

**Construction  
Management and Logistic  
Plan**

**Land Rear 1 Meadow Drive, London NW4 1SD**

**BY  
JOSHI & SONS LTD**

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## **The Project**

Planning consent was granted by Barnet Council on 2<sup>nd</sup> April 2020. The consent was, as per planning application ref: *20/0143/FUL*, for *Erection of a two storey dwelling following demolition of the existing rear garage and shed. Associated refuse and recycling store, off street parking and access via Sunny Gardens Road.*

The site will have the following activities like demolition of existing building, excavation, underground drainage works, foundations, beam & block floors, number of muck away grab lorries, external soft & hard landscaping, Internal fit out of all rooms throughout, new roof, staircase, fascia boards, erection of external Scaffolding with debris netting to all sides, glazing, all statutory services (Gas, Electric, Water & Sewage & Telcom etc), full welfare / office set – up & canteen facilities.

The site is located at Land rear of 1 Mead Drive and accessed from Sunny Gardens Road, is a two storey detached house.

## **Project Particulars**

Team & responsibilities: Client, Main contractor & Key subcontractors.

Organisation:

Owner / Client / Employer: Joshi & Sons Ltd

Main Contractor: Joshi & Sons Ltd.

## **Project Directory:**

Joshi & Sons Ltd: Mr Rohan Joshi

Joshi & Sons Ltd: Mr Rohan Joshi – M: 07872 523 339 \*(24 hrs. emergency contact)

## **Project Time Table**

The planned schedule of the project is about 52 weeks from the commencement at site, tentatively from June 2022 to July 2023. The construction programme will begin with initial 8-10 weeks for the mobilization, demolition works of the building, the ground works for foundations and underground services. The building construction will take about 48 weeks and 4 weeks for the associated site works such as landscaping, parking, fencing etc.

Working Hours;

8:00 am - 18.00pm Monday-Friday

8.00am – 13.00pm Saturday

No working hours on Sunday

## **Site Management**

Site team will be responsible for all co-ordination of deliveries and access arrangements; they will be responsible, on behalf of Joshi & Sons Ltd. for the implementation and enforcement of all duties and strategies included in this document.

The construction team will reduce as far as possible any potential impacts of construction on the highway network during the construction of the detached house at land rear of 1 Meadow Drive. To ensure that the development does not prejudice the free flow of pedestrian and vehicular traffic and conditions of safety on the highway or cause inconvenience to other highway users.

## **Proposed hours of working and days of the week**

Construction and demolition works and associated activities at the development including deliveries, collections and staff arrivals audible beyond the boundary of the site should not be carried out other than between the hours of 0800 – 1800hrs Monday to Friday and 0800 – 1300hrs Saturday and at no other times.

Deliveries during the construction period should not take place: before or between 8.00 am-9.30 am, and, between or after 4.30 pm-6.30 pm Monday to Friday. No deliveries should take place outside of permitted weekend operating hours. No deliveries/Work will be made on Sundays and public/bank holidays in accordance with the local authority guidelines.

## **Notification to neighbours of demolition/ building works**

At least 21 days prior to the commencement of any site works, all occupiers surrounding the site should be notified in writing of the nature and duration of works to be undertaken. The name and contact details of persons responsible for the site works should be signposted at the site and made available for enquiries and complaints for

the entire duration of the works and updates of work should be provided regularly. Any complaints should be properly addressed as quickly as possible.

### **Information board**

The site boundary will be defined by a clean well, maintained hoarding. Safety signs and notice boards will be erected in accordance with company procedures. A Site Safety Notice Board will be located in an observable position on the project and regularly updated

### **Communication Route**

The site induction is the primary means of communicating the Construction Management Plan and supporting info. The site induction is carried out by the Site Manager. Site meetings are arranged with a view to ensuring that attendees can use the public transport system to arrive and disperse from the meetings. Communications with the local residents will be carried out on a daily basis by Joshi & Sons Ltd Site Manager. Details of the local bus and rail networks-identifying key routes to the project will be posted on site notice boards and will be covered in the site induction to promote the use of public transport. Site team is encouraged to become familiar with the local transport systems and operating times and to pass this information onto all personnel on site.

### **Access Routes**

The agreed access of all site traffic, including HGV"s, to the construction site will be Sunny Gardens Road – is a wide road accessed from Great North Way. On-street parking is subject to Barnet Council zoning.

### **Site Access (Secure off street loading and drop off facilities)**

Vehicular access is presently available from Sunny Gardens Road which can be used for exploratory / survey works. Left in-left out arrangement for construction lorries is recommended. Right turn movements into and from the site should be avoided or at worst a banks man should be present to assist. All delivery vehicles will be unloaded from within the site boundary. The material deliveries will be limited to the designated areas next to the site boundary at West End of the site, maintaining two way flow of traffic at all times for general public use. It will be necessary to close the pavement adjoining the proposed works for the duration of the project; crossings will be established on both sides of the pavement closer to ensure safe access for the public. The procedure for doing this shall be agreed with the Local Authority's Highways Department to ensure that it is conducted in the interest of health and safety and also compliance with the law.

The contractor confirmed that construction related vehicles travelling to the site five per day and thirty for week. Contractor clarified that they never book two deliveries at the same time and normally they keep two hours slot between the deliveries and avoid two vehicle come to site same time.

The contractor will contact the Local Authority's Highway Department to agree suitable crossover for construction vehicles to ensure that damage to the highway is minimised and a high degree of health and safety is maintained.

### **Booking Systems (FORS)**

The prescribed access route will be a condition of all supply orders and subcontracts, and No local roads will therefore be impacted. A log of regular drivers will be maintained, including records of agreements with organisations and the drivers to demonstrate their understanding of the prescribed access route. As part of our sub contact order process we will encourage our supply chain to use operators committed to best practise, demonstrated by membership of TFLs Freight Operator Recognition Scheme (FORS) this will educate and encourage freight operators to follow best practice, rather than focusing purely on keeping within the law. FORS is free, voluntary and open to any company operating vans or Lorries in the Capital and aims to improve freight delivery in London.

The material deliveries will be limited to areas within the site boundaries, the traffic management in the surrounding areas will be managed to ensure that delivery Lorries are not parked within these areas and are kept free from unnecessary congestion. The site welfare facilities will be inside the hoarding. The area will also provide space for material delivery/temporary storage. Site Manager will produce a weekly programme of deliveries. A draft of this programme will be presented and discussed at the weekly progress meeting to ensure that the proposed delivery schedule meets with the programme requirements.

### **Consolidated /re-timed loads**

In promoting Corporate Social Responsibility, Client/ Contractor promote local employment and economy. This is achieved by using local supply where feasible. This improves local health by reducing freight impacts such as fossil fuel usage, congestion, pollution, and road construction and road casualties. All deliveries will be sequenced to ensure that site can accommodate delivery vehicles. No vehicles will arrive at our site outside an agreed time; this will further eliminate unnecessary congestion and nuisance especially for local traffic. Construction will be planned to minimise disruption to road traffic.

### **Safety of the Public**

The safety of the public will be ensured at all times by having the construction area, materials storage areas and waste storage areas, either hoarded or fenced with lockable access. The relevant signage is to be erected to ensure adequate warning/information regarding health and safety of the public.

### **Community Liaison**

Before construction commences our site team will contact local residents to address any specific concerns from the residents. We anticipate an on-going liaison between these parties. These parties will be given the Site Liaison officers direct line telephone number so immediate contact can be made if necessary.

### **Parking**

Parking on local streets will be discouraged and Site Manager is vigilant in ensuring that site personnel or visitors do not park illegally. No parking of construction vehicles on the highway. Should any sub-contractor decide to continue to park illegally, Site Manager will not hesitate to remove that contractor from the site.

### **Public Transport**

Alternatives to private car use have been considered by main contractor site staff and efforts will be made to communicate the advantages of public transport to all site personnel. Site personnel are always encouraged to use public transport.

### **Plant Inspection**

All incoming materials/plant are to be inspected by a designated, competent member of staff who shall sign delivery tickets/notes, confirming inspection was carried out.

### **Vehicle Emissions**

All Non Road Mobile Machinery (NRMM) to comply with the Non Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999.

Suppliers and drivers are required to:

- Switch off their vehicle's engine when stationary to prevent exhaust emissions
- Maintain vehicles including engines in tune and catalyts working efficiently
- All vehicles used by contractors must comply with MOT emission standards at all times

### **Mud on roads**

The site area will be covered by hard standing and the materials to be used for construction will predominantly be of a granular nature. The potential for mud is therefore much reduced, and by segregating the on-site traffic from the delivery vehicles this can be further reduced. However there is still the potential during certain phases of the construction for vehicle washing and road sweeping to be required. Joshi & Sons Ltd will therefore enforce strict measures to avoid the environmental nuisance of mud on roads.

These measures may include but are not limited to:

- Use of on approved mechanical road sweeper to clean the site of any mud or debris deposited by site vehicles within the vicinity of the site.
- Provision of wheel washing on all site exits and lorry jet washing facilities Adequate sheeting of vehicles carrying waste materials
- Measures will be taken to ensure that mud and detritus is not swept into gullies.

### **Waste:**

Joshi & Sons Ltd will, as far as is reasonably practicable, take all precautions and measures to ensure the effective control of waste/pollution. Procedures will be continuously developed to ensure that all "controlled waste" produced or held as a broker is disposed of in accordance with legislation, codes of practice and guidance notes.

Only registered or exempted waste carriers and managers will be used and regular monitoring will be maintained to ensure compliance with relevant legislation by the carriers and sub or work package contractors.

### Diesel/Petrol/Oil Storage

The diesel storage tank will be located on a stable ground area and will be bundled either in concrete or a masonry fashion. This area will be lockable to prevent unauthorised use, tampering and vandalism. The control of spillage is to be maintained through the use of either oil dry granules, sand from site, drip trays or spillage kits.

### Dust Pollution

Best Practicable Means (BPM) should be used in controlling dust emissions, in accordance with the Supplementary Planning Guidance by the GLA (2014) for The Control of Dust and Emissions during Construction and Demolition. Where operations will create a large amount of dust, appropriate actions will be taken to keep it to a minimum. Operations to be controlled in this way include:

- 1) Rubbish dumping in skips – sheeting shall be used to prevent the escape of dust, particularly during transportation.
- 2) Mechanical raking-out of mortar joints and similar operations – To mitigate the effect, a water suppressant or vacuum device will be used.
- 3) Earthworks/Haulage routes on site – Dust will be controlled at source using vehicle speed restrictions and/or damping down procedures. (Precautions will be taken to ensure that water used in the damping down process, which may have become contaminated, does not run into a watercourse or sewer).

All vehicles will be checked for cleanliness before leaving the site, where necessary the wheels will be cleaned to minimise debris on the highway. All existing highways used by vehicles entering and exiting from the site shall be kept clean and clear of all dust and debris. All dust, mud spreading onto these highways shall be immediately cleared.

- 4) Dust suppression kit 15L size with water tank and 3M hose to be used.

### DUST-Assessment of Potential Risk: Construction Phase

The general construction activities have also the potential to generate dust through day to day activities in three different categories:

1. Silica Dust-Concrete/Masonry etc.
2. Non Silica Dust-Plasterboard
3. Wood Dust-Skirting Architraves/Kitchens etc.

### Dust Control

Element	Dust Mitigation and Control Methods
Communications	<ul style="list-style-type: none"> <li>• Develop a stakeholder communication Plan</li> <li>• Display name and contact details of responsible person for dust issues on site boundary.</li> <li>• <del>Display Office contact information</del></li> </ul>
Site Management	<ul style="list-style-type: none"> <li>• Record all complaints and incidents and resulting actions in a log book.</li> <li>• Record any exceptional events</li> <li>• Liaise with other high risk construction sites within 500meters to ensure plans are co-ordinated</li> </ul>
Monitoring	<ul style="list-style-type: none"> <li>• Undertake daily on and off site visual inspections.</li> </ul>
Preparing and Maintaining the Site	<ul style="list-style-type: none"> <li>• Increase frequency of inspections during periods of high risk activities or in dry periods</li> <li>• <del>Agree monitoring protocol with Local</del></li> </ul>

	<ul style="list-style-type: none"> <li>• Use site layout to locate activities away from sensitive receptors</li> <li>• Erect solid screens and barriers around site.</li> <li>• Avoid site run off of water and mud</li> <li>• Keep site fencing barriers and scaffold clean.</li> <li>• Reduce storage of dusty materials to a minimum.</li> <li>• Minimise emissions from stockpiles by covering or damping down.</li> </ul>
Construction Traffic	<ul style="list-style-type: none"> <li>• Sheeting and containment of delivery Vehicles</li> <li>• Produce a Construction Logistics Plan to manage delivery of goods.</li> <li>• Record inspections of haul routes in the site log book.</li> <li>• Implement a sustainable Travel Plan for site workers.</li> <li>• Access to the site via paved areas</li> <li>• Regularly sweeping of access roads using water assisted dust sweepers.</li> <li>• Damping Down during dry periods</li> <li>• Limiting Vehicle speeds</li> <li>• Switching off all engines when not in use</li> <li>• Provision of Debris Netting barrier to the Rail track frontage</li> <li>• All vehicles will be washed down before</li> </ul>
Measures specific to Excavations	<ul style="list-style-type: none"> <li>• Minimize drop heights when loading and off loading</li> <li>• In dry periods damp down general area</li> <li>• Sheeting and containment of the loads immediately</li> </ul>
Measures specific to Concrete Frame	<ul style="list-style-type: none"> <li>• The use of a slip form system is proposed which will be screened off over three levels at the work face--This will serve to contain both dust and noise</li> <li>• As the general floor levels progress at CPP system is proposed to encapsulate three floors at the work face--thus containing any potential dust risk and prevent noise break</li> </ul>
Measures specific to Cladding--PC Panels and integrated windows	<ul style="list-style-type: none"> <li>• Due to being manufactured off site--This greatly reduces the risk of dust--to both operative's and third parties</li> </ul>
Distribution of Materials via Hoist and Scaffold Tower	<ul style="list-style-type: none"> <li>• The scaffold Tower (Subject to a Temporary Works design) will be fully screened off.</li> <li>• Water will be available on the common Hoist Tower--to allow for dust suppression as required.</li> </ul>

Cutting-Masonry/Concrete.	<ul style="list-style-type: none"> <li>• Cutting equipment will use water as a dust suppressant.</li> <li>• Dust extraction units will be fitted to equipment wherever possible and site personnel will ensure equipment is in good working order.</li> <li>• Note General Cladding Panels are manufactured off site-thus minimising the risk of dust generation due to reduced workload on site.</li> <li>• Face Fit dust masks will be provided to Operatives</li> </ul>
Cutting-Wood-Carpentry/Kitchens	<ul style="list-style-type: none"> <li>• Dust extract equipment will be fitted to all saws</li> <li>• Face Fit Dust Masks will be provided in accordance with the agreed Risk Assessments</li> </ul>
General Construction Activities.	<ul style="list-style-type: none"> <li>• Effective barriers around dusty activities and site boundary will be introduced and the area cordoned off with a permit to enter system in operation.</li> <li>• Site will not allow runoff of water or mud onto the public highway.</li> <li>• The need for dust masks will be risk assessed and implemented in accordance with the agreed method statements.</li> <li>• Ensure suitable cleaning materials are available at all times to clean up spills.</li> </ul>
Waste Management	<ul style="list-style-type: none"> <li>• Only use registered waste carriers to remove waste off site.</li> <li>• No bonfires on site.</li> <li>• All floor plates will be cleaned regularly- -damping down as required during the brushing process.</li> <li>• Waste Bins will be made available at all levels</li> <li>• A central waste management area will located at ground level-Material will be sorted and segregated off site</li> </ul>



### Noise and vibration from plant

Best Practicable Means (BPM) should be used during construction and demolition works, including low vibration methods and silenced equipment and machinery, control and monitoring measures of noise, vibration, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary, in accordance with the Approved Codes of Practice of BS 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites.

Joshi & Sons Ltd shall employ the best practicable means to minimise noise and vibration produced by the operations and will have regard to the recommendations in BS 5228 "Noise Control on Construction & Demolition Sites". We are also aware of the Barnet Council Code of Construction Practise and in particular section 5 entitled Noise and Hours of Working and will aim to comply with this document at all times. All mechanical plant and vehicles will be fitted with effective exhaust silencers and will be maintained in good and efficient working order. All compressors and generators will be sound reduced with acoustic covers which will be kept closed whilst in operation. Any ancillary pneumatic equipment will be fitted with mufflers of the type recommended by the manufacturer. Plant in intermittent use shall be shut down in periods between works or throttled down to a minimum. All noise and vibration producing plant/ operations will be carefully controlled.

### Noise Control

Noise can emanate from a wide variety of sources across all activities:

Source of Noise	Noise Mitigation and Control Methods
Construction Traffic/Plant and Equipment Tools	<ul style="list-style-type: none"> <li>Switching off all engines when not in use</li> <li>All vehicles to be fitted with silencers</li> <li>All Plant and Equipment will be in good working order, regularly serviced and maintained</li> <li>All plant and equipment will be used in an efficient way by trained personnel.</li> <li>Stationary plant will be cited with consideration to the local environment, railway assets and those likely to suffer nuisance as a consequence.</li> <li>All equipment will be selected with due regard to the noise emission's levels and ear protection will be worn in accordance with the manufacturers and hirers recommendations our as stated within the agreed method Statement and Risk Assessments</li> </ul>
Piling	<ul style="list-style-type: none"> <li>Choice of construction methods will be closely looked at and in the case of Angel Lane-CFA Piling has been selected as the piling solution-which is a relatively silent method.</li> </ul>
Noise break out at Boundary.	<ul style="list-style-type: none"> <li>A solid 2.4 Meter high hoarding will be erected around the full perimeter of the site footprint.</li> <li>A gantry and covered walkway is planned for the elevation fronting onto Great Eastern Road-This will provide better noise and indeed dust control at the boundary.</li> </ul>
General Construction Activities	<ul style="list-style-type: none"> <li>Site Management will manage and control all activities and personnel on site.</li> <li>Telford Homes PLC have signed up to the considerate constructor's scheme.</li> <li>All personnel are inducted and will be aware of the requirements to minimise Noise</li> <li>Regular Tool Box Talks will be given to ensure risks and the need to wear ear defenders are fully understood</li> </ul>

**Handling of liquid run – off**

Water pollution, spills of oil and fuel Joshi & Sons Ltd will have emergency procedures in place with the relevant equipment on site i.e. spill kits, etc.

**Lighting Impacts**

Energy saving light and heating systems will be used where possible within the project on a whole. A "turn it off at the end of the day" policy will be enforced on site during the construction phase and there will be no overnight running of plant only security lighting will be required.

**Burning on site (Dark smoke and nuisance)**

During the construction period the burning of waste on the site will not be permitted under any circumstances.

**Controls and Monitoring**

Site, Safety and Environmental Management Plan (SSEP), details the on-site management of these issues. The SSEP is an integral part of the project's implementation strategy for controlling issues that have the potential for impacting on the wider community. Monitoring and review of the procedures proposed in this plan will be carried out monthly or as required during the Health and Safety inspection carried out by the Safety Advisor. The inspection report will identify failures to comply with this plan and in consultation with the Site Manager detail actions and responsibilities to ensure ongoing compliance.

**Risk Management Guidelines (RMG's)**

Joshi & Sons Ltd use Risk Management Guidelines (RMG's) that have been established to improve job specific assessment of risk and development of appropriate controls. Generic risk assessments and method statements can therefore be avoided. RMG's can be used to assist in the development of method statements; to take the place of method statements for straightforward low risk activities; used to check submitted method statements by specialist subcontractors and to act as an agenda at pre-start meetings with contractors.

**Complaints Procedures**

Joshi & Sons Ltd will clearly display contact details in prominent locations, at various points around the site boundary.

Joshi & Sons Ltd will keep accurate records/logbook of any complaints received.

**Site Plan**

**Check attached Route Map and Site Management Plan**