

Construction Management Plan

For

Hilltop Farm, Earl Shilton



Hilltop Farm, Earl Shilton

Revision E – November 2023

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1.0 Description and Location of the Works

1.1 Project Description

The project is for the construction of 50 new properties, including associated foul and surface water drainage, access roads, parking and soft landscaping.

The houses are constructed from load bearing masonry with timber joist upper floors, timber roof trusses and concrete tile roof covering.

1.2 Project Location

The project is located at the following address: -

Former Hilltop Farm
Leicester Road
Earl Shilton
Leicestershire
LE9 7DP

1.3 Programme

Construction period 84 weeks

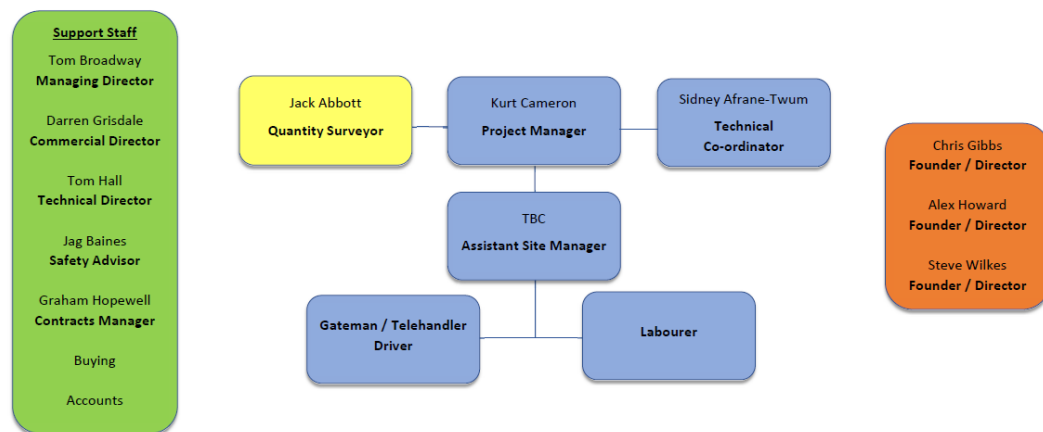
1.4 Working Hours

8.00am and 5.30pm Monday to Friday;
8.00am to 1.00pm Saturdays
No works at all on Sundays or Bank Holidays

2.0 How the Work is to be Managed

2.1 Project Management Structure and Responsibilities

Proposed Project Organogram – Hilltop Farm, Earl Shilton



The Project Manager is responsible for planning and the day-to-day management of health, safety and environment on this project, with the direct assistance of individual line managers and supervisors.

2.2 Health, Safety and Environmental Goals and Emergency Procedure

Goals:

- To have no major accidents on site or adjacent to the site
- To have no dangerous occurrences on site or adjacent to the site
- To have no fatalities on site or adjacent to the site
- To have no occupational ill health arising from the project
- To ensure that no environmental damage occurs
- To ensure the minimum disruption to the local community.
- To exclude unauthorised persons from the construction site.
- To provide safe access to, and egress from, workplaces
- To provide workplaces that are free from risks to the health and safety of persons at work, or affected by the work, so far as is reasonably practicable.
- To provide operating conditions so that the lowest reasonably practicable levels of noise and dust are generated by construction activities.

Emergency Procedure:

If an emergency is encountered on site any operative must raise the alarm at the nearest fire point. The site first aider and/or Site Manager will then coordinate the emergency response, including contacting the relevant emergency service, if required. Any first aid will be given by the designated first aider for the site.

All site personnel are to congregate at the site muster point for a role call to ensure everyone is in a place of safety.

If emergency services are required, the site gates are to be opened in preparation for their arrival to allow them to drive directly onto site. The Site Manager is to meet the emergency personnel just inside the site gates and explain the situation.

An emergency file is to be kept on site which details the location of any flammable materials and chemicals, location of the nearest hydrant and safe pedestrian routes. This can be given to any emergency service that may have to enter site and allow any rescue procedure to be implemented safely.

2.3 Site Security

Tricas Construction Limited are responsible for preventing unauthorised access to the construction site, particular attention is to be given to children given that the project is situated on the edge of a populated village.

Tricas Construction Limited shall be wholly responsible for the security of the site and provide all necessary measures as are reasonably practicable to prevent un-authorised access. Due to the nature of the site, it is likely that problems associated with vandalism, theft and nuisance could be encountered. Account is to be taken of unauthorised persons, especially children and young people, straying into work areas while construction activities are taking place.

The site will be supplemented with secure access gates for vehicles and pedestrians and warning signage explaining the dangers present on the construction site will be displayed at regular intervals. If a solid hoarding is chosen, mesh viewing panels will be incorporated so that curiosity of passing members of the public does not force them to gain access to see the works progressing within.

A site CCTV system will be set up from the earliest point possible on the project which will be monitored remotely, and guards called if there are any unauthorised persons on site, out of hours.

All ground level access to scaffolds will be locked off or removed at the end of each shift to prevent unauthorised access if any intruders enter site out of hours. During site working hours all delivery gates will be locked (unless being used) at all times and pedestrian access will be via a coded gate. All site operatives & visitors will be asked to sign in & out on the attendance register.

2.4 Localised Hoarding Requirements

Tricas Construction Limited will comply with the HSG 151 with regards to protecting the public and implement boundary fencing/hoarding adequate to protect the public

Tricas Construction will consider the erection of localised hoarding/screens in respect to segregating hot works and potentially noisy and dusty operations from other onsite activities and as a means of restricting access to these areas.

2.5 Tree and Shrubbery Protection

Trees identified for retention will be protected in accordance with BS: 5837 and the approved plans. Tree-protective fencing and ground protection will be provided, necessary to ensure that the root protection areas (RPA's) of retained trees are safeguarded. This will be protected by 2000mm high Heras Fencing in accordance with the guidelines.

2.6 Traffic Management and Logistics

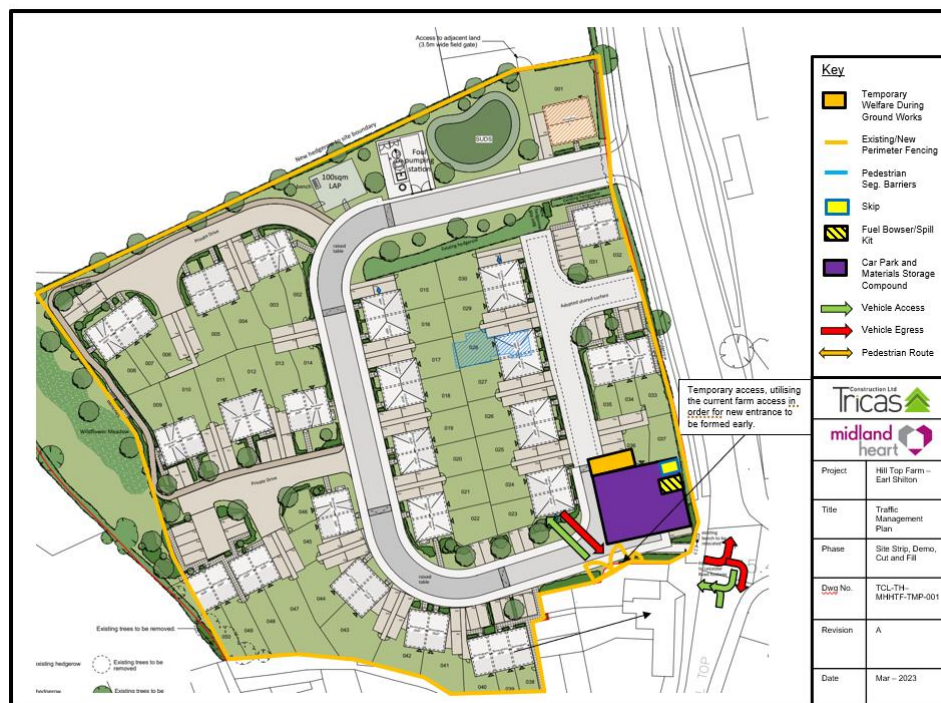
Vehicles permitted onto the site must access via the allocated entrance way which will be controlled by the site management and will be limited to only authorised vehicles and agreed deliveries detailed within the weekly delivery schedule. The main access gates will be located off Leicester Road itself and a turning circle will be formed on site so that any vehicles can enter and exit in a forward's direction. When accessing and leaving site, the site Vehicle Marshal will escort the vehicle onto the public highway due to the location of the site

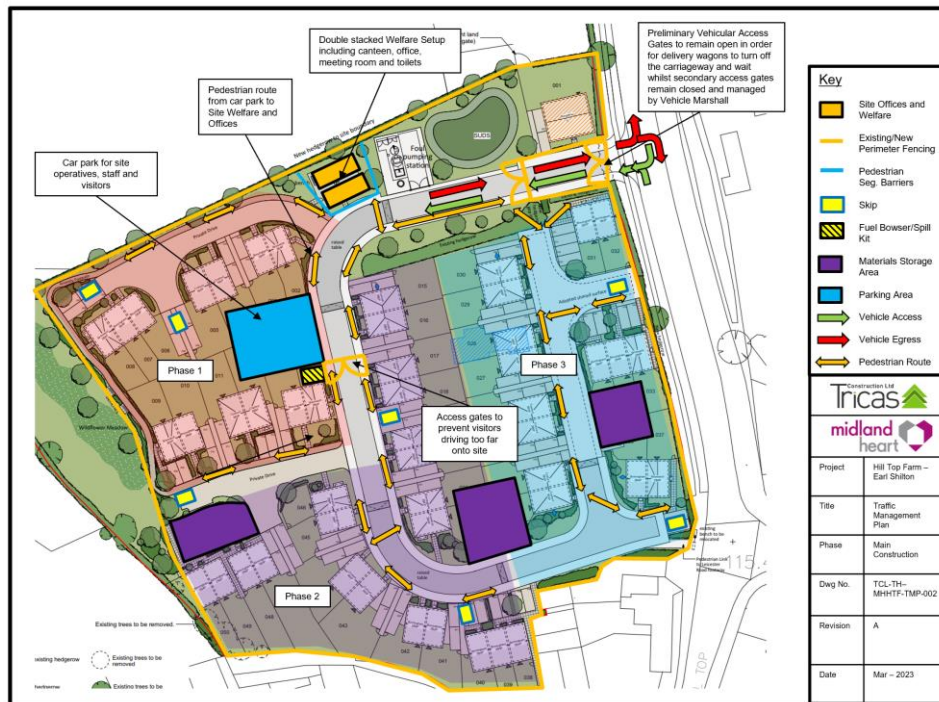
Transport and site logistic requirements have been analysed to determine safe methods of delivery and removal of materials and work equipment. A Traffic Management Plan will be strictly implemented to reduce and control delivery and removal risks.

- The main priority when organising deliveries into site is the safety of the general public
- Vehicle speed limits on the site will be strictly maintained to 5mph. If deemed necessary, an additional banksman will be requested from the sub-contractor accepting the delivery to ensure that all vehicles comply with the site requirements.
- Tricas Construction Limited will implement a delivery schedule which requires all deliveries to be pre-booked at least 48hrs prior to delivery on site, the windows for deliveries are broken down into 1hr slots. Should deliveries arrive outside their dedicated window they would be sent to a short-term holding area until the site is ready to accept them.

- All deliveries would be given the preferred routes of how they access the site in agreement with Highways.
- All materials and plant are to be unloaded within the confines of the site.
- Delivery wagons are to contact site prior to arriving to give enough notice for the Site Banksman to open the vehicle gates in preparation for their arrival.

2.7 Traffic Management Plans





2.8 Travel Plan and Parking

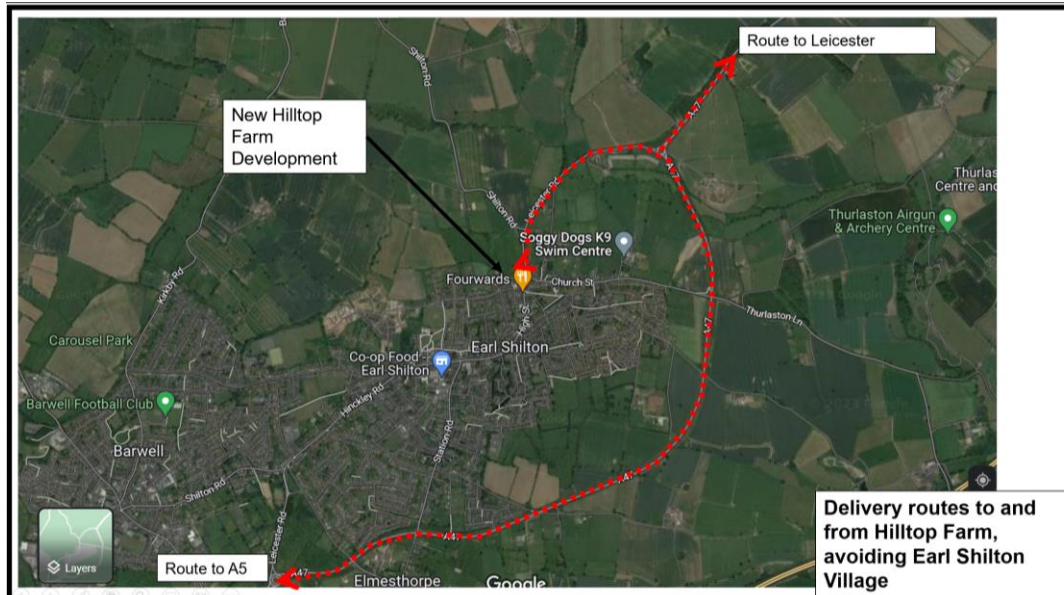
Due to the busy nature of the road already, parking will not be permitted for contractors on the road. The installation of drainage and hard standing areas for the site will be prioritised with the addition of a temporary car park to provide parking for site staff and contractors on site as per the layout above.

If Covid-19 restrictions allow, vehicle sharing will be promoted to reduce the amount of parking requirements on site as well as reducing emissions. If personnel are required to lodge away from home due to travel distances, local bed and breakfast will be suggested.

All visitors to site will be required to sign in, in the office and there will be a designated visitor parking space located on site should they travel by car. All visitors will be instructed to contact the Site Manager when at the vehicle gates so authorisation can be given to enter, at which point the vehicle marshal will open the gates and close them again after the car has passed through.

If a visitor is on foot, a separate access gate will be located adjacent to the vehicle gates which will allow pedestrians to access site directly into the pedestrian walkway area leading to the site cabins. Due to the size of the site the houses will not be handed over in phases, so there will be no existing residents present on site.

Traffic Route to Site



2.9 Storage of Materials

To prevent waste due to damage and loss, ultimately a just in time delivery schedule will be implemented to reduce the amount of materials stored on site, however some material storage is inevitable. Designated storage areas will be formed as shown on the traffic management plan and all materials will be stored safely and securely in there.

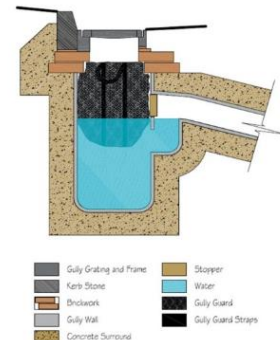
Construction materials such as cement, oils and fuels for site plant etc have the potential to cause pollution. All fuel, oil and chemical storage must be sited on an impervious base within a secured bund of adequate storage capacity. The risk of fuel spillage is greatest during refuelling of plant. Mobile plant would be refuelled either off site or within a designated area on hard standing. All pumps, hoses etc would be checked regularly.

No fires shall be lit on site for the duration of the works, all materials will be stored on site in a manner for them not to become damaged and therefore wasted. Separate skips will be used for general waste, plasterboard, metal and timber to allow these materials to be recycled. General waste will be transported to a waste transfer station to be sorted and any recyclables segregated further.

2.10 Wheel Washing

The tarmacked carparking and road areas will be the first to be constructed to minimise the amount of tracking on mud, however during the groundwork's operations, vehicles exiting the site may have the potential to carry deposits of mud or concrete trapped within their tyre grooves out onto the adjacent road. To prevent this from happening a wheel washing regime will be implemented. A designated operative will be responsible for completing the following: -

- Before leaving site, the vehicle will stop and turn off its engine. The driver will inspect the wheels and remove any heavy deposits with scrapers or the like.
- Following step one, wheels will be washed using a high-pressure jet wash lance ensuring that any residual deposits lodged in the tyres are removed. If required, the vehicle will move forward slightly to ensure the complete circumference of the wheel is cleaned.
- During winter months, additional gritting is to be applied to wheel wash area.
- The above shall be implemented for the duration of the ground works, including regular road sweeping as required.
- On completion, site operative is to ensure excess water does not migrate onto the road.
- As good practice, gully guards will be installed to local existing gullies (as image).



2.11 Surface Water Control

Due to the sloping nature of the site, the management of surface water during the construction phase of the works is of high importance. The following plan should be implemented to allow construction to take place without causing disturbance to the highway or neighbouring land.

Middlemarch are currently being employed to undertake badger surveys and offer specialist advice on how we can achieve a storm water outfall to the nearby brook that adjoins site on the west boundary for the site. We are required to install a storage pond as part of the permanent water management works which all drainage will fall into before out falling to the brook, so this will be one of the first elements to be constructed following the initial site strip. A hydrobrake manhole will be installed between the storage pond and the outfall point which will limit the flow of storm water into the existing brook to prevent any flooding, the discharge rates will be agreed with the LLA prior to installation.

We will form the new road ways on site and temporary ditches will be installed adjacent to the roads to carry all surface water run off to the balancing pond before out falling to the nearby brook. Before entering the storage pond, sumps will be installed to allow any silt to settle and prevent it entering the existing system. A land drain will be installed across the

new access road entrance at the boundary prior to the tarmac being installed to prevent any run off onto the existing highway. Once the new road has been constructed the permanent gullies will be installed and fitted with the “Gully Guard” product listed above to prevent silt and oils entering the system and maintain the water quality of existing infrastructure.

Surface water management RAMS have been produced and are located with **Appendix A** of this plan for a more detailed description of how surface water will be managed on site during construction works.

2.12 Waste Management

All construction waste will be taken to skips that are positioned around the site in strategic areas. If space allows, there will be segregated skips for timber, metal and plasterboard including a general waste skip.

To reduce the quantity of large HGV's entering site, the skips will be limited to an 8yd capacity, this will aid the smaller vehicles delivering and collecting them to turn around within the site. The refuse vehicles will follow the same rules as any other delivery wagon listed above.

2.13 Ground Contamination

Having reviewed the Phase 2 Ground Investigation report it is considered that there is unlikely potential for ground contamination to be found on site. However due to the size and condition of the site, there may be the risk of finding unknown sources during the site strip and groundworks.

If contamination is discovered, the works will be stopped immediately and area cordoned off to prevent access. Our Ground Remediation specialist will be contacted and asked to visit site for their opinion and take samples if required to identify the extent of the contamination.

Following the return of the sample results a specific remediation strategy and method statement will be formulated and submitted to the LPA for approval prior to the remediation works being carried out.

2.14 Health and Safety of Visitors and Nearby Residents

The Health and Safety of all personnel who work on and neighbour Tricas construction sites is always the number one priority whilst constructing a project. All site visitors will be able to access site by the procedures described previously in this document.

When a visitor accesses site, they will receive a visitor induction by the Site Manager which will explain what to do in the event of an emergency, locations of emergency equipment (fire points, first aid kits, muster point etc), the pedestrian routes and any relevant hazards that may be present on that day.

All visitors to site must be accompanied by the Site Manager or onsite supervisor of the subcontractor if the visit is on their behalf. All pedestrian routes will be formed using physical barriers with designated crossing points and all deep excavations on site will be fenced off locally with warning signage in place.

Visitors and nearby residents may be affected by noise, dust and vibration made during the construction project and these will be managed as follows.

Noise and Vibration

It is not envisaged that issues associated with noise and vibration will be encountered but industry recognised controls will be instigated.

Construction Noise

Several safeguards exist to minimise the effects of construction noise and these will apply during the construction of the proposed development infrastructure. The safeguards include:

- The various EC Directives and UK Statutory Instruments that limit noise emissions of a variety of construction plant;
- Guidance set out in BS5228: Part 1:1997, that covers noise control on construction sites; and
- The powers that exist for local authorities under Sections 60 and 61 of the Control of Pollution Act 1974 to control environmental noise and pollution on Construction sites.

In addition, the following measures will be considered, where appropriate:

- Any compressors brought on to site should be silenced or sound reduced models
- All pneumatic tools should be fitted with silencers or mufflers;
- Deliveries should be programmed to arrive during daytime hours only. Care should be taken when unloading vehicles to minimise disturbance to residents, delivery wagons to shut off their engines when stationary.
- Delivery vehicles should be prohibited from waiting within the site with their engines running; No equipment left running outside of the approved working hours shall be audible.
- All plant items should be properly maintained and operated according to the manufactures' recommendations in such a manner as to avoid causing excessive noise. All plant should be sited so that the noise impact at nearby noise-sensitive properties is minimised;
- Problems concerning noise from construction works can sometimes be avoided by taking a considerate and neighbourly approach to relations with residents.
- Works should not be undertaken outside the hours agreed with the local authority.
- Experience from other sites has shown that by implementing these measures, typical noise levels from construction works can be reduced by 5dB(A) or more. As construction works are temporary and noise levels have been calculated for a worst-case situation, no further mitigation measures are considered necessary.

Construction Vibration

Due to the nature of the construction, particularly the traditional foundation solution no excessive vibration inducing activities are envisaged.

Construction Dust

During construction, dust will be controlled on site by dampening down locally using water directed at the area. A dust mitigation measures plan has been included in **Appendix B** of this CEMP and will be made available on site all times for reference. The guidance has been taken from the IAQM construction dust report.

No equipment left running outside of the approved working hours shall be audible at the boundary of any occupied dwelling and facilities shall be provided for dampening down to prevent excessive dust. Road sweeping shall be carried out at regular intervals. There shall be no burning on site during the construction phase

2.15 Local Engagement and Complaints Procedure

We will take due care of the community and environment within which we will be working. The site team will have direct responsibility for fostering good community relations with all neighbouring residents and businesses. From the start of this project an individual directly involved in the management of the site will be identified as being specifically responsible for community relations. The single point of contact will be established for all liaison with the public.

We will initiate early and honest communications to establish a good rapport with the community to help negate problems that may arise during the construction process. Part of the process will be the distribution of regular Newsletters keeping our neighbours up to date with what has and will happen on site. We will ensure that any particularly sensitive works or issues are dealt with in a professional and accountable manner, with the public and local community kept informed always.

It is important that members of the public or interested parties can make valid complaints about the construction works. Such complaints can provide a valuable feedback mechanism which helps to reduce potential impacts on sensitive features and will also allow the construction techniques to be refined and improved. A complaints procedure will be set up on site and complaints dealt with at a higher management level if deemed necessary

Appendix A – Surface Water Management RAMS

METHOD STATEMENT & RISK ASSESSMENT (MSRA-12)



SURFACE WATER MANAGEMENT

Client	Tricas Construction	Date revised: November 2023
Contract	All associated groundworks as per agreement with Client	Review Date: November 2024
Location	Hill Top, Earl Shilton	Originator:
Job No.	0043	Dean Crowe

Works Comprises	Installation of Pipework into Brook				
Supervision	Site Supervisor – Paul Price – 07916 340543 All works supervisors will be qualified to SMSTS/SSSTS/NVQ Level 3 Occupational Supervisor (Gold Card) or NVQ Level 6 Construction Management (Black Card). A suitable deputy will be appointed in the event of absence from site, they will also have the minimum training requirements. Monthly H & S Visits will be conducted by Alliance in-house team				
Site Personnel	All Alliance Groundworks operatives and plant operators will have the relevant training, competency and experience to carry out their roles safely. Additional training will be provided as required.				
Working Hours	Working hours are 7:30am – 6pm Mon-Fri, 8am – 1pm Saturday, No working Sundays or Bank Holidays				
Welfare Facilities	Welfare facilities to include site canteen with adequate seating, drying room, adequate number of toilets for personnel on site. All facilities should be kept clean and tidy.				
Plant & Equipment	360° Excavator				
Induction Requirements	All Alliance operatives are to attend an onsite induction prior to starting works. This must detail emergency procedures, location of welfare and first aid facilities and any site specific hazards. This document will be brought to the attention of those carrying out the works.				
PPE	Alliance branded PPE to be worn at all times. High-Viz vest/Jacket, Steel toe cap boots with mid sole and hard hat to be worn as a minimum, additional PPE as detailed in this document.				
Permit Requirements	Permit to Break Ground		Confined Space Permit		Hot Works Permit
Emergency Procedures	All emergency procedures are to be made aware at induction stage or if there are any changes to the procedures or locations of first aid equipment.				

WORK SYSTEM	
1	Ensure written confirmation has been received to enable works to commence.
2	Area or works to be protected by heras fencing which should be in place prior to any plant or vehicle movements into the desired working area. Anti-climb fencing to be used.
3	Weather to be checked and flood alerts set up to prevent plant and operatives becoming 'bogged' down or stranded. Where weather gets problematic works are to stop until the land and environment can withstand the plant and machinery
4	Permit to dig to be completed and all operatives to be briefed on existing service drawings and CAT scan completed to ensure no live services present.
5	All works to be done under a watching brief due to active badger sets
6	Sand bags to be placed either side of the work area within the ditch and pumps set up where required to over pump the water around the work area.
7	Excavator to dig down to the correct level and to enable fitting of pipe work
8	Pipework to be installed with correct fall and into the correct position as set out. Pipes to be lifted using pipe lifter / pipe hook or chains.
9	Additional pipework to be installed to replace badger tunnels as required, depths and level to be achieved as per client specification.
10	Ensure the area has no contaminants on the ground or near the water course prior to removing the sand bags
11	Remove sandbags from ditch and remove any other equipment from the area.
The instructions in this method statement must be brought to the attention of all operatives involved in the above work activity SEE SILT MITIGATION MEASURES BELOW.	

EMERGENCY PROCEDURES

In the event of an accident notify the first aider immediately, for major injuries immediately call 999 or if in any doubt call 111.

In the event of a fire do not attempt to tackle the fire unless trained to do so.

In the event of discovering asbestos containing materials (ACM), stop work and immediately notify the site foreman for further instructions.

THE NEAREST HOSPITAL IS:

Address: LEICESTER ROYAL INFIRMARY, INFIRMARY SQUARE, LEICESTER, LE1 5WW

Telephone No: 0300 303 1573

What Three Words: JIGGLE.CANAL.UPHOLDING

ASSESSMENT OF RISK

Hazard	Likelihood			Severity			Risk		
	L	M	H	L	M	H	L	M	H
Underground / Overhead services	X				X		X		
Excavations		X			X			X	
Manual Handling	X			X			X		
Vehicles / Traffic Management		X			X		X		
Contamination		X			X		X		
Lifting Operations		X				X			X
Small machinery and tools	X			X			X		
Site Plant	X					X		X	

CONTROL MEASURES	ACTIONED BY
No persons to enter unsupported excavations. No materials to be stored on edges of excavations	Site Foreman / Operatives
	Site Foreman

Excavations to be inspected prior to entry and results recorded by a competent person, appropriate protection should be in place.	
Where there is a risk of flooding identified entry into excavation is prohibited	Site Foreman
Safe access and egress provided where required. Ladders must be tied and access gates used where required.	Site Foreman
Lift plans to be in place and lifting equipment to be within 6 month test and certificates available on site.	Site foreman
Fencing and barriers erected to prevent falls and vehicles falling into excavation	Site Foreman / Operatives
All manual handling to be minimised where possible and mechanical means used for lifting	Operatives
Exclusion zone in place when lifting operations are being undertaken. No one to be within the lift radius or stood underneath the load	Site Foreman
All plant and machinery to be tested and inspected as per manufacturers recommendations.	Site Foreman / Plant dept
All plant operators to be competent and trained (CPCS/NPORS)	Site Foreman
Plant and machinery to have height restricted whilst working under overhead lines	Plant Dept / Site Foreman
Ensure site perimeter is secure at all times, any signs of trespass must be reported to the client	Site Foreman
Ensure pedestrian access to the work area is kept separate from the large earthmoving equipment	Site Foreman
Operatives to be aware of flood risks and sign up to alerts via 24-hour flood line 0345 988 1188	All
Ensure adequate silt measures are in place (some examples available in this document)	All
Any underground services found that are not present on any service drawings provided must be treated as live.	All

Works to be carried out under a watching brief	Site Foreman
Works must cease if badgers are present or requested by the watching brief	Site Foreman

NOISE LEVELS:	Ear protection to be provided if noise exceeds 80db (A)
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P.P.E. TASK RELATED		Note: Site rules may require some PPE to be worn at all times ✓ Must be worn R Use is recommended					
							
✓	✓	✓	R				
Safety Boots (BS EN 345)	Hardhat (BS EN 397)	Hi-Viz Clothing (BS EN 471)	Gloves (BS EN 388)	Ear Defenders (BS EN 352)	FFP3 Dust Mask (BS EN 149)	Eye Protection (BS EN 166)	Overalls
							
Harness s	Full Face Shield	RPE	Airshield Pro APF20	Arc resistant Clothing (IEC61482-2018			

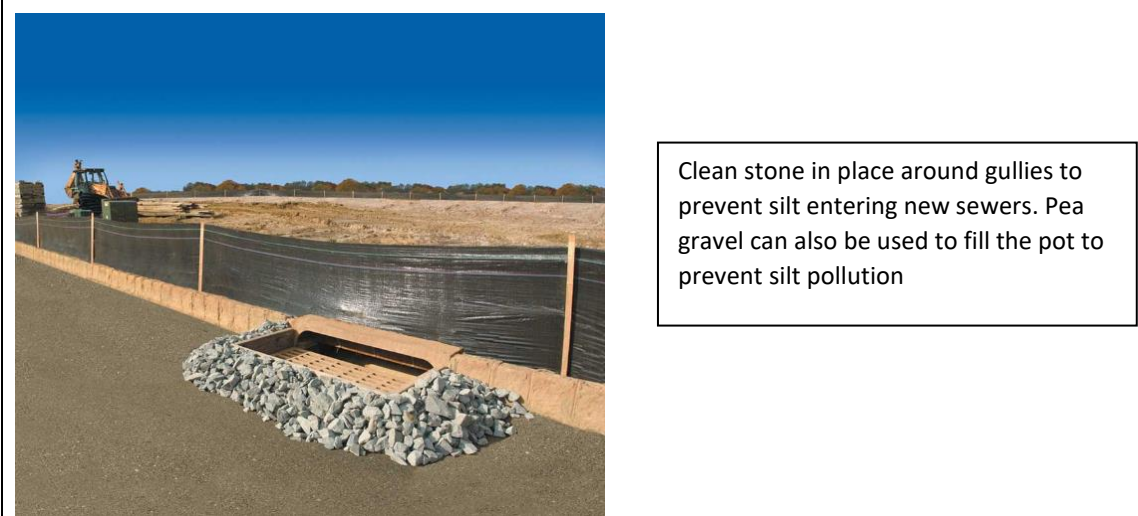
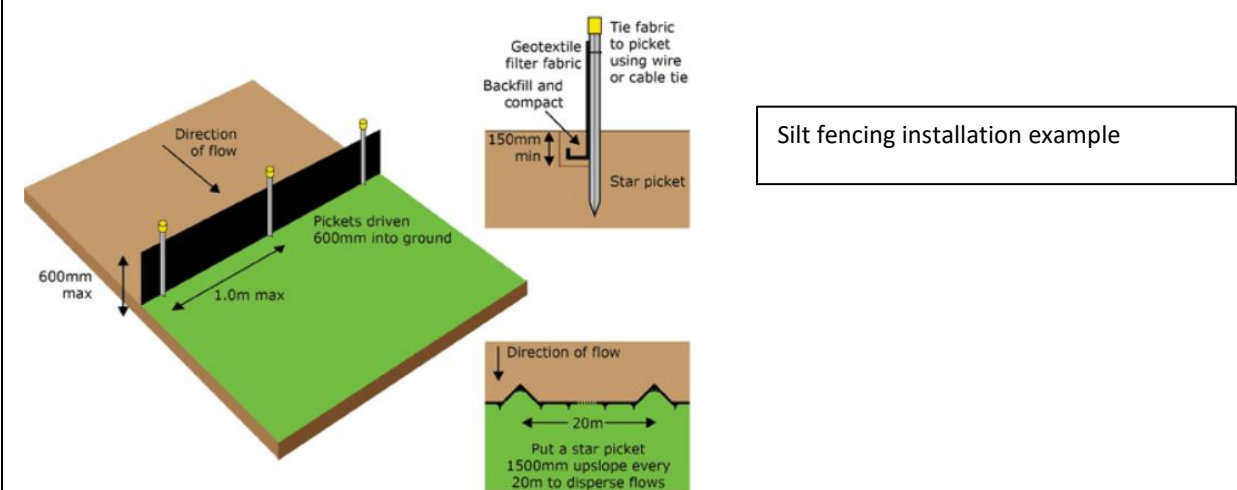
RISK LEVEL

VERY LOW	LOW	MEDIUM	HIGH	VERY HIGH
SAFE TO PROCEED	SAFE TO PROCEED WORK UNDER	PROCEED WITH CAUTION UNDER CONTROL	PROCEED WITH CAUTION UNDER FURTHER	UNSAFE DO NOT PROCEED

	CONTROL MEASURES	MEASURES AND REVIEW WHERE REQUIRED	SUPERVISED CONTROLS	
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FURTHER MEASURES / INFORMATION:

Example of silt mitigation measures





Sediment mats can be placed in the water course to catch any silt pollution



Rhino socks should be used when pumping ground water

Appendix B – Dust Mitigation Measures Assessment

Mitigation Measure	Hill Top Farm Solution
Communications	
1. Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.	Newsletters will be distributed regularly to notify residents of onsite activities that are anticipated, and set up a clear line of communication to the site manager so any concerns can be raised and dealt with.
2. Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager.	The site manager will be responsible for this with the aid and support of Tricas' in house Health and Safety adviser. This will be displayed on our community board adjacent to the site pedestrian access.
3. Display the head or regional office contact information	This will be displayed on our community board adjacent to the site pedestrian access.
4. Develop and implement a Dust Management Plan (DMP), which may include measures to control other emissions, approved by the Local Authority. The level of detail will depend on the risk, and should include as a minimum the highly recommended measures in this document. The desirable measures should be included as appropriate for the site.	Dust management plans will be produced within each individual Risk Assessment and Method Statement for the subcontractor specific activities. How dust is managed will depend on the activity, collective measures may be required but eliminating the risk at source will always be the preferable method.
Site Management	
5. Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.	This will be done through open discussions with the local community following the distribution of newsletters. These will be logged as part of the weekly site management reviews but will be dealt with immediately if/when the complaint is made.
6. Make the complaints log available to the local authority when asked.	The records will be held on site within the site filing structure.
7. Record any exceptional incidents that cause dust and/or air emissions, either on- or offsite, and the action taken to resolve the situation in the log book.	Within the health and safety filing system.
8. Hold regular liaison meetings with other high risk construction sites within 500 m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised. It is important to understand the interactions of the off-site transport/deliveries	Not required for this project

which might be using the same strategic road network routes.	
Monitoring	
9. Undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100 m of site boundary, with cleaning to be provided if necessary.	To be undertaken during the initial demolition and ground works only. Not deemed applicable during superstructure works as site vehicles will be running on tarmac and dust producing activities will be minimal.
10. Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local authority when asked	This will be carried out on a weekly basis by the site manager as part of their Weekly specific Health and Safety tour, it will also be monitored by the safety advisor on their monthly visits.
11. Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.	Site manager will do this daily if required with the help of the foreman responsible for the particular activity.
Preparing and maintaining the site	
13. Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible.	The site is programmed so that the roads will be installed as one of the first operations, this will give site traffic a clean surface to run on so dust will not be thrown into the air by plant.
14. Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site.	The site is already bound by a natural hedge which will prevent majority of the dust escaping the perimeter of site. Majority of dust will be produced by cutting bricks and concrete, all cuts will be completed wet, with suitable dust suppression to reduce any dust.
15. Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period	This is not deemed applicable to our site works.
16. Avoid site runoff of water or mud.	A local land drain will be installed across the entrance to prevent run off onto the road and

	a wheel washing station will be utilised to prevent to transfer of mud onto the highway.
17. Keep site fencing, barriers and scaffolding clean using wet methods.	Scaffolds will be cleaned down as and when necessary.
18. Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on-site cover as described below.	All stock piles to be banded and sealed to prevent dust being produced.
19. Cover, seed or fence stockpiles to prevent wind whipping.	All stock piles to be banded and sealed to prevent dust being produced.
Operating vehicle/machinery and sustainable travel	
20. Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone and the London NRMM standards, where applicable	Site is not located within this Zone
21. Ensure all vehicles switch off engines when stationary - no idling vehicles.	This is also reiterated in the CEMP and travel and logistics plans
22. Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable.	A temporary builders supply has been applied for so all welfare facilities will be run off mains power.
23. Impose and signpost a maximum-speed-limit of 15 mph on surfaced and 10 mph on unsurfaced haul roads and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the local authority, where appropriate)	The site speed limit will be set to 10mph for safety reasons anyway. This will be signed as you access site and be reiterated within site inductions.
24. Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials.	This has been completed for the site for each phase of the project.
25. Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing)	This is included in all site inductions and is discussed in Tender Clarification meetings prior to new subcontractors coming to site
Operations	
26. Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as	All brick and concrete cutting will utilise water suppression methods, when cutting wood, dust extraction vacuums will be used with the

water sprays or local extraction, e.g. suitable local exhaust ventilation systems.	correct filters to prevent and dust escaping into the atmosphere.
27. Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.	Temporary water supplies will be available on site.
28. Use enclosed chutes and conveyors and covered skips.	Covered skips only to be used when deemed necessary, all waste from scaffold will be extracted using the telehandler to negate the need of using rubbish chutes.
29. Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.	This will be risk assessed by the demolition and groundworkers within their task specific RAMS.
30. Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.	Before any property is cleaned out, following the superstructure completion, all floors will be damped down prior to sweeping to prevent dust entering the atmosphere, the operative completing the task is to also wear a face mask as an additional defence.
Waste management	
31. Avoid bonfires and burning of waste materials.	This is a company policy and will not be tolerated on site.
Measure Specific to Demolition	
32. Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).	This will form the main sequence of how the buildings are to be demolished wherever possible.
33. Ensure effective water suppression is used during demolition operations. Hand held sprays are more effective than hoses attached to equipment as the water can be directed to where it is needed. In addition high volume water suppression systems, manually controlled, can produce fine water droplets that effectively bring the dust particles to the ground.	The demolition will take place during Autumn so it is not envisaged that excessive dust will be produced, however water dust suppression will be available during demolition if it is required.
34. Avoid explosive blasting, using appropriate manual or mechanical alternatives.	Not applicable to this scheme.

35. Bag and remove any biological debris or damp down such material before demolition.	A registered asbestos contractor will be employed to carry out any specialist removal works that may be required.
Measures specific to earthworks	
36. Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable..	This will be undertaken following any areas that have been topsoiled.
37. Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable.	Any trees cut down will be mulched and this will be used to cover walkways.
38. Only remove the cover in small areas during work and not all at once	Not applicable for the type of works being undertaken on site.
Measures specific to construction	
39. Avoid scabbling (roughening of concrete surfaces)	Not Applicable to site
40. Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.	This will be part of the site specific materials management plan with dedicated storage areas for sands and aggregates.
41. Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.	Not applicable to this site.
42. For smaller supplies of fine power materials ensure bags are sealed after use and stored appropriately to prevent dust.	Plaster will be stored on pallets and be covered with plastic.
Measures specific to trackout	
43. Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being continuously in use.	A contract will be set up with a local road sweeping company to remove any mud on roads and it's frequency will be continually assessed. Although the main prevention measure will be to thoroughly wash the wheels of any vehicles leaving site and provide a hard (tarmac) surface for them to run on as soon as possible.
44. Avoid dry sweeping of large areas.	No dry sweeping to take place.

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45. Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.	All skip and tipper wagons to have nets in place before the site vehicle marshal will permit them to exit site.
46. Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable.	This will be carried out as part of Site Management safety tours.
47. Record all inspections of haul routes and any subsequent action in a Site log book.	This will be recorded within the weekly site management safety record.
48. Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowsers and regularly cleaned.	Reflected in the programme of the works for the site.
49. Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).	Wheel washing station will be set up on site with filter drain to prevent run off onto the carriageway. Gulley guards will also be installed within local road gullies to prevent them becoming silted up.
50. Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits.	Wheel wash facility to be located at least 20m from site exit
51. Access gates to be located at least 10 m from receptors where possible.	Two sets of gates to be installed on site, one on the boundary which will be kept locked overnight and a secondary set which will be used to control site access during the day.