

Contract No: RGC/E22SOU0047

Project Title: Thurston Extra Care facility

Project Address: Heath Road
Thurston
Suffolk, IP31 3PJ

Client: Housing 21

Planning Ref: DC/21/04549

CMP prepared by:

Sign:

John Irons
Construction Director
Date: 12/09/22

Reviewed by:

Sign:

James Wilson
Director and General Manager
Date: 12/09/22



1. Introduction

The project is to construct 54 extra care affordable dwellings on a site which is currently undeveloped and is situated to the south of Heath Road to the West of Thurston Village Centre. The main access to Heath Road and the site is provided via Barton Road. Thurston itself is located approximately 6 Kilometres East of Bury St Edmunds and falls within the Mid Suffolk District Council's authority. Suffolk County Council are the local highway authority.

2. Scope

The construction phase of the Thurston Extra Care Facility project needs to be carefully controlled so as not to have significant impacts on the neighbouring properties. Careful planning will be required to ensure that the project results in no disruption to the local transport network and the local community. Management during the construction works will be delivered through the development of the Construction Management Plan (CMP)

This CMP forms part of the planning application documentation for the project with the overall objective to ensure that throughout the construction period the following fundamental goals are all met so far as practicable;

- Detailed traffic and deliveries management
- Exemplary environmental practice
- Protection of the interest of the local residents, amenity, and environmental receptors
- Efficient, economic and timely construction practice.

This document will remain live so that as more information and details become available it can be updated and incorporated into the Construction Phase Plan. This document details the on-site management of these issues. The CPP is an integral part of the project's implementation strategy for controlling issues that have the potential for impacting on the site and the wider community.



3. Responsibilities and Contacts

Principle responsibilities are summarised below:

<i>James Wilson</i>	Senior manager with Overall Authority
<i>Jake Betts</i>	Contracts Manager – Project Responsibility
<i>Kevin Mckinlay</i>	Site Manager – Day-to-Day Site Management during Main Construction
<i>Chris Cooper</i>	SHE Advisor - Overall management of Inspection and Monitoring Process

Contacts

Telephone numbers will be made available for the general public to contact the RG Carter project team, these telephone numbers are to be manned 24/7. Posters for this scheme will be displayed in various locations around the boundaries of the site.

The project will be registered with the ‘Considerate Constructors Scheme’ whereby an independent contact number is provided alongside a direct number to RG Carter. These numbers are to be advertised on posters around the site, and will be provided to interested parties. Notable contact numbers that will be provided are:

- Considerate Constructors
- RG Carter 24/7 operations
- Site number

4. Public Relations and Complaints

The aim of the company is to identify an efficient and effective means of dealing with the public and with any complaints we may receive from the public.

Public Relations

It is important that the company’s works are carried out in a manner that is respectful of those living and working near to our sites. Therefore, it is important that as many issues as possible are dealt with at the pre-construction stage to reduce the likelihood of our works causing statutory nuisance.

A plan of action will be put in place to ensure that good relations are maintained with the neighbouring properties, local businesses, local authority and the general public, following the guidance of the



Considerate Constructor's Scheme. This will involve:

- Pre-construction consultation with local businesses and Neighbours to discuss the scheme and its implications.
- The Contracts Manager producing a letter of introduction to all effected parties providing relevant site management contact details.
- Periodic newsletters to the local school, neighbours and local businesses advising of forthcoming works.
- Meetings with interested parties/neighbourhood representatives
- Setting up liaison with the client / neighbours

Complaints

Complaints will be dealt with at a local level by the Site Manager and communicated to the Contracts Manager as deemed appropriate. Any complaint that has potential to escalate and not be controlled locally will additionally be communicated to the Construction Director and General Manager.

If a complaint comes in at site level the Site Manager will deal with the complainant courteously and record the following pertinent information within the site diary:

- Name, address and contact details of complainant
- Date/time of complaint
- Nature and location of the complain

Details of this complaint will then be passed immediately to the Contracts Manager who will be required to action an appropriate response if the Site Manager's response has not satisfied the complainant.

Investigation may be required to ascertain the circumstances of the complaint this will be determined by the Construction Director responsible for the project or the Director and General Manager and may involve an independent investigation to ascertain the issues and circumstances.

A register of complaints shall be maintained on site and with full records of actions taken to deal with such complaints throughout the duration of the project.

5. Traffic Management and Deliveries Plan

RG Carter will reduce, as far as reasonably possible, potential impacts of construction traffic on the highway network during the construction phase of the project.

The Traffic Management Plan is designed to reduce the impacts of construction work and traffic reduction measures are preferred to re-routing or increasing capacity. However, some increase in



traffic volumes will be inevitable and this plan details the specific measures to mitigate these effects.

All HGV and construction traffic movements to and from the site over the duration of the construction period shall be subject to the requirements of this Deliveries Management Plan and further no HGV movements shall be permitted to and from the site other than in accordance with the routes defined in this plan.

Routing of Construction Vehicles

The site will be accessed via the main site entrance on Heath Road, accessed via Barton Road. This can be accessed from the A14 to the South via junction 45 or 46 when approaching from the West and via junction 45 when approaching from the East and the A143 onto Thurston Road from the North. There is a low railway bridge (4.2m) on Barton Road by the station to the South of site which will be communicated to all delivery drivers before orders are placed. (Please see attached route plan. Appendix 1)

The prescribed access routes, delivery times and parking arrangements will be a condition of all supply orders and subcontracts. Deliveries to site will be booked utilising our M-Site web based logistic management system whereby an allotted time slot will be allocated. Finger sign boards will be positioned along the main routes with the site entrance defined utilising highly visible signage to ensure delivery driver keep on route.

Employees and site operatives will be similarly advised to use the main access to the site, including those residing in close proximity to the site.

Site Access

During the construction phase of the project the main site access/egress will be via the site entrance on Heath Road. Access arrangements into the site area will be organised such as to allow all vehicles to enter and leave the site in a forward direction. The site will be laid out to provide marshalling area for vehicles, such that off-site un-loading will not be required.

Deliveries will be pre-booked utilising our M-Site logistics management system and drivers will be required to contact the site 10 mins before they arrive as detailed on the traffic management plan to ensure that their entry and exit from site is suitably managed by a trained traffic marshal. Details of the access process will again be communicated within pre-contract meetings, within orders and during site inductions.

Clear and concise signage will be displayed both on site and leading up-to the site entrance to ensure that all road users, local businesses, site operatives and visitors to the site are well advised in respect of speed restrictions, access/egress and parking arrangements



Pedestrian and Cycle Strategy

Pedestrians, cyclists, the general public, and any on site employees associated with the project will be segregated from construction work at all times. Pedestrian's access to the site will be via a separate pedestrian gate and footpath.

Pedestrian and cyclist routes will be maintained for public use. Where temporary closures are required, permissions and licences will be obtained for re-routing of pedestrian thoroughfares and cycle routes.

Travel Plan

A Travel Plan for RG Carter site personnel and operatives will be provided (Appendix 2) which will include consideration as to the assigning of employees and operatives to the site. This will cover all aspects of RG Carter and subcontract employees travel to site with the aim to reduce as far as reasonably practical the traffic movements to and from site.

The RG Carter Travel Plan will discuss the current infrastructure available for employees and site operatives travelling to the site, including a feasibility study of the different transportation methods. The document will make proposals for RG Carter to implement a car-sharing scheme in order to reduce traffic and thus reduce the impact on the road network.

6. Parking of Vehicles on Site

Appropriate levels of car parking on-site as detailed on the attached site logistics plan to ensure that parking of contractors' vehicles does not overspill onto surrounding roads. Construction traffic and construction vehicular access to the site will be as stated above. Parking off-site in nearby roads will be prohibited to minimise the impact on local residents, business etc. Required standards of behaviour will be established across the site and included in the contract documents between RG Carter and their sub-contractors.

Site rules will emphasise the need for consideration for local residents and business. Any issues that are raised by local residents or other road users will be reviewed by RG Carter and directed to contractors for response and action as appropriate. If contractor parking continues to occur on local roads, RG Carter will undertake to monitor why this is happening and by whom and take positive steps to resolve the issue with the contractor and address the issue internally within the site.

7. Loading and Unloading of Materials

No loading or unloading of materials will be made outside of the construction site area. Earthwork material loading and the delivery of principle materials for the project will be scheduled in using the M-site system. Deliveries or plant movements will be on ridged lorries wherever practical with any vehicle outside the normal permitted size of weight notified to the authorities. These will be identified in advance to allow liaison with all interested parties. All small deliveries will be directed straight into the site for off-loading.



A Banks man will at all times oversee the loading/ unloading of vehicles within the designated area on site. The Banks man will be issued with a schedule of deliveries from sub-contractors / suppliers on a day to day basis.

Loading / Unloading of vehicles will be via crane, folk-lift or Hiab. All methods will be detailed on Risk Assessments and Method Statements supplied by the relevant companies.

8. Storage of Plant and Materials on Site

Correct storage makes plant & material management easier and reduces damage and wastage. The essential component of an overall site storage strategy is to allocate appropriate areas for central and worksite storage.

RG Carter will prepare storage areas in advance so that plant and materials can be off-loaded straight into them, minimising damage by vehicles, vandals, weather or theft. Tanks and drums of liquid chemicals and fuels would be stored in bunded compounds. Packaging would be returned, where possible.

9. Site Security and Working Hours

Site Security

The construction area will be completely enclosed at all times to ensure security and maintain full segregation of the works (refer attached drawing). This will be via 1.8 m Heras fence with debris netting applied where appropriate to contain any site arising and provide a degree of privacy to the neighbouring properties.

The site entrance will have heavy duty steel gates fitted to maintain site security at all times. The fencing will be constructed to withstand high winds and to such quality to ensure no sharp edges are present for reasons of pedestrian safety.

RG Carter site management team will walk the site boundary and inspect on a daily basis ensuring that the fencing is fully maintained during the construction period.

All persons having any business on site, whether operatives or visitors will report to the site office and sign utilising the M-site biometric scanning system. Persons will then attend an induction and receive a copy of the site rules, construction protocol, together with an identity pass for access onto the site.



Working Hours

The site working hours are:

Monday to Friday: 07:30 to 17:30 hours with no noisy construction activities commencing before 08:00.

Saturday: 08:00 to 13:00 hours (by agreement with site management)

10. Noise / Dust / Vibration

No noisy works will be undertaken outside of the hours agreed with the project team and following consultation with the local residents. Methods to facilitate this will include informing local residents of work programmes, emergency or unscheduled work for example.

Noise will be reduced or avoided by:

- Control at Source (e.g. silencers, construction methods).
- Control along path of noise from source of receiver.
- Control at receiver (e.g. noise refuge, ear defenders).
- Adequate maintenance of plant and equipment.

The site management team will employ best practice and consider the timing, duration and phasing of construction activities to cause minimum nuisance.

Noise readings will be taken regularly within the site limits but also outside the site boundaries where there are neighbours who might be affected. The frequency of readings will depend on the construction works being undertaken. The noise monitoring locations will be recorded and wherever possible these locations will be used for subsequent readings. Any new plant/process which is suspected to have high levels of noise will be monitored at the earliest opportunity and controls put in place if necessary.

Dust will be monitored throughout the construction phase and where practical contained at source via LEV (local exhaust ventilation). Capturing or controlling the dust at source is nearly always better than attempting to control exposure by ventilating the whole area. Dust suppression will be carried out across site during dry periods where dust is likely to become airborne. This is usually via the use of water bowser towed behind site plant damping down.

All available systems will be used to minimise, as far as possible, the level of vibration to which site operatives and others in the neighbourhood of the site operations will be exposed. The priority will be to avoid the generation of vibration, and where vibration is unavoidable, to control vibration at source.

Construction lighting will be limited and task specific. On occasions mobile light towers may be used, particularly during the winter towards the end of the day. These light towers will be directed downwards into the site area, Site management team will ensure that glare from these lights do not impact on adjoining properties or the highway. Procedures will be put in place for monitoring the



lighting, and adjustments will be made to lighting to ensure minimal environmental and social impacts occur.

11. Mud on Roads

There will be the potential for mud on the site estate roads and adjacent highway during certain phases of the construction. RG carter will therefore enforce strict measures to avoid the environmental nuisance of mud on the roads.

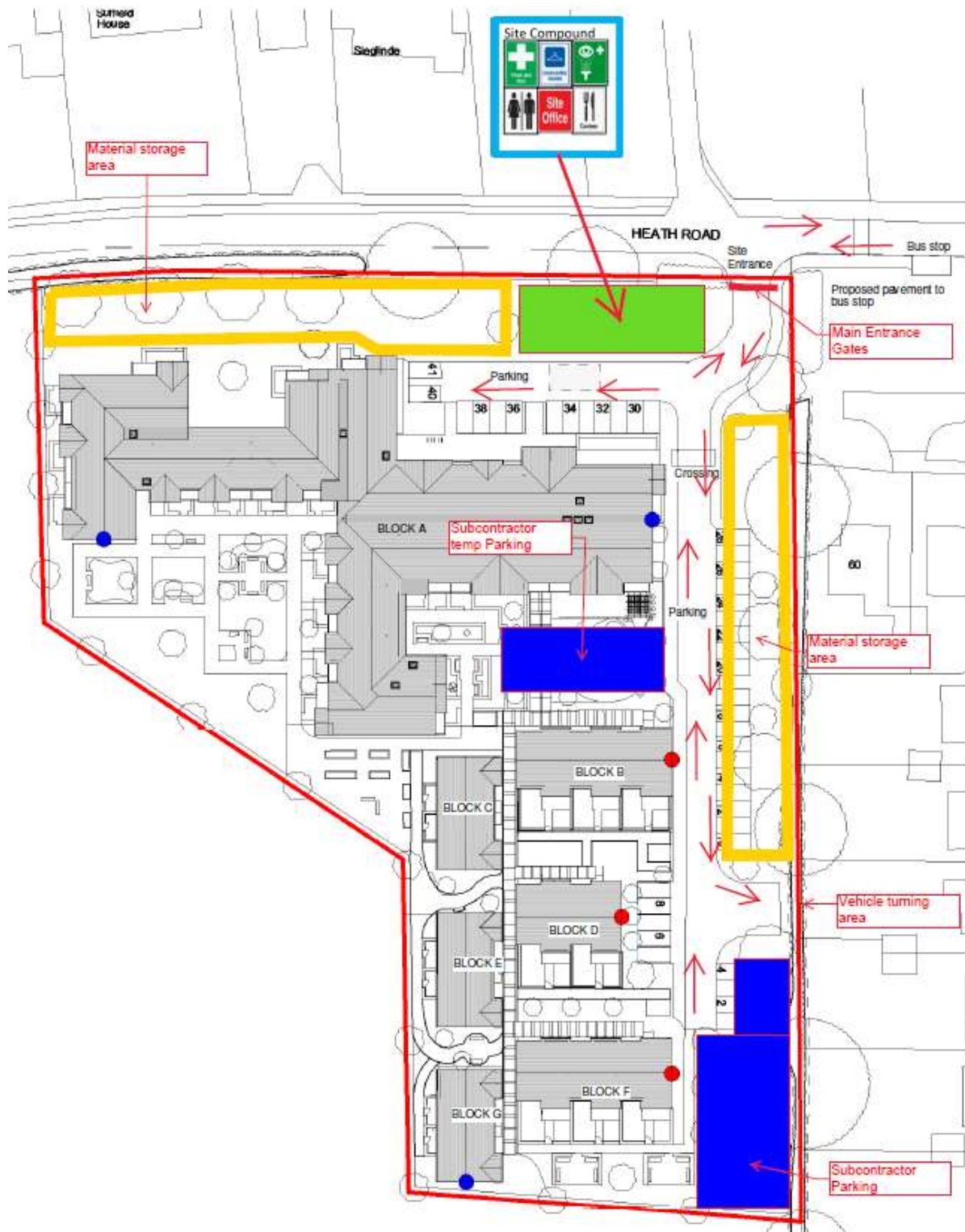
These measures will include but not limited to:

- Provide and ensure the use of wheel wash facilities near to the site exit wherever there is a potential for carrying dust or mud off the site.
- Early establishment of on site roads and hard-standing areas to binder course.
- Loading and unloading of material on designated hard-standing areas.
- Banks-men to clear large debris immediately and sweep area.
- Use of an approved mechanical road sweeper to clean the roads of any mud or debris deposited by site vehicles within the vicinity of the site.
- The road sweeper is to be available whenever needed and will be properly used and maintained.
- Adequate sheeting of vehicles carrying waste materials.
- Measures will be taken to ensure that mud and detritus is not swept into highway road gullies.



Appendix 1 – Site Access Route and Site Logistics Plans

Site Logistics plan



Site Access Routes;

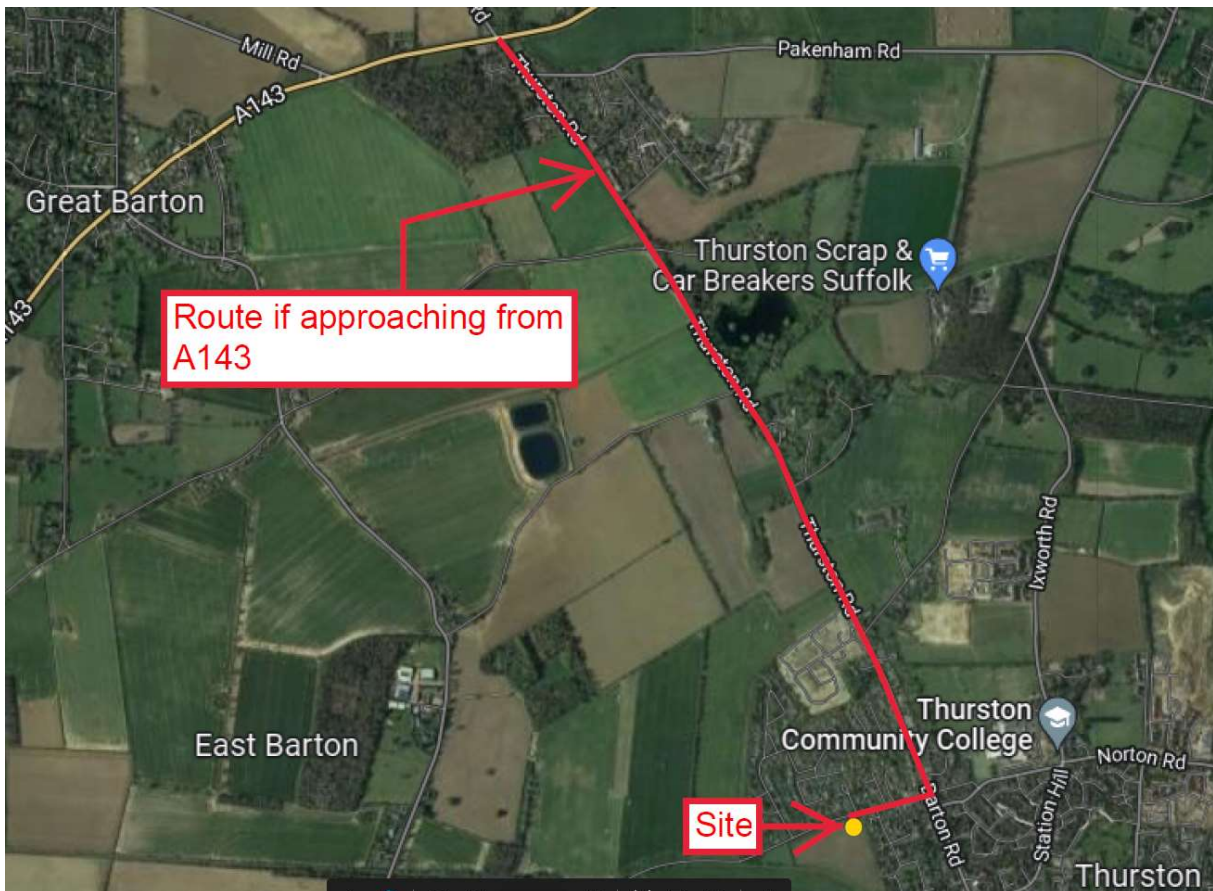
Access form the A14



Low Bridge by Thurston Station



Access from the A142



Appendix 2 – Travel Plan

This document lays out the framework of measures by which RG Carter proposes to reduce the level of traffic on local roads as a result of journeys to and from the site.

It is non contractual and does not form part of any collective agreement or Employee Terms & Conditions.

1.0 Site Access

During the construction phase of the project the main site access will be from Heath Road off of Barton Roan. All employees, suppliers, contractors and hauliers will use this access.

2.0 Roles and Responsibilities

2.1 Senior Management support and commitment

Senior management have committed to support the Travel Plan on the basis that it is necessary for addressing the travel issues (congestion and parking) and it is an essential part of the agreed obligation relating to the planning application. Senior managers will also be seen to be leading by example, either through car sharing, or through provision of sufficient incentives for choosing alternative methods of transport to and from the site.

2.2 The Travel Plan Co-Ordinator (Contracts Manager)

The role of the TPC will include the following:

- Ensure that all relevant information is made available to all contractors, etc. via the Site Notice Board or other relevant methods.
- Promote and encourage the use of travel modes other than single-occupancy car travel.
- Provide a point of contact for sub-contractors and other stakeholders in relation to travel to and from the site.
- Organise and implement the review process.
- Act as the point of contact for information and for exchanging ideas and best practice with other companies

2.3 Employee and Sub-contractors consultation

The success of the Travel Plan will be dependent on both employee and sub-contractor participation. It is therefore essential to involve employees and sub-contractors from an early stage. It is anticipated involvement will encourage ownership and is consequently expected to result in both reviewing their travel behaviours and considering/adopting new or alternative travel modes.



3.0 Objectives and Targets

RG Carter recognises that a Travel Plan is required because of the increased volume of traffic on local roads, caused through additional employees and general contractors accessing the site on a daily basis.

The main objective of the Travel Plan is to achieve a shift away from single occupancy vehicle use (SOV). In addition, through the introduction of a series of measures, we aim to ensure that there is an appreciable reduction in the number employees and sub-contractors travelling to work as car drivers. Furthermore the company is committed to increase the use of public transport, walking and cycling.

- **Objectives** – To reduce car usage (particularly single occupancy journeys) associated with journeys to and from the construction site.
- **Target** – A reduction in the requirement of car parking on adjacent roads.

The main objective is supported by a series of sub-objectives:

- To reduce the number of sole occupancy vehicles accessing the site.
- To involve employees and contractors in travel initiative decisions
- To improve the company's environmental image
- To ensure all are aware of the Travel Plan
- To promote a more productive and healthier workforce

The 'Aims' target:

- To achieve a 25% increase in those sharing a car for their journey to work during the project.

4.0 Existing Conditions

Walking provision – walking distances are too excessive to be a reasonable expectation on personnel. Therefore only those living in close proximity to the site can be expected to come to work this way.

Cycling provision – the area is well served by pedestrian and cycling facilities. The site itself can be accessed by 'Bike Friendly Roads' from Thurston Town Centre and Bury St Edmunds.

Public Transport (rail) provision –Thurston station is located 0.5 miles from the site and approximately a 10 minute walk. Served by the train company Greater Anglia. There is fast and frequent rail service to/from Ipswich, Newmarket ,Cambridge and many more locations further afield to these.

Public Transport (bus) provision – There is a bus stop on heath road which is serviced By the No. 384 bus, stopping at Topstock, Bury St Edmunds and Stowmarket. There is also a bus stop on Barton Road which is serviced by the No. 385 stopping at Stowupland and Stowmarket. Both of these stops are within a five minute walk of site.

Ixworth Road has Bus stops for the 304 to and from Diss and the 337 to and from Garboldisham. This stop is a ten minute walk to site.



Access to the site by car – road access is gained via the mains roads. These access roads are shared with third party occupiers, hauliers and visitors.



