

Land to the rear of 33 Muswell Hill, N10

Construction Management Plan

Rev 1

26.11.22

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Contents

1	INTRODUCTION.....	4
	Development Proposals.....	4
	Construction Traffic Hours.....	4
	Objectives of CLP.....	4
	CLP Structure	5
2	CONTEXT, CONSIDERATIONS AND CHALLENGES.....	6
	Site Context.....	6
	Policy Context	Error! Bookmark not defined.
	National Planning Policy Framework (February, 2019).....	Error! Bookmark not defined.
	London Plan (March, 2016)	Error! Bookmark not defined.
	Draft New London Plan (July, 2019).....	Error! Bookmark not defined.
	Mayor's Transport Strategy (2018).....	Error! Bookmark not defined.
	Traffic Management Act (2004).....	Error! Bookmark not defined.
	Healthy Streets Approach & Vision Zero.....	Error! Bookmark not defined.
	Local Highway Network.....	Error! Bookmark not defined.
	Blackheath Hill.....	Error! Bookmark not defined.
	Controlled Parking Zone.....	Error! Bookmark not defined.
	Local Accessibility.....	Error! Bookmark not defined.
	Walking	Error! Bookmark not defined.
	Cycling	Error! Bookmark not defined.
	Public Transport.....	Error! Bookmark not defined.
	Community Considerations	6
	Local Residents.....	6
	Pedestrian & Cyclist Safety.....	6
	Community Engagement.....	7
3	CONSTRUCTION PROGRAMME AND METHODOLOGY	8
	Construction Programme.....	8
	Construction Methodology	8
	Prelims and Site Set Up.....	8
	Construction Arrangement	9
	Construction Phasing	9

	Site Setup & Strip Out	Error! Bookmark not defined.
	Sub-Structure Consolidate existing Foundation	Error! Bookmark not defined.
	Super-Structure Improvement to existing building	Error! Bookmark not defined.
	Cladding Restoration	Error! Bookmark not defined.
	Fit-out, testing and Commissioning	10
	Landscaping to Intire Garden	Error! Bookmark not defined.
4	VEHICULAR ROUTEING AND SITE ACCESS	11
	Site Access	11
	Pedestrian and Cyclist Access	11
	Vehicle Types	11
	Proposed Vehicular Route	11
	Swept Path Analysis	Error! Bookmark not defined.
5	STRATEGIES TO REDUCE CONSTRUCTION IMPACTS	13
	Overview	13
	Neighbourhood Consultation	13
	Measures Influencing Construction Vehicles and Deliveries	14
	Safety and environmental standards and programmes	14
	Adherence to Dedicated Routes	14
	Delivery Scheduling	14
	Key Performance Indicators – Vehicle Deliveries / Collections	15
	Re-timing for Out-of-Peak / Out-of-Hours Deliveries	15
	Use of Logistics and Consolidation Areas	Error! Bookmark not defined.
	Measures to Encourage Sustainable Freight	Error! Bookmark not defined.
	Material Procurement Measures	16
	Spoil / Waste Collection	16
	DfMA and Off-Site Manufacture, and Smart Procurement	Error! Bookmark not defined.
	Other Measures	16
	Collaboration amongst other Construction Sites in the area	Error! Bookmark not defined.
	Implementing Staff Travel Plan	16
	Road Closure	Error! Bookmark not defined.
	Pedestrian and Cyclist Safety	16
6	ESTIMATED VEHICULAR MOVEMENTS	ERROR! BOOKMARK NOT DEFINED.

7	IMPLEMENTING, MONITORING AND UPDATING	20
	Project Manager	20
	Number of Vehicle Movements to the Site	20
	Breaches and Complaints	21
	Safety	21
	Contractors Handbook.....	Error! Bookmark not defined.
	Drivers Handbook	Error! Bookmark not defined.
8	SUMMARY	ERROR! BOOKMARK NOT DEFINED.

1 INTRODUCTION

The site is known as 'Land to the rear of 33 Muswell Hill' thereafter known as 'the site', which is located within the London Borough of Haringey.

Development Proposals

- 1.3 Demolition of garage and erection of 2-storey ground and lower ground floor detached dwellinghouse with associated hard and soft landscaping
- 1.4 The site falls within the Rookfield Conservation Area

Construction Traffic Hours

- 1.5 It is proposed that the core operational hours for construction traffic will be as follows:
- Weekdays: 08:30 – 17:00
 - Saturday: 08:00 – 13:00
 - Sunday & bank holidays: subject to agreement with the Council
- 1.6 The Council will be provided with prior notification regarding out-of-hours deliveries. There will be no working on Sundays and bank holidays unless there is a requirement for emergency works, abnormal deliveries or cranes. The Council will be provided with prior notification.

Objectives of CMP

- 1.7 This CMP details the expected management of construction works throughout the project. It seeks to provide a robust construction strategy that will minimise the potential for disruption to local residents, businesses, members of the public and visitors to the Site as well as other users of the adjacent highway network.
- 1.8 It also seeks to minimise the environmental impact of the construction process on the locality and will provide best endeavours to be part of a coordinated and collaborative approach with surrounding developments, including consultation when necessary and appropriate. This CMP has also been prepared in line with TfL's Construction Logistics Plan guidance (July 2017).

1.9 Site specific objectives are as follows:

- To ensure safety for operatives and members of the public
- To ensure coordinated work and logistics
- To ensure construction vehicles are timed such that only one attends the Site at any one time.
- To ensure the proposed Loading Area within the Site is managed correctly.
- To ensure no construction vehicles will wait, park or load anywhere outside of the site boundary.
- To ensure pedestrian and cyclist safety is maintained at all times along Muswell Hill and St James' Lane from which construction traffic will access and egress during the construction programme.

CMP Structure

1.10 This CMP will be structured as follows:

- **Section 2** details the existing situation from the context of construction vehicles;
- **Section 3** includes the construction programme and proposed methodology;
- **Section 4** presents the vehicular routes to and from the Site access;
- **Section 5** details the strategies and measures to be adopted for construction logistics;
- **Section 6** presents the vehicular types and anticipated level of movements;
- **Section 7** includes details of the monitoring and review process for the CLP; and
- **Section 8** provides a summary.
- **Figures** provide supporting evidence to the body of the report

2 CONTEXT, CONSIDERATIONS AND CHALLENGES

Site Context

- 2.1 The site is situated in London Borough of Haringey
- 2.2 **Figure 1** appended to this report shows the location of the Site in relation to the surrounding local area **Figure 2** includes the Site Boundary Plan and aerial view

Community Considerations

- 2.3 The Site is bound by residential gardens to the east and north, south by a neighbouring property and west by St James' Lane itself where the access to the property is
- 2.4 Consideration will be given in relation to the how larger construction vehicles are managed when accessing / egressing the Site and wider vicinity to keep disruption to a minimum, with delivery hours to the best of our ability to be outside of school drop off and pick up times

Local Residents

- 2.5 The site is within a residential area. We will seek to maintain good neighbourly relations. Such relations are assisted greatly by good communication, and by keeping neighbours and appropriate third parties regularly informed of site activities likely to impact on adjoining residents. We will be receptive to all reasonable concerns of the neighbours and the local community and will be holding monthly meetings to field any questions and deal with any issues that may have arisen, as to continue the high level of engagement currently on-going with the local community and neighbours.
- 2.6 Notices shall be posted on the site hoarding to keep neighbours advised of anticipated events, general progress of the works and any requirements for any abnormal works, including contact details for site manager and developer. Appropriate signage and information boards will be displayed on the hoarding.

Pedestrian & Cyclist Safety

- 2.7 Owing to the presence of the vehicle access into the site, consideration is needed for how pedestrian and cyclist safety is maintained throughout the construction period.

Community Engagement

- 2.8 A member of the project management team will be elected as a Community Liaison Officer whose contact details will be made available on the construction Site hoarding including a 24-hour emergency number. Their role and responsibilities will include being the primary point of contact for the local community and answering queries and questions where necessary.

3 CONSTRUCTION PROGRAMME AND METHODOLOGY

Construction Programme

- 3.1 Construction is expected to take circa 11 months with a start date of January 2023. **Table 3.1** sets out the key construction phasing.

Table 3.1: Construction Programme		
Phase	Duration	
Site Set-up	January 2023	January 2023
Demolition	January 2023	February 2023
Substructure	February 2023	May 2023
Superstructure and Envelope	May 2023	July 2023
Fit Out	June 2023	September 2023
External Works	August 2024	November 2024
Testing and Commissioning	November 2024	November 2024

Construction Methodology

- 3.2 The arrangements detailed within the following paragraphs will be used to assist in making the Site safe and secure for pedestrians, cyclists and road users as well as Site operatives. The only stage of the development that we believe has the potential impact on the surrounding area, albeit minimal, is the site setup detailed below.

Prelims and Site Set Up

- 3.3 Enabling works will be undertaken to the road access from St James' Lane to create a construction standard crossover.
- 3.4 Temporary hoardings will be erected around the perimeter of the site, where existing boundary conditions are not sufficiently protective of the works to neighbours. A hoarding gate will be established at the access point from the highway to the site. The site offices, welfare and storage facilities will be erected on the building and a temporary power supply will be taken from the existing connection and a new temporary water supply established.
- 3.5 Access to the site will be from St James' Lane. All deliveries will be undertaken on site wherever possible or from St James' Lane itself at the entrance to the site where a loading area will be established. Delivery vehicles will not be able to idle and will stop for a maximum of 30 minutes. When delivering on site, vehicles will enter in reverse gear and exit in forward gear accompanied by a banksman onto St James' Lane and then forward gear heading north. All necessary permits and licences will be obtained in appropriate time from the Council.

Construction Arrangement

- 3.6 The Site will be fully secured with a hoarding to all exposed boundaries including a gated access on St James' Lane. The hoarding will be provided in line with all local authority regulations with a noticeboard placed in prominent visible positions on St James' Lane.
- 3.7 Fully equipped offices and welfare facilities for staff and operatives will be provided on Site. All plant, material and equipment not able to be stored on site or delivered due to delivery vehicle size being too large for the logistical arrangements set out in 3.5, will be delivered and stored in one of our storage facilities in Greenwich or Epping and delivered to site on smaller vehicles such as a Transit Tipper or Transit Dropside as and when needed

Construction Phasing

Set up and Demolition

- 3.8 Site Setup will be established within the building perimeter and will take approximately two weeks. Demolition will likely take four weeks and require 6-8 skips. Deconstruction of existing structures will be carried out wherever possible to maximise re-use potential of existing materials

Substructure

- 3.9 Excavation is required for the lower ground floor of the house, where in addition to the foundations, will consist of concrete structures and as such a concrete lorry and pump will be required for this period of the construction. A wheel-wash will be established on site to prevent site debris transferring onto the highway

Superstructure & Envelope

- 3.10 The predominant façade material is brick and will require a small scaffold. All scaffold will be installed as per British Standards and will be inspected on a weekly basis. Scaffold will be required to be erected for a minimum two months.

Internal Fit Out & Finishes

- 3.11 The internal fit out will require a maximum of five deliveries per week that will arrive in 3m Transit vans, Transit Tippers or Transit Dropsides from one of our holding facilities in Greenwich or Epping as and when required and will follow the methodology set out in 3.5. Deliveries, to the best of our ability, will be between the hours of 10am – 3pm as to avoid school and rush hour traffic.

Fit-out, testing and Commissioning

- 3.12 To be carried out in line with British Standards and Building Control Regulations.

External Works

- 3.13 The installation of soft and hard landscaping consists of the front and rear gardens and a driveway, therefore requiring a maximum of six deliveries for the whole works. This will be carried out in accordance with 3.5.

4 VEHICULAR ROUTEING AND SITE ACCESS

Site Access

- 4.1 Vehicles will be able to access / egress the Site via the site entrance on St James' Lane. This access will be monitored by banksmen throughout the day before being gated overnight.

Pedestrian and Cyclist Access

- 4.2 Pedestrian and cyclist access will be retained for adjacent properties / occupiers. All pedestrian and cyclist access for construction workers will be via St James' Lane.

Vehicle Types

- 4.3 The size of construction vehicles will be restricted by the available space on-site and the aim to minimise the effects of construction traffic on the locality. Numerous types of vehicles will be used to bring materials to and from the Site. The main vehicle types will include:

- 9.35m length, 3.5m width hiab truck – approx. 10-15 deliveries through the total construction period
- 7.25m length, 2.5m Skip Lorry – an average of 1-2 skips weekly and loads delivered and removed per week for the first month and 1-2 thereafter
- 6.5m length, 2.5m width Small Tipper or Dropside – approx. 7-8 deliveries per week from week 11/12
- 3m Transit Van – approx. 3 deliveries per week from week 5 until the end
- 4.6t Panel Van - approx. 2 deliveries per week from week 10 until the end

Proposed Vehicular Route

- 4.4 The proposed vehicle access route across the wider local area for vehicles utilising the access from Muswell Hill will approach and egress via St James' Lane. The access / egress arrangement will be as follows:

- **Access Route:** Muswell Hill – St James' Lane – Muswell Hill
- **Departure Route:** St James Lane – Muswell Hill

- 4.5 The proposed vehicle route is considered to be the most appropriate and suitable for larger vehicles and seeks to minimise disruption to local road users. All vehicle arrivals will be managed by banksmen at the Site to ensure appropriate safety and traffic management measures are
- 4.6 Traffic marshals shall be employed throughout the contract to manage the flow of vehicles to ensure that public and pedestrian safety is maintained at all times. The surrounding highway will be kept open to general traffic at all times to ensure unfettered access and movement for existing occupiers of neighbouring properties and emergency services vehicles during construction. In particular, banksmen will be positioned to assist larger vehicles turning into / out of the road along the proposed route. Coordination will also be carried out with surrounding developments when necessary, to minimise potential disruption.

5 STRATEGIES TO REDUCE CONSTRUCTION IMPACTS

Overview

- 5.1 **Table 5.1** below sets out the committed, proposed and considered checklist replicated from the TfL Construction Logistics Plan guidance (July 2017).

Table 5.1: High Impact Site Planned Measures Checklist			
	Committed	Proposed	Considered
Measures Influencing Construction Vehicles and Deliveries			
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery scheduling	X		
Re-timing for out of peak deliveries	X		
Re-timing for out of hours deliveries			X
Use of holding areas and vehicle call off areas			X
Use of logistics and consolidation centres			X
Measures to Encourage Sustainable Freight			
Freight by Water			n/a
Freight by Rail			n/a
Material Procurement Measures			
DfMA and off-site manufacture			X
Re-use of materials on Site			X
Smart procurement			X
Other Measures			
Collaboration amongst other Sites in the area	X		
Implement a staff travel plan	X		

Neighbourhood Consultation

- 5.2 The site is within a mixed commercial and residential area. We currently have and seek to maintain good neighbourly relations. Such relations are assisted greatly by good communication, and by keeping neighbours and appropriate third parties regularly informed of site activities likely to impact on adjoining residents. We will be receptive to all reasonable concerns of the neighbours and the local community and will be holding monthly meetings to field any questions and deal with any issues that may have arisen, as to continue the high level of engagement currently ongoing with the local community and neighbours.
- 5.3 Notices shall be posted on the site hoarding to keep neighbours advised of anticipated events, general progress of the works and any requirements for any abnormal works, including contact details for site manager and developer. Appropriate signage and information boards will be displayed on the hoarding.

Measures Influencing Construction Vehicles and Deliveries

Safety and environmental standards and programmes

- 5.4 It will be a requirement for Contractors to be registered with the FORS Silver scheme, wherever possible, and to ensure all subcontractors are also registered, where possible. FORS Silver will be a mandatory requirement where applicable which recognises that FORS:
- Creates safer drivers – with significantly reduced occurrence of accidents;
 - Will encourage suppliers to improve fuel economy associated with the project;
 - Provides a system to identify 'at risk' drivers, allowing the project team and suppliers to target training and incentives effectively;
 - Improves certainty of deliveries and collections; and
 - Promotes a reduction in journeys to and from the Site.
- 5.5 A collision reporting system will be mandated to ensure all collisions and accidents involving the projects' vehicle and drivers are reported to the Project Manager and any relevant parties. In order to effectively undertake this, the 'FORS Manager' reporting tool will be utilised.
- 5.6 Banksman will be located within the loading area when in use throughout the demolition period to ensure appropriate safety and traffic management measures are adhered to.

Adherence to Dedicated Routes

- 5.7 The vehicle routes to/from the Road Network are specified. These access routes have been reviewed with respect to potential impacts, conflicts and hazards. Junctions and parts of the routes of particular potential concern have been identified in terms of coming into conflict with other road users, with particular attention paid to pedestrians and cyclists around access to work sites.
- 5.8 A copy of the routing plan,, will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The supplier will be made aware that these routes are required to be followed at all times unless agreed or alternate diversions are in place.
- 5.9 Vehicle arrivals / departures will be programmed and staggered to reduce the potential for unnecessary delay and congestion at the Site.

Delivery Scheduling

- 5.10 The scheduling of waste removal, materials and general deliveries will be managed in order to effectively utilise the loading area. Suppliers will be given instructions asking the vehicle driver to

call ahead to ensure that the Site is ready to receive a vehicle. In addition, verbal briefings of the access route will be provided to all suppliers, contractors and visitors prior to them undertaking a journey.

- 5.11 An efficient and effective logistical operation could provide material benefits to the efficiency of deliveries and, as such, a robust delivery system will be implemented. There will be an available holding area on site and a booking system for deliveries will be managed daily
- 5.12 In the event an unauthorised vehicle arrives at site the vehicle will attempt to be accommodated on site. Persistent unauthorised deliveries will be dealt with via a 3-strike policy whereby their contract to deliver to the site will be reviewed.
- 5.13 In the event space is not available at the Site for unauthorised deliveries, the driver will be instructed to exit the area and re-schedule a delivery time with the main contractor.

Key Performance Indicators – Vehicle Deliveries / Collections

- 5.14 In order to effectively manage vehicle movements into and out of the site during strip out the Project Manager will implement Key Performance Indicators which will be used to monitor the scheme. The KPI's to be implemented are as follows:
- Zero unplanned vehicles.
 - Zero non-complaint vehicles.
 - Zero instances of project-related vehicles involved in a collision.

Re-timing for Out-of-Peak / Out-of-Hours Deliveries

- 5.15 Re-timing out of peak time will aid in the operational efficiency of the construction site and the neighbouring area. It will be the aim to re-time as many deliveries as possible out of the morning peak times. All deliveries will take place between 9.30am and 3pm.

Wheel Washing

- 5.16 The site will have wheel washing facilities so that vehicles leaving the site, although unlikely to occur given curbside deliveries and collections, will be cleaned of any debris picked up during this process

Material Procurement Measures

Spoil / Waste Collection

- 5.17 Waste Management will be monitored and recorded as part of the Site's 'Smart Waste' obligations.
- 5.18 A Site Waste Management Plan (SWMP) will be implemented if deemed necessary / appropriate to detail the disposal and management procedures relevant to the demolition phase. If implemented, the SWMP will seek to further minimise and reduce waste production.

Other Measures

Implementing Staff Travel Plan

- 5.19 A Staff Travel Plan will be implemented for the construction phase and will include details of local public transport options, in particular East Finchley Station, as well as a suite of measures to discourage the use of private transport. Furthermore, temporary cycle parking facilities will be provided to the rear of the Site during construction to encourage active modes.
- 5.20 All site operatives and visitors will be encouraged to travel to and from the Site by public transport and no car parking will be provided, however, in the event operatives are required to bring vehicles to site, operatives will be expected to unload any materials or equipment using the loading area proposed before finding a parking opportunity near the site. This approach will not be promoted and will be prevented wherever possible throughout the construction programme.

Pedestrian and Cyclist Safety

Construction traffic can pose a potential risk to pedestrian and cyclist safety when not managed effectively. Vulnerable road users' safety will be paramount throughout the demolition period. The use of traffic marshals will assist pedestrian and cyclist safety, particularly when vehicles are accessing and egressing the Site.

- 5.21 A hoarding will be installed around the perimeter of the Site. The hoarding will screen off any works or activities and protect passers-by as well as reduce dust and noise emissions. In addition, the hoarding will be decorated to suit local authority requirements and contain lighting illumination so it is easily seen at night by traffic and pedestrians using the surrounding roads. Gates will be locked each evening by the contractor's project team.

Dust Mangement

In addition to the scaffold and full wrap. The dust mitigation measures that should be applied are summarized below.

5.3 Site Management

Display the name and contact details of persons accountable on the site boundary;

- Display the head or regional office information on the site boundary;
- Record and respond to all dust and air quality pollutant emissions complaints;
- Make a complaint log available to the local authority when asked;
- Carry out regular site inspections to monitor compliance with air quality and dust control procedures, record inspection results, and make an inspection log available to the local authority when asked;
- Increase site inspection frequency during prolonged dry or windy conditions and when activities with high dust potential are being undertaken; and
- Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and the action taken to resolve the situation is recorded in the log book.

5.3.1 Preparing and Maintaining the site

- Plan site layout so that machinery and dust causing activities are located away from receptors, as far as possible;
- Erect solid Scaffold and wrap as detailed to perimeter of site;
- Fully enclosure site or specific operations where there is a high potential for dust production and the site is active for an extensive period;
- Avoid site runoff of water or mud;
- Keep site fencing, barriers and scaffolding clean using wet techniques; and
- Remove potentially dusty materials from site as soon as possible.

5.3.2 Operating Vehicles and Machinery

- Ensure all on road vehicles comply with the London Low Emission Zone;
- Ensure all non-road mobile machinery (NRMM) comply with the standards;
- Ensure all vehicles switch off engines when stationary;
- Avoid the use of diesel- or petrol-powered generators where possible;
- Implement a Staff / Operative Travel Plan that supports and encourages sustainable travel (public transports, cycling, walking, and car-sharing).
- Ensure wheel washing facilities are in place to avoid transfer of dust and dirt from vehicles on site to the public highway
- Prior to construction movements commencing, the developer/applicant is to register any Non-Road Mobile Machinery (NRMM) of net power between 37kW and 560kW at <https://nrmm.london/<https://protect-eu.mimecast.com/s/K1IXCxlyLF10L2Svg5rl?domain=gbr01.safelinks.protection.outlook.com>> to help monitor the use of such equipment across London. NRMM used on the site shall be required to meet the following standards (EU Directive 97/68/EC)
- Avoid the use of diesel- or petrol-powered generators and use mains electricity or battery powered equipment, where possible. Petrol- and diesel-powered generators shall only be used if mains electricity or battery powered equipment is not available (no more than 6 months).
- No idling when vehicles are stationary. The engines of vehicles and plant on site shall be not left running unnecessarily.

5.3.3 Operations

- Only use cutting, grinding and sawing equipment with dust suppression equipment;
- Ensure an adequate supply of water on site for dust suppressant; (using recycled water where possible);
- Use enclosed chutes and conveyors and covered skips; and
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use water sprays on such equipment where appropriate.

5.3.4 Waste management

- Reuse and recycle waste to reduce dust from waste materials; and
- Avoid bonfires and burning of waste materials on site.

5.3.5 Construction

- Avoid scabbling (roughening of concrete surfaces) if possible; and
- Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.

5.3.6 Dust inspections / tool box talks (TBT):

- All employees shall be provided with an appropriate induction and ongoing briefings and tool box talks (TBT) regarding management of environmental issues (i.e. dust mitigation measures required from the works they are carrying out, etc.).

6 IMPLEMENTING, MONITORING AND UPDATING

Project Manager

- 6.1 The Project Manager will assume all responsibility for implementing the measures within the CMP. The contact details for the Project Manager will be displayed at the Site and published on any temporary licenses granted by the Council (such as for hoarding or scaffolds).
- 6.2 The Project Manager will liaise with local stakeholders and the project managers for other construction activity in the local area when and where it is relevant to do so. The Project Manager will also be responsible for monitoring and reviewing this CMP on an ongoing basis to reflect the changing needs of the project and/or any changes to the local road network.
- 6.3 The appointed Project Manager will act as a point of contact between local stakeholders / businesses so that in the event of issues / concerns arising during the construction process, action can be taken without delay. The Project Manager will also liaise with the project managers for any other developments in the area where work is carried out concurrently such that matters can be coordinated where required.
- 6.4 Information boards will be displayed at the Site highlighting the key personnel on Site including their contact details. A 24-hour emergency contact number will also be provided.
- 6.5 Local neighbours will be able to call the Site office to raise any concerns and the Project Manager will personally deal with any comments or complaints to ensure that they are resolved quickly. A record will be kept of any / all comments and complaints received.
- 6.6 It is recognised that the CMP is a 'live' document and as such will be subject to constant review and monitoring in order to react to any changes during the CMP. The Construction Manager will monitor and record information on the following:

Number of Vehicle Movements to the Site

- Total;
- By vehicle type / size;
- Time spent on-site; and,
- Delivery/collection accuracy compared to schedule.

Breaches and Complaints

- Community concerns about construction activities;
- Vehicle routing;
- Unacceptable queuing;
- Unacceptable parking; and
- Compliance with safety and environmental standards and programmes.

Safety

- Record of associated fatalities and serious injuries;
- Ways staff are travelling to site; and
- Vehicles and operators not meeting safety requirements.
- Gs8 construction is a CHAS advanced registered contractor and therefore complies with all requirements of the accreditation

6.7 Data will be recorded at the entrance of the Site by a member of staff, as well as through the delivery booking and tracking system to be implemented.

FIGURES

FIGURE 1

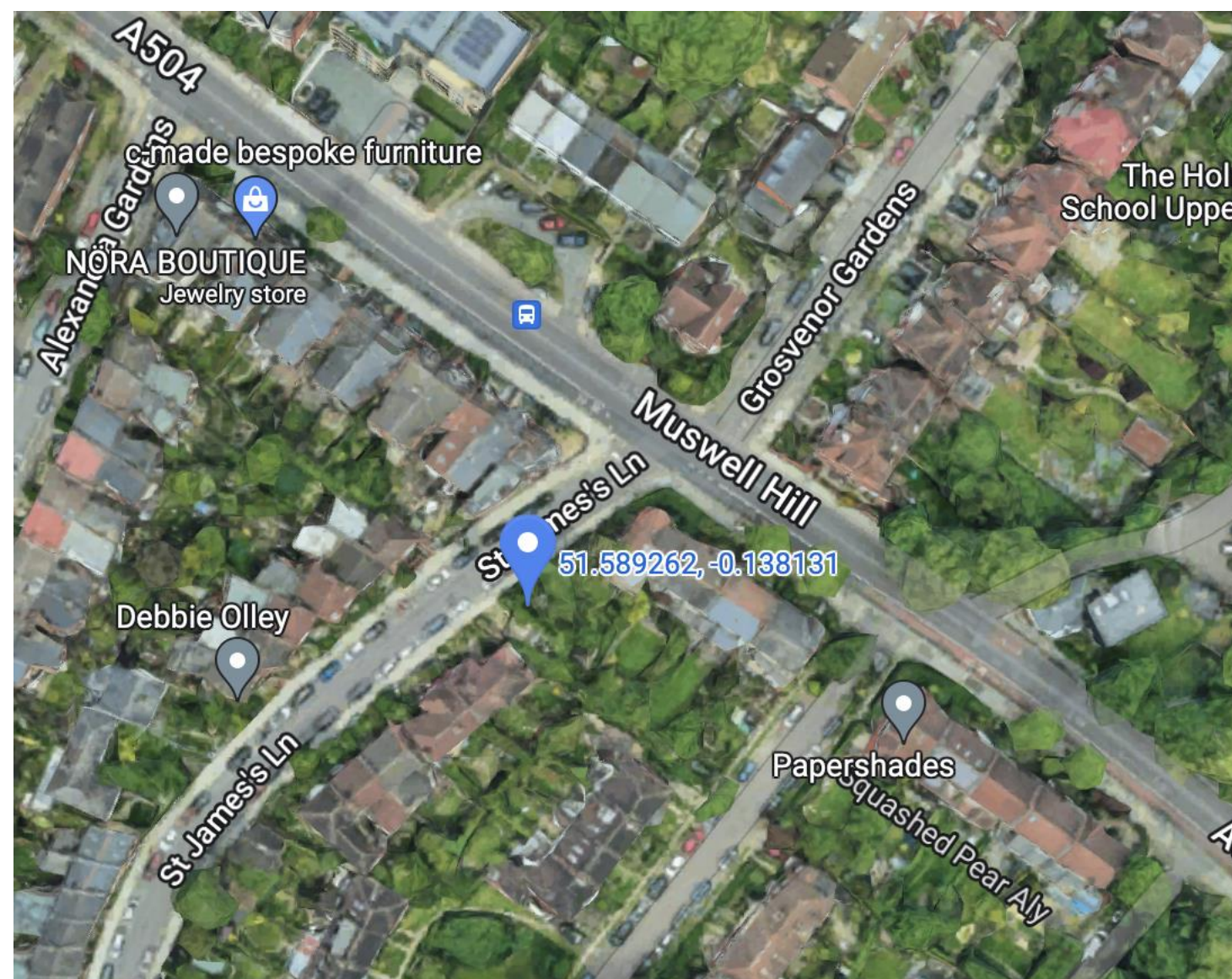


FIGURE 2



