Site Demolition and Construction Logistics Plan

Location

Site address: 289 St. Ann's Road, London N15

LIFE Build Solutions Ltd has been contracted by One Housing Group, to undertake the construction of 5 x 4 bedroom Houses and 23 x 1,2 and 3 bedroom apartments with associated drainage, parking and landscaped areas. The construction site is located on the site of the former St. Ann's Police station, part of which is to remain and be converted in new dwellings.

Planning Ref: HGY/2015/3729

Site Setup

The site temporary accommodation will be arranged to ensure LIFE Build Solutions Ltd, meet their Health and Safety, and CDM obligations. Where reasonably practical we have followed HSE Guidance as set out in their Workplace Transport Site Safety Information Sheets WPT20 and WPT24, their Workplace Transport Checklist WTCHK1, and HSG144, The Safe Use of Vehicles on Construction Sites.

The scheme is located on a parcel of land surrounded by residential properties, schools, a hospital and small business premises.

Prior to commencement, the site set up will include, well maintained timber hoarding around the perimeter of the site along St. Ann's Road and Hermitage Road. Vision panels will be formed in the hoarding. Wide double gates will be positioned at the site entrance off Hermitage Road, to enable both safe and efficient entry onto site, thus avoiding multiple movements of traffic entering site. Suitable and adequate signage giving clear instructions to vehicles having business with the construction site will be located on the external façade of the hoarding, together with suitable signage for pedestrians using the public footpath around the perimeter of the site. A separate pedestrian gate will be provided. This will give pedestrians direct access to the site offices and welfare facilities, without the need to enter the construction area, or the vehicle movement area. A site hazard notice board will be provided at this entry point.

The gates are hung so as they open into the site. These will be closed at all times and only opened to allow contractors and visitors to site, and for materials movement.

This plan and the supporting documentation provided is formatted to enable the safe delivery, storage and distribution of materials, together with identifying and implementing safe pedestrian routes on and around the site. It will also show emergency assembly points

Site Accommodation

The location of the site accommodation will be set out to maximise the view of the site entrance, the vehicle and pedestrian routes and the construction area. The welfare facilities will be located to the close to the site entrance. The site office will be elevated and sat above the site canteen, in order that the delivery entrance gates can be continuously monitored.

As a minimum the welfare facilities will comprise of a site office with meeting area, a site canteen and drying facilities, and male / female and disabled W.C. A storage facility is to be provided adjacent to the unloading area. The attached site plan reflects the location of these facilities.

There will be limited on-site parking for contractor's vehicles. Contractors and visitors will be encouraged to commute to site by public transport.

Those travelling to site in by car or van will be provided with locations of pay and display car parks or directed to the London Borough of Haringey website at http://www.haringey.gov.uk/parking-roads-and-travel/parking/controlled-parking-zones-cpzs/st-anns-cpz, where more information on local parking can be found.





Typical image of Site Office overlooking entrance gate.

Logistics

This plan has been formulated to ensure the safest, most efficient and effective way of moving materials and people onto and off the construction site. As with any other manufacturing process a construction site requires materials to be delivered to the site location. It is imperative this process is efficient, not obstructive, and takes into consideration the safety and welfare of neighbours and persons that may be affected by these works. LIFE Build Solutions Ltd. will maintain good communication with all parties involved with or affected by the movement of traffic onto and off site. This communication will consist of, but not be limited to planned delivery times (avoiding peak school times), weekly logistics meetings with site contractors, monthly newsletters to residents, this traffic management plan being circulated to all suppliers and sub-contractors, risk assessments and tool box talks. The site manager will also be required to monitor the logistics by completing the Workplace Transport Checklist WTCHK1, and ensure full compliance with this plan.

As is shown by the site plan, the size of the site, and the restrictions imposed around its boundary does not lend the site to provide a one way route or suitable turning point within the site. As such it will be necessary to reverse all deliveries onto or out of the delivery collection point / site compound. Materials will be trans-shipped from the storage area to the construction area by means of a tower crane or telescopic handler. This operation will require the supervision of a banksman at all times.

During the period whereby new crossovers are to be formed or new service connections are being made, it may be necessary to divert pedestrian traffic away from the workplace. To do this, existing road crossing points in the footpath will be utilised. Clear signage will be placed along the footpath providing information about the footpath being closed and directions to take to footpath on the opposite side of the road. The site manager's telephone number and a 24 hour emergency number are displayed on the site boundary fencing at all times.

To avoid the nuisance of mud on the road a wash down facility will be provided at the site entrance. A call off order will be set up, to enable the site manager to arrange for a road sweep to clean down the surrounding roads when necessary. Operating such measures will help reduce and mitigate any impact vehicular movement may have over the duration of the project.

The protection and safety of persons, animals and the environment during the construction process will always be our first priority.

As part of our commitment to improving the image of construction the site is registered with Considerate Constructors. It is our intention to make contact with schools local to the site, where we will offer to undertake a safety briefing about the dangers of construction and associated traffic. We also have experience of providing the opportunity for schools to visit the site in a safe controlled environment, to give children an insight into the built environment.

Before the project commences LIFE Build will carry out a letter drop to all local residents, schools and businesses providing details of the scheme, likely traffic movements and contact details for the project team including complaints procedures. Out of hours contact numbers will also be provided.

A complaints procedure will also be issued to the resident providing contact names and numbers of the project team should and issue of concern arise. During the works the company resident liaison manager

will contact local residents and ask them to complete a resident feedback form. This enables us to identify key areas of concern to the residents affected by our works, and take necessary action if required.

Site Demolition and Construction Activities

Before demolition works commence on this scheme a full demolition and refurbishment asbestos survey will be undertaken to establish the presence of any asbestos containing materials. If and where present, the removal of any asbestos will strictly be in accordance with the Control of Asbestos Regulations 2012. Once any asbestos has been removed and the site is safe to demolish the demolition contractors will undertake the demolition of the existing buildings in the first instance by soft stripping the internal fittings by hand held tools. Once this is complete the controlled demolition of the superstructure (not including the existing police station, which is to be refurbished, will be carried out by tracked excavator with fitted attachments. During the demolition / construction period of the project a full register will be kept and maintained of all Non-Road Mobile Machinery.

LIFE Build operates a low dust policy. All contractor's tools are to be fitted with measures to capture or suppress dust through dampening. A dampening down approach is also adopted to keep dust down during plant movement. Wheels are washed on all vehicles leaving site to ensure no mud or other silty material is carried onto the highway.

This policy takes into consideration the guidance and recommendations as set out in THE CONTROL OF DUST AND EMISSIONS DURING CONSTRUCTION AND DEMOLITION SUPPLEMENTARY PLANNING GUIDANCE JULY 2014 EDITION, by The Mayor of London.

This guidance can be found at
https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014_0.pdf

The key drivers in this documentation are that we should:

- Provide responsibly managed construction sites that pose no health risk to people working or living nearby
- The risk category of the site should be calculated in a Dust Risk Assessment, which should be used to give an indication of likely required dust emission and control measures. A list of control measures likely to be required should be included in Air Quality (Dust) Risk Assessment.
- Consideration of the potential effects of each development on the nearest receptors including, the risk of health effects from an increase in exposure to PM10 and PM2.5, annoyance due to the deposition of dust, and potential for harm to the natural environment.
- To effectively control dust from all construction activities, it is important to evaluate the risk caused by the pollutants emitted. The risk of dust from a demolition/ construction site to have detrimental effects on amenity, health and the natural environment is related to:
    - The activities being undertaken (demolition, earthworks, construction, trackout – including the number of vehicles and plant etc.)
    - The duration of these activities, and the size and topography of the site
    - The prevailing meteorological conditions (wind speed, direction and rainfall). The season in which the works are undertaken.

    - The proximity of receptors to the site, and the sensitivity of the receptors to dust. Are there any special circumstances, such as schools, hospitals, care homes or people that suffer from breathing difficulties?
    - Existing levels of background pollution and the adequacy of the mitigation measures applied to reduce or eliminate dust.
- Where appropriate (perhaps if the site is over a certain size), the site can be divided into 'zones' for the risk assessment. This may result in different level of control measures being applied to each zone.
- Put in place effective measures to control dust and other pollutants. To ensure the site operatives are aware of and trained in these measures, and to monitor, and record the measures.

The risk of dust arising in sufficient quantities to cause annoyance and/or health and/or ecological impacts should be determined using four risk categories: negligible, low, medium and high risk. A site is allocated to a risk category based on two factors.
The scale and nature of the works, which determines the potential dust emission magnitude as small, medium or large 27 (STEP2A); and the sensitivity of the area to dust impacts (STEP 2B), which is defined as low, medium or high sensitivity.

The nature of the works at St. Ann's Road, is the redevelopment of a brownfield site, to construct 5 houses and 23 flats. By choosing timber frame as the preferred design solution for the houses materials can be manufactured off site. The flats will be of RC frame construction. Both methods of construction help minimise waste produced on site, and the potential for the creation of dust found in traditional masonry construction.

Using the STEP 2A definition for the Potential Dust Emission Magnitude, this site can be classified as **SMALL**, for the Earthworks and Construction phase of the project, in that the total area of each site is less than 2500m2, the total building volume is less than 25000m3. The buildings have been designed with a timber frame solution, which reduces cutting, waste, and storage and movement of materials on site. Given the size of the site, there is little or no space for the stockpiling of material, and there will not be any more than 5 heavy moving vehicles on site at any one time.

Using the STEP 2B definition of the Potential Dust Emission Magnitude, we can determine the site can be graded as **MEDIUM** with regards to the sensitivity of receptors, given the number of the receptors in relation to the distance of each receptor to the site. In the case of each site there would be between 10 and 100 receptors less than 50m from the source of the dust.

Given the above guidance and the recommendations set out in the SUPPLIMENTARY GUIDANCE the following measures will be undertaken on these projects to minimise the nuisance of dust and windblown pollution.

- Damping down roads, etc. with water.
- Maintain grass, hardstanding or tree cover for as long as possible.
- Screen working areas with fencing and debris netting.
- Planned work to avoid double-handling.
- Adopt careful handling of materials (e.g. when digging through soils keep
- bucket heights low).
- Traffic management procedures in place to reduce minimise the movement of traffic on site and avoid multiple deliveries to and from site.

- Sheet vehicles leaving site.
- Avoid tracking soil onto the highway.
- Sweep hard standings to reduce dust build up.
- Concrete crushing will not be undertaken on site.
- Induction of operatives to cover necessary actions required for certain methods of work.
- Maintain skips and haulage vehicles to a safe level, avoiding overfilling.
- There will be no burning of material on site.
- Waste will be dealt with in accordance with a site waste management plan.
- Open order set up for Road Sweep to be called in by the site manager as required to ensure the roads surrounding the projects are free from dust and mud.
- All contractor's tools are to be fitted with measures to capture or suppress dust through dampening, or bagged collection.
- Wheels are washed on all vehicles leaving site to ensure no mud or other silty material is carried onto the highway. Given the size and nature of these sites it will not be possible to install a mechanised wheel wash facility. Therefore this activity will be carried out by hosing down the
- No scabbling activity will be undertaken. All Saw Cutters will have bottled sprayed water attachments fitted to them.
- Emergency Spill kits will be provided at each site.
- Avoid works that will generate dust and pollutant emissions on windy days.

All demolition and construction sites should be monitored for the generation of air pollution. It is essential to monitor for dust generation, including PM10. For smaller sites this can be simply visual monitoring. In line with LIFE Build Solutions Environmental Management System a record log will be kept of any complaints or comments made. These comments will be carefully considered, actioned where appropriate and formally closed out. A record of the actions will be kept, including photographs if required as supporting evidence.

By adopting, incorporating and monitoring the methods outlined above we expect to reduce exposure to a minimise the inconvenience caused by the creation of dust and pollutant due to the nature of the works.

Construction Phase Traffic Management Plan

The following rules and procedures will be adopted during the construction of this project.

- Site Operatives and visitors will be required to park in the designated parking area as set out on the site layout plan.
- The size of delivery vehicles will be limited to rigid axle lorries and short wheel based trailers or smaller. No vehicles over 36ft long will be accepted.
- Prior to work commencing on site a conditions survey will be undertaken and photographs will be retained to record the conditions of the existing roads, kerbs, footpath, trees, signage, lampposts and utilities structures. These photographs will be provided to local authority and utilities companies upon request.
- Contractors are encouraged to use public transport to get to and from work. Due to the nature of the site parking is restricted on site and contractors may have to park in public car parking facilities.
- No footpaths will be blocked by site vehicles or visitors at any time, unless as set out previously, to prevent pedestrians passing across the back of a vehicle reversing onto site. This will only occur for a few moments, and the temporary barriers and signage will be removed as soon as it is safe to do so.
- Delivery drivers will be expected to contact the site manager by telephone, and provide an estimated time of arrival. They will report to the site office upon arrival and wait with their vehicle to be escorted onto site.
- No more than one delivery vehicle will be permitted on site, and vehicles will not be permitted to stack park in surrounding roads, whilst awaiting an unloading slot.
- Delivery times for heavy vehicle traffic will be restricted to the hours of between 9.30am and 2.30pm, to avoid peak times with schools. If this is not practical local receptors will be kept informed of traffic movement times.
- No vehicles will be permitted to leave site, unless their wheels are clean and free from mud or other contaminants.
- A schedule of estimated size and frequency of delivery vehicles is appended to this plan.
- This plan must be read in conjunction with the HSE Guidance notes and information leaflets mentioned in the site set up, and in conjunction with the site layout drawing.
- All delivery vehicles are to reverse onto, and not off site, and must be assisted at all times by a banksman.
- The gates to the delivery access / egress point are to be kept closed at all times, except to allow entry or egress from site.
- A restricted speed limit of 5mph will apply to all vehicles entering and leaving site.

Schedule of estimated deliveries and approximate vehicle sizes

	Quantity of deliveries anticipated				
Type	Aug 2016	Sept 2016	Oct 2016	Nov 2016	Dec 2016
Low Loader	2	4	2	2	
9m rigid tipper	4	4	2	2	2
12m rigid		6	6	4	4
8m concrete lorry		6	40	40	3
12m short trailer artic		6	12	18	20
Transit Van	4	4	4	10	10
Luton Van	4	4	4	4	4
Type	Jan 2017	Feb 2017	Mar 2017	Apr 2017	May 2017
Low Loader					
9m rigid tipper	2	2	2	2	2
12m rigid	6	6	4	4	2
8m concrete lorry			1	3	
12m short trailer artic	20	20	20	20	20
Transit Van	10	10	10	10	6
Luton Van	4	4	4	4	4