

**PATRICK  
PARSONS**

CREATING PLACES  FOR FUTURE GENERATIONS TO THRIVE

# Construction Management Plan

## **43 Belmont Avenue**

Duckett's Green, London,  
N17 6AX

*for*

## **Paul Simon Homes**

10874

*July 2022*

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## 1.0 Introduction

1.1 Paul Simon Homes has commissioned Patrick Parsons to prepare this Construction Management Plan (CMP) for the proposed development at 47 Belmont Avenue, Duckett's Green, London, N17 6AX. The Site Location Plan is shown in **Appendix A**.

1.2 The London Borough of Haringey (LBH) is the Local Planning Authority and Highway Authority.

### **Proposed Development**

1.3 The Proposed Development is for the construction of a 5 unit residential building across 3 storeys. The Proposed Housing mix is as follows:

- 5 x 2 bedroom flats.

1.4 The Proposed Site plans can be seen in **Appendix B**.

### **Contractor and Responsibilities**

1.5 The contractors are yet to be chosen. Their contact details will, however, be provided to LBH. They will liaise with LBH prior to starting on-site to finalise and agree details and methods. Once a contractor is on board they will consult with the neighbours, prior to defining any details regarding disturbance, duration of noisy works, working hours for specific disrupting works, access arrangements etc.

### **Photographic Survey**

1.6 If required, the contractor will agree a scope with LBH for a photographic condition survey of the public roads, footways, and verges adjacent to the site with an area agreed, and photos sent to LBH prior to starting on-site.

1.7 This strategy sets out the fundamental requirements for the CMP.

### **Working Hours**

1.8 In the interest of neighbouring residents, local authorities working restrictions and site and noisy working will conform to the following hours.

- Monday to Friday – 8.00am to 6.00pm;
- Saturday – 8.00am to 1.00pm;
- Sunday and Public Holidays – no noisy working audible at the site boundary

1.9 The site will be registered on the Considerate Constructors Scheme.

## 2.0 Background

### Site Location

- 2.1 The Site is located in the Duckett's Green area of London. The site is currently a vacant area of land that has a small number of dilapidated outbuildings and scaffolding present. The site is located in a mainly residential area, with The Grove School located close to the site as well. Local and Regional Context Plans are included in **Appendix C**.

### Belmont Avenue

- 2.2 Belmont Avenue is a small two-way residential road that runs between Downhills Park Road and Belmont Road. Double Yellow Lines are present at its junctions and parking bays that are for residents only are present on both sides of the carriageways. There are wide pedestrian footways located on both sides of the carriageway and street lighting at regular intervals.

### Policy Context

#### *The Traffic Management Act (2004)*

- 2.3 The act makes 'provision in relation to the management of road networks; to make new provision for regulating the carrying out of works and other activities in the street.' It acknowledges that highways may be occupied due to construction activities and identifies appropriate changes levied for any extended occupation.

#### *Designing for Deliveries, Freight Transport Association (2016)*

- 2.4 Updated in 2016, Designing for Deliveries provides specifications for the size of delivery vehicles, turning radii and clearance requirements and should be used to ensure that delivery vehicles can safely and efficiently access the construction site.

#### *Delivering a Road Freight Legacy (2013)*

- 2.5 This document details how stakeholders can work together to deliver a freight management legacy for London and outlines a longer-term freight plan for the capital. Seven key elements are covered:

- Better planning;
- Improving safety;
- Re-timing deliveries and collections;
- Kerbside access;
- Increasing efficiency;
- Effective communications; and
- Journey planning

## 2.6 *The London Plan (2021)*

Addressing the key trends and challenges that London will face, this document pays particular attention to encouraging sustainable modes of travel. Policy 6.3 states that CMPs should be secured in line with the London Freight Plan and should be co-ordinated with Travel Plans. In addition, Policy 6.14 stresses the need to promote movement of freight by rail and waterway. Development proposals promoting the uptake of the Fleet Operators Recognition Scheme (FORS), CMPs and Delivery and Servicing Plans (DSP) to consolidate freight will be encouraged.

## 2.7 *The Mayor's Transport Strategy (2018)*

Freight and servicing is frequently mentioned throughout this document which contains a strategy considering all methods of freight delivery including road, rail, pipeline, water, bicycles, and air. The document especially highlights the importance of the London Freight Plan, DSPs, CMPs and FORS to encourage improved efficiency and provide a framework for incentivisation and regulation. In particular, Proposal 99 states that “the Mayor, through Transport for London (TfL) and working with the London Boroughs, road freight operators and other stakeholders, will:

- Aim for 50% of HGVs and vans servicing London to be members of FORS by 2016;
- Encourage, and where appropriate specify, improved freight movement efficiency through, for example, greater consolidation more off-peak freight movement and greater use of water and rail-based transport;
- Support freight industry land requirements for locally focussed consolidation and/or break-bulk facilities and access to waterways and railways.

Proposal 117 acknowledges the incorporation of DSPs, CMPs and the FORS; “the Mayor, through TfL, and working with the London boroughs, and other stakeholders in the public and private sectors, will improve the efficiency and effectiveness of freight operations through the promotion of ‘delivery and servicing plans’, ‘construction logistics plans’, the Fleet Operator Recognition Scheme and other efficiency measures, across London”.

## 2.8 *Freight and Servicing Action Plan (2019)*

The vision for sustainable freight distribution in London over the ensuing years is for: “...the safe, reliable, and efficient movement of freight and servicing trips to, from, within, and, where appropriate, through London to support London’s economy, in balance with the needs of other transport users, the environment and Londoners’ quality of life.” The Plan identifies FORS, DSPs, CMPs and the Freight Information Panel (FIP) as key projects for delivering freight more sustainably in London.

## 2.9 *Fleet Operator Recognition Schemes (FORS)*

FORS is a unique, industry-led, membership (bronze, silver, gold) scheme to help van and lorry operators become safer, more efficient, and more environmentally friendly. It’s relevance to the CMP is via its mention in the Mayor’s Transport Strategy and requirements will be relayed to all operators engaged during the development.

## 2.10 *Vision Zero for London*

Together we can eradicate deaths and serious injuries from our roads and make London a safer, healthier, and greener place.

- Major cities around the world are taking a stand to end the toll of deaths and injury seen on their roads and transport networks by committing to Vision Zero. London is at the forefront of this approach and the Mayor's Transport Strategy sets out the goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network.
- It is neither inevitable nor acceptable that anyone should be killed or seriously injured when travelling in London. When we leave our homes each day, we should feel safe and confident about the journey ahead.
- While work continues to make our wider transport network even safer, the Vision Zero action plan focuses on the areas where our greatest challenges lie — London's streets.
- It will demonstrate to everyone who uses our streets the commitment of the Mayor, TfL, London boroughs, the police, and other partners to taking bold action and putting the Vision Zero ambition at the heart of everything we do. While the Vision Zero strategy is being set by The Mayor of London, Transport for London and the Metropolitan Police, the responsibility for its success is shared by all, including those who have a role in designing, building, operating, and managing our transport network as well as everyone that uses it.

## 2.11 *The Vision Zero Action Plan*

- **Safe speeds:** Encouraging speeds appropriate to the streets of a busy and populated city through the widespread introduction of new lower speed limits
- **Safe streets:** Designing an environment that is forgiving of mistakes by transforming junctions, which see the majority of collisions, and ensuring safety is at the forefront of all design schemes
- **Safe vehicles:** Reducing risk posed by the most dangerous vehicles by introducing a world-leading Bus Safety Standard across London's entire bus fleet and a new 'Direct Vision Standard' for Heavy Goods Vehicles
- **Safe behaviours:** Reducing the likelihood of road users making mistakes or behaving in a way that is risky for themselves and other people through targeted enforcement, marketing campaigns, education programmes and safety training for cyclists, motorcycle and moped riders
- **Post-collision response:** Developing systematic information sharing and learning, along with improving justice and care for the victims of traffic incidents

## 2.12 *A shared responsibility*

All of us, whether we are travelling in London or managing the transport network, share a responsibility and a moral obligation to reduce danger and the fear it creates.

### 2.13 *TfL Healthy Streets*

Prioritising walking, cycling and public transport to create a healthy city. TfL have adopted the Healthy Streets Approach to improve air quality, reduce congestion, and help make London's diverse communities greener, healthier, and more attractive places to live, work, play and do business.

The Healthy Streets Approach puts people, and their health, at the heart of decision making. This results in a healthier, more inclusive city where people choose to walk, cycle, and use public transport.

The Healthy Streets Approach is not an idealised vision for a model street. It is a long-term plan for improving Londoners' and visitors' experiences of our streets, helping everyone to be more active and enjoy the health benefits of being on our streets. 80% of Londoners' travel happens on our streets. The best way to get more people out walking, cycling, and using public transport is to improve the quality of the experience of being on those streets. The Healthy Streets Approach focuses on creating streets that are pleasant, safe, and attractive, where noise, air pollution, accessibility and lack of seating and shelter are not barriers that prevent people - particularly our most vulnerable people - from getting out and about.

The 10 Healthy Streets indicators are:

- Pedestrians from all walks of life London's streets should be welcoming places for everyone to walk, spend time in and engage in community life.
- People choose to walk, cycle, and use public transport. A successful transport system enables more people to walk and cycle more often.
- Clean air Improving air quality delivers benefits for everyone and reduces unfair health inequalities.
- People feel safe. The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger.
- Not too noisy Reducing the noise impacts of traffic will directly benefit health and improve the ambience of our streets.
- Easy to cross Making streets easier to cross is important to encourage more walking and to connect communities.
- Places to stop and rest A lack of resting places can limit mobility for certain groups of people.
- Shade and shelter Providing shade and shelter enables everybody to use our streets, whatever the weather.
- People feel relaxed More people will walk or cycle if our streets are not dominated by motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair.
- Things to see and do People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting, and street art.

### **3.0 Site Specific Constraints**

- 3.1 The following site-specific constraints were identified at an early stage and will need to be controlled or mitigated
- Existing residents and businesses close to the site;
  - Pedestrians using the footways on Belmont Avenue;
  - The narrow site entrance and exit on to Belmont Avenue; and
  - The Grove School Ball Court is located immediately adjacent to the site on the western boundary.

## 4.0 Construction Logistics & Vehicle Routes

- 4.1 The level of construction traffic generated over the construction period will vary. This strategy sets out the fundamental requirements for the CMP.
- 4.2 A General Construction Layout Plan showing the site set up and the details of the further phases of construction will be provided by the chosen contractor with these agreed with LBH prior to starting on site.

### **Estimated Vehicle Movements**

- 4.3 The level of construction traffic generated over the construction period will vary. The contractor will, prior to starting on site, provide full details of timescales of completion and likely daily HGV numbers will be provided to LBH, using their construction logistics tool to calculate the peak number of deliveries and traffic movements
- 4.4 It is anticipated at this stage that for the first part of the construction period, that there would be between 2 and 3 HGV deliveries per day at the peak demolition and construction periods.

### **Construction Access Strategy**

- 4.5 Construction vehicles will be able to access the site from Belmont Avenue via Belmont Road and Downhills Way (B155) and they will be asked to travel to and from the A10 where possible, keeping to the main 'A' roads in the area. A Construction Vehicle Route Plan will be given to all contractors on site. A Route Plan is included at **Appendix D**.
- 4.6 The site is in the London Lorry Control area which restricts vehicles over 18 tonnes between 7 am and 9 pm, from Monday to Friday. On Saturdays, the restriction is between 7 am and 1 pm. The restriction applies all day on Sundays.
- 4.7 The following three main types of delivery vehicles will be used, however where possible vans and small goods vehicles will be used;
- **Skip Lorries:** These will include standard 6-yard skips for waste.
  - **Flatbed Delivery Vehicles:** These will be used for delivery of various materials including scaffolding, steelwork, reinforcement, bricks/blocks, timber, roofing materials, plaster, joinery etc. (approximate size 10m long and 2.45m wide)
  - **Small Vans:** for majority of deliveries

## 5.0 Delivery Procedures

5.1 A delivery procedure will be implemented to ensure that local roads are not overrun with site and delivery vehicles. It is likely that Deliveries and Construction Traffic will only be allowed to access the nearby roads during the hours of 9:30am and 4:30pm Monday to Friday.

5.2 Delivery drivers and companies should be advised that parking restrictions and highway regulations. No storage of materials or waste will be permitted on the highway.

### **Driver Rules**

5.3 All drivers on site are required to comply with relevant site worker rules and the following site safety rules:

- All drivers must use the specific access routes to the site
- All drivers must comply with any “Traffic Management Controls” in place
- All drivers must call ahead 30 minutes prior to
- Drivers are required to wear high visibility clothing when not in their cab
- The instructions of relevant Traffic Marshalls must be followed; and
- All vehicle/ lights, warning lights and other warning devices must be fully operational.

### **Reverse Logistics**

5.4 Reverse Logistics is the return of unused or surplus goods back to the source supplier (especially efficient when a delivery is made to the site the vehicle can take surplus or unused goods on return journey). Suppliers who operate using reverse logistics should be prioritised as this management technique allows the return of un-needed materials back to the supplier, reducing waste and cost.

5.5 Construction vehicle deliveries are to be planned to use a delivery booking system which will mean deliveries are timed to avoid waiting prior to site delivery. All sub-contractors and suppliers should be required to give 24 hours’ notice of deliveries. The Site Manager should log delivery times and produce schedules. Where possible deliveries will be organised to avoid the morning and evening peak hours as well as school start and finish times. This will also allow for “Demand Smoothing” where deliveries are organised so there are less peaks (which can cause congestion on-site and on the local highway network) and less troughs (where delivery management staff are idle).

5.6 Details of agreed access / egress routes and times of deliveries should be issued to all suppliers and subcontractors and be clearly displayed at all entrances and at regular intervals on all hoardings.

- 5.7 A wide range of materials and plant will be required through the different construction phases of the project. It is the responsibility of all designers and project managers to ensure accurate and up-to-date design information, specification, drawings, and schedules for all aspects of the construction process are provided so all suppliers and contractors can indicate precisely when specific materials are needed. Deliveries should be made on a “just in time” basis where possible. This helps prevent materials being damaged in storage or stolen and helps make the most effective use of the available space possible.

#### **Quiet Delivery Schemes**

- 5.8 The full benefits, guidance on implementation and good practice of Quiet Delivery Schemes can be found in the document Department for Transport – Quiet Deliveries Good Practice Guidance – Key Principles and Processes for Construction Logistics 2014. The main benefit of implementing a quiet delivery scheme is that it can enable deliveries to be received outside the main working day. This can reduce congestion, lower emissions, improve relation with neighbours, improve road safety, improve the reputation of the developer, increase the efficiency of the scheduling of work and improve the overall construction management of a site.

#### **Freight Operators Recognition Schemes (FORS)**

- 5.9 The Freight Operator Recognition Scheme (FORS) is a voluntary accreditation scheme encompassing all aspects of safety, fuel efficiency, vehicle emissions and improved operations. FORS helps fleet operators to measure and monitor performance and alter their operations to demonstrate best practice. It is open to operators of vans, lorries, mini-buses, coaches, and other vehicles, and to the organisations that award contracts to those operators.
- 5.10 Delivery vehicles to site will where possible should have a minimum of Silver FORS accreditation. FORS will benefit operators who want to:
- Improve road safety
  - Reduce the incidence of fines and other charges
  - Reduce fuel emissions and enhance fuel efficiency
  - Gain greater industry intelligence and networking opportunities
  - Stand out from the crowd.
- 5.11 FORS offers best practice toolkits and advice, which include:
- FORS performance management system - demonstrates safety and efficiency improvements and progress through the FORS accreditation levels
  - Penalty Charge Notice toolkit - monitor, manage and reduce the number of penalties your business receives
  - Fuel use tracker - record and track fuel usage, monitor miles per gallon, CO2, and efficiency improvements
  - Congestion toolkits - improve delivery plans and reduce the amount of time spent in traffic

## **6.0 Material Logistics, Storage, Recycling and Disposal Measures**

- 6.1 The Site Manager will be responsible for keeping the site tidy. Regular tool-box talks should be held with all subcontractors to support using the space in the most efficient manner.

### **Material Logistics**

- 6.2 The contractor will ensure that waste is minimised at every step of the build to eliminate the need for skip deliveries / removals.

### **Material Wastage Areas**

- 6.3 Material wastage on construction projects has been identified to occur mainly through the following mechanisms:

- Off-cuts of materials such as tiles and plasterboard
- Inaccurate or surplus ordering of materials
- Damage to materials via inappropriate storage, handling, or loss via theft
- Reworks due to errors, poor workmanship, or defective site processes and
- Inefficient use of materials e.g., uses of temporary materials such as hoardings.

### **Waste Mitigation Measures**

- 6.4 The following measures can be undertaken on-site to address these issues such as:
- All arisings to be segregated on site
  - Re-usable materials will be identified on site and either re-used on site or removed for storage and re-sale
  - Recyclable materials will be removed from site for processing in licenced facilities
  - Recoverable materials will be removed from site for processing in licenced facilities
  - The overall creation of waste resulting from over-ordering and inefficient design should be minimised
  - Reduction of materials sent to landfill during the construction process
  - Using more recyclable materials and products with a higher recycled content on site; and
  - No waste materials are to be burned on site.

## 7.0 Mitigation Measures for Construction

- 7.1 Vehicles servicing the site should include sidebars, blind spot mirrors and detection equipment to reduce the risk and impact of collisions with cyclists and other road users and pedestrians on the capital's roads.
- 7.2 All plant and machinery to be used during the demolition and construction phases of the development shall meet Stage IIIA of EU Directive 97/68/EC for both NO<sub>x</sub> and PM emissions. It should be noted that there are no major demolition works proposed, and the demolitions will mainly relate to the careful removal of the roof.
- 7.3 The construction process can generate several effects on the general environment and local amenities / residents. These include:
- Reduction in local air quality due to dust generation and increased traffic movements during construction of the development
  - Increase in current noise levels associated with construction activities
  - Potential damage to local infrastructure, including footways and carriageway materials.
- 7.4 The movement of construction traffic should be managed through careful consideration through the CMP prior to construction. The objectives of the CMP are:
- Minimum disruption by working to specified hours only
  - The on-site co-ordination of construction movements
  - Manage the conflicts between construction and local vehicular traffic on the surrounding highway network
  - Manage the conflicts between bus, pedestrian/cycle, and construction traffic in the locality
  - Ensure lorries are fully loaded to minimise traffic movements where possible
  - Consultation with local authorities and residents.

### **Wheel Washing**

- 7.5 If required, the wheels and undercarriage of all construction vehicles exiting the site should be thoroughly cleaned to prevent dirt and debris being deposited on the local highway.
- 7.6 In addition to the on-site wheel washing facilities, the contractor will arrange for a road sweeper to attend the site if required.

### **7.7 Preparing and maintaining the site**

- Locate machinery and dust generating activities away from receptors, i.e., all cutting activities will be undertaken in the middle or as close to the middle of the site as possible
- Install solid screens or barriers around dust generating activities. These should be at least as high as any stockpiles on-site. Impermeable site hoardings will be erected around the site

- Stockpiles will be covered or seeded to prevent wind whipping
- Stockpiled material will be constructed with gentle slopes
- Any loose materials will be removed as soon as possible
- Mud and runoff will be cleared up as soon as it appears and prevented from leaving the site with the use of bunds
- Hoardings, fencing, barriers, and scaffolding will be regularly cleaned.

#### 7.8 **Reducing emissions from vehicles**

- Vehicles delivering to or collecting from the site will not be left idling and will be instructed to turn off their engines if waiting for more than a minute
- The loading and delivery procedures are outlined earlier in this report
- Site workers will be encouraged to use public transport to get to the site, therein reducing emissions from personal vehicles. There are bus stops located close to the site on Belmont Road which is served by the W4 bus route bus route. Turnpike Lane London Underground Station is located approximately 700m from the site and has regular London Underground Services via the Piccadilly Line.

#### 7.9 **Operations**

- Most of the materials will be prefabricated and on-site cutting will be kept to a minimum. However, if cutting is necessary, spraying water, preferably from a water efficient spray pump, over the material as it is being cut will be used
- Skips, chutes, and conveyors will be completely covered to ensure that dust does not escape
- 'Damping down' the site with a fine water spray to prevent the dust particles becoming airborne may be used when particularly dusty operations are being undertaken
- No materials will be burnt on site. Any excess material will be reused or recycled on or off-site, where practicable
- Weather conditions will be considered prior to commencement of activity.

7.10 It is confirmed that All Non Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of any demolition, site preparation and construction phases shall not exceed the emission standards set out in the Mayor of London's 'Control of Dust and Emissions During Construction and Demolition' Supplementary Planning Guidance 2014. Unless it complies with the above standards, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nmm.london/>. It should be noted that there are no major demolition works proposed, and the demolitions will mainly relate to the careful removal of the roof.

### **Control of Dust and Emissions**

- 7.11 Construction works shall be carried out in compliance with “Control of Dust and Emissions During Construction and Demolition” (the Mayor of London, SPG 2014) to avoid air pollution and dust nuisance.

7.12 **Dust inspections / toolbox talks (TBT):**

- All employees shall be provided with an appropriate induction and ongoing briefings and toolbox talks (TBT) regarding management of environmental issues (i.e., dust mitigation measures required from the works they are carrying out, etc.).
- Weekly visual dust site inspections shall be carried out to monitor compliance with air quality and dust control procedures, and to monitor site outside the work site.
- Records of inspection results shall be maintained within the respective site offices and make available to the local authority when asked.
- When activities with a high potential to produce dust and emissions are being carried out during prolonged dry or windy conditions, daily dust visual inspections at the boundary of such activities shall be completed to ensure dust and emissions are controlled.
- Record any exceptional occurrences causing dust episodes on or off the site and the action taken to resolve the situation.
- In the event of non-compliance with obvious visual impacts and/or complaints, the following measures shall be implemented: Immediately undertake an investigation of activities on site to ascertain whether any visible dust is emanating from the site or activities are occurring that are not in line with dust control procedures. If on-site sources are identified, the relevant activities shall be rectified and/or suspended where practicable until remedial measures can be implemented. Actions shall be recorded in a site logbook. The activity shall then be monitored to ensure that the mitigation measures are working and that there is no repeat incident. If the cause of the alert is not related to site operations, the outcome of any investigations shall be recorded in the site logbook.

- 7.13 The proposed mitigation measures will ensure that dust generation is minimised and therefore, the associated hazard and nuisance caused to pedestrians, vehicles and will be reduced.

### **Construction Noise**

- 7.14 Where practicable and appropriate, the following measures to minimise the noise and vibration levels associated with the construction should be implemented:
- Employing only modern, quiet, and well-maintained equipment (all equipment must comply with the EC Directives and UK Regulations set out in BS 5228-1:2009+A1:2014)
  - Using low impact techniques, such as bored or hydraulically jacked piling rigs
  - Careful planning of the sequence of work to minimise the transfer of noise/vibration to neighbours
  - Using fully silenced modern piling rigs with careful operation of the rig so there is no reversing of the Kelly/auger bars

- Careful handling of materials and waste
- Taking steps to isolate the works from sensitive neighbours, to minimise the transfer of vibration and structure borne noise
- Erection of acoustic screen or enclosures where necessary
- Noise control measures will be implemented to reduce the likely impact to residents and amenities
- Specified working hours and an acceptable range of measures will be considered during the detailed design stage of the development
- Appropriate working hours are likely to be 08:00-18:00 on weekdays and 08:00-13:00 on Saturdays
- Plant will be effectively sound attenuated by means of silencers, mufflers, acoustic linings, shields, acoustic sheds, or screens
- Plant will be regularly serviced and maintained
- Operation of plant will be carried out in such a way that noise is minimised e.g., plant will be throttled down or switched off when not in use.

7.15 The proposed mitigation measures will be designed to ensure that the daytime noise levels are compliant with the required standards which will in turn reduce the nuisance caused to residents and amenities.

#### **Pedestrians**

7.16 The CMP must have regard to pedestrian and road user safety throughout the construction phase. In an event where pedestrian access is restricted for construction, alternative measures must be put into place to aid pedestrian movement.

#### **Visual and Audible Alarms**

7.17 All site vehicles such as excavators, mobile cranes, dumpers, rollers must have a flashing beacon so that they are visible to others on site. These beacons must be in use whilst the machine is in use. Any reversing vehicles must have audible alarms to warn others on site of the intent to reverse. There will always be a banksman to guide reversing HGVs vehicles.

#### **Access for Emergency Vehicles**

7.18 The main site entrance will be kept clear and free of any obstructions, such as delivery vehicles to ensure that access can be gained to the site.

### Removal of controlled waste from site

- 7.19 The following documentation will be checked, copied, and retained on site before allowing anyone to remove 'controlled waste' from site:
- The person or company carrying the waste offsite must be registered with the local Waste Regulatory Authority and be able to produce a copy of the registration document.
  - Confirmations that the waste is being transferred to an authorised person, tip, or transfer station.
  - Details of the waste material have been passed onto the carrier via a Waste Transfer Note with a covering order.
  - All vehicles must be covered by the licensed carrier with netting or sheeting
- 7.20 The site manager will ensure to work with other active developments located within the vicinity in LBH to co-ordinate and minimise the number of vehicles on the road network.
- 7.21 The following Planned Measures have been identified to help the contractor achieve the goals of the CMP and better manage the challenges identified in Section 3.

| Planned Measures Checklist                                       | Committed | Not Proposed | Considered |
|------------------------------------------------------------------|-----------|--------------|------------|
| <b>Measures influencing construction vehicles and deliveries</b> |           |              |            |
| 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            |            |
| <b>Measures to encourage sustainable freight</b>                 |           |              |            |
| Freight by Water                                                 |           | X            |            |
| Freight by Rail                                                  |           | X            |            |
| <b>Material procurement measures</b>                             |           |              |            |
| Re-use of material on site                                       | X         |              |            |
| Off-site manufacture                                             | X         |              |            |
| Smart procurement                                                | X         |              |            |
| <b>Other Measures</b>                                            |           |              |            |
| Preventing HGV movements during school drop off and pickup       | X         |              |            |
| Implement a staff travel plan                                    | X         |              |            |
| Collaboration amongst other sites in the area                    | X         |              |            |

## **8.0 Details of Any Hoardings**

- 8.1 The contractor's compound and any parts of the site that require temporary restricted access, will be enclosed with a 2m high metal or wooden hoarding, and comply with the HSE booklet HSG151 "Protecting the Public" and will be painted as agreed with the LBH and the appointed developer. Vision panels will be provided in the hoardings. Hoarding panels would be maintained and kept clean for the duration of the project. The hoarding alignment may change throughout the construction process, with the location of the hoarding being agreed with LBH at every step.
- 8.2 Noticeboards will be erected at relevant sections of hoarding which display site rules and any other pertinent information mentioned in later sections.

## **9.0 Security**

- 9.1 Only authorised personnel will be allowed on site, and they will be required to sign in and out upon arriving and leaving the site. Personnel will be made aware of this during the site induction.
- 9.2 Access to the site should be locked with a combination lock to prevent unauthorized access and the hoardings should be checked regularly to ensure that they remain secure.
- 9.3 An appropriate member of staff should be appointed, and their contact details made available to deal with emergencies.
- 9.4 A secure storage area will be provided on site for personnel to leave large tools and machinery overnight in.

## **10.0 Health and Safety**

- 10.1 Construction Health and Safety Plan should be prepared in accordance with regulations. Method Statements and Risk Assessments should be produced to establish safe methods of work and access.
- 10.2 All new personnel on site will be required to attend a site induction where safety procedures and site rules will be explained, and they will be required to sign to acknowledge that they have been informed and understand them. This information should also be included on the noticeboards
- 10.3 A Site Fire Safety coordinator should be appointed who will be responsible for producing a Site Fire Safety Plan and assessing the risk of fire on site. The location of emergency assembly points, fire alarms and firefighting equipment will be mentioned during site induction and included on the site noticeboards.
- 10.4 Safety signage must be used to inform all pedestrians of the desired route which is to be taken to avoid interaction with delivery and collection vehicles. The Project Manager and Safety Manager will ensure that this is completed with the aid of the Construction Manager.
- 10.5 The site will be we be protected with visual and audible alarms full details of which will be provided by the contractors.
- 10.6 The site will be registered on the Considerate Constructors Scheme.

## **11.0 Implementation and Monitoring**

- 11.1 The CMP will be implemented and monitored by the chosen contractor.
- 11.2 The Contractor will appoint a Site Manager to take overall responsibility for the delivery of the CMP. They will be responsible for consulting with the relevant officers at LBH.
- 11.3 Benchmarks and targets should be set and continuously monitored with regards to:
- No complaints regarding the condition of the footway or roads from the public or local neighbours
  - Contract compliance of main and subcontractors
  - High standards of Health & Safety on site and on the surrounding roads
  - Waste minimisation and cost-effective construction logistics activity
  - Efficient delivery scheduling to minimise delays to construction, idling of construction delivery vehicles and contribution to congestion of the local highway network
  - Encouragement of contractors, operatives, and visitors to use sustainable transport modes
  - Training for staff on site and construction delivery vehicle drivers
  - Adherence to the most appropriate and up to date Best Practise, Standards and Regulations
  - Identifying inefficiencies in planning management such as supply routes, scheduling of deliveries, storage and handling of materials, site security and use and recycling of excess materials
  - Minimising deleterious effects to the environment such as carbon footprint, light pollution, noise pollution, volume of material sent to landfill etc.

## **12.0 Pedestrian and Cyclist Safety**

- 12.1 Vehicles servicing the site should include sidebars, blind spot mirrors and detection equipment to reduce the risk and impact of collisions with cyclists and other road users and pedestrians on the capital's roads
- 12.2 The public / pedestrians will have right of way along local roads close to the site; however, it will be necessary for the traffic marshal to hold pedestrians on the footway when deliveries are entering / exiting.
- 12.3 The appointed Site Manager will also ensure that the external perimeter of the site is regularly patrolled to ensure that any debris is kept clear off local roads and the surrounding highway network.

## **13.0 Consultation with Neighbours**

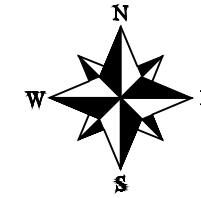
- 13.1 Any particularly sensitive works or issues should be dealt with in a professional and accountable manner, with the public and local community kept informed always. This may include things like out of hours' delivery of large items of plant etc.
- 13.2 Information boards will be displayed on the site hoarding which will highlight the key personnel on site, including their contact details. All complaints will be logged, all actions will be tracked, and each item closed out to the satisfactory agreement of all parties.
- 13.3 Before work commences, letters will be sent to neighbouring properties informing them of what will be happening and giving them the contact's name and telephone number. This will include a 24-hour emergency hotline. Full and regular communications with affected neighbours regarding site activity, deliveries and traffic should be on-going throughout the duration of the build.



## **Appendix A**

### Site Location Plan

-  DOUBLE YELLOW LINES
-  CONTROLLED PARKING BAYS
-  DROPPED KERB



1.1. THIS DRAWING IS COPYRIGHT AND SHOULD NOT BE REPRODUCED IN WHOLE OR PART WITHOUT THE WRITTEN CONSENT OF PPCE GROUP.

1.2. DO NOT SCALE FROM THIS DRAWING.

1.3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ENGINEERS DRAWINGS & SPECIFICATIONS.

|      |                       |          |        |          |        |          |
|------|-----------------------|----------|--------|----------|--------|----------|
| P1   | INITIAL ISSUE.        |          |        |          |        |          |
|      | JBr                   | 30.06.22 | CV     | 30.06.22 | CV     | 30.06.22 |
| REV. | REVISION NOTE/COMMENT |          |        |          |        |          |
|      | DRW BY                | DATE     | CCK BY | DATE     | APP BY | DATE     |

Revisions



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Client  
**Paul Simon Homes**

Project  
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Green, London, N17 6AX

## Drawing

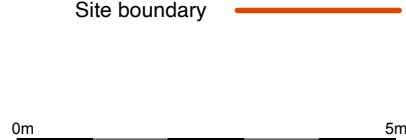
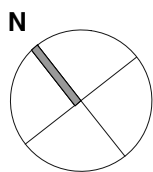
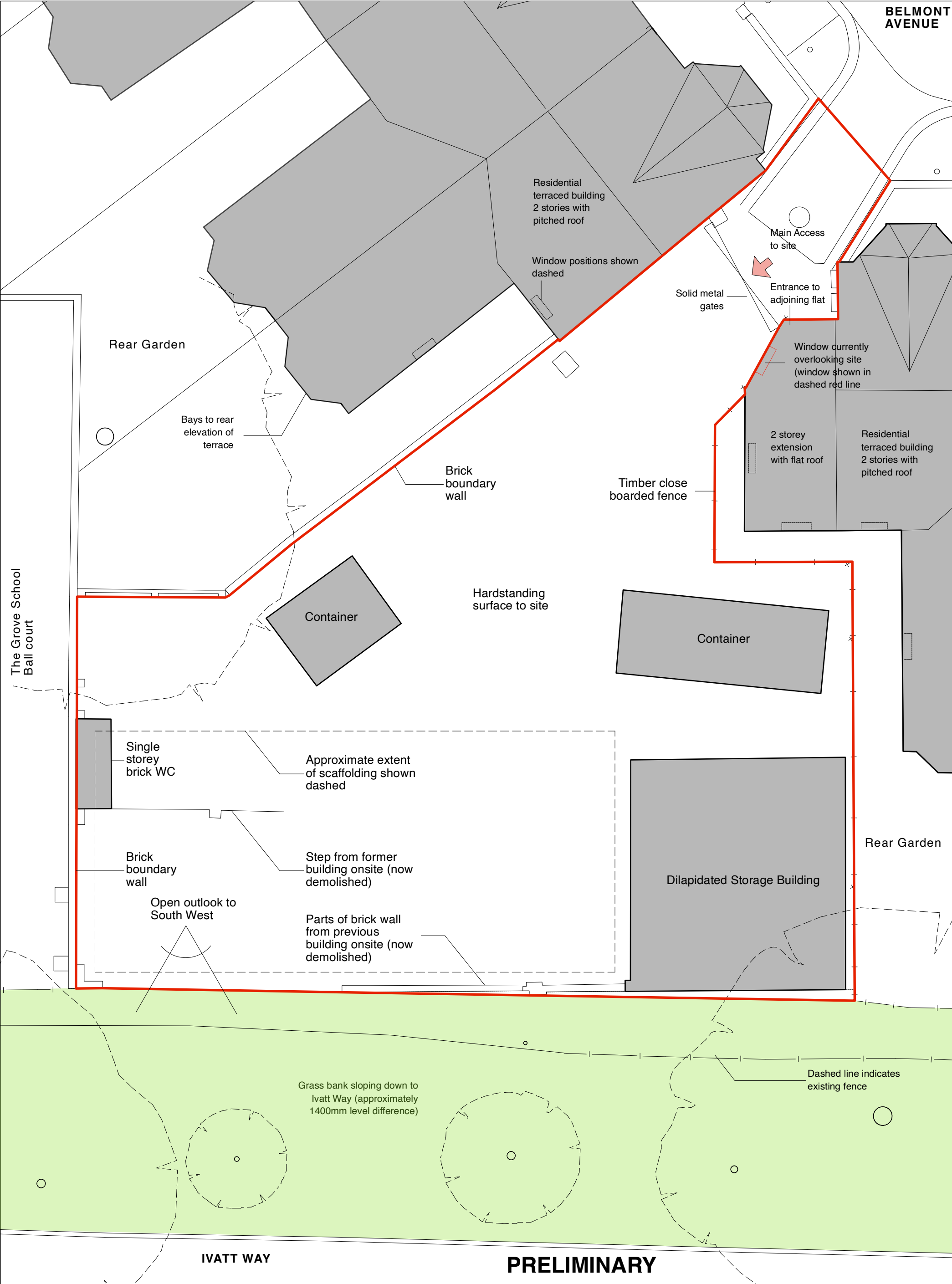
### Local Restrictions and Dropped Kerbs

|        |     |                  |    |
|--------|-----|------------------|----|
| Scales | NTS | At original size | A3 |
|--------|-----|------------------|----|

|              |            |
|--------------|------------|
| Drawn JBr    | Checked CV |
| Date June 22 |            |

Status **PRELIMINARY**

Drawing No. BEL-PPC-00-XX-DR-C-0004 Rev. **P1**



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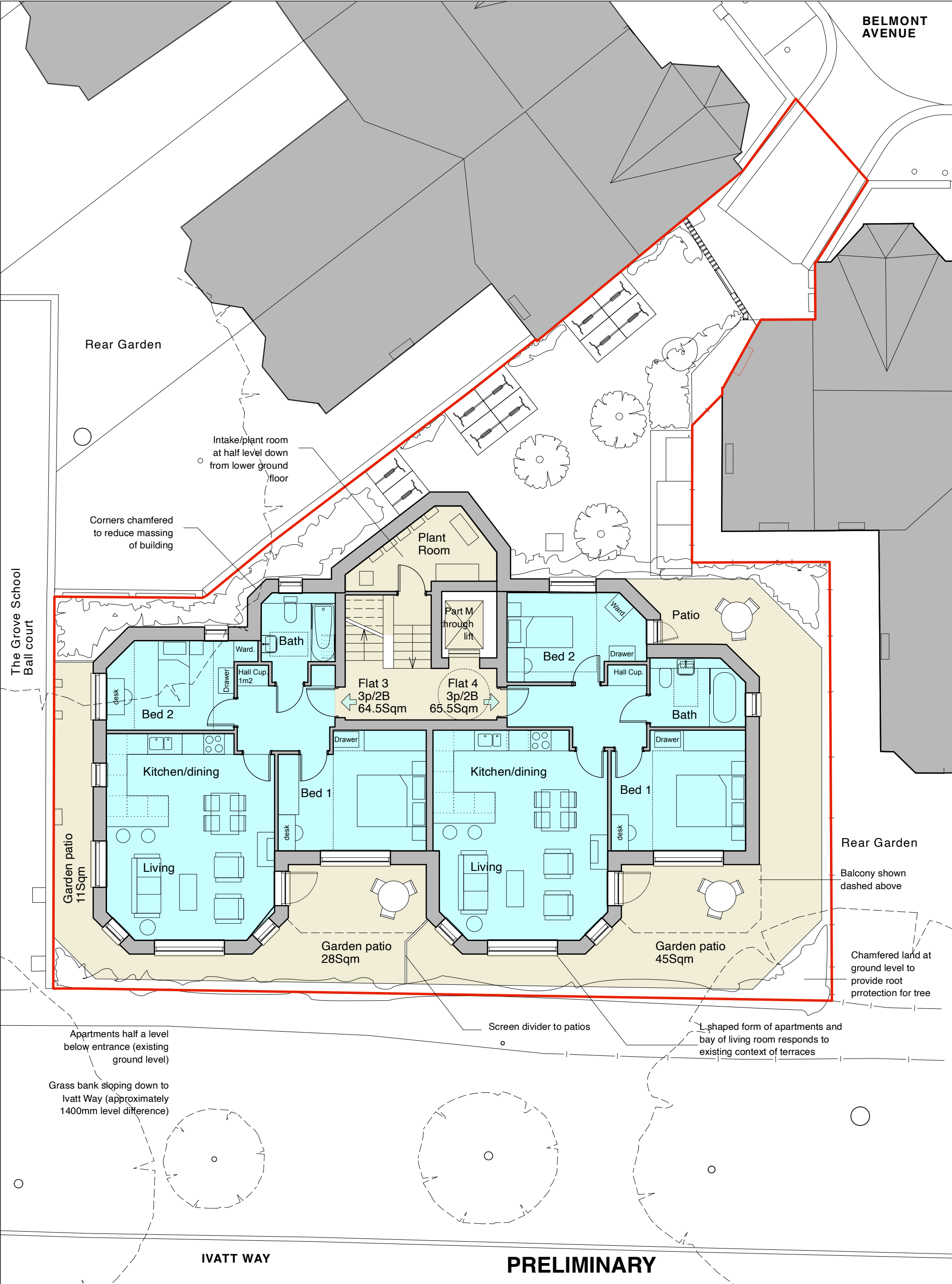
**Proposed Apartments**  
**43 Belmont Avenue N17 6AX**  
**Existing Site Plan**

Scale: 1:100@A3 May 2022

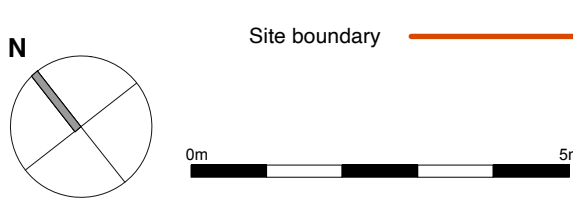
## **Appendix B**

### Proposed Site Plans



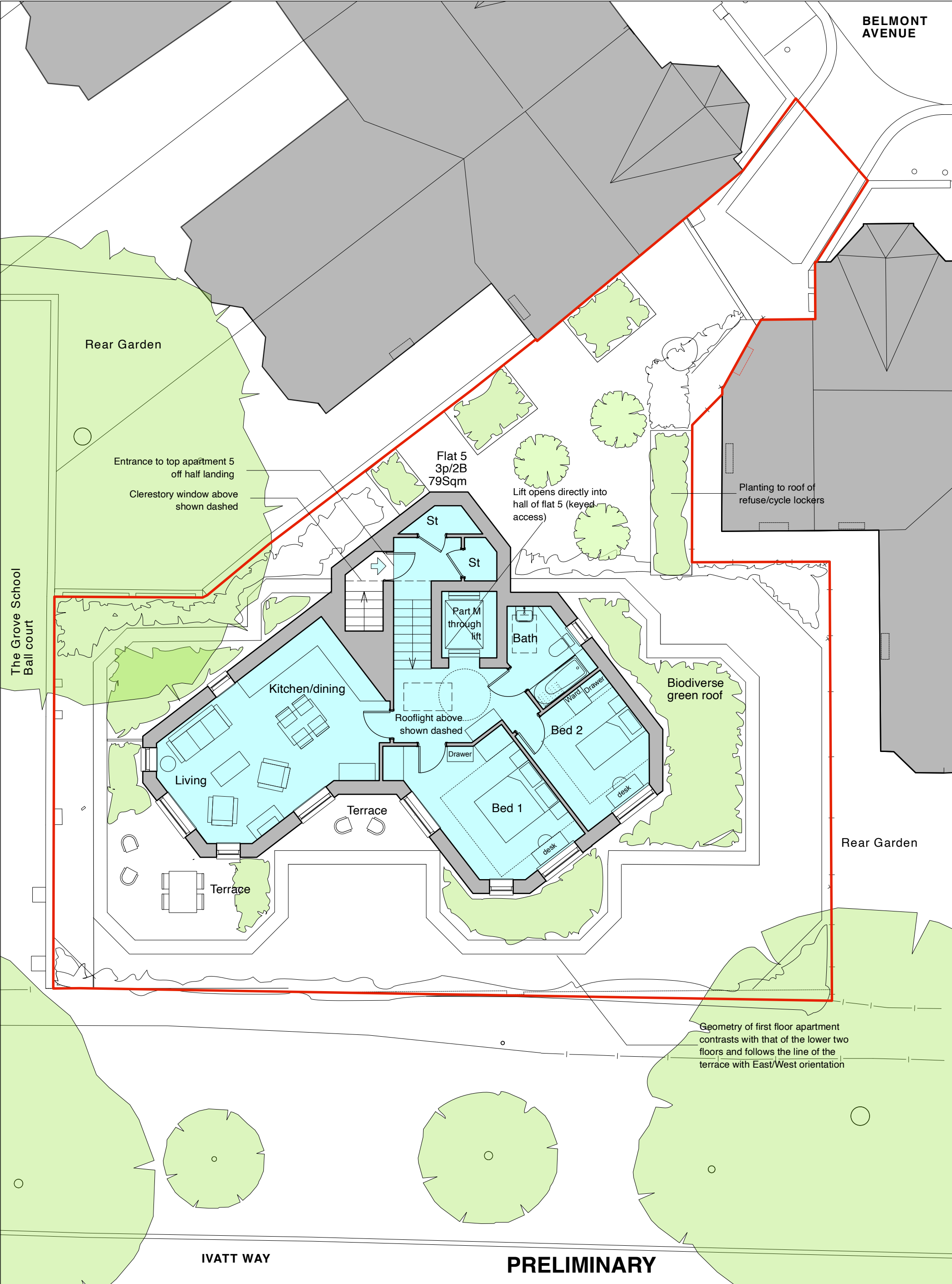


**Notes:**  
Apartments designed to London Plan Guidance Housing Design Standards and to Part M4 (2): Category 2 Accessible and adaptable dwellings, including provision of Part M compliant lift

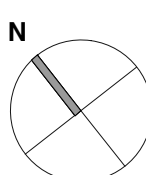


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**Proposed Apartments**  
**43 Belmont Avenue N17 6AX**  
**Proposed Lower Ground Floor Plan**  
Scale: 1:100@A3 May 2022 **PP\_11**



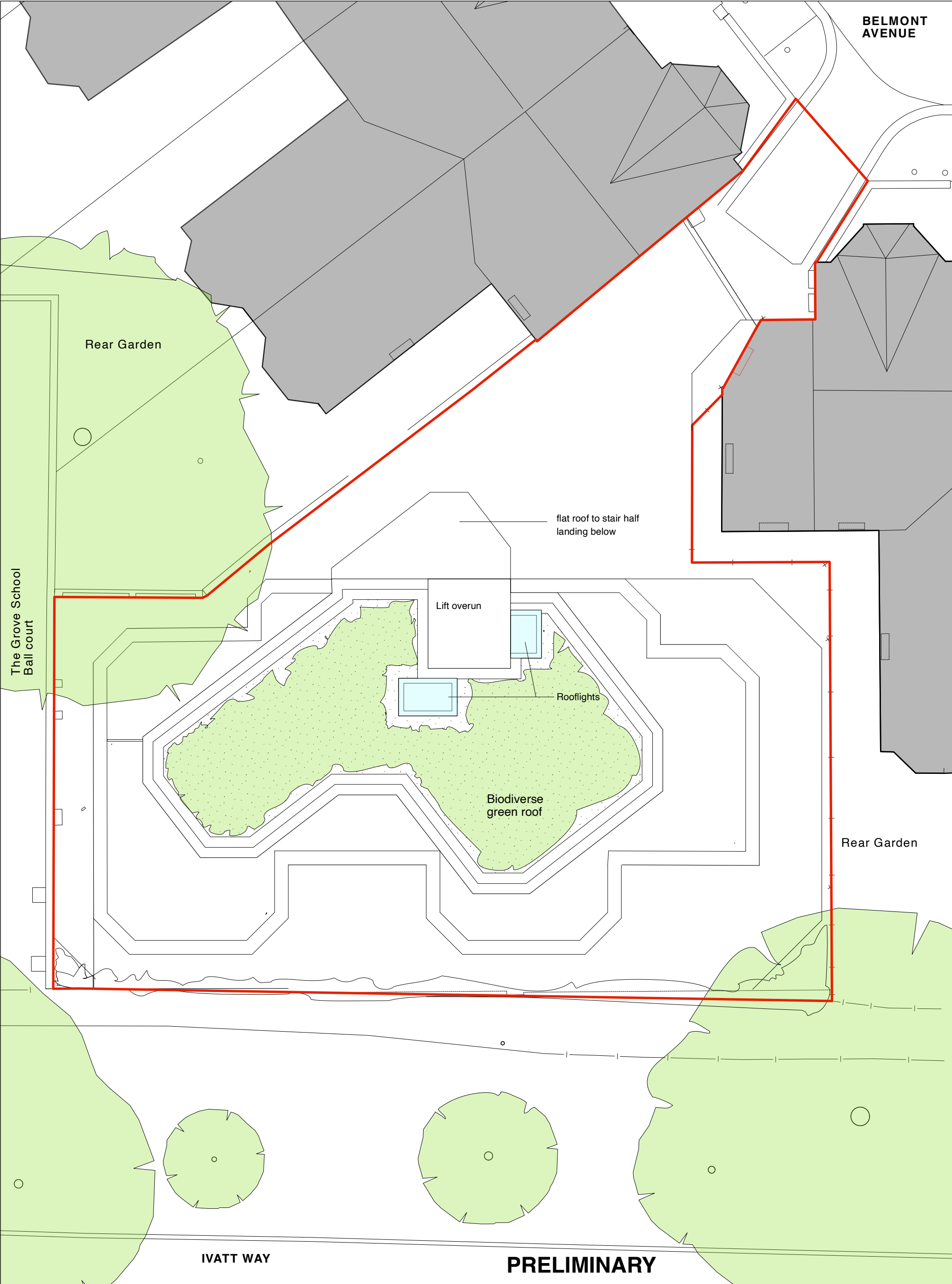
**Notes:**  
Apartments designed to London Plan Guidance  
Housing Design Standards and to Part M4 (2):  
Category 2 Accessible and adaptable dwellings,  
including provision of Part M compliant lift



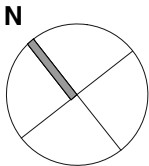
**PRELIMINARY**

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**Proposed Apartments**  
**43 Belmont Avenue N17 6AX**  
**Proposed First floor plan**



**Notes:**  
Apartments designed to London Plan Guidance  
Housing Design Standards and to Part M4 (2):  
Category 2 Accessible and adaptable dwellings,  
including provision of Part M compliant lift



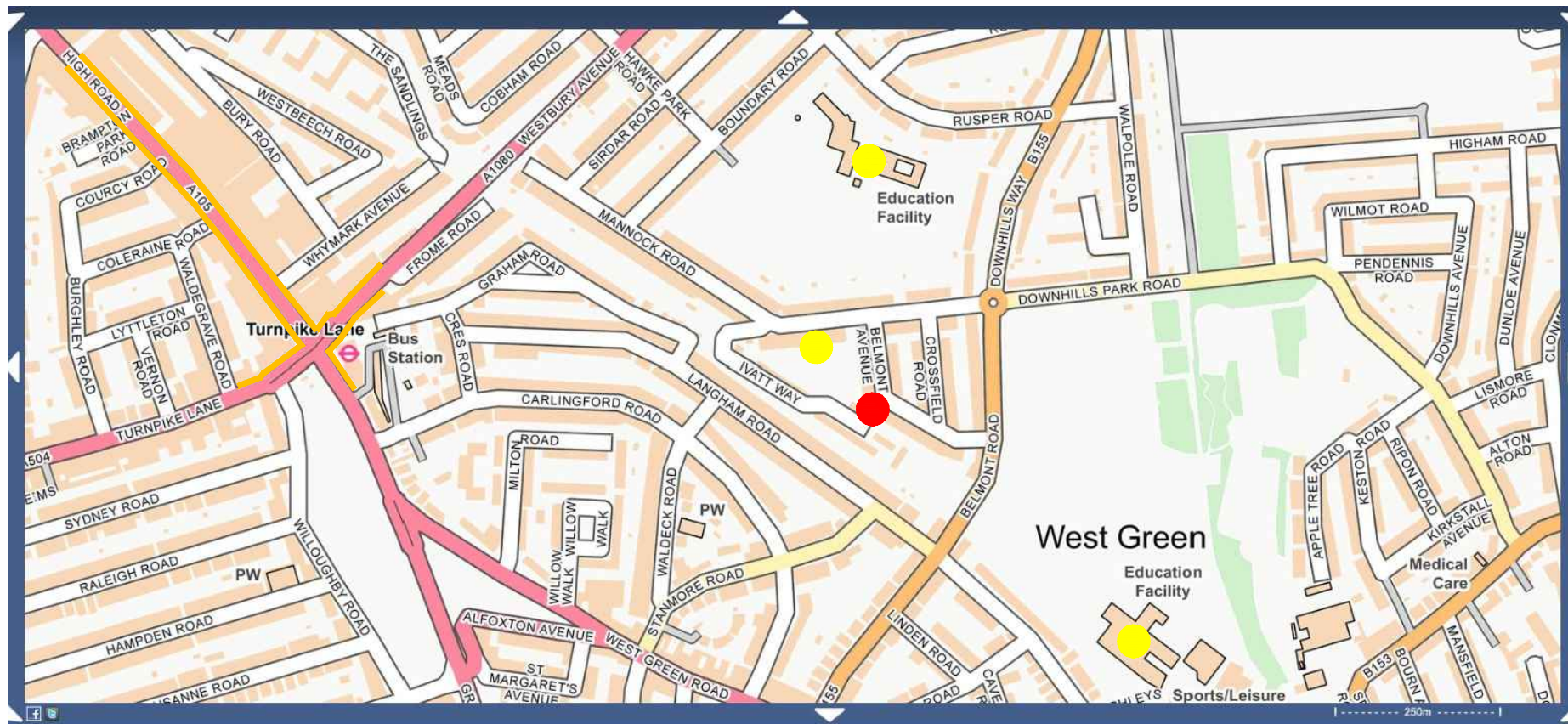
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**Proposed Apartments**  
**43 Belmont Avenue N17 6AX**  
**Proposed Roof floor plan**

Scale: 1:100@A3 May 2022

## **Appendix C**

### Local and Regional Context Plans



SITE LOCATION

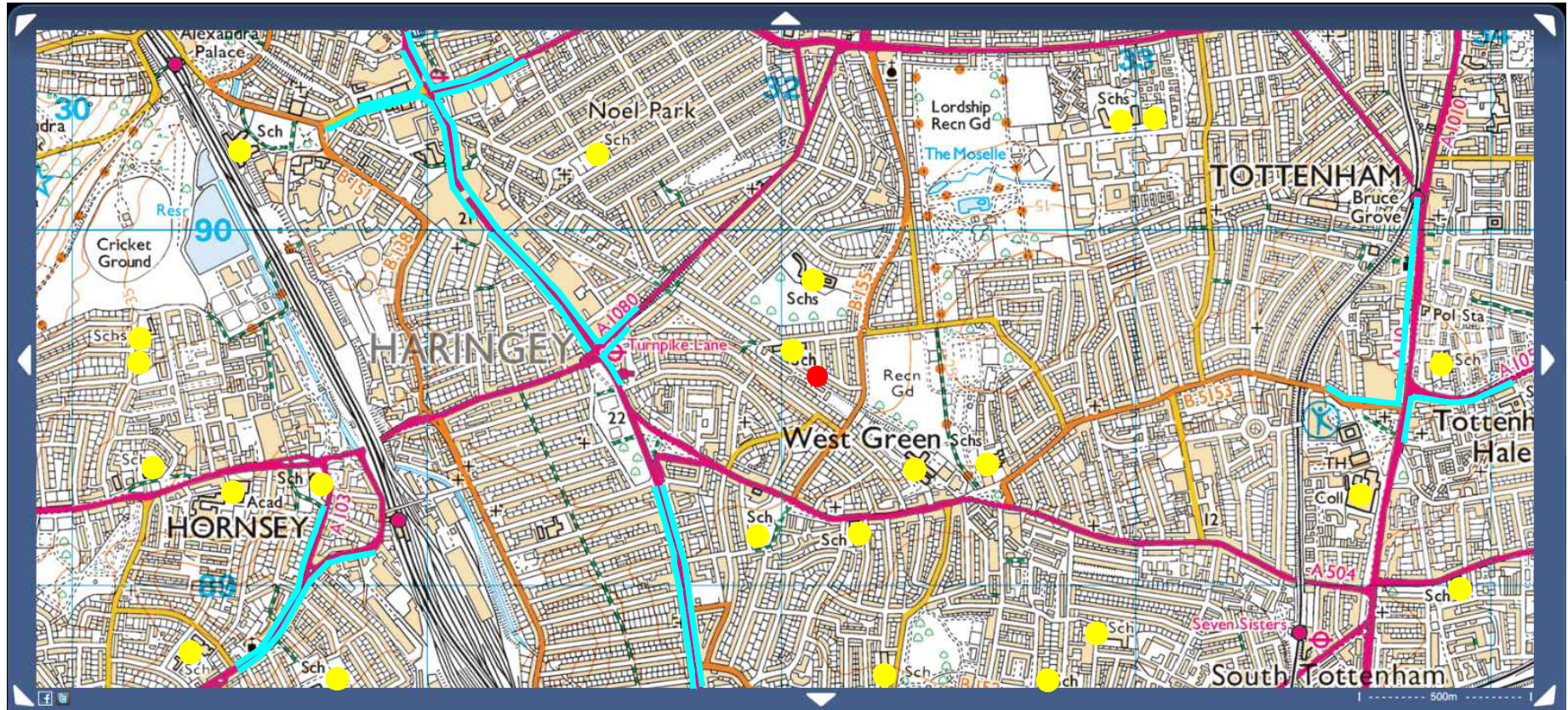


SCHOOL/EDUCATION



RETAIL

|    |               |              |
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| P1 | Initial Issue | 29.06.22 JBr |
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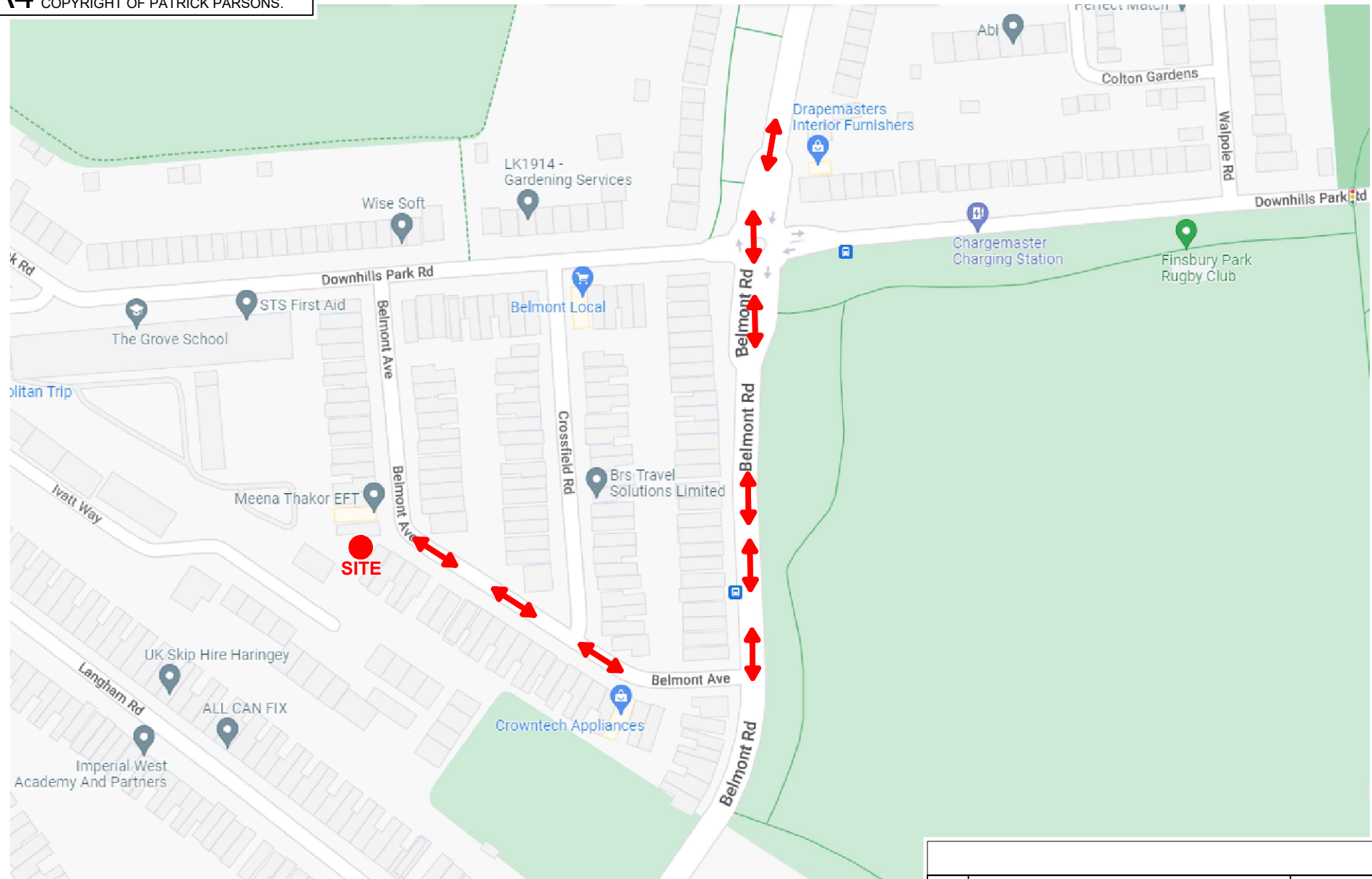


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| P1 | Initial Issue | 29.06.22 JBr |
|----|---------------|--------------|

|                                                                                                                                                                                                     |                                                                   |                             |                                    |                        |            |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|-----------------------------|------------------------------------|------------------------|------------|
|  <b>PATRICK PARSONS</b><br>T. +44 (0)1276 700 400<br>E. info@patrickparsons.co.uk<br>W. www.patrickparsons.co.uk | Client Paul Simon Homes                                           | Drawing<br>Regional Context | Scales 1:25000                     | Drawn JBr<br>June 2022 | Checked CV |
|                                                                                                                                                                                                     | Project<br>43 Belmont Avenue, Duckett's Green,<br>London, N17 6AX |                             | Drawing No. BEL-PPC-00-XX-DR-C-002 | Rev. <b>P1</b>         |            |

## **Appendix D**

### Construction Vehicle Routes



|    |               |              |
|----|---------------|--------------|
| P1 | Initial Issue | 22.06.22 JBr |
|----|---------------|--------------|

|                                                                                                                                                                                                       |                                                                   |                                               |                                    |                        |            |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|-----------------------------------------------|------------------------------------|------------------------|------------|
| <br><b>PATRICK PARSONS</b><br>T. +44 (0)1276 700 400<br>E. info@patrickparsons.co.uk<br>W. www.patrikparsons.co.uk | Client Paul Simon Homes                                           | Drawing<br><b>Construction Vehicle Routes</b> | Scales NTS                         | Drawn JBr<br>June 2022 | Checked CV |
|                                                                                                                                                                                                       | Project<br>43 Belmont Avenue, Duckett's Green,<br>London, N17 6AX |                                               |                                    |                        |            |
|                                                                                                                                                                                                       |                                                                   |                                               | Drawing No. BEL-PPC-00-XX-DR-C-003 | Rev. <b>P1</b>         |            |

## UK Locations

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Ash Vale  
Birmingham  
London  
Wakefield

