16-29 ANDREWS ROAD, HACKNEY E8

CONSTRUCTION MANAGEMENT PLAN

www.aliumgroup.co.uk

1.0 Description of Development Site

The following Construction Management Plan (CMP) has been produced for Woolbro Homes and Morris Investment & Property Limited to explain the proposed programming and construction logistics methodology for the construction of 2 x 1 bed 2no. person units, 3 x 2 bed 4no. person units, 1 x 3 bed 6no. person unit and 1 x 3 bed 5no. person units to be situated in a two storey extension to the existing roof top, with associated cycle and refuse storage. The proposed development site currently comprises a 4 storey block made up of 10 number flats on 2nd and 3rd floors and 12 office/retail units on the ground and 1st floor.

The scope of works includes the erection of a new lightweight steel frame structure (TBC) to sit on top of the current structure. Minor openings will have to be made in the existing flat roof to enable fixing points of new steel frame. Connecting to existing services, extending lift and stairs to new floors and a new fire escape will also fall under the scope of works for the project. Access to the site will be via Andrews Road both during the construction phase and in the completed state.

The CMP provides an overview for the construction of the proposed new development, its phasing, logistics and traffic management proposals and the management of health, safety and environmental issues on and around the development.

The boundary to the North and East of the site abuts two other properties and there is a building site to the South East which is due to be finished September 2020, careful consideration will have to be made for these neighbouring properties with regards to the sequencing and planning during the construction works programme. If there is any simultaneous ongoing construction work on the adjacent sites, the Principal Designer will liaise with the Principal Contractor for the adjacent site(s), in accordance with CDM 2015

Site Address

16-29 Andrews Road
Hackney
E8 4QF

The proposed site has good access links for the construction period, via the A107 which runs to the North and the South and adjoins Andrews Road. It is envisaged that small residential streets and Broadway Market to the west will be avoided, in order to mitigate causing unnecessary traffic congestion to the local area. Site traffic will be coordinated to avoid peak traffic times especially for large site deliveries.

2.0 Programming & Phasing

The principle strategy in programming the works, is to minimise the disruption to the adjacent neighbouring properties, ensure the current residents and business tenants in the existing building are not impacted in any way and minimise the impact of construction deliveries to the surrounding areas and roadways.
This construction management plan (CMP) has been developed with the aim of minimising the effect of the construction work on the surrounding neighbourhood, the area immediately outside the site and the interaction between site traffic and the general public. It aims to reduce the number of deliveries to site, control all vehicular movements and provide off highway locations for loading and unloading to ensure that the volume of traffic and obstruction is kept as low as possible. The plan will demonstrate how the construction works will be carried out in the best interests of highway and pedestrian safety.
We would propose to achieve this both by timing the works to minimise disruption to adjacent properties during the working day, but to also avoid traffic movements to and from the site during peak periods, including school drop off and pick up times.

Site staff will manage the final plan during the life of the project and will always be available to promptly address any issues that may occur.

As the detailed design is still being developed, this Statement / Plan is intentionally partially generic in relation to the construction works but is specific in relation to the site and site conditions. However, this statement outlines various traffic, highway and environmental mitigation measures that the contractor will deploy in order to achieve the aims and objectives of the project.

The construction phase is anticipated to commence during Q4 2020 and the current program assumes a construction period of just under 12months to complete all works. Please see Appendix B for programme of works. The construction project is due to be delivered by end of 2021, ready for occupation.

The phasing will be as follows:

Phase 1. Site set up and opening up works
Phase 2. Structural works
Phase 3. Main construction phase
Phase 4: External works & landscaping

The phasing outlined above is indicative and there will be some overlapping between the phases to suit site conditions and sequencing.

The programme is based on the working hours for the site being:
08:00 and 18:00 Monday to Friday, 08:00 and 13:00 on Saturday; and No work on Sunday, Bank and Public Holidays.

All site deliveries and rubbish removal will be restricted to between 9.30am and 4.30pm on Monday to Friday to avoid any disruption during peak commuting hours and will be co-ordinated and managed on a 'just-in-time' delivery basis. Deliveries will be programmed to avoid the peak travel periods and arrival and departure of the nearby schools.

All subcontractors and suppliers will be required to agree dates and times prior to delivery in addition confirmation of size of vehicle and unloading point. To facilitate this there will be a designated holding area identified for delivery vehicles, to alleviate any impacts to the surrounding road networks.
Any noisy work outside these hours will only be undertaken by prior agreement, and / or reasonable notice to the Council. Some of the works are likely to require mobile crane operations which will be positioned in the suspended bays (see below).

It is not envisaged that any operations will require partial or full road closures.

<u>Suspension of bays</u>

It is proposed to suspend the parking bay directly in front of the site (circa 5 spaces) in order to place a skip and for there to be a safe spot for materials to be unloaded onto the street, so as not to impact other road users or pedestrians. All materials will then be taken from this drop off point to the hoist at the rear of the site.

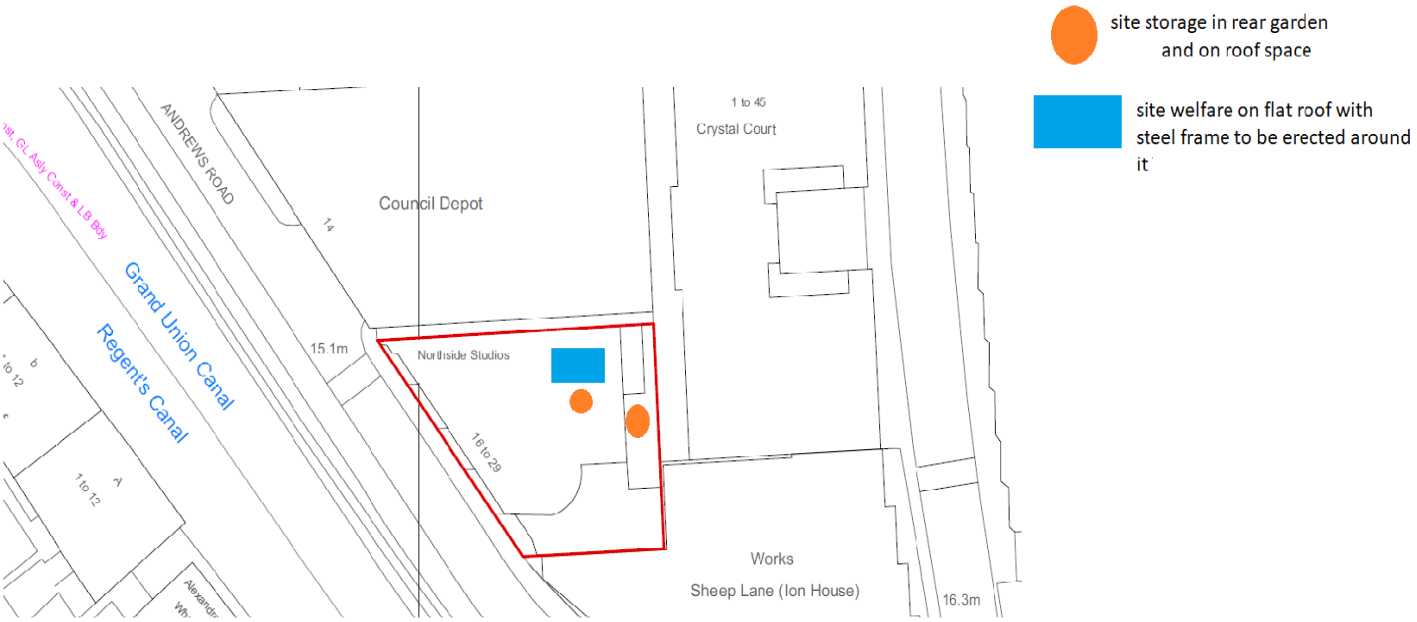
It is worth noting that the site next door at 1 Sheep Lane has had 12 bays suspended but as works there are due to be finished in September before works on 16-29 Andrew Road start it would mean these 12 spaces will be released before the 5 bays on Andrews Road for this site are needed.

Phase 1: Site set up and opening up works

The works will require the site to be set up safely. The access to the site/scaffold at the back of the carpark will be appropriately secured via hoarding/ fencing to maintain overall security and prevent members of the public or non- construction operatives entering the site without agreed permission. These will be placed so as not to inconvenience any residents of the building below or neighbours. The site management and welfare facilities will be installed during the first week in accordance with the standard site health and safety requirements.

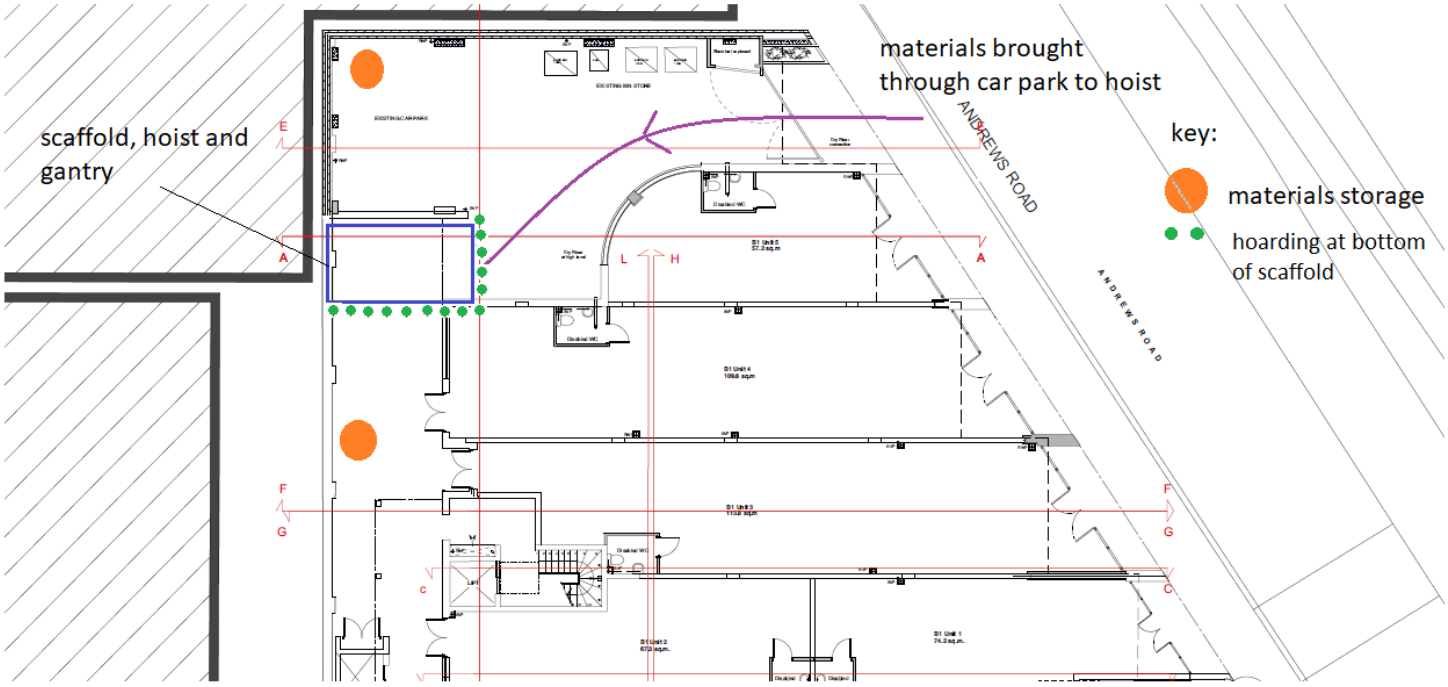
Neighbours and residents will be informed regarding the works well prior to commencement, including security and complaints arrangement.

A proposed site layout featuring boundary and site welfare/storage areas are anticipated as follows

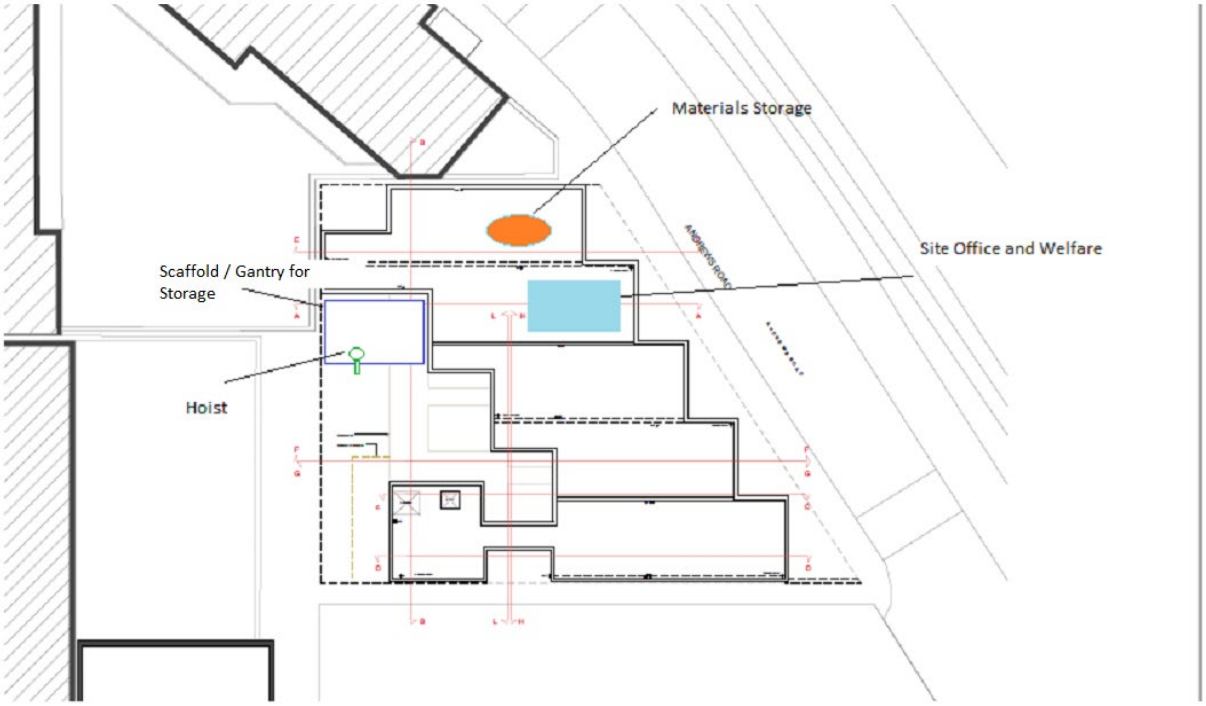


It is proposed to erect a gantry scaffold within the site, where at high level, smaller, higher value items may be stored. Access for existing residents/tenants will be maintained to allow rear access to the rear of the properties.

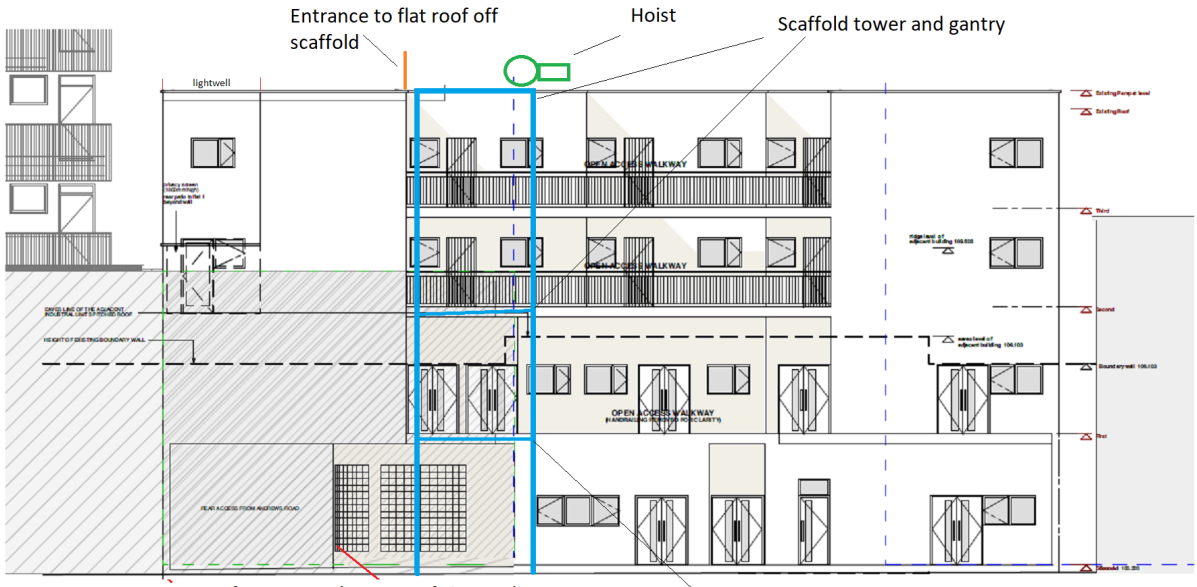
Ground floor plan:



Roof Plan:



Rear Elevation:



The works Programme consists of the following basic elements:

- Securing of site boundaries. Provision of site infrastructure (offices and welfare),
- Demolition & site clearance
- traditional superstructure works, incorporating designed scaffolds,
- roof construction,
- windows and doors
- Services (gas, water and electricity, including adaption of existing mains),
- joinery, including Kitchens,
- finishes,
- decorations,
- external works (incl ancillary buildings, permanent fencing and landscaping),
- Cleaning and clearing from site.

The selected contractor will be required to produce detailed risk assessments and method statements which focus upon the main construction activities, these are as follows;

- Solid hoarding detailing and installations to ensure protection and control of dust to other residents and neighbouring properties
- Full method statements for the safe opening up works of the existing roof on site
- Control of plant on site
- Control of noise and dust during the demolition period
- Removal of demolition material from site including asbestos/ hazardous materials (if applicable)
- Control of waste materials and prevention of debris onto adjacent road way, road sweeping if construction debris creep onto adjacent road surfaces

The opening up of the areas on the roof will be sequential, with noise, dust and vibration being very strictly controlled. Dust will be controlled by water mist spray. All plant will be silenced, in accordance with the PUWE Regulations. This phase will be full-time supervised and monitored by Competent Person

Phase 2: Structural works

A full independent access scaffold will be erected in the required areas, by an expert company, and this will only be dismantled when the project is completed, and it is no longer required.

The structural works will most likely require the new development to be constructed using a steel frame fixed to the existing sub-structure, works will be undertaken in accordance with the contractor/ structural engineer's approved design.

The structural works will follow the sequence and methodology prepared by a competent Temporary Works Engineer commencing with the opening up stages and temporary works to ensure the exposed areas are water tight and secure enough to take new loads.

No works requiring the installation of any temporary works will commence on site without all the necessary drawings, calculations, and method statements in place which have been approved by the Structural Engineer.

Prior to the commencement of the works the contractor will provide detailed method statements for all aspects of the construction for approval by the engineer.

These statements will address:

- All the site-specific procedures necessary to minimises any noise and vibration that may affect the residents and neighbouring properties.
- All the site-specific procedures necessary to minimises any dirt and dust that may affect the residents and neighbouring properties.
- All the site-specific procedures necessary to minimise the risk of anything falling onto neighbouring properties or flats below.
- All the site-specific procedures necessary to minimises any damage to any nearby of adjoin properties.

Phase 3 & 4: Main construction phase & External Landscaping

A vehicle route plan is included in Appendix A of this document which covers both the site enabling works and construction works phases. Once the principle contractor has been appointed they will create their own construction logistics plan using this document as their reference point.

3.1 Site Offices and Welfare Facilities

It is proposed that the site office is located on the flat roof of the building with the superstructure built around it. Access to the roof will be via the scaffold based at the rear of the property. The intention is to provide full visual of the proposed access area at the front of the property and ensures delivery vehicles and site visitors can drive up to the site and ensure roads are kept clear. Welfare facilities for the Project will be located with the office, to maintain site supervision and provide a centralised area away from residential dwellings to minimise disturbance. The site access will be fully hoarded with a single point of entry. Clear signage will be provided, to direct vehicles and operatives to the site, to ensure the interface with the general public is minimised.

3.2 Hoardings and Gates

The base of the scaffold will be enclosed behind a hoarding meaning only permitted personal will have access to it. This will be a 2.4m high plywood faced and painted hoarding. Suitable gates will be erected in the hoarding, at the site entrance point to allow access.

Hording will be set up within the carpark to allow a protected route from the street to the scaffold at the rear to avoid any disturbance to residents or tenants. This will be 2.4m high plywood faced and painted and have suitable gates erected for access to it.

3.3 Scaffolding, Gantries and Hoisting

As discussed a scaffold and gantry with hoist will be placed at the rear of the property to allow construction works access onto the roof. The development of works will then be subject to a phased approach to make use of the sequenced construction activities. The proposed construction is of traditional steel, timber, brick and blockwork construction for the external and internal structural walls. Once steels have been fixed, scaffold will be erected at the front to allow front facade work to commence, perimeter scaffolding at each new storey will be erected to enable site access and small amounts of materials to be loaded onto structural scaffold sections. Materials will be lifted into position via crane or scaffold hoist. Storage areas have been highlighted on the logistics plan to enable site deliveries timescales to be reduced and utilise the crane on site to distribute materials where necessary. All scaffolding will be designed by specialist scaffold contractor and necessary checks undertaken in line with H&S requirements.

3.4 Cranes

It is proposed to utilise a small mobile crane for the erection of the superstructure, which will be completed over 3-4 visits, this will have to use of the suspended parking bays at the front of the site. Lorries will unload on road side and materials will be immediately moved to within the proposed material storage areas. The intention of using a small mobile crane is that there should be no need to over sail the adjacent properties and the crane will be kept locked in position to ensure the crane arm is retained at all times within the site boundary.

3.5 Vehicle Offloading points

All vehicle manoeuvres will be completed under the control of a banksman, to protect the road traffic and pedestrian foot traffic during the access and egress to site. Additional site vehicles will be required to utilise appropriate local parking facilities with the expectation that works labour and materials will be dropped at site and parking of vehicles will utilise local parking areas. This will minimize the impact of excessive site vehicle parking on neighbouring residential roads.

As also discussed elsewhere herein, materials will be ordered and delivered on a just-in-time basis, and thus deliveries and collections will be very tightly controlled, to the extent that they will be pre-arranged. Construction vehicles will enter and exit the site only by prior arrangement with the Principal Contractor. This is in order that deliveries and collections may be made in an entirely orderly manner, with only one vehicle being in the designated vehicle area at any one time

3.6 Externals

The external areas of the development are significant, and will be completed for their eventual purpose at the very end of the project, to enable the site facilities etc to be retained in one place and format for almost the entire project. At the conclusion of the project, the temporary structures etc will be dismantled and removed from site

Upon conclusion of the project, the site will be left cleaned and cleared. The Principal Contractor will carefully check for any damage to the highway interface, and this will be repaired and reinstated as / if necessary. The completed project will be returned to its owner, in a suitable state.

3.7 Lift

The passenger lift in the building is intended to be extended so as to reach the new 4th and 5th floors. It is anticipated that works to enlarge the shaft, fit new lifting gear and cage etc will take no more than one week and if possible, the lift will be reinstated for use after each day of work. A specialist list installer will advise on the best method for dealing with this to mitigate any long down times for the list. If this is not possible this would mean residents would not be able to use the lift for this period of time. A separate service lift at the rear of the garden could be used by all residents in order to gain access to the 1st floor and then use the stairs after that. The contractor will make all efforts to ensure occupiers are as inconvenienced as little possible during the life of these works and advance notice will be given to all residents and carry out work during quiet periods of operation.

Vehicle / Plant Movement Schedule

Once the main contractor is appointed they will commission a thorough Construction Logistics Plan, using the details contained in this CMP and appendices as a guide.

The following details and schedules provide an overview of the projected plant and vehicles that will be involved in the delivery of materials and construction activities on site. We have broken the analysis into the following phases.

Plant and Usage	Phase				Vehicle Movements	Total Duration
	1	2	3	4		
Site Enabling Works (flat-bed lorries) required for the erection of site set up and hoardings, stairs	✓		✓		1 per day	1 week
Skip and Compactor Vehicles (2/3 axle specialist skip and compactor vehicles) required for general waste removal during superstructure and fit out periods	✓	✓	✓	✓	1-2 per week	12 months
Steelwork/Rebar Delivery (flat-bed 3 axle vehicles) required for superstructure construction		✓			4-5 visits in total	2 months

Large site deliveries for main structure, roofing structure and glazing sections(flat-bed 2/3 axle vehicles)required		✓	✓	✓	1-2 visits per week	12 months
Mobile Crane (2-3 axle lorry mounted crane) required for new build panel erection		✓	✓		3-4 visits	6 months
Hand / Power Tools (van deliveries) required for all works during period of construction	✓	✓	✓	✓	1-2 per week	12 months
Scaffolding and Hoardings (flat-bed 2/3 axle vehicles) required to protect public, safe methods of working to external envelope for movement of materials	✓	✓		✓	Weekly visits	12 months
Material Delivery Vehicles (van and small flatbed deliveries) required for all works during period of construction		✓	✓	✓	2-3 per week	12 months

All site deliveries and rubbish removal will be arranged during the site hours and will be co-ordinated and managed on a 'just-in-time' delivery basis. Deliveries will be programmed to avoid the peak travel periods and arrival and departure of local schools of 8.00am to 9.30am and 3.00pm to 5.00pm Monday to Friday. Immediate schools within the local area include Shining Futures Nursery and Sebright Primary School

All subcontractors and suppliers will be required to agree dates and times prior to delivery in addition confirmation of size of vehicle and unloading point. To facilitate this there will be a designated holding area identified away from the site for delivery vehicles. The location of this will be in a local waiting zone/ lay by, such that vehicles can be called to site as the unloading point becomes available.

Any noisy work outside these hours will only be undertaken by prior agreement, and / or reasonable notice to Hackney Borough Council Highways department and local resident letter drops to provide suitable notification, which will also feature contact details to liaise with the contractor should any major concerns be raised.

No materials will be taken from the unloading zone to the hoist at the back of the site during busy periods of footfall around the site (namely early morning and late afternoon). This is to avoid impacting the access to local residents, cycle bays and pedestrians. When materials are moved this will be done under supervision of marshals. It is not envisioned that the extra vehicles related to the building works will have an impact on surrounding network. It is a relatively small building job and there will not be that many more vehicles a day using the road. Andrews Road is mainly commercial occupied street and a few extra trade vehicles a week (scheduled to come off peak) will not affect it negatively.

Impact on other Highway Users

Public Protection

Pedestrians will be protected from site activities by securing the site using lockable gates with signage to the rear and a locked front entrance behind closed board timber hoarding to be installed on the front elevation (Field End Road). The hoarding will be clearly signed and secure.

Safety of Vulnerable Road Users

Cyclist Safety

The risks with regards to cyclists and pedestrians have been assessed. Consequently, all construction traffic arrangements and vehicle hire companies will adhere to the requirements set out in London Council's and Transport for London's Consultation for a Safer Lorry Scheme relating to safety aids such as safety bars, additional mirrors and advisory signage. In addition to this all drivers must have undertaken cyclist safety awareness courses.

Vehicle and Pedestrian / Cyclist Safety

All operators working on the project will be required:
· To achieve and maintain Fleet operator Recognition Scheme (FORS) Silver level membership (if an operator does not already have this level of membership, they have 90 days to achieve this).
· To work towards achieving and maintaining progression through the FORS standards

CLOCS standard

· The site will adopt the CLOCS (Construction Logistics and Cyclist Safety) standard as recommended by the Construction Industry Cycling Commission manifesto.

Potentially Sensitive Receptors

Persons within close proximity are potentially at risk of exposure to Dust and Noise exposure due to demolition and construction works and the operation of plant machinery and tools. The risk of exposure will be kept as low as possible by implementing the measures described in other sections.

Reduction of Deliveries and Load Consolidation

In order to reduce the number of deliveries the Principal Contractor will aim to consolidate loads by;

· Ordering materials and supplies in advance to avoid last minute deliveries being required.

· Reduce the number of suppliers used so that multiple materials can be ordered from one supplier and delivered together. Local suppliers are preferred so that less distance needs to be travelled leading to less emissions and less time vehicles are on the road.

· Implement reverse logistics where applicable by reducing the number of suppliers and returning materials with the same supplier when receiving a delivery.

· Group deliveries together and arrange with supplier to reduce number of deliveries by grouping orders into a single delivery.

· Bulk order at start of the week.

· Separate and segregate waste streams, recycling or re-using where possible to reduce frequency of waste removal trips.

Section 5. Transportation

The adjacent highways and footpaths and street signage in the vicinity of the site, will be subject to a photographic condition survey which will be completed prior to the commencement of any works on site. We will during the Works, complete regular inspections to ensure any issues arising from the works traffic are notified and rectified promptly.

All vehicular access will be from the A107. Access to the site will be from the A107 Mare St, via Sheep Lane and Andrews Rd. Large oversize vehicles (more than 4m tall) will come down from Sheep Lane (via Bush Road) onto Andrews Rd to avoid the low bridge at the junction of Andrews Rad and the A107. Smaller vehicles will be able to come from the A107 and go under the bridge directly onto Andrews Road.

Once unloaded the vehicles will exit the loading bay at the front of the site and join traffic flow directly onto Andrews Rd. From there they will turn left onto Pritchard's Road and then right onto Whiston Road which will take them all the way to the A10. Please see appendix A for further details.

Vehicles will only be on Pritchard's Road for 290 feet before turning right onto Whiston Road (which is a bus route and thus use to having larger vehicles on it). It is felt this is the best exit route from site as it avoids large vehicles from having to turn around on Andrews Road or reversing back down it, which is not deemed safe or practicable.

All suppliers and subcontractors will be advised of the access routes to the site to ensure that vehicles follow the designated access route, signage will be provided adjacent to the loading point to advise users that no waiting is allowed, and to enter site via banksman.

It is envisaged that there should be no implications to local bus routes from the proposed development, as there are no bus routes passing the site.

Section 6. Environmental

Prior to commencement of any site works, we will ensure that the selected contractor complies with the Environmental requirements set out within the planning conditions applicable for this development and Councils - Code of Construction Practice. The Contractor will also be required to ensure the project is registered with the Considerate Constructors Scheme.

Due to the proximity of the neighbouring properties to the Site and people living and working below, particular focus will be given on providing protection barriers, managing noise, dust and air pollution. The following will be addressed when producing the final detailed risk assessments and method statements.

6.1 Tree Protection

There are no trees in the vicinity of the site

6.2 Noise

Where practicable noisy plant and equipment will be situated as far as possible from noise sensitive buildings and / or acoustic lined enclosures will be erected. In accordance with the latest version of the Mayor of London's Planning Guidance on 'The Control of Dust and Emissions during Construction and Demolition', from 1 September 2015, any Non-Road Mobile Machinery (NRMM) of net power between 37kW and 560kW used on the project will be required to meet the standards based upon the engine emissions standards in EU Directive 97/68/EC and its subsequent amendments.

Where practicable, plant and equipment powered by mains electricity will be used in preference to equipment powered by petrol or diesel engine. Where practicable, plant and equipment will be fitted with effective exhaust silencers; compressors will be fitted with properly lined and sealed acoustic covers which will be kept closed whenever in use; and pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturers. All plant and equipment will be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions.

Plant and equipment in intermittent use will be shut down or throttled down to a minimum when not in use. Where practicable, percussive demolition equipment shall be avoided with preference given to bursting or nibbling equipment.

6.3 Vibration

Where practicable, plant, equipment and methods will be selected that will minimise vibration transferring to adjacent properties. No impact hammers will be used.

6.4 Dust and Air Pollution

The works will be carried out taking consideration of 'The control of dust and emissions from construction and demolition' best practice guide issued by the Major of London. Mitigation measures will be incorporated where required as listed in the Air Quality Assessment submitted as part of the planning application.

Methods of working will be selected for all activities that will aim to minimise dust and air pollution, in the following order of preference: 1) Prevention. 2) Suppression. 3) Containment. The Strategy follows this approach. There are both direct and indirect, active and passive measures to omit, reduce and contain dust included in the strategy.

All vehicles leaving the site, will be monitored to ensure that any dirt or dust dropped onto the highway is immediately cleaned up. Further to this, the area around the site, will be regularly and adequately swept to prevent any accumulation of dust and dirt. Strictly speaking, the works will not require a wheel washing machine, since the only part of the site that will be accessed by vehicles is existing hardstanding and there are no ground works.

All waste away vehicles shall be properly covered when leaving the site and disposed of at a licensed tip. In line with a project specific Site Waste Management Plan (SWMP).

In respect of Communications, the Principal Contractor will, in advance of the project's commencement on site;
- Contact all neighbours and other stakeholders likely to be affected by the works.
- Display the name and contact details of the Site Manager on the site boundary.
- Provide appropriate training to all staff and operatives to ensure they are aware of and understand the dust control measures.
- A log book will be set up to record environmental matters as discussed below.

In respect of Site Management:
- All dust and air quality complaints, identify cause(s) will be recorded and management will take appropriate measures to reduce emissions in a timely manner, recording any measures taken.
- Operatives, subcontractors and suppliers are to receive training on the measures herein.
- Make the complaints log available to the relevant authorities when required.
- With exceptional incidents causing dust and/or air emissions, on or off site, actions taken to resolve issues are to be recorded in the environmental log book.
- No mobile masonry crusher will be allowed on site.
- All demolition operations will be covered in water spray.
- All transfers of demolished materials will be covered in water spray.
- Trade Risk Assessments and Method Statements will be provided for all activities with the potential to produce dust.
- Accurate measurement/minimal wastage to be allowed when ordering materials.
- Materials wherever possible will be delivered in very robust re-usable packaging, and will be sent back to the supplier.
- As many materials as possible will be delivered and stored in a sealed state.
- Materials are to be delivered just in time for the work package.
- Materials are to be stored and transported correctly so as to avoid damage.

- Materials are to be kept off the ground by the use of pallets or timber bites.
- Any surplus concrete in pours is to be used as blinding.
- Materials arriving on pallets are to be unloaded very carefully and the pallets will be stored neatly and removed from site in economic numbers.
- All vehicles leaving site will be securely covered to prevent the spread of dust.
- Any identified environmental risk actions identified in the CDM Regulations Construction Phase Plan are to be actioned and recorded.
- Site transport arrangements (horizontal/vertical) will be carefully considered in order to minimise dust.
- Site tidiness at all times is to be of paramount importance.
- The external scaffold will be fully wrapped in suitable material to prevent the spread of dust.
- A scaffold roof consisting of ladder beams with a solid sheet covering will be installed over the structure when at full height.

In respect of Site Operations:
- Adequate water supplies site for effective dust/particulate matter suppression will be maintained at all times (using non-potable water where possible).
- Ensure accurate cutting and optimal use of materials.
- Ensure very careful transportation of all materials, at all times.
- Ensure only sufficient materials are brought to the workplace.
- Drop heights are to be omitted where possible, and otherwise are to be minimised and fine water sprays will be used wherever appropriate.
- Ensure equipment is readily available on site to clean any dry spillages.
- Spillages will be cleaned-up as soon as reasonably practicable after the event using wet cleaning methods.
- Stockpiles of waste or materials awaiting processing will be held in bays/bunded areas and will be covered to ensure potential for dust emissions is prevented.
- Wet suppression of dust will be targeted to areas where problems of dust emissions are likely or evident.
- Operations likely to give rise to dust will be delayed if weather conditions, particularly high winds, make conditions unfavourable.
- Operations will be suspended under severe weather, particularly high winds during and after very dry periods.
- Plant will be washed before entering (i.e. at the provider) and leaving the site.
- Filtration equipment meeting the PUWER requirements used on plant exhausts.
- Hessian will be used to cover specific areas likely to give rise to dust, with removal of the covers in small areas only during work and not all at once as is practicable.
- No scabbling (roughening of concrete surfaces) is allowed.
- For smaller supplies of fine power materials ensure bags are sealed after use and stored appropriately to prevent dust.
- Vehicles delivering to / collecting from the site will not ae allowed to idle.
- All on road vehicles to comply with the requirements of the London Lowe Emission Zone
- All non road mobile machinery will comply with the relevant standards
- Use of diesel/petrol generators will not be allowed on site with temp power using existing electric supplies available on site
- Use of dust sweepers to clean the roads if required
- Vehicles entering and leaving site are covered to prevent escape of materials

The risk of the subject site and its construction operations in terms of its potential to cause air pollution is considered to be LOW RISK. This means that visual monitoring will be appropriate at all times, provided that this is by trained management. However, the management has at its disposal the ability and resources to bring to site and operate analytical methods of air quality analysis, in the event of air quality issues, either present or anticipated.

6.5 Asbestos

Should any asbestos be found during excavation works from old structures on the site this will be removed by an approved removal company in accordance with all regulations and good practice.

6.6 Contaminated Land

N/A

6.7 Drainage

All drains will be inspected to ensure they can take the extra load of 7 new flats. If needed all new underground drainage runs connected to the public sewer, will be undertaken in accordance with a qualified engineer's design and full application approval process of the local relevant statutory utility authority.

6.8 Electrical, Data/Telecoms and Gas Services

All existing Gas Data/Telecoms and Electrical Services will be extended and or rediverted, as part of the works.

Section 7. Health & Safety

A site- specific health and safety plan will be developed by the main Contractor, which will comply with the relevant Health and Safety Regulations for the works being undertaken including:

Provision of first aid cover and equipment is present
Responsible for ensuring that material movement to and from the workface does not cause damage to the works, the workforce or the public
Complete safety inspections to company and client standards
Ensure team has safety training to the company and client's standard programme
Create appropriate logistics awareness training and deliver to site workforce
Manage and maintain visitor PPE stocks
Produce method statements, risk assessments ensure lifting plans are produced
To protect road users and pedestrians from traffic created by the site works

Section 8. Liaising with the Authorities and the Public

8.1 Council

We will liaise with the local Hackney Borough Council Environmental Inspectors both before the issuing of licenses and subsequently when the works commence.

In particular, a schedule of work will be issued to the Inspectors to enable the London Borough to assess the potential for nuisance including the location of plant with respect to sensitive areas and the locations of delivery, storage and handling areas.

In relation to the management of site traffic, we will work closely with the Highways Department to ensure that we minimise traffic disruption in the area surrounding the site.
As a member of the Considerate Constructor Scheme the site will operate in line with their code.

8.2 Public

Prior to any works commencing, we will inform occupiers of adjoining properties and occupiers of the existing building which may be affected by construction works about the works to be undertaken. This will include details of the nature of the works, proposed hours of work and their expected duration. The information will be delivered as a newsletter to their premises and will also be erected in conspicuous positions around the site, with links to a website.

The newsletter will also include the name, mobile telephone number and e-mail address of a main contact within our organisation who is able to give further information and deal with any complaints or emergencies that may arise at any time. A log will be kept of contact with the public and the actions taken to resolve any issues arising.

The newsletter will be updated and issued every 6-8 weeks informing the neighbours of site progress and projected activities that might cause loss of amenity in the next period, e.g. road closures for use of mobile cranes.

Appendix A

Site Logistics - Routing of Construction Vehicles

Routes

All smaller vehicles (under 4m high) will access the site from Andrews Road and will approach the site from the north or south via the A107, turning onto Andrews Road. See Image 1 below.

Unloading / loading vehicles will be able to drop materials in the allocated zone at the front of the site in the suspended bays.

All vehicle movements will be guided by qualified banksmen to ensure the safety of pedestrians and to protect the surrounding structures. The site manager will be responsible for ensuring only one vehicle arrives at a time on to site in order to manage a sufficient vehicle flow.

Image 1 – Smaller vehicles route towards the site via A107 and Andrews Road

All larger vehicles (over 4m high) will access Andrews Road from Sheep Lane. They will approach Sheep Lane via Bush Road (where the bridge is tall enough) that comes off the A107 in the north. See Image 2 below.

Unloading / loading vehicles will be able to drop materials in the allocated zone at the front of the site is the suspended bays.

All vehicle movements will be guided by qualified banksmen to ensure the safety of pedestrians and to protect the surrounding structures. The site manager will be responsible for ensuring only one vehicle arrives at a time on to site in order to manage a sufficient vehicle flow.

Image 2 – Route towards site via Sheep Lane for larger vehicles

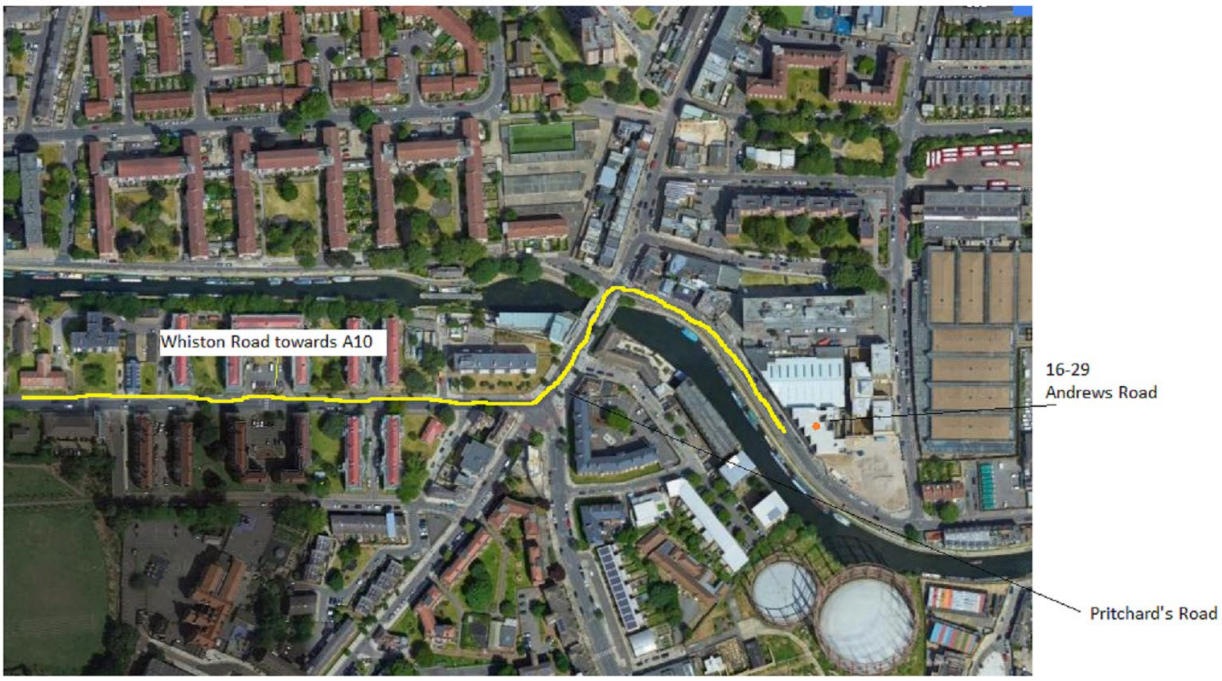
It is worth noting that the development at number 1 Sheep Lane is due to be completed in September 2020 before works on 16-29 Andrew Road would start. Thus they will be no conflict with any works traffic associated with 1 Sheep Lane.

Exit Routes:

All vehicles will exit the site by joining traffic flow directly onto Andrews Rd. From there they will turn left onto Pritchard's Road before taking a right onto Whiston Road which will then take them all the way to the A10.

Vehicles will only be on Pritchard's Road for 290 feet before turning right onto Whiston Road (which is a bus route and thus use to having larger vehicles on it). It is felt this is the best exit route from site as it avoids large vehicles from having to turn around on Andrews Road or reversing back down it, which is not deemed safe or practicable.

Image 3: Exit routes away from 16-29 Andrews Road



Communications

All contractors will be supplied with a full copy of the demolition, construction management and logistics plan upon appointment and delivery drivers will be made aware of the specified routes when an order is placed. All contractors and delivery companies will be expected to confirm that they have understood the document before starting work on site for the first time. The site manager will be responsible for ensuring all parties are aware of the requirements.

Parking of Vehicles of Site Operatives and Visitors

Parking by contractors or visitors in any resident parking areas or blocking in any resident vehicles, will not be permitted at any time. This will be highlighted in site inductions and any person found breaking these rules will be sent home for the day. Repeat offenders will not be allowed to work on the site for the remainder of the project.

There will be lockers made available on site to encourage the use of public transport and reduce vehicle use and highway occupation of parked vehicles.

Appendix B

Project Programme see Attached