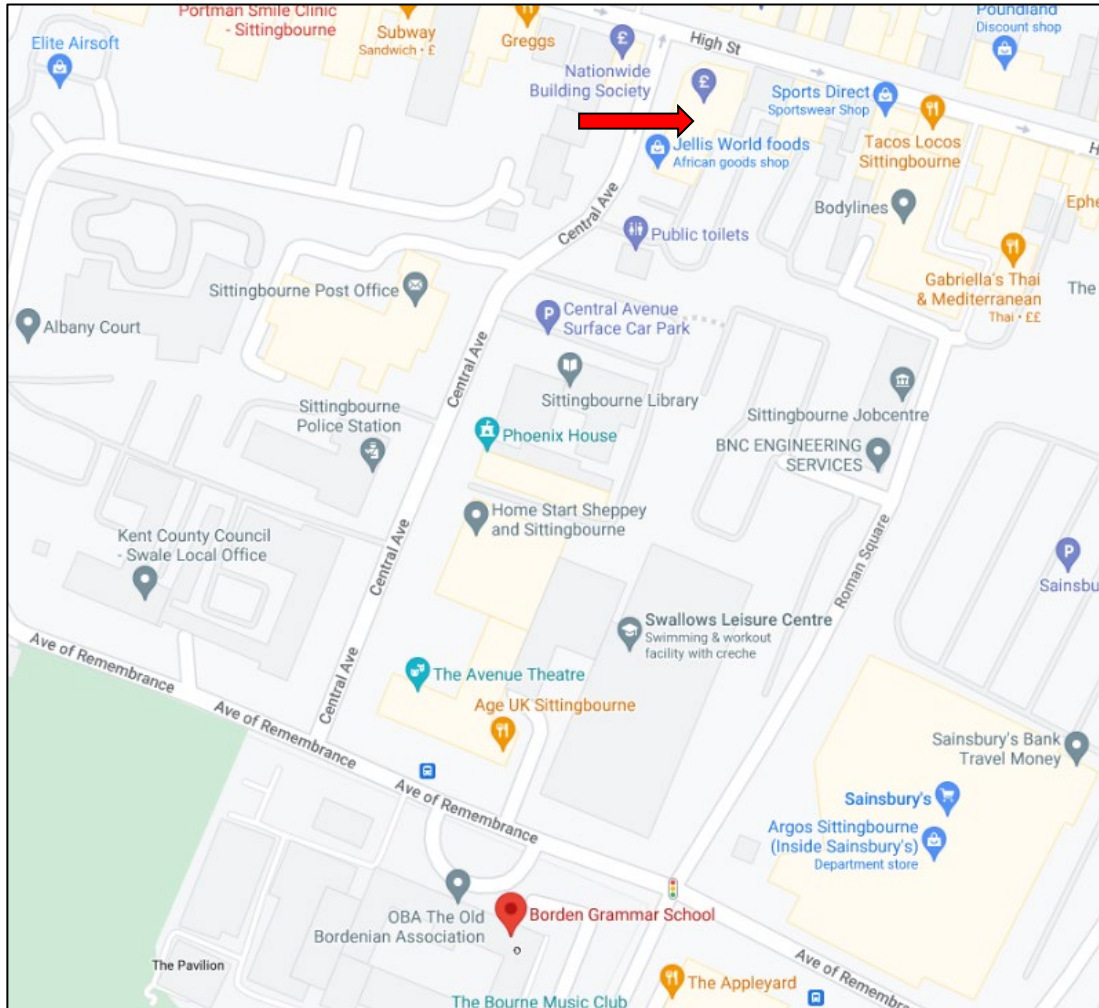
3.2 General Traffic Management

The following general measures will be in place:

- All parties to sign In & Out (name / time) at main entrance;
- A daily record of visitors will be kept on site;
- Deliveries / Removals to and from site will adhere to the working hours set out in this document.
- The Contractor is to liaise with all sub-contractors to inform them of the agreed vehicle routes to and from the site;
- The Contractor is to notify all suppliers that no waiting or queuing is permitted on local roads;
- No vehicles will be left unattended. No stacking of vehicles. Vehicles not adhering to the above can and will be turned away by the Contractor;
- The Contractor is to maintain safe control of traffic on the public highway;
- Banksman will be provided to manage all loading activity. A traffic marshal will be tasked with ensuring that pedestrian/ cyclist access can be safely navigated around the proposed delivery and collection area.

3.3 Delivery Timings

Delivery times will be scheduled with the supply chain to avoid conflict with school hours and peak-time pedestrian footfall. The site team will use endeavours to prevent deliveries taking place between: – 8:30am – 9:15am – 14:45pm – 15:45pm. This is due to the presence of the nearby high street and Borden Grammar School. This schools proximity to the site can be seen below.



3.4 Construction Traffic Routes

Generally, vehicles will follow the below routes to approach and depart the site:

- Vehicles will use the M2 onto the A249 before taking the 1st exit at Bobbing Roundabout to continue round onto the A2.
- Vehicles will follow the A2 into Sittingbourne.
- Vehicles will turn right onto Dover Street
- Then turn left onto West Street
- Turn right onto Park Road
- At the roundabout, take the 1st exit
- Continue onto Avenue of Remembrance
- Turn left onto Central Avenue.

On egress, vehicles will turn completely around as Central Avenue heading north is a one-way street and this would continue onto the high street which is being completely avoided for construction vehicles. This will be heavily notified to all contractors and subcontractors. Vehicles will then, on egress, follow a similar route back to the A2/M2/A249 connections.

This would entail:

- Turning right onto Avenue of Remembrance
- Taking the 2nd exit onto Park Road
- Turn left onto West Street
- Continue on A2

These routes ensure that the limitations of the one-way routing at Central Avenue is considered and avoided.

The diagrams in figures 4 and 5 demonstrate the movements of these vehicles with respect to the loading area.

Figure 3: Routing Map

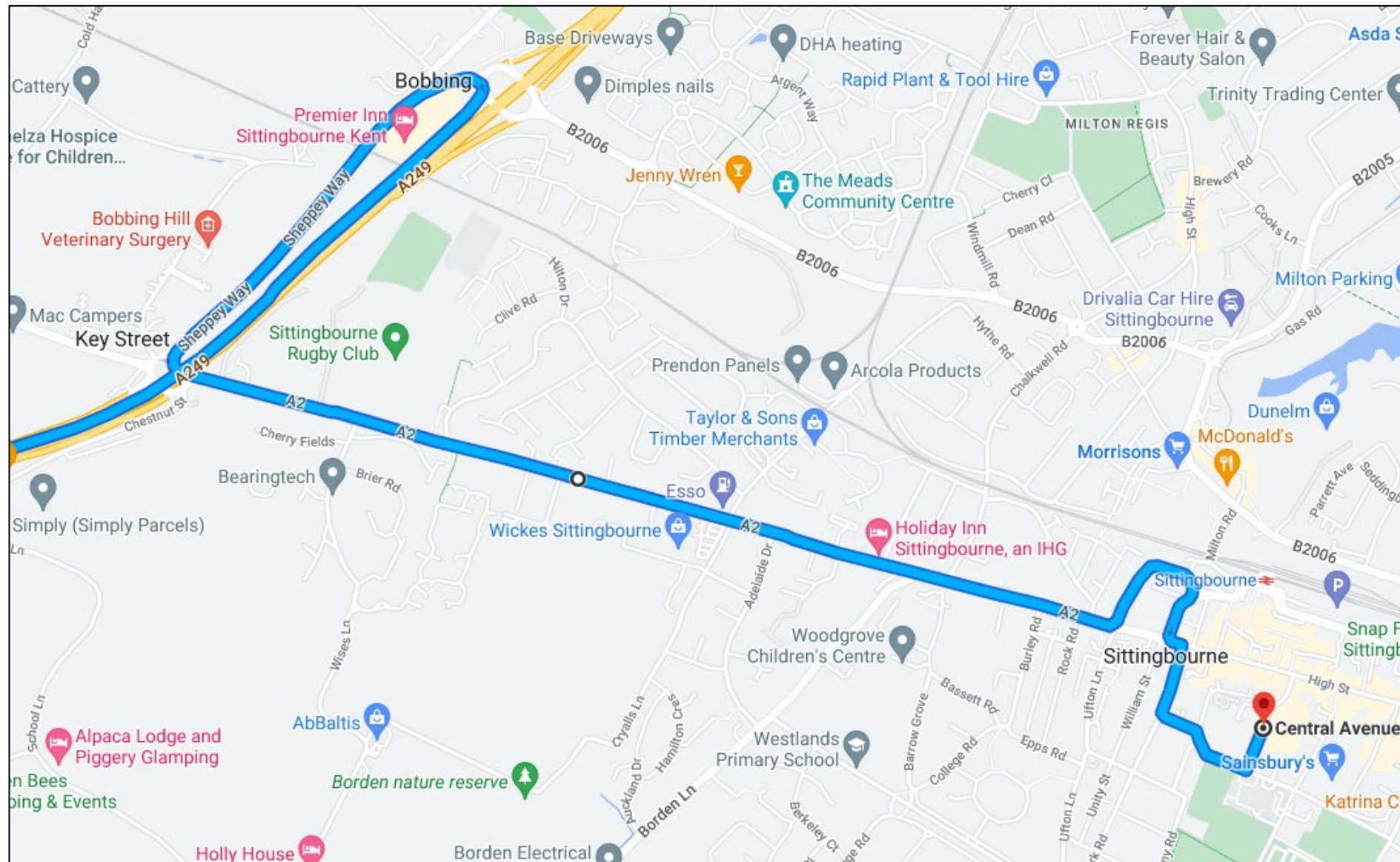


Figure 4: Site Details

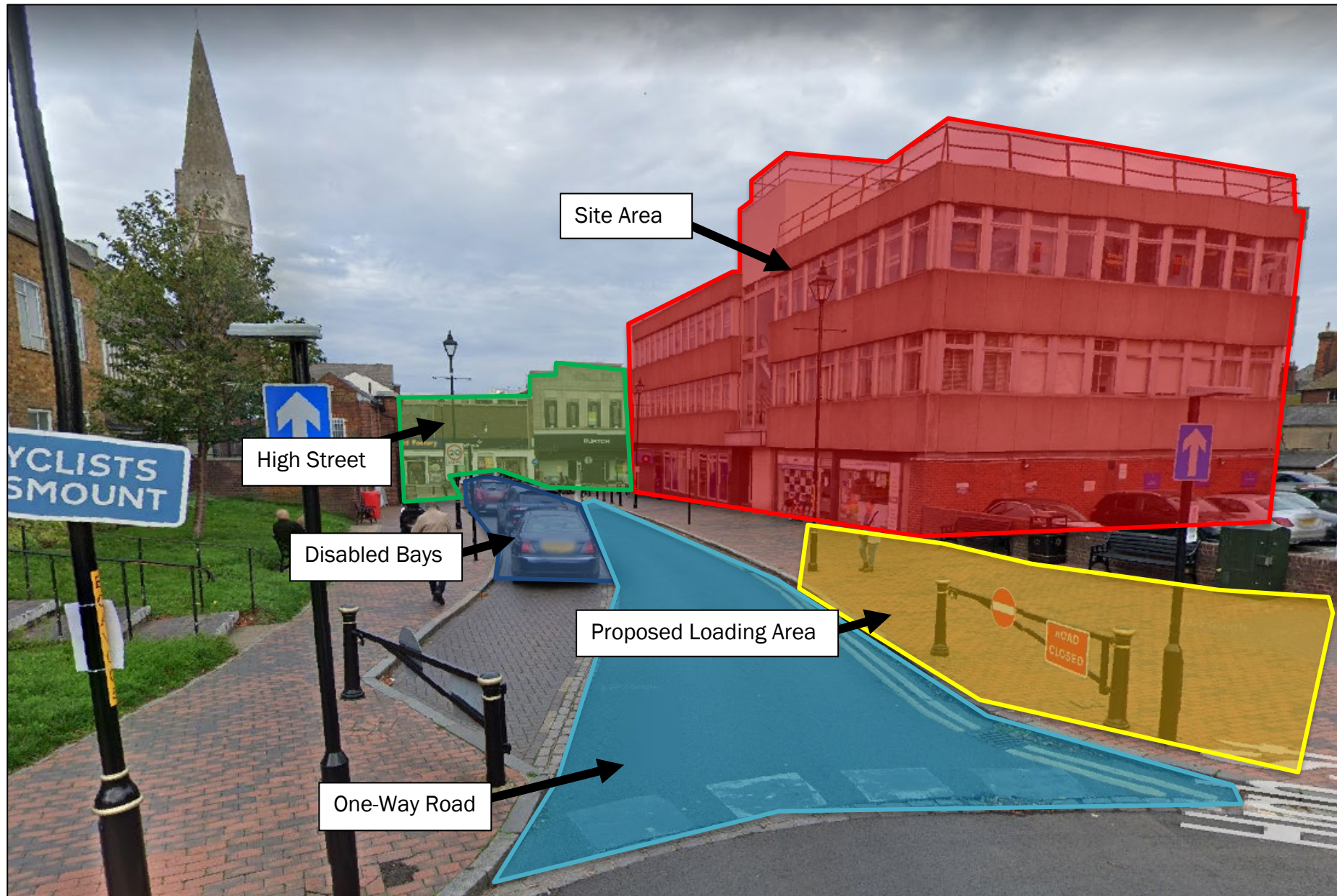
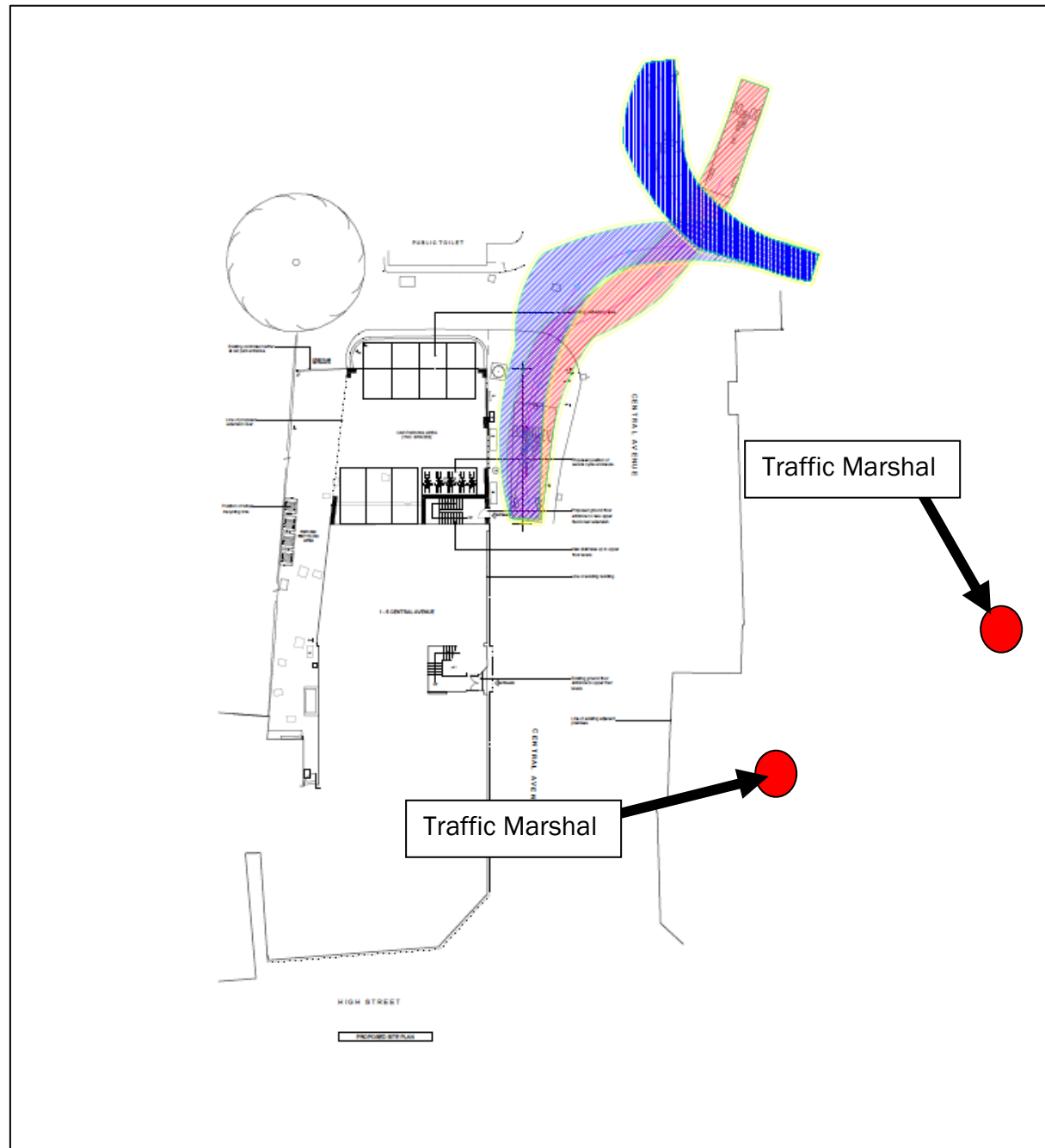


Figure 5: Swept Path Analysis for unloading



4. POLLUTION AND WASTE MANAGEMENT MEASURES

4.1 Pollution and Dust Control

The contractor once appointed will be required to take all necessary measures to avoid creating a dust and/or waste nuisance.

The contractor will strictly follow the dust controlling measures set out below:

- Water based dust suppression practice will be followed;
- No dry sweeping of large areas will be allowed;
- Public roads and access routes will be kept clean.
- No burning of waste materials will take place on site;
- All vehicles carrying loose or potentially dusty material will be fully sheeted;
- Materials with the potential to produce dust will be stored away from site boundaries (where practicable);
- Material stockpiles will be sheeted.

4.2 Waste Management

In addition to the above provisions, the following measures will be taken to reduce any further negative effects on the environment:

- Promoting reuse, recycling and recovery of waste, rather than disposal;
- Monitoring disposal, re-use and recycling of waste by keeping a full audit trail of waste removed from the site (in accordance with Waste Duty of Care regulations);
- Containers will be clearly labelled for segregated waste and spoil
- Storage will take place in appropriate areas to prevent material spoilage.
- Volatile materials will be stored in appropriate containers within secure compounds in accordance with good site practice and regulatory guidelines;
- Any waste generated (from byproduct of construction or from staff) will be taken to a local recycling centre/ outlet;

4.3 Noise and Vibration

The Contractor will monitor and control levels of noise and vibration from the site as far as is reasonably practicable, so that residents and other sensitive receptors are protected from excessive noise and vibration levels arising from demolition activities. The Contractor will apply Best Practical Means (BPM), as defined under Section 72 of the Control of Pollution Act (COPA) 1974 to all activities.

Where applicable and possible, the following measures will be used to minimise the noise levels at the site, including:

- Coordinated vehicle movement and efficient traffic management to prevent queuing of traffic accessing the site;
- Strict adherence to the site working hours;
- Using 'silenced' plant and equipment wherever possible and maintaining plant on a regular basis;
- Switching off vehicle engines where vehicles are standing for an extended period of time;
- Minimising disturbance from reversing beepers through measures such as site layout, provision of screening or use of broadband sound emitting reversing alarms;
- Utilisation of acoustic hoarding as appropriate;
- Implementing an action plan where noise levels exceed acceptable levels;
- Machines not in use will be throttled down to a minimum;
- Localised shrouding of plant in accordance with BS5228.

As is the case for noise, contractors will be required to ensure that works are carried out in accordance with BPM as stipulated in the Control of Pollution Act 1974. Mitigation measures will include the following, where possible:

- Replacing plant and/or work methods producing significant levels of vibration by less intrusive plant or techniques;
- Locating stationary plant, such as generators, pumps and compressors away from sensitive receivers and installed on resilient mountings;
- Reducing the energy input of hammer-driven piles in order to reduce vibration caused;
- Certifying plant to meet any relevant EC Directive standards;
- Undertaking awareness training for all contractors in regards to BS 5228 (Parts 1 and 2) which will form a prerequisite of their appointment; and

A full noise report was carried out by DAA Group (20th October 2023) and a scheme of noise mitigation measures was proposed there within.

5. NEIGHBOUR CONSULTATION

Community Liaison

The site manager will also be given the role of Site Community Liaison Officer, and they will be named at the site entrance and their contact details will be provided. They will liaise with site neighbours regularly to inform them of forthcoming construction activities and to establish and maintain good relationships.

Further responsibilities include:

- Recording and responding to enquiries or complaints from the local community;
- Communicating to the local community about the nature of the demolition and remediation work;
- Communicating the programme of works to the local community, specifically highlighting any works that may result in complaints (e.g. dusty activities);
- Updating the local community of any changes to the nature of works or programme of works, as necessary; and
- Establishing and maintaining good relationships with local stakeholder groups.

Site neighbours (a minimum of 25 m from the site boundary) will be provided with a letter drop containing details of the proposed construction programme as well as information on any works that have the potential to cause nuisance and generate complaints.

Complaints Procedure

If any complaints are received, they will be investigated by the Site Manager, who will record the complaint, identify the cause and take appropriate response action.

6 SUMMARY AND CONCLUSIONS

This Construction Method Statement has considered construction vehicle access to the site on local roads in the context of the size of vehicle that can be accommodated by the existing highways. This has been confirmed via a swept path analysis.

Loading/unloading will take place outside but directly adjacent to the development, with vehicles temporarily using the public footpath for this procedure. The correct licenses will be applied for. Due to the relatively small scale development of the site and expected low construction traffic count and contained nature of the site it is not expected to cause any major traffic impact to the local roads.

Suitable measures have been identified in this statement which will be implemented at the site with a view to ensuring the safety of other road users (both pedestrian and vehicular).

The Site Manager will deal with any complaints from local residents and businesses. To this end, contact details for the Site Manager will be displayed in a clear and obvious location at the entrance to the site. They will also review the Construction Method Statement on a continuous basis and will update the statement as required.

