



Garage Site Rear Of 10-16 Ashfield Road, Finsbury Park N47JY

CMS Construction Method Statement



Prepared for:
Haringey Council,
Planning Services

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Prepared by

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Team

ABOUT SAMPLANNING

Our team of engineering and architectural specialists offer advanced levels of expertise and experience to our clients. We have a wide experience of the construction and development industry and tailor teams to suit each individual project. We are able to advise at all stages of projects from planning applications to handover and we specialise in planning, building regulations, structural engineering and technical construction details.

INTRODUCTION

- This Construction Management Plan will communicate how the development of 16/18, Ashfield Road, Finsbury Park N47JY, will be built.
- This Construction Management Plan describes the strategies the Principal Contractor intend to implement to respond to site conditions.
- The nominated building contractor under the supervision of the client's project manager will liaise with London Borough of Haringey Council and the local residents to ensure that the principles outlined are established in detail prior to the commencement of construction and to ensure the impact of the proposals is minimized.
- Safety both on site and adjacent to the site is of paramount importance.
- Liaison with the local residents will be undertaken.

Description of the project:

The project proposal is for the demolition of lock up garages. Proposal for 3 x 4 bedroom family houses, single storey in height with a basement.

Construction methods are primarily traditional build with concrete substructure and brick superstructure. Additional works include the following: -

- New utility services to meet the developments requirements.
- New drainage connections.

Construction methods will require the use of a manual labour to distribute materials horizontally from loading bay which is proposed to be located on the site directly. All site deliveries during the construction of the project will be from this side road also. Where possible off-site construction methods will be utilised to reduce the extent of deliveries to site and waste from site.

When alternative access arrangements will be adopted The TMP (Traffic Management Plan) will be amended to suit on site conditions.

There is a single staged handover so there will be no requirement for phased planning in the TMP (Traffic Management Plan). All project tasks will be done according project program and the work

CONSTRUCTION TRAFFIC MANAGEMENT PROPOSALS

The project constitutes several individual logistical challenges being near a main road site. The site will require active management of logistics on a day to day basis.

Refer also to the Traffic Management Plan (TMP) , refer Appendix D

Working Hours

Consents

1. All contractors working for the Principle Contractor will comply with hours of working stipulated in Planning Consents as set down by the local authority.
2. Contractors who require to work outside these hours will be required to liaise with Principle Contractor to obtain formal agreement. This will usually only be granted for limited operations when all other alternatives have been exhausted.
3. Consents to working hours on Projects will be approved by the Principle Contractor so that these do not interfere with other operations.

Core Working Hours

1. Principle Contractor will expect contractors to comply with consented working hours and adhere to the core working hours generally granted, which will likely be from 08:00 to 18:00 on weekdays (excluding bank holidays) and 08:00 to 13:00 on Saturdays.
2. No work is to be undertaken outside the stipulated core hours on weekdays or Saturdays, and no work is to be undertaken on Sundays and Bank holidays, without prior arrangement with Principle Contractor. This may be granted for certain operations which are influenced by other factors e.g. goods hoist erection requiring controlled road transport escorts as dictated by the Police, concrete pours that need to be completed and fitting out work within buildings.

The Principle Contractor whom will seek permission in advance with the Local Council offices Environmental Dept.

3. Night work is not to be undertaken without prior approval and as agreed with Principle Contractor who will seek permission in advance with the Local Council offices Environmental Dept & also advise them when unforeseen construction activities go slightly beyond working hours due to aspects outside Principle Contractor control.
4. Night work will require to be properly planned and be only for operations that cannot be undertaken in normal working hours. This work should only be for limited operations unless special sanctions are agreed with the Environmental Health Officer in advance.
5. Emergency work may be required to be undertaken outside of core hours and again should have prior approval, as well as written notification given to local residents.
6. This will not include operation of plant or machinery likely to cause a disturbance to local residents or businesses; these periods will not be considered an extension of core working hours.

VEHICULAR ACCESS AND MATERIAL DELIVERY MANAGEMENT ARRANGEMENTS

General Provisions, Refer to the “TRAFFIC MANAGEMENT PLAN”

1. Principle Contractor will appoint a competent Site Manager to manage and book vehicle deliveries to site. Delivery loads will be broken down into ‘work packages’ for delivery to site. To call goods to site, the Contractor must book a delivery slot using the Delivery Management System. This will require forward planning by the Contractor to ensure that goods are received on-site when required. Goods will be delivered to site via the designated area where the vehicle will be unloaded prior to distribution to its location on site.

2. Contractors will be expected to work within the framework set down by the Site Manager.
Non-divisible loads (such as concrete, rebar, cladding, concrete etc.) will be booked to site as 'direct to site' deliveries using the Delivery Management System.
3. Deliveries that are not booked into a scheduled delivery slot will not be allowed onto site and Contractors may be fined. All construction traffic will follow a mandated route into the Loading Area.
4. The Site Logistics Manager will manage the effect of construction activities on the shared access points and dovetail all construction deliveries with business-as-usual deliveries from suppliers servicing the commercial space below. This will be communicated onsite daily.
5. All contractors are required to provide the waste forecasts for the forthcoming month, 3 months and 6-month periods. Accuracy of within 10% is expected. The Logistics Manager will review these forecasts and use them to predict future resourcing. The Logistics Manager will generate a predicted delivery and waste schedule on a monthly basis to the Head Office, identifying the predicted movement quantities for each month.

MATERIAL DELIVERY, LOGISTICS ZONE AND CONSOLIDATION CENTRE

1. Principle Contractor will review to look at the feasibility of a designated "Logistics Zone" for all off-site consolidation to serve the site, this facility will allow modern methods of Construction Logistics to be incorporated and will significantly improve the impact on the local area in the following ways:
 - The Logistics Zone will enable the use of an off-site Consolidation Centre, which will reduce LGV traffic by up to 70% for small deliveries.
 - Timed deliveries will restrict LGV movements to specifically allocated time slots to reduce the risk to the pedestrians and general-public from delivery traffic.

- The reduction in vehicles will significantly reduce emissions and congestion.
 - Safety will be significantly improved by reducing the number of vehicles arriving, by transferring the main construction logistics operations from the site or surrounding streets to a secure controlled zone and using minimum FORs silver accredited vehicles.
 - The Logistics Manager will establish and implement a Delivery Management System (DMS) to book all deliveries into the off-site consolidation centre at Principle Contractor and to call-off deliveries from the consolidation centre to site. Direct to site loads will also be booked in using the DMS. Use of the DMS is mandated.
2. The DMS will be used to manage the flow of materials to project sites in an orderly and planned manner to avoid congestion. It is expected that the use of the consolidation centre will reduce deliveries to site by 70%.
3. The Delivery Strategy for Principle Contractor will address the following:
- Delivery of materials to the consolidation centre by the contractors' supplier
 - Controlled delivery of 'work package' combined loads to projects from the Consolidation Centre.
 - Controlled delivery of 'direct to site' non-divisible loads to site including any abnormal Loads, i.e. Material Hoist, Excavators etc. (subject to relevant authority clearance)
 - Controlled material returns from sites to the consolidation centre.
 - Direct material removal from sites by contractors/suppliers
 - Waste vehicle access to site

Delivery Routes between Principle Contractor and Transport for London Road Network, refer to the "TARFFIC MANAGEMENT PLAN"

4. Construction LGV Traffic will have mandated routes to follow. These routes will be communicated to the supply chain through the site team.
5. Where required, Principle Contractor will apply for a temporary road closure. AT NO POINT WILL PRINCIPLE CONTRACTOR allow unauthorised road closures.
6. Any agreed feasible off-site consolidation centre will reduce the number of direct deliveries to site, allowing construction unloading and onward delivery of materials - this frees up the Loading Area for effective delivery.

Delivery Vehicle Sizes and Frequency of Access

7. Based on the booking data the site Logistics Manager will:
 - Identify the vehicle sizes, volume of construction traffic and frequency of access for delivering loads from the consolidation centre and direct deliveries, ensuring that the increase in construction traffic is maintained within the capacity of the back access feeding the site.
 - Analyse each project delivery and waste movement forecast requirement to effect control of deliveries.
 - Frequencies of delivery and vehicle sizes will be adjusted to ensure that the logistic traffic profile does not exceed the capacity of the surrounding roads.

PARKING, LOADING AND UNLOADING ARRANGEMENTS

1. Principle Contractor will advise all contractors that there will be no provision for parking on site for operatives and staff undertaking work on projects.
2. Principle Contractor will encourage use of public transport for the site team.
3. Principle Contractor will advise all contractors that loading and unloading will be strictly managed by the Logistics Manager.

Parking Bays Suspension

4. Principle Contractor will discourage the suspension of parking bays as far as is reasonably practicable. Where this is, unavoidable contractors will be expected to make the formal applications to the Highways Department at the Local Authority.
5. Parking bay suspensions should be kept to limited periods where possible.

HIGHWAY WORKS

General Provisions

1. Where it is deemed necessary Principle Contractor in conjunction with the Local Authority will agree to Contractors undertaking any temporary works to the highways to facilitate access for large vehicular access to Projects. It is anticipated that all works undertaken will be reinstated at the end of the construction of each project.
2. Where utility connections are required with associated highway works for Projects these will be co-ordinated between the Utility Companies, Contractors, and Principle Contractor.

Traffic Management Orders

3. Contractors requiring a temporary traffic management order must follow the requirements of Section 14(1) of the Road Traffic Regulation Act 1984. Alternatively, and in exceptional circumstances, the Council may issue a notice under Section 14(2) if there is an urgent need for the restriction to come into force without delay. Temporary orders under s14(1) may remain in force for up to 18 months, and those introduced by a notice under s14(2) may vary between 5 days and 21 days.
4. Orders or notices will be issued for matters such as:
 - Parking restrictions
 - Road closures

- Other traffic management measures such as one-way working, banned turns etc.
- Footpath closure

5. Applications must be made at least 10 weeks before the restriction needs to come into force.

The Council will comply with statutory requirements (giving public notice, display of street notices, statutory notification) and, together with the applicant, must carry out local publicity.

The Council's agreement is subject to other works programmed in the borough. Contractors must provide the following for Orders as follows:

- A temporary traffic management order application form
- A traffic management plan, in accordance with Chapter 8 of the Traffic Signs Manual.
- A method statement of the works to take place
- A risk assessment of the works to take place
- A draft letter to residents
- A temporary traffic signals notification form (if necessary)
- The specified payment

6. In most cases, a site meeting will be necessary between a Council officer and the applicant's works manager or representative.

Proposed Overhangs to the Public Highway

7. It is the intention of Principle Contractor to develop Central Welfare facilities within the site area. The design of this temporary facility is being developed to minimise impact on surrounding properties.

Occupation of the Public Highway

8. There will be a Principle Contractor centralised approach to the design and location of all hoarding and fencing requirements which may incur onto public footpath; noting the current footpath is very wide in excess of 4mtrs approx.
9. It is envisaged by Principle Contractor that hoarding to site access will be, incorporating the possibilities of site specific art-work, direction signage and key information will ensure commonality of image that Principle Contractor wants to convey to the public.
10. Hoarding and barriers will be used to segregate vehicles and plant from pedestrians. Competent Banksman will be utilised where necessary to provide maximum safety and will be able to judge and coordinate traffic and pedestrian flow at all times.
11. Hoardings and/or signage will provide clear and concise specified areas for vehicles and pedestrians alike, and the Logistics Manager will be responsible for erecting standardised hoarding.
12. The Site Manager will maintain all public facing hoardings, with a view to consistency of standards.

PEDESTRIANS AND CYCLISTS

1. It is not envisaged that cycle parking will be impacted by project works.

TRAFFIC MANAGEMENT AND AVOIDANCE OF CONGESTION

General Provisions

1. Principle Contractor will require that the impacts on the local community from construction traffic for the Projects are minimised and that public access is maintained where reasonably practicable. The impact of road-based construction traffic will be reduced by identifying clear controls on vehicle types, hours of site operation, and routes for large goods vehicles. The

use of off-site consolidation will reduce construction traffic by 70% so reducing congestion and vehicle emissions.

2. Principle Contractor will discuss with adjoining neighbours the traffic management measures that may be required to be implemented, this will include:

- measures to ensure that the maintenance and condition of public roads,
- traffic monitoring arrangements with local highway authorities.
- measures to provide for road safety for the public and construction staff and temporary traffic control measures.
- procedures to be followed for the temporary or permanent closure or diversion of roads.
- installation of any appropriate traffic management signage
- measures to be implemented to reduce construction traffic impacts or impacts associated with parking on residential streets.
- permitted access routes and accesses for construction traffic.
- procedures to address any highway incidents or vehicle breakdowns relating to construction traffic, especially at peak times.

3. Principal Contractor will be expected to produce traffic management plans as part of their own Construction Phase Health and Safety Plans under CDM Regs 2015.

Transporting the Workforce

4. Construction workforce travel plans will be prepared by the Contractors with the aim of encouraging the use of sustainable modes of transport to reduce the impact of workforce travel on local-residents and businesses. The plans will include:

- site activities and surrounding transport network including relevant context plans.

- anticipated workforce trip generation and how it may change during the construction process.
- travel mitigation measures that will be introduced to reduce the impact of construction workforce on the transport network.
- there is no contractor parking on site.
- process for monitoring and reviewing the construction workforce travel plan.

Management of Large Loads and HGV Movements

5. All construction vehicles, including those under 3,500 kg will be required to book-in through the Delivery Management System. Entrance to site will be via the Loading Area/Loading Zone and access will be denied unless they have been allocated a scheduled timeslot.

Onward movement vehicles from the Loading Area/Loading Zone to the immediate vicinity of the site will be under the control of a Traffic Marshall.

Maintaining a Clean Public Highway

6. Contractors will be responsible to implement all reasonably practicable measures to avoid/limit and mitigate the deposition of dust and other debris outside of the site boundaries. Where deemed necessary, Principle Contractor will organise for road sweeping of any affected areas to minimise risk of any dust on the road.

COMMUNICATION WITH COMMUNITIES

NEIGHBOUR AND COMMUNITY LIAISON

1. Principle Contractor will ensure that a strong reputation for working with the community and endeavour to maintain and improve relations during all stages of a project. The Principle Contractor must focus particularly on the groups who may be directly affected by construction impacts including residents and businesses.
2. The Principle Contractor will communicate with adjoining owners and the nearby community and wider Local Neighbourhood Community during the project.
3. The Principle Contractor will provide appropriate information and be the first point of contact to resolve any community issues: -
 - As considerate builders, the project team will work closely with the community to provide the most up to date news and information on the project.
4. The Group should be a proactive forum for communicating and reporting on the following:
 - Health and Safety Issues
 - Ongoing Update of Masterplan and Programme of Projects
 - Active Schemes Progress
 - Key Upcoming Major Construction Activities that may impact the Community.
 - Traffic Management Issues
 - Pedestrian & Cyclist Routes
 - Signage and Wayfinding
 - Town Planning – Community Engagement Plans
 - Complaints

- Principle Contractor Events
 - Newsletters and Other Communications
5. The Considerate Constructors Scheme highlights the importance of considering the needs of local people, businesses, and visitors. Consultation should be carried out regularly, to ensure this is being achieved. The Principle Contractor must ensure the highest of standards and follow these guidelines and targets where practical.
 6. Prior to commencement where possible all neighbouring residents and local businesses will be contacted to have explained the activities to be undertaken, the duration of the works and the working hours. Communication with Principle Contractor and local communities will be enhanced using newsletters, notice boards and the Principle Contractor website where deemed appropriate.
 7. Each Contractor working for the Principle Contractor will need to address the codes of conduct required from operatives and staff working on site, during their site inductions and ensure these standards are being adhered to.
 8. Where relevant, neighbours will also be specifically informed about any abnormal work or road closures proposed.
 9. The surrounding buildings are predominantly residential houses.
 10. More important will be the need for interface with local residents during construction of the project to ensure there is a co-ordinated approach to communication with the communities and clear messages that are not ambiguous or conflicting.

CONSIDERATE CONSTRUCTORS SCHEME (CSS)

1. The Principle Contractor although not a legal requirement will be encouraged to register with the Considerate Constructors Scheme and to comply with its requirements if so, instructed by the Client or follow the same principle on site.
2. The overall objective is the Principle Contractor must be considerate and good neighbours, as well as clean, respectful, safe, environmentally conscious, responsible, and accountable.

HELPLINE

1. A helpline will be set up and linked directly to the Principle Contractor community liaison team at Head Office. The information regarding this helpline will be published alongside all community information issued as well as clearly presented on the project site hoarding.
2. The Principle Contractor community liaison team will work closely alongside the appointed contractor's community liaison personnel to deal with queries and issues logged through the helpline as quickly as possible.
3. The helpline will take the form of an email address and a telephone line directly linked to Principle Contractor community liaison team.
4. An automatic email subscription will be available by contacting Principle Contractor community liaison team on the information provided on all publications and site hoarding, stating the project(s) for which you require information.

COMPLAINTS PROCEDURES

1. A complaints procedure will be implemented to log and respond to issues raised by neighbours, or members of the public. Where possible, measures should be put in place to avoid recurrence of the complaint.

2. Complaints will be handled through the project helpline. Principle Contractor and contractors will work together to deal with related issues to their projects. Each complaint will be logged, and a response issued directly to the initial source within 5 working days depending on the severity of the complaint.
3. Complaints will be reviewed at each community forum with evidence of dealing with the complaint illustrated to members of the community as well as the measures put in place to avoid recurrence.

NEWSLETTERS

1. Where appropriate a project newsletter will be displayed on the site notice board, so the surrounding community are informed about progress to date and the forthcoming works. This will act as an informal means of communication different to the community forum held by the Principle Contractor.
2. Any special unusual activities to take place such as road closures or large deliveries of plant will be notified by way of a supplementary letter issued to the relevant parties again in the form of hard copy and email.

FEEDBACK AND IMPROVEMENT

1. As a responsible and considerate Principle Contractor, the Principle Contractor will strive to implement a lesson learned approach to every project they deliver.
2. All feedback & / or suggestions can be emailed to Principle Contractor or contact to the head office or site manager on site by phone also.

MANAGEMENT OF THE ENVIRONMENT

ECOLOGY MANAGEMENT

Due to the nature of the project, its impact is minimal on ecology.

General Provisions

1. Whilst the project is significantly not urban inner-city site there will not be the need to address the potential impact on the urban wildlife and ecology.
2. Appropriate measures will be adopted to protect the ecology of the areas with special attention given to specified areas of ecological value if so advised by the client / clients consulting team.

Reducing Potential Impacts on Ecology

3. Measures are to be put in place for management of potential ecological impacts as a result of construction relating to:
 - protection of identified retained habitats.
 - protection of bird nesting habitats
 - potential destruction of urban wildlife habitats
 - disturbance of bat presence and bat corridors
 - protection of arboriculture
 - control of noise and vibration
 - control of dust
 - control of water quality and flow
 - control of light pollution.

Protected Habitats and Species

4. None known for the project site location.

Control of Invasive / Non-Native Species

5. Appropriate strategies and measures for the treatment/control of invasive, non-native species (both plants and animals) and injurious weeds such as Japanese knotweed will be implemented across the site.
6. Appropriate construction, handling, treatment, and disposal procedures will be implemented in relation to these, and any other species listed in Schedule 9, Part I or Part II of Section 62 the Wildlife and Countryside Act 1981, as amended, or the Weeds Act 1959 to prevent the spread of such species.

The works will be limited to internal fit-out and therefore risk of London species is negligible.

LANDSCAPE AND TOWNSCAPE

Landscape Management

1. Appropriate controls will be put in place to protect the visual amenity from construction activities – as suggested hereunder.

WATER RESOURCES AND MANAGEMENT

Surface Water and Groundwater Management

1. Principle Contractor will require its contractors to manage their site activities and working methods to protect the quality of surface water from adverse effects.
2. Monitoring systems will be employed during the construction works and emergency procedures will be implemented in the case of any pollution incidents.

3. Principle Contractor will require its contractors to consult with the relevant regulatory bodies where required, regarding the measures to be implemented to contain and manage surface water run-off from the construction site. In order to prevent deterioration of the water environment and other adverse impacts including changes to flow volume, water levels and water quality. Measures to be implemented will include the following, as appropriate:

- use of oil interceptors, if required by the relevant regulatory body or where relevant the statutory undertaker, at site offices and works compounds.
- use of pollution shut-off valves in compounds with formal drainage.
- obtaining the necessary approval to enable discharge of dewatering, surface water run-off and wastewater from the construction site to soakaway or filtration systems, watercourses, foul sewers, or disposal off-site.

Control of Pollution, Including Storage and Control of Oils and Chemicals

4. In relation to storage of any oil-based materials including petrol, diesel, waste and vegetable and plant oil, and above ground fuel and oil storage tanks, Principle Contractor will require its contractors to comply with the Control of Pollution (Oil Storage) (England) Regulations 2001, as amended, and the EA Pollution Prevention Guidelines 2:
5. Stationary plant will be used with secondary containment measures such as interceptor drip trays to retain any leakage of oil or fuel, which will be emptied at regular intervals to prevent overflow.
6. Spillage kits will be stored at key locations on site as set out in the pollution incident control plans, at refuelling areas, spillage kits will also be kept with mobile bowsters Control and Management of Foul Drainage.

7. Principle Contractor will require its contractors (and subcontractors) to manage and dispose of foul water and sewage effluents from site facilities, and take the following measures, as appropriate.
8. containment by temporary foul drainage facilities and disposal off-site by a licensed contractor.

NOISE AND VIBRATION

General Provisions

1. Best practice measures will be applied during construction works to minimise noise and vibration impacts arising from construction activities to the community, residential properties, and the public generally.
2. Best Practice Means are defined in Section 72 of the Control of Pollution Act 1974 and Section 79 of the Environmental Protection Act 1990 as those measures which are practicable having regard among other things to local conditions and circumstances, to the current state of technical knowledge and to financial implications.
3. The equipment and construction plant used by the Principle Contractor's and its other Contractors will comply with relevant EC Directives and corresponding UK legislation on noise emissions, namely the noise limitations stipulated in European Commission Directive 2000/14/EC transposed into UK Statutory Instrument 2001/1701.
4. Projects will need to identify the sources of likely noise from the major primary activities required the following:
 - Demolition
 - Concreting Operations
 - Plant and Equipment

- Drilling, Cutting and Grinding
- Scaffolding
- Construction Traffic
- Loading and Unloading Operations
- Steel erection & Fabrication works.

5. Principle Contractor will require its contractors to consider mitigation in the following order:

- prediction evaluation - understanding noise regulations, legal limits and establishing effective assessments and method statements for managing and monitoring noisy activity and where possible select alternative construction methods.
- noise and vibration control at source – where noise is unavoidable consider the selection of quiet and low vibration equipment, the placement of equipment on site, construction activity that can be undertaken off site and programme and methodology to consider quieter methods at times that will not disturb occupants.
- screening – utilisation of acoustic enclosures, acoustic barriers, perimeter hoardings and other forms of insulating and shielding and muffling measures.
- out of hours working and quiet periods – in consultation with adjoining neighbours

6. The recommendations of BS 5228 Code of practice for noise and vibration control on construction and open sites will be implemented.

Control of Noise

7. The effects of noise from construction sites will be controlled by introducing management and monitoring processes to ensure that best practice methods are planned and employed to minimise noise during construction.

8. All contractors will need to produce a Noise Management Plan to be reviewed and agreed by Principle Contractor prior to start on site.
9. The plan will include management and monitoring processes to ensure as a minimum:
 - integration of noise control into the preparation of method statements.
 - ensuring proactive links between noise management activities and community relations activities (including project neighbours, occupiers).
 - preparing details of site hoardings or screens that will be put in place to provide acoustic screening during construction, together with an inspection and maintenance schedule for such features.
 - developing procedures for the installation of noise insulation or provision of temporary works, where required, in place as early as reasonably practicable.
 - developing a noise monitoring protocol including a schedule of locations and stages during construction of the Projects when monitoring will be undertaken.
 - preparing and submitting Section 61 consent applications where required.
 - undertaking and providing where required the local authority Environmental Health Officer (EHO), all monitoring required to ensure compliance with all acoustic commitments and consents.
 - implementing management processes to ensure on-going compliance, improvement, and rapid corrective actions to avoid any potential non-compliance.
10. The Principle Contractor and its other Contractors will, as far as reasonably practicable, ensure that the noise from reversing alarms is controlled and limited. The use of traffic marshalling and off-site consolidation of goods and materials with controlled distribution to site by Principle Contractor will eliminate the need for reversing alarms in most areas. Where

reversing alarms are to be used, this will be managed through the following hierarchy of techniques:

- the site layout will be designed to limit and, where reasonably practicable, avoid the need for the reversing of vehicles. The Principle Contractor will seek to ensure that drivers are familiar with the worksite layout.
 - reversing alarms incorporating one of more of the features listed below or any other comparable system will be used where reasonably practicable.
 - highly directional sounders.
 - self-adjusting output sounders.
- flashing warning lights
 - reversing alarms will be set to the minimum output noise level required for health and safety compliance.
11. A register of plant and equipment and statutory certification will be maintained on site.
 12. Plant and equipment liable to create noise and/or vibration whilst in operation will, as far as reasonably practicable, be located away from sensitive receptors. No generators will be allowed on site.
 13. All plant, equipment and noise control measures applied to plant and equipment shall be maintained in good working order and operated such that noise emissions are minimised as far as reasonably practicable. As far as reasonably practicable, any plant, equipment or items fitted with noise control equipment found to be defective will not be operated until repaired.
 14. Machines in intermittent use will be shut down or throttled down to a minimum during periods between working. Static noise emitting equipment operating continuously will be housed within suitable acoustic enclosures, where appropriate.

Control of Vibration

1. The Principle Contractor will use Best Practicable Means to control ground borne vibration and any consequent ground borne noise. Vibration risk assessments will be undertaken and where significant impact thresholds are expected to be exceeded, the Principle Contractor will develop a Vibration Control and Mitigation Plan.
2. The relevant thresholds for determining significant impacts (for both building damage risk and human disturbance) will be sourced from relevant standards and guidance including BS 5228 Part 2, BS 7385 Parts 1 and 2, and BS 6472 Part 1. Where relevant, other stakeholder-imposed threshold values will also be complied with particularly in the case of buried utilities infrastructure, and vibration-sensitive equipment operating at Principle Contractor.
3. Criteria and/or procedures for vibration control are specified for three purposes and assessed using three different sets of parameters:
 - to protect the occupants and users of buildings from disturbance, for which vibration dose values are assessed (vibration dose values (VDVs) are defined and their application to occupants of buildings is discussed in BS 6472- 1 Guide to evaluation of human exposure to vibration in buildings – Vibration sources other than blasting, 2008.
 - to protect buildings from risk of physical damage, for which peak component particle velocities are assessed in accordance with BS 7385-2 Evaluation and measurement for vibration in buildings. Guide to damage levels from ground borne vibration, 1993.
 - to protect particularly vibration-sensitive equipment and processes from damage or disruption, for which peak component acceleration, velocity or displacement are assessed as appropriate to each process or item of equipment.

4. Protection will be required for any vibration-sensitive equipment/processes. Principle Contractor will endeavour to avoid any impact on sensitive equipment. Any actions to control or mitigate impacts will be agreed between its contractors and the operator of the equipment. Where a Section 61 consent is in place, the local authority will be notified.
 - preparing risk assessments to inform structural surveys of buildings and structures which may be affected by vibration from construction.
5. Details of construction activities, prediction methods, location of sensitive receivers and noise and vibration levels will be discussed where relevant, with EHO and Principle Contractor prior to construction work and throughout the construction period.
6. The “Section 61” projects contractors will follow the requirements of BS 5228 Code of Practice for Noise and Vibration Control on Construction, and Principle Contractor will seek to agree with the Local Authority a common format and model consent conditions for Section 61 applications.
7. The “Section 61” projects contractors shall maintain an overall programme for submitting applications based upon the construction programme and for seeking additional dispensations and variations as required.

Noise and Vibration Monitoring

8. The Principle Contractor will:
 - Provide a description of the construction activities and the method of working as well as proposed hours of working.
 - Establish an inventory of sound power levels, either from measurements, manufacturers’ specifications, or BS 5228 databases.

- Use sound power levels, the description of the works and the construction programme to establish predicted airborne noise levels in accordance with BS 5228: Part 1. Predicted noise levels will initially be based on construction noise only, 1m from any affected façade containing windows to bedrooms or living rooms in any residential property or noise-sensitive business, and account for acoustic screening.
 - Identify suitable mitigation measures as appropriate, review and re-work all calculations as necessary.
9. Adopt appropriate baseline ambient noise monitoring results, from various sources including:
- The Principle Contractor's baseline ambient noise and vibration information.
 - Measurements by The Principle Contractor and other Contractors where available.
 - Undertake additional baseline noise surveys at the reasonable request of Principle Contractor or the Environmental Health Officer from the local authority.
10. Undertake a vibration (and ground borne noise) risk assessment as part of the early planning of the works to establish whether significant magnitudes of vibration which could affect building occupants or introduce a risk of damage to other infrastructure or buildings, and identify suitable mitigation, control and monitoring strategies.

AIR QUALITY

1. The Principle Contractor will require its contractors to manage dust, air pollution, odour and exhaust emissions during the construction works in accordance with Best Practicable Means. Dust control procedures will be implemented to avoid as far as is reasonably practicable the emission of dust and other particulates that would adversely affect the air quality to ensure there is no significant deterioration of current air quality because of construction works.

2. Prior to starting each construction project an assessment should be undertaken by the contractor to assess the overall risk from atmospheric pollutants from the site following the Local Authority and IAQM Guidance methodology. It is considered that almost all construction activities during the project's works are likely to fall into the Medium to Low-Risk category's owing to the urban nature of the site with receptors likely to be near to the works, but with a high level of internal works. The risk assessment should, however, examine the specific activities planned for the project, identify the main likely sources of atmospheric pollutants, and undertake site and project planning to attempt to minimise these emissions and to place them away from sensitive receptors.
3. Dust monitoring will comprise agreed monitoring techniques at locations on site boundaries or near to local receptors. Results will be reviewed and available for inspection upon request.
4. Construction and demolition works will be carried out in such a way as to limit the emissions to air of pollutants particularly dust and fine particles (PM10) and exhaust emissions (NOx).

This will include the following as appropriate:

- good housekeeping procedures relevant to limiting dust and air pollution.
 - controls and measures to control or mitigate the effect of potential emissions or nuisance caused by the construction works.
 - dust and air pollution monitoring measures to be employed during construction of the project.
 - measures relevant to control risks associated with asbestos dust (a demolition and refurbishment asbestos survey will be carried out prior for site mobilisation)
5. Cumulative monitoring of dust and air quality will be undertaken throughout the construction period to enable proactive management of dust levels.

6. Projects will comply with the Environmental Protection Act 1990 and local policy guidelines to ensure that the developments are managed in a way that is not detrimental to the local amenity or local residents.
7. Proposed site layouts will be planned to locate machinery and dust-causing activities away from sensitive receptors, where reasonably practicable. Appropriate methods, such as the erection of hoardings or other barriers along the site boundary, will be used, where appropriate, to mitigate the spread of dust to any sensitive buildings or other environmental receptors.

Control of Emissions from Construction Plant and Equipment

8. Vehicles that are under the control of the contractor will be required to meet as minimum Euro VI emission standards. Central logistics delivery vehicles will be Euro V compliant.
9. All Non-Road Mobile Machinery (NRMM) shall comply with the Non-Road Mobile Machinery (Emissions of Gaseous and Particulate Pollutants) (Amendment) Regulations 1999 (including latest applicable amendments). Where the contractor can source equipment that complies with emerging more stringent European controls this will be undertaken. All NRMM will use fuel equivalent to ultra-low sulphur diesel.
10. Measures will be implemented to limit emissions from construction plant and vehicles, which will include the following, as appropriate:
11. Operation of construction plant in accordance with the manufacturer written recommendations.
12. Demolition contractors will be required to provide Demolition Plans for demolition and associated activity. The methodology will be dictated by the type of construction and other influencing factors, such as the location of adjacent buildings and noise and dust generation.

- vehicles and plant will be switched off and secured when not in use.
- vehicle and construction plant exhausts to be directed away from the ground and be positioned at a height to facilitate appropriate dispersal of exhaust emissions.
- using low emission vehicles and plant fitted with catalysts, diesel particulate filters or similar devices.
- the enclosure, shielding or provision of filters on plant likely to generate excessive quantities of dust beyond the site boundaries.
- devices such as dust extractors, filters and collectors will be used on drilling and sawing equipment.
- movement of construction traffic around the site will be controlled by Principle Contractor and kept to the minimum reasonable for the effective and efficient operation of the site and construction of the projects.
- construction plant will be located away from site boundaries which are close to sensitive receptors where reasonable and practicable.
- the Logistics Zone for receipt of site deliveries and unloading will be designed to minimise the requirement for onsite plant. Scheduling of deliveries will be in place.
- the use of diesel or petrol-powered generators will be avoided by using mains electricity or battery powered equipment where reasonably practicable.
- non-road mobile machinery will use ultra-low sulphur diesel, where reasonably practicable.
- cutting and grinding operations will be conducted using equipment and techniques which reduce emissions and incorporate appropriate particle suppression measures.

- damping down of dust generating equipment and road surfaces where dust may be generated.
- measures to keep roads and accesses clean.
- vehicle, plant, and equipment maintenance records will be kept on site and reviewed regularly.
- using ultra-low sulphur fuels in plant and vehicles where possible.
- all project vehicles will hold current MOT certificates, where applicable to demonstrate that they will comply with exhaust emission regulations for their class. (European Emission Standards pursuant to the EC Directive 98/69/EC)

Control of Dust and Emissions from Demolition Activity

Dust pollution from demolition activities will be limited using the following measures, as appropriate:

- stripping of insides of buildings before demolition.
- buildings or structures to be demolished will be sprayed with water or screened as necessary, prior to and during demolition.
- wheel wash is required.
- rubble chutes will be shielded or enclosed or water used to suppress dust emissions from such equipment.
- skips and bins are to be covered and secured.
- burning of any material will not be permitted on sites.
- avoidance of the prolonged storage of waste materials on site.
- removal of waste from the site will comply with the requirements of this CMP relating to the transportation of materials.

Control of Dust from Material Transportation, Storage and Handling

13. The unloading, storage and handling of construction materials can be a significant source of dust emission. The adoption of appropriate control measures will be applied starting with storage areas being sited in locations away from work areas where operatives and public can be exposed to the effects of any emissions.
14. Dust and air quality management measures will be implemented to limit pollution arising from the transportation and storage of materials, including the following, as appropriate:
- covering materials, deliveries or loads entering and leaving the construction site for the purposes of preventing materials and dust spillage.
 - vehicles transporting materials within or outside the construction site will not be overloaded.
 - stockpiles and mounds will be kept away from sensitive receptors where reasonably practicable and sited to consider the predominant wind direction relative to sensitive receptors.
 - materials stockpiles likely to generate dust will be enclosed or securely sheeted, kept watered or stabilised as appropriate.
 - fine dry material will be stored inside buildings or enclosures with measures in place to ensure no escape of material and of overfilling during delivery.
 - mixing of large quantities of concrete will be undertaken in enclosed areas or shielded.
 - the number of handling operations for materials will be kept to the minimum reasonably practicable.

- materials handling areas will be maintained to constrain dust emissions using measures such as damping facilities or others appropriate to reduce or prevent escape of dust.

Control of Dust on The Road

15. It is unlikely that there will be a significant introduction of dust on the road as the works are for a small size project.

Air Quality Monitoring

16. Air quality monitoring can be a valuable tool for dust management on site and this will be implemented where risk assessments on typical construction activities have been identified a high-risk site. At all sites, the general principles from the Local Authority guidance for air quality would be followed. This site is to be considered as a low-risk site.
17. During all construction works, regular visual inspections would be undertaken by the responsible person to identify dusty activities and to ensure that the appropriate planned mitigation is being used. Where visible dust is seen, further mitigation measures (usually the use of water sprays) will be applied to reduce these as far as practicable.
18. Dust and air quality monitoring will be undertaken across the programme to manage cumulative impacts, including PM10 monitoring and dust soiling rates.

LIGHT POLLUTION

1. In determining the lighting arrangement on site, consideration will be given to local- residents and other sensitive receptors that may experience a nuisance by light. Where appropriate, measures will be implemented to reduce obtrusive light.

2. Where possible, daylight only construction schedules will be adopted to minimise adverse lighting. It is unavoidable that construction work will require work during the hours of darkness over the 4.6.3
3. Where appropriate the following measures will be considered for implementation:
 - dim or switch off lights where it is safe to do so.
 - use specifically designed low lighting equipment that reduces the effects of pollution.
 - consider careful location of lights required for the works.
 - avoid floodlighting in areas adjacent to sensitive receptors i.e. nearby residential properties.
 - where light glare may cause a nuisance, light shielding will be considered.
 - use of timers and sensors for switching off lights winter months.

ENCLOSURE OF WORKING AREAS AND STORAGE OF PLANT & MATERIALS

Materials will be stored in secured and sheltered areas within the secure site storage areas within the site boundaries to avoid pilfering and contamination of neighbouring areas with construction waste.

Designated loading zones will be established within the site area for dealing with deliveries. These zones will include a holding area for short term containment of goods to facilitate effective offloading and movement of delivery vehicles on / off the site.

Designated storage areas will be established for a limited amount of materials and plant will be locked and stored within designated areas outside of working hours. This will be strictly managed to control content. On site welfare will include toilet, washing and canteen facilities. Storage facilities

will generally be used for high volume goods.

Following acceptance of a delivery and as required by programme and site progress, materials will be distributed from the holding area to the relevant location on site using site material handling methods as soon as is as practicable possible.

Due to the size of the proposed works (and due to the no parking permit restrictions), a lorry holding area hasn't been provided. The proposed deliveries schedule must be produced and confirmed by the appointing Contractor, avoiding multiple deliveries at the same time.

Sufficiently in advance of works, the Contractor will prepare a full programme of works, which will be maintained in a current format for the duration of the works and will be available for inspection when required, including details of site traffic movements showing the projected number of vehicles, what is being delivered, when peaks in activities occur, traffic marshalling arrangements, holding areas, etc.

Diversions of existing utilities as required and isolation of existing services and systems within the building will be carried out at an appropriate point in liaison with the statutory service providers.

Where multiple utilities require new connections to be made in the roadway, these should be planned early so as to allow the different utilities sufficient time to co-ordinate their efforts and carry out all respective works under a single road/lane closure. This is to minimise disruption to residents as well as save developer time/money. The utilities should each apply for a collaborative permit to prevent separate permits with overlapping dates in the same location from being denied.

Loose materials will be kept within the designated areas and covered as appropriate. Materials handling and hoisting on site will be mainly carried out by rough terrain telescopic forklift and by a self-erecting crane.

Concrete pumps will be employed to place concrete for foundations and floor slabs. It is the intention

to adopt a 'just in time' approach for materials through effective planning, thus minimising storage space required.

A member of the site team will be designated as an appointed person responsible for the management and co-ordination of key vehicle movements and lift operations. Skips will be located in designated areas in the site boundary and will be covered. They will also be responsible for ensuring that all plant and equipment is operated within current health and safety guidelines.

The site access points will be manned during all operation hours, and access is to be restricted to staff and connected persons only. A log book is to be kept of all persons and vehicles entering the site.

Throughout the project the main contractor will be required to enforce a "Good Housekeeping" regime. A strategy will be incorporated into the site induction to ensure that all operatives engaged on the works are familiar with the work in progress, skilled at their task, aware of their duties and responsibilities to others and knowledgeable of the site rules.

A specific area shall be laid out and labelled to facilitate the separation of materials for potential recycling, reuse and landfill. Recycling and waste receptacles are to be kept clean and should be clearly marked in order to avoid contamination of materials. The labelling system shall be clear and simple. If the relevant receptacles are clearly identified this will aid the bulk of the workforce in depositing the correct materials into the appropriate receptacle:

Re-used - If surplus materials can be used in the permanent works they are classified as materials, which have been re-used. If they are surplus to requirements and need to be removed from site and they can be removed and used in their present form, they can be removed from site for reuse.

Recycling - If the surplus material cannot be re-used in its present form but could be used in a different form, it is sent for recycling such as 50x50 timber to make chipboard.

Landfill - If either of the above cannot be satisfied then the only option left is to send the surplus materials to landfill.

Generally, all demolition materials such as concrete etc will be crushed on site for later re-use.

Excavated soil will be removed to licensed refused site for recycling / treatment.

WHEEL WASH MEASURES

In the early stages of the project when demolition and ground works are being carried out, wheel washers will be used to wash down all vehicles that enter / leave the construction site.

A wheel wash facility will be situated close to the site access road to ensure that any vehicles becoming contaminated with construction material will be washed and cleaned prior to returning onto the highway.

The wash bay area will be impermeable and isolated from the surrounding area by a raised kerb or roll over bund to contain solids, with effluent directed to the foul sewer (subject to discharge consent).

Provision for cleaning of the road should be made, if required by an approved road sweeper.

WASTE MANAGEMENT

General Provisions

1. It is intended that Principle Contractor will operate a Site Waste Management Plan for all contractors. The provision of empty bins and removal of full bins to a centralised bin store. Waste will be transferred off-site for further segregation and recycling. Out-of- gauge waste will also be managed by the Site Manager with skips located within the Logistics Zone for

collection by the waste contractor. This approach will reduce waste vehicles on site, provide accurate project waste tonnages and costs.

The Principle Contractor will request that all contractors and consultants working on Project continue to follow principles of their environmental and ethical responsibilities in respect of the disposal of waste.

2. Demolition waste will be managed separately by the Project demolition contractor but will follow the principles recycling where possible.
3. In general, the principles of the waste management hierarchy will apply which favours waste minimisation, reuse of materials and recycling over disposal to landfill.
4. The principle objectives of sustainable resource and waste management are:
 - to use material resources more efficiently,
 - reduce waste at source.
 - reduce the quantity of waste that requires final disposal to landfill in accordance with the waste hierarchy.
 - These are to be translated to the Projects as follows.
 - the application of designing-out waste principles to minimise construction waste.
 - working towards a cut and fill balance in relation to excavation arisings.
 - the part segregation of construction and demolition materials on-site and further segregation off-site, to maximise diversion from landfill via re-use, recycling, and recovery.
5. Principle Contractor will require its lead contractors to undertake regular audit and inspection of waste management activities to ensure these controls are being carried out and monitored/recorded.

6. The types, quantities and fate of waste generated during the construction process shall be identified, measured, and recorded. This information shall be reported on a periodic basis to facilitate monitoring against any Principle Contractor key performance indicators and to measure progress against any waste reduction performance targets that may apply.
7. A register of all waste loads leaving the site will be maintained to provide a suitable audit trail for compliance purposes and to facilitate monitoring and reporting of waste types, quantities, and management methods.

Minimisation of Waste Generation

8. Principle Contractor will require that its contractors act to minimise the waste generated from their construction activities where reasonably practicable. This will include measures such as 'just-in-time' deliveries, careful storage of materials on-site, minimisation of packaging and use of re-usable packaging etc.
9. All waste will be managed in accordance with the waste hierarchy (i.e. prevention, preparing for re-use, recycling, other recovery, and disposal as set out in the Waste (England and Wales) Regulations 2011), and in such a way as to prevent harm to human health, amenity and the environment. Waste management measures will be prepared that facilitate the re-use and recovery of material and diversion of waste from landfill in line with the waste hierarchy.
10. The Principle Contractor will require its contractors to maintain responsibility for the management of waste generated from their project until it is collected. The contractors' staff will be suitably trained to undertake these duties, which will include, waste management handling, inspection and reporting.

Segregation and Storage of Waste

11. Skips and other storage receptacles will be sheeted, and bins will remain lidded or closed, during times when waste is not being deposited into them. They will also be covered to prevent the escape of waste whilst in transit and loaded for maximum payload efficiency.
12. Skips and storage receptacles shall be inspected by the Logistics Manager on arrival to ensure they are fit for purpose.
13. Mixing of inert, hazardous, and non-hazardous wastes, either whilst stored on-site or upon collection will not be permitted.
14. Liquid wastes will be stored on hard-surfaced areas with secondary containment systems to prevent spillages.
15. The storage and segregation of waste will comply with any air quality management measures that are necessary to prevent harm to human health, amenity, and the environment through nuisances such as dust, odour, or pests.
16. Waste bins will be used for the collection and storage of waste within site boundaries to facilitate the segregation of waste for re-use, recycling and recovering where appropriate.

Waste Control during Construction

17. The contractor will ensure minimisation of wastes arising on site and reuse where possible either directly or by recycling using the bins provided.
18. Initiatives to reduce other waste streams will include as far as practically possible:
 - Minimising raw material waste through analysing design and construction techniques where possible
 - Making a commitment to develop waste minimisation opportunities by maintaining a role in the management of the supply chain during construction.

- Liaison with suppliers through the off-site consolidation centre to enable packaging material to be sent back for reuse, the use of off-cuts where possible and the recycling of off-cut material by the supplier.

19. Engaging subcontractors in the process of maximising the use of recycled aggregates hard-core and alternative cements according to application.

- Optimising reverse logistics in liaison with the Logistics Manager for vehicles delivering from the off-site consolidation centre.
- To ensure compliance with legislative requirements only Environment Agency licenced waste hauliers, waste management contractors and approved landfill sites will be used.
- Suitable protection measures will be incorporated in the design of the waste management areas to prevent pollution and regular inspections carried out.
- Movement of waste from site will be in vehicles that are properly covered and inspected prior to entry onto public highways.
- Waste transfer notes will be retained and will fully describe the waste in terms of type, quantity, and containment.

Duty of Care Requirements

20. The Principle Contractor will require its contractors to maintain a duty of care always to ensure that waste generated during the construction period is handled in accordance with the relevant legislation governing its storage, transfer, treatment, and disposal.

21. Demolitions Contractors will be expected to put in place all relevant authorisations prior to the removal of any waste from site and maintain a register of this information. This will be in relation to the transfer of waste (waste carriers); any off-site waste management facilities

(permitted or exempt sites) to which waste is taken to and any requirements for hazardous waste premises notification.

22. Principle Contractor will ensure that an environmental permit or registered exemption is in place prior to any on-site transfer, treatment or disposal of waste being undertaken, if required.
23. Any waste leaving the site will be accompanied by appropriate duty of care documentation in line with the relevant statutory requirements for waste transfer and hazardous wastes (as appropriate). Duty of care documentation will be retained by the contractors in line with statutory requirements.
24. Contractors will maintain a register of all waste loads leaving the site and/or a tracking system for excavated material destined for reuse to provide a suitable audit trail and to facilitate monitoring and reporting of waste and material types, quantities, and management methods.

PLANNING SERVICES **SECURITY AND SAFETY**

PUBLIC SAFETY

1. Principle Contractor Safety policy should be taken into consideration by all appointed contractors when producing their Health and Safety Plans and Method Statements. It is accepted that contractors will use their organisations processes and documents for such plans however acknowledgement and understanding of Principle Contractor policies are required within any Principle Contractor site.
2. Public safety will be high priority on both Principle Contractor and the appointed contractor's agenda during a construction project. Due to the heavily populated pedestrian flow around the High Street, the public will be subjected to on-going construction work.

3. Contractors will carry out the following to make sure that the public are safe during construction work in conjunction with their organisational best practice for public safety.
4. Ensure the erection of hoarding around the site perimeter to prevent public trespassing before any works start.
5. Security guards / Banks-person on each access gate – at times when deemed necessary by the Project Manager.
6. All scaffolding to have netting and kickboards in place.
7. Temporary pedestrian walkways with overhead cover protection where the site is restricting dedicated routes.
8. No materials to be lifted by a crane outside of the site boundaries unless otherwise notified and area closed from public access.

EMERGENCY RESPONSE TEAM

1. Principle Contractor will develop an Emergency Response Plan and issue this to the site security team prior to commencement. This plan will include procedures to address all foreseeable situations that may occur during construction.

FIRE CONTROL

1. A site-specific fire plan will be in place from day 1. This will be revised as the works progress.
2. The site and welfare facilities will have in place appropriate plans and management controls to prevent fires.
3. All appointed contractors must carry out fire control measures when submitting their Risk Assessments for the site activities.
4. Contractors must comply with 'Fire Prevention on Construction Sites'.

WORKSITE SECURITY

1. Construction worksites will be under the control of appointed contractors, which have a statutory duty to prevent unauthorised access to the site. Appointed contractors will carry out site specific assessments of the security and trespass risk and implement appropriate control measures.
2. The following measures will be in place to prevent unauthorised access to the site:
 - use of high perimeter fencing or hoarding but only where necessary for site security and public safety.
 - site lighting at site perimeters.
 - adequate security guards and patrols.
 - CCTV and infrared surveillance and alarm systems where required.
 - communications initiatives for local community to warn of emergency situations.
 - consultation with neighbours on site security matters through the community liaison team.
 - consultation with local crime prevention officers on security proposals for each site.
 - Signing in/out will be used to control and monitor access to/from site.
 - immobilisation of plant out of hours, removing or securing hazardous materials from site, securing fuel storage containers, and preventing unauthorised use of scaffolding to gain access to restricted areas and neighbouring properties.

CCTV REQUIREMENTS

1. At the outset, it's important to consider what the CCTV system being installed is there to achieve. It can offer a deterrent against malicious damage, arson, or theft attacks. It can also help provide prosecution evidence for the police. Client to instruct.

2. These intentions will determine the type of system and equipment required. Principle Contractor will install CCTV around their worksite as part of their Site Security Plan.
3. All contractors must comply with Site Security requirements for CCTV if requested to be installed by the Client.

SITE INDUCTION

1. The Principle Contractor will deliver a site safety briefing to all contractors and visitors on site.
2. Upon contractors being appointed, their health and safety senior management will attend a site induction organised by the Principle Contractor. This induction is aimed at cementing the procedures and governance as well as site rules and regulations for construction sites. Any new contractor working for the Principle Contractor will also attend the site induction which the Principle Contractor will provide as part of the preconstruction information.
3. The aim of the Principle Contractor site induction is for the contractors to filter what they know into their own on-site inductions. This allows for complete understanding from both parties from Senior Management to site operatives. Projects specific information will be included in the site induction.
4. All appointed contractors will carry out their individual site induction for their respective teams. Each induction will include essential information regarding the site and its surroundings, working methods, and health and safety management on the site.
5. The site will have a secured perimeter to protect the community from construction work. The following measures will be applied, as appropriate:

- maintenance of adequate hoardings to an acceptable condition to prevent unwanted access to the construction site, to provide noise attenuation, screening, and site security where required.
 - use of different types of fencing, including hoardings used for noise control.
 - painting the side of hoardings facing away from the site, and to keep them free of graffiti or posters.
 - providing site information boards with out of hours contact details, telephone number (for comments/complaints), and information on the works programme, at key locations.
 - displaying notices on site boundaries to warn of hazards on site such as, construction access, etc.
 - providing signage to indicate re-routed pedestrian/cycle paths.
 - providing information on routes to alternative community facilities.
 - displaying notices confirming that facilities and / or businesses whose access or view may be affected by construction works, remain open with directions for how to access them.
6. Design of hoardings around construction activities shall ensure fitness for purpose and include consideration of the character of the surrounding landscape (e.g. solid hoarding in urban areas, use of artwork where appropriate). Fencing and hoarding shall be kept well maintained throughout construction.
7. Clear sight lines will be maintained around hoardings and fencing with no hidden corners to avoid, where reasonably practicable, opportunities for anti-social behaviour and crime and to ensure safety of vehicles. Footways of adequate width to facilitate pedestrian flows will be

provided with signs provided to facilitate safe access around the site boundary. Adequate lighting will be installed near hoardings.

8. Businesses located close to hoardings will be consulted on their design, materials, and construction to reduce impacts on access to and visibility of their premises.
9. Fencing and hoarding will, as far as is reasonably practicable, be located such that it does not damage sensitive habitats or pose an inconvenience to the public.

SAFE SYSTEM OF WORK PLAN

Every new contractor or new employee on a site should undergo an induction when they first arrive on site. This induction should inform the attendees about site rules and procedures, and the arrangements for their safety and welfare on site, and also who the key duty holders are.

Demolished structures can be demolished by operatives using hand held tools, though the use of mechanical assistance may also be required. There may be elements of handdemolition in many demolition projects. During hand demolition special care must be taken to ensure that teams working at height do not drop debris into working or access routes below. Where practical the removal of steel frames should be done in reverse order of their erection.

In preference to hand demolition, machines which are operated from protected cabs should be used to demolish structures and elements of structures. All machines used must be maintained in good working condition and be appropriate for the task having regard to the environment and its location. Where machines are used the supporting surfaces must be strong enough to support such machines and any associated loads. It is also common practice to demolish low buildings or the remains of

higher buildings using an excavator (with protected cab) fitted with a bucket rather than a demolition attachment. As a rule the height of the structure to be demolished should not be greater than the reach of the machine at that height.

PLANT AND EQUIPMENT, LIFTING OPERATIONS

CHECK SUITABILITY

Before any piece of plant is used to carry out an activity it must be checked for its suitability for the task e.g. safe working load, accessories available, and reach capability etc. In addition when purchasing and using plant e.g. dumpers and bulldozers etc, consideration must be given to the potential risks to workers from vibration emissions.

ROLL OVER PROTECTION/NO PASSENGERS

All construction and demolition plant is required by law to protect the driver/operator. Where plant can possibly overturn. Roll Over Protection is required, e.g. dump trucks, tractors, and mini excavators. Furthermore construction and demolition plant is generally only to be occupied by the one person who is control of the vehicle. One seat, one person. Such plant must not be used to give lifts about the site to others.

SEAT BELTS

Where seat belts are fitted they must be worn. In the event of an overturn they can save lives.

HAND TOOLS

CHECK SUITABILITY

Before any electrically power hand operated tool is used to carry out any work activity it must be checked for its suitability to the task, e.g. voltage rating, size and condition etc. In addition when purchasing and using hand operated power tools e.g. grinders, saws and drill etc, consideration must be given to the potential risks to workers from vibration emissions.

The demolition work will be carried out by using hand tools/Congo drill as well the initial excavation. In order to protect local air quality and comply with Policy 7.14 of the London Plan and the GLA Non Road Mobile Machinery (NRMM) Low Emission Zone., all plant and machinery shall meet Stage IIIA of EU Directive 97/68/EC for both NO_x and PM

Using the tables below, an engine's EU Emissions Stage and Power Band (kW) can be identified from the Emission Code in the Type Approval Number. Note that Encoding letters D and K indicate Power Band 19kW – 37kW which are currently outside of the kW threshold of the NRMM requirements.

Emission Code	Emission Stage	Power Bands
A	EU Stage I	130 ≤ kW ≤ 560
B		75 ≤ kW < 130
C		37 ≤ kW < 75
D	EU Stage II	18 ≤ kW < 37
E		130 ≤ kW ≤ 560
F		75 ≤ kW < 130
G		37 ≤ kW < 75
H	EU Stage IIIA	130 ≤ kW ≤ 560
I		75 ≤ kW < 130
J		37 ≤ kW < 75
K		18 ≤ kW < 37
L	EU Stage IIIB	130 ≤ kW ≤ 560
M		75 ≤ kW < 130
N		56 ≤ kW < 75
P		37 ≤ kW < 56
Q	EU Stage IV	130 ≤ kW ≤ 560
R		56 ≤ kW < 130

APPENDIX 1: TRAFFIC MANAGEMENT PLAN

