



CONSTRUCTION & ENVIRONMENTAL MANAGEMENT PLAN



10 Fordington Road

London

N6 4TJ

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1. Contacts

Full postal address of the site relating to the construction works.

Address: 10 Fordington Road, London, N6 4TJ

Contact details for the person responsible for submitting the CMP.

Name: Nick McNeely

Address: 2 Acton Street, London, WC1X 9NA

Email: nick@rfmprojectmanagement.com

Phone: 0207 681 0953

Contact details of the site project manager responsible for day-to-day management of the works.

Name: Nick McNeely

Address: 2 Acton Street, London, WC1X 9NA

Email: Nick@rfmprojectmanagement.com

Phone: 0207 6810953



Contact details of the person responsible for community liaison and dealing with any complaints from neighbouring residents and businesses.

Name: Nick McNeely

Address: 2 Acton Street, London WC1X 9NA

Email: nick@rfmprojectmanagement.com

Phone: 0207 6810953 / 07831 116990

Principal Contractor contact details

Name: rfm Project Management Ltd [Nick McNeely]

Address: 2 Acton Street, London, WC1X 9NA

Email: nick@rfmprojectmanagement.com

Phone: 0207 681 0953

The full list of Duty Holders can be found within the Project Directory [See Appendix 1]



Environmental Legislation Requirements

rfm will comply with the relevant requirements of the following legislation:

- The Control of Pollution Act 1974
- The Environmental Protection Act 1990
- EC Directives 2000/14/EC & 2005/88/EC.
- The Noise Emission in the Environment by Equipment for Use Outdoors Regulations 2001 (as amended)
- The Highways Act
- The Road Traffic Act
- The Control of Asbestos at Regulations 2012
- Asbestos Essentials Task document
- The Hazardous Waste Regulations 2005
- The Waste Electrical, Electronic Equipment Regulations
- The Provision & Use of Work Equipment Regulations 1999
- The Control of Noise at Work Regulations 2005
- BS 6187: 2012 Code of Practice for Demolition
- Local Authority requirements
- Planning permission and associated working methods conditions
- Client and rfm's Environmental Policies and procedures.

2. Site

The site is a plot occupied by two brick garages with pitched roofs and a shed located at the end of a row of semi-detached 1920's houses. The surrounding area is characterised by residential development predominantly comprising detached and semi-detached dwelling houses with deep rear gardens. The site is a similar plot to those surrounding it, with a frontage on Fordington Road to the North West. No.12 and its rear gardens bound to the north/north-east side. To the west/south-west, Fordington Road turns a 90-degree corner so the site bounds the rear of the gardens of Nos 2-8 Fordington Road which site perpendicular to this plot. To the east/south-east, the site bounds the rear gardens of Nos 9 and 11 Woodside Avenue.



Brief Description of the works

Works at 10 Fordington Road comprise of the demolition of existing garages and shed and erection of dwelling house over three storeys (plus excavation to form a basement level); Erection of rear garden outbuilding; Associated cycle and bin storage; Associated hard and soft landscaping.

The main challenges to overcome on this project will include: -

1. Fordington Road is a reasonably quiet residential road
2. Location of the site directly onto the footpath.
3. Removal of bulk material off site in a manner which does not inconvenience adjoining residents and businesses.
4. Coordination of deliveries with reasonable levels of traffic and pedestrian footfall.
5. Controlling general site traffic.
6. Control of noise, dust & vibration.
7. Protection of the public.

Full Method Statements will be prepared in conjunction with appointed Trade Contractors and appended to this CMP as the project progresses.



3. Community Liaison

RFM operate under the CCS scheme guidelines for all their projects. Nick McNeely and the site manager will be the main point of contact for community relations, RFM will be in contact with Haringey Council and will continue to maintain contact with the relevant departments within the council during the works including local community liaison officers.

Rfm will as a responsible Construction Manager make contact with all local business and residents via letter drops giving details of the affect the works will have on the local traffic flow and the measures that will be adopted for the safe access and egress from the site during the duration of the project.

Letter drops will take place at regular intervals during the works and before any change in the traffic flow around the site in agreement with Haringey Council.

A Community Notice Board will retain all relevant information for liaison and the latest site newsletters.



4. Transport & Environmental

The most likely affected receptors of disruption are: -

- The occupants of properties overlooking site.

Control measures will be in place to monitor noise, vibration, dust and fumes.

Rfm have systems in place and will engage a specialist Consultant to assist monitor and provide mitigation measures to assist in the management of these key issues should it be deemed required.

The following measures may also be adopted to mitigate any disturbance to local residents / businesses: -

- Standard construction hours. [8-6 Mon-Fri / 8-1 Sat]
- The use of quieter or alternative methods of mechanical plant where reasonably practical.
- Machines and equipment in intermittent use will be shut down or throttled down when not in use.
- There will be no temporary site lighting which will impact adversely on adjoining properties.
- RFM will ensure that the area around the site will be swept regularly to prevent any accumulation of dirt or dust.
- The designated smoking area for site workers in an internal area with no public access or interaction.
- During works the main air pollution emissions will be the dust generated from the demolition work. RFM will use high pressure hoses to saturate all bulk materials. Machinery exhaust emissions will be kept as low as practical by using well maintained vehicles and machinery at all times.
- Hoarding/Heras Fencing will be erected on Fordington Road and to all boundary walls. Any scaffolding will be screened with monarflex. Along with reducing the visual impact and providing protection for the construction workers and public, these will also act as a barrier for dust which originates from within the site.
- All HGV's removing spoil from site will be fully sheeted to minimise the risk of any muck spilling on to the public highway.
- Wheel washing facilities taking the form of a hose down point located adjacent to the site entrance will be implemented as required.



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The proposed working hours for the development of this site will be the same as the standard working hours for construction sites in Haringey. We confirm these working hours as follows:

- 8.00am to 6pm on Monday to Friday
- 9.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays

Note: - Any mobile crane operations will be agreed with Haringey Council prior to commencement of works.

In some instances, approval to vary the prescribed hours may be sought based on the following considerations:

- Nature, location and extent of work to limit potential nuisance
- Location of the site in relation to 'sensitive' zones
- The urgency or emergency nature of the works
- Safety requirements such as risk to the public/workers
- Sequential/timing issues
- Traffic management considerations
- Noise reduction measures / Measures taken to address any potential complaints
- Requirements of other authorities / Public interest.

5. Site Traffic and Traffic routing:

Trade Contractors will be responsible for the routing of their delivery vehicles, Concrete Deliveries will be the most important to coordinate considering their size and frequency. This exercise will be carried out between rfm, the RC contractor and the Logistics company selected by the RC Contractor. This CMP will be updated to reflect conclusions made.

Routes will be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (i.e. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

See **Appendix 2** for Traffic Routing.

Consideration will be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

A Banksman/Traffic Marshall will oversee all pedestrian and vehicular traffic, with support from the Site Manager. The aim of a traffic management plan (TMP) is to minimise disruption to traffic (vehicles, pedestrians and cyclists) caused by construction activities; to ensure the safety of all road users and to minimise impact on surrounding properties.

The TMP will be drawn up and agreed with Haringey Council prior to works commencing.

Delivery companies and visitors will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

- Contractors will receive this information within their appointment contracts.
- A copy of the traffic management local area plan will also be included in the trade orders also.
- Should Wheel washing facilities be required, high pressure jet washing will take place at the entrance/exit to the site and not directly on to Fordington Road. All vehicles exiting the site will be monitored by the traffic marshals. The section of road adjacent to the site will be swept on a daily basis.
- It is possible for construction deliveries to be unloaded on site for all vehicles within the site boundary ie. on the Driveway.
- Where necessary, chapter 8 barriers will be utilised to avoid the public coming into contact with materials being offloaded.



Control of site traffic, particularly at peak hours:

Traffic Management and Site Logistics Plan will be prepared in conjunction with Trade Contractors.

For clarity, the basis of the site logistics plan will be as follows:

- Vehicles will approach directly from Fordington Road.
- Vehicle Deliveries to the kerb side will be limited between to the permitted loading times of 9.30am-15.00pm.
- Bulk material deliveries will be taken within the site boundary.
- Skip/rolling bin exchanges will occur between the hours of 9.30 & 3.00 to avoid school runs & busy periods.
- A Condition Survey will be submitted to the council prior to works commencing.

Construction vehicle movements for this project will be limited to 9.30am to 4.00pm on weekdays and between 10.00am and 1.00pm on Saturdays).

There are schools in the vicinity of the site on the proposed access and/ egress routes, so deliveries being restricted to between 9.30am and 4.00pm is beneficial for the general public as well as the local road network.

Just in time deliveries will be scheduled to arrive at the correct part of site at the correct time. Instructions explaining deliveries be sent to all suppliers and contractors. Consideration will be given to the location of any holding areas for this site should the need arise and a revised traffic plan will be submitted. Vehicles will not wait or circulate on the public highway. Whilst deliveries will be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

- There will be only one access route for HGV deliveries to site.
- All suppliers will be advised by rfm that construction traffic is to comply with the traffic management plan that will be advised to all suppliers
- All trade contractors will be required to provide to RFM their delivery strategy for their material deliveries. It will be the responsibility of all trade contractors to manage the delivery vehicles upon their arrival to site, and to ensure materials are unloaded/loaded in a safe manner.
- All trade contractors will have to strictly adhere to the site rules issued by RFM for vehicle movements.

Additionally:

- The requirement for a construction material consolidation centre will be kept under continuous review.
- All site staff and visitors will be encouraged to use of local transport and prevent any added traffic in the local area.
- Part loads will be discouraged to minimise the inefficient journeys.



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We do not anticipate requiring a holding area, Just in Time deliveries will be carefully scheduled and managed.

On a weekly basis the Logistics Manager will evaluate details of the daily profile of deliveries proposed for the upcoming week. Sufficient time will be given between deliveries to allow for any delays as a result of a delivery vehicle getting stuck in traffic or the loading / unloading taking longer than expected and to avoid any vehicles waiting on the surrounding road network.

Use of the agreed vehicle routes shall be included as a contractual requirement of the sub-contractors and will be communicated to all members of the supply chain. All site staff will be encouraged to avail of local transport and prevent any added traffic in the local area.

With regard to road closures, rfm do not currently consider a need for road or lane closures in the vicinity of site.

We are keen to mitigate any negative impact on the local area and have had early engagement from Haringey Council. Maintaining pedestrian access at all times will serve to mitigate any disruption to the area.

The delivery vehicles will not be able to park adjacent to the site, and this will be transmitted to all sub-contractors and suppliers to the project.

Should Wheel washing facilities be required, high pressure jet washing will take place at the entrance/exit to the site and not directly on to Fordington Road. All vehicles exiting the site will be monitored by the traffic marshals. The section of road adjacent to the site will be swept on a daily basis.



6. Consultation

Letters to local residents and subsequent letter drops to local businesses and residents will be carried out Monthly. See **Appendix 3** for the pre-commencement letter drop.

The following businesses and residents have/will receive correspondence: -

- All Residential properties overlooking site.

A drop-in surgery will be held for local people to raise concerns, the timing of which will be communicated on the site notice board. Such drop-in meetings will be held at a regular time each month. Timescales and contact details will be included in the letter drop and be posted on the site notice board.

A letter drop will take place prior to site setup and welfare construction commencing.

Meetings will be held with immediate neighbours in relation to how the work may impact directly on them. The key comment received was the need to keep all local businesses and residents updated in relation to the progress of the works on site. This will be achieved by posting regular updates on the site notice board.

Any party wall issues are being dealt with through Party Wall Surveyors



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Furthermore in relation to the impact of this project on members of the public, the following should be noted: -

- Any damage to the footpath, road, or kerb that results from excavation, demolition and building work will be the responsibility of the principal contractor. Anything that may impact on pedestrians, cyclists and motorists' safety will be repaired immediately.
- Bicycle paths will be maintained where existing bicycle access is provided adjacent to the construction site.
- The principle contractor will ensure there are no tripping hazards from the hoarding or perimeter fencing on nearby footpaths. Electrical, plumbing and other services extending over footpaths will be covered over, and pedestrian and disabled access will be facilitated using temporary ramps. Ramps will have a non-slip surface, a handrail, and a minimum gradient of 1:14 unless the existing topography of the street or road requires some variation to this ratio.
- The public will be protected from construction activities including vehicle loading and off-loading within the public domain.

Precautions will be fully specified within task specific method statements and may include the following measures:

- The use of banksmen and traffic controllers
- Restriction on the type of work being carried out (welding, etc.)
- Machinery to be used
- Security mesh or barriers to separate the public from the work area.

When using skips or rubbish bins, the following steps will be taken to prevent disruption to public areas:

- No skips will be dropped on the public highway.
- Times and methods for loading and unloading of bins or skips will be specified
- Pavements and streets will be protected and dilapidation surveys will be conducted before and after works have taken place.



7. Construction Working Group

The person with immediate responsibility for community liaison is the Site Manager. Relevant contact details will be posted on site notice board and will be provided in our letter to the local community residents and business.

The site notice board will be continuously updated to reflect imminent and planned works.

Meetings will be arranged with Local Residents at a local venue as required. Any concerned third party is welcome to call into site at any time.

Complaints handling strategy.

- The principle to be adopted is that we will be sympathetic to local people who have concerns or complaints about the construction activities, and will deal with them courteously and quickly.
- Incoming communications or complaints can be telephoned, written, faxed or by personal visit to the site in the first instance. The Project Manager is the designated Environmental Management Representative (EMR) and will respond immediately to any complaint received during working hours. Out of Hours telephone numbers will be posted on the hoarding and lodged with Haringey Council.
- There will be a responsible supervisor on duty at all times when there is work ongoing on site, who can deal with any issues that arise.
- Concerns will be investigated and the outcome advised to the external party. Where there is a need to implement any corrective and preventative actions these will be planned and implemented, where appropriate an environmental management programme will be established this will be documented. The outcome of investigations and action taken are recorded and on satisfactory conclusion of the response to the communication, reviewed and signed off by the EMR.
- The EMR will co-ordinate communications with external parties. The decision to instigate communication will be recorded. London Borough of Haringey will be copied all external written communications.
- The EMR is responsible for keeping an up to date record of any external communications along with a record of any actions taken.

rfm will make contact with a number of local schools in preparation for a Health & Safety presentation aimed at ensuring children are aware of the dangers construction sites can pose and how to recognise signs which may be placed around a building site and what they mean.



8. Schemes

Fordington Road will be registered on the Considerate Constructors Scheme.

All construction related vehicles reporting to this site will be CLOCS compliant. We include this request within our Trade Contracts to ensure contractor compliance.

rfm will seek to provide confirmation that machinery on site is registered under the NRMM scheme.

9. Neighbouring sites

In order to mitigate cumulative traffic, rfm have produced a recommended route to site which will be issued to all Trade Contractors to ensure deliveries to Fordington Road will not adversely affect local traffic. There are construction sites on the route to site which are noted and delivery drivers will be aware of the rfm/Trade Contractor preferred route to site.

A letter drop will be carried out to the most notable local sites, this will allow engagement between contractors, should it be deemed necessary, direct contact will be made with site teams to coordinate deliveries etc.



10. Inductions

The site-specific induction booklet will contain a section on the BS 5228:2009 to ensure operatives are familiar with the Noise & Vibration standard so as to ensure the mitigation of nuisance where possible. It is also stipulated that all operatives must be CSCS card holders, the health and safety knowledge required to pass the CSCS tests will be relevant to this point also.

There will be site rules placed in various locations detailing the behaviour deemed acceptable from any sub-contractor. There will be a zero tolerance policy in place, handing the site manager the ability, if required and deemed necessary to dismiss any persons unable to act appropriately.

A smoking area will be provided on site, away from the general public.

Within the RFM Health & Safety plan it is stated that 'no personnel shall indulge in fighting, horseplay or practical jokes including wolf whistling'.

RFM will implement a red card system; therefore any person found to be acting in a manner deemed to be unacceptable, will be removed from site and barred from working on any RFM site.

The company Health & Safety Policy is available on site and on request.



11. Noise Management

As part of the Construction Management Plan a Noise Management Plan (NMP) will be developed. The NMP will:

- Identify sensitive zones surrounding the project site.
- Incorporate responses to community concerns relating to potential noise (and vibration) impact raised during the consultative process. Active consultation and communication will facilitate this process.
- Quantify potential off-site noise emissions for the range of activities proposed at the site
- Formulate specific noise and vibration minimisation methods proposed for the site.

The noise monitoring on the project will remain in place until the demolition is fully complete.

Anticipated noisy operations

- Site setup
- Excavations and general sub-structure works
- Erection of concrete frames & façade works
- Scaffold erection
- Installation of hard landscaping

Fit out works will take place behind a completed façade, which will serve to limit noise emissions.

Potential noise mitigation measures

- Change the working method to use equipment or modes of operation that produce less noise.
- Reduce the need for noisy assembly practices, e.g. fabricate off site.
- Keep noisy plant as far away as possible from public areas.
- Adopt working hours to restrict noisy activities to certain periods of the day.
- Arrange delivery times to suit the area - daytime for residential areas
- Route construction vehicles to take account of the need to reduce noise and vibration.
- Use mufflers or silencers to reduce noise transmitted along pipes and ducts.
- Maintain plant properly - adequate lubrication to reduce squeaks and the tightening of loose nuts and bolts to minimise rattles are part of routine maintenance.



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In summary - should the activities on site exceed the predicted levels then alternative methods of construction will be considered. Noisy activities or activities which may cause excessive noise and or vibration could be restricted to 2 hours on 2 hours off systems should complaints from neighbouring properties arise. Rfm will keep this under review constantly, acting quickly to mitigate nuisance if necessary. As earlier noted – rfm will approach residents of neighbouring properties directly throughout the project.

RFM will hold environmental tool box talks, review sub-contractor impacts and produce full assessments of each activity which involves noise levels which are above the predicted levels.

RFM will carry out a full pre-qualification check on all sub-contractors along with statements on their environmental policies to ensure compliance on maintaining noise levels and mitigation measures.

12. Dust Management

In line with the Greater London Authority Supplementary Planning Guidance for Dust and Emissions we will endeavour to control the amount of airborne emissions from the development site.

When activities are being carried out that risk generating large volumes of air borne dust, RFM will employ appropriate dust suppression measures. This will typically take the form of damping down and dust screens. It should be noted that this type of work is schedule to take place over the winter months meaning the prevailing weather conditions will serve as a natural dust suppressant. A Monarflex protective screen will be erected on all scaffold lifts to further reduce / eliminate the spread of dust.

Good site management will be strictly enforced to ensure work areas are kept clean and tidy at all times to prevent the migration of dust throughout the site.

Dust monitoring will be in place throughout the bulk dig and substructure phases of the project.

Twice daily sweeping with the adjacent road and footpath power washed on a daily basis. A wheel wash system will be employed if necessary to prevent mud or dirt being carried onto the public highway.

An Air Quality risk assessment will be undertaken by Rfm. This will include the risk to soiling, health and the natural environment from demolition, earthworks, construction and track out activities to be summarised, and recommendations made as to emission control measures to be implemented as part of the scheme. This will be made available on site.



13. Vibration Management

- Site personnel will be instructed in environmental matters and Best Practicable Measures to reduce noise and vibration. They will be informed in the site induction into the surrounding environment.
- Hardcore mats utilised to absorb energy from demolition arisings
- Loading of material into vehicles within designated bays only
- Sensitive location of drop zones and loading areas
- All deliveries to be scheduled to occur during daytime hours only and engines to be switched off when waiting
- All plant to comply with relevant national or international standards, directives and recommendations
- Monitoring perimeter of site for visible signs of defects

Sub-contractors are encouraged to purchase equipment that is advanced in technology and equipped with vibration absorbing features.

To ensure that operatives are aware of the effects of hand arm vibration they will be provided with adequate information on the hazards and controls, and given information in order to reduce the risk. RFM will also look at RAMS to ensure that they are reviewing all aspects of the tools to be used to complete each section of the works requirement.

14. Waste Management

The disposal of all waste or other materials removed from the Site will be in accordance with the requirements of the Environment Agency, Control of Pollution Act (COPA), 1974, Environment Act 1995, Special Waste Regulations 1996, Duty of Care Regulations 1991 and the Waste Management Regulations 2006.

This project comprises very little demolition works – the vast amount of material to be removed from site will arise from the bulk dig of the basements of the 7 dwellings.

In general and in accordance with the principles of the UK Government's 'Waste Strategy 2010', a principal aim during the limited demolition and construction will be to reduce the amount of waste generated and exported from the Proposed Development site. This approach complies with the waste hierarchy whereby the intention is first to minimise, then to treat at source or compact and, finally, to dispose of off-Site as necessary. All relevant contractors will be required to investigate opportunities to minimise and reduce waste generation, such as:

Agreements with material suppliers to reduce the amount of packaging or to participate in a packaging take-back scheme;

Implementation of a 'just-in-time' material delivery system to avoid materials being stockpiled, which increases the risk of their damage and disposal as waste;

Attention to material quantity requirements to avoid over-ordering and generation of waste materials;

Re-use of materials wherever feasible (e.g. re-use of crushed concrete from demolition process for fill (crushed using an on-site concrete crusher); re-use of excavated soil for landscaping; re-use of internal equipment and plant from existing buildings). Concrete will be taken off the Proposed Development site for crushing and re-use. The Government has set broad targets of the use of reclaimed aggregate, and in keeping with best practice, contractors will be required to maximise the proportion of materials recycled;

Segregation of waste at source will be carried out where practical; and Re-use and recycling of materials off-site where re-use on-site is not practical.

Overall, the waste management for the site is likely to comprise of the following:

The material from excavations will leave site via the vehicular access & egress routes to & from site.

Skips will be covered to prevent dust and debris blowing around the site, and will be cleared on a regular basis. Burning of wastes or unwanted materials will not be permitted on-site. All hazardous materials including chemicals, cleaning agents, solvents and solvent containing products will be properly sealed in containers at the end of each day prior to storage in appropriately protected and bunded storage areas.

As the new buildings become enclosed, the rubbish will be collected in lightweight floor-based wheeled bins that can manoeuvre around the configuration of the units. The skips will then be taken to ground floor level by hoist, and disposed of into larger skips & taken off-site.



15. Pest Control

A Pest Control contractor will be engaged to carry out a monthly inspection of the site, providing a monitoring system and will act if rodent egress is detected.

Other initiatives which will be initiated include:-

- No waste on site
- No eating or drinking on site other than in the canteen
- Capping of redundant drains
- Installation of traps

Appendix 1

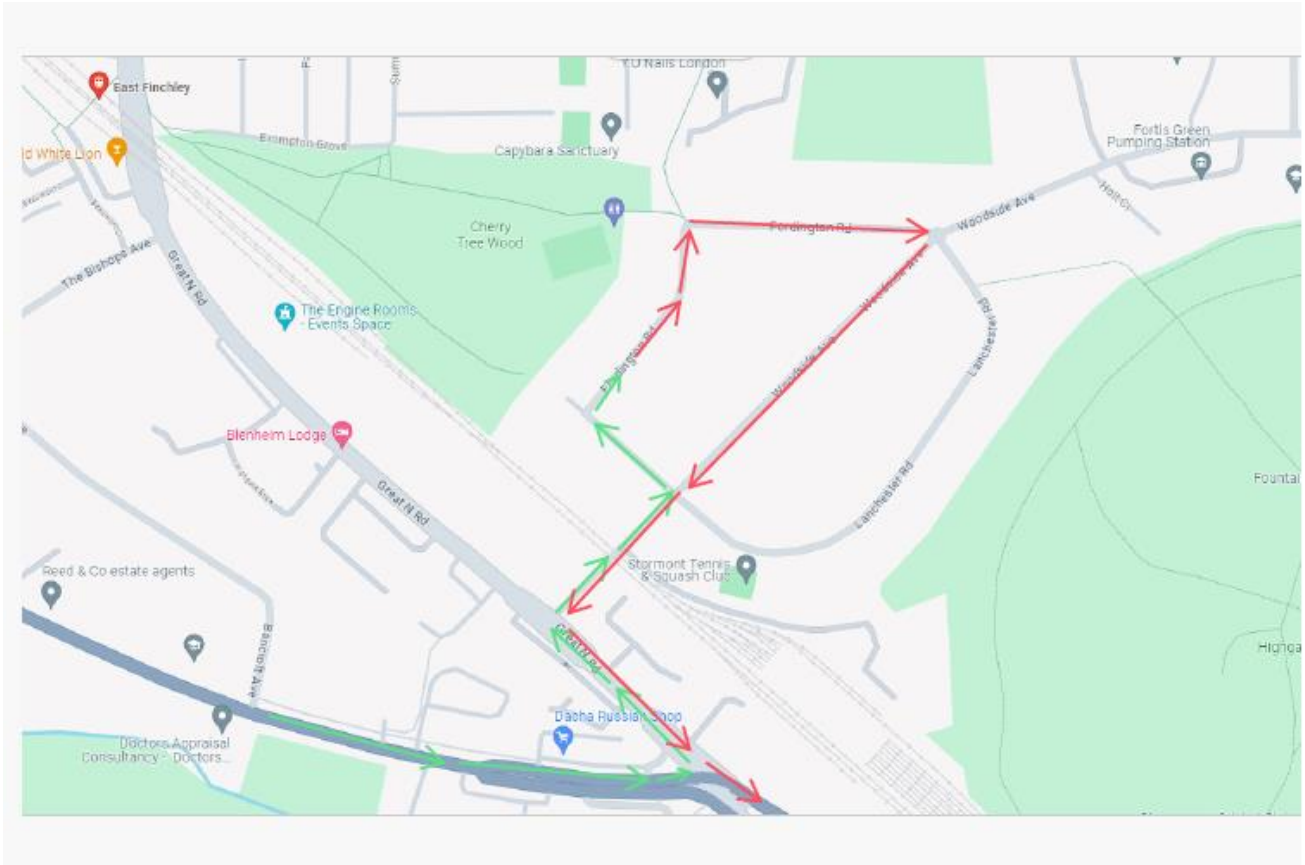
Project Directory

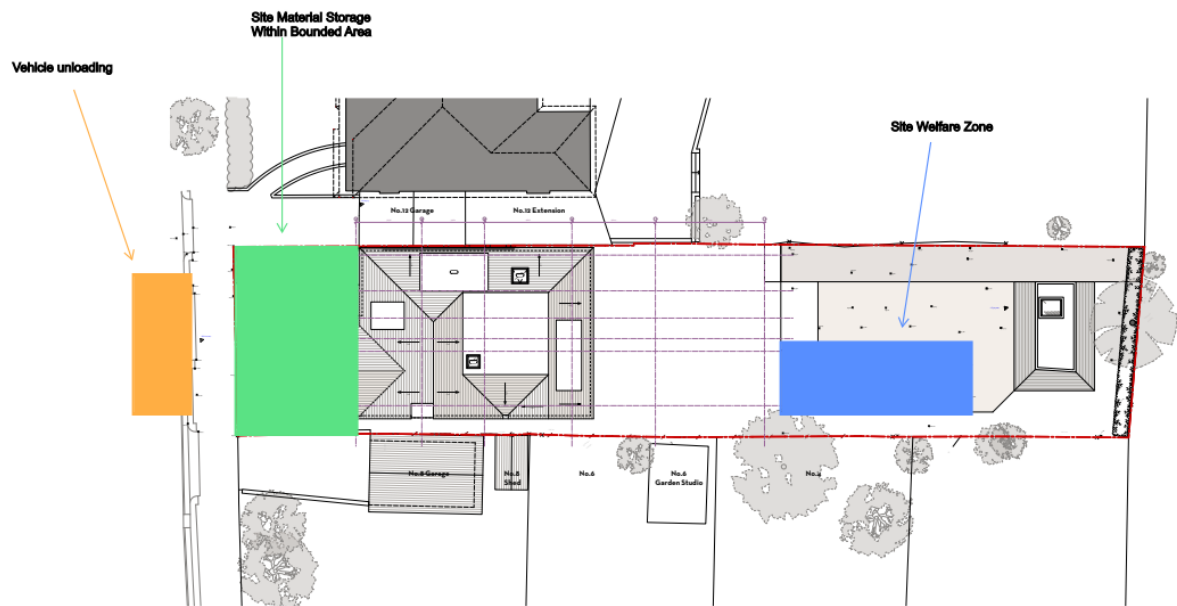
Duty Holder Title	Point of Contact & Address	Phone & Email Contact Details
Client Name: Simon Fox Sheila Fox	Private Address	Simon Fox Mobile: 07803 603439 Email: simon.fox@rocketmail.com
Principal Designer Name: N/A	Peligro 1 Parkside Court Greenhough Road Lichfield WS13 7FE	Leigh Johnston Mobile: 07879 492350 Email: leigh.johnston@peligro.co.uk
Principal Contractor Name: RFM Construction Management Ltd	2 Acton Street King's Cross London WC1X 9NA	Nick McNeely Mobile: 07889 418971 Email: Nick@rfmprojectmanagement.com
Structural Engineer Name: GDC Partnership Ltd	GDC Partnership Ltd Third floor 29 London Road Bromley BR1 1DG	David Mole Mobile: 07762 967680 Email: david.mole@gdcpartnership.co.uk
Architect Name: Mutiny Architecture	Mutiny Architecture Ltd 13 Hawley Crescent London NW1 0EE	Jeremy Wiggins Mobile: 07951 248528 Email: jeremy@mutiny-architecture.com



Appendix 2

Route to Site





Appendix 3

Letter Drop

Subject: **Commencement of works- 10 Fordington Road**

Dear Neighbour,

Following our initial communications to you in February, we are now commencing on site activities for the project at 10 Fordington Road.

Our initial phase of works includes the following:

- **Hoardings to Front Elevation**
- **Removal of planters to Driveway**
- **Demolition of Existing Structures**
- **Piling Mat import & lay**
- **Rear Garden Shrubbery Clearance**
- **Welfare Unit delivery and installation to rear garden.**

As such, you may notice an increased level of activity around the site. We will endeavour to keep any disturbance to an absolute minimum during this phase and throughout the project, and we thank you for your understanding and patience in advance as we work to deliver this project as smoothly as possible.

If you have any concerns or queries, please feel free to contact me.

Kind regards,

Nick McNeely (Project Director)

Tel: 07889 418971

Email: Nick@rfmprojectmanagement.com



NOISE, DUST & VIBRATION MANAGEMENT PLAN – 10 Fordington Road

NOISE & VIBRATION

Excessive noise & vibration on site can lead to poor quality of life for affected residents, complaints, wildlife disturbance, and structural damage to buildings and utilities. Effective planning, on-site management of noise, and traffic management will significantly reduce the likelihood of excessive noise and the resulting impacts.

BEST PRACTICAL MEANS

The impact of noise and vibration from the construction works will be reduced by best practical means.

Best practical means, defined within the Environmental Protection Act 1990, is a balancing of noise and vibration factors and it means that mitigation or working constraints can be prioritised to those locations and activities, which are most required. For example:

- Proximity of work to residents – the further away from residents that works occur the less mitigation is required to demonstrate best practical means;
- Duration – if any activity is required to be undertaken only for a few days, then it may require significantly less mitigation than if it was to be undertaken for several weeks;
- Time of day – works undertaken at night require more mitigation and justification than works during the day;
- Engineering practicability and safety – if there is no alternative but to undertake the works at night with noisy equipment (because there is no quieter equipment that exists to do the work) then this would constitute best practical means, as long as detailed justification was given and local residents were informed in advance of the works.

The following specific best practical means measures will be implemented to reduce noise and vibration and their impacts:

- Careful selection of equipment and construction methods – Only equipment conforming to relevant national or international standards, directives and recommendations on noise and vibration emissions will be used;
- Using noise control equipment – Equipment such as jackets, shrouds, hoods, and doors will be used where practicable;
- Erecting hoardings and screens – These will act as noise barriers and will be erected where appropriate within the constraints of the site before any construction activities are undertaken;
- Ensuring all equipment is maintained regularly to comply with relevant standards;
- Shutting down equipment when not in use.



MONITORING DURING WORKS

The Site Manager will monitor Noise with the use of a hand held device, positions and locations considered appropriate for the scale and nature of the development will be selected when works commence and will be monitored twice daily. If, as a result of the monitoring, measures to reduce noise and vibration are recommended by the Site Management Team, they will be submitted to the Council's Environmental Health department with a view to being implemented without delay.

Noise Levels for the development aim to be within a daily limit of 70 dB [LAEQ/10hrs]

In accordance with London Borough of Haringey's guidance, the anticipated normal working hours for any works on site will be:

- 08.00 to 18.00 Monday to Friday;
- 09.00 to 13.00 Saturday;
- No working at any other time including Sundays or Bank Holidays.

During the winter months work may continue during the hours of darkness, within normal working hours, subject to adequate artificial lighting to illuminate the works in question where required. However, certain specialist construction operations and deliveries may have to be undertaken during night time, out-of-hours or at the weekend. Where this is required, agreement will be sought in advance from London Borough of Hackney and other relevant parties.

DELIVERIES TO SITE

Deliveries to site can be a common cause of noise, dust and water pollution, particularly in a compact location such as the development site. As such, the following measures will be put in place to reduce the impact of deliveries to the site:

- Time for deliveries will be defined within the acceptable site working hours. Where possible deliveries will be ordered to arrive after 9.30 am to minimise disruption to neighbouring residents. For any specialist deliveries that cannot be arranged within the site working hours, agreement will be sought from the Local Council and other relevant parties.
- The Site Manager will ensure that any tanks, drums or containers coming to site are in a satisfactory condition, checking for damage and/or leaks;
- Delivery and material storage areas will be clearly defined within the site boundary;
- All deliveries will be supervised by site personnel.

MINIMISING NOISE

The following measures are based on the guidance provided in BS5228 'Code of practice for noise and vibration control on construction and open sites' (Part 1 and 2) which will be applied to minimise the noise breakout from the construction activities affecting noise sensitive receptors. Although this information is provided in this document, the Principal Contractor will refer to the British Standard in full:

- Ensuring the use of quiet working methods, the most suitable plant and reasonable hours of working for noisy operations, where reasonably practicable;
- Locating noisy plant machinery and equipment as far away from houses as reasonably possible, and where practical, carrying out loading and unloading in these areas;



- Shutting down any machines that work intermittently or throttling them back to a minimum;
- Orientating plant machinery that is known to emit noise strongly in one direction so that noise is directed away from houses, where possible;
- Lowering materials slowly, whenever practicable, and not dropping them.

DUST

Dust arising from a site can cause health risks to site-based staff and neighbours, air pollution, and annoyance to local residents. Dust and fine particle generation from construction and demolition activities can be substantially reduced through carefully selected mitigation techniques and effective management. The most effective technique is to control dust at source and prevent it from becoming airborne. The Principal Contractor will ensure that all contractors follow best practice at all times to control and limit emissions of particulate pollutants into the atmosphere from construction and demolition activities.

PREPARATION AND MAINTENANCE

The way in which a site is prepared and maintained can have a significant impact on the control of dust. In accordance with the London Plan Control of Dust and Emissions During Construction SPG (2014), the following measures will be used on site to minimise dust:

- Machinery and dust generating activities will be located away from receptors where possible;
- Where possible a physical barrier will be placed between dust generating activities and receptors;
- Any loose materials will be removed from the site as soon as possible;
- Hoardings and barriers will be regularly cleaned using wet methods where possible to prevent resuspension of particulate matter.

OPERATIONS

The following measures will be employed to reduce dust emissions during operations:

- Where possible, cutting, grinding and sawing will not be conducted on site and pre-fabricated materials will be brought in where possible;
- Where cutting, grinding and sawing must take place on site, spraying water, ideally from a water efficient spray pump, over the materials as it is being cut will reduce the amount of dust generated;
- During any demolition activities water suppression will be used to damp down dust and other debris that could generate dust and where practical, manual or mechanical demolition techniques should be used;
- Any skips, chutes or conveyers used on site will be completely covered and, if necessary, completely enclosed to ensure that dust does not escape;
- Dust sheets will be used throughout the site;
- Drop heights will be minimised to control the fall of materials;
Cement, sand, fine aggregates and other fine powders will be sealed after use and if necessary stored in enclosed containers. If required, some materials will be kept damp to reduce the risk of drying out;
- Handling operations will be kept to a minimum by ensuring that dusty material is not moved or handled unnecessarily. This will be achieved through experienced construction site management;
- Materials will be stored away from site boundaries, wherever possible;
- Where considered appropriate and where dust generating activities cannot be avoided, dust screens will be erected to prevent the spill of dust beyond the site boundary.
- Works to Sandblast the soffits to each office area will be carried out before such time as there is a full workforce on site. This work will be carried out by



experienced individuals and a sophisticated suppression system will be in place to control the amount of dust exerted.

Signage will be displayed at prominent locations around the site to inform the workforce of the relevant procedures. Such procedures will be included in the site induction process as well as any construction method statements required.

The Site Manager will be responsible for ensuring the site operatives and any subcontractors take the appropriate action where required.

MONITORING

With the above measures implemented, the formation of dust will be minimised. However, continuous site monitoring will take place to ensure that dust levels are kept to a minimum throughout the construction process.

Given the scale of the site, the monitoring process will largely involve visual assessments by the Site Manager to ensure that measures are being implemented correctly. A log of any complaints from the public, and the measures taken to address any complaints where they are required will be kept.