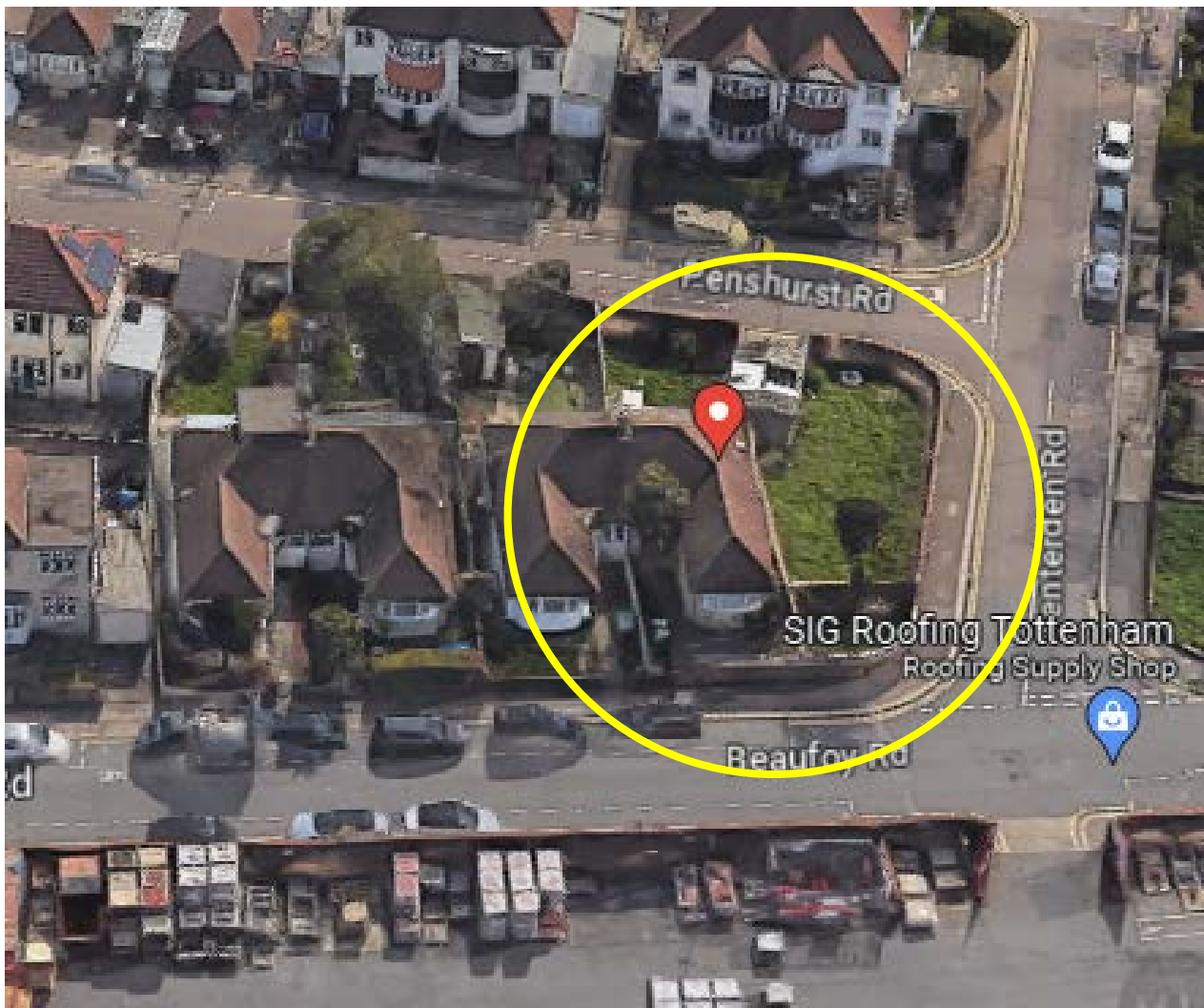


CONSTRUCTION MANAGEMENT PLAN rev. P3

SITE: 60 Beaufoy Road, London, N17 8BU

DATE: May 2024



[1] - Satellite site overview

Site in project



INTRODUCTION

The purpose of this document is to detail the Construction Management Plan by outlining how the neighboring area will be protected as well as the local environment and amenities.

The proposal consists of Demolition of garage and the erection of a new two-bedroom bungalow.

The nominated building contractor under the supervision of the client's project manager will liaise with London Borough of Haringey Council and the 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.



[2] – Location Plan

WORKING HOURS

Deliveries to site will be restricted between the hours of:

- Monday to Friday: 8am to 6pm
- Saturday: 8am to 1pm
- No noisy activities on Sundays or bank holiday

CONTEXT, CONSIDERATIONS AND CHALLENGES

CMP Structure Policy Context

National Planning Policy Framework (NPPF) – September 2023

The NPPF promotes sustainable transport across the UK, especially at the early stages of planning. Promoting safe road design, and the efficient and sustainable delivery of goods and supplies. Specifically, it refers to:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed, and considered – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes and contribute to making high quality places.”

Traffic Management Act (2004)

Managing traffic networks within a council's borough is the prerogative of that council. The Traffic Management Act Part 2 sets this responsibility as the councils to ensure that measures are taken to assess impacts and capabilities of road networks within areas of the UK. This is done to avoid issues relating to congestion and managing the overall road network.

The London Plan (March 2021)

The London Plan sets out the spatial development strategy for London and provides the London wide context within which individual Boroughs set their local planning policies. A key objective of the London Plan is to improve London's accessibility, which amongst other issues, includes tackling traffic congestion.

Policy T1 states:

A) Development Plans should support, and development proposals should facilitate:

- 1) the delivery of the mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle, or public transport by 2041
- 2) the proposed transport schemes set out in Table 10.1.

B) All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking, and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

Policy T4 states:

A Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity, and connectivity.

B When required in accordance with national or local guidance, 179 transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport Travel Plans, Parking Design and Management

Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.¹⁸⁰

C Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

D Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

E The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

F Development proposals should not increase road danger

The Mayor's Transport Strategy (MTS) (2018)

The MTS looks to optimise and change the ways in which the people of London use transport, to ensure three key themes are met. These include promoting healthy streets and people, by encouraging greener travel options, such as walking, cycling, and public transport. As well as ensuring these modes of transport are easy to use and effective as travel options over distances for the people of London. And thirdly ensuring more people want to live and work in London.

TfL Vision Zero Action Plan

The main aim of the Vision Zero Action Plan is to eliminate all deaths and serious injuries on London's transport system.

This action plan works with the MTS to reduce road danger on the London road network.

The goals of the Vision Zero Action Plan include:

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

TfL Healthy Streets

The Healthy Streets indicators were designed to ensure Londoners experience streets that feel pleasant, safe, and attractive. 80% of Londoner's travel time is spent on London's street, including public transport and walking from tube/rail stations.

The Healthy Streets approach is to provide an idealised version of the model street, a long-term plan for improving Londoner's experiences. This is executed by using 10 evidence-based indicators on what makes streets attractive places.

These indicators should be what a project is working towards.



— Part of the SAM Group —

CONSTRUCTION MANAGEMENT PLAN – ACTION PLAN

The following sections outline the key elements for consideration and demonstrate our commitment to manage, control and, where possible, mitigate the impact of the project on neighbours, the local community and infrastructure during construction.

Many of the matters identified will be developed in more detail and dealt with at the appropriate construction stage by detailed site-based method statements.

Neighbour Relations

The applicant aims to foster positive relations with neighboring businesses and residents. Effective communication is vital in maintaining harmonious interactions, with neighbors and relevant stakeholders being regularly updated on site activities that may affect them.

The contractor is committed to addressing reasonable concerns raised by neighbors and the local community. They will uphold a professional and considerate approach to ensure a balanced relationship with both neighboring businesses and the public throughout the project.

To facilitate communication, notices will be prominently displayed on the site hoarding, providing information on upcoming events, progress updates, and any special requirements for work activities. Additionally, appropriate signage and information boards will be installed on the hoarding for clear communication with stakeholders.

Fire and Emergency Procedures

Contact names and telephone numbers will be made available in case of 'out of hours' emergencies relating to the site. This information will be displayed on the hoarding. The constructor shall implement procedures to protect the site from fire.

The site manager shall assess the degree of fire risk and formulate a Site Fire Safety Plan, which will be

updated as necessary as the works progress and will also include the installation of the site firefighting equipment, (e.g. establishing fire points and installing and maintaining fire extinguishers etc) evacuation alarm, material storage and waste control and Fire Brigade access.

Security

All site personnel will have to sign in on arrival and sign out before leaving the site. This will be incorporated into the Site Rules and included as part of the site induction process. The front hoarding will be regularly inspected to ensure that it remains secure. All windows and external doors will remain closed when the site is not operational. The access door to the site will be controlled, to only allow access for authorized personnel.

Good Housekeeping

The construction site will be maintained in a clean and safe condition at all times. Regular inspections will be conducted to ensure that any debris or rubbish on the site or adjacent areas is promptly removed. The road and pavement surrounding the site will be kept clean and clear.

The perimeter of the site will be orderly and well-kept. Material offloading will primarily occur directly from vehicles onto the site to minimize disruption. The contractor will coordinate material deliveries to minimize disturbance to neighboring properties and ensure that all materials are securely stored within the site compound.

Efforts will be made to keep roads adjacent to the site clean and free from debris. Materials will not be stored on public footpaths or roads. Waste removal will be carried out regularly to prevent safety or fire hazards from accumulating.

Welfare facilities will be provided within the site to encourage workers to remain on-site rather than frequent public areas, thus maintaining a safe and orderly environment for both workers and the public.

Selection and control of Subcontractors and Designers

All Subcontractors appointed to work on this project will have been evaluated to ensure those selected have relevant competency and experience in the type of work.

Project-specific information has been provided to all Subcontractors and Designers and project-specific risk assessments and method statements are requested and these will be reviewed by the Site Management Team prior to Subcontractors being permitted to commence work.

Pre-start meetings will be held with Subcontractors prior to work commencing.

Subcontractors will provide supervision and trained first aiders specific to the type of work they will be undertaking.

Project health and safety goals

The project shall be managed in accordance with the requirements laid out in the CDM Regulations, to support our vision which is 'to ensure everyone returns home in the same condition they arrived in'.

- To have zero reportable accidents or reportable dangerous occurrences
- To ensure no members of the public or others are affected by our undertakings.
- Zero enforcement account by enforcing authorization.
- Ensure adequate resources are available.
- To provide and maintain safe and healthy workplaces and safe working practices.
- Passively encouraging effective cooperation of contractors and others
- Ensuring contractors and others have the necessary SHE information, instruction, supervision, and competence.
- Ensure that all workers receive a project specific induction prior to starting work and visitors are escorted while on site.

Emergency Arrangements

Fire plans and arrangements to prevent fire will comply with The Joint Code of Practice on the Protection from Fire of Construction Sites and Buildings Undergoing Renovation (latest Edition) and The Structural Timber Association's 16 Steps to Fire Safety for Timber Frame Structures (where applicable).

Members of the team have been nominated to take responsibility in the event of fire, accident, or any other emergency and these are identified on the Emergency Notice found on the notice board and communicated at the induction stage to all personnel.

Task-specific emergency rescue plans will be produced prior to the following works commencing:

- Working at height using Harness.
- Confined Spaces

The emergency rescue plans will be held by the project team. The site will ensure practice drills of the emergency rescue is undertaken at intervals advised in the risk assessment for the works. These plans will be reviewed with the SHE advisor as necessary during the four-week planning element of the SHE Inspection.

The names of first aiders and the location of first aid equipment are included on the Emergency Notice for the project that is displayed on the project's SHE notice board. These persons will also be identified to all employees during their induction and first aiders will be identified by:

The first aid requirements for this project have been specifically risk assessed for the type of work and number of persons and the following will be provided based on these works:

First aid boxes- located in the site office

Blankets

The first aid boxes and equipment will be re-filled after each use and visibly checked each week during the Site Manager's weekly inspections.

CONSTRUCTION PROGRAMME AND MANAGEMENT

Construction Programme

Demolition of Existing Garage	01/06/24 – 15/06/24
Site setup	15/06/24 – 31/07/24
New two bedroom Bungalow construction	01/08/24 – 30/09/24
Windows and Interior fixing	01/10/24 – 20/10/24
Cladding	20/10/24 – 15/11/24
Fit out, testing and commissioning	15/11/24 – 31/12/24

Site Setup

In the early stages of the project when ground works are being carried out, wheel washing facilities will be provided at the Site to ensure all vehicles that enter/leave the construction Site do not transfer any debris to the highway.

The wheel wash 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 on Site (subject to discharge consent).

A provision for cleaning of the road if required by an approved road sweeper will be made.

All muck away and skip vehicles will be fully sheeted to minimise the risk of any mud over-spilling onto the highway. The existing vehicle crossover access to the Site will be used as an access to and from the Site.

A Traffic Marshall and a Banksman will be present to direct traffic and prevent pedestrians from accessing the delivery/loading area. Deliveries will arrive “Just in Time” which will prevent vehicles waiting on the public highway.

New 2 Bedroom Bungalow construction

The new construction will be made of masonry solid walls with insulation as specified by the architect.

During this phase, there will be an increase in deliveries with regards to materials once the internal areas

become available. The materials required for these areas will be delivered once the areas become available in advance of commencement to avoid congestion in the local area.

Windows and Interior fixing, Cladding

This will include the loading of the materials for the façade, roof, and any glazing for the new development onto site. Façade deliveries will vary in size due to the variety of material covered in this phase.

Fit out, Testing and Commissioning

Fit out at the development will crossover with the cladding and super-structure phases of development. This will include any carpentry, electrical, plumbing, tiling, and decorations. This will also include materials such as plasterboard, ceiling materials, and painting materials. The anticipated vehicle sizes for the fit-out phase will be smaller on average compared to previous projects for this reason.

Small deliveries by vans will be made directly to the site.

Testing and commissioning will begin at the earliest opportunity after the installation of specific products so that snagging can be conducted and satisfied promptly. This phase is the final phase of development. Upon completion of the project, the proposed scaffolding shall be dismantled and struck. The hoarding will be dismantled at the very last stages of development before handover.

CONSTRUCTION TRAFFIC AND MANAGEMENT

To assess and mitigate the impact of the traffic movements on the local area a detailed Traffic Management Plan (TMP) will be prepared and monitored throughout the project. Prior to formulating the Traffic Management Plan (TMP), a thorough assessment of the local road infrastructure and community will be carried out. This assessment will include routes into and out of the sites and identify the location of potential hold points to minimise the effect our works traffic has on the local area.

This site, as are most of London's construction sites, is restricted by limited space. Key to the success of any traffic management plan is knowing the size of delivery vehicles and the frequency of deliveries and collections.

Trip Generation:

The estimated number of construction vehicle arrival trips is based on the delivery schedule for the works.

Table shows the estimated average number of two-way trips for each work stage based on the estimated number of vehicle arrivals spread over the work stage period.

Stage	Date	Average two-way trip per day
Demolition of Existing Garage	01/06/24 – 15/06/24	4
Site setup	15/06/24 – 31/07/24	2
New two bedroom Bungalow construction	01/08/24 – 30/09/24	4
Windows and Interior fixing	01/10/24 – 20/10/24	2
Cladding	20/10/24 – 15/11/24	2
Fit out, testing and commissioning	15/11/24 – 31/12/24	2

The construction staff will arrive at and depart from the site via public transport therefore will not generate any additional vehicle trips to the highway network. In addition, the site will not provide any on-street or off-street parking for staff; however, information regarding nearby public car parking will be provided to construction

workers.

As there are schools in the local area traffic in the peaks could be substantial at times, therefore deliveries will be made during the times:

08:00-09:00, 15:00-16:00, and 17:00-18:00

Early deliveries will be considered to minimize the traffic loading on White Hart Lane.

The key aspect of the TMP will be to maintain an efficient flow of traffic in the area.

The safety of pedestrian and maintaining efficient traffic flows will be achieved through the following: -

- Clear signage
- Traffic management systems, including traffic lights.
- Traffic marshals are always positioned outside the site during vehicle movements to ensure that the TMP is fully implemented and adhered to.
- Control of vehicle movements to and from site through logistical management procedures.
- The loading bay to be removed at the end of each working shift.
- Close liaison always with the London Borough of Haringey Highways Department

All traffic management controls are based upon the recently published Transport for London Standard for Construction Logistics (WRRR)

TMP considerations will include, but are not limited to the following:

- Just-in-time deliveries using suitable frequency and size of vehicles for the site in question.
- Clear and suitable signage for the area.
- Briefing drivers on any site peculiarities prior to their arrival (written instructions will be sent with orders).
- When planning vehicle routes consider location of unloading areas, turning areas, one-way systems,

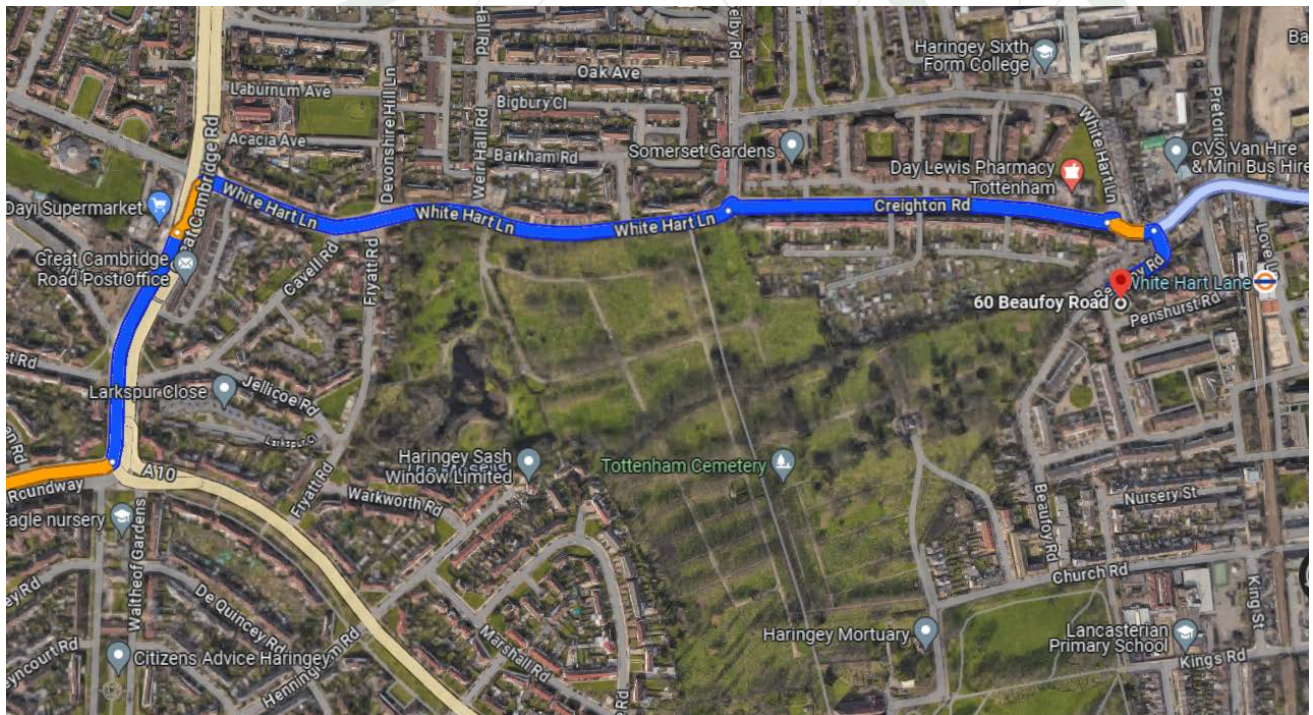
passing points.

- Reversing, if necessary, under the direction of a trained vehicle marshal.
- Pedestrian segregation.
- Loads will be covered before leaving site, particularly during muck-away and skip changing.
- Provisions will be allowed for washing down vehicles before leaving site.

Traffic Routes

It is anticipated that the primary delivery routes will be from A10, turn left onto White Hart Lane and then left onto Beaufoy Road. The destination is on the left. Site Traffic will leave the site by returning the same way back through White Hart Lane.

Refer Appendix C of the report for Swept Path Analysis



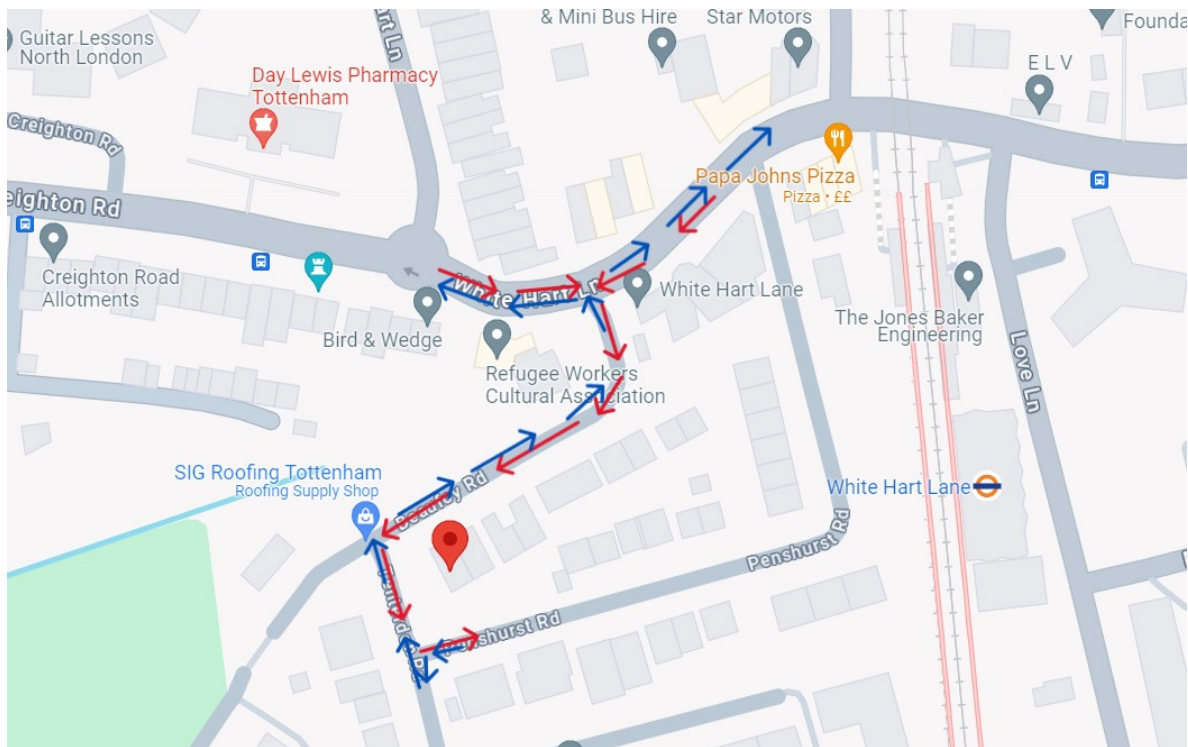


Image 2 – Site Access

We have set the entrance and exit to the rear of the site through Beaufoy Road from White Hart Lane. We note that the left turn for construction vehicles can be problematic for cycle safety. We propose additional signage prior to the entrance to warn both construction vehicles and cyclists of the upcoming hazard.

All site access points and unloading areas will be manned during working hours by trained traffic marshals. The traffic marshals will ensure that all vehicles are brought onto site or into the unloading areas immediately to avoid congestion in the adjacent road network.

All site access gates will be locked when not in use.

Permit Schemes and Access

- The site will be accessed by vehicles and pedestrians via Beaufoy Road.
- During operation hours, the vehicle access will be staffed to manage vehicle arrivals and departures using traffic marshals and banksman, there will not be dedicated pedestrian access to the site.
- The site will be maintained by comprehensive managed security during the construction phase.

Impact on the Highway

We do not envisage any major impact on bus routes, cycle routes and pedestrians.

Sufficient warning signs will be placed near the junction of Beaufoy Road and Penshurst Road warning the public of construction traffic.

Although, the proposed parking bays required for loading/unloading will be suspended as shown in Appendix C.

Parking, Loading & Unloading

For construction works, all loading and unloading will be undertaken through the rear side of the property on Penshurst Road. All vehicles will be loaded and unloaded from the delivery hardstand which is yet to be set out.

Delivery Consideration

The site will be maintained by comprehensive managed security during the construction phase.

No vehicle movement will be allowed without a qualified Banksman.

Vehicle Edge Protection

All vehicles should have adequate edge protection fitted to prevent falls from height.

On arrival at the site, the Banksman should make an initial assessment whether the vehicle has adequate edge protection and how the delivery will be off loaded. If the offloading process is considered unsafe, the

Banksman will call the Loading Bay Manager, who will assess the issue and decide.

The operation would be stopped if considered unsafe to continue.

Vehicle Unloading

The Site Manager should have the right to refuse entry of any vehicles or personnel where they are not complying with rules.

- All loading bay personnel should have a full knowledge and understanding of emergency procedures and project evacuation plans (included in site induction).
- All vehicles delivering to the loading bay should have correctly completed the online delivery booking, to gain access.
- Each sub-contractor's labour team should include a competent First Aider.
- Appropriate PPE should be worn by all personnel including drivers.
- Reversing in the loading bay should only be permitted under the direction of a Banksman provided by the contractor or Leaner Logistics.
- Drivers should always remain with their vehicles.
- Vehicles should be switched off when stationary.
- Vehicles should only be allowed to proceed to the loading bay once the subcontractors off load teams are in place.
- Subcontractors should supply sufficient labor to ensure the materials are moved as soon as possible and the loading bay is always kept clean and tidy. New deliveries should not be permitted until all materials have been removed.
- Material should not be permitted to be left in the loading bays.
- All drivers must carry ID documents for inspection by Leaner Logistics.
- Leaner Logistics will ensure that the appropriate spill kits are accessible in the loading bay.
- The sub-contractor should be responsible for clearing up any spillage from any vehicle delivering their materials. Operatives should be trained to use the spill kits for emergency purposes.

- A special waste bin should be provided for any COSHH spillage.

Storage and Security

Hoarding

The site will be secured around the perimeter with a 2.4m high hoarding. It will separate the site from the public footway. It is not expected that the hoarding will impact on the public footway.

Areas for the Storage of Plant and Materials used during Construction

Secure, hard-standing space will be designated alongside loading and unloading areas for the initial storage of plant and materials. Additional localized storage areas will be introduced, in line with the phasing of the development, to reduce the movement of plant and materials around the site.

Refer appendix C for plan showing Storage of Plant and Materials.

Pedestrian Access Egress Routes

Pedestrian access routes for members of the public will be clearly delineated using appropriate and approved signage.

All Pedestrian routes that are near moving vehicles will be protected using physical barriers.

All operatives will access and egress the project using the pedestrian entrance. All contractors will book into the relevant security area for their area of work, and having done so they will then proceed to their working areas using designated routes.

Railway/Underground

The nearest rail station to the site is White Hart Lane Railway Station, which is located approximately 0.2 miles from the site (3-minute walk).

As the site personnel will be unable to park in the local area as there is a CPZ which operates for much of the

day Monday – Saturday, they will be advised to use public transport facilities to reach site.

Refer Appendix B for Staff Travel Plans

Community Considerations

➤ Local Policy

Haringey Council have published a Code of Construction Practice (CoCP). This guide focuses on Noise and Vibration, Dust and Air Pollution, NRMM, the low-emission zone, site logistics, materials and deliveries, and communications & public relations. This CLP will utilise, where applicable, guidance from this CoCP for relevant sections.

➤ Operative Parking

No arrangements for on-site parking will be made to operatives due to the site constraints.

Instead, operators will be made aware of nearby sustainable transport options, such as bus routes, and the nearby station.

➤ Wheel Washing

Wheel washing will be provided in the form of a hard standing/washdown area and a jet wash. Any debris that unexpectedly finds its way onto the highway or path outside of the site will be removed immediately by a member of staff.

VEHICLE ROUTING AND ACCESS

The expected volume and type of construction traffic will not lead to the requirement for diversion or restrictions of traffic on the public highway. Vehicle routes have been chosen to:

- Maximise lengths along dual carriageways and motorways.
- Avoid roads with width/height restrictions
- Avoid popular bus routes
- Minimise lengths on residential roads
- Be applicable for the turning of construction vehicles

Due to the size of the site, there is not expected to be frequent traffic activity. However, when vehicles do drop off or take away materials, a qualified traffic marshal will be present. This is especially relevant due to the nature of the designated roadside loading area.

This traffic marshal will:

- Make the driver of the vehicle aware of nearby pedestrians and cyclists.
- Facilitate the driver of the vehicle in safely leaving the site by assisting and guiding the vehicle in turning and covering blind spots of the vehicle.
- Alerting nearby pedestrians and cyclists so that the vehicle may leave the site.
- Informing nearby pedestrians and cyclists when it is safe to resume.

Parking

The Project manager should make a requirement of supply chain that parking will be in rear of the site. Essential site vehicles will be permitted to park on a dedicated parking area for loading/unloading.



Image 3 – Parking bay at the rear of of 60 Beaufoy Road, N17 8BU

The permitted parking bay for construction delivery vehicles should be as agreed with the Highway Department of London Borough of Haringey.

To minimise congestion, waiting time, and inconvenience to pedestrians/cyclists, the following principles will be followed: -

- All deliveries must be booked in at least 48 hours in advance with the main Contractor.
- Deliveries are not under any circumstances to be unloaded outside the site perimeter, onto public footpaths or roads, unless safe provision for same has been made and agreed in advance with Haringey council, Highways department.
- Site vehicles/deliveries are not to block access or cause inconvenience to any neighboring plot, building, or road user.
- Wheels must be cleaned before leaving the site using the dedicated washing facility.

- Parking for Operatives on the local roads will not be permitted. Regular policing will be undertaken by the main Contractor and any person found not complying with this Site Rule will be reminded of their non-compliance in the first instance and removed from the site in the event of any re-occurrence.
- Parking for intermittent and short-term Visitors is permitted on local roads if they comply with all Highways and Parking restrictions and conditions.

STRATEGIES TO REDUCE IMPACTS

Table below outlines the measures that will be employed to reduce the impact of construction.

Medium Impact Site Planned Measures Checklist	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery scheduling	X		
Re-timing for out of peak deliveries		X	
Re-timing for out of hours deliveries			X
Use of holding areas and vehicle call-off areas			X
Use of logistics and consolidation centres			X
Vehicle Choice		X	
Measures to encourage sustainable freight			
Freight by Water*			X
Reflight by Rail *			X
Material procurement measures			
DfMA and off-site manufacture			X
Re-use of material on site			X
Smart procurement			X
Other measures			
Collaboration amongst other sites in the area	X		
Implement a staff travel plan	X		
No HGVs during morning and afternoon peak	X		

Measures Influencing Construction Vehicles and Deliveries

It is a requirement for all vehicles and driver management practices to comply with the FORS and Construction Logistics and Community Safety (CLOCS) as per the CoCP. FORS Gold and Silver operators will be appointed where possible.

A delivery booking system will be used which will require the entry of a FORS ID number for a delivery to be booked onto site. Checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale. Random spot checks will be carried out by site staff on vehicles and drivers servicing the site.

Suppliers will also be encouraged to put their drivers on the following training courses:

- Safe Urban Driving (SUD) approved driver training course, including the on-cycle hazard awareness training.
- Safe and Fuel-Efficient Driving (SAFED) driver training course, or equivalent accredited course with similar content including a practical element.

DUST CONTROL MEASURES

Upon appointment, the site manager will be required to take all necessary measures to avoid creating a dust nuisance. The site manager will in this respect adhere to relevant guidance relating to dust control set out in the following documents:

- 'The Control of Dust and Emissions from Construction and Demolition; Best Practice Guidance' (2014)
 - GLA;
- 'Controlling particles, vapour and noise pollution from construction sites' (2003) - Building Research Establishment.

The site manager will strictly follow the dust controlling measures set out below:

- Water based dust suppression practice will be followed.
- No dry sweeping of large areas will be allowed.

- Public roads and access routes will be kept clean.
- No burning of waste materials will take place on site.
- All dust control equipment will be maintained in good condition.
- All vehicles carrying loose or potentially dusty material will be fully sheeted.
- Materials with the potential to produce dust will be stored away from site boundaries (where practicable).
- Sand and other aggregates will be stored in bunded areas.
- Material stockpiles will be sheeted, sealed, or damped down.
- Water suppression will be used when necessary.
- The frequency of site inspections, when activities with a high potential to produce dust are being carried out, will be increased.

NRMM

- All on-road vehicles will comply with the requirements of the London Low Emission Zone. The use of Ultra-Low Emission Vehicles (ULEV) (e.g. Euro VI (HGV), Electric, Hybrid (Electric-Petrol)) will be considered by the site team;
- The use of diesel or petrol-powered generators will be avoided and mains electricity or battery-powered equipment will be used, where possible. If diesel generators are to be used, consideration will be given to turn such generators into hybrid (e.g. hybrid diesel-electric), where possible.
- Emissions from non-road mobile machinery (NRMM) with net power between 37kW and 560kW used on site will meet the Stage IIIA of the EU Directive 97/68/EC and its subsequent amendments as a minimum. This will apply to both variable and constant speed engines for both NOx and PM.
- All eligible NRMM will meet the standards above unless it can be demonstrated that the machinery is not available or that a comprehensive retrofit to meet both PM and NOx emission standards is not feasible. In this situation, every effort will be made to use the least polluting equipment available including retrofitting

technologies to reduce particulate matter emissions.

- The details of all proposed NRMM to be used on the site for the construction phases of the development are to be registered on the NRMM register (<https://nrmm.london/user/register>). An NRMM compliance log will be issued to the council every month by e-mail to Tower Hamlets council.
- An inventory of all NRMM will be kept on-site stating the emission limits for all equipment. All machinery should be regularly serviced, and service logs kept on-site for inspection. This documentation should be made available to local authority officers as required.

NOISE CONTROL MEASURES

The site management team will ensure the implementation of the best practicable means to ensure compliance with acceptable levels. Operatives of individual processes should be trained to employ appropriate techniques to keep site noise to a minimum. All employees should be advised regularly of the following as part of their training:

- The proper use and maintenance of tools and equipment
- The positioning of machinery on site to reduce the emission of noise to the neighborhood and site personnel.
- The avoidance of unnecessary noise when carrying out manual operation and when operating plant and equipment
- The protection of persons against noise
- Not to shout, sing or use loud site radios.

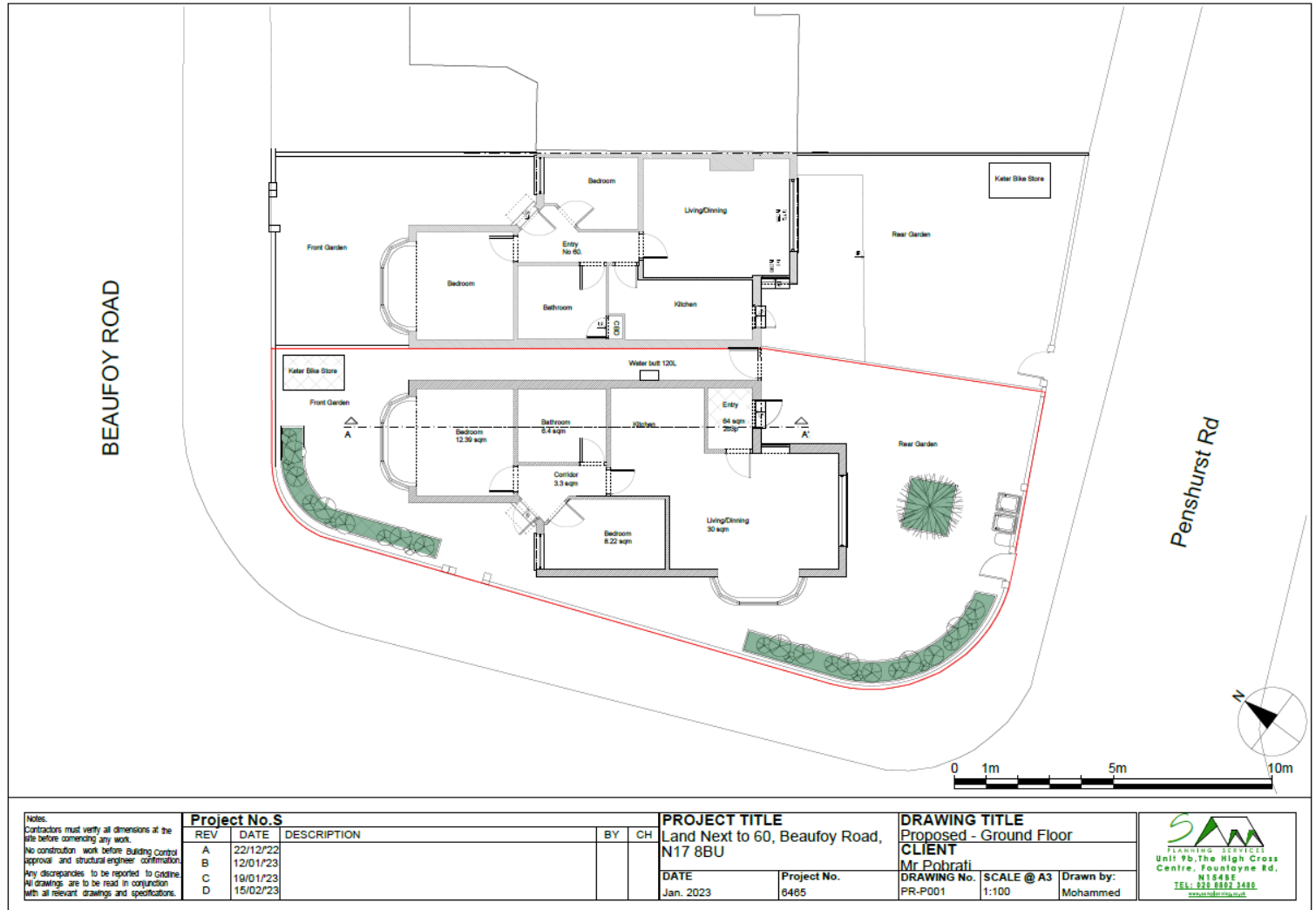
Fixed items of plant will be electrically driven where possible. In all instances noise generating operations e.g., concrete drilling, block and brick cutting will be screened from the neighbours as far as reasonably practicable.

Other control measures are to include:

- Compressors and generators will not be used
- Work practices will be adopted such that noise emissions are kept to a minimum, i.e., plant not in constant operational use will be switched off and noise suppression covers will be closed at all times;
- Vehicle noise will be kept as low as possible (engines will be switched off and not allowed to idle;
- Where possible noisy plant and equipment will be sited away from sensitive noise boundaries. Where this is not possible, noise emissions will be controlled by the erection of acoustic shielding, or by shielding from noise-sensitive receptors with the site accommodation.
- Loading and unloading of vehicles and dismantling of site equipment such as scaffolding or moving equipment or materials around the site will be conducted in such a manner as to minimize noise generation and where possible will be conducted away from noise-sensitive areas.
- Delivery and collection of materials should be done within the site permitted working hours only

APPENDIX A

Appendix 1: Proposed Drawings





Notes:
Contractors must verify all dimensions at the site before commencing any work.
No construction work before Building Control approval and structural engineer confirmation.
Any discrepancies to be reported to Gidline.
All drawings are to be read in conjunction with all relevant drawings and specifications.

Project No.S

REV	DATE	DESCRIPTION	BY	CH
A	22/12/22			
B	12/01/23			
C	19/01/23			
D	15/02/23			

PROJECT TITLE
Land Next to 60, Beaufoy Road,
N17 8BU

DATE	Project No.
Jan. 2023	6465

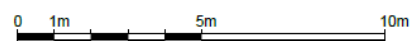
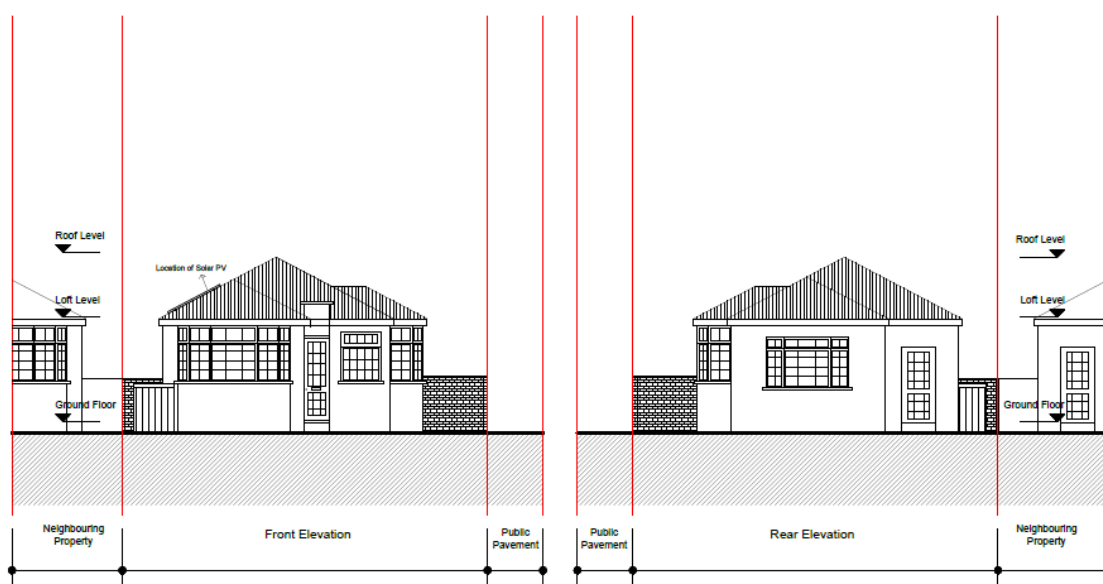
DRAWING TITLE
Proposed - Roof Plan

CLIENT

Mr Pobrat

PR-P002

SCALE @ A3	Drawn by:
1:100	Niloufar



Notes:
Contractors must verify all dimensions at the site before commencing any work.
No construction work before Building Control approval and structural engineer confirmation.
Any discrepancies to be reported to Giddie.
All drawings are to be read in conjunction with all relevant drawings and specifications.

Project No. S

REV	DATE	DESCRIPTION
A	22/12/22	
B	12/01/23	
C	19/01/23	
D	15/02/23	

BY CH

PROJECT TITLE
Land Next to 60, Beaufoy Road,
N17 8BU

DATE

Jan. 2023

Project No.

6465

DRAWING TITLE

Proposed Front/Rear Elevation

CLIENT

Mr Pobratil

DRAWING No.

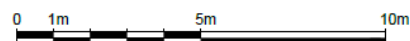
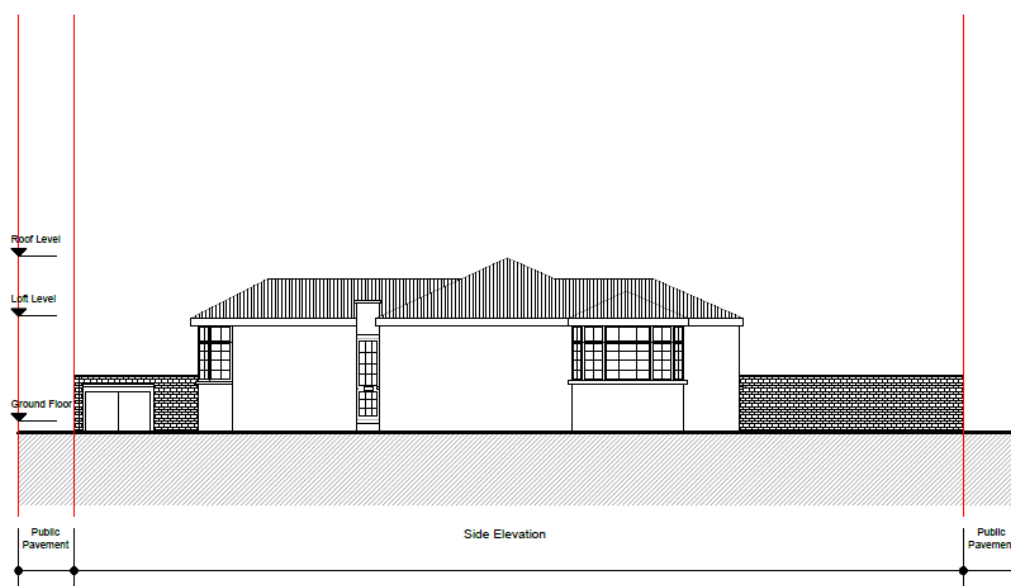
PR-E001

SCALE @ A3

1:100

Drawn by:

Niloufar



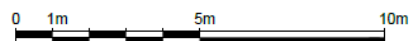
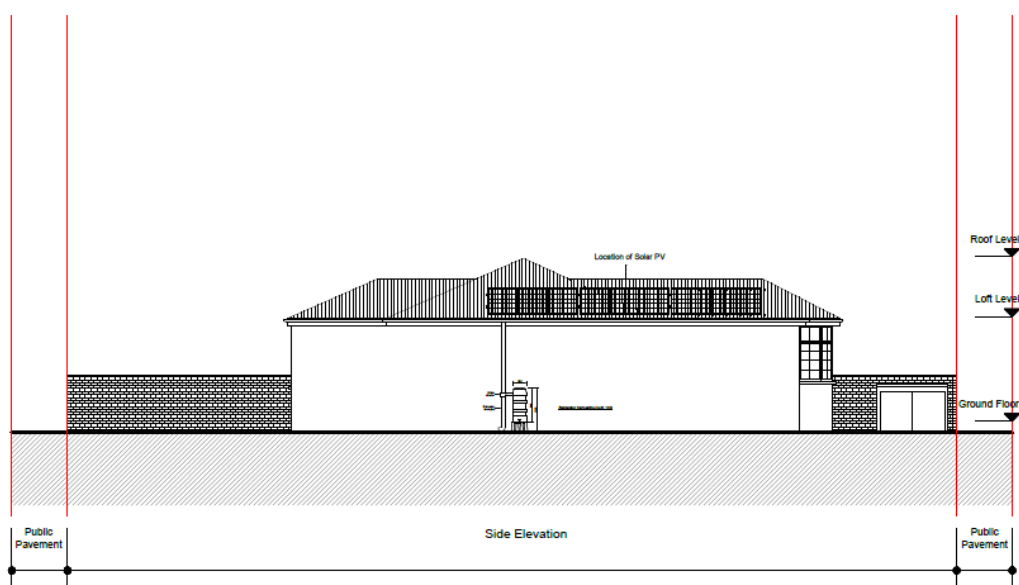
Notes:
Contractors must verify all dimensions at the site before commencing any work.
No construction work before Building Control approval and structural engineer's confirmation.
Any discrepancies to be reported to client.
All drawings are to be read in conjunction with all relevant drawings and specifications.

Project No. S				
REV	DATE	DESCRIPTION	BY	CH
A	22/12/22			
B	12/01/23			
C	19/01/23			
D	15/02/23			

PROJECT TITLE	
Land Next to 60, Beaufoy Road, N17 8BU	
DATE	Project No.
Jan. 2023	6465

DRAWING TITLE	
Proposed - Side Elevation	
CLIENT	
Mr Pobratil	
DRAWING No.	SCALE @ A3
PR-E002	1:100
Drawn by:	
Niloufar	





Notes:
Contractors must verify all dimensions at the site before commencing any work.
No construction work before Building Control approval and structural engineer confirmation.
Any discrepancies to be reported to Ordine.
All drawings are to be read in conjunction with all relevant drawings and specifications.

Project No. S

REV	DATE	DESCRIPTION
A	22/12/22	
B	12/01/23	
C	19/01/23	
D	15/02/23	

BY	CH

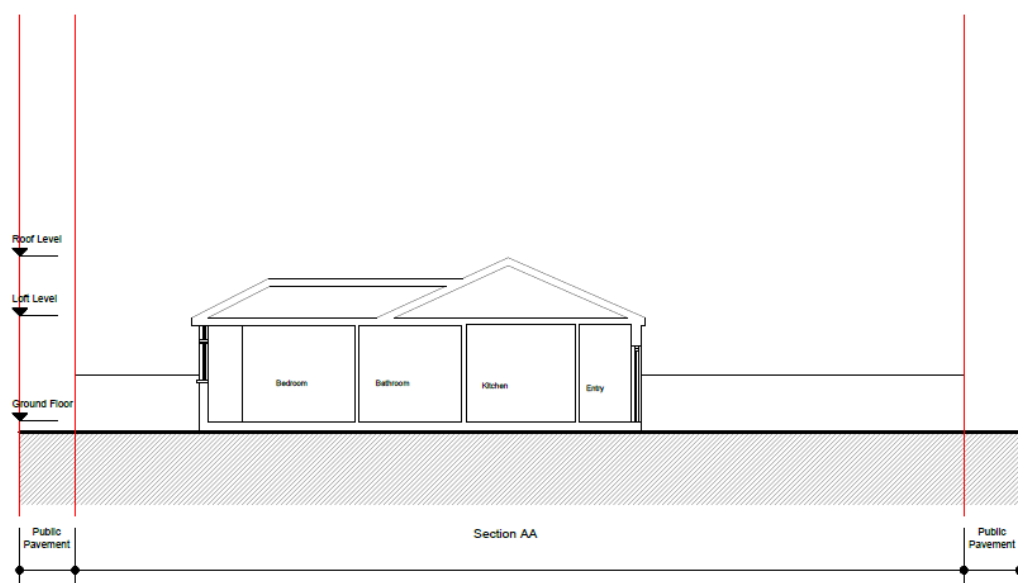
PROJECT TITLE
Land Next to 60, Beaufoy Road,
N17 8BU

DATE: Jan. 2023
Project No. 6465

DRAWING TITLE
Proposed - Side Elevation
CLIENT
Mr Pobratil

DRAWING No. PR-E003
SCALE @ A3 1:100
Drawn by: Niloufar





Notes:
Contractors must verify all dimensions at the site before commencing any work.
No construction work before Building Control approval and structural engineer confirmation.
Any discrepancies to be reported to Client.
All drawings are to be read in conjunction with all relevant drawings and specifications.

Project No. S

REV	DATE	DESCRIPTION	BY	CH
A	22/12/22			
B	12/01/23			
C	19/01/23			
D	15/02/23			

PROJECT TITLE
Land Next to 60, Beaufoy Road,
N17 8BU

DATE
Jan. 2023

Project No.
8485

DRAWING TITLE
Proposed - Section AA'

CLIENT

Mr Pobratil

DRAWING No.
PR-S001

SCALE @ A3
1:100

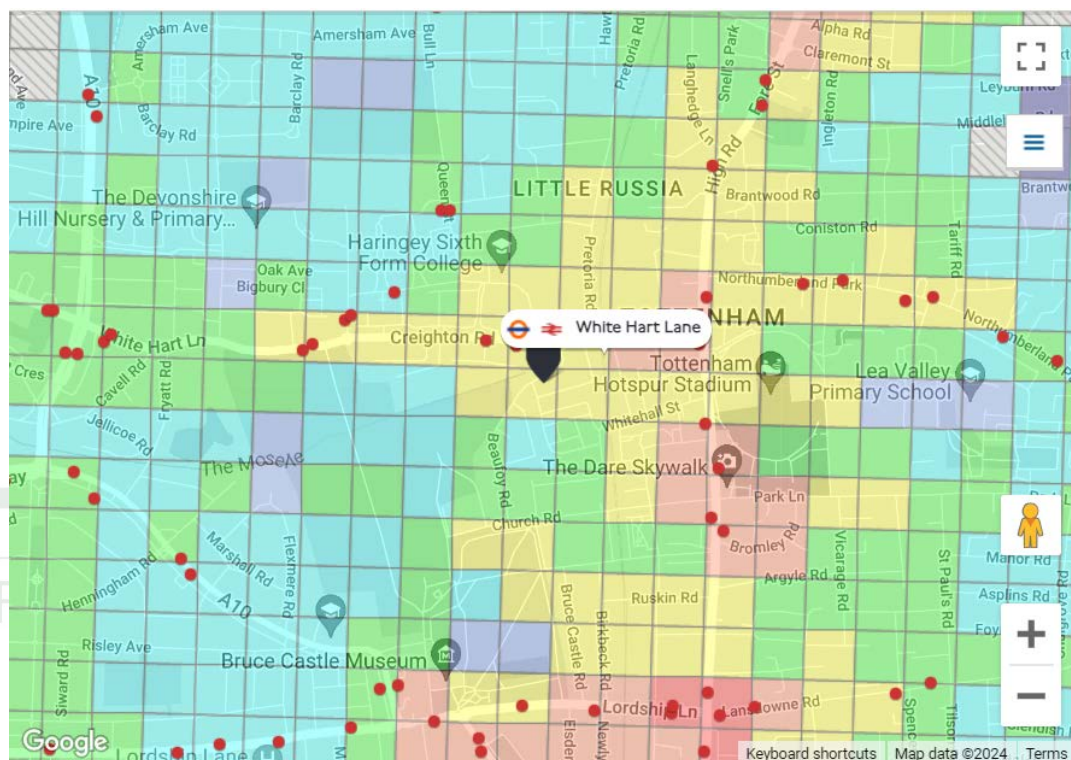
Drawn by:
Niloufar

APPENDIX B

Staff Travel Plans

PTAL: a measure which rates locations by distance from frequent public transport services.

The site's PTAL (Public Transport Accessibility Level) rating is 4.



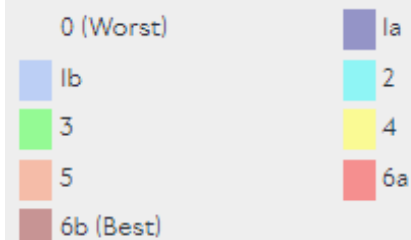
PTAL output for Base Year
4

60 Beaufoy Rd

60 Beaufoy Rd, London N17 8BU, UK

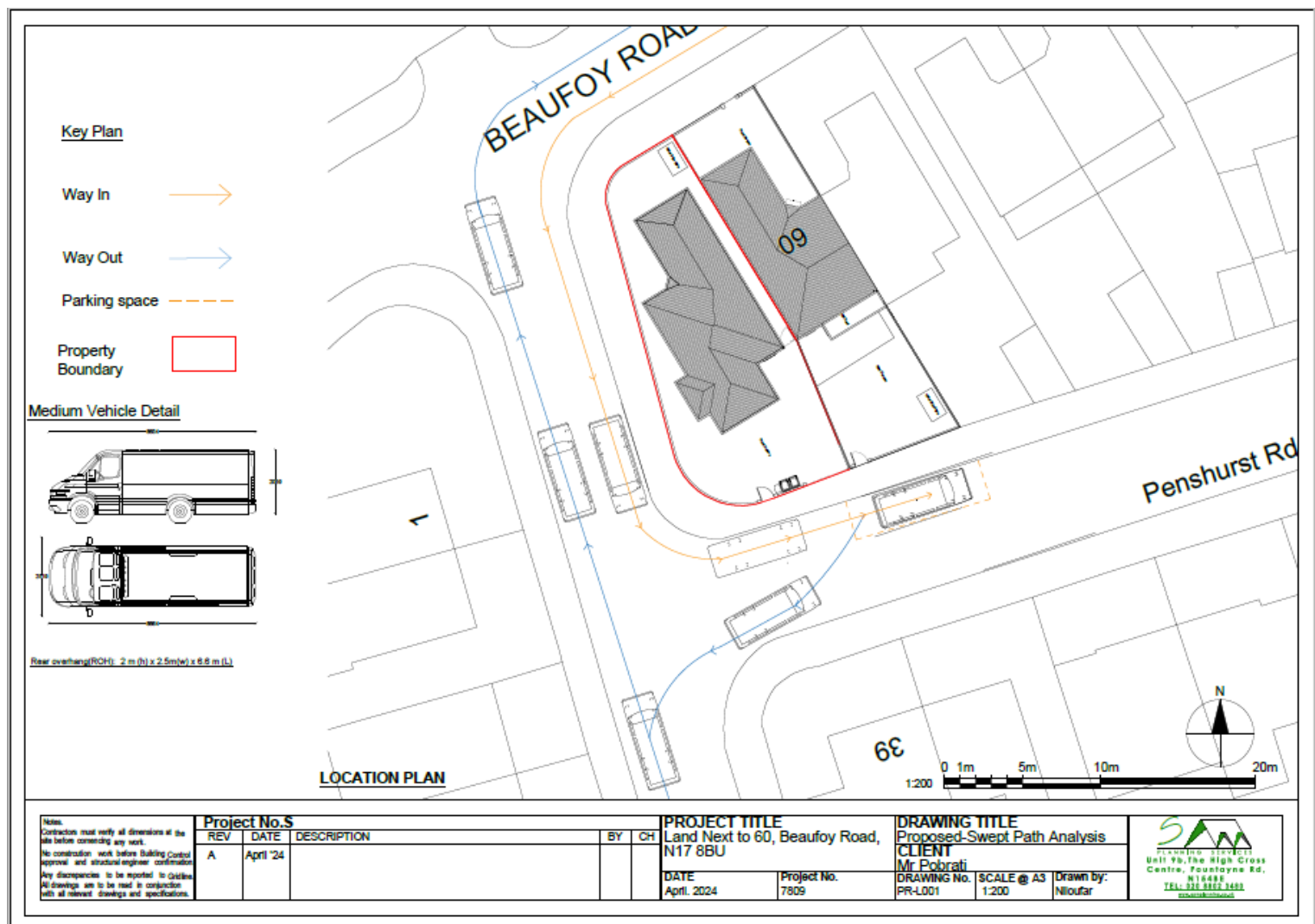
Easting: **533566**, Northing: **191260**

Map key - PTAL



APPENDIX C

Swept Path Analysis





PLAN SHOWING STORAGE OF PLANT AND MATERIALS, WHEEL WASH ZONE, DELIVERY VEHICLE HOLDING ZONE

