



Construction Management Plan

Didsbury Point



Version Control

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Reason	New Document – Preconstruction Draft				
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1. Introduction

The purpose of the Construction Management Plan (CMP) is to address the detailed procedures, sequencing and construction methodology anticipated by the project team engaged in the planning, liaison, and construction of the project. The plan outlines proposals on traffic and environmental measures to be adopted during construction and provides supplementary information to the Environmental Statement on construction related issues.

It is also designed to be a live document which will eventually address how any planning conditions imposed on the project will be managed or discharged by the construction teams.

It is not to be confused with the Construction Phase Health & Safety Plan, which will provide the contractor with a mechanism to comply with its legal responsibilities when acting as principal contractor in respect to the Construction (Design & Management) Regulations 2007.

The CMP incorporates 3 main elements.

1. Background and description of the construction of the apartment building.
2. Traffic management considerations.
3. Environmental considerations.

2. Consideration of the Apartment Building

2.1 Background

The works comprise the design and construction, of a new build mixed-use development which consists of **76 units** (GIFA 8091m²) complete with associated plantroom and service areas and a Medical Centre located on the ground floor (1208m² to be shell and core as part of this contract), external works, external car park 60no. spaces (32no spaces ground and 28no spaces upper deck level; 25no allocated to MHCC and 35no for apartments) drainage and services.

- North Block A – 46no S/Ownership – Ground Floor ancillary areas + 7 floors of accommodation.
- South Block B – 30no A/Rent – Ground Floor MHCC + 5 floors of accommodation.
- Mix of:- 2B3P = 37no. / 2B4P = 26no. / 2B4P Duplex = 6no. / 1B2P = 7no.

2.2 Site Location

The site is situated at Didsbury Point, The Boulevard and The Avenue, Didsbury Point, M202EY

The site is square 3025 m².

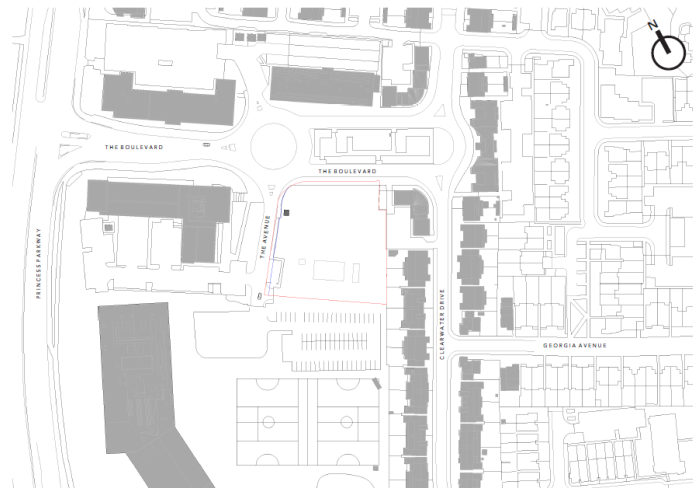


Image - Site Boundary



Image - Street View -
Avenue and Boulevard



Image - Approach to
Didsbury School

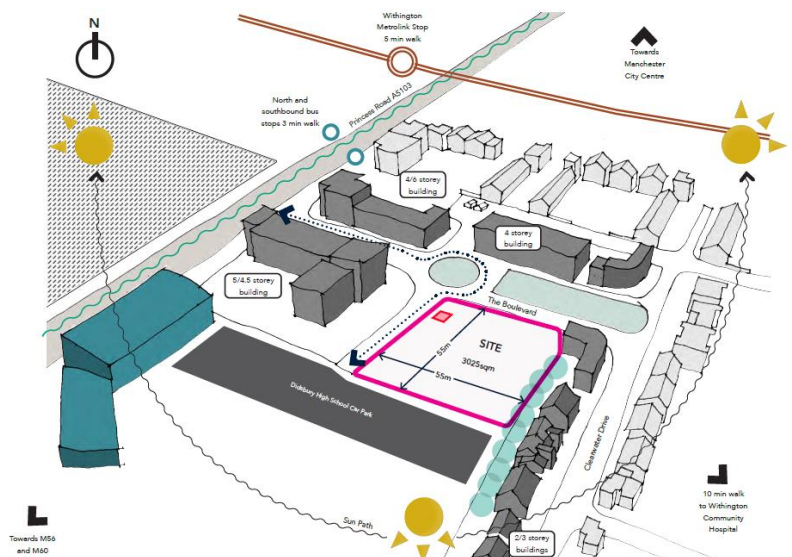
2.3 Description of the Site

The site currently houses an existing switch room and some containers being utilised for local landscaping equipment.

2.4 The Building

The project consists of two 6-storey buildings and an 8 storey block and a variety, two and three-bedroom apartment dwellings with and terraces on the 6 storey Boulevard elevation within. There is a medical centre and associated plant and communal areas on the ground floor

A newly landscaped area splits the buildings and has car parking at podium and is located above the medical centre.



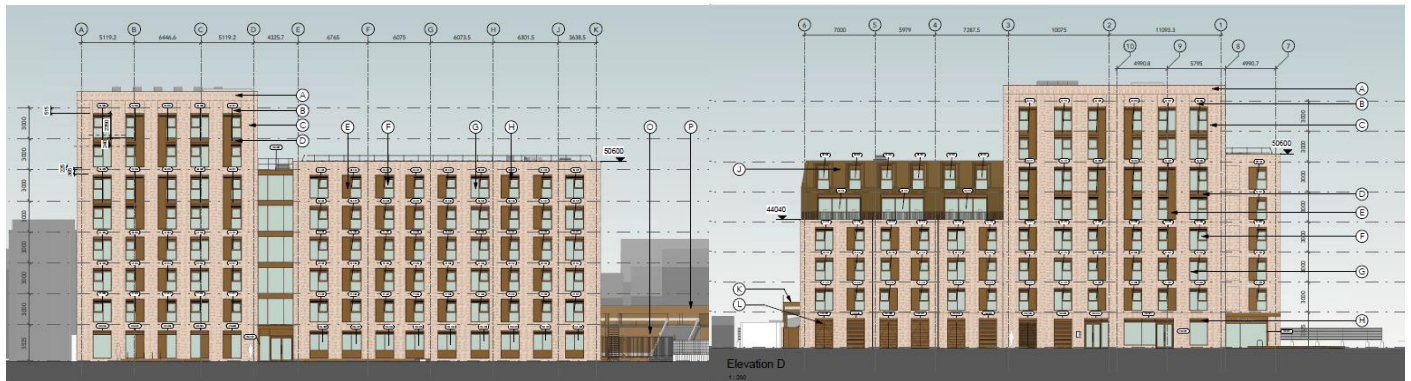


Foundations – These will be ‘Auger’ CFA piles foundations with concrete pile caps and associated slab ties forming the ground floor structural slab.

Frame – is Structural steel frame and metal deck with concrete.

Roofs - Are generally hot melt roof.

Envelope – The envelope is traditional brickwork, with small areas of decorative cladding



Elevation Drawings



Ground Floor Plan



First Floor Plan

2.5 Programme

The construction duration is expected to take approximately 75 weeks. Structural steel frame works will continue with envelope masonry and scaffolds continuing through to circa project week 60.

2.6 Risk Management and Control Assessments

Workshops & Meetings – Pre-construction – Highways, Neighbours, Full Design-Build & Client Team, Key Sub-contractors, Commercial. During Construction – feedback sessions, item in all meeting minutes.



Control Log – Risk Registers (updated & live), safety audits.

Risk Assessments and Control Procedures - Element specific risk assessments will be developed during the works in conjunction with the specialist sub-contractors, these will be in line with requirements of the construction phase health and safety plan, the designers risk assessments etc. With particular attention being given to the adjacent boundary conditions and the unique solution needed for each elevation.

Below is a list of Site-Specific items relating to Health and Safety where particular attention will be given during pre-construction phase that the team will develop specific Method Statements and Risk control procedures to manage.

- Footpath Public Safety to Avenue and the Boulevard and public footpath leading to Didsbury school.
- Didsbury School and One Didsbury Point – public safety and vehicular access to their car park entrance
- Lifting operations – all lifting operations to take place within site boundary.
- Site operative safety during the frame works.
- Site operative safety – access routes for pedestrians and vehicles
- Major plant installations – Mobile cranes and MEWPS
- Frame falling objects – netting and edge protection.

Whilst this list is not exhaustive, it will be used as discussion points for the team developing the project Construction Phase Health and Safety Plan.

2.7 Working Hours

The construction hours will be as prescribed by the local authority, but we expect these to be from;

- Mon-Fri 07.30am - 18.00hrs
- Saturday 08.30am - 14.00hrs
- Sunday & Bank Holidays No Work permitted.

There will be certain circumstances where construction work will be required to take place outside of these hours. An example of this is 'power floating' of the floor slabs, this will be intermittent and is likely to be one day per week over the upper floor frame programme. The exact phasing and timescales of this will be communicated to our neighbours and direct to the relevant Environmental Health Officer for the area for the necessary section 60 approval.



2.8 Pre-Start Survey

A preliminary survey of the works has been undertaken, prior to commencement a full joint survey will be undertaken with the client team, party wall surveyor and MCC taking account. A photographic record of the boundary conditions will be electronically stored via our A-Site system;

- Existing structures
- Boundaries
- Kerb lines
- Road conditions
- Pavements
- Lighting columns
- Street furniture

2.9 Construction Site Compound and Accommodation Welfare and Storage The main Project Offices will be sited within the project boundary at the point shown in the green square in the below image. The intention being that 'Portakabin' type units are double stacked with offices over the top of double stacked Welfare. There is no car parking on site and all parking for the project will be in designated parking areas with the closest being Withington Hospital

Detailed site compound layout shown below.





Car Parking

There will be no car parking on site. We recognise that construction car-parking within the area is very limited indeed as there is a considerable amount of construction work ongoing within the proximity. Our operatives will be encouraged to utilise all forms of public transport.

The site is located close to Princess Road which is an active bus route, as well as being not far away from Burton Road and West Didsbury Tran station, there are numerous forms of public transport links buses. Once the site welfare is established on site, we will install several cycle parking stands for operatives to utilise, should they wish to cycle to work.

During the procurement stage operative numbers will be established and appropriate allocation established in the area. We are conscious of the local resident parking and will account for this in discussions with the supply chain. This will be re-iterated at induction to the work force

2.9.1 Safety / Highways & Adjacent Community

Access into the site and accommodation compound will be via security turnstile operated by use of biometric scanning. Approvals to close the footpath and half the road have been approved by MCC Highways, scaffold access will remain within the confines of the site and not affect any of the adjacent highways.

2.9.2 Deliveries

Shall only take place within the site working hours:

Mon to Fri not before 8 - 8.30 and no deliveries between 3-3.30

NO DELIVERIES ON SATURDAYS, SUNDAYS, OR BANK HOLIDAYS

No deliveries shall be accepted outside these hours to reduce impact on residents. Deliveries where possible will be coordinated outside of school drop off and collection hours. Delivery restrictions will be included in subcontract and delivery orders. Deliveries will be scheduled, where possible, to occur outside of peak traffic periods to minimise any disruption to the surrounding road infrastructure, students, and residents. We will ensure that a banksman will be in attendance to direct pedestrians safely from any large delivery activity.

Unloading of materials will take place within the site directly to the designated storage areas as indicated on Site Plan.

During the early pre-construction stage, we will collate all delivery needs from the supply chain and develop a contractor specific delivery strategy for each element of the works.

To reduce congestion and ensure traffic flow is not impacted, there will be no parking or queuing of vehicles or HGV's on the Avenue or Boulevard. We will minimise loading or unloading of vehicles on any of the highways surrounding the project. Whilst loading and unloading activities are not permitted on adopted highways, should there be certain circumstances where there is no other choice, BCL will seek permission from the Local Highway Authority to implement the correct traffic management measures to cater for these activities before any deliveries are arranged.

Deliveries will be managed on a delivery management system, in which sub-contractors must book in their deliveries with the site manager, so that these deliveries can be time allocated accordingly to ensure that there will be no congestion to the surrounding highways.



Traffic signs necessary for the warning, regulation and control of vehicular and pedestrian traffic will be provided and erected in the vicinity of the entrance to the site, and along the agreed access routes and maintained for the duration of the Contract. Signage on the highway will be agreed with the Local Authorities Traffic Services.

Upon leaving site, vehicles will take the most direct route to major roads and avoid driving through residential areas. The route that vehicles will be required to take when accessing / vacating the site will be via The Avenue, onto The Boulevard then onto A5103(Princess Road).

All construction traffic from the project will be marshalled on and off site by a qualified vehicle banksman.

A site speed limit of 5 mph will be implemented which must be adhered to. A Traffic Management Plan will be introduced to cover all movements. Where any reversing is inevitable then it will be carried out with a trained banksman in attendance. The Plan will be drawn to the attention of sub-contractors and their operatives during the induction process.

Any site plant (e.g., forklift truck, tele-handler, dumper, mini excavator, etc.) used on the public highway will be registered with the DVLA and bear a licence plate (Form V55/5) and be taxed and insured for use on the road. On site Traffic Management routes will be indicated on the Traffic Management plan. Specific Traffic Management will be introduced specifically Temporary traffic lights and one-way systems during the construction of drainage connections will need to be implemented-however these plans will need to further review and discussed with MCC Highways in due course.

Further discussions are to be held with MCC Highways to discuss traffic routes pedestrian routes, parking suspensions, temporary footpath, and road closures etc.

Delivery Vehicles Swept Path Analysis – if necessary, this will involve vehicle swept path analysis to demonstrate safe vehicle manoeuvres.

Materials storage – whilst the objective will be to take deliveries direct to the point of usage, we will be utilising the undercover carpark to a temporary dry storage facility. This undercover storage facility will be built up alongside the steel frame and concrete floor works to provide temporary dry storage facility from the early stages on the project.

2.10 Construction Environmental Management Plan

The CEMP defines responsibilities and methods during the construction phase of this development to manage potential impacts on the by the control of contaminant arising from the construction works.

The CEMP addresses the following issues associated with the development:

- Dust Emissions;
- Ecology;
- Water Pollution;
- Waste Management;
- Contaminated Land; and
- Community Responsibility.



2.10.1 Early Works

Enabling Work & Site Investigations

The site is currently fenced and secured to the original building. The existing Building has been demolished and site investigation have been undertaken. We have several ecological surveys to undertaken with particular attention to Bats, nesting birds, badgers and Hedgehogs.

2.10.2 Hoardings & Site Set-Up

Temporary welfare facilities will be provided during the initial site establishment and remediation works. These will be in the form of self-contained units-providing site office, WC/washing facilities, canteen and changing areas.

Whilst remediation works are underway, the main site welfare facilities will be established.

Permanent welfare facilities will be provided for the duration of the main project, and these will be located as noted on Site Logistics plan. These facilities will comply with latest regulations and HSE guidelines ensuring adequate male and female WC and hand washing facilities, canteen facilities, changing and drying areas.

Approaching the completion of the scheme these facilities will be removed and temporary facilities established, as noted above.

Hoardings/Fencing

The site is currently enclosed with existing timber hoarding to North and West elevation, with brickwork to east and mesh/wire fencing to south elevation. EQUANS will ensure that the site is enclosed with appropriately designed hoarding. This will be a combination of proprietary steel hoarding and ply fixed to timber posts and rails, both of which will be supplemented (as required) by 2.4m high block & mesh site fencing. All temporary perimeter fencing will have a Temporary Works Design completed by a competent Engineer. Access gates will be steel and a minimum of 2 metres high.

Any works outside the boundary (improvements to entrance, services/drainage trenching) will be subject to the relevant agreements and licences which will be obtained from the Local Authority. We have met Manchester Highways on 4 occasions ensuring the proposals are all agreed maintaining access around the perimeter of the development.

Any hoardings/barriers/fencing will not require footpaths to be closed, this has been agreed with MCC due to the volume of pedestrian. We have agreed to erect a demountable hoarding along the boulevard and a concrete post hoarding along The Avenue. The demountable hoarding will extend into the footpath by 650mm, we have agreed with MCC that some of the vegetation within the planters can be trimmed widening the footpath.

As a result of The Boulevard building line being located at the rear of the footpath the scaffolding has been designed as a gantry walkway affording pedestrian access under the scaffolding preventing the footpath being closed



Figure 2 - The Boulevard

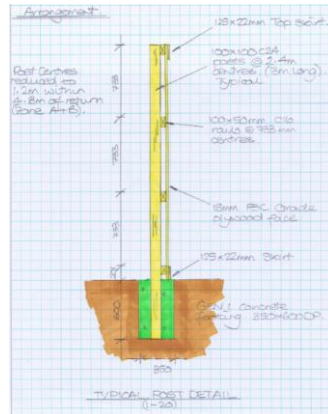


Figure 1 - The Avenue

Scaffold & Hoisting Access Plan

As the building design is of masonry, we propose to utilise mast climbers on this project. We will be using scaffolding only on elevations where it is not feasible to use mast climbers. We will coordinate this with MCC Highways to ensure public safety as per their requirements.

A detailed programme of deliveries will be developed with each trade contactor.

Scaffolding will be necessary to provide a safe working platform on certain elevations where access will not be available for most climbers. The scaffold will be provided with brick guards. Debris netting / mona flex will be provided on areas adjacent to public highways. Any scaffold standards in public areas will be covered or boxed to prevent persons climbing them. Scaffold standards and scaffold clips will be highlighted by painting / with hazard tape and padded where there is a significant risk of persons walking into them.

Scaffolds will be built in accordance with **TG20:21** 'basic scaffolding' or the current manufacturers' instructions. Where scaffolding does not meet this criterion a suitable scaffold design will be supplied which will be reviewed by a Temporary Works Coordinator prior to commencement on site. Scaffolds will be inspected prior to a handover certificate being issued before first use, following any significant alteration, adaption or adverse weather conditions and every seven days thereafter.

All access ladders from the ground to the first lift will be removed when the scaffold is not in use and will either be locked in a storage container or chained and padlocked to the foot of the scaffold. Other methods of making sure that ladders cannot be used outside normal working hours may be used.

We will also be looking to utilise mast climbers for façade works to the external envelope. This will be erected in line with latest guidance and best practice.



This is an example of the designed scaffolding which will be installed to the Boulevard elevation



Figure 3 - An example of the gantry scaffolding.

3. Traffic Management

This will be fully agreed in advance with MCC, client and all third parties. The project will follow these agreed action plans.

- We will install any necessary signage identifying the works / pedestrian routes as required.
- Hoarding lights if required
- Alternate pedestrian routes and pedestrian management
- A highways dilapidation survey has been carried out by BCL before works commence on site and this has been submitted to MCC highways authority for acceptance.

3.1 Vehicle & Pedestrian Management

Vehicles entering site will do so via the manned access gate.

Vehicles will be logged in (all deliveries will be prebooked 24 hours in advance and approval issued prior to confirmation to haulier to proceed).

The Gateman / Unload Supervisor will control the gates ensuring no members of the public can stray onto site.



Dedicated walkways will be erected within the unload area and around site preventing vehicles and personnel 'mixing'.

Public Walkways

Public routes will be agreed with MCC Highways in advance of any works. Signage / directional arrows will identify the routes will be clear and visible. Routes will be lit to the relevant standards as required. Our full-time gateman will be on hand to direct members of the public should it be necessary.

3.1.1 Signage

External facing signage indicating development details will be provided. The method, size and position are still to be finalised with the client.

We will also provide a notice board to the externals of the hoarding allowing for the new letters and project updates to be displayed.

Within the site, information relating to general health, safety and environmental matters, site specific information and statutory notices will be displayed on the site SHEQ notice board. This shall include the following:

- Contract Name
- Emergency Contact Name and number including out of hours
- Site Plan
- Current Key Risks and Information
- This Week's Topic
- Health & Safety Law Poster
- Designated Fire Marshal (s) and First Aider (s).
- F10
- Insurances
- Policy Statements; Site Information (Fire Alarm, Deliveries, Parking, Nearest Rail Station, Emergency (Medical), Environment, Police, HSE,

Site Signage

Company branded signage will be erected around the site and the compound advising all safety obligations of the company their workforce and visitors, signage will be subject to weekly inspection and daily monitoring.

3.1.2 Vehicle Parking

The site has limited space. During the early works on the project, site-based vehicles (contractors working out of their vehicles) will park and operate from within the site. An example of site-based vehicles is the piling companies van, in which they have numerous tools and equipment stored for use throughout the day. All construction vehicles and plant are to be parked in a safe and tidy manner at the works location when not in use.

When the project reaches the stage of the steel erection, no vehicles will be allowed to park within the site area, unless otherwise agreed with site management.



Bridgestone will look to minimise the impact that parking may have on the local environment. Contractors will be encouraged to car / van share and use public transport, where possible, and informed of site limitations prior to award of any contract.

All parking restrictions will be raised with all sub-contractors as part of the tender and selection process.

4. Environmental Considerations and Minimising the Environmental Impacts

Noise Management

Wherever possible plant and work operatives that have the potential to create noise will be eliminated or kept to within the levels set by environmental legislation. Where this is not possible, and operations/plant and equipment are identified as having the capacity to generate high noise levels then these will be covered by Risk Assessments and Control Measures.

All subcontractor method statements are reviewed to ensure that they have identified the correct control measures and how these are to be implemented. The construction site management team are responsible for the management and implementation of the control measures to be put in place, these are communicated through induction, toolbox talks and daily task briefings to the workforce.

Environmental noise levels are measured throughout the construction phase to ensure that control measures are suitable, reviewing working practices so that alternative measures may be able to be implemented to further reduce noise pollution. Best practices will be implemented to minimise the impact of the works.

The site will be fully enclosed with hoarding as noted elsewhere and this will also act as barrier for noise between site and residents.

Operatives will be instructed where necessary to use ear defenders whilst carrying out those operations on site where noise levels have been identified as being excess of permitted level.

In principle the following methodology and procedures will be utilised and adhered to where required: British Standard 5228 – (Code of Practice for Noise & Vibration Control on Construction Sites Part 1&2,)

- Permissible noise and vibration levels, threshold levels and the monitoring programme will be determined in accordance with this Standard.
- Noise measuring will be carried out on site prior to work starting to establish the existing background levels at the designated locations around the site boundary.
- Noise monitoring will be carried out throughout the works.
- The ABC methodology from the BS 5228 guidance will be used for establishing the threshold noise levels.
- “Best Practicable Means” of control will be utilised
- Identified sources of noise are:
 - Site Clearance: Excavators / Dumpers
 - Construction Phase: Excavators / Dumpers / Telehandler / Piling Rig / Cutting tools / Handheld Trade tools.

Best Practical Means to reduce noise impact will always be used and these will be:



- To reduce or remove from site those operations that involve the use of noise generating plant and machinery. This will involve arranging for as much off-site pre-cutting and prefabrication of materials and components as possible.
- All plant and machinery will be modern examples, meet EU noise emission standards and will be fully maintained.

All heavy/noise generating construction plant will be clearly labelled with its max noise emission level.

All plant will be kept within the site and wherever possible away from the site boundaries.

- Delivery vehicles etc will be unloaded within the site, as near to the designated material storage area as possible.
- Sound monitoring will be carried out regularly to a pre-determined monitoring regime.
- The works will strictly be limited to within the Site Operating hours.

All surrounding householders and premises will be notified by letter prior to the commencement of the works on site, advising them of the construction works to be carried out.

Dust Control/Air Quality

The site will be fully enclosed with hoarding fixed to suitably designed posts to limit dust migration from the site into the surrounding environment.

All cutting will be kept to a minimum (with any cutting operations being carried and any dust creating cutting plant will be used with dust suppression equipment-this will be highlighted in site specific RAMS)

During the construction phase of the work, we will monitor weather and site conditions with regards to dust control. Site traffic / deliveries will be limited to the haul road and lay down areas (as indicated/located on the Traffic Management Plan and Site Logistics Layout) thus avoiding movement of vehicles over the whole site.

All vehicles delivering materials and removing waste or spoil will have their loads covered. During periods of dry weather conditions, we will damp down areas of work by means of hosepipes and spray guns, in addition the site will have the benefit of being enclosed with continuous hoarding to ensure that any wind driven dust is contained within the site boundary.

Dust control measures will be included within the Risk Assessments and Method Statements for all dust generating activities (as noted below).

Dust Suppression Activity

Control of site generated dust.

Objective

To reduce, control and manage the generation of all site dusts caused by the carrying out of site construction activities.



Resources

Experienced and Competent Manager and Trade Supervisors will carry out Assessments of all site construction processes prior to their commencement with a view to determining other methods of executing the works which are non-dust generating.

Erection of a physical barrier on the site boundaries. Hoarding/fencing with barrier membrane. Use of construction equipment, plant and tools fitted with dust suppression measures.

Standard item on Operatives Site Induction agenda

Regular toolbox talks on the need to reduce and eliminate the generation of dust wherever possible as the first course of action.

- Use of water bowsers to dampen down.
- Mobile power washer/misting systems
- Air monitoring equipment when required.

Waste Management

The Construction team will be working in partnership with a specialist waste management partner to compile the Site Waste Management Plan. Whilst this is not a compulsory requirement, it is good practice to adopt these principles.

The development will take the following approach:

1. Avoid the creation of waste in the first place.
2. Re-use waste that is created as much as possible.
3. Allow left-over waste to be recycled elsewhere as much as possible, minimising the waste that ends up in landfill.

Burning of waste arising on site will not be permitted at any time.

All waste arising from construction works will be removed from site for recycling as appropriate. Where practicable, hard materials will be crushed on site for reuse, as general fill or as part of the external service yard/crane mats/mast climber base blinding.

Below are our waste management targets and Key Performance Indicators we will endeavour to achieve
Waste management targets:

- 90% construction waste will be diverted from landfill.
- At least 70% of construction waste will be recycled.
- Inert material retrieved from excavations will be re-used locally or recycled rather than sent to landfill.

Site Lighting

Whilst it is a requirement under Health and Safety legislation to provide suitable provision for lighting this will be monitored on site to minimise potential light pollution and disturbance to residents outside site hours.

Lighting to the site compound and office location shall be installed and to provide enough levels of lighting to maintain access and safety during agreed site hours. This lighting will be on a time clock accordingly.

General site task and security lighting will be utilised during site hours and this lighting will be positioned in such a way to prevent light pollution to residents.



External lighting will be installed to the site hoarding and will be linked to a PIR unit. Where lighting has potential to impact residential areas these lights will be shrouded to reduce lighting pollution.

The final lighting scheme will be in accordance with Lighting Professionals Guidance Notes for the reduction of Obtrusive Lighting.

Complaints Procedure

24-hour contact details will be displayed on the site notice board positioned in public view at the site entrance.

The scheme will also be registered with the Considerate Constructors Scheme and full scheme registration details along with contact name and phone numbers will be displayed on the bespoke scheme notice board located adjacent to the main site entrance.

Additionally, the Site Manager can be contacted directly on site during the standard site working hours. All contract numbers will be displayed on the site notice boards.

Stakeholder Engagement

Prior to the commencement of construction works on site, Bridgestone Construction will circulate to all surrounding householders and premises an initial Newsletter introducing who Bridgestone are and explaining the work we will be carrying out to construct the development.

We will give an overview of the main operations and activities and an indication of expected timescales. We will also continue to communicate via updates periodically i.e. (at approx. 2 monthly intervals) giving more specific progress information and prior notice of the proposed commencement date for any significant works (i.e. piling, crane lifts, etc)

Community Engagement initiatives which will include visits and safety talks to the local schools.

The site will be subject to full registration with the Considerate Constructors Scheme (CCS) and will be subsequently subject to CCS monitoring and audit visits.

4.1 Water

During the works any run off will be managed within the boundary of the site, in accordance with our agreed method statement and company policies. In principle a boundary bund will be formed to prevent any migration into to the river, thereby containing it within the site. During the excavation works, BCL will track any drainage found on the project, excavate down, cut and cap the drainage outlets and concrete encase.

Drainage Connections

The foul drainage connection to the existing sewer is to be undertaken early in the works. Whilst the condition of any existing manholes is unknown, we will review this with the groundwork's contractor. Once re-lined and approved, we will utilise this for temporary water discharge from the works.



Even though the prevention of pollution activities is of prime importance, it is recognised that emergency procedures need to be put in place. Spillage response will form part of the RAMS from each sub-contractor.

4.2 Concrete Wash Out

The concrete washout will be undertaken on site. A specific washout skip will be positioned at street level during concrete pouring operations for this. Concrete vehicles will be offloaded and cleaned at street level thereby ensuring no debris is deposited on the street.

4.2.2 Noise and Vibration

Whilst some noise emissions are unavoidable, these will be of a temporary nature. It is vital that good communication between the site management team, the local Environmental Health Officer and residents is maintained as this will ensure that such impacts are kept to a minimum by correct timing, silencing or other mitigation measures.

4.2.3 Air Quality

At the outset of the scheme we will develop the Dust Management plan in accordance with recommendations. This will form the basis of our site control strategy.

Emissions during construction will likely consist of light, dust and fumes. The site will be lit at night to ensure safe working and / or site security. The lights will be positioned in such a way as to minimise glare to residents, motorists, and animals.

Most machinery used on site will be powered by diesel engines. In order to control the emission of excessive exhaust fumes and smoke, contractors will ensure that all vehicles and plant are adjusted correctly and maintained.

Inevitably, a certain amount of dust will be generated during dry conditions. However, every effort will be made to keep this to a minimum. Where appropriate, water will be sprayed onto the surface to dampen the surface and thereby reduce dust generation. Construction vehicles such as skip wagons, are fitted with a sheeted cover to place over the skips when loaded onto the vehicle to prevent any waste coming away from the skip and to prevent dust from escaping during the journey from site to the recycling centre.

Excavators used during the demolition stage of the project will be fitted with dust suppression measures whilst carrying out demolition works to reduce/prevent air borne dust. During the construction stage of the project, we will be employing damping down processed should any areas of work become dusty.

Precautions will be taken to minimise the deposit of mud and dust on the roads, but this cannot be avoided completely. Any such deposits will be removed regularly using road brushes.

4.2.4 Waste Management

The proper management and handling of waste on site is essential to ensure that pollution and increased levels of contamination are minimised.

Effective management of waste on site will consist of the following measures;



- Closed skip container (food waste etc.)
- Regular clean-up of the site
- Careful handling and transportation to avoid damage.
- Efficient ordering
- Off-site manufacturer (envelope)
- Skips will be located within the site compound with waste being taken to the skips in 1600 litre wheelie bins.

Wheel Washing

Site confines preclude the use of a permanent washdown station. We have allowed for daily attendance from road sweeper during the ground works also during ground floor slab construction whilst vehicles are entering and exiting the drop off zone we will employ a dedicated operative and plant (jet wash) to clean vehicles wheels leaving site, we will supplement this with the use of a truck mounted road sweeper.

During the construction of this project, the vehicle routes of the deliveries to the project throughout the project will change, but will be kept so that wherever possible, the delivery vehicle does not enter the dirty areas on site. As shown below, this is how the deliveries will be managed on the project. By adopting this method, this will keep all mud from the site inside of the site boundary and any mud which does come onto the road can be managed by the gateman with the jetwash.



4.2 Communication to Surrounding Neighbours

During the construction phase, internal communication will include regular progress meetings, which should cover:

- Training undertaken



- Progress reports
- Inspections, audits, and non-conformance
- Complaints received
- Visits by external bodies and the outcome or feedback from such visits
- Objective / target achievement, including reporting on environmental performance.

External communication, including letter drops or meetings, and liaison with statutory authorities will be undertaken by the main contractor and overseen by the Client Project Manager to suit the specific requirements of the project works. Site staff will be available, and a telephone number will be published for use by members of the public wishing to complain, provide other feedback, or make enquiries. All complaints or information requests will be made aware to the Client Project Manager and will be logged promptly. The local authority environmental health team may also be the first to be contacted by residents affected by noise and will require to be kept appraised of progress, program and upcoming phases of works that may give rise to disturbance in order that they can respond to complainants.

Careful monitoring of complaints received, including recording details of the location of the affected party, time of the disturbance and nature of the noise can assist with managing the works to reduce the likelihood of further complaint. Responses to complaints shall include: investigation and response necessary with appropriate apology, explanation, mitigation measure & change in operational method.

A newsletter will be distributed to residents at regular intervals. This will inform them on the progress of the build, up and coming activities (such as piling) and give them relevant contact details. Any off-site works, including drainage connections, are shown beyond the red line boundary, but will still be captured within the curtilage of the site.

5. Health and Safety

We would ensure that the project is managed to the requirements of the Health and Safety at Works Act 1974 and the current Construction (Design and Management) Regulations as well as all other regulations that apply to construction activity.

A detailed health and safety plan would be produced using the detail taken from the preconstruction information pack and any investigation and reports accumulated during the design process, these will be in place prior to commencement of the scheme.

The plan will identify all potential hazards which may be associated with the project which will allow us to plan our works safely and effectively throughout the course of the project.

We would write and communicate specific risk and method statements for the works and manage the provision of the same from the sub-contractors and supply chain.

Copies of training certificates must be submitted to the site managers and are held on file for inspection. All sub-contractors must hold up to date CSCS and present copies to the site manager on arrival at site.

As the work progresses, we would obtain information from suppliers and sub-contractors to build up the Health and Safety File, finalise the File prior to the end of the works and submit documentation to the client when training and instruction is carried out.



We would review procedures and effectiveness on site. We would report to the client at regular meetings on performance.

We will carry out regular safety audits by senior management team to ensure compliance with the current legislation and best practices and compliance with the company's policies and procedures.

To be read in conjunction with additional document during construction stage;

- Construction Phase Health and Safety Plan
- Site Waste Management Plan (SWMP)
- Fire Safety Plan
- Environmental Management plan

Contact Details.

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