

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE CLIENTS STANDARD SPECIFICATION AND STRUCTURAL ENGINEERS DESIGN AND DETAILS. DO NOT SCALE OFF THIS DRAWING. USE FIGURED DIMENSIONS ONLY. ALL DIMENSIONAL DISCREPANCIES TO BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE CLIENT.

Construction Phasing

The works are to be carried out in one single phase in accordance with the programme set out within table 1.1, the construction management plan provided and accompanying notes are appropriate for all the works.

Site Working Hours

No construction works or deliveries into the site shall take place other than between the hours of 08.00 to 18.00 on Monday to Friday and 08.00 to 13.30 hours on Saturdays unless agreed in writing with the Local Planning Authority.

Wheel Washing Facilities

The wheels of all vehicles leaving site are to be cleared of all mud and washed off to prevent the deposit of mud on to the highway. Road brushes are to be used on a regular basis to keep the highway clean.

Dust and Dirt Control

Site to be kept clean and tidy at all times, during dry and windy conditions, dust is to be controlled by lightly dampening down of the site. Any lightweight debris, rubbish or surplus materials leaving site (within skips or by lorry) are to be covered to avoid the deposit of any material on the highway.

Recycling / Depositing of Waste

Where possible waste materials are to be segregated on site and removed to a designated recycling centre. Any general waste that leaves the site via skips is to be taken to a waste transfer facility and segregated for recyclable material so that the absolute minimum amount of waste material is taken to landfill sites.

Site Car Parking

Works vehicles are to use the area provided on site for parking where overflow parking is required this is to be on the highway with consideration given to surrounding residents for access to their properties.

Deliveries & Unloading of Materials

Area for unloading of materials is to be provided as shown on plan, prior notice will be given to the surrounding residents for any deliveries that may restrict access. Any deliveries where vehicles need to reverse are to be supervised by a Banksman.

Large deliveries of plant will be organised to avoid the peak hours. Where practically possible, timings will be placed upon material suppliers to avoid adding to road congestion. These are to include;

- Concrete deliveries;
- Aggregate deliveries;
- General building materials;
- Skip lorries / waste removal.

All deliveries are to be off loaded either on-site or from the site entrance where space is limited due to craneage etc required for off loading (roof trusses etc). Where deliveries are off loaded from the site entrance, delivery lorries are to be positioned such as to not block the highway or cause disruption to other road users and a banksman is to be provided oversee the delivery.

The size of delivery vehicles and frequency of deliveries are to be in accordance with Table 1.3. All deliveries to the site are to be via one of the following routes:

- Strictly no deliveries from the north

- Deliveries - from the South Via:
 - Bishopstoke Road
 - Riverside
 - Church Road

All vehicles leaving the site will return via one of the above routes.

Plant & Machinery

Where plant and machinery is required to carry out the works this will be provided in accordance with the current Health & Safety and Environmental requirements. The following items of plant will be used during the course of the works:

- 6 ton excavator
- 3 ton dumper
- 7m telescopic forklift

Additional to the above craneage will be required for placing concrete floor beams, steel beams, roof trusses etc. These will be provided on separate visits and be subject to a lifting plan to be produced prior to the crane attending site. The anticipated number, frequency and types of vehicles used during construction as shown in table 1.2

Public Engagement

Prior to commencement of the works surrounding residential neighbours are to be notified, this notification is to include the necessary contact details for the Building Contractor and a point of contact on site.

Ground Compaction During Construction

The following measures are to be adopted to prevent unnecessary compaction of the ground during the course of the construction works:

1. Material Storage & Layout

Designated Hard Standing: Form material storage areas on existing or planned hard-standing surfaces whenever possible.

Topsoil Stripping: If storage must occur on natural ground, strip and stockpile the topsoil separately first to preserve its structure.

Minimize Storage Duration: Keep soil and material storage periods as short as possible to avoid long-term loading.

2. Ground Protection Measures

Heavy-Duty Access Mats: Install high-density polyethylene (HDPE) or trackway mats capable of supporting expected loads (e.g., up to 80 or 160 tonnes) to distribute weight evenly.

Protective Layers: For sensitive areas, use a layer of wood chips under temporary trackways or protective ground mats to provide a buffer.

Geotextiles & Stone: In high-traffic areas, install a combination of terram (geotextile), cell web, and clean angular stone to mitigate compaction.

3. Operational Controls

Controlled Traffic Routes: Strictly confine all vehicular and pedestrian traffic to identified and marked approved pathways.

Monitor Weather & Moisture: Avoid any soil movement or heavy traffic when the ground is wet

Equipment Selection: Use tracked equipment or vehicles with low-pressure, wide tires to reduce the point-load on the soil.

4. Post-Construction Restoration

Soil Cultivation: If compaction occurs, use an agricultural ripper for shallow compaction or "complete cultivation" with an excavator for deeper issues (over 0.4 m).

Surface Water Drainage During Construction

The following measures are to be adopted to control surface water drainage from wheel wash point during the course of the construction works:

1. Site Preparation and Location

Designated Area: Establish the wheel wash on a hard, non-porous surface (e.g., concrete or asphalt) to prevent contaminants from soaking into the ground.

2. Runoff Collection and Treatment

Containment: Direct all runoff toward a central collection point, such as a sump unit with a silt bucket or a sealed containment tank.

Silt Removal: Pass contaminated water through a series of settlement lagoons or tanks to remove suspended solids.

Reuse: Recirculate and reuse treated water for subsequent washes to minimize waste.

Tanker Removal: Collect effluent in a sealed unit for off-site disposal by a registered waste carrier if on-site treatment is insufficient.

No Direct Surface Discharge: Do not discharge untreated wheel wash water (trade effluent) directly into surface water drains, rivers, or streams.

3. Maintenance and Monitoring

Sludge Management: Regularly empty silt traps and settlement tanks.

Spill Response: Keep a spill kit near the wash area to immediately address any fuel or oil leaks.

Contamination Control

Control of contamination from on-site construction activities is to be adopted to minimise the risk to the environment and promote efficient use of resources. This will include:

- Temporary protective fencing will be erected to delineate the working areas, site boundaries and protect sensitive features from disturbance.
- Any necessary fuel and oil will be stored in accordance with the Control of Pollution (Oil Storage) (England) Regulations 2001.
- Refuelling of machinery and plant will only be undertaken in a designated area, designed to contain contaminated runoff, and by trained personnel.
- Emergency spill kits are to be readily available.
- Materials storage areas for hazardous materials will be set up with spill prevention measures / protection and managed for the duration of the works.
- Waste segregation areas will be established utilising containers of an appropriate design to ensure that no waste can escape.
- Sewerage effluent from the site office and welfare facilities will be removed from site using a vacuum tanker, if no sewer connection is available.

KEY

Provision for material storage

Loading / Unloading Area

Site Car Parking

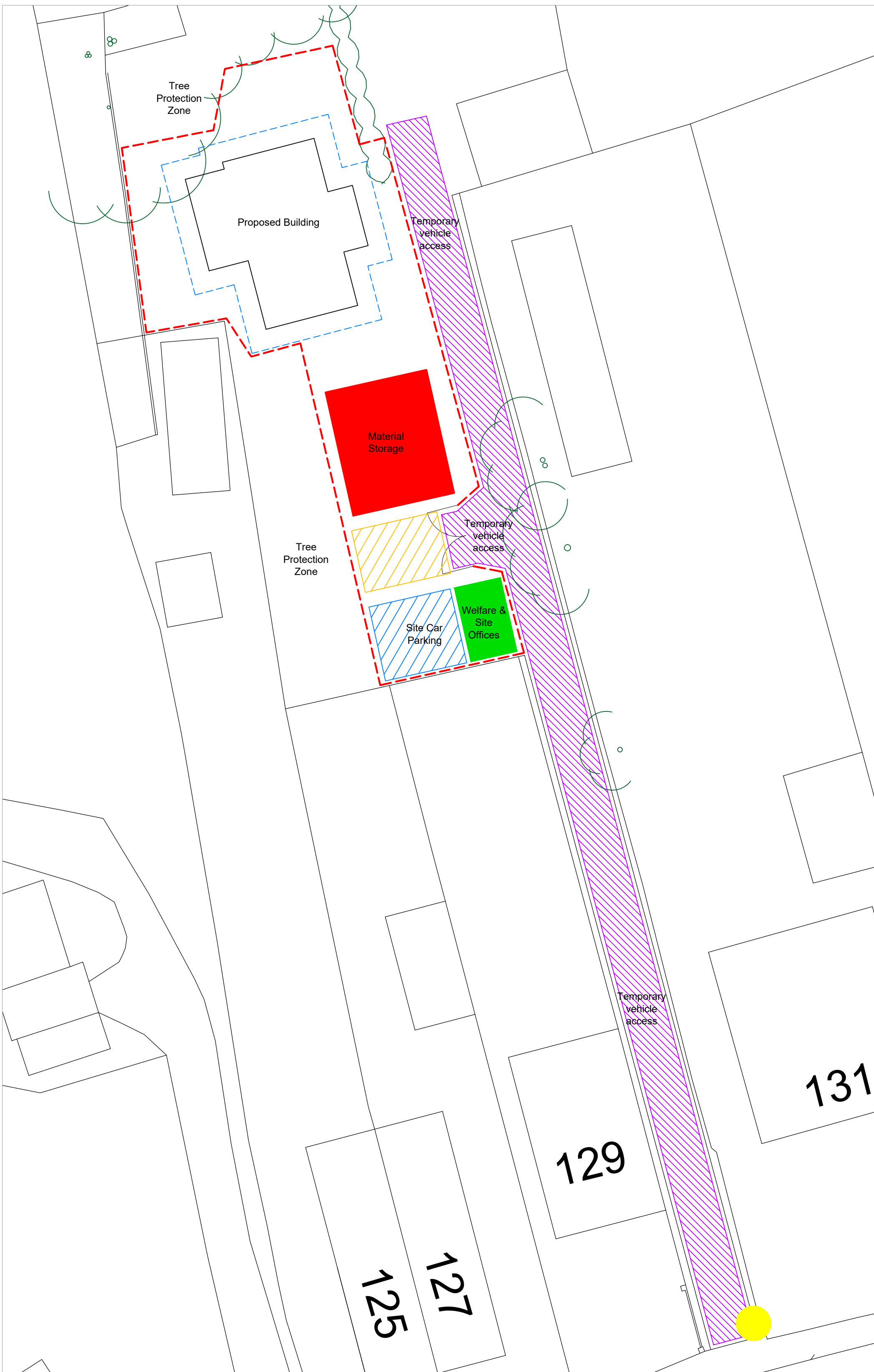
Vehicle & Pedestrian Access

Site Offices / Welfare / Storage Units

Security Fencing / Gates

Scaffolding

Wheel Washing Facility



BUILD PROGRAMME / DEVELOPMENT PHASING

Element	Month													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Site Set Up	—													
Demolition	—													
Substructures		—												
Superstructures			—											
Fit Out				—										
Mains Services					—									
Drainage									—					
External Works										—				
Finals / Snagging											—			

Table 1.1

PLANT ANTICIPATED NUMBER, FREQUENCY AND TYPE

Plant / Machinery	Month													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
6 ton excavator (no.)	1	1	1						1	1	1	1		
3 ton dumper (no.)	1	1	1						1	1	1	1		
7m telescopic forklift (no.)			1	1	1	1	1	1						
Mobile Crane (no.)			1			1	1							

Table 1.2

DELIVERIES ANTICIPATED NUMBER, FREQUENCY AND TYPE

Plant / Machinery	Month													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Lorry 7.5T Max. Weight 3000Kg 6.00m(L) x 2.44m(W) x 2.20m(H) No. of anticipated deliveries	5	5	10	10	10	12	12	10	10	10	8	5		
Lorry 18T Max. Weight 9500Kg 7.31m(L) x 2.50m(W) x 2.28m(H) No. of anticipated deliveries	2	2	7	7	7	10	10	7	7	7	5	2		
Artic Max. Weight 24500Kg 13.2m(L) x 2.50m(W) x 2.45m(H) No. of anticipated deliveries	1	1	1	2	2	1	1							

Table 1.3

Revisions:

A - Position of security fencing amended - 18.12.2025
B - Amended in accordance with Ecologist and Highway's comments - 12.01.2026



CLIENT Mr & Mrs Norris		
SITE 129 Church Road, Bishopstoke		
TITLE Construction Management Plan		
SCALE 1:200 (A1)	DRAWING NO. KALO-0315-CMP01	REVISION B
DATE Dec 25	CHECKED	
DRAWN PDB		
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