

C536

Florentia Clothing Village Extension 108 Vale Rd, Haringay Warehouse District, London N4 1TD

CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

Rev	Update	Approved	Date
A	First draft – For Internal Team Review	MG	18/01/23
B	Updates following DP9 Comments	MG	25/04/23
C	Addition of Reference Index	MG	02/05/23
D	Logistics Updated and Air Quality and Dust Management Plan Added	MG	15/05/23
E	Logistics Updated	MG	25/05/23

CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

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1.0 INTRODUCTION

This Construction Environment Management plan (CEMP) has been prepared on behalf of Florentia Property Unit Trust (hereafter the 'Applicant') in order to discharge Condition 9 of Planning Permission Reference. HGY/2022/0044 at the site known as 'Florentia' 108 Vale Rd, Haringay Warehouse District, London N4 1TD (herein referred to as the 'Site').

Condition 9 states:

"Prior to commencement of development, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority.

a) The CEMP shall include a Construction Logistics Plan (CLP) and an Air Quality & Dust Management Plan (AQDMP).

b) The CEMP shall provide details of how construction works are to be undertaken and shall include:

i. A construction method statement which identifies the stages and details of how works will be undertaken;

ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 0800 to 1800 Monday to Friday and 0800 to 1300 on Saturdays with no working on Sundays or Bank Holidays;

iii. Details of plant and machinery to be used during demolition/construction works;

iv. Details of an unexploded ordnance survey;

v. Details of the waste management strategy;

vi. Details of community engagement arrangements;

vii. Details of any acoustic hoarding;

viii. A temporary drainage strategy and performance specification to control surface water runoff and a Pollution Prevention Plan (in accordance with Environment Agency guidance);

ix. Details of external lighting;

x. Details of any other standard environmental management and control measures to be implemented.

c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:

i. Monitoring and joint working arrangements, where appropriate;

ii. Site access and car parking arrangements;

iii. Delivery booking systems;

iv. Agreed routes to/from the site;

v. Timing of deliveries to, and removals from, the site (to avoid peak times, as agreed with Highways Authority, 0700 to 0900 and 1600 to 1800, where possible);

vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the site during the demolition and construction phase; and

vii. Joint arrangements with neighbouring developers for staff parking, lorry parking and consolidation of facilities such as concrete batching.

d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:

- i. Mitigation measures to manage and minimise construction dust emissions during works;*
- ii. Details confirming the plot has been registered at <http://nrmm.london>;*
- iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority inspection;*
- iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);*
- v. A Dust Risk Assessment for the works; and*
- vi. Lorry parking details, in joint arrangement where appropriate.*

The development should be carried out in accordance with the approved details. Additionally, the site or contractor company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out”.

Specific attention has been given to ensuring that the impact of construction operations and surrounding land uses is managed and minimised at all times. This document identifies how these controls will be delivered and enforced.

This document will be in place for the duration of the construction project. Its requirements, in addition to all other environmental and health and safety legislation will be observed during construction operations.

The existing site is a brown-field plot, currently used for containerised storage and a car park for the adjacent Florentia Clothing Village. The containerised storage area and car park are currently separated by a brick wall, which is to be removed. The containerised storage area is accessible via a single entrance on Vale Road and the Car Park is accessed from Overbury Road, via Florentia Clothing Village. The Principal Contractor's work area is to be strictly limited to the site area indicated on the drawings provided as part of the tender documentation and will be physically separated from all public areas.

Prior to commencement on site various surveys, including but not limited to topographical, underground services, site investigation and unexploded ordnance, have been undertaken on site to inform the design and construction processes.

The works comprise the design and construction of four new light industrial blocks, totalling 9,948 sqm of commercial floor space, along with external works and landscaping to the site. Marbank Construction Ltd shall be appointed as Principal Contractor for the project and be responsible for the design, coordination and execution of all construction activities required to construct the development.

2.0 QUICK REFERENCE INDEX

Condition Requirement	Location
<i>A construction method statement which identifies the stages and details of how works will be undertaken;</i>	Section 4.0, p.12
<i>Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 0800 to 1800 Monday to Friday and 0800 to 1300 on Saturdays with no working on Sundays or Bank Holidays;</i>	Section 2.5, p.10
<i>Details of plant and machinery to be used during demolition/construction works;</i>	Section 2.4, p.9
<i>Details of an unexploded ordnance survey;</i>	Section 1.0, p.4
<i>Details of the waste management strategy;</i>	Section 2.3, p.6
<i>Details of community engagement arrangements</i>	Section 2.5, p.9
<i>Details of any acoustic hoarding</i>	Section 2.1, p.6
<i>A temporary drainage strategy and performance specification to control surface water runoff and a Pollution Prevention Plan (in accordance with Environment Agency guidance);</i>	Section 3.4, p.11
<i>Details of external lighting</i>	Section 2.5, p.9
<i>Details of any other standard environmental management and control measures to be implemented.</i>	Section 3.0, p.11-12
<i>Monitoring and joint working arrangements, where appropriate</i>	Section 2.4, p.9
<i>Site access and car parking arrangements</i>	Section 2.4, p.9
<i>Delivery booking systems</i>	Section 2.1, p.6 & Section 2.4, p.9
<i>Agreed routes to/from the site;</i>	Appendix 1, p.18 - 19
<i>Timing of deliveries to, and removals from, the site (to avoid peak times, as agreed with Highways Authority, 0700 to 0900 and 1600 to 1800, where possible);</i>	Section 2.5, p.10
<i>Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the site during the demolition and construction phase;</i>	Section 3.5, p.12 and Appendix 1
<i>Joint arrangements with neighbouring developers for staff parking, lorry parking and consolidation of facilities such as concrete batching.</i>	N/A

<i>Mitigation measures to manage and minimise construction dust emissions during works</i>	Section 2.4, p.9 Section 2.5, p.10 Section 3.3, p.11 Section 4.2, p.13
<i>Details confirming the plot has been registered at http://nrmm.london;</i>	Section 3.3, p.11
<i>Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority inspection</i>	Section 3.3, p.11
<i>A Dust Risk Assessment for the works</i>	Section 4.2, p.13
<i>Lorry parking details, in joint arrangement where appropriate</i>	N/A

3.0 OPERATIONAL REQUIREMENTS

2.1 General Issues

The Site is bounded on three sides by existing buildings or high brick walls and palisade fencing. Where temporary fencing is required, Heras fencing will be maintained as a secure site boundary and will display Marbank's name with areas of Monaflex sheeting. If deemed necessary by risk assessment, Acoustic Treatments could be applied to the fencing, in order to mitigate noise emanating from site. The details of the Marbank site team, with 24 hour contact details shall be displayed at the main gate. Suitable protection shall be maintained to protect pedestrians, operatives and vehicles during these works. A dedicated site logistics plan has been developed and is included in Appendix 1.

Access to the site will be primarily via Vale Road, with construction traffic and delivery vehicles exiting back on to Vale Road. In the latter stages of the project, it may be necessary to adopt a one way system, with vehicles entering via Vale Road and leaving via Overbury Road. However, as a general rule, access via Overbury Road will be kept to a minimum. All vehicles will be scheduled to site, limiting construction traffic from waiting on the public highway. Operatives and Visitors will be discouraged from driving to site and private vehicles will not be permitted to park on site.

Due to the location of the site, site users will be strongly encouraged to travel via public transport, as parking on site will not be permitted and parking locally is limited.

2.2 Responsibilities

All works being undertaken on site will be managed and co-ordinated by Marbank Construction Limited, who will have a full time Site Manager and supporting site staff who will liaise with our client, resident staff/operatives, site personnel, local authorities, residents and other statutory bodies, as required.

The Marbank management team for this project, and their contact details are included in the below table;

Jamie Murray	Construction Director	jamiemurray@marbank.co.uk	07392 879465
Mark Greaves	Contracts Manager	markgreaves@marbank.co.uk	07741 324406
Paul Kelly	Project Manager	paulkelly@marbank.co.uk	TBC
Trevor Roffey	Site Manager	trevorroffey@marbank.co.uk	TBC

Jamie Murray, Construction Director, has overall responsibility within Marbank Construction to ensure all the correct processes and procedures are in place and implemented on site as well as ensuring these are cascaded to our supply chain. Jamie is also responsible of ensuring all our staff are trained to the correct level and are all competent in their specific roles.

Mark Greaves, Contracts Manager, is responsible for ensuring the site is established correctly and remains compliant with health, safety and environmental requirements. Mark will also support our site team in ensuring all safe working practices are enforced and that all RAMS are in place and signed off prior to any trades commencing on site.

Paul Kelly, Project Manager, will be responsible for the implementation of health, safety and environmental procedures on site ensure all operatives and visitors are inducted and that all RAMS are followed by the contractors. The Site Manager will also be responsible to ensure the site is set up and maintained in a safe manor as well and continued communication on safety via tool box talks and site briefings, and will also be a trained first aider.

2.3 Waste Management

A licensed waste carrier shall be appointed to dispose of any waste which arises during the construction works. All waste transference notes/receipts for spoil removed from site will be retained and issued to the client on project completion. Disposal to landfill will be avoided wherever possible, utilising the waste hierarchy to inform decision making and material selection;

1. Prevention
2. Re-use
3. Recycling
4. Recovery
5. Disposal

Waste disposal points will be positioned within the site boundary, at the designated storage area and where required at close proximity to working areas to reduce the requirement for vehicular movements and manual handling.

2.4 Site Management

An experienced site manager will manage this project and will be directly responsible to Marbank Senior Management.

The works will be carried out in such a way as to minimise inconvenience to the public, and other adjacent occupiers. The works will also take into account of current Legislation, Police, Fire Authority, Aerodrome restrictions, HSE and local authority guidance and other restrictions, procedures and controls (i.e. planning conditions/legal obligations/ecological constraints). The emphasis will be on the management of potential construction impacts on the local area.

The Site Manager will: -

- Liaise with all the contractors' senior management and employers representatives on all aspects of the construction works.
- Enforce the site protocols and procedures that need to be considered for the implementation of this document.
- Represent Marbank Construction Limited on construction matters with all Statutory Authorities. Highway Authority, Planning Authority.
- Co-ordinate and manage site cleaning if / as necessary.
- Co-ordinate site security.
- Co-ordinate the complaints handling procedures.
- Implement the site construction management scheme.
- Liaise with neighbours and contractors of adjacent developments.

All contractors will be required to wear personal protective equipment in accordance with all current health and safety legislation and to conform to Marbank Construction Limited health and safety plan and the task specific risk assessments and method statements. The minimum requirement for on-site PPE is three points – hard-hat, safety boots and hi-visibility vest.

Any temporary fencing will be double clipped, secured with rakers where necessary and will be used to segregate the site from the general public and to segregate vehicle movements from work areas and pedestrians on site. The fencing will undergo a documented inspection on a weekly basis by the Site Manager, but will be subject to ongoing maintenance as required throughout the duration of the project. Public viewing of the site will be possible through the Heras fencing and as such no viewing panels shall be required.

Signage shall be installed throughout the site to cover the following: -

- Directional signage for construction traffic arriving at the site
- Site team contact email address and telephone numbers
- Signage to meet health and safety requirements
- Considerate Constructors Scheme branded signage, as the site will be registered

Signage will be displayed on either side of the carriageway indicating the construction site entrance. Entrance & exits will be signposted and a sufficient amount of space to bring in vehicles from the road before entering site will be available.

Plant on site is likely to include but will not be limited to:

- Excavators
- Dumpers and Tippers
- Piling Rigs
- Mobile Cranes
- Mobile Elevated Work Platforms (“Cherry Pickers” and “Scissor Lifts”)
- Telehandlers and Forklift Trucks

A segregated pedestrian walkway, formed with crowd barriers will be implemented with red crossing hoops to act as crossing points, to limit the plant – pedestrian interface on site.

A Traffic Marshall will control vehicle movements into and out of the site. The banksman will confirm that the road is clear prior to authorising a vehicle to leave site. The Traffic Marshall will also be responsible for monitoring and recording all vehicles arriving on site. The Banksman will have responsibility for safe vehicle movements across the site, under the direction of the Site Manager. The Marbank site team will use best endeavours to ensure that deliveries are timed to minimise disruption on the local road network and neighbouring buildings. Uninterrupted access for emergency vehicles will be maintained at all times.

Parking will not be available on site and operatives will be discouraged from driving to site.

Deliveries will be made via Vale Road or Overbury Road, with large or bulk deliveries coming via Vale Road and only smaller “courier” deliveries coming via Overbury Road. The Overbury Road access will be managed to avoid disruption to the Tenants. A set-down area will be provided for unloading of materials. A forklift or telehandler will be available on site for the unloading of materials to the storage area, which will include secure containers. Offloading will also take place via “Moffets” and HIAB’s provided with delivery vehicles.

All materials will be neatly stored on the site (dry store where appropriate). Where there are bulk materials which are stored externally, they will be suitably protected until incorporated within the works. Bulk materials will be off loaded with the mechanical plant if possible to minimise manual handling and standing time for delivery vehicles.

Any debris deposited on the highway will be cleared by the use of a road brush. In addition, wheel washing facilities will be provided in the form of a jet wash at the vehicle holding point. Any loads leaving site likely to produce dust will be covered. Regular road-sweeping will be undertaken in addition to brushing and jet washing to ensure the road remains in clean condition, particularly during adverse weather where the soil conditions on site will likely deteriorate.

The current estimate of delivery vehicles is approximately 15 vehicles per day, however there may be occasions where this is exceeded, but often occasions where there are fewer deliveries than this. Generally deliveries will be made via fixed-axle trucks, flat-bed trucks and vans and will be agreed with the Site Manager 48 hours in advance of arriving on site.

Crane positions will be confined within the site boundary. Mobile cranes only will be used for the erection of the steel frame and hoisting of roofing material. No oversailing shall occur over public highway. No other cranes are anticipated to be required, any other lifting being carried out by suitably sized excavator or forklift truck.

Marbank Construction staff and subcontractors shall comply with emergency procedures. The site muster point will be positioned on the southern boundary and used in the event of a site evacuation.

2.5 Working Hours

The site working hours will be restricted to 08:00 – 18:00 Monday to Friday and 08:00 – 13:00 on Saturdays, with no working on Sundays or Bank Holidays. Deliveries will on be accepted at these times and will be requested to arrive 0900 - 1600

Work outside these hours may only be undertaken with the express permission of the local authority. The Principal Contractor should contact the Authority prior to the commencement of the works to agree specific local restrictions for noisy and dusty work operations.

In general, Marbank Construction Limited will confine construction activity to within these hours. However, there may be occasions when work beyond these hours will be required. In such cases of special or unusual activities due to take place beyond these hours, relevant neighbours will be notified and appropriate agreements sought.

Floodlighting may be necessary during the winter months, the exact requirement will be defined by a risk assessment undertaken by the Site Manager. Floodlights will be of a mast type with twin heads, adjustable height to a maximum of 6m mounted on a telescopic tripod. They will be equipped with twin 500w halogen bulbs. The use of floodlights will be minimised as much as possible to avoid light spill.. Any artificial lighting will be selected, positioned and operated in accordance with best practice to minimise disturbance to bats so far as possible.

The point of contact for residents will be Marbank Site Manager. The escalation contact will be Mark Greaves & Jamie Murray who will proactively engage with the local residents to maintain a strong relationship which is key to the success of this project.

Marbank Construction Limited will liaise with the nearby businesses and residents, via email and letter drop. This correspondence will set out the key points of contact on site, details of upcoming works and traffic management arrangements. Occasional updates will be given in newsletter format well as regular face-to-face “check-ins” by the site team. The site will also be made available for open days for interested parties to review the progress of the works and ask questions.

2.6 Site setup

The site setup will consist of 1x 32ft site office, 1x 20ft drying room & 1x 20ft canteen (stacked), 1x 10ft generator and 1x 10ft store. The setup will be shipping container style

and the double stacked units will have a maximum height of 5.20m. The height of all fencing, including that used to secure the site will be a maximum of 2.40m.

3.0 ENVIRONMENTAL CONTROLS

3.1 Noise

Noise levels will be controlled as reasonably as possible to ensure that the development occurs in way that is not detrimental to the amenities of neighbouring properties. Should there be any noise risk then the “best practice recommendations of noise control” as outlined in BS5228-1: 2009 will be followed.

3.2 Vibration

It is considered that vibration impacts will be minimal during the construction of the development. In the event that a complaint is received regarding vibration during the works and is established then remedial measures will be proposed, agreed and implemented.

3.3 Air Quality

Construction works will be carried out in such a way as to limit the emissions of air pollution by employing the best practical means. Any necessary stockpiling will be minimised during the groundworks phase. Should there be any risk of dust generation from stockpiles these will be covered and/or damped down.

Cutting of materials will be carried out in a controlled measure, adopting best practice principles (e.g. the use of extracted cutting enclosures, self-extracting tools and damping down). The specific method for each task will be described in the method statement and approved by the Site Manager in advance of the work being carried out.

All as outlined in the IAQM (Institute of Air Quality Management) “Guidance on the Assessment of the impacts of Construction on Air Quality and the Determination of their Significance”

Open fires are prohibited on Marbank Construction sites and any risk of potential smoke from machinery, vehicles or combustion will be dealt with using the “GLA Best Practice Guidance : The Control of Dust and Omissions from Construction and Demolition”.

The project will be registered at <http://nrmm.london>, evidence of this registration, as well as an inventory of all plant will be maintained on site, in order to demonstrate compliance.

3.4 Water Pollution

Mitigation measures will be introduced against pollution of local watercourses and drainage networks. All plant will be equipped with spill kits and operators trained in the appropriate form of spill response in the event of a spill. Spill kits will be inspected on a weekly basis by the Marbank Site Manager. Drain covers are deemed not required, as there is no works being undertaken close to the existing road gullies. None of the on-site foul or surface water drainage is connected to the main network, and the new site drainage will be jetted prior to this connection to ensure no sediment/construction waste is passed through the existing network. All fuel and chemical storage will be bunded, and stored in isolation in lockable cages where appropriate.

3.5 Other Environmental Issues

Marbank Construction Limited will be responsible for ensuring that all subcontractors adopt effective control measures to prevent contamination of the ground through activities.

All debris arising from the construction will be placed into skips. To encourage recycling there will be different skips for different waste, i.e. wood, metal, plasterboard etc. as appropriate.

It will be prohibited to allow waste to be stored for any extended length of time to prevent the attraction of birds and wildlife.

Site operatives will be encouraged to use public transport or vehicle share where possible to avoid extra traffic demand/parking requirements in the area.

Fuel stored on site for plant will be placed in bunded bowzers.

Marbank will undertake a survey of the public highway immediately outside site and take the necessary steps to ensure no abnormal or additional wear and tear occurs.

4.0 CONSTRUCTION PROGRAMME

4.1 Summary

The construction programme is circa 50 weeks in duration, commencing in Q3 2023.

The programme will follow a basic construction sequence;

- Services Diversions
- Site establishment, including access roads and welfare
- Earthworks to set site levels
- Earthworks in connection with and installation of site drainage
- In-situ concrete foundations and slab sub-base
- Erection of steel frame(s)

- Cladding
- Glazing and external doors
- Formation of site access roads, concrete yards, car parking, footpaths and cycle ways
- Installation of statutory services – water, gas and electric
- External finishes
- Site wide landscaping
- Handover to Client
- Site demobilisation

4.2 Works generating noise and dust

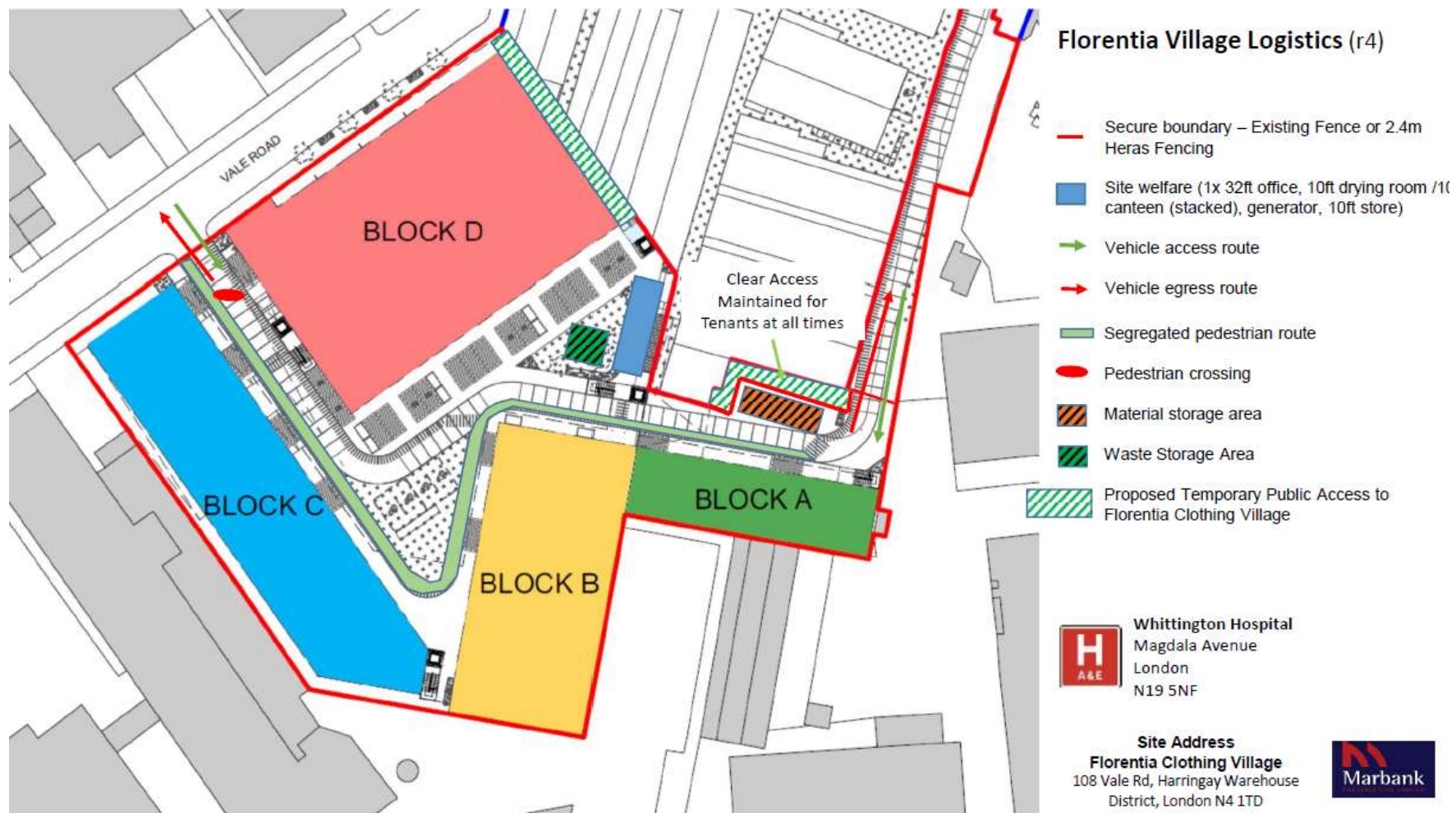
The below table sets out works that are considered to have the potential to be noisy and/or generate dust. Where applicable, the control measures described elsewhere in this document will be used to mitigate the effects to the surroundings areas and neighbours, as well as the principle of pro-active engagement.

Activity	Noise	Dust
Site vehicle movements / deliveries	✓	✓
Earthworks and associated vehicle movements	✓	✓
Cutting and grinding of drainage and reinforcement materials	✓	✓
Importing and compacting aggregates	✓	✓
Steel frame erection	✓	
Cladding to external envelope	✓	
Pouring / pumping of in-situ concrete	✓	✓
Power-floating to internal floor slabs	✓	✓
Cutting and grinding of external finishes (e.g. kerbs)	✓	✓

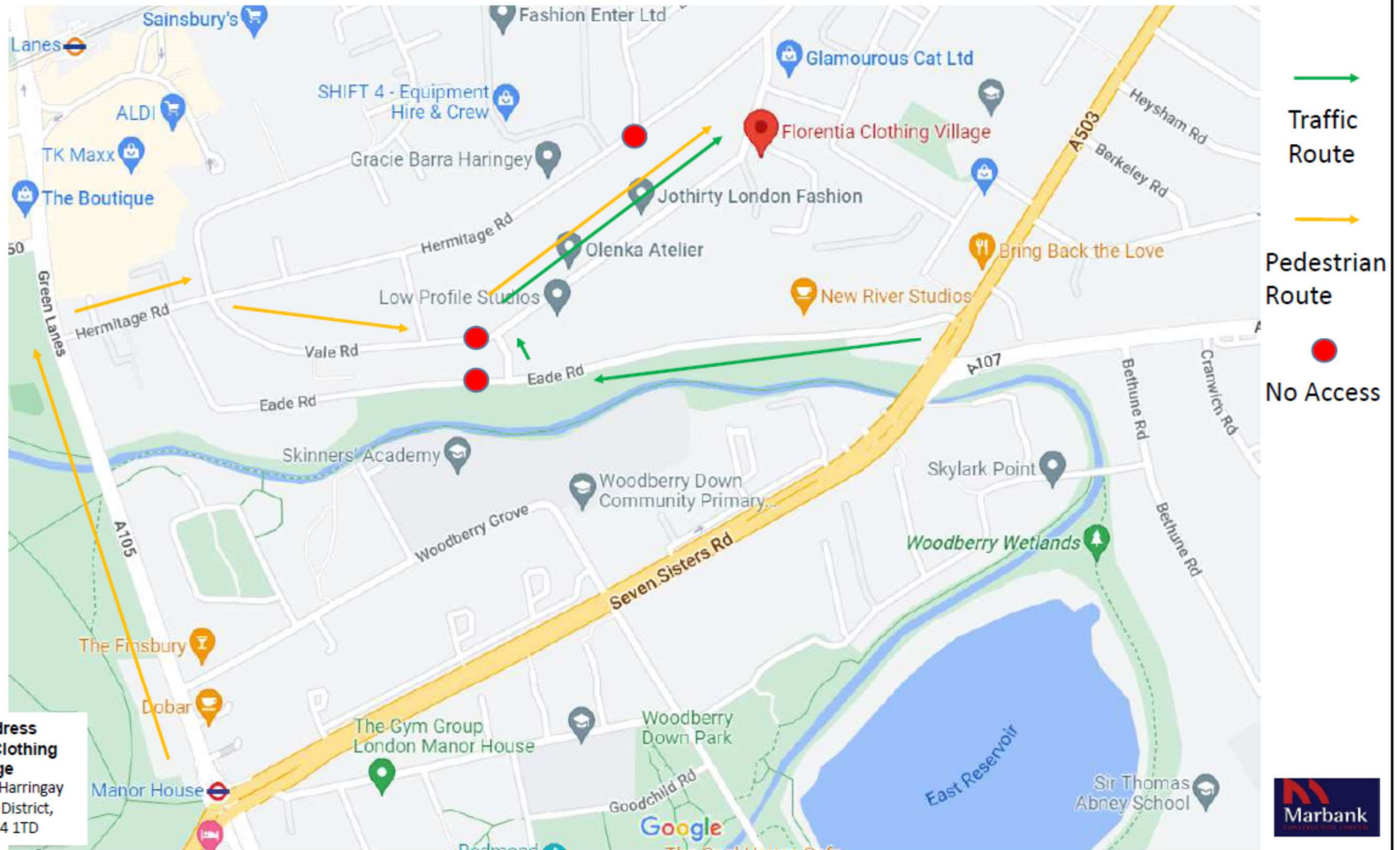
APPENDICES

APPENDIX 1:

Logistics Plan



Traffic Plan



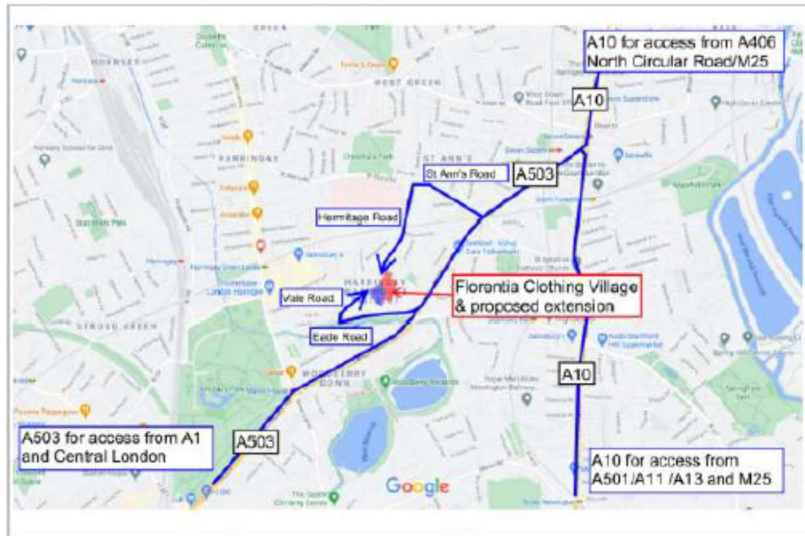


Figure 5.1 – Construction Vehicle Access Routes - inbound

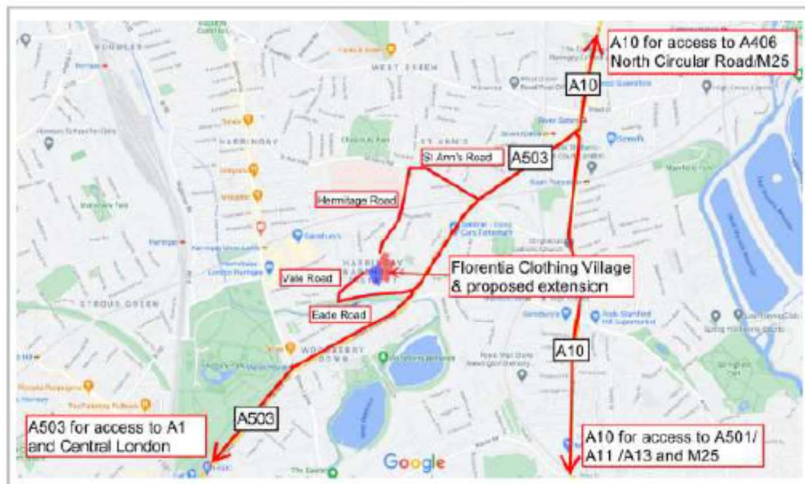


Figure 5.2 – Construction Vehicle Access Routes - outbound



APPENDIX 2:

Motion Construction Logistics Plan (For Information Only)

APPENDIX 3:

Air Quality and Dust Management Plan

1) Sensitive Receptors

There are limited sensitive receptors in the area, primarily adjacent light industrial business and some residences on Overbury Road.

Site Layout

Careful planning of site layout can reduce the environmental impact to nearby sensitive receptors. Sites should be arranged to maximise the distances between storage areas, points of access and egress, stockpiles and other noise, vibration and dust generating activities to the identified sensitive receptors.

As per the Site Layout, the welfare areas and material storage areas are central to the site and located away from residences. As the new buildings are constructed, these will serve as an additional barrier to noise and dust from site.

2) Hoarding

The installation of site hoardings is essential for containing construction/demolition dust onsite and to act as a barrier to shield sensitive receptors from noise.

Hoarding will be 2.4m in height and solid in construction. It will be maintained at all times.

3) Responsibilities and Site Management

Roles	Responsibilities
Principal Contractor Details	Marbank Construction 2 Napier House 3 Wintersells Road West Byfleet KT14 7LF
Project Manager Paul Kelly Contact Details TBC	• Ensure work is carried out in accordance with the Site Environmental Management Plan • Ensure staff are aware of the requirements of environmental plans and procedures • Ensure that CEMP is implemented and maintained on site • Undertake Subjective and Visual Monitoring emissions as part of general site inspections • Ensure site documentation (method statements and environmental risk assessments) includes noise vibration and dust mitigation

	• Respond to complaints and maintain the site diary. • Deliver regular training to the site workforce about noise vibration and dust control.
Community Liaison Paul Kelly Contact Details TBC	• To act as the first and point of contact for the community contact site. • Prepare newsletters • Manage and organise community liaison groups
All Personnel	• Carry out the works in accordance with agreed methods and briefings • Report anything that deviates from agreed processes to site management. • Report all incidents and examples of best practice to section manager • Attend environmental Training and Induction.

4) Pre commencement Community liaison

Marbank will notify all identified sensitive receptors/surrounding community association/groups and any other identified stakeholder within 100m of the site boundary.

All points and concerns raised by stakeholders following the notification, will be noted

5) Demolition/Construction Methodology

Mitigation Measures to be implemented:

a) For all Phases

- Maximise the screening effect of existing buildings and temporary stockpiles through programming / phasing of works
- Water Suppression will be provided to prevent fugitive air quality emissions.

b) Demolition

- Maximise the screening effect of existing buildings and temporary stockpiles through programming / phasing of works
- Utilise low impact demolition methods such as munching techniques – percussive plant should only be used where there is no viable option.

- Building to be encapsulated sheeted in Acoustic Monaflex to aid in controlling dust and noise emission.
Building openings will be kept closed/sealed to aid in controlling dust and noise emissions
- Building should be isolated to break vibration transmission paths.

c) Piling

- Adopt the following hierarchy of groundwork / piling methods, in order of preference to minimise the impact of piling, if ground conditions, design and safety allows:
 - ~~Pressed in methods, e.g. Hydraulic jacking~~
 - ~~Auger / bored piling~~
 - ~~Diaphragm Walling~~
 - **Vibratory piling or vibro-replacement**
 - ~~Driven piling or dynamic consolidation~~

d) Construction

- Use, where possible prefabricated building structures or elements to minimise noise and dust onsite

6) Programme of Noise Vibration and Dust Generating Activities

Month	Responsibilities
Month 1 – Site Set Up	• Installation of hoarding • Site traffic, deliveries and general plant operation • Vehicle and plant emissions
Months 1 and 2 - Demolition	• Demolition works • Site traffic movement, deliveries and general plant operation • Vehicle and plant emissions • Concrete Crushing
Months 2, 3 and 4 - Substructures	• Site traffic movement, deliveries and general plant operation • Vehicle and plant emissions • Concrete pumping • Dig will require excavator & piling rig on site (NRMM)
Months 4, 5, 6, 7 and 8 - Superstructure	• Site traffic movement, deliveries and general plant operation. • Vehicle and plant emissions in connection with the below activities:

	○ Steel Frame ○ Brickwork and Blockwork ○ Roofing ○ Walls and Cladding ○ Concrete Floors
Months 8, 9, 10 and 11 – Fit Out	● Site traffic movement, deliveries and general plant operation - Vehicle and plant emissions
Month 12 - Demobilisation	● Reinstatement of footpath and street furniture ● Removal of hoarding and reopening of footpath

7) Working Hours

In accordance with Planning Permission, working hours will be:

ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 0800 to 1800 Monday to Friday and 0800 to 1300 on Saturdays with no working on Sundays or Bank Holidays;

8) Training

All site personnel are required to be trained and informed about noise vibration, dust and air quality control. This training will be captured as part of the site induction and noted in all relevant method statements and risk assessments.

This will incorporate site specific training procedures and practises relating to noise, vibration, air quality and dust control/

Toolbox talks will be delivered to all site operatives to ensure that all aspects of the management plan are understood and put into practice.

9) Noise Mitigation Measures

The measures set out below are the measures that Marbank propose to use on site:

Site Staff will always have staff present with the authority to take the steps necessary to ensure that noise and vibration is controlled.

All staff will be inducted and briefed on their responsibilities to the application of noise control and to minimise noise and vibration impacts. Training should be regularly reviewed and repeated through all phases of the development.

Site will have a solid hoarding to the required height and density appropriate to the noise sensitivity of the location concerned, on public facing areas.

Site should be laid out so that noisy plant or equipment is sited as far away as is practicable from noise sensitive buildings. The use of barriers, site huts, acoustic sheds or partitions to deflect noise away from noise sensitive areas can be used where appropriate and practicable.

The sequence of demolition and construction should be planned to leave structures in place or build structures that may shield sensitive buildings from noise for as long as practicable.

All access and egress gates will be controlled to ensure that they are open for the minimum time to allow entry and exit of vehicles minimise noise breakout and should be located as far away from noise sensitive receptors as possible.

Care should be taken when loading or unloading vehicles or dismantling scaffolding or moving materials to reduce impact noise.

Plant and Equipment

Where practicable, mains electricity would be used to project to prevent the continuous use of generators

Where quieter electrically powered equipment is available or practicable to use, the will be recommended, rather than diesel-petrol powered alternatives.

Vehicle and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers, will be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions.

Fixed position equipment for example generators and compressors must be "sound reduced/silent" models and should be fitted with properly lined and sealed acoustic covers, that must be kept closed whenever the machines are in use. Equipment should be placed to maximize distances from nose sensitive receptors and where practicable enclosed shielded.

Machines in intermittent use should be shut down in the intervening periods between works or throttled down to a minimum.

Vehicle Movements

All vehicle movements must occur within normal hours or at agreed times, considering the primary function of sensitive receptors in the vicinity (i.e. avoiding school drop-off/pick-up periods).

Maximise the reuse of any waste arising on site to minimise vehicle movements.

Plan deliveries and vehicle movements so that vehicles are not waiting or queuing on the public highway and enforce a no idling policy for all delivery vehicles.

Plan site layout to ensure that reversing is kept to a minimum, and where possible eliminated altogether.

Care should be taken when loading or unloading vehicles or moving materials to reduce impact noise.

Demolition Phase

Avoid the transfer of noise and vibration from demolition activities to adjoining buildings through cutting any vibration transmission path or by structural separation or isolation.

Construction Phase

Using prefabricated building structures or elements to minimise noise on site. Where prefabrication is not possible cutting of materials should be undertaken within the building envelope or in an acoustically treated cutting area.

When working within a building ensure all openings (e.g. windows and doors) are closed or sealed up to prevent noise escape.

Where concrete pours are required, consider their sizes and plan the start of concrete pours as early as possible within normal working hours to avoid the possibility of the site overrunning past normal working hours. However, this will not always be possible.

10) On Road Vehicle and Non-Road Mobile Machinery (NRMM) Emissions

On Road Vehicles

All on-road vehicles will comply with the Ultra-Low Emission Zone (ULEZ) vehicle emission standards. (currently petrol/diesel Euro 6 and Euro VI) as a minimum.

The use of Ultra-Low Emission Vehicles (ULEV) (e.g. Electric, Hybrid (Electric-Petrol)) where possible will be encouraged at the procurement stage of the tender for these services. The Applicant will actively work with suppliers that can provide electric or hybrid vehicles where practicable.

Construction site workers will use sustainable means of travel (public transport, walking and carsharing). Information on public transport access to site will be provided in the form of noticeboards and toolbox talks. Car-sharing for contractors will be encouraged on-site by putting in place a notice board, in order for people to register for car sharing opportunities.

Non-Road Mobile Machinery (NRMM)

Prior to the commencement of works the development the site shall be registered on the NRMM register <https://london.gov.uk/non-road-mobile-machinery-register> and all

NRMM with engines of 37kW-560kW, shall be uploaded progressively, as the information comes available and prior to said machinery starting on site.

Where compliance with Stage IV requirements is not achievable or practical, an exemption will be sought from HBC before arrival of the equipment on site and the details recorded.

11) Considerate Contractors Scheme

The project will be signed up to the Considerate Contractors Scheme (CCS). Site will provide evidence in that they are members and confirm that they will follow the schemes recommendations.

Community Liaison During site Works

All sites are expected to provide regular site updates to all local stakeholders. As a minimum the communication will be made with all stakeholders and all sensitive receptors within 50m from the site and in addition include all stakeholders that provided responses to the original notation of the CEMP. Should any additional stakeholders become apparent during the project these should be added.

Liaison with Other Construction Sites

Construction sites will be required to hold regular Hold regular liaison meetings with other development sites that are in proximity (up to 500m) from the site boundary.

Local Authority Liaison

The site will liaise with the Local Authority when requested and required to do so.