

525 and 525a Chessington Road

Construction Method Statement



March 2024

Construction Method Statement

Chessington Road

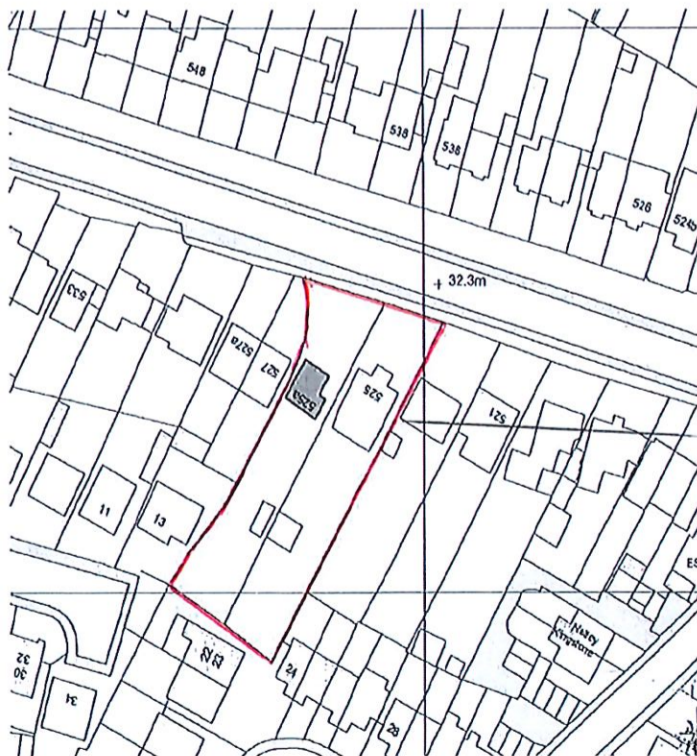
Introduction

This Construction Management Statement (CMS) outlines the commitments and measures that will be adopted by the Applicant to ensure that the redevelopment of 525 and 525a Chessington Road will have a minimal impact on the environment and any local residents, traffic and businesses.

It forms part of the documents required for the planning condition discharge for the proposed development and reflects the fact that demolition and development on the site is regarded by all parties as a sensitive activity.

The statement sets out the intentions and parameters for the management of the construction process but it can only be regarded as final once a contractor is on board and will thus be finalised prior to commencement of the construction activities. The document details monitoring techniques that will be undertaken to further reduce potential impacts arising from the construction of the proposed development.

Specialist sub-contractors will be employed to carry out some of the construction elements of the project and their contract documents will include provision for compliance with this CMS.



Site Location Plan

Construction Method Statement

Chessington Road

1.00 The Proposal

The site comprises part of the rear curtilage of 525 and 525a Chessington Road and an existing access from Chessington Road that lies between the built form of the two main properties. The rear curtilage contains two detached garages.

The proposal will entail demolition of the existing detached rear garages and the erection of 2 No. three bedroom bungalows, measuring 8.7 metres in width, 8.8 metres in depth and 5.2 metres in height.

The proposal also involves the resurfacing of the existing access to the rear of the site and additional hard surfacing of vehicle parking,

The proposal also involves the creation of two dropped kerbs from the Chessington Road to serve 525 and 525a Chessington respectively. The site is not within a conservation area.

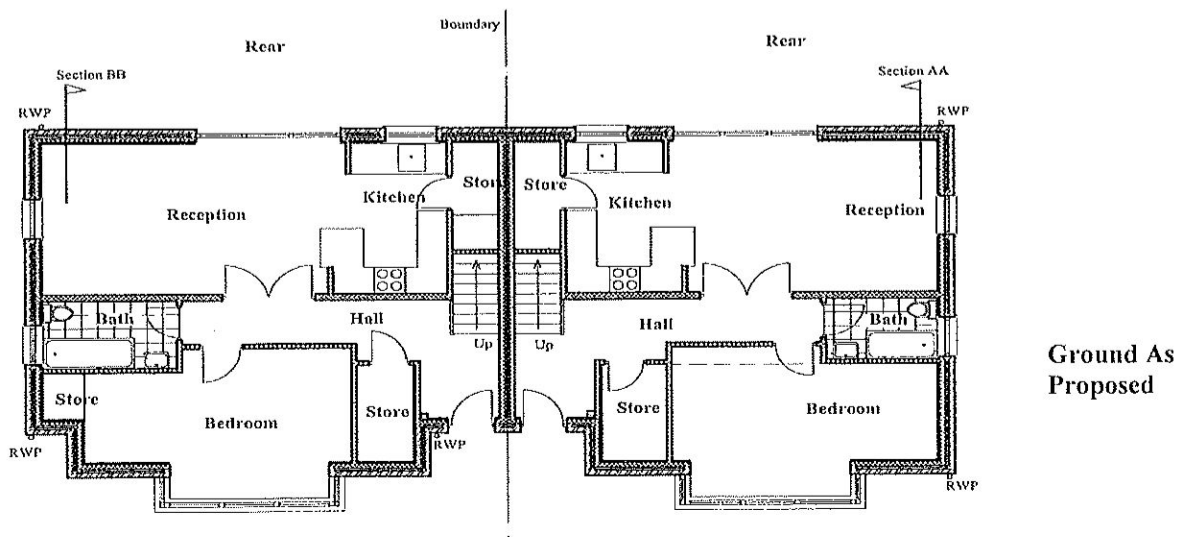
The new dwellings will have their own dedicated amenity space, bin stores cycle stores and services.

Please see the application drawings for further information.

2.00 This Statement

This statement has been provided in order to deal with issues that arise from the potential development and the impact it may have on the neighbours, surroundings and traffic. It is being submitted to address condition 8 of consent dated 7th Dec 2022. (Application Ref. 21/01771/FUL)

All queries should be addressed to the Agents.



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3.00 Working Practice Objectives

The principal objectives of the overall design are,

- To get better use out of this site.
- To provide new high quality residential accommodation. (2 houses)
- To provide a design that reflects the scale and context of the site and surrounding buildings and in particular respects the neighbouring dwellings and their development pattern.
- To undertake works with NO significant disruption to traffic flows, parking, pedestrian movement or safety on the front street and pavement.
- To undertake works in a manner fully co-ordinated with the neighbours and passers by.
- To prevent general nuisance to neighbours during the works.



3d View of
New rear
houses



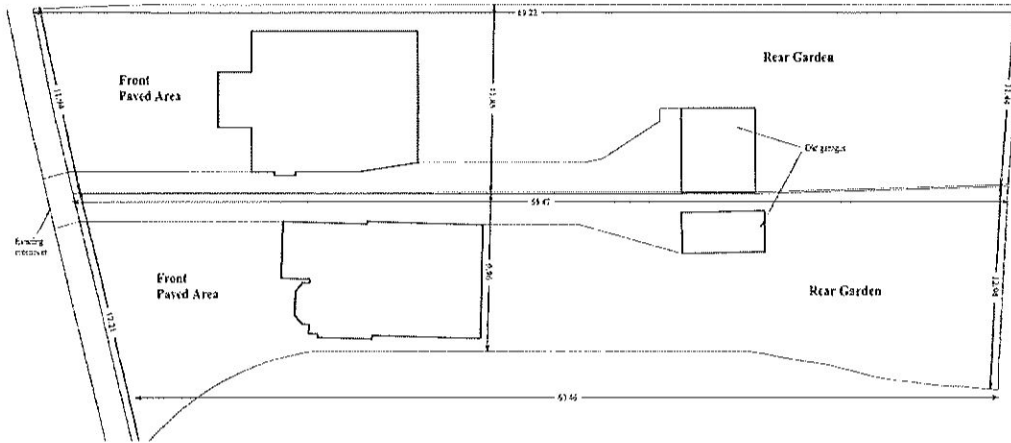
Proposed
Front

Construction Method Statement

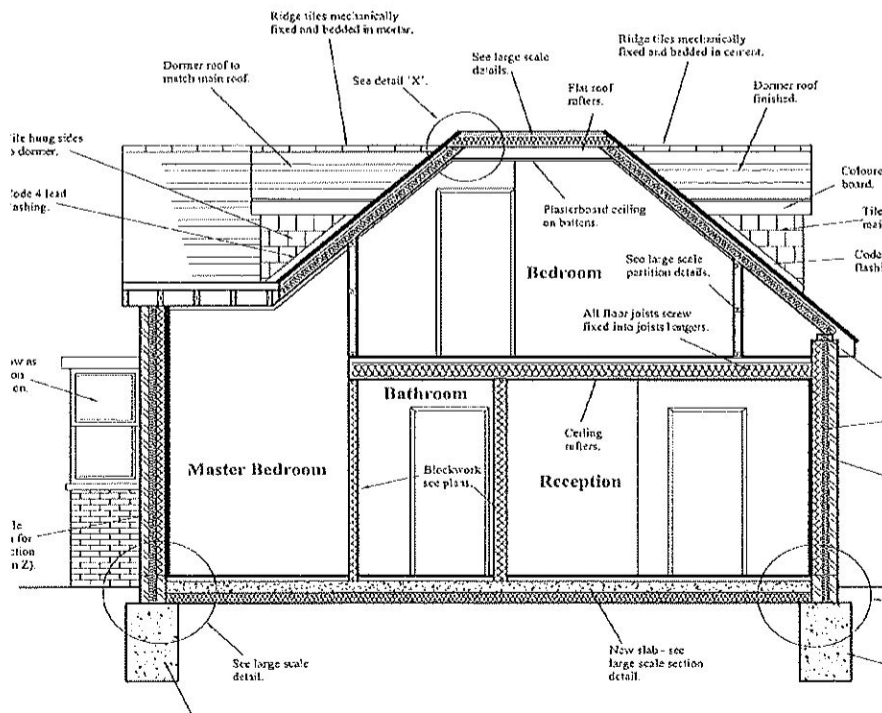
Chessington Road

4.00 Site Layout

Below are some proposed drawings



Existing Plot Plan



Cross Section

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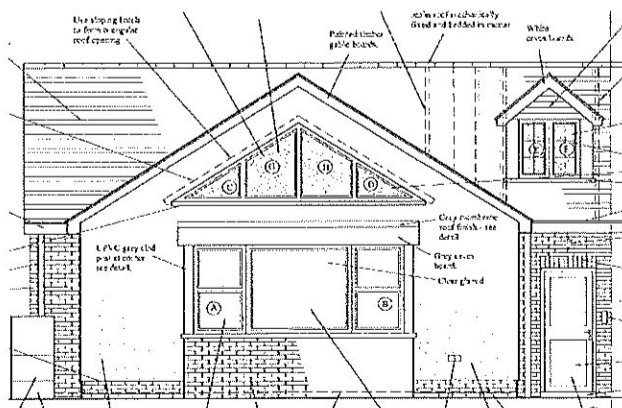
Chessington Road

5.00 Transport & External Access

The following are the main transport characteristics of the site...

- a) *Road Link* The nearest main road is the B2200 Chessington Road.
- b) *Rail Link* The nearest station is Chessington North (overground). This is 12 minutes walk away according to the TFL calculator.
- c) *Bus Link* There are several bus stops on the B2200 Chessington Road These are some 4 minute walk away.
- d) *Airport* Not relevant.
- e) *Garage(s)* There is currently one garage on the site but none are proposed.
- f) *Off street* There will be 4 'off street' parking spaces.
- g) *Disabled* The new front door approaches will be level with no trip hazards. The front doors will have a level threshold and will be illuminated.
- h) *Pavement* New crossovers are proposed at the front – see application drawings.
- i) *Cycles* There will be provision for storage for cycles in the rear gardens See the application drawings.
- j) *Bins* There will be provision for storage of new bins at the front and in the rear. Please refer to the application drawings for more details.

Please see section 16 for more information on construction access and routing.



Front

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6.00 Health and Safety Policy

In line with Construction (Design and Management) Regulations 2015, a detailed strategy for managing Health & Safety will be developed. This plan will also set out the controls for managing Environmental and Quality issues on the project.

The details of the Construction Phase Plan & HSEQ controls are not duplicated in this CMS but for information they will cover the following,

- Project Health Safety & Environment goals.
- Arrangements for identifying and managing high risk activities.
- Arrangements for developing & implementing safe systems of work and risk assessments.
- Monitoring and auditing procedures.
- Accident & incident reporting and emergency controls.

The plan has been written and is available upon request.

7.00 Site Working & Delivery Hours

Site working hours are restricted to between 8.00 and 18:00 Monday to Friday and 08:00 to 13:00 Saturday's. Restricted operations are proposed to continue outside of these hours with regulatory approval. Works near to the boundary will be further restricted to rule out Saturday working out of respect for the party wall deal concluded.

All deliveries to the front and side will be scheduled to take place between 10.00 a.m. and noon. This is to avoid peak traffic flows. It will be regulated by making delivery within these times a condition of tender and subsequently of any orders placed with the local builder's merchants / suppliers.

8.00 Security

The site will be screened at the front (of the area to be built), all sides and rear boundaries by means of a new full height (minimum 1800m) plywood hoarding.

Once works commence the existing garden and shrubs will have already been cleared. All visitors will have to sign in and out and the site will generally be locked from inside and a call point provided. It will be up to the contractor whether or not any form of camera surveillance will be added.

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9.00 Local Residents and Businesses

The contractor will establish contacts with the various local landowners, residents and businesses (albeit we are not aware of any businesses in the immediate vicinity). An initial meeting will be held with each immediate neighbour to outline any issues and to provide a single point of contact. The neighbouring properties are nearly all in residential use, so the main issue is managing relationships with the owners and occupants. The two houses at the front are occupied by the joint developers.

9.1 Neighbours Opposite (Facing)

The neighbour's opposite are not likely to be troubled by the development provided it is well screened and that dust and noise are well managed. The houses in question are owned and occupied by the developer(s).

9.2 Rear

To the rear new houses back on to the side wall of an end of terrace house which will be at the end of the gardens of the new houses. Noise could be an issue but attempts to mitigate this are outlined elsewhere in this document.

9.3 Neighbour to the Right

The neighbour to the right (viewed from the front) will be one of the two that can potentially be most affected by the development. As noted in the related section, scaffolding facing that side will be screened. There will also be a full height 2m hoarding along the boundary but wholly on the land of number 525. It will also be supplemented by the retention (and eventual part re-building) of the existing boundary fence.

9.4 Neighbour to the Left

The neighbour to the left (viewed from the front) will also be one of the two that can potentially be most affected by the development. As noted in the related section, scaffolding facing that side will be screened. There will also be a full height 2m hoarding along the boundary but wholly on the land of number 525. It will also be supplemented by the retention (and eventual part re-building) of the existing boundary fence.

9.5 Pavement

A photographic schedule of condition will be taken of the front and side pavements to ensure that any damage to the foot way is made good. This will be done pre commencement.

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12.00 Site Noise, Screening and Monitoring

Noise arising from site activities will be managed in accordance with The London Plan SPG issued in July 2014. (See below).

This was produced following the Mayoral study in 2010 and sets out guidelines for contractors to follow when undertaking projects such as this. It replaces earlier 2006 guidance.

The general objective will be Compliance with BS 5228 'Noise Control on Construction and Open Sites' as a minimum standard.

To achieve this at Chessington Road the following steps will be taken,

- ◆ In all instances the minimisation of noise and vibration shall be a prime consideration in the choice of technique and equipment used.
- ◆ All plant and equipment, including any which may be on hire, is to be well maintained, properly silenced and used in accordance with the manufacturer's instructions, as required by the above British Standard.
- ◆ Where possible scheduling certain works to more acceptable times of day to coincide with periods of neighbour's absence is to be an objective.
- ◆ The builder will ensure proper instruction and supervision of staff (shouting and the use of loud radios often causes complaints).
- ◆ Deliveries to the site and removal of material from the site will only take place during normal working hours.
- ◆ Turn off mechanical equipment when it is not in use.
- ◆ Where possible use site huts or stockpiles as noise barriers by locating them between the works and your neighbours. Also use hoardings as screens to noise.
- ◆ Always try to do any job in the quietest way possible.

Appendix B also highlights proposed plant noise.

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12.00 Site Noise, Screening and Monitoring (continued)

12.1 Screening Measures

The most problematic phase of the works is usually when demolition is taking place and also when there are percussive external excavations going on. However, in this case, after the removal of the rear out buildings, there are only limited demolition works and there will hence be only a modest risk of disruption.

There will be hoarded screening around the site (which will be there for the duration of the works). The preference will be for selecting equipment that is quieter than noisier alternatives. The HSE 'buy quiet' scheme will be pursued and consulted when establishing plant selection.

In (less frequent) instances where internal works or other noisy activity is to take place when windows are missing – temporary screens for example using plywood sheet, will be used.

12.2 Proposed Monitoring

Monitoring is somewhat pointless unless reasonable 'maximum noise' targets are set. A general target of 80Db (measured) will be set for the site. This the lower 'action level' defined by the HSE above which remedial action is required.

In the United Kingdom, construction noise is governed by the Control of Pollution Act (CoPA) (1974). Section 60 of CoPA allows Local Authorities to take action where they consider that noise from construction is, or is likely to, constitute a statutory nuisance. Monitoring will be the responsibility of the site foreman and he will be issued with a sound meter in order to ascertain noise levels.

In the event of persistent complaint or issues with noise an external acoustic consultant may be called in to undertake regular monitoring.

12.3 Roles and Responsibilities.

These will be;

Designers - Charged with responsibility for minimising the number of high risk noise activities and for ensuring that noise control and indeed this CMS forms part of the tender requirements

Client - Ensuring that targets set in contract documents are checked and adhered to

Principal Contactor - Ensuring that targets are understood, conveyed to workforce and monitored on site.

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13.00 Smoke

Smoke can be considered to constitute a Statutory Nuisance within the terms of the Environmental Protection Act 1990 if it affects the occupiers of other properties.

The emission of dark smoke from the site would constitute an offence under the Clean Air Act 1993.

The contractor will be advised that lighting fires on construction sites is not permitted and they are advised to find alternative means of disposal of wastes.

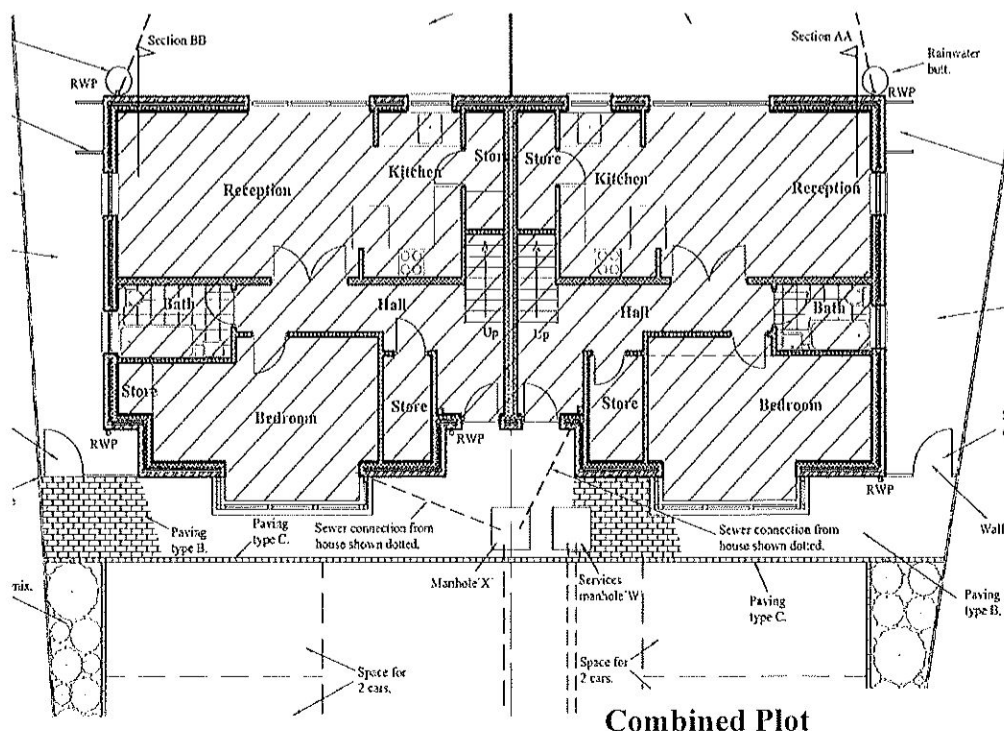
Apart from this potential risk – no other smoke generating activity is envisaged.

14.00 Site Welfare and Office Facilities

The contractor will provide welfare facilities within the site as cabins and as a portable WC facility. There will also be a WC in the front house for use during much of the site works.

Longer term, warm water and WC facilities will be built into the shell of the new houses as they are being constructed. In any case an external portable WC is likely to be maintained until the end of the job.

This will be monitored during regular site inspections and will be a contractual requirement. Similarly, electrically heated warm water for washing must be available on site from day 1.



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15.00 Dust

Dust arising from site activities will be managed in accordance with The London Plan SPG issued in July 2014. This was produced following the Mayoral study in 2010 and sets out guidelines for contractors to follow when undertaking projects such as this. It replaces earlier 2006 guidance.

The SPG is aimed at offering guidance to contractors and developers to help comply with the more general EU Air quality directive of 2008. In particular compliance is required with London Plan Policy 7.14 of the London Plan.

The stages in successful dust control have been identified as,

- ◆ Assess the Risk
- ◆ Adopt measures to eliminate it.
- ◆ If it cannot be eliminated, adequately control it.
- ◆ Staged cleaning up to completion.

The risk is defined as being a threat to,

- ◆ Site workers and visitors.
- ◆ Neighbours.
- ◆ Overall air quality through dust migration.

15.1 - Assessment

The risk assessment is carried out as part of the initial (and much broader) CDM site risk assessments. It looks at -

- ◆ Likely effects 50m from the site.
- ◆ Likely effects on the boundaries of the site.
- ◆ Likely effects within the site and especially existing buildings.

15.2 - Elimination and Mitigation

With the exception of not specifying materials that are especially dusty when cut (fine MDF, cement board etc.) it is believed that dust generation cannot be substantially eliminated on this site - especially given the likely construction inferred by the design.

There will be no significant demolition on this site and as such the contractor will not need to ensure suppression of dust where demolition is necessary.

Dust generation in later stages will be largely limited to cutting activity. The personnel undertaking it will wear face masks and goggles. Damping down will continue to be mandatory for significant external cutting such as using grinders on paving slabs.

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15.00 Dust (continued)

15.3 Cleaning

So far as cleaning is concerned - paved areas and surrounding pavements will be hosed down regularly in dry weather and every day during the demolition and early stages. The interior will be regularly (daily) hoovered and upon completion all areas will receive a thorough building clean. Provision for intermediate cleaning upon (reasonable) demand from neighbours will be undertaken.

16.00 Construction Traffic Routing & Movement

16.1 General Routing & Movement

The site is located along a relatively busy road.. but then down a quiet access path. There will be limited skip parking on site and this is indicated in the appendices. It is anticipated that no parking bays will be suspended during the works.

16.2 Approach

The expectation is that virtually all delivery, collection and staff vehicles, will approach the site from the East having driven along Ruxley Lane and then the A2220

Having approached, vehicles will deliver to the site and then turn back and return the way they came.

Waste will be collected from the site by vehicles reversing into the front and collecting skips. (See establishment plan).

16.3 Delivery Vehicle Movements

It is anticipated that there will be a twice weekly material delivery which will probably be on Tuesdays and Thursdays and involve a flat back truck with a grab hoist. As noted above these deliveries will be made to the front on the boundary line and ought to be relatively quick and not block traffic. A dumper truck can be used to convey material to the rear.

This time slot envisaged (see elsewhere) is early enough to move materials and put them to use but late enough not to disturb sleeping neighbours or block roads during the busy school run or work departure times.

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16.00 Construction Traffic Routing & Movement (continued)

16.4 Staff Vehicle Movements

There will be no 'off street' parking for staff. Any staff vehicles will have to find parking spaces in the local area. It is noted that during the day there appear to be a few vacant 'on street'. However, staff will be advised not to use these.

Instead, staff will be discouraged from driving to site and the Contractor will make a daily pick up and return to the nearest stations not far away.

Secure cycle and motorcycle spaces will also be designated on site to further discourage car travel by workers.

16.5 Pedestrian Visitors.

Pedestrian visitors are expected to reach site in one of four ways.

- In a vehicle driven by a third party.
- On foot, if they are based very locally to the site.
- By public transport. Getting off by bus on the A2200 Chessington Road or being collected from Chessington North Station.
- Cycles may also be stored at workers own risk on site and workers will be encouraged to cycle to work. A site cycle store will be provided.

16.6 Wheel Washing

During the initial groundworks, all lorries and other construction vehicles coming into or near the site will be washed manually on exit as detailed below. During the construction phase it is not anticipated that there will be significant construction vehicle movements in and out of the site as these will remain on site during the construction period.

Methodology

Given the above, on the occasion that vehicles do leave the site, the system to be installed will be of a temporary nature and will consist of having to hand, a jet washer that can clean the wheels of vehicles especially on days where the surfaces of vehicles or the site are especially muddy.

Upon completion vehicles will be given a quick visual assessment to ensure cleanliness. The pavement areas will be continuously hosed clean after deliveries and side works.

16.7 Licences

A highway licence will be required for vehicles driving over the front footway. This will be applied for by the Contractor carrying out the works.

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17.00 Scaffolding

Scaffolding is proposed.

It will be necessary to erect scaffolding to the front elevation and around each of the new houses. In several instances this will not entail serving party wall notices as the dwellings are sufficiently remote to not need this.

The scaffolding will be sheeted and have toe boards.

An alarm will be fitted if that is agreed with the client.

18.00 General Access

The situation with regards access to and from site is proposed to be as follows,

Front – Chessington Road

General Pedestrians – will be able to use the pavement as usual. It will be very occasionally closed for cleaning. It is not a busy pavement in any case.

Private Cars and Vehicles – will be able to continue using two lanes of the front (Chessington Road) in the normal way.

Rear

No access current or proposed.

Cyclists

Will continue to use the front street and paths as at present.

Workers

Can use public transport and enter the site through the front hoarding gate off the Chessington Road pavement and along the access road. Travel to site by car will be heavily discouraged. A regular pick up from the local station will be provided by the Contractor.

General Access

Public vehicles – will be able to continue using the surrounding streets at all the same times they currently can.

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19.00 Targets and Monitoring

The following logistics targets are to be set for this scheme:

1. No complaints from Environmental Health regarding the condition of the roads outside the site entrance as a result of our works.
2. Monitor and recording of all electricity, fuel and water consumption on site.
3. 25% of demolition, excavation and construction waste reused or recycled.
4. Zero pollution incidents or prosecutions.
5. No waiting time charges from suppliers.
6. No parking violations.

20.00 Conclusion

The Developer will take all reasonable and legal steps to ensure that the construction works are carried out with a minimum of disruption and inconvenience to all local businesses, visitors and residents.

The site will be kept secure, materials contained within it and vehicular movements kept minimal.

Supervision of deliveries, site access and onsite facilities will be prioritised. Full CDM procedures will be followed.

In short everything will be done to ensure that the works are carried out diligently, safely and unselfishly.

Ends

March 2024

Appendix A

Proposed Plans of Development

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Application Site



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PROJECT	525A Chessington Road KT19 9JB
CLIENT	B. Mornis V. Tehrani
TITLE	Site Location Plan
DRAWN BY	TM
SCALE	1:1250 @ A3
DATE	Jan 2024
ISSUE FOR	Planning
CHECKED	AJM

DRNG. NO.	0379/ 001	Rev.	
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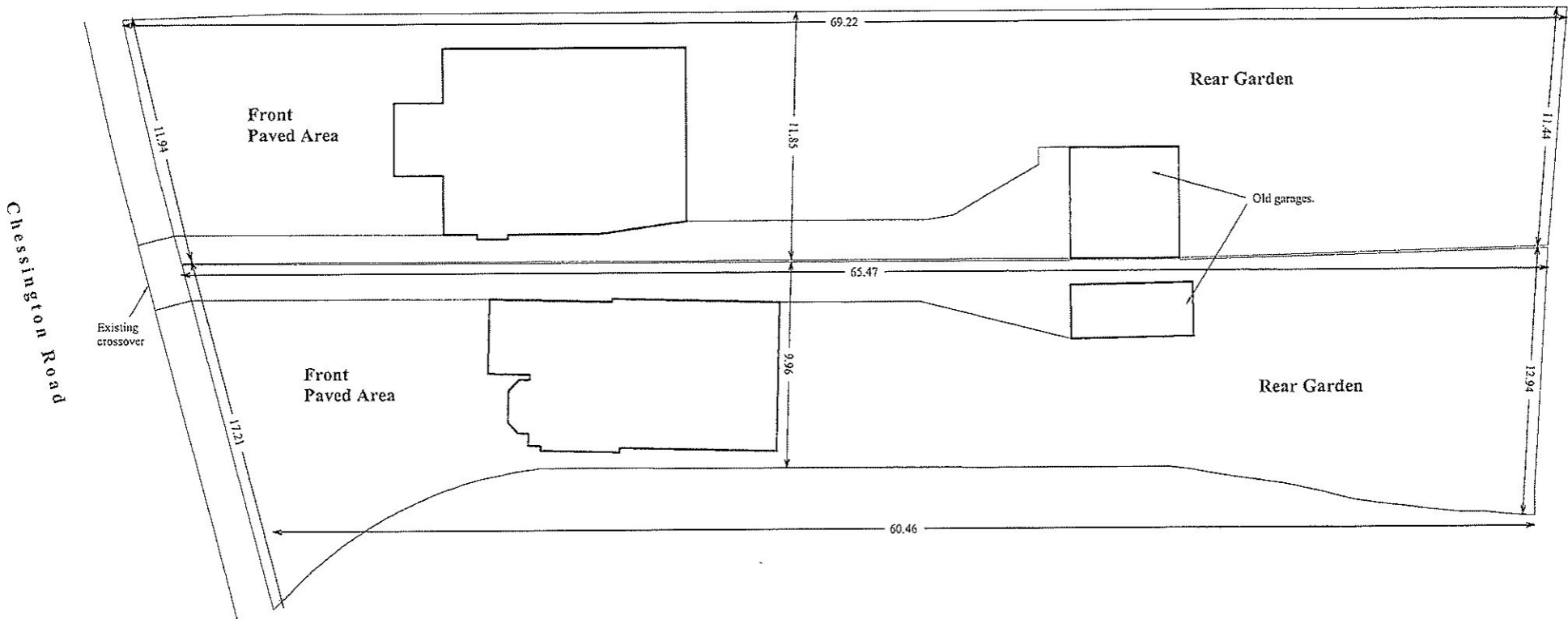
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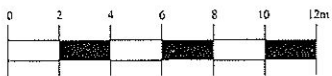
Site Location Plan

525A Chessington Road



Existing Plot Plan With Dimensions

525A Chessington Road



Scale 1:200

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CLIENT	B. Morais V. Tehrani
TITLE	Existing Plot Plan With Dimensions
DRAWN BY	TM
SCALE	1:200 @ A3
DATE	Jan 2024
ISSUE FOR	Planning
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Boundary

Boundary

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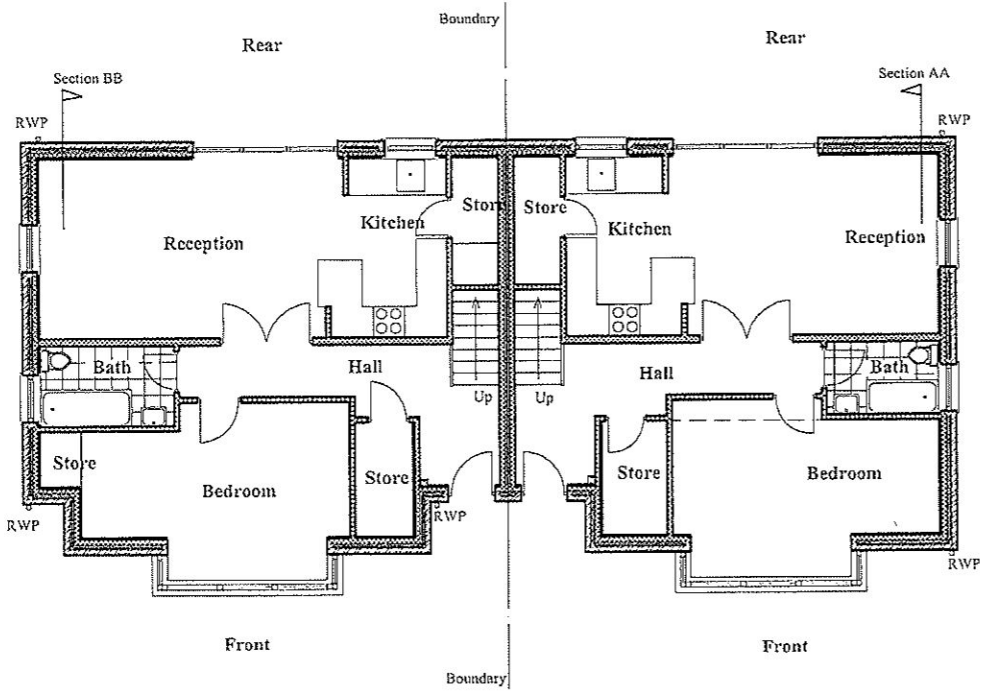
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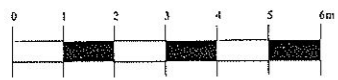


House B

House A

Boundary

Boundary



Scale 1:100

Overall House Plans - Ground

525A Chessington Road

PROJECT	525A Chessington Road KT19 9JB
CLIENT	B. Morris V. Tehrani
TITLE	Overall House Plans - Ground
DRAWN BY	TM
SCALE	1:100 @ A3
DATE	Jan 2024
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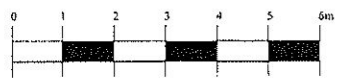
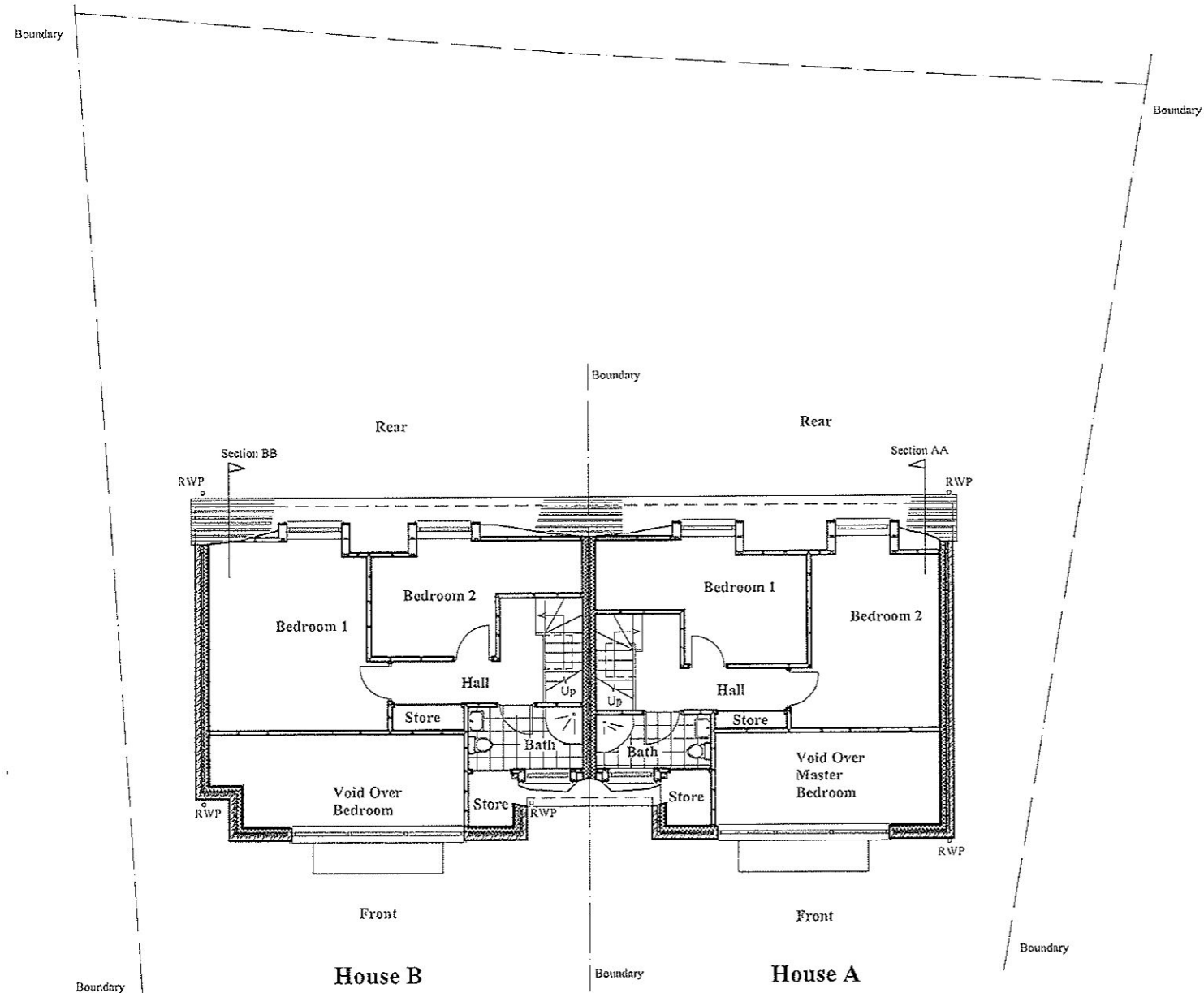
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PROJECT	S25A Chessington Road KT19 9JB
CLIENT	B. Morais V. Tehrani
TITLE	Overall House Plans - First
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SCALE	1:100 @ A3
DATE	Jan 2024
ISSUE FOR	Planning
CHECKED	AJM

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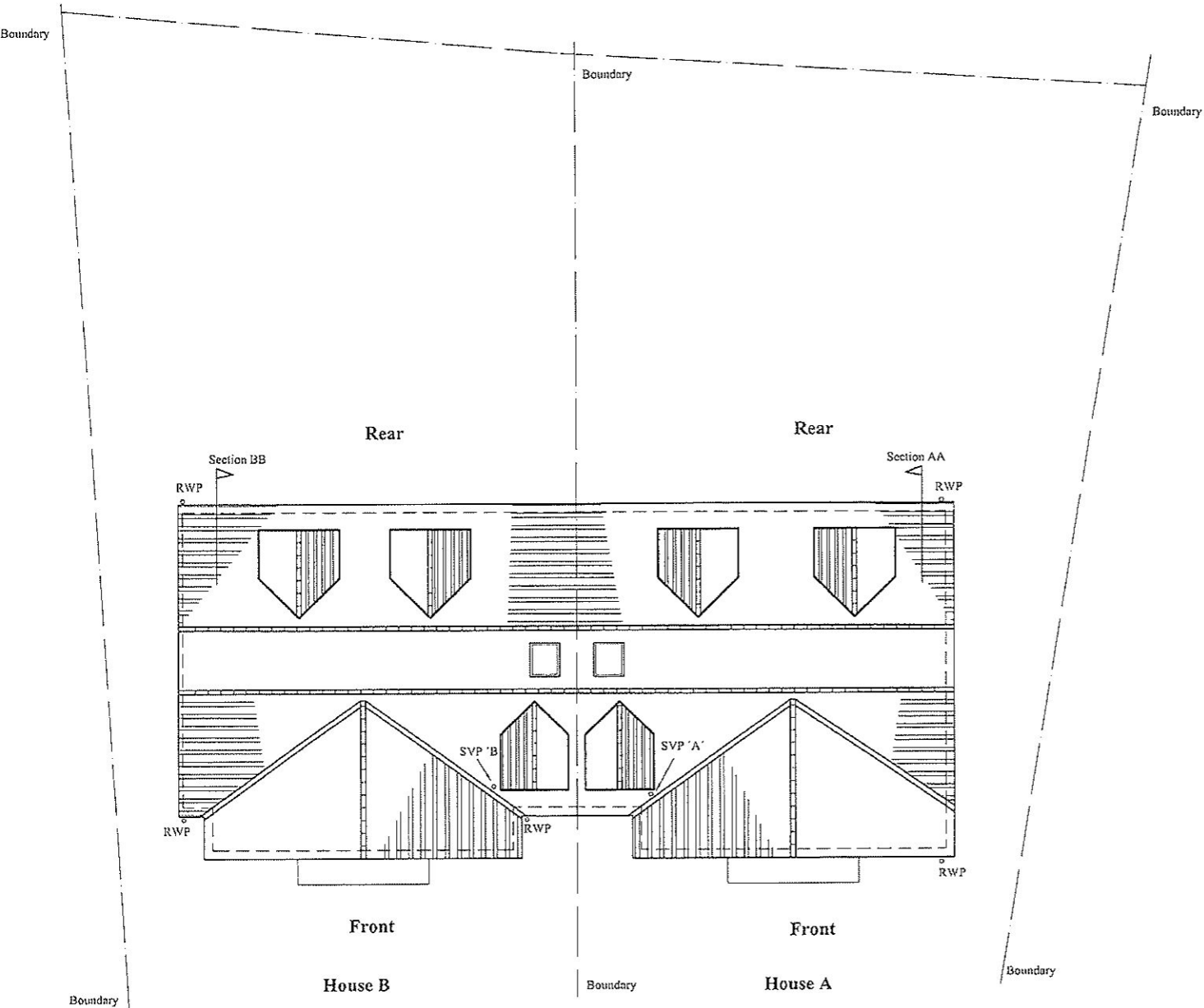
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Scale 1:100

Overall House Plans - First

525A Chessington Road



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CLIENT	B. Morais V. Tehrani
TITLE	Overall House Plans - Roof
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Scale 1:100

Overall House Plans - Roof

525A Chessington Road

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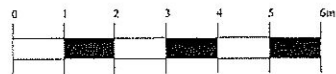
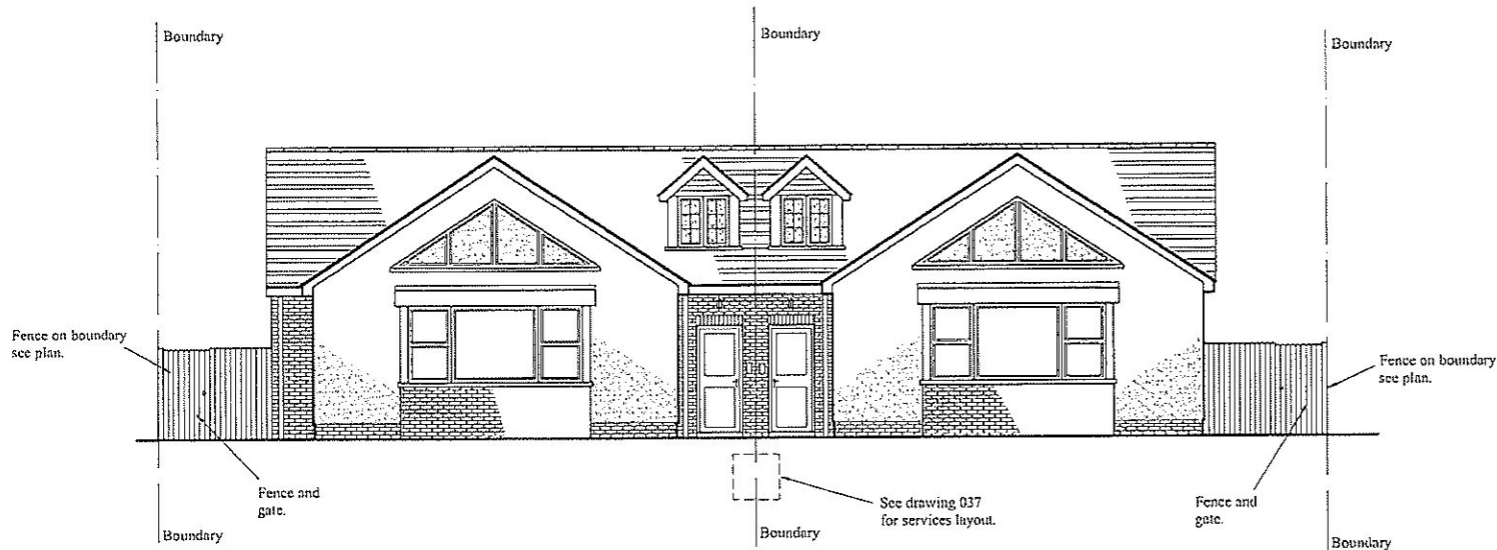
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PROJECT	525A Chessington Road KT19 9JB
CLIENT	B. Morais V. Tehrani
TITLE	House Overall Front Elevation
DRAWN BY	TM
SCALE	1:100 @ A3
DATE	Jan 2024
ISSUE FOR	Planning
CHECKED	AJM

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Scale 1:100

House Overall Front Elevation

525A Chessington Road

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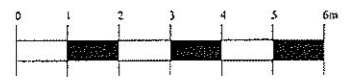
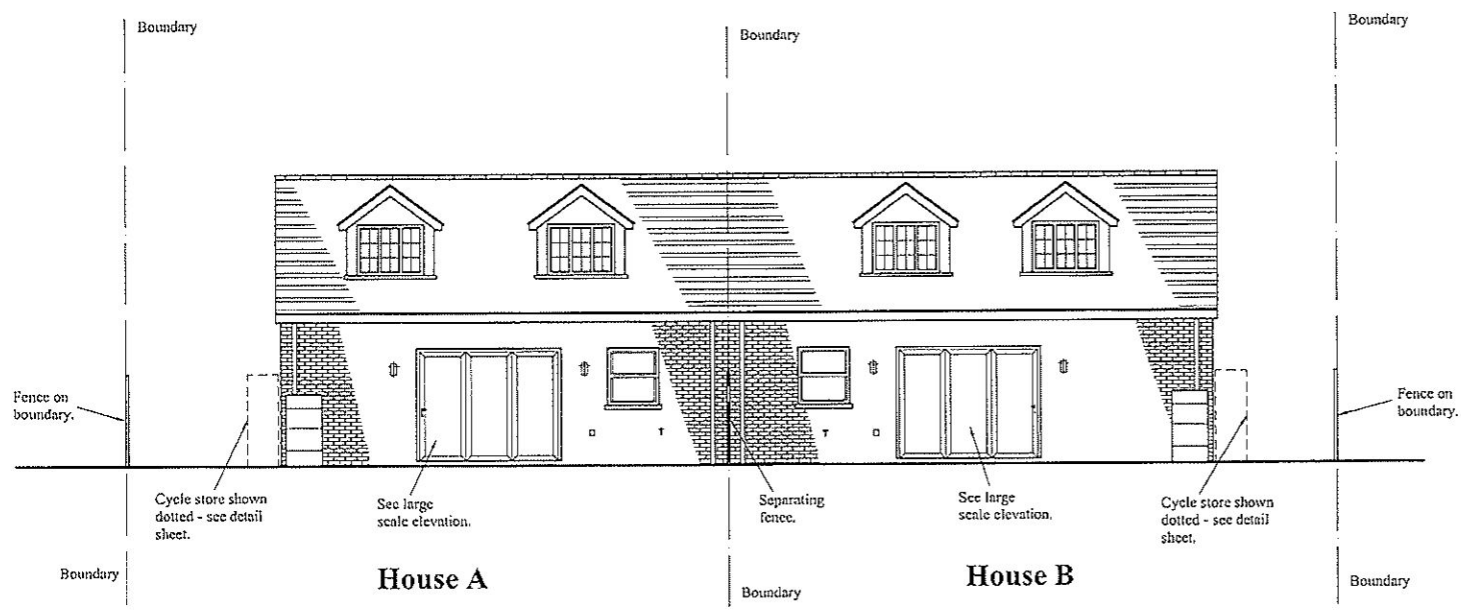
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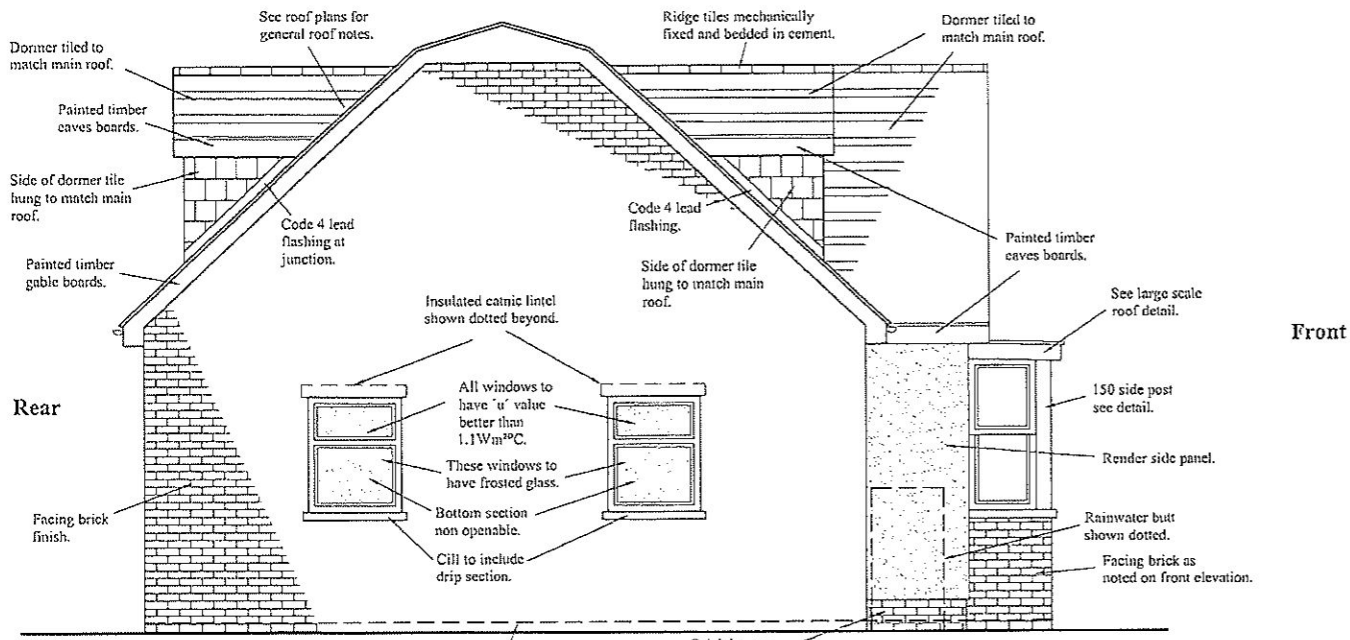


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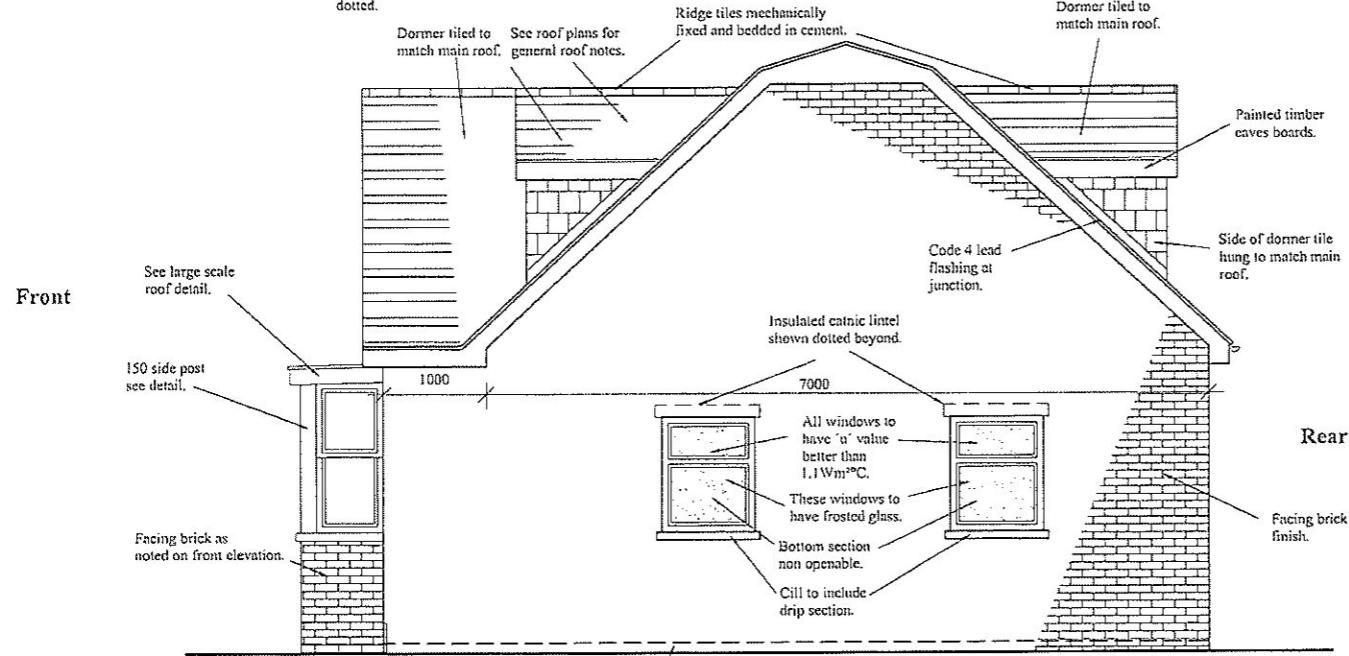
House Overall Rear Elevation

525A Chessington Road

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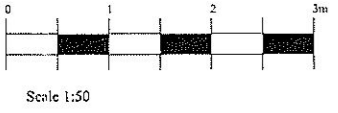
Side Elevation House B



Side Elevation House A

Side Elevations

525A Chessington Road



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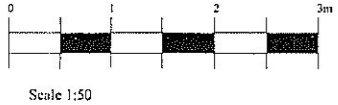
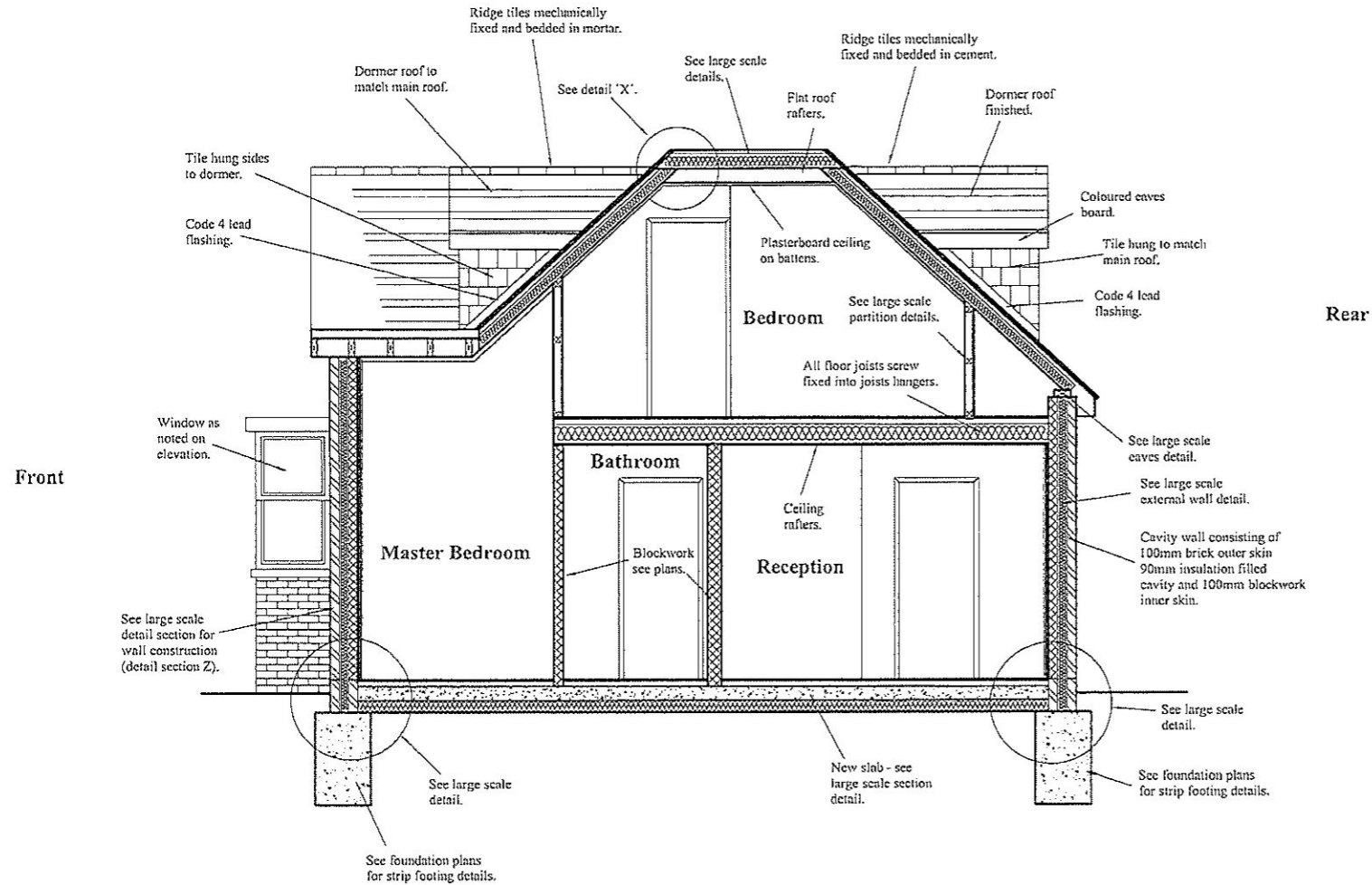
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PROJECT	525A Chessington Road KT19 9JB
CLIENT	B. Mornis V. Telrani
TITLE	Section AA Through House A
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Section AA Through House A

525A Chessington Road

Appendix B

Site Plant Noise Levels

Anticipated Plant Noise Levels – Sheet 1

Equipment Description	Impact Device?	Acoustical Usage Factor (%)	Spec. 721.560 L _{max} @ 50 feet (dBA, slow)	Actual Measured L _{max} @ 50 feet (dBA, slow) (Samples Averaged)	Number of Actual Data Samples (Count)
All Other Equipment > 5 HP	No	50	85	N/A	0
Auger Drill Rig	No	20	85	84	36
Backhoe	No	40	80	78	372
Bar Bender	No	20	80	N/A	0
Blasting	Yes	N/A	94	N/A	0
Chain Saw	No	20	85	84	46
Clam Shovel (dropping)	Yes	20	93	87	4
Compactor (ground)	No	20	80	83	57
Compressor (air)	No	40	80	78	18
Concrete Batch Plant	No	15	83	N/A	0
Concrete Mixer Truck	No	40	85	79	40
Concrete Pump Truck	No	20	82	81	30
Concrete Saw	No	20	90	90	55
Crane	No	16	85	81	405
Dozer	No	40	85	82	55
Drill Rig Truck	No	20	84	79	22
Drum Mixer	No	50	80	80	1
Dump Truck	No	40	84	76	31
Excavator	No	40	85	81	170
Flat Bed Truck	No	40	84	74	4
Front End Loader	No	40	80	79	96
Generator	No	50	82	81	19
Generator (<25KVA, VMS Signs)	No	50	70	73	74
Gradall	No	40	85	83	70
Grader	No	40	85	N/A	0
Grapple (on backhoe)	No	40	85	87	1

Note

Items ringed are those expected to be put to use for the project.

Noise levels generated by individual pieces of construction equipment and specific construction operations form the basis for the prediction of construction-related noise levels. A variety of information exists related to sound emissions related to such equipment and operations. This data transcends the period beginning in the 1970s thru 2006. This information exists for both stationary and mobile sources and for steady, intermittent, and impulse type generators of noise.

Anticipated Plant Noise Levels – Sheet 2

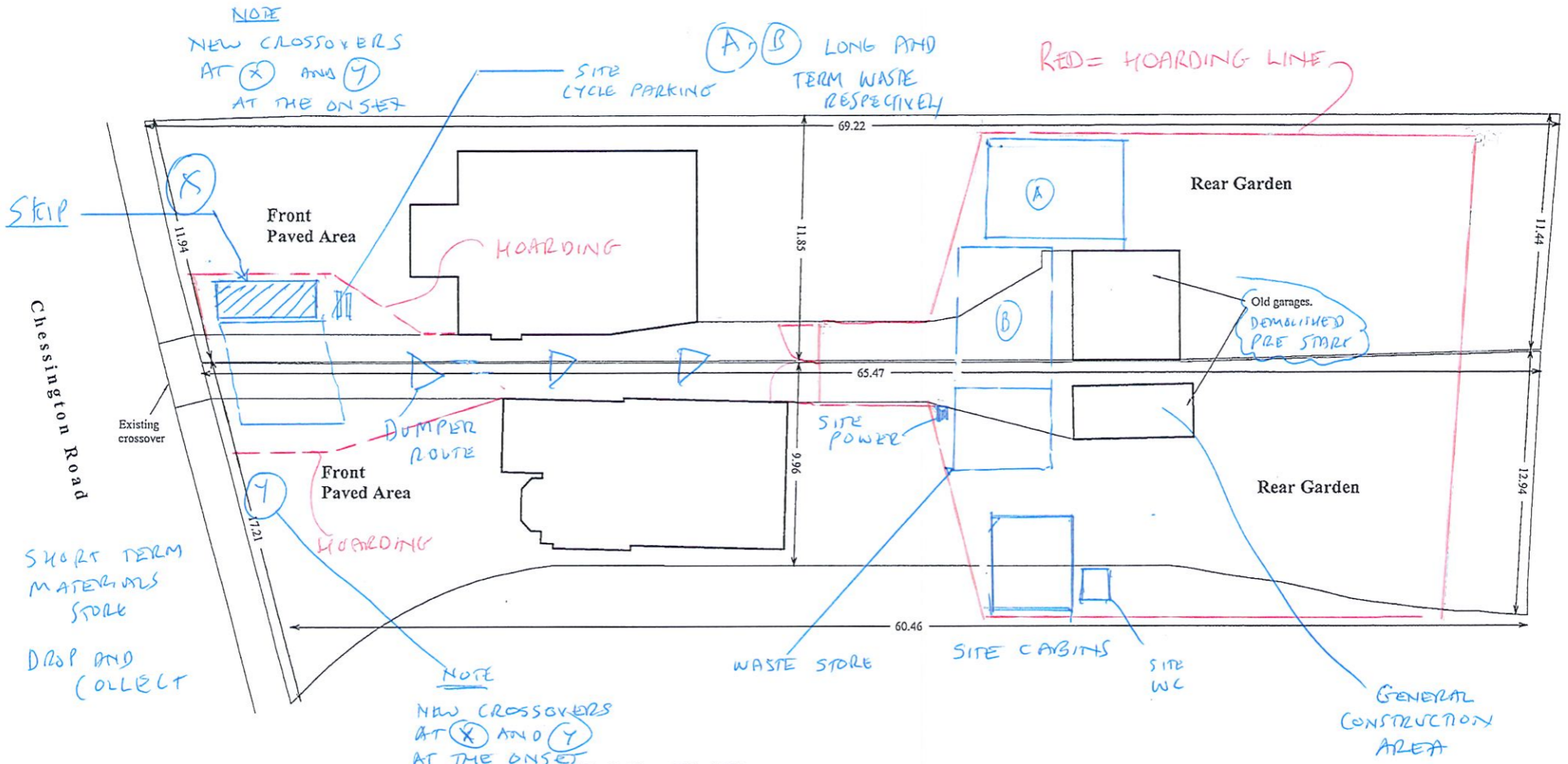
Equipment Description	Impact Device?	Acoustical Usage Factor (%)	Spec. 721.560 L _{max} @ 50 feet (dBA, slow)	Actual Measured L _{max} @ 50 feet (dBA, slow) (Samples Averaged)	Number of Actual Data Samples (Count)
Horizontal Boring Hydraulic Jack	No	25	80	82	6
Hydra Break Ram	Yes	10	90	N/A	0
Impact Pile Driver	Yes	20	95	101	11
Jackhammer	Yes	20	85	89	133
Man Lift	No	20	85	75	23
Mounted Impact Hammer (hoe ram)	Yes	20	90	90	212
Pavement Scarifier	No	20	85	90	2
Paver	No	50	85	77	9
Pickup Truck	No	40	55	75	1
Pneumatic Tools	No	50	85	85	90
Pumps	No	50	77	81	17
Refrigerator Unit	No	100	82	73	3
Rivit Buster/Chipping Gun	Yes	20	85	79	19
Rock Drill	No	20	85	81	3
Roller	No	20	85	80	16
Sand Blasting (single nozzle)	No	20	85	96	9
Scraper	No	40	85	84	12
Sheers (on backhoe)	No	40	85	96	5
Slurry Plant	No	100	78	78	1
Slurry Trenching Machine	No	50	82	80	75
Soil Mix Drill Rig	No	50	80	N/A	0
Tractor	No	40	84	N/A	0
Vacuum Excavator (Vac-Truck)	No	40	85	85	149
Ventilation Fan	No	100	85	79	13
Vibrating Hopper	No	50	85	87	1
Vibratory Concrete Mixer	No	20	80	80	1
Vibratory Pile Driver	No	20	95	101	44
Warning Horn	No	5	85	83	12
Welder/Torch	No	40	73	74	5

Note

Items ringed are those expected to be put to use for the project.

Appendix C

Site Establishment Plan



Existing Plot Plan With Dimensions

525A Chessington Road



Scale 1:200

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CLIENT	B. Morais V. Tehrani
TITLE	Existing Plot Plan With Dimensions
DRAWN BY	TM
SCALE	1:200 @ A3
DATE	Jan 2024
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Appendix D

Site Vehicle Delivery & Access

