

Construction Management Plan

Incorporating Environmental, Traffic, Dust and Air Quality Plans

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Prepared by Feltham Construction Ltd

New Care Home: Normandy Way, Havant PO9 5FH

Planning Reference APP/23/00665

Introduction

This project involves constructing a part-2 and part-3 storey building to provide a 78-bedroom care home facility along with associated infrastructure and external works, as depicted on the current project drawings and associated design information.

The building will be formed in a H-shape with two household wings and a central service hub, where both the main entrance and service entrance will be located. In addition to the 78no bedrooms, additional facilities within the building will include a commercial kitchen, commercial laundry, plant room, lounges, dining and kitchenette, sluice, assisted toilet and bathroom facilities and office accommodation at lower ground floor level, lounges, resident amenity space, dining and kitchenettes, reception, offices, sluice, assisted toilet and bathroom facilities and hair salon at upper ground floor level, and lounges, resident amenity space, dining and kitchenettes, sluice, assisted toilet and bathroom facilities, staff facilities and storage at first floor level, with associated circulation space on all floors. The external walls will be clad in facing brick, and the roofs over the three sections of the building will be formed by dual pitched roofs with linking sections formed in flat roof construction that will accommodate green roofs and PV panels, with additional PV panels also fixed to the south facing roof slopes.

The scope of works includes constructing ground and upper floors, constructing compartment walls, constructing internal walls and partitions, constructing internal stairs, installing lifts, applying floor, wall and ceiling finishes, installing sanitary and kitchen appliances, installing plant and installing M&E services. External works include constructing a new site entrance off Normandy Road and internal site access road, constructing car parking areas, service bays and circulation space, constructing refuse and cycle stores, forming hard and soft landscaping areas, constructing foul and surface water drainage systems and installing mains services.

This document sets out our plan for the management of the works, environmental measures to be taken and the traffic management of vehicle movements associated with the construction activities, to ensure that the works are carried out in a safe manner and mitigating the risk of any impact on the neighbouring properties or users of the highway around the site.

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Site Location

The site is located on the west side of Normandy Road in Havant at approximate OS grid reference SU 73352 07889, and comprises an irregular shaped plot of development land that covers an area approximately 1.55 hectares including the access route from the junction of Bartons Road and Normandy Road.



Programme of works.

The accompanying programme as submitted provides the following headline dates.

Start on site	–	January 2025.
Contract completion	–	October 2026.
Contract duration	–	94 weeks.

Works required to complete pre-commencement planning conditions will be carried out between October and December 2024

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Traffic Management – general notes

The traffic movements have been calculated to the best of our knowledge at this time, but it should be noted that these figures are indicative of the expected works content required to meet the present programme of works.

All vehicles entering and exiting the site and all plant and HGV movements within the site will be controlled by a trained and appropriately qualified banksman, especially reversing vehicles.

This is in the interests of highway safety and to ensure that priority is always given to local residents.

Responsibility for all site operations will be with the Project Manager who will be based on site throughout the works. This includes the responsibility for all vehicle movements to and from site.

Site rules and delivery instructions will be issued to all suppliers and subcontractors as part of the procurement process, and the Project Manager and his team will ensure that these are always adhered to.

All major deliveries will be planned in advance by the Feltham management team.

Vehicular access to the site

The Strategic Road Network will be used as far as possible to reach the site, with the majority of construction traffic approaching the site from the A27 via the Havant junction, following the B2149 directly to Bartons Rd.

Works access for the construction phase will be from the currently unadopted Normandy Way, via a newly constructed vehicular access, which being the only site access/egress available. Normandy Way single carriageway road subject to a 20mph speed limit.

Works are programmed to construction of the road prior to other works to ensure complete access for parking and deliveries.

At all supplier and subcontractor inductions the strict movement times for the site and the clients site rules will be impressed onto our workforce. Any deliveries caught accessing the site during the restricted periods will run into our “yellow-card, red-card” process. The first time it happens a yellow card will be issued, and a stern warning will be given to the driver and the supplier / subcontractor he works for. The second time it happens, the driver will be removed from site and will not be allowed back.

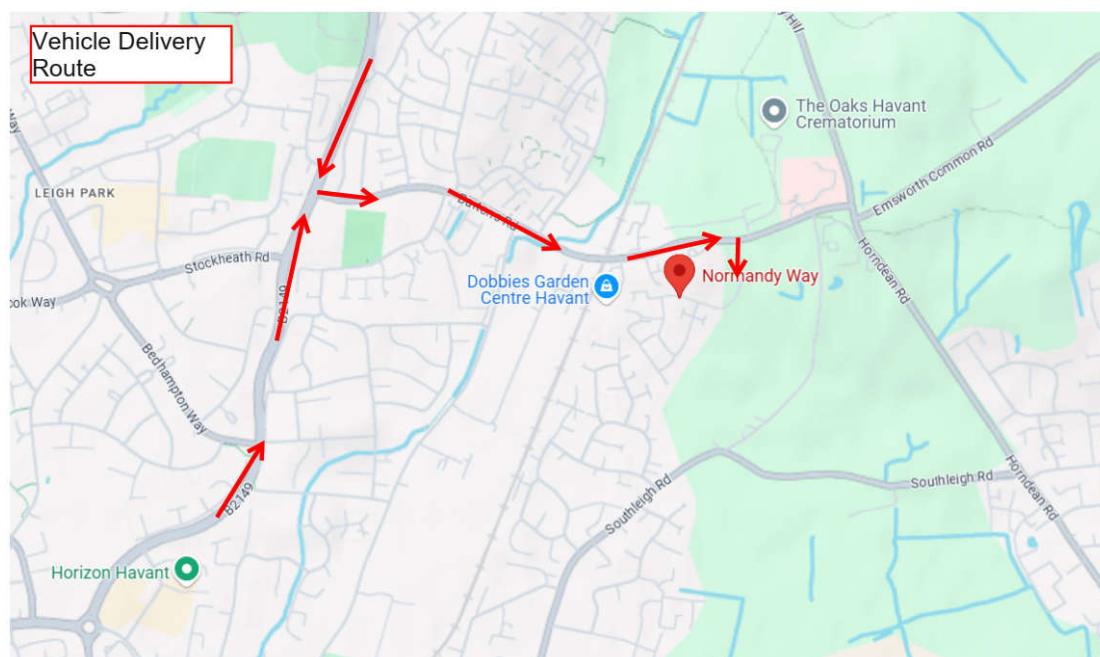
We will record all material delivery vehicular movements on to and off the site which will include the date, contents and vehicle registrations, and we will keep all access points, footpaths, and driveways free from mud and debris.

Deliveries will be scheduled to minimise disruption during peak hours using a booking system managed by the management team, deliveries will be allocated one hour time slots to ensure adequate time and resource to be carried out singularly. Subcontractors will be required to provide delivery schedules to the site management on a weekly basis.

Deliveries will be scheduled to avoid peak traffic periods of 08:00-09:00 (Weekday AM), 17:00-18:00 (Weekday PM), and 12:00-13:00 (Saturday Peak).

Access will be maintained for emergency vehicles at all times.

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Prior to undertaking of the works a full schedule of conditions will be compiled. The resulting survey will be available to interested parties throughout the contract. Should any reinstatement be required on completion of the works this will be carried out by licensed contractors.

Roads and footpaths within and adjacent to the site will be kept clear of mud and debris at all times.

To eliminate the risk of material being transferred onto the roads, the following will be employed on site: -

- The access route onto site will have topsoil removed and replaced with clean hardcore and or Tarmac. This will help reduce debris onto highway.
- The intention is to form permanent tarmac running surfaces where roads and parking will be.
- Manual wheel washing to be carried out as necessary on vehicles leaving the site, before joining the highway.
- All vehicles will be inspected before departing the site to ensure they are clean and to avoid mud and debris migrating onto the public highway

Site Operational Hours

Construction works will only be conducted between the hours of 08.00 – 18.00 hours Monday to Friday or within restrictions of Planning. No work is to be conducted on Saturday's post 1pm, Sundays or Bank Holidays. Any works required outside these hours will be prior agreed with Havant Borough Council Environmental Officer

Site contact: Brian Bennett (Site Manager)
Tel: 01635 277100
Brian.bennett@felthamconstruction.co.uk

Head office and Out of Hours
Matt Broad (Contracts Manager) Tel: 01635 277100
Matt.broad@felthamconstruction.co.uk

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During normal working hours of the site, contact will be made directly with our Project Manager. Outside of normal hours, there will be a contact number who will have access to local labour, should it be needed for any tasks.

The site is readily accessible by cycle with an area of the compound being set aside for the storage of cycles.

Proposed Site Set-up & Access Plan. (Revised to include cycle parking)



Noise generating construction work shall not occur outside the following hours: Monday - Friday 08:00 - 18:00 and Saturday 08:00 - 13:00.

All other times, including Sundays, Bank and Public Holidays there shall be no such noise generating activities.

All scaffolding required for the project will be installed within the secure site, with no requirements anticipated for scaffolding on the path or highway.

Pedestrian access to the site will be via Pedestrian gate adjacent to the main site entrance gates, reporting to our Site Office within the site compound.

All existing access egress routes / footpaths will be maintained at all times.

The Project Manager based on site will ensure that the appropriate signage and barriers are in place to allow the works to progress.

Site Set-up.

Key elements of the site set up plan include: -

- Lockable gate within the secure perimeter line
- Area on site to ensure that most vehicles can leave the site exiting cab first.
- All vehicles entering and exiting the site and all plant and HGV movements within the site will be controlled by a trained and appropriately qualified banksman, especially reversing vehicles. All Vehicles will leave the site in a forward gear where possible.

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- Designated parking areas to ensure that vehicles are removed from the highway or any other areas in the surrounding streets.
- Wheel wash facility for all vehicles as required prior to re-joining the highway. Wheel washing facilities will be installed at the exit gates of the site. A gateman will control this access and only allow vehicles to leave site if fully clean with no risk of affecting external roads.
- All vehicles will be inspected before departing the site to ensure they are clean and to avoid mud and debris migrating onto the public highway and if freezing conditions prevail, vehicle wheels will be brushed down to ensure no water is discharged onto the public highway.
- Should wheel wash and scrubbing facilities fail, and mud and debris be transferred onto the highway, then mechanical road sweepers will be employed to clear this at the earliest opportunity.
- Designated storage area on hardstanding to minimise Health & Safety risks, and risk of damage to materials which would result in additional vehicles to deliver replacement materials.
- The Project Manager will be responsible for arranging deliveries of materials and all major deliveries will be planned in advance to avoid peak times on the road and eliminate the risk of congestion on and around the site.
- Holding areas will be identified away from the site to allow delivery vehicles to be redirected in the event of significant unexpected hold ups which would prevent them being unloaded on arrival. Holding areas will be, where appropriate, local supplier depots, Industrial estates and service stations in the vicinity, depending on direction of travel. Suppliers are required to ensure vehicles are parked legally and without causing obstruction.
- The site entrance will be monitored throughout the works to ensure it is kept clear at all times allowing the free flowing of delivery vehicles in and out of site.
- Delivery areas will be suitably sized to ensure that ALL vehicle types are able to access site and safely unload.
- The perimeter of the site will be secured using a mixture of Heras Panel fencing, permanent close boarded timber fencing and solid 2.4m high painted timber hoarding, with lockable gates for access by vehicles and separate pedestrian gateway adjacent to that.
- The Contractor shall monitor on a daily basis the areas immediately surrounding the site to ensure dust and dirt is minimised.
- Plant will only be allowed to operate within the confines of the site boundary, including delivery and collection and the contractor will ensure that all plant and vehicles are properly maintained. All plant and vehicles will be operated by experienced personnel.
- All vehicles and plant will be secured at the end of each working day and will only operate during the core working hours.

Proposed vehicle movements

The management of vehicle movements on the project, site deliveries and wheel cleaning

Key elements of the site set up plan include: -

- Lockable gate within the secure perimeter line
- Turning circle area on site to ensure that vehicles can leave the site exit first, rather than increasing the risks by reversing onto the highway.
- All vehicles entering and exiting the site and all plant and HGV movements within the site will be controlled by a trained and appropriately qualified banksman, especially reversing vehicles.
- Designated parking areas to ensure that vehicles are removed from the highway or any other areas in the surrounding streets.
- Wheel wash facility for all vehicles as required prior to re-joining the highway.
- All vehicles will be inspected before departing the site to ensure they are clean and to avoid mud and debris migrating onto the public highway and if freezing conditions prevail, vehicle wheels will be brushed down to ensure no water is discharged onto the public highway.

All construction access including vehicles making deliveries to the site or removing spoil or other material will be via the designated routes as noted above

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It is envisaged during peak construction up to 10 deliveries a day is expected. During non-peak activities up to 5 deliveries a day is expected.

No deliveries will be allowed to stand on the public highway at the gated access before 8am or after 5pm so as to avoid peak travel hours. This will be stated in the logistics requirements issued to all suppliers and contractors.

All vehicles attending the site unannounced will be turned away and notice issued to the company concerned.

Where practical, deliveries will be made to site on a "just in time" basis and will be planned to avoid peak traffic times. All deliveries will be strictly scheduled and planned for, with the gateman controlling access to site.

All deliveries for each phase of the works will be off loaded within the site boundary.

Lorry loads will be sheeted when they leave site to prevent wind-blown debris littering the road and neighbourhood.

Types of Typical Large Construction Vehicles.

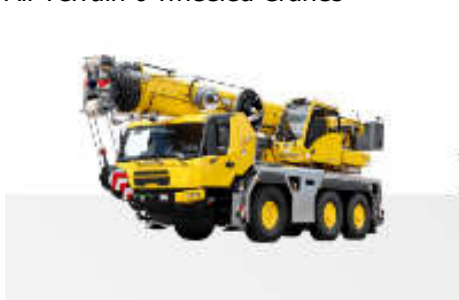
6 & 8 Wheel Tipper & Concrete Lorries



6 Wheel Flatbed Lorries including with extended flatbed.



All Terrain 6 wheeled Cranes



Rigid Curtian Sided Lorries



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Envisaged large Vehicle Movements

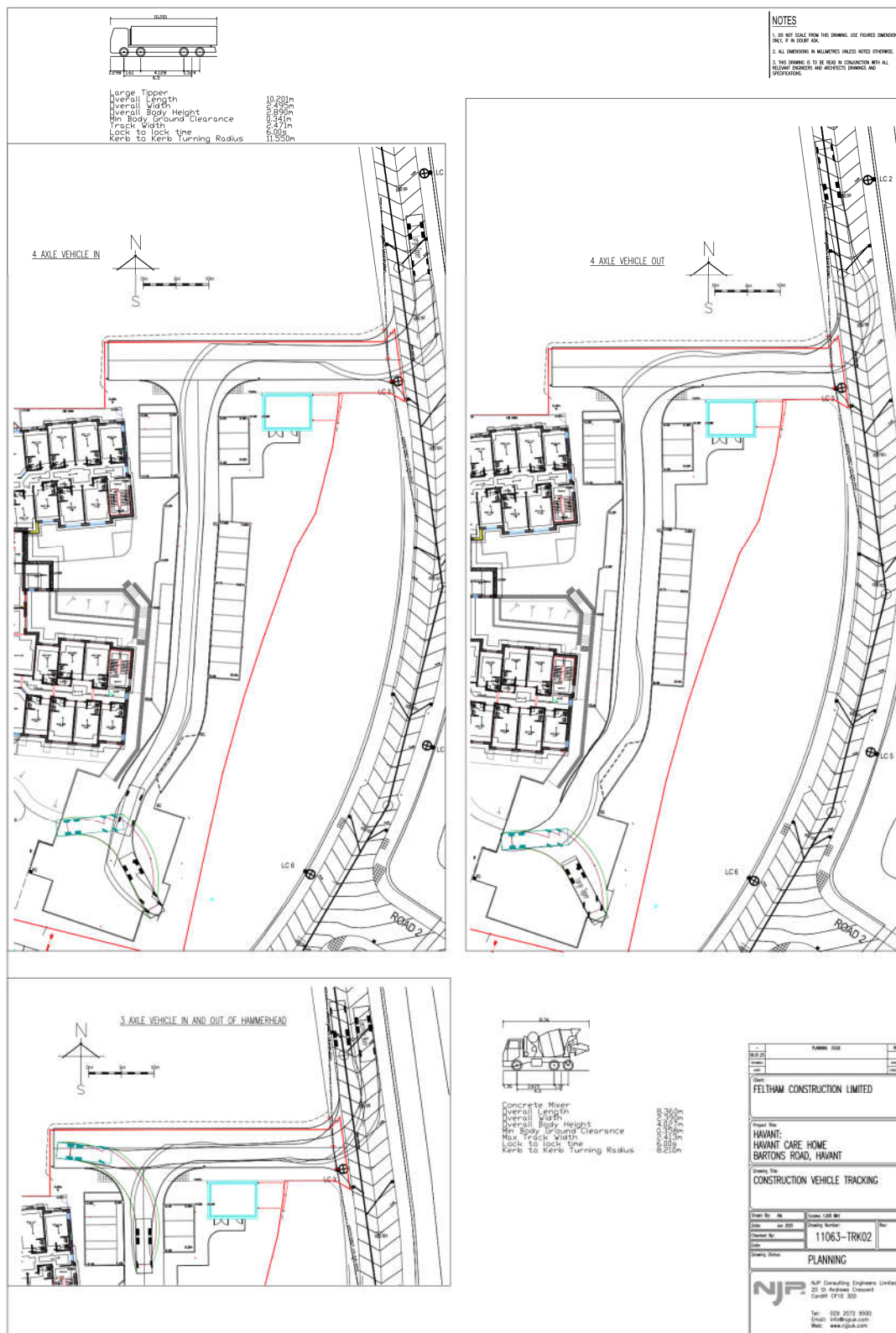
During the construction stage vehicle movements, this does not include cars and small vans.

- **Site Set-up and Groundworks** January –April 2025. Low Loader for Plant and machinery and accommodation = **10no** deliveries, Tipper Trucks, Rigid Delivery & Concrete Vehicles = approx. **60no** vehicle movements.
- **Structure** May - November 2025 – Approx. **100no** Deliveries
- **Envelope** - October 2025 – February 2026 Approx. **50no** Deliveries.
- **Internals** – August 2025 to May 2026 – Approx. **160no** Deliveries.
- **External Works** – March 2026 to October 2026. – Approx. **70no** Deliveries.

Road will be constructed as works proceed and prior to foundations to ensure vehicle turning on site. Additional areas will be laid should they be required. Initial vehicle tracking demonstrates adequate space for appropriate vehicle turning. 11063 -TRK02

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Site Construction Worker Parking.

The site is not easily serviced by public transport for those travelling on foot with the nearest bus stop located approximately 2 miles away.

The nearest train stations are either Havant, Warblington or Emsworth all located within two miles from the site.

Parking for private vehicles will be available on site but spaces will be limited. Subcontractors who bring operatives to site by minibus, will be permitted to park within the site boundary. Operatives will be encouraged to Carshare wherever possible. Parking on local roads will be discouraged.

Wherever possible arrangements should be made to use local car parks.

All those parking off site are advised to park legally and follow the government code of practice,

The Highway Code, **Waiting and parking (238 to 252)**

Rules for waiting and parking, including rules on parking at night and decriminalised parking enforcement.

<https://www.gov.uk/guidance/the-highway-code/waiting-and-parking-238-to-252>

Cycling to site will be encouraged with bicycle storage and facilities made available.

Security & Lighting

When necessary, the site will also have a CCTV system to monitor activity. The fencing will be maintained to a high standard throughout the development and will be checked, maintained in line with temporary works procedures and recorded within the site managers weekly site tour.

Temporary Lighting Due to the nature of the works and surrounding residential properties no perimeter lighting will be provided. Temporary lighting will be required within the compound and will be managed via timers to minimise the effect on surrounding residents. Task lighting will be used on a as required basis in the form of LED lighting, all non-essential lighting will be switched off during non-working hours.

All scaffolding required for the project will be installed within the secure site, with no requirements anticipated for scaffolding on the path or highway.

Our Project Manager will be responsible for engagement and liaison with the Highways Authority and for ensuring that the required arrangements are in place prior to the works commencing.

The Project Manager based on site will ensure that the appropriate signage and barriers are in place to allow the works to progress.

Project Participants

Client

Anavo Development Limited
Heston Court Business Centre
19 Camp Road
Wimbledon
SW19 4UW

Employers Agent
Neo Projects Limited
Suite 2D
Sinclair House
Station Road
Cheadle Hulme

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SK8 5AF
Tell: 07918 674314

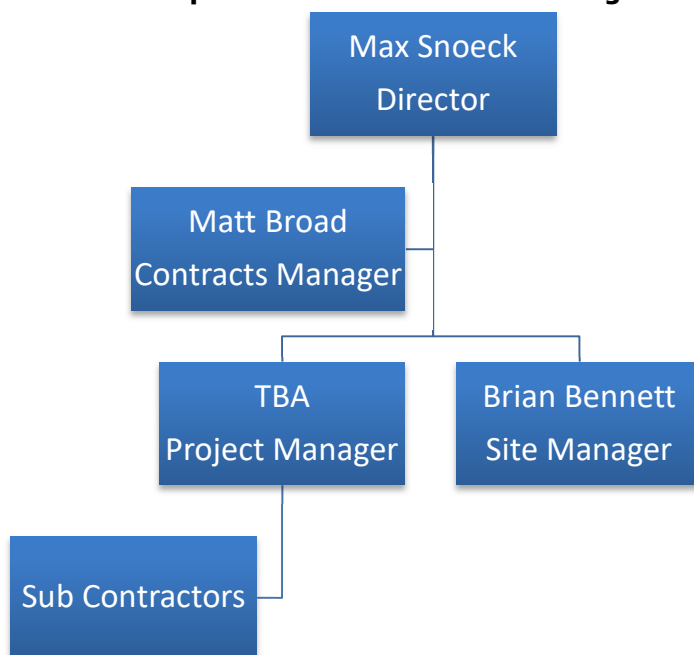
Project contact: Chris Stone
Email: chris.stone@neoprojects.co.uk

Principal Contractor
Feltham Construction Ltd
42 London Road
Newbury
Berkshire
RG14 1LA
Contact: Matt Broad
Tel: 01635 277100
Email: matt.broad@felthamconstruction.co.uk

CDM Principal Designer
RJD Associates (North West) Limited
157 Burnley Road
Padiham
BB12 8BA
Tel: 01282 772883

Project contact: Damien Ratcliffe
Email: damien@rjdassoc.co.uk

Feltham Construction Development Contacts who will manage the project.



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Roles & Responsibilities

A Project Manager will be appointed by Feltham Construction; he will have the day-to-day responsibility for ensuring the project is run in a safe and effective manner. Regular liaison will take place between the Project Manager and the Contracts Manager, to ensure all resources necessary for health and safety are made available throughout the duration of the project.

The Project Manager will ensure the effective co-ordination of all Contractors and monitor them to ensure that throughout the project they maintain all suitable standards.

The project will be undertaken in accordance with current legislation and industry guidance. It will also be subject to Local Authority Regulations.

Specific emphasis on those issues outlined in the Health and Safety Plan will be taken into account. The Health and Safety Plan should be read in association with the Feltham Construction Health and Safety Policy Statement and risk assessments.

This Construction Phase Plan will contain Site Rules, which will be implemented by Feltham Construction throughout the project.

The Site Manager is responsible for:

- Ensure the site and all stored materials and chemicals are safe and secure.
- Ensure F10 notice, signage indicating where and whom visitors should report to are clearly displayed.
- The site is kept in a tidy and orderly fashion. Waste will be managed in conjunction with standard operation procedure as applicable.
- Controlled access arrangements as so those entering site may avoid hazards.
- Emergency egress arrangement so those leaving site in the event of a pollution or spillage incident may do so safely.
- There are First Aid Facilities and appropriately trained First Aid staffs, spill kits are available and appropriately trained staff. Ensure all those that work on site:
- Have a Site Induction including briefing on environmental issues pertinent to the project and relevant toolbox talks.
- Understand and obey the Site Rules.
- Are made aware of the Emergency egress arrangements, Muster points, First Aid facilities and First Aiders, spill and clean up procedures.
- Read and understand the site hazard board.
- Have current certification for activities as required.
- Are aware of all environmental matters which arise on site.
- Ensure the activities on site When necessary are carried out under Client Operational Safety Rules.
- Have, task specific risk assessments and method statements (RAMS) in place identifying any environmental issue which may be applicable.
- Are carried out in accordance with the requirements of any associated RAMS.

The Contract Manager is responsible for: -

- Ensuring that the CEMP is developed & held on site and that it is implemented throughout all phases of the project. Ensuring the CEMP details are updated as and when relevant information is provided.
- Maintaining the CEMP and ensuring that all contractors and visitors comply with it.
- Ensuring that environmental issues identified within the Pre-Construction Information and the pre-construction site surveys and relevant information gathered from agencies, local councils etc are addressed.
- Producing environmental project specific controls for all significant risks identified and implementing control measures to minimise the risk of damage to the environment.
- Communicating the CEMP and other related document to employees, contractors, and client representatives.

Contractors and visitors to the project will be responsible for: -

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- Ensuring that the control measures identified from environmental surveys are implemented as they are relevant to their work / visit.
- Ensuring that the project management team are notified of any nonconformance of control measures or environmental incident where the environment has been put at risk.

Public Relation Initiatives

The site will be run in accordance with the Considerate Constructors Scheme

Considerate Contractor Scheme- We will register the site on the Considerate Constructors Scheme to promote the Code of Considerate Practice, designed to encourage best practice on construction projects.

<https://www.ccscheme.org.uk> Go to **best practice hub** for detailed further information

Code of Considerate Practice

Considerate constructors seek to improve the image of the construction industry by striving to promote and achieve best practice under the Code.

The Code of Considerate Practice outlines the Scheme's expectations and describes those areas that are considered fundamental for registration with the Scheme.

The Code is in five parts and contains a series of bullet points. Each section of the Code contains an aspirational supporting statement and four bullet points which represent the basic expectations of registration with the Scheme.

The Code of Considerate Practice applies to all registered sites, companies, and suppliers regardless of size, type or location.

Site audits will be undertaken with reference to the following 6 headings

Care about Appearance

Constructors should ensure sites appear professional and well managed

Respect the Community

Constructors should give utmost consideration to their impact on neighbours and the public

Protect the Environment

Constructors should protect and enhance the environment

Secure everyone's Safety

Constructors should attain the highest levels of safety performance

Value their Workforce

Constructors should provide a supportive and caring working environment

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Exterior Signage



Project information displayed on a hoarding will bring greater understanding of the work undertaken by the company and generate a more positive view of the project as a whole. This is a great way of informing the local community, leading to a better relationship and reduction in the number of complaints received.

Complaints procedure

All sites and companies registered with the Scheme will display posters, vehicle stickers or banners (where appropriate), giving the contact details of both the registered site or company and the Scheme.

Neighbours and complaints process

Prior to starting on site the Contractor, will send out a newsletter of introduction to the site's immediate neighbours to inform them of the forthcoming works. Regular subsequent updates on progress will also be issued.

For the duration of the contract, we will hold regular meetings and will provide the neighbours with an update on the forthcoming activities and also an update on the programme of the works.

This will also provide means for the local community to advise of any complaints should they arise. Day to day complaints can be directed to our project manager responsible for running the site.

Plant

The amount of plant anticipated to achieve the programmed works will consist of:

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- Excavating equipment will be required to be delivered to the site to carry out the groundworks and site landscaping. These are anticipated to be delivered on rigid vehicles.
- Craneage – It is anticipated that a tower crane will be utilised on the project for installation of the structure and material distribution.
- A mobile crane may be required to visit site to erect and dismantle the tower crane.

Environmental & Ecology an Environmental & Ecology site assessment has been undertaken as part of the planning application process which considers the key features and habitats within the construction areas together with any mitigation measures. Particular attention to be paid to avoiding harm to the existing ecology identified on the site.

All contractors and site operatives will be briefed on existing ecology and environmental control measures before commencing any works on site to ensure that the nearby watercourses are not polluted and that all retained trees are properly protected from overburdening or physical damage. All vehicles leaving the site will be jet washed to ensure debris is not taken onto the highway.

Environmental Protection during the Construction Works

On site material storage will be in accordance with the relevant COSHH regulations and EA pollution prevention guidelines. Diesel fuel will be contained within a twin skinned bowser. The bowsers will be locked and will be monitored during out of hours by the site security guard. Grease and lubricating oils will be stored in the on-site secure container. Oxy acetylene gas bottles will be stored in a lockable storage cage away from any building fabric.

A lockable cage will be situated within the site compound to house any oxygen and propane bottles used for cutting and burning works. Hot work permits will be issued for these aspects of work with adequate fire points being provided throughout the site area and close to hot works.

Small items of plant will be stored within the secure site containers. Larger items such as excavators, dumpers, compressors, generators etc will be locked up and secured and will be monitored during out of hours by the security provision.

Waste

Skips will be located within the site boundary, with segregation of waste being carried out by our licensed waste contractor partner in line with our ISO14001 Environmental Management System.

The works will be in partnership with customers and the supply chain in order to take an innovative approach to waste reduction and management. This collaboration pays dividends and produces innovative solutions to tackling waste.

The key to reducing waste is to not generate it in the first place. However, each trade package will clear their own waste to a central point. This not only makes economic sense but encourages them to reduce it.

Wheelie bins will be located on each floor level, colour-coded to represent different types of waste: timber, cardboard packaging, and general inert waste. The bins will then be transferred to the site skips and removed from site minimizing the need for waste removal to landfill.

Hazardous waste will be dealt with separately in accordance with method statements produced for the respective works and in accordance with COSHH guidelines where applicable. Hazardous materials will be removed by authorized waste contractors to licensed facilities and waste consignments notes and disposal records will be retained for inspection by any interested / relevant parties upon request.

To help manage this process it is necessary to understand which activities produce which types of waste. By completing a Site Waste Management Plan (SWMP), that process can begin and identify opportunities to minimise waste and maximise recycling.

The SWMP will be in place before commencing the main works on site and it will be updated and reviewed throughout the construction phase on a monthly basis. All subcontractors will be required to investigate opportunities to minimize waste arising at source and, where such waste generation is unavoidable, to maximize the recycling and reuse potential of construction materials.

The destination of all waste or other materials removed from site will be recorded on the SWMP by the contractor. Loads will only be deposited at authorized waste treatment and disposal sites.

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Noise

All plant that operates on the site will be fitted with noise suppression equipment such that noise levels do not develop over 80db 1 m beyond the perimeter of the works.

The type of plant, equipment and construction techniques are to be selected to reduce noise production.

If any operation is likely to generate noise levels above the accepted thresholds at the site perimeter and it is not possible to reduce the level, then local residents will be consulted to ensure that the works are programmed to minimise disruption.

As part of the planning process for the works and to ensure that noise is kept to a minimum, the following points will be utilised to reduce the effects of noise on site:

- Ensure all mechanical equipment have silencers always fitted.
- Ensure sound insulation is maintained where provided to equipment.
- Locate noisy equipment behind baffles and / or away from work areas.
- Liaise with the client and local community when noisy activities are to take place.
- Reduce noise levels at source wherever possible.
- Form enclosures for noisy equipment.
- Regular inspection and maintenance of plant.
- Use of alternative methods where appropriate and practicable.
- Provision of ear protection to operators and designate ear protection zones.

Vibration & Noise Mitigation

Everyone working on site has a responsibility to see that activities are carried out in the quietest practicable manner and where noisy activities are unavoidable the disturbance will be minimised / attenuated by choice of technique, timing, shielding or protection as appropriate.

All plant will be modern and well maintained to ensure the latest noise controls are utilized and plant will be turned off when it is sitting idle.

Where any person is liable to be exposed to noise levels greater than 80 dB (A), they will be informed and provided with suitable ear protection. The most likely protection, in ascending order of attenuation is ear plugs, earmuffs and noise attenuation helmets. Noise will be kept to a minimum at all times and any further restrictions imposed under the terms of the construction contract will be strictly adhered to.

Risk Assessments and Method Statements (RAMS) from contractors will be scrutinised and authorised before work commences to ensure the requirements of Noise, vibration and statutory nuisance control under the Environmental Protection Act 1990 are understood, factored into working methods and adhered to.

Where possible the contractor will use quiet running plant, acoustic covers and screens and mufflers on pneumatic breakers and the like. The contractor will commit to the following procedures which will be reinforced with sub-contractors and site operatives at their induction to the site:

- Vehicles and part to be turned off when not in use
- Ear defenders to be used when operation noisy plant and machinery.
- A responsible person shall ensure that all generators are turned off before leaving site each day

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Plant used and mitigation measures to be implemented

Type of Plant	Noise reduction measures
All Plant	Plant to be maintained in good condition to avoid "rattling" parts Working hours restricted to normal working hours. Mon – Fri 0800- 1800 Sat 0800- 1300 Sunday Bank Holidays None Stacking of materials at boundary to act as screening
Excavators Dumpers Roller	Plant to be maintained in good condition to avoid "rattling" parts Working hours restricted to normal working hours. Mon – Fri 0800- 1800 Sat 0800- 1300 Sunday Bank Holidays None Exhaust mufflers / silencer to be used where recommended by manufacturer Select Electric Plant wherever possible to replace diesel engines Engines to be stopped when not in use
Cutters and Grinders	Plant to be maintained in good condition Working hours restricted to normal working hours. Mon – Fri 0800- 1800 Sat 0800- 1300 Sunday Bank Holidays None Cutting areas to be located to avoid nuisance – e.g. behind storage areas Screening where noise exceeds 80db at site boundary– Acoustic screens, bunding where appropriate Stacking of materials at boundary to act as screening
Compressors and Generators	Acoustically dampen metal casing Manufacturers' enclosure panels need to be kept closed Erect acoustic screen between compressor or generator and noise sensitive area. When possible, line of sight between top of machine and reception point needs to be obscured Enclose compressor or generator in ventilated acoustic enclosure wherever reasonably practicable
Pumps	Use machine inside acoustic enclosure with allowance for engine cooling and Exhaust whenever reasonably practicable
Mixers	Turn off when not in use. Position in shielded areas, behind sand and stored materials When cleaning do not beat the drum

If any operation is likely to generate noise levels above the accepted thresholds at the site perimeter and it is not possible to reduce the level, then local residents will be consulted to ensure that the works are programmed to minimise disruption.

Light Pollution

Security Lighting

Security lighting will be restricted to LED flood lights (fig 1.) fixed within the site compound and site entrance. All lighting will be erected facing into the site, at a maximum height of 3m be angled towards the ground to avoid light pollution to local residents. Where necessary lights will be shrouded (fig 2.)
As works proceed permanent lighting will be utilised to light the scheme and external areas.

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Fig 1. Security Light



Fig 2. Light Shroud

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Dust Management Plan

The site has been assessed in accordance with the IAQM document 'Guidance on the assessment of dust from demolition and construction' (2014) and GLA SPG on the Control of Dust and Emissions During Construction & Demolition

Assessment of Scale and nature of works and emission magnitude

- Demolition Impact : Not applicable
- Earthworks Impact: **Medium**: Total site area 2,500 m² – 10,000 m², moderately dusty soil type (e.g. silt), 5-10 heavy earth moving vehicles active at any one time, formation of bunds 4 m - 8 m in height, total material moved 20,000 tonnes – 100,000 tonnes
- Construction: **Medium**: Total building volume 25,000 m³ – 100,000 m³, potentially dusty construction material (e.g. concrete), on site concrete batching
- Trackout: **Small**: 10 HDV (>3.5t) outward movements in any one day, unpaved road length <50m. Paved Road

Sensitivity risks to the are defined as Medium.

Local Sensitive Receptors

A variety of environmentally sensitive receptors are in and around the Worksite that must be considered as part of the work. These include:

- Trees/vegetation to the boundaries
- Housing on Normandy Way.

Due to the nature of the local Receptors mitigation measures are those recommended for Medium Risk.

Mitigation measures required:

Communications

Mitigation measure
.Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.
Display the name and contact details of person(s) account- able for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager.
Display the head or regional office contact information
Develop and implement a Dust Management Plan (DMP), which may include measures to control other emissions, approved by the Local Authority. The level of detail will depend on the risk, and should include as a minimum the highly recommended measures in this document. The desirable measures should be included as appropriate for the site. In London additional measures may be required to ensure compliance with the Mayor of London's guidance. The DMP may include monitoring of dust deposition, dust flux, real- time PM10 continuous monitoring and/or visual inspections.

Site Management

Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.

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Make the complaints log available to the local authority when asked.
Record any exceptional incidents that cause dust and/or air emissions, either on- or off- site, and the action taken to resolve the situation in the log book.
Monitoring
Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local authority when asked
Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.
Preparing and maintaining the site
Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible.
Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site.
Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period
Avoid site runoff of water or mud.
Keep site fencing, barriers and scaffolding clean using wet methods.
Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on-site cover as described below.
Cover, seed or fence stockpiles to prevent wind whipping.
Ensure all vehicles switch off engines when stationary - no idling vehicles.
Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable.
Impose and signpost a maximum-speed-limit of 15 mph on surfaced and 10 mph on un-surfaced haul roads and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the local authority, where appropriate)
Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials.
Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing)
Operations
Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.
Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.
Use enclosed chutes and conveyors and covered skips.
Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.
Waste management
Avoid bonfires and burning of waste materials.

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Air Quality Plan

The following measures will be implemented to compliment the measure identified within the Dust management plan to protect the local environment and the workforce

All operations that are likely to generate dust will be assessed and suitable method of dust suppression be introduced to control contamination of the local environment. All loads travelling to and from the site will have their loads covered prior to entering the public road system.

Dust generated through all work activities will be controlled at the source, so far as reasonably practicable using recognised methods and in line with legislative requirements. Methods to be considered and adopted as require will include regular road sweeping and watering down stored materials to avoid blown dust. Any materials with fine particles will be protected with sheeting or stored under cover within the construction complex. Sheeting of all vehicles leaving site – note that apart from the arisings from the demolition process most arisings will be reused on site minimising impacts on landfill.

All operations that are likely to generate dust will be assessed and suitable method of dust suppression be introduced to control contamination of the local environment. All loads travelling to and from the site will have their loads covered prior to entering the public road system.

Dust and debris will be generated when surfaces are prepared, and power tools are used. This will be controlled as far as reasonably practicable.

All tasks will be fully risk assessed on an individual basis which will include control measures on noise and dust control.

Suitable locations of stockpiled materials will be identified although the use of stockpiles will be minimised. All stockpiles will be damped down to minimise dust spread.

Suitable locations for skips will also be identified and they will be kept covered to minimise dust spread. Control of cutting and grinding of materials on site will be maintained with water suppression attachments and dust extraction.

The use of handheld hose pipes will be employed to “damp down” the excavation works and any temporary stockpiles of excavated materials, as well as wheel washing of construction vehicles before they leave the site.

All vehicles and lorries carrying debris / waste will be securely covered.

All on site transfer routes will be controlled and specifically designated to limit trafficking through the implementation of our Traffic Management Plan.

The methods of dust suppression will be reviewed throughout the construction process and should changes be required then these will be implemented.

A road sweeper will be used as and when the need for off-site road cleaning arises;

Competent operatives will be employed, and power tools will be suitably designed for the task. [Self-contained extraction/storage tools used as far as possible]

Dust producing tools will be properly managed and used as little as possible.

Dust will be contained within working areas. Windows to remain open as far as reasonably possible to provide suitable ventilation

Damping of site to take place on a regular basis

Working areas will contain operative personnel only – No other persons will be present.

All those affected will be consulted, made aware and their considerations taken into account.

Contractor workplaces will be isolated as far as reasonably practicable.

Screening/sheeting will be installed if necessary.

Operatives will wear site specified PPE Safety eyewear, dust masks and coveralls.

COSHH Regulations - exposure limits, will be observed

Debris will be removed externally and taken to controlled or special waste disposal skips.

All areas will be left tidy after operations are complete.

Specific areas will be completed during the same working day.

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Water Consumption

Reduce the risk of uncontrolled water use: e.g., percussion-actuated devices.

Minimise the risk of leakage: ensure valves and overflows are visible for early detection of water loss and easy to access for maintenance.

Influence user behaviour: Creating a culture that changes attitude and behaviour to accepting ownership of water efficiency is fundamental to improving the use of water in an efficient manner. Good housekeeping (e.g., reporting/repairing leaks, turning off taps which are not in use, and generally using water in an efficient manner) can assist the site reduce its overall water use.

The provision of information on appropriate use of fittings and appliances; awareness raising of the costs and environmental importance of water efficiency via Toolbox Talks; guidance on processes for identifying and reporting water leakage / poorly performing fittings; method for providing feedback to building occupants on water.

Spillage

All fuel will be stored in double bunded tanks, and all refuelling will be carried out in a designated area on an impervious base with bunded sides. Spill kits to be always available at all works areas.

Ecological / Environmental Mitigation

Tree Protection - All trees to be retained within or adjacent to the proposed development will be protected during construction in line with the details as specified in the arboricultural method statement. This will involve the use of protective fencing or other methods appropriate to safeguard the root protection areas of retained trees.

Nesting Birds - Timing of Works. To avoid a potential offence under the Wildlife & Countryside Act, no tree removal works should be undertaken during the bird-nesting season (1st March to 31st August inclusive). If this is not practicable, the required works will be first checked by a competent ecologist in order to determine the location of any active nests. Any active nests identified would then need to be cordoned off and protected until the end of the nesting season or until the birds have fledged.