

# CONSTRUCTION MANAGEMENT & LOGISTICS PLAN

for the proposed development at

Former SGN Gas Holders Site,  
Yarnton Way, Belvedere,  
Bexley, DA17 6JR

Produced by:

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## **1. INTRODUCTION**

Bellway Homes Limited (BHL) have prepared this “Construction Management & Logistics Plan” (CMLP) in order to provide information to illustrate how the proposed construction works of the “Former SGN Gas Holders, Yarnton Way, Belvedere” development site will be carried out, how they will be serviced in respect to materials delivery and storage, arrangements to minimise traffic disruption and minimise the impact of the works upon local transport provision and upon the local environment.

This CMLP has been prepared to address the issue of the interaction between construction works and adjacent landowners, occupiers and the public and the way in which BHL would minimise the impact of the works upon those occupiers / owners / members of the public.

A key information table overleaf sign-posts areas typically raised as concerns by LPAs in respect of construction works.

The main point of contact for this project will be our site manager, the contact details for whom will be provided on the Considerate Constructor poster at the site entrance.

## **2 - KEY INFORMATION**

**2. KEY INFORMATION SCHEDULE**

AREA OF CONCERN	CONSTRUCTION TEAM ACTION
Phasing	See Section 3
Parking of vehicles of operatives & visitors	See Section 4 & 8
Recycling / Waste Disposal	See Section 4
Siting & design of temporary buildings	See Section 4
Storage of plant and materials	See Section 4 & 8
Vehicle ingress & egress / Access points	As identified on Logistics Plan, Section 4 & Site Access Plan, Section 8
Mitigation of dust & emissions	See Section 5
NRMM registration	See Section 5
Wheel washing	See Section 6
Noise & Vibration Control	See Section 7
Security fencing & hoardings	See section 9
Tree Works & Protection Measures	See Section 10



### **3 - PROJECT DESCRIPTION**

### 3. PROJECT DESCRIPTION

The works comprise the clearance and regeneration of the redundant SGN gas holder site at Yarnton Way, Belvedere to provide 392 new homes, including 29% as family homes. Buildings range between 3, 4 and 5 storeys.

#### Neighbouring Land Uses

The site is broadly trapezoidal in shape and extends to around 3.46ha (Fig 3.1).

The current use comprises a now redundant gas holder site.

The development site lies between the railway to the south and a dual carriageway to the north. To the east lie mainly two storey residential dwellings on 'Waterfield Close, Sutherland Road' and 'Maida Road'. Industrial units lie to the west of the site.

#### Phasing

The scheme will be delivered in six continuous residential phases as identified at figure 3.2 below. Residential units will be released for occupation on a block by block basis as each building is completed (Figure 3.3).

Demolition and remediation works are expected to commence in mid-late summer 2024. Highway alterations and creation of new permanent access points (Phase 0) are expected to start late in 2024. The residential development works (Phases 1-6) are expected to be completed in mid-late summer 2029.



Fig. 3.1: Aerial View



Fig. 3.2: Building Phases

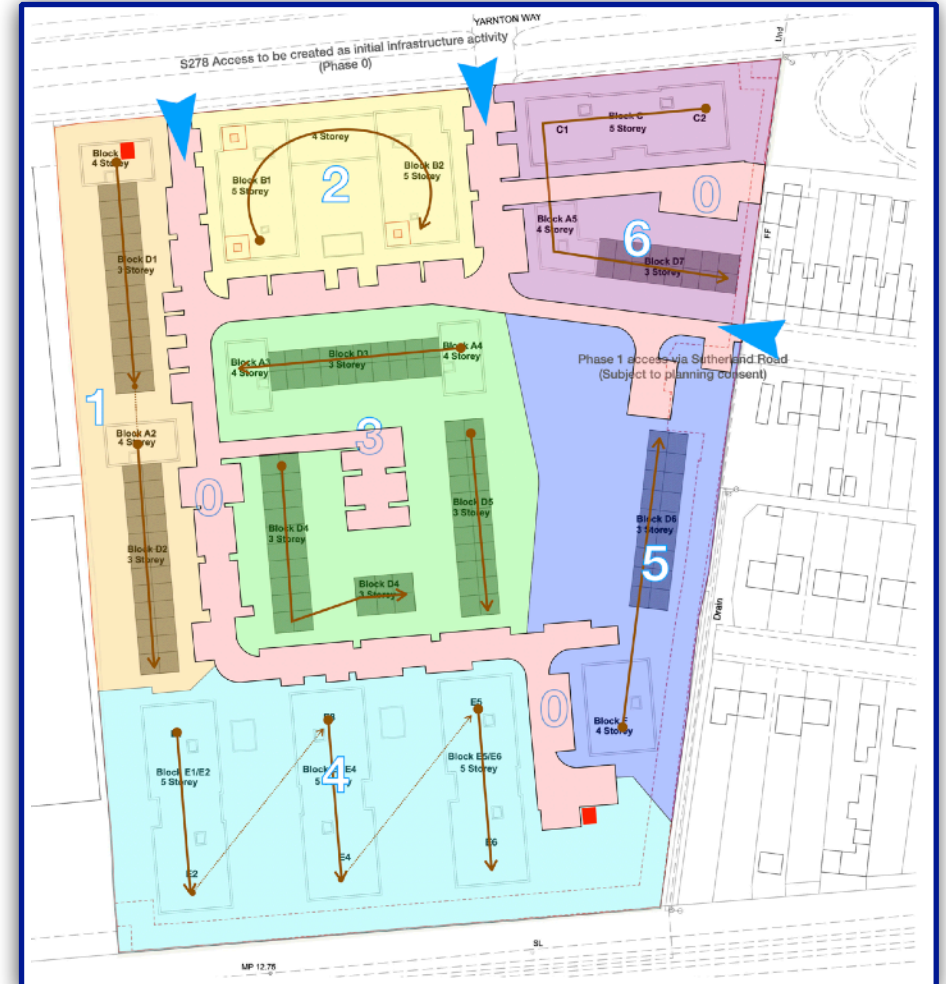


Fig. 3.3: Building Sequence

# 4 - CONSTRUCTION MANAGEMENT

## 4. CONSTRUCTION MANAGEMENT

### Logistics

The drawing overleaf (C0741-84/SK10/003), indicates proposed site logistics, accommodation & storage areas during the proposed construction of the development.

The site compound will include parking areas for operatives, staff & visitors. They will also include welfare facilities (mess / WCs etc), office accommodation and containers for storage of small, valuable materials. Open storage areas will be provided around site as required to suit the progress of the works for bulk materials such as bricks, blocks, timber. Fuel and liquids will be stored in specific bunded areas designated for the use and identified in RAMS.

### Enabling Works

The Development sequence will commence with Enabling Works. These will include:

- Validation of existing site hoardings to the development frontage in locations agreed with the LPA and following approval of licence requests,
- Validation of existing site fencing to other boundaries,
- Pre-demolition surveys & recording if required,
- Implementation & validation of access controls to buildings to prevent unauthorised access,
- Isolation & stripping out of redundant incoming services,
- Implementation of Tree protection measures,
- Ecological protection measures,
- Identification & removal of asbestos containing materials (ACMLP) from site,

All works will be carried out in accordance with approved RAMS.

The principal plant & equipment used during the Enabling works will be:

360° excavators, dumpers & access scaffolding

### Demolition & Remediation Works

The Development sequence will continue with Demolition Works. These will include:

- Stripping out of redundant fixtures, fittings & finishes,
- Demolition of redundant buildings on the site down to ground level,
- Grubbing out of redundant buried structures, drains & services,
- Any necessary soil remediation, and

All works will be carried out in accordance with approved RAMS.

The principal plant & equipment used during the Demolition & remediation works will be:

360° excavators, dumpers, skips, demolition scaffolds, mobile cranes, mobile crushing plant, 'muck away' lorries & tele-handlers.

### Construction Works

The Development sequence will continue with Construction Works. These will include:

- Groundworks to provide the on-site infrastructure and the new additional S278 access bell-mouths.
- Foundations and drainage works to serve each new dwelling
- Superstructure & envelope works to construct each new dwelling
- Installation of building services & internal fitting out, and
- External works.

All works will be carried out in accordance with approved RAMS.

The principal plant & equipment used during the Construction Works will be:

GROUND WORKS STAGE:

Piling rig, 360° excavators, dumpers, 'muck away' lorries, ready-mixed concrete delivery lorries, general delivery vehicles

STRUCTURAL & ENVELOPE STAGE:

Load-all "tele-handlers", general delivery vehicles, standing scaffolding

FITTING OUT STAGE:

General delivery vehicles, standing scaffolding

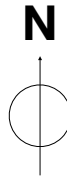
EXTERNAL WORKS STAGE:

Mini-excavators / powered barrows, general delivery vehicles, paving machine



Status:  
Based upon Design Freeze Scheme of 04/08/2023

- Notes:
1. Phase 0 - S278 & Main infrastructure accessing and exiting via Sutherland Road (subject to consent) until new bell mouths created
  2. Phase 1 - initial residential units to west of site
  3. BAPA required for any temporary works (cranes, scaffolds etc) that could potentially fall within 3m of Network Rail land



- Tower crane
- CCTV
- Gate Controller/ Traffic Marshal
- Wheel wash
- Fencing
- Hoarding / Fencing
- Gates
- Traffic Routes (To segregate site traffic)
- Public / Resident Access  
(Construction exit until first occupations)
- Construction Access  
(Access/exit after 1st occupations)
- Phase reference
- Sub-station
- Accommodation / welfare
- Materials storage
- Parking

Bellway Homes Limited

Project:  
**SGN Belvedere**

Drawing Title:  
**Logistics Plan**

Issue Date:  
31/08/2023

Reference:  
C0741-84/SK10/ 003

Rev:  
0

### 4. CONSTRUCTION MANAGEMENT

#### Compound

BHL will establish a designated compound area with the location for the final residential build phase. The compound will comprise areas for:

- Site welfare facilities
- Office accommodation
- Inductions
- Parking
- Materials storage
- Fuel storage

#### Temporary Buildings

Site accommodation and welfare facilities will be provided in container type 'eco' units (such as Portakabin or similar). Units will be provided with temporary power supplies and communications. Welfare units will be connected to either temporary (cess tank) or mains drainage as well as to temporary water supplies.

Units are set up on suitably prepared and levelled bases and can be stacked to minimise space taken up on site. Units will be set up to avoid overlooking onto neighbouring properties (either by choice of location or by sealing shut any shutters that face onto neighbours)

#### Parking

BHL will establish designated parking areas on site for the duration of the contract. As illustrated on the logistics plan C0741-84/SK10/003, at page 9, this parking will be in the site compound area and will be on prepared hardstandings.

During the final build period, limited parking will be available on site.

Throughout the development period and wherever practicable BHL will encourage the use of public transport for access to the site by operatives, staff & visitors.

Access to the parking area will be controlled by the traffic marshal.

#### Storage Areas

C0741-84/SK10/003, overleaf, indicates the location of various material storage areas during the development period. Bulk material storage (such as bricks and blocks etc) will be provided on prepared hardstandings to prevent damage to stored materials.

Materials such as timber and windows and doors will be in bespoke racking, provided with a temporary roof to prevent weather damage. Racking will be set up on hard standings to prevent contamination from mud.

Smaller and valuable materials will be stored within storage containers located in the site compound area.

#### Haul Routes

C0741-84/SK10/003, overleaf, indicates construction traffic routing to allow the segregation of construction traffic from residents once occupations commence.

Haul routes will be provided on completed development roads. Where temporary haul routes are required to access parts of the site away from development roads, these routes will be constructed and consolidated with a sacrificial surface to prevent mud and dust being generated.



Fig. 4.2: Typical BHL Large Project Site Welfare, Parking & Storage Compound

#### 4. CONSTRUCTION MANAGEMENT - WASTE

A Site Waste Management Plan [SWMP] will be used on this project.

Waste generated by the project will be diverted from landfill and either:

- Reused on site (in-situ or for new applications).
- Reused on other sites.
- Salvaged/reclaimed for reuse.
- Recovered from site by an approved waste management contractor and recycled

#### Storage, Collection & Disposal Of Rubbish

Rubbish is generally defined as “waste material; refuse or litter”. In the wider context of material to be removed from site, this will include:

- Excavated materials
- Refuse produced from the site offices and canteen
- Unwanted packaging

The materials identified above can be segregated into various categories for the purposes of classification for recycling and disposal.

BHL's supply chain includes specialist waste carriers that provide services off-site to separate waste into materials that can be recycled and who then deal with the segregated waste appropriately, providing the chain-of-custody evidence needed to comply with appropriate regulations.

Limited waste collection and segregation will be provided on site in the compound area. This will be achieved by the use of designated skips. Other than demolition & excavation materials that will be removed in muck-away lorries, all waste will initially be put into skips located in the site compound, sited to make them easy for pick-up and drop-off by specialist skip lorry for sorting off site.

#### Hazardous Waste

Any hazardous waste materials found will be recovered and removed from site by specialist contractors during the enabling /demolition works stage.

Any unexpected or buried asbestos containing materials found will be recorded and removed, all such removal will be carried out under controlled conditions, to an approved method statement agreed (prior to works commencing) with the relevant statutory bodies (HSE).

Such work will be carried out in accordance with all relevant codes of practice, HSE guidance notes, current legislation and statutory regulations.

Monitoring and testing will be carried out by an independently appointed UKAS accredited laboratory and all work areas WILL have “air clearance certificates” before normal operations resume.

All materials arising that require controlled disposal will be bagged, identified and disposed of at an approved site, in accordance with the licence issued for their removal.

#### Waste Management during Demolition & Site Clearance

Businesses have a responsibility to minimise environmental impacts and a commitment to meet the requirements of all relevant legislation, agreements, authorisations, and commitments. Where low risk waste handling operations are required, these will need to register for a waste exemption licence with the environmental agency.

Waste carrier licences and disposal/recycling facility permits will be received from all permitted facilities prior to any waste disposal. Waste recycling will be the preferred disposal option as an alternative to landfill.

During the demolition stage, the demolition contractor will ensure that the duty of care is followed in terms with waste classification, reduction and that disposal is carried out correctly.

WAC testing will be carried out for soil waste destined to landfill. Natural as dug arisings may be classed as inert following further WAC testing. Contaminated soils will be treated in accordance with procedures established by our specialist remediation consultants.

Asbestos waste will be carefully removed from the building by hand and loaded into a lockable skip for disposal off site. Asbestos containing products will be carefully removed by a certified and competent contractor.

All hardcore materials will be processed using a crusher under a Part B Permit following a comprehensive WRAP protocol to minimise the waste being produced on site and to allow recycled aggregates to be reused within the development. This process will be managed by site and specialist contractor management.



# 5 - DUST AND EMISSIONS



### 5. DUST & EMISSIONS MITIGATION

BHL will follow the three basic principles of 'best practice' that are well established and are central to the strategies for the control of pollution on development sites. They follow a hierarchy to control the emissions of dust and other emissions and reduce human exposure:

- 1.Prevention
- 2.Suppression
- 3.Containment.

#### Site Evaluation

BHL have identified that the site of the proposed development has the potential for an intermittent or likely impact on sensitive receptors (identified as nearby homes) throughout the period of the works to a greater or lesser extent by causing dust to become airborne.

BHL will aim to reduce the amount of dust being produced as the consequence of the proposed works on site as well as providing a comprehensive monitoring schedule.

#### Timetable Of Dust Generating Activities

The proposed programme for the works runs from summer 2024 for a period of around 60 months in a sequential manner as already described in section 3.

The primary risks for dust generation are during demolition and site clearance and again during ground-works and external works stages, particularly where these are carried out within prolonged periods of dry weather.

Dust generating activities will be taking place throughout the programme period to a greater or lesser extent. In order to manage dust mitigation, the steps identified below will be implemented on site.

#### Dust Monitoring Scheme

During the demolition stage, four static dust monitoring gauge stations will be set up around the perimeter of the site (See Figure 5.1). The stations will collect falling dust particulates on the dust trap and dust and water will collect within the frisbee bottles. The bottles with the dust samples will be swapped over on a fortnightly basis and sent to a UKAS accredited laboratory to be tested for total dust deposition and asbestos fibres. Results will be provided in the form of a certificate and issued to the client within 24hours of receipt and again at the end of the project in a final verification report. Results of the dust sampling should not exceed 200mg/m2/day.

The location of the static dust frisbee type dust monitoring stations are identified at Figure 5.2, indicated by orange circles on the plan. A round of monitoring will be completed prior to the demolition works taking place to record the baseline values for the site. Monitoring will be undertaken for a duration of about 20 weeks during the demolition stage. Monitoring will then continue during the subsequent remediation & construction stage.

As well as the static dust frisbee type monitors, three electronic dust monitoring stations will be set up. These dust stations will carry out continuous dust monitoring at the locations marked in green circles in figure 5.2.



Fig. 5.1: Typical dust monitoring gauge station

Monitoring will be completed in line with 'IAQM Guidance on Monitoring in the Vicinity of Demolition and Construction Sites (Oct 2018). The monitors will be MCerts certified ambient particulate monitors and will use a cloud-based system to record the data. Alarm levels will be present into the monitor at PM10 200ug/m3 for 15-minute and 180ug/m3 for 1-hour intervals.

In the event of asbestos containing products being identified, real time asbestos reassurance air monitoring and personal air monitoring to measure exposure levels will be carried out during the asbestos soft strip and the main demolition works. This will be completed by an independent UKAS accredited company trained and experienced in background air monitoring. Reports will be provided after each individual visit detailing the results of the monitoring.



Fig. 5.2: Air monitoring locations

### Dust Management During Demolition & Site Clearance Stage

Dust production will be mitigated by using several dust suppression and hand stripping methods to reduce dust and fibres from becoming airborne. A soft strip using hand tools will be used to remove loose and friable materials including cement bound asbestos containing products. Full PPE and RPE will be worn by trained and experienced operatives. Exclusion zones will be set up to keep demolition works within a controlled environment.

Work areas will be watered down using dust suppression equipment to prevent fibre and dust release. Water suppression will be utilised both during the demolition and crushing activities.

A road sweeper can be deployed if necessary if roads within or surrounding the site entrance become particularly dusty or polluted with soils.

### Dust Management During Construction Stage

BHL will undertake the following measures, to reduce the wider-community impact to sensitive areas close to the development boundaries (including boundaries with completed parts of the development):

1. Misting (Damping Down) to suppress dust
2. Regular road sweeping (on and off site)
3. Enhancing existing site boundary fencing with debris netting or monarflex sheeting to prevent the spread of dust & debris
4. BHL's site management will undertake daily inspections of works areas in conjunction with trade foremen to identify areas of boundary that require enhancement and, depending upon the weather forecast, may suspend works likely to give rise to dust during excessively windy conditions or during prolonged dry spells.
5. Materials storage (including mortar silos) will not be sited close to sensitive area boundaries.
6. Wheel washing areas will be hard paved.
7. Monitoring (as set out on Page 13) will be continued through out the construction stage with monitoring stations relocated to reflect the changing site boundary positions as the development is progressively released for occupation.
8. Keep an accurate log of complaints from the public.

## DUST & EMISSIONS CONTROL MEASURES

### Pre-Site Preparation

In order to prevent dust & emissions from being carried outside the boundary. The following will be adopted:

- Machinery, fuel and chemical storage and dust generating activities will not be located close to boundaries near sensitive receptors if at all possible. Furthermore, fuel & chemicals will only be stored in small quantities, if at all, in bunded storage areas and in containers designed for their containment.
- Solid hoardings/Fencing will be provided to site boundaries to act as a barrier to the spread of dust. Where necessary these will be enhanced with debris netting or 'monarflex' sheeting.
- Where necessary, hoardings will be provided with polythene "skirts" and ballast to prevent sediment run off from the site onto adjacent gardens.

### Haul Routes

Unpaved haul routes across site can account for a significant proportion of dust emissions, especially in dry or windy conditions, when the generation of dust through the movement of vehicles is exacerbated. Therefore, to comply with good practice, the following will be implemented:

- Use of consolidated surfaces on designated cross-site routes during groundworks stage.
- Regularly inspect haul routes for integrity and repair when required.

### Damping Down

It may be necessary to wash or damp down haul routes on site in order to control dust emissions. A temporary water supply will be provisioned and distributed about the site to fixed points for use in damping down. In order to comply with good practise, the following steps will be taken:

- Road edges and pavements will be cleaned as required using agreed wet cleaning methods.
- Roads will be regularly inspected by our site manager and cleaned by site labour using wet cleaning methods when required.
- A mechanical road sweeper will be provided on stand-by with a local contractor for use as and when necessary.
- Hard standing areas for vehicles will be provided. They will be regularly inspected and cleaned as necessary.

### Non-Road Mobile Machinery Standards

GLA's NRMM LEZ policy (section 7.14) requires that "An inventory of all NRMM should be kept on-site stating the emission limits for all equipment. All machinery should be regularly serviced and service logs kept on-site for inspection. This documentation should be made available to local authority officers as required."

Therefore, BHL will register the site with NRMM and information will be recorded about all machinery that will be utilised on site during the development works.

### Vehicles

As set out elsewhere we will use the following specific controls to reduce dust associated with vehicles, such as the contact of tyres on the road surface or dust blowing from materials carried.:

- Prior to leaving site, all vehicles will have their wheels, chassis & external bodywork effectively cleaned and washed free of earth, mud, clay, gravel, stones or any other similar substance.
- All loads entering and leaving site to be covered.
- A 5mph speed limit will be imposed on site.



### Concrete Batching

Concrete & mortar batching on site are inherently dusty activities. Therefore, it is not considered appropriate for these activities to take place on this development.

Concrete & mortar used in the works will be supplied ready-mixed from local batching plants. It is expected that mortar will be delivered and stored within silos on a regular basis for use as and when needed.

Mortar silos should not generate dust in regular use. In addition, small quantities of bagged mortar will be used where sulphate-resistant mortar is specified but this will be stored and prepared in designated, secured, areas away from sensitive boundaries and will be transported as a wet-mix to work sites to prevent dust being generated.

Ready mixed concrete will be delivered wet to avoid generation of dust on or near site.

### Excavations & Earthworks

Excavation and earthwork activities are a potential source of dust outside the site if they are not properly controlled. The following measures will be used to minimise dust disturbance as much as possible:

- All dusty activities will be damped down, especially during dry weather.
- Temporary earthwork stockpiles will be covered if possible.
- We will minimise drop heights to control the fall of materials.
- Arisings will be removed from site as often as possible to prevent a build up of spoil.
- Long-term stockpiles of material will not be retained on site unless grassed or securely covered.
- Secure covers on temporary stockpiles will only be removed in small areas during work and not all at once

### Specific Site Activities

Other activities carried out on site have the potential to generate dust without proper control. Therefore, the Best Practice Methods will be implemented as outlined below:

#### Cutting, Grinding and Sawing

Generally speaking, these activities should not be conducted on site and pre-fabricated material should be brought in where possible. In certain cases however, where such work must take place, then the following techniques should be followed:

- All equipment will use water suppressant or suitable local exhaust ventilation systems.
- Dust extraction techniques will be used where available.
- Equipment will be fitted with water suppressant systems.
- Local exhaust ventilation will be provided in areas where this is necessary.
- All fans and filters will be serviced regularly to ensure they are properly maintained.

#### Chutes and Skips

- Skips will be securely covered.
- Drop heights will be minimised to control the fall of materials.
- Damping down with water will be carried out as necessary, particularly during dry or windy weather.

#### Scabbling

Where scabbling of concrete surfaces is necessary the following steps will be taken to mitigate dust:

- Pre-wash work surfaces.
- Screen off work areas.
- Vacuum up all dusty residue rather than sweeping away

#### Waste Disposal / Burning

- No burning of any material is permitted on site.
- All excess material should not be wasted, but used or safely removed from site according to appropriate legislation.

#### Sand, Grit and Shot Blasting

- Use agreed wet processes, sheet areas to contain dust and use silica-free material.

#### Planing and sanding

- Use fans and/or filters, dust suppression techniques and water sprays.

#### Fitting out

- Fit all machinery for activities such as plastering, sanding or rendering with dust suppression/collection equipment.
- Vacuum all waste material.

# **6 - PLANT AND WHEEL WASHING FACILITIES**

## 6. PLANT & WHEEL WASHING FACILITIES

### Site Entrances / Exits

The main vehicular & pedestrian access / exit points for the site are from 'Yarnton Way & Sutherland Road' (see Logistics Plan, C0741-84/SK10/003).

Access /exit points will be provided with gates that will be kept shut when not in use.

Vehicles leaving the site have the potential to deposit silt/soil onto roads surrounding the site transported on the undercarriage or tyres of the vehicles. The main site exit route will therefore be provided with wheel washing facilities to reduce this risk.

### Wheel Washing Arrangements

The wheel wash area will include a hardstanding laid to falls and draining into a sump or gulley leading to (or pumped to) a settlement tank to filter water from settled mud/debris. The discharge water will pass through a petrol-interceptor whilst the settled silt will remain in the tank until it is removed. The facility will be provided with hosepipes, brushes, an adequate water supply and pressure washers together with dedicated labour to carry out the cleaning operations.

A traffic marshal & the vehicle driver will carry out a visual inspection of the vehicle wheels, the underside of vehicles, mud flaps and wheel arches. If necessary, they will then use the pressure washer and hoses to clean the vehicle to ensure that prior to leaving site, the wheels, chassis & external bodywork are washed free of earth, mud, clay, gravel, stones or any other similar substance. Roadways will be swept regularly with a mechanical road sweeper provided by our specialist contractor who will be retained on stand-by in case additional visits are required.

Attendant labour will sweep / pressure wash the hardstanding as and when necessary to keep it clean and to prevent vehicles becoming re-contaminated with mud. Site management will routinely inspect the wheel was area and public highway at least daily and more frequently during periods of wet or inclement weather and when ground works are being carried out to identify:

1. Whether the settlement tank needs emptying of silt, or
2. Whether the mechanical road sweeper needs to be called to site.

Following settlement, the discharged water will pass through a petrol interceptor before being discharged under licence into existing surface water drains. As and when required, the settlement tank will be emptied of silt.

In the event of a break-down of the wheel washing facility, we will have a stand-by pressure washer unit available on site. We will also have a suitable stand-by portable generator available on site in case of a power failure.

### Water Management

The law requires protection of controlled surface waters within the development area and this will be achieved by minimising and controlling contaminated surface water runoff from site areas.

Site drainage must be controlled during construction so that it does not enter the public drains. Site management should also consider that heavy rainfall can give rise to unforeseen contaminated site run off, both within and outside normal working hours.

Defences will be used if necessary to avoid any contaminated groundwater/pollution reaching the surface drains. Defences will include using silt traps such as terram installed over drains to allow water to pass through but trapping any suspended solids. Road sweepers will be used when necessary to clean the roads on/and surrounding the site to reduce soil from entering drains.



Fig. 6.1: Typical portable wheel-wash equipment



Fig. 6.2: Typical bespoke wheel-wash equipment

## **7 - NOISE & VIBRATION MANAGEMENT**



## 7. NOISE & VIBRATION MITIGATION

### Hours Of Working

BHL will adopt the following permissible working hours laid down by Planning Authorities.

The hours of working generally will therefore be:

- Monday to Friday (excluding public bank holidays) 08:00 – 18:00 (see below for delivery restrictions)
- Saturday: 08:00 – 13:00
- Sunday: No working audible at the site boundary
- Public Bank Holidays: No working audible at the site boundary

### Delivery Restrictions

Given the location of the site close to several schools ('Northwood Primary School' being the closest), during school term times, BHL will restrict HGV movement times to avoid the peak school drop off / collection times where possible.

Therefore, there will be no deliveries in the periods 08:00-09:00 & 14:30-16:30 except in exceptional circumstances.

### Exceptions To Hours Of Working

There may be a requirement for exceptional working outside of the expected working hours as a result of the method of construction adopted. Such exceptions may include delivery and erection of large construction plant and equipment such as piling rigs and scaffolds. Where such exceptional working requirements occur, we will ensure that this only happens following dialogue and agreement with the LPA.

### Noise Risks

Excessive noise levels on site can represent a major hazard to site workers and can annoy residents. Noise often causes more off-site complaints than any other site\public issues and can rapidly damage relationships between site and residents. Some plant and work activities produce more noise in one direction than others, so careful positioning of the equipment can pay dividends. If the local Environmental Health Officer considers the noise excessive, a notice can be served or even an injunction to stop the works immediately.

Examples of possible sources of noise include:

- Increased noise levels on-site due to construction activities, plant and road haulage
- Increased noise levels caused by any ground treatment or remediation; and
- Increased noise levels off-site due to road haulage vehicles

### Planning

BS5228 provides guidance on calculating the noise levels from construction works and assessing the likely impacts it will have on neighbouring residential properties. As part of the Risk Assessment process our trade contractors and supervisory staff will identify any particularly noisy or vibration generating operations and will adopt the most practical measures possible to control noise and/or control vibration.

### Noise Monitoring

Baseline noise levels will be established prior to works taking place using a sound level meter. Noise readings will be taken daily around the perimeter of the site (especially in proximity of sensitive receptors). Results of the noise readings will be recorded on environmental monitoring sheets (PIDS). The scope of the works will be communicated with the local neighbours and businesses.

Table 7.1 provides typical noise level limits in residential areas over a period of time:

65 dB(A)	8 Hours
68 dB(A)	4 Hours (Gives the same energy as 65 dB over 8 Hours)
71 dB(A)	2 Hours
74 dB(A)	1 Hour
77 dB(A)	30 Minutes
80 dB(A)	15 Minutes
83 dB(A)	7.5 Minutes
86 dB(A)	3.75 Minutes

Table. 7.1: Noise daily average limits

Throughout the demolition & construction period, BHL will carry out all activities on site to monitor & mitigate noise & vibration in accordance with the requirements of the local authority.

The site manager will monitor noise levels on site throughout the construction period. Any particularly noisy operations will be reviewed to determine whether a less noisy method can be used.



Figure 7.1: Typical sound level meter

### Good Practice

In accordance with Section 72 of the Control of Pollution Act 1974, BHL will use the best practicable means to minimise noise generated on site. For example:

- All plant & equipment will be selected having regard for its published sound power level
- Alternative methods will be investigated to avoid the use of inherently noisy activities
- Effective silencers and acoustic covers will be provided and maintained in good working order
- Plant and equipment will be located having regard to sensitive receptors (e.g. residential property)
- Fixed items of plant will be electrically powered rather than diesel or petrol driven where possible
- Anti-social behaviour involving shouting, swearing and loud radios will be prohibited on site
- The use of temporary screens will be used where appropriate to increase the length of the sound path from a noise source.

### Noise Mitigation

Table 7.2 shows levels of noise generated by typical construction activities, taken as the ‘worst case’ scenario, considering the heaviest tonnage equipment listed on BS-5228 (Noise level database). It should also be noted that the attenuation provided by acoustic screening and sheds is calculated as the ‘standard’ figures referred to in BS-5228; this is well below the level of noise reduction possible from screening as some companies can offer acoustic screening that is up to 3x more effective than the levels referred to in BS-5228.

BS5228:2009 gives several examples of acceptable limits for construction or demolition noise. The most simplistic being based upon the exceeding of fixed noise limits. Paragraph E.2 says: “Noise from construction and demolition sites should not exceed the level at which conversation in the nearest building would be difficult with the windows shut.” and “Noise levels, between say 07.00 and 19.00 hours, outside the nearest window of the occupied room closest to the site boundary should not exceed:

- 70 decibels (dBA) in rural, suburban areas away from main road traffic and industrial noise;
- 75 decibels (dBA) in urban areas near main roads in heavy industrial areas.

These limits are for daytime working outside living rooms and offices.”

Plant/Works	dB(A) at 10m	dB(A) at 25m*
360° excavators (71 tonne)	77	69 [59]
Dumpers (29 tonne)	87	79 [69]
Roller (18 tonne)	79	71 [61]
Muck Away Lorries (39 tonne)	80	72 [39]
Concrete Delivery Lorries	80	72 [62]
Tracked Piling Rigs (CFA Piling) (33 tonne)	80	72 [62]
Powered Barrows	unavailable	-
Paving Machine (12 tonne)	84	76 [66]
Angle Grinders (grinding steel)	80	72 [62] [58] [[48]]
Concrete Breaker (handheld pneumatic breaking concrete)	95	87 [77] [73] [[63]]
Concrete Cutters (petrol circ saw 9kg)	91	83 [73] [69] [[59]]

\* Minimum distance to wetland/mudflat within adjacent LWS  
 \*\* Minimum distance to European Designation from site boundary  
 \*\*\* Minimum distance to European Designation from proposed residential construction within the site  
 -Figures in square brackets refer to dB(A) with the use of acoustic screening at the relevant site boundaries as a mitigation technique throughout works (reduction of 10dB(A))  
 -Figures in braces refer to dB(A) with the use of temporary mobile acoustic sheds orientated for maximum noise reduction towards the designated areas (reduction of 14dB(A))  
 -Figures in both braces and brackets refer to dB(A) with the combined usage of acoustic sheds and acoustic screening

Table 7.2: Anticipated noise levels resulting from construction activities (Source: Aspect Ecology)

BHL have used materials such as “Q1/1 - SOUNDEX® Contractor Acoustic Quilt” (Fig. 7.2) or “C2/3 - SOUNDEX® Professional Acoustic Curtain” (Fig. 7.3) affixed to fencing panels to achieve noise reductions of up to 28.2dB and 35.6dB respectively on particularly sensitive sites or close to neighbouring properties.



Fig. 7.2: Q1/1 - SOUNDEX® Contractor Acoustic Quilt



Fig. 7.3: C2/3 - SOUNDEX® Professional Acoustic Curtain

Further measures to reduce the impact of noise upon sensitive receptors include prohibiting certain types of activity (such as use of pneumatic breakers), or adopting agreed periods when such noisy works can take place (such as 30 minutes on / 90 minutes off). The measures to be adopted on the site will be established and included within the Section 61 approval agreed with the LPA.

### Vibration Monitoring

During the demolition works the demolition contractor will carry out real time vibration monitoring. Excessive or prolonged vibration can cause nuisances to nearby receptors and in severe causes lead to nearby property damage. Vibration monitoring stations will be set up on site along Tring Garden and will be carried out in accordance with BS 5228-4 Part 4 Code of Practice for Noise and Vibration Control on construction and open sites.

The Vibration monitors will be set to record real time with an amber and red warning if vibrations go above certain limits. Alert text messages will be sent to senior staff if the equipment is triggered by excessive vibrations. Weekly reports will also be provided. The vibrations will lead to displacement which is recorded in velocity or acceleration using an accelerometer. The equipment will have its own power source making it self-sufficient. Table 7.3 below provides the typical British Standard guideline values to be used when measuring vibration.

Type of Structure	Guide line values for vibration velocity in mm/sec			
	Vibration at foundation of			Vibration at highest floor of all frequencies
	1Hz- 10 Hz	10Hz- 50Hz	50Hz- 100Hz	
Building used for commercial purposes, office blocks, industrial units, factories, buildings of similar design	20	25 to 40	40 to 50	40
Houses, Flats, Dwellings of similar design with full occupancy	5	5 to 15	10 to 20	15
Structures that because of their sensitivity to vibration cannot be classified under the above categories and are of great intrinsic value: Listed Buildings and buildings under preservation orders	3	3 to 8	8 to 10	8

Table. 7.3: BS Vibration Guidelines



# 8 - CONSTRUCTION TRAFFIC

## 8. CONSTRUCTION TRAFFIC

### Vehicle Operating Hours

During the works vehicle arrival and departure will most certainly be audible beyond the boundary, therefore the expected periods during which vehicles will arrive and depart will be:

- Monday to Friday (excluding public bank holidays) 08:00 – 18:00 (see exceptions below)
- Saturday: 08:00 – 13:00
- Sunday: No vehicle movements
- Public Bank Holidays: No vehicle movements

### Exceptions

It should be expected that vehicle access to the site will be required at all times during permissible hours however, wherever possible, BHL will insist that HGV movements to/from site are restricted to avoid term-time peak drop off & collection periods (08:00-09:00 & 14:30-16:30) for the local primary & secondary schools. Such restrictions will be imposed as part of sub-contract & supply orders.

### Vehicle Size, Weights & Emissions

No vehicles or plant will be used on the public highway that are heavier than allowed by law. There should therefore be no risk of causing damage to buried pipes, cables or services within the highway.

Where any crossover of the existing foot path is proposed, boiler plates or reinforced concrete “spreader-plates” will be provided to reduce the point loads applied to buried services.

All vehicles used will be licensed for use on the public highway and will be subject to routine and periodic inspection to ensure that emissions comply with regulations.

Where possible, we will instruct suppliers and contractors to use the smallest delivery vehicles possible to ensure that they do not cause obstructions on local roads.

### Vehicle Access Arrangements

Delivery vehicles will access & leave site in forward gear. No reversing will be allowed to take place on the public highway. On site reversing will only be allowed when the driver is under the control of a qualified “banksman”.

In order to safeguard other road users, delivery vehicles will not be permitted to wait on the highway outside or near to the site.

Prior to leaving site, all vehicles will be inspected and any that require it will be subjected to the wheel-washing measures outlined in Section 6 to prevent the spread of mud & debris onto the public highway or completed development roads.

### Parking | Material, Equipment & Plant Storage & Loading

All materials, plant & equipment will be stored on site within designated areas. Parking for operatives, management & visitors will be provided in designated areas on site. Materials, plant & equipment will only be loaded and unloaded on site.

### Transport Management Standards

BHL, as part of its supply chain management, will insist that all transport movements to and from the site will be undertaken in accordance with the ‘Construction Logistics and Community Scheme’ (CLOCS) standards and that any fleet vehicles will operated by firms accredited with the ‘Fleet Operator Recognition Scheme’ (FORS).

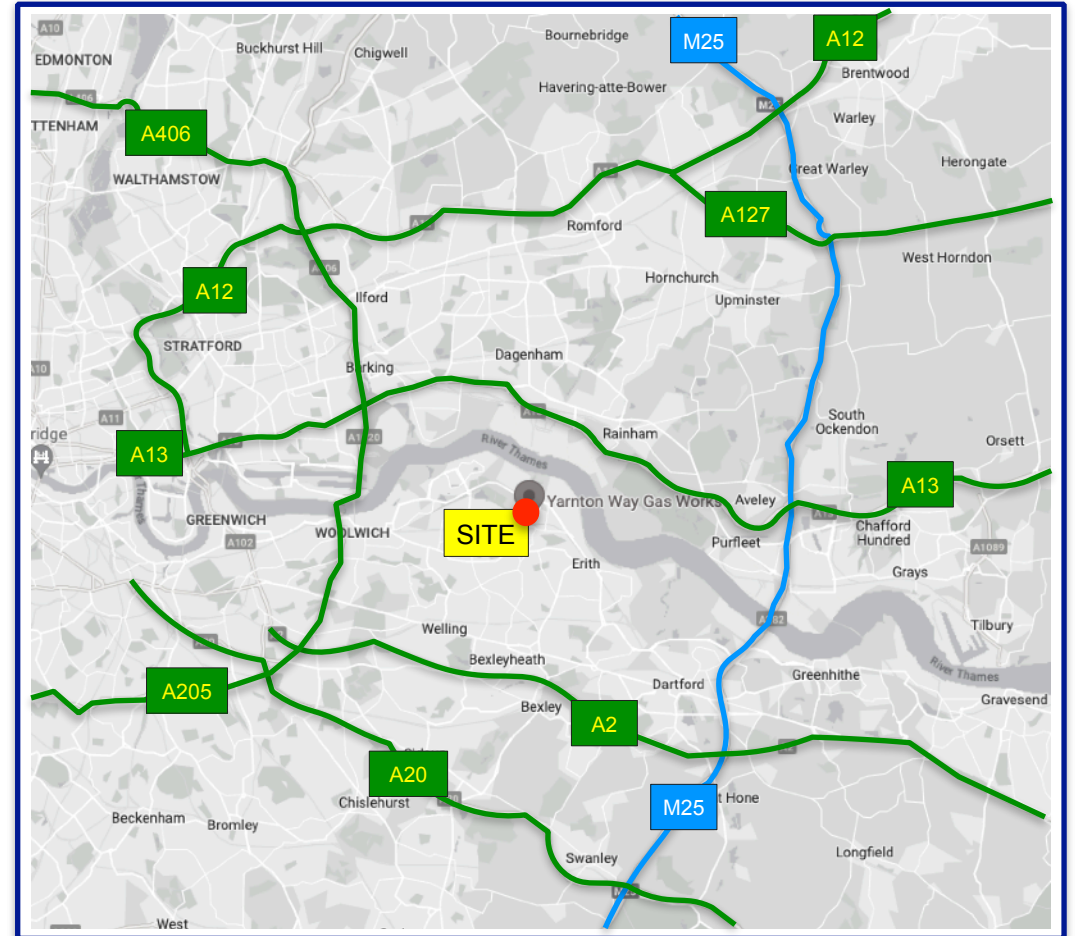


Fig. 8.1: Site in Relation to the Strategic Road Network

### Site In Relation To The Strategic Road Network

The closest parts of the strategic road network to the site are the A206 & M25 to the east, A2 to the south & A205 to the west with Junctions 1 of the M25 being about a 14-30 minute drive from site (c.6.7 miles).

### Route From M25 “Littlebrook Interchange”

- Head west towards A206
- Follow A206 to Erith (Northland Road)
- At the roundabout take 2nd exit onto A2016
- At Horse Roundabout take 2nd exit onto Picardy Manorway/A2016
- At roundabout take 2nd exit onto Yarnton Way (See Fig 8.2 overleaf)

### Safety Of Road Users

It is not believed that anything contained in the proposed works will affect the normal operation of the roads around the site therefore existing pedestrian and cycle operations should be no worse affected than by any other use of the public highways.

The proposed restrictions on deliveries during school term time will ensure that pupils and their parents are safeguarded.

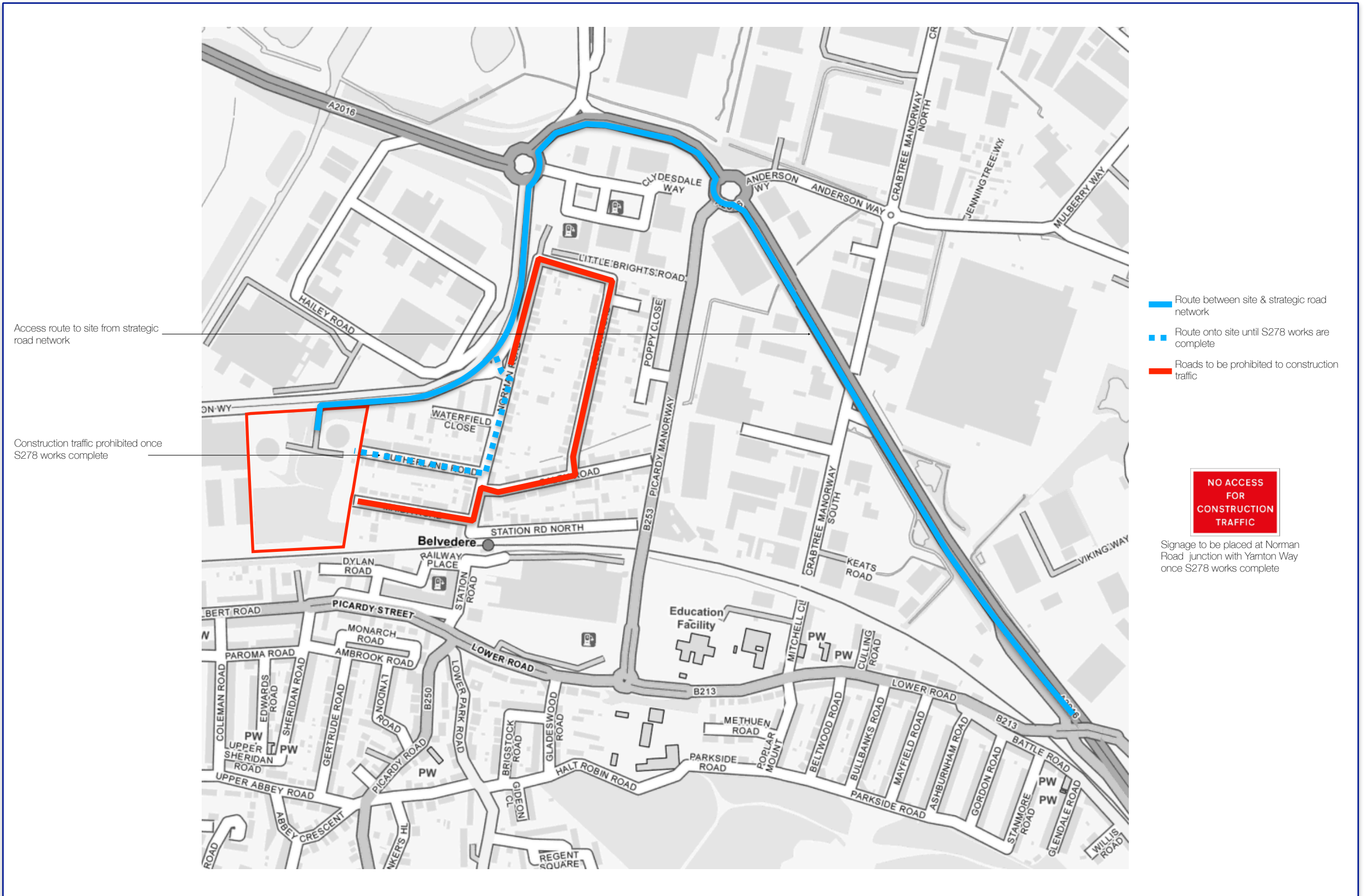


Fig. 8.2: Site Access

# 9 - SECURITY MANAGEMENT



## 9. SECURITY MANAGEMENT

### Temporary Hoardings

The site perimeter will be fully enclosed to protect the general public and deter unauthorised entry. The site hoarding will be constructed of plywood faced on a timber frame with an approximate minimum mass of 7kg/m<sup>2</sup>. The hoarding will be a minimum of 2.4 metres high above pavement level and will be sited on the development's frontage on 'Tring Gardens'. Additional site boundary fencing will be provided by the use of 'Heras' type fencing panels to supplement & enhance existing boundary fencing.

The hoardings will be provided with a copy of the licence as well as contact details for site management for use in the event of an emergency.

### Access Gates

Access to the site will be provided as identified on the Logistics Plan (Section 4). Gates will be manned to prevent unauthorised entry during normal working hours and securely locked out of hours.

### Security

BHL will implement procedures for signing in staff, operatives and visitors to the site as part of induction and management procedures. "Robowatch" cameras will be established on site to provide around the clock surveillance of the site perimeter.

### Pedestrian Access Past The Site

BHL's proposed logistics arrangements will not require the temporary closure of any footpath around the perimeter of the site. However, in agreement with LBH, and to safeguard pedestrians, we will erect warning signage advising pedestrians of the likelihood that construction traffic will be entering & leaving site.

A traffic marshal will be employed to control the flow of traffic onto and off of site. The traffic marshal will ensure that construction traffic movements take place without endangering pedestrians or other road users.

### Temporary Lighting

It is expected that lighting may be required to external areas, compound and storage areas during the winter months when work is being carried out.

External site lighting to compound and site areas will be set up to ensure that it does not point directly at neighbouring residences nor the public highway. Timer controls will be used to ensure that flood lighting is not used outside of working hours so that it does not become a nuisance to neighbours, nor a hazard to protected species.

Security lighting, incorporating PIR detectors will be set up to keep illumination periods to a minimum and to avoid triggering by small animals and birds.

### Protecting Buried Services

Any buried services that exist on site and that are to be maintained 'live' will be surveyed and clearly marked on site. Measures will be taken to protect these services from vehicle traffic passing over them and from activities such as loading or excavation that may affect them. For any such activities, suitable protection will be provided in accordance with task specific 'Risk Assessments & Method Statements', formulated and agreed before works commence.



Fig. 9.1: Typical Site Hoarding and entrance approach



Fig. 9.2: Typical New Site Entrance / Development access bell mouth

# **10 - ECOLOGY MANAGEMENT**

## 10. ECOLOGY MANAGEMENT

### TREES & SHRUBS

Damage arising from construction activities can affect trees and shrubs both above and below the ground.

An Arboriculture Impact Assessment (AIA) identifies the Root Protection Area (RPA) for each tree being retained by the development. Any trees that are in close proximity to areas of working should be protected with a Tree Protection Barrier (TPB) to prevent damage to the existing trees / shrubs.

Due to the nature of the scheme a proportion of the proposed works falls within the RPA of various trees as identified within the Arboricultural Assessment included within the Planning Application. Where areas of work lie outside of the RPA, the TPB will be vertical and will comprise steel, mesh panels 2.4m in height ('Heras' type) and should be mounted on a scaffolding frame (shown in Fig 2 of BS5837:2012 (Fig. 10.2 opposite)).

In areas where works about a tree's RPA, or where they fall within the RPA, the TPB will be horizontal (Fig 10.1 opposite). These horizontal TPBs fall into two categories:

1. Those allowing access to carry out construction at the edge of the RPA but for which vehicles can be prohibited.
2. Those to protect buried roots in the location of the existing hard surfacing.

In these areas it is recommended that "No-Dig" surfacing be employed in accordance with BS5837:2012 and 'The Principles of Arboricultural Practice: Note 12, Through the Trees to Development [APN12]'.

The TPB for hardstandings will be formed of a "protective sandwich" comprising: Traffic plate or boards or proprietary system such as "Ground-guards"; 150mm layer of woodchip; Traffic plate or boards or proprietary system such as "Ground-guards"; Geotextile material. This "sandwich" will be constrained on all sides to prevent horizontal movement and spreading of the protective layers. A vertical barrier as Fig 2 of BS5837:2012 will be provided at the edge of the "protective sandwich" material to prevent access to the unprotected TPA.

The TPB for the areas adjacent to construction that extends up to the edge of the RPA will not be required to take construction traffic and will comprise timber boarding on a layer of wood chippings, laying on geotextile material. Again, a vertical barrier will be provided as above.

The sketches opposite indicate various Tree Protection Barriers / Zone types.

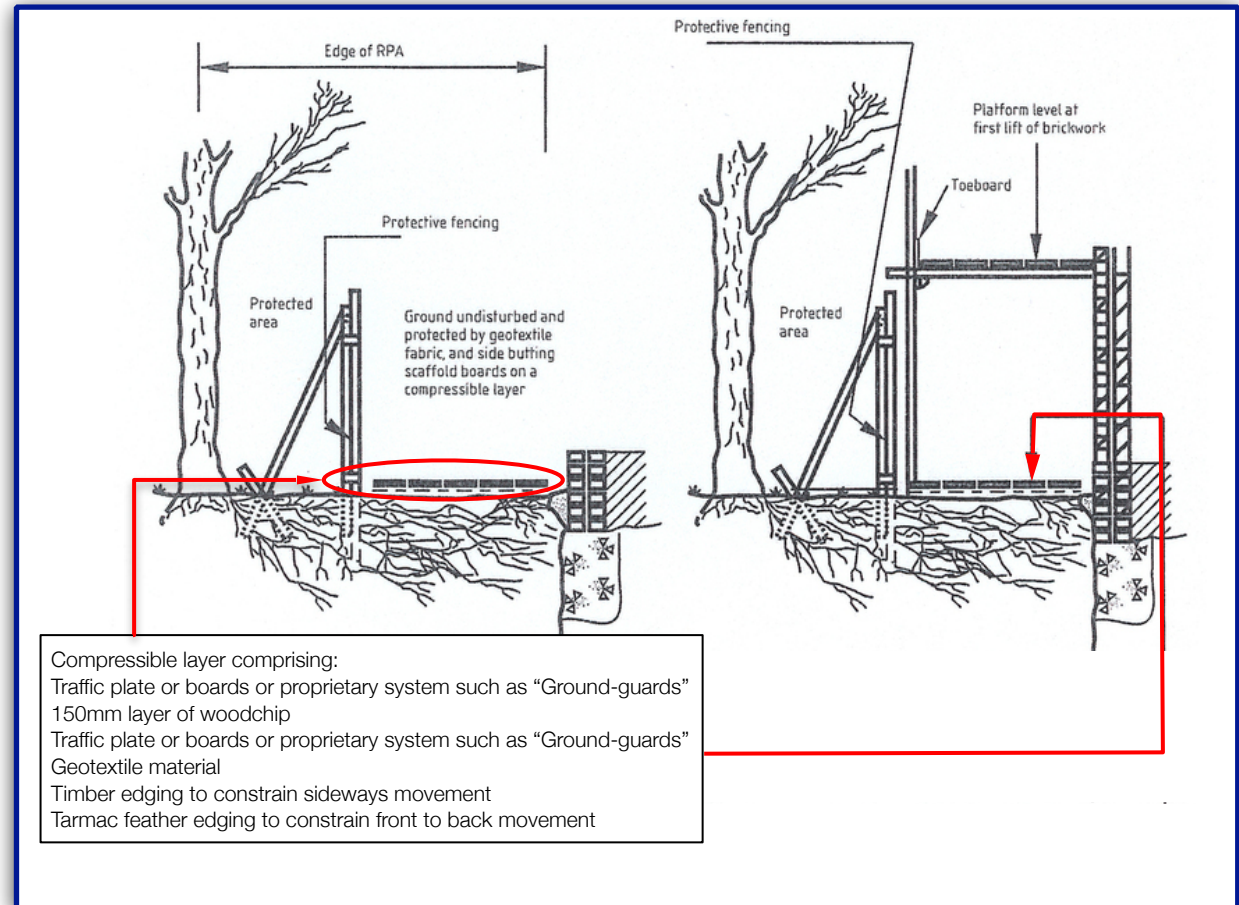


Fig 10.1 Horizontal Root Protection zone for both access / egress & vehicle exclusion zone

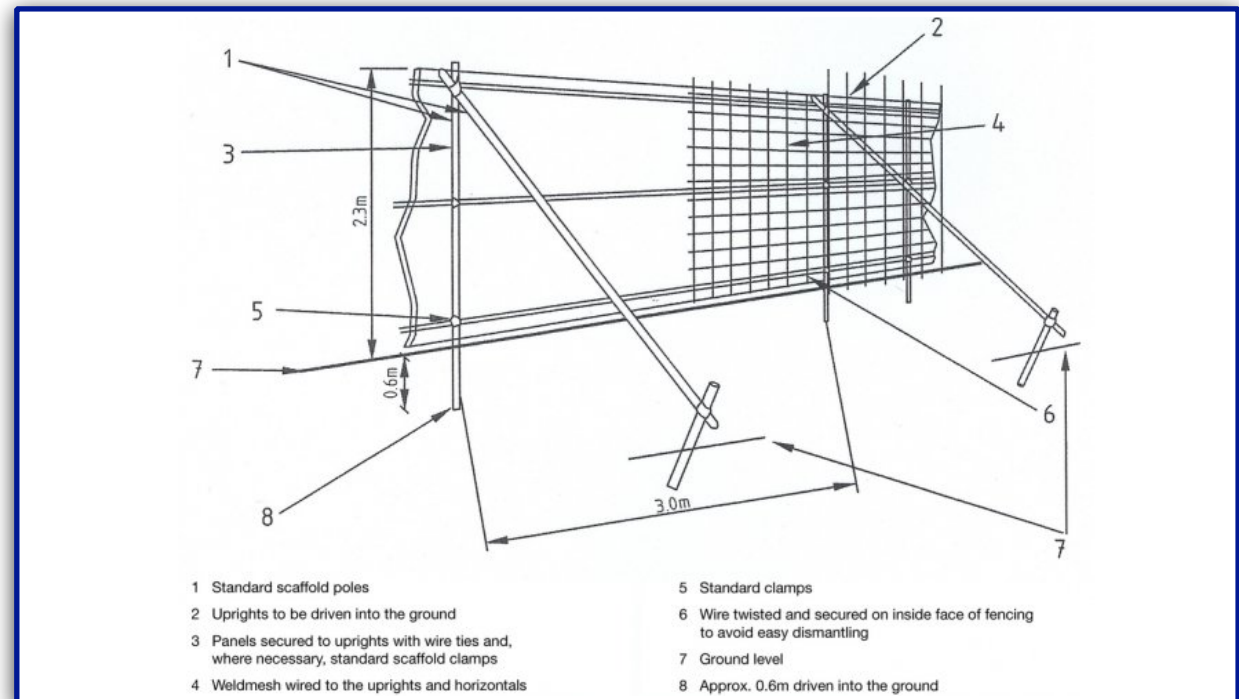


Fig 10.2 Typical Vertical Tree Protection Barrier



### PRELIMINARY ECOLOGICAL APPRAISAL

A 'Preliminary Ecological Appraisal' (PEA) has been prepared by "Phlorum Limited" (11792 PEA V2, dated 17/08/2023).

BHL will adopt the following recommendations set out in Section 5 of the PEA:

#### Breeding Birds

5.9 The on-site trees, scrub, and buildings provide suitable nesting habitat for a range of bird species. All nesting birds are protected under the Wildlife and Countryside Act 1981 (as amended).

5.10 In order to avoid any potential impact on breeding birds, the clearance of any trees and scrub/ demolition of buildings/ removal of the remaining gas holder should be undertaken outside the main bird nesting season which runs from March to August inclusive, with clearance works possible between September and February. Where this is not possible, an ecologist would need to check the vegetation for active nests and signs of bird breeding activity.

5.11 In the event that a nest is found, an exclusion zone around the nest would be established. Works would have to cease within this buffer area until the young birds have fledged.

5.12 If the area becomes further encroached by dense scrub a breeding bird survey may be recommended.

#### Reptiles

5.13 All reptiles are protected under the Wildlife and Countryside Act 1981 (as amended).

5.14 The site provides a vegetation structure suitable for widespread reptiles. Previously a reptile survey and translocation were undertaken on site.

5.15 This translocation was undertaken in 2022 and therefore remains valid. Provided the recommendations are followed and the reptile fencing remains in place, no further surveys regarding reptiles are currently recommended.

#### Water Voles

5.16 Water voles are protected under the Wildlife and Countryside Act 1981 (as amended).

5.17 The onsite habitats were considered to provide limited potential for water vole and therefore, at this stage, no further survey is considered necessary. It is however considered necessary to adopt a precautionary approach to works to safeguard this protected species. This will require a suitably qualified ecologist carrying out an updated walkover survey of the site immediately prior to works starting on the site. The ecologist will then give a toolbox talk to the on-site contractors prior to the start of works to discuss a precautionary approach to works.

5.18 It is also recommended that any on-site bankside vegetation is cut to ground level using handheld strimmers or similar prior to ground works commencing in order to make the ditch unsuitable for this species group and discourage use of this feature during works. These works should be overseen by a suitably qualified ecologist.

#### Stag Beetles

5.19 Stag beetles are a Species of Principle Importance for the UK, therefore a precautionary approach to the clearance of all dead wood should be taken during works. Where possible the any dead wood around the site boundaries should be retained as part of the works. Where dead trees pose a health and safety risk, the above ground section should be felled and the arisings stacked on the ground. The tree base and root system of these trees should be retained where possible.

5.20 Where it is not possible to retain these areas, the root system of the dead trees should be removed under an ecological watching brief and any larvae encountered should be removed to suitable retained deadwood habitat elsewhere around the site boundaries.

#### Hedgehogs

5.21 Hedgehogs are listed on the Natural Environment and Rural Communities (NERC) Act 2006 Section 41 as a Species of Principal Importance and a London BAP Priority Species. They are a rapidly declining species.

5.22 Hedgehogs need short grass areas to search for invertebrate prey. Log piles and decaying vegetation are used to forage and hibernate in. Areas of leaf litter can be collected and used in nests. Dense scrub areas are also useful to build hibernation nests during winter. Wildlife friendly corridors allow hedgehogs and other wildlife to migrate across a site. These are discussed in the Wildlife Friendly Pathways Section below.

#### Habitat Retention

5.23 All retained trees, including all adjacent off-site trees should be protected in accordance with British Standards (BS 2012) 5837:2012 Trees in Relation to Design, Demolition and Construction. The root protection areas of any retained trees must be left free from excavation and disturbance and protected during any proposed works. Protection should be in the form of fencing and signs installed for the duration of the works.

#### Habitat Enhancement

5.24 New development offers the opportunity for habitat enhancement in accordance with national and local planning policy and some recommendations are included below.

#### Control of Invasive Non-Native Species (INNS)

5.25 Although it is not illegal to have species listed under the Schedule 9 Part II of the Wildlife and Countryside Act 1981 (as amended), it is illegal to permit these species to spread and grow in the wild.

5.26 We recommend that a member for the Property Care Association Invasive Weed Control Group (PCA IWCG) is contacted to manage the invasive weed buddleia (*Buddleia davidii*).

#### Bird and Bat Boxes

5.27 Additional bird nesting and bat roosting provision could be incorporated into new design proposals. These could either be installed on trees or incorporated into the new building design. Some recommendations are made below as a guide.

5.28 Bat roosting opportunities could be provided through the installation of boxes on the outside of the walls or remaining trees, such as the Schwegler 2F, or other makes of a similar design, such as Chavenage Bat box. There are a range of bat boxes available, and these can be selected to suit the development and bat species in the locality.

5.29 Bird boxes could be installed on the walls of the new building or in the remaining trees which could include the following Schwegler bird house or 1B makes, or similar designs from alternative suppliers. If the client is happy for bird boxes to be installed on the walls of the new building, then a Schwegler sparrow terrace 1SP could also be used.

5.30 Further details of the bird and bat boxes are provided in Appendix F.

5.31 Bat boxes should be installed at appropriate locations ideally with south-east, south, or south-west facing aspects at least 3m from ground level. Ideally, they need to be exposed to 6-8 hours of direct sunlight but sheltered from strong winds. If installed on the building, these should ideally be positioned directly below the eaves.

5.32 Bird Boxes should be located out of prevailing wind, rain, and strong sunlight, ideally with a clear flight path to the entrance. Ideally, they should be installed two to four metres from the ground facing north or north-east.

#### Wildlife Friendly Pathways

5.33 The increase in building can result in ecological areas which are unconnected. Effectively these are ecological islands, and often there is no way for wildlife to migrate to and from these areas. One way to reduce the impact and allow wildlife, including hedgehogs, to migrate across sites is to install wildlife friendly pathways across a site. This can include a range of things such as wildlife corridors, such as hedgerows and scrub or rough grassland corridors, but also installing holes in fences. Wildlife holes, often referred to as hedgehog holes, help wildlife migrate through areas. The holes need to be at least 13cm by 13cm, at ground level.

#### Compensatory Planting

5.34 Additional tree and shrub planting could be incorporated into the landscape proposals to compensate for any removal to facilitate the works. Planting should include a high proportion of native species and be of local provenance where possible. These should be carefully selected to ensure they contain species suitable for the area. Some species of known wildlife value are listed in Appendix E.

*[Phlorum Limited - 11792 PEA V2 - dated 17/08/2023]*



### Potentially Damaging Development

Annex G of BS4202:2013 (illustrated opposite [Figure 10.3]) sets out typical construction activities that could impact on biodiversity on and/or off site.

Prior to any activity taking place on or near to the site, detailed task specific 'Risk Assessment/ Method Statements' (RAMS) will be prepared to:

1. Consider the impact that activities will have (including upon biodiversity on and off site)
2. Set out the way in which operations will take place.

The Method Statements will outline the hazards involved and detail a step by step guide on how to do the job safely, they will also detail which "control measures" are to be introduced to ensure:

- the safety of everyone who is affected by the task or work process, and
- protection of the local environment & biodiversity on and off site.

The site logistics proposals and environmental protection measures contained in this CMP have been derived to minimise the impact that the site logistics & construction works could have upon the local environment.

### Ecological Clerk Of Works (ECoW)

BHL will engage a dedicated ECoW to supervise or undertake the following activities, to avoid causing harm to biodiversity features and to ensure that works are carried out in accordance with legislation. ECoW duties will comprise the following:

- to provide a point of contact for all sensitive works or those effecting habitats, flora and fauna- with contact details maintained on-site
- to directly supervise works and to ensure accordance with any mitigation licence issued by Natural England
- to maintain a record of compliance with ecological requirements
- to advise on any remedial actions or amendment to details set out within relevant documents/plans
- to supervise activities on site and to provide advice to site management.

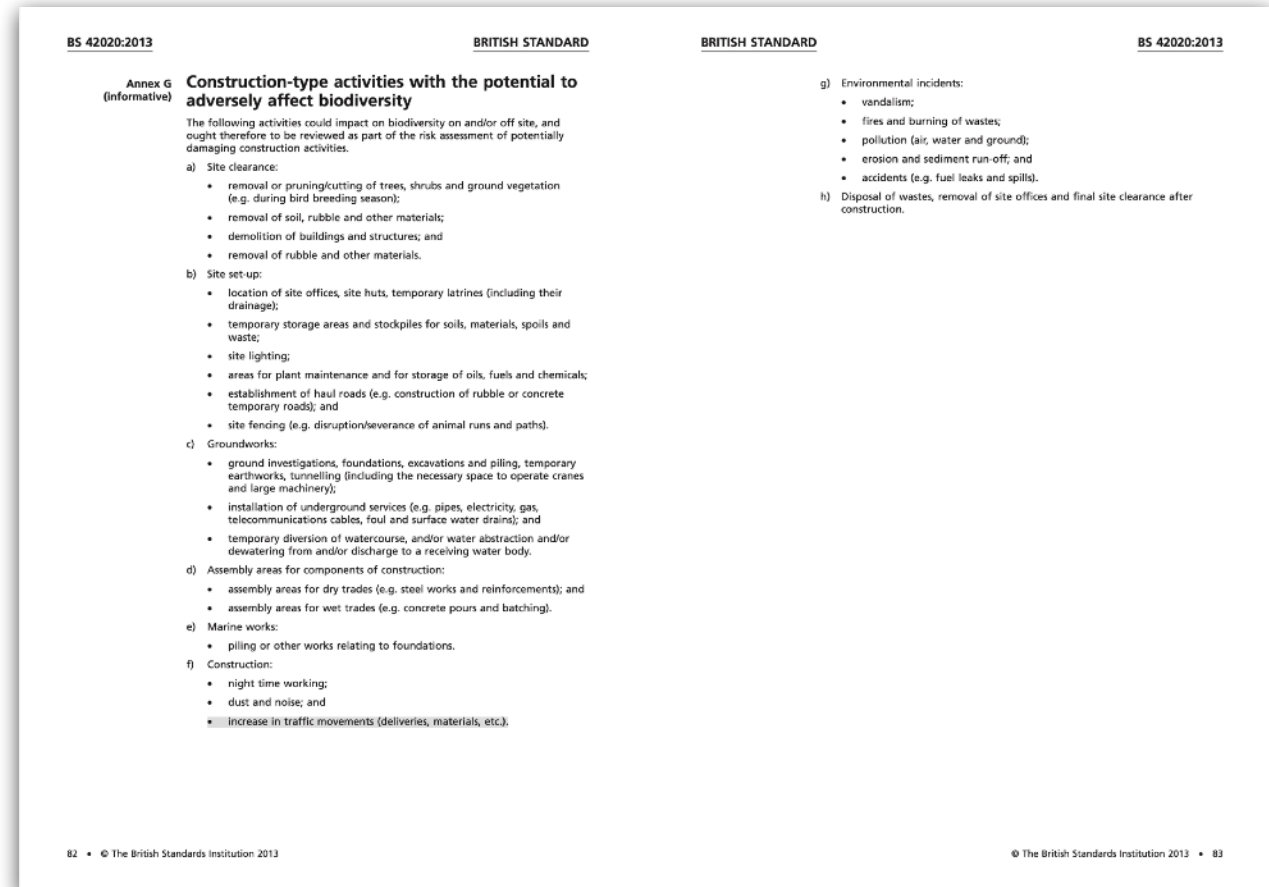


Fig. 10.3: Annex G - BS 4202:2013

# 11 - TRAINING

## 11. TRAINING

Information identifying the requirements of the CMLP that affect daily work on site will be communicated to operatives as part of their induction process.

A copy of the CMLP will be available for inspection on site at all times.

All operatives on site are required by law to undergo a site-specific induction. The names and details of attendees at such inductions are recorded and logged as part of the BHL management procedures for the purposes of health and safety monitoring.

Site management will continuously monitor operations on site to ensure that the requirements of the CMLP are being adhered to.

The Construction (Design and Management) Regulations 2007 Approved Code of Practice is specific about the obligations of the Principal Contractor in respect of site induction, as shown in the following abstract:

**“INDUCTIONS** - *Inductions are a way of providing workers with specific information about the particular risks associated with the site and the arrangements that have been made*

*for their control. Induction is not intended to provide general health and safety training, but it should include a site-specific explanation of the following:*

*(a) senior management commitment to health and safety;*

*(b) the outline of the project;*

*(c) the individual's immediate line manager and any other key personnel;*

*(d) any site-specific health and safety risks, for example in relation to access, transport, site contamination, hazardous substances and manual handling;*

*(e) control measures on the site, including:*

*(i) any site rules,*

*(ii) any permit-to-work systems,*

*(iii) traffic routes,*

*(iv) security arrangements,*

*(v) hearing protection zones,*

*(vi) arrangements for personal protective equipment, including what is needed, where to find it and how to use it,*

*(vii) arrangements for housekeeping and materials storage,*

*(viii) facilities available, including welfare facilities,*

*(ix) emergency procedures, including fire precautions, the action to take in the event of a fire, escape routes, assembly points, responsible people and the safe use of any fire-fighting equipment;*

*(f) arrangements for first aid;*

*(g) arrangements for reporting accidents and other incidents;*

*(h) details of any planned training, such as 'toolbox' talks;*

*(i) arrangements for consulting and involving workers in health and safety, including the identity and role of any:*

*(ii) representatives of employee safety,*

*(iii) safety committees;*

*(j) information about the individual's responsibilities for health and safety.”*

# 12 - LOCAL COMMUNICATION

## 12. LOCAL COMMUNICATION

It will be vital that good communication is established between the neighbouring land users and BHL so that matters that may potentially cause concern are addressed immediately. To facilitate this, BHL have designated a specific staff member that will be responsible for co-ordinating liaison with neighbours.

The Site Manager will be provided with a mobile telephone and will be contactable in emergency 24 hours a day whilst the Works are being carried out. Details of the contact number will be provided to the local authority, local residents and to the Police. Details will also be provided on the site hoardings.

### Co-Ordination | Newsletter | Briefings

An introductory letter will be issued prior to works commencement, to ensure an appropriate level of liaison is achieved from an early stage. This will detail our early works activities and provide site contact details for our Manager.

The newsletter will be delivered to all neighbouring properties (residential and commercial) as well as to Ward Councillors, tenants liaison groups and the LPA.

Updated newsletters will be issued to the same groups throughout the development period to keep neighbours informed about the progress of works on site.

### Considerate Construction

At Bellway we take pride in our developments, from the management of the construction site and the care we give to our customers, through to the relationships built with those affected by our work practices and the finished homes we build.

To co-ordinate these efforts this site will be enrolled in the CONSIDERATE CONSTRUCTORS SCHEME & the site will be run in accordance with the CODE OF CONSIDERATE PRACTICE. This includes providing contact details for the Site Manager on the Considerate Constructors Scheme poster provided on the site hoarding.

A pioneer of considerate construction, Bellway Homes led the way as one of the first house-builders to register with the Scheme, in 1998. Since then, Bellway Homes has won several Considerate Constructors Scheme National Site Awards.

The Considerate Constructors Scheme's independent assessment system awards points over five categories relevant to construction sites:

- Enhancing the appearance
- Respecting the community
- Protecting the environment
- Securing everyone's safety
- Caring for the workforce

Each category can be awarded a maximum of 10 points and good practice, consistency, evidence of good communication and innovation are rewarded with high scores.

*“Housebuilding continues to be one of key construction priorities for the nation and the Scheme is delighted to see that Bellway is helping to drive the housebuilding industry forward by being a considerate constructor.”*

(Considerate Constructors Scheme Chief Executive, **Edward Hardy**)

**Revision History**

Rev 0 issue 1 | 28/08/2023 | Initial Issue  
Rev 0 issue 2 | 31/08/2023 | Comments incorporated