

Construction and Logistics Plan

For

56a – 60 North Rd,
Three Bridges,
Crawley.
RH10 1RH

Distribution of the Plan

Date	Issued to	Revisions The CLP will be reviewed and monitored regularly, as part of the Planning for Risk Meetings held on site
23/08/16		
27/08/16		Planning Submission

Details of persons submitting CLP

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Dennis Jones CMIOSH (SHE Advisor)

Ref: 4644

North Road Construction Management Plan

Index:

General Scope

Description of Works / Site Management

Proposed hours of working and days of the week

Information board

Communication

Notification to neighbours

Complaints Procedure

Delivery and storage

Consolidated /re-timed loads

Site Vehicle Details

Safety of the Public

Parking

Public Transport:

Plant Inspection

Vehicle Emissions

Mud on roads

Avoidance of dust

Diesel/Petrol/Oil Storage

Dust Pollution

Demolition

Noise and vibration from plant

Crushing or treatment of stock piles

Handling of liquid run – off

Lighting Impacts

Burning on site

Controls and Monitoring / Risk Management Guidelines

North Road Construction Management Plan

Appendices:

Appendix 1 Risk Assessment

Appendix 2 Samples of Risk Management Guidelines (RMG's)

Appendix 3 Logistics Plan

Appendix 4 Site Hoarding/ Notice Board Photos

Appendix 5 Complaints/Comments/Compliments (ABSE Form 040)

Appendix 6 ABSE example of recorded waste categories

Appendix 7 Dust Suppression

North Road Construction Management Plan

CLP

This Construction and Logistics Plan shows that Allenbuild will use all best endeavours to minimise disturbances including but not limited to noise, vibration, dust, smoke and plant emissions emanating from the site during construction.

Description of works:

New build construction of 24. Residential apartments comprising two blocks to provide 14 x two bedroom and 10 x one bedroom units. to include the complete design, site clearance, demolition and construction of the Works including all associated services, drainage, infrastructure and external works The project is comprised of one building over a ground, 1st and smaller 2nd story.

We have considered the site restrictions to the proposed works and have produced a scheme for completing the works as outlined within our logistics plan. The works are located on the junction of North Rd and Forge Rd. We have considered the restrictions and any potential interface with local residents with emphases being paid to the safety and welfare of everyone who may be affected by the proposed works during construction.

Site Management

The Project Manager, together with his site team will be responsible for the co-ordination of deliveries and access arrangements. They will be responsible, on behalf of Allenbuild for the implementation and enforcement of all duties and strategies included in this document.

The construction team will reduce as far as possible any potential impacts of construction on the highway network, local residence during the construction of the North Rd project. They will ensure that the development does not prejudice the free flow of pedestrian and vehicular traffic and conditions of safety on the highway in particular to Forge Rd.

A complaints and communication procedure will be in place.

The Project Manager, will be solely responsible for maintaining communication with neighbouring properties and businesses. They will also deal with any complaints made and will head up any investigation required. Records of these complaints will be kept on site along with any corrective measures required as a conclusion of the investigation.

Proposed hours of working and days of the week

Days and hours of operation;
0800 and 1800 Monday to Friday
0800 and 1300 Saturday

No deliveries will be made on Sundays and bank holidays. All in accordance with the local authority guidelines

North Road Construction Management Plan

Information board

The site boundary will be defined by a clean well, maintained hoarding. Safety signs and notice boards will be erected in accordance with company procedures. A Site Safety Notice Board will be located in a prominent position of the project and regularly update. Our site hoarding and H&S notice boards are clearly erected with the relevant information displayed as shown in our site photos (refer to appendix).

Communication Route

The site induction is the primary means of communicating the Construction and Logistics Plan to all sites personal. The site induction is carried out by the Project/ Site Manager to new operative and on the first day at work.

The Method Statement and Risk Assessment for individual activities including banksman/Road Marshall will be produced by the specialist sub-contractor for Allenbuild to review and incorporate with in the plan.

Before construction commences the project manager will contact nearby residents and businesses, to address any specific concerns that they may have. We anticipate an on-going liaison between these parties. Coordination with the other developments will be undertaken and evidence will be provided that correspondence with these developers has occurred.

We will also drop a newsletter on regular interval to all of the above and advise them of our current and future activities. Any issue raised will be addressed by the project manager

Site contact number will be placed in a prominent place with 24hr contact numbers displayed.

Notification to neighbours of building works

We will drop initial introductory letter to neighbours prior to the commencement of any site works, all occupiers surrounding the site will be notified in writing of the nature and duration of works to be undertaken.

The name and contact details of a person responsible for the site works is included in the introductory letter and this will be used for all enquiries and complaints for the entire duration of the works and updates of work will be provided regularly and any complaints will be properly addressed as quickly as possible as part of **Allenbuild's commitment to the Considerate Contractors Scheme.**

Complaints Procedure

Whenever an incident on site has occurred with a 3rd party/local neighbour, a formal complaints procedure should be brought to the site management attention whereby an ABSE Complaints Form (040) is completed by the site manager or the complainant (Appendix 4 refers). When the incident is recorded it is subsequently raised to the SHE advisor who shall then act upon the complaint and close out as soon as practical.

North Road Construction Management Plan

Access Routes/ (Route information)

The site induction and pre-order meetings are the primary means of communicating to contractors, deliveries and visitors so they are made aware of the agreed route. The ideal route will be issued to all parties as indicated in the attached traffic plan.

All traffic and pedestrian management measures, will be included on a Traffic Management Plan and necessary signage will be displayed as agreed with the local Highways and Transport.

Due to nature of the site and surrounding network deliveries must be restricted between 10-4pm to keep them from the busy school and pedestrian periods.

Deliveries of the material will be arranged to incorporate in the fabric of the building. All the material will be segregate and stored at ground level on hard standing within site boundaries

Details of the Route for access and egress to the site can be found in **Appendix 2** of the plan.

Delivery and storage

The new access to the site will be via Forge Rd as indicated on the attached plan, the new entrance to the site and the associated hard standing will be the 1st section of works to be completed and will allow for controlled vehicular and pedestrian access to the site.

The existing access in North Rd will be used during the construction of the new hard standing

The general ground works and foundations for the new flats will be carried out within the site to minimise the impact on the local residents.

Deliveries to site will be mostly on rigid lorries with a suitable HIAB crane for unloading materials on site.

Consolidated /re-timed loads

In promoting Corporate Social Responsibility, we promote local employment and economy. This is achieved by using local supply where feasible. This improves local health by reducing freight impacts such as fossil fuel usage, congestion, pollution, and road construction and road casualties.

All our deliveries will be scheduled / sequenced to ensure that our site can accommodate delivery vehicles. No vehicles will arrive at our site outside an agreed time and if a delivery vehicle arrives it will be turned away and returned back to depot, this will further eliminate unnecessary congestion and nuisance especially for local traffic. Construction will be planned to minimise disruption to road traffic.

Safety of the Public

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

North Road Construction Management Plan

The site boundaries will be protected by the erection of hoarding with controlled access to the works. The main site pedestrian access into site will be located on the West side of the site in Forge Rd adjacent to the main vehicular entrance. The door shall have a key coded lock for site personnel to enter and will be kept shut during working hours to restrict unauthorised access to the site during operational periods. All visitors must call the site management team prior to entering the site.

Parking

Parking on local streets will be discouraged and the Allenbuild site team is vigilant in ensuring that site personnel or visitors do not park illegally. Should any sub-contractor decide to continue to park illegally, Allenbuild will not hesitate to remove that contractor from the site. There is strictly no parking for any local residents on site and shall be strictly prohibited whilst construction works are on-going until completion / handover.

Public Transport:

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

Site meetings are arranged with a view to ensuring that attendees can use the public transport system to arrive and disperse from the meetings. Details of the local bus and rail networks – identifying key routes to the project will be posted on site notice boards and will be covered in the site induction to promote the use of public transport.

The Allenbuild site team is encouraged to become familiar with the local transport systems and operating times and to pass this information onto all personnel on site.

Plant Inspection

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

All other plants will be inspected on regular interval and findings recorded. All defective plants will be repaired or removed from site.

Vehicle Emissions

All construction vehicles are required to comply with relevant European standards.

Suppliers and drivers are required to:

Switch off their vehicle's engine when stationary to prevent exhaust emissions

Maintain vehicles including engines in tune and catalysts working efficiently

All vehicles used by contractors must comply with MOT emission standards at all times

North Road Construction Management Plan

Site Vehicle Details

Vehicles entering the site for deliveries will include heavy and light goods vehicles which are not limited to the following and are as detailed below;

- Concrete wagons (8.5 x 3m)
- Rigid Lorries (8.8m x 3m)
- Mobile Crane(s) (17.6 x 3m)
- LGV's (2.5 x 5m)

Frequency of deliveries

North Rd Crawly is a small development of only 24 units and therefore delivery density will not be high over the duration of the construction process. There will be periods when deliveries will peak and during elements of the construction process. The below periods will have the highest number of larger deliveries.

- **Demolition/site clearance**
 - For 6 weeks-approx-delivery of plant, removal of demolition waste (4 per middle week), removal of foundations (2 per day 4th week), removal of existing oversite (4th week 3 lorries per day). Clearing site and readying for main construction and site establishment. All rigid Lorries.
- **Sewer and storm cell construction**
 - For 3 weeks-excavation of attenuation tank and drainage, removal of spoil, installation of attenuation cells, backfilling and levelling of site. 1st week 3-5 lorries per day removing spoil, 2nd week, delivery of tanks cells 3 deliveries total, 3rd week, 3-4 deliveries for back filling. All rigid lorries.
- **Foundations/substructure**
 - For 5 weeks following on from the drainage installation. Excavation and removal of spoil for 1st 2 weeks, 4-6 lorries removing waste/delivering concrete to/from site on a daily basis. All rigid lorries
- **Brickwork/scaffold**
 - For 16 weeks following the foundation works, daily deliveries of bricks, block and mortar. 3-5 deliveries per day depending of programme. All rigid lorries
- **Roof structure/cladding**
 - For a period of 8 weeks, crane located on site to lift trussed into position for the 1st 2 weeks. Daily delivery of roof trusses for 2 weeks. 1-2 deliveries per during tile installation
- **Fit out period**

North Road Construction Management Plan

- For a 16 week period. At this time heavy traffic will drop markedly and deliveries will be on smaller lorries and carrying lighter site building materials. 1-2 rigid lorries per day with 3-4 small trucks and vans delivering sundries and lighter building materials.
- **Final landscaping /site completion**
 - For 10 weeks, removal of hoarding, hard and soft landscaping and final completion of site. 3-4 rigid lorries per day delivering materials and removing spoil from site. Smaller vehicles 3-4 per day delivering final fixtures and fittings.

We have tried to assess the likely traffic loading for the North Rd site and have based our assessment on rigid lorries as opposed to articulated lorries due to the tight nature of the surrounding roads and the highlighted pinch point on the route to site. If the use of an articulated lorry is required we will make special arrangements for the lorry to be guided to site. The construction period is currently assessed at 60 weeks with some of the above periods overlapping during the construction phase.

Mud on roads (If required Wheel washing facilities will be provided or jet wash.)

Most area of the site is covered by hardstanding and the materials to be used for construction will predominantly be of a granular nature. The potential for mud is therefore much reduced, and by segregating the on-site traffic from the delivery vehicles this can be further reduced.

However there is still the potential during certain phases of the construction for vehicle washing and road sweeping to be required. Allenbuild will therefore enforce strict measures to avoid the environmental nuisance of mud on roads.

These measures may include but are not limited to:

Use of on approved mechanical road sweeper to clean the site of any mud or debris deposited by site vehicles within the vicinity of the site.

Waste

Allenbuild will, as far as is reasonably practicable, take all precautions and measures to ensure the effective control of waste/pollution.

Procedures will be continuously developed to ensure that all 'controlled waste' produced or held as a broker is disposed of in accordance with legislation, codes of practice and guidance notes. Only registered or exempted waste carriers and managers will be used and regular monitoring will be maintained to ensure compliance with relevant legislation by carriers and sub or work package contractors.

All waste is recorded via our Site Waste Management Plan which breaks down the waste categories of how much we expect to dispose of. The table (Appendix 5 refers) provides a summarised breakdown of how much waste shall be disposed of using our calculations based on project specific information and waste tickets obtained from site management.

Diesel/Petrol/Oil Storage

North Road Construction Management Plan

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

Dust Pollution

Best Practicable Means (BPM) will be used in controlling dust emissions, in accordance with the Best Practice Guidance by the GLA 2006 for The Control of Dust and Emissions from Construction.

Where operations will create a large amount of dust, appropriate actions will be taken to keep it to a minimum. Operations to be controlled in this way include:

Rubbish dumping in skips – sheeting shall be used to prevent the escape of dust, particularly during transportation.

Earthworks/Haulage routes on site – Dust will be controlled at source using vehicle speed restrictions and/or damping down procedures. (Precautions will be taken to ensure that water used in the damping down process, which may have become contaminated, does not run into a watercourse or sewer).

All vehicles will be checked for cleanliness before leaving the site, where necessary the wheels will be cleaned to minimise debris on the highway.

All existing highways used by vehicles entering and exiting from the site shall be kept clean and clear of all dust and debris. All dust, mud etc spreading onto these highways shall be immediately cleared with a road sweeper.

Demolition

The works shall also include for all necessary site clearance and demolition of numbers 56a-60 North Rd and all other structures on the site whatsoever.

Noise and vibration from plant

Best Practicable Means (BPM) will be used, including low vibration methods and silenced equipment and machinery, in accordance with the Approved Codes of Practice of BS5228:2009 for noise and vibration control on construction and open sites.

Allenbuild shall employ the best practicable means to minimise noise and vibration produced by the operations and will have regard to the recommendations in BS 5228 “Noise Control on Construction & Demolition Sites”.

All mechanical plant and vehicles will be fitted with effective exhaust silencers and will be maintained in good and efficient working order.

All compressors and generators will be sound reduced with acoustic covers which will be kept closed whilst in operation. Any ancillary pneumatic equipment will be fitted with mufflers of the type recommended by the manufacturer

North Road Construction Management Plan

Plant in intermittent use shall be shut down in periods between works or throttled down to a minimum. All noise and vibration producing plant/ operations will be carefully controlled.

Handling of liquid run – off

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

Crushing or treatment of stock piles

If required the demolition company will obtain permit from the LA.

Lighting Impacts

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

Burning on site Dark smoke and nuisance

During the demolition and construction period the burning of waste on the site **will not be permitted** under any circumstances. No waste materials should be burnt on site of the development hereby approved.

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

Controls and Monitoring

Allenbuild's Construction Phase Plan (CPP) details the on-site management of these issues. The CPP is an integral part of the project's implementation strategy for controlling issues that have the potential for impacting on the wider community.

Monitoring and review of the procedures proposed in this plan will be carried out monthly or as required during the Health and Safety inspection carried out by the Safety Advisor. The inspection report will identify failures to comply with this plan and in consultation with the Project Manager detail actions and responsibilities to ensure ongoing compliance.

Risk Management Guidelines (RMG's)

ABSE use Risk Management Guidelines (RMG's) that have been established to improve job specific assessment of risk and development of appropriate controls. Generic risk assessments and method statements can therefore be avoided.

RMG's can be used to assist in the development of method statements; to take the place of method statements for straightforward low risk activities; used to check submitted method statements by specialist sub-contractors and to act as an agenda at pre-start meetings with contractors.

North Road Construction Management Plan

RMG's will be completed when the specialist sub-contractors are appointed.

Completed RMG 67; Noise and Vibration and RMG 72: Air pollution and Dust are attached in **Appendix 7**

Before any of their works commence Allenbuild will be in receipt of the method statement from the demolition contractor along with a copy of their health & safety policy, insurance details etc, which will all, be vetted to determine if the contents meet our required standard.

All our site boundaries will be totally enclosed by clean, safe and well-maintained hoardings. These hoardings will be designed to allow the displaying of relevant signage and notice boards to ensure good communication with the neighbouring populace. 110v bulkhead lights will be installed as part of the hoardings to ensure footpaths; signage and notice boards are well lit

APPENDICES

APPENDIX 1

Appendix 1 Significant hazards and risks associated with the use of vehicles in construction

Examples of measures to avoid common problems and control the risks associated with the use of vehicles in construction the agreed procedures are incorporated within the Construction Logistics Plan

Significant Hazard				Avoid	Control			
Location of Offices and welfare facilities <ul style="list-style-type: none">• Restricted Traffic Route visibility• Restricted site access and room around site• Areas of restricted visibility, width, or weight limits				Locate offices and welfare facilities and other areas of frequent pedestrian activity away from primary site traffic routes	Provide signs and pedestrian and vehicle control measures where vehicle routes cross pedestrian routes. Provide safe pedestrian routes from parking areas to workplaces Provide clear signs and instructions to pedestrians			
Risk Assessment	Prob	Severity	Risk	Procedure to reduce Risk Refer to	Residual risk	Prob	Severity	Risk
	3	3	High	Environmental Management Plan		2	3	Medium

Significant Hazard				Avoid	Control			
Parking areas/Vehicle Movement <ul style="list-style-type: none">• Unintended vehicle movement• Lack of vehicle and pedestrian separation• Public• Obstructions and services• Storage areas and loading bays• Vehicle facilities• Vehicles crossing ahead• Vehicles emerging from left/right be aware of construction traffic				Designers <i>and</i> traffic route planners: Design separate traffic and pedestrian work areas and routes. Principal contractors and contractors: Plan work to minimise traffic movements. Exclude pedestrians from high-risk areas	Provide safe pedestrian routes from parking areas to offices, welfare facilities and workplaces Provide clear signs and instructions to workers. Contractors/plant hirers: Select vehicles with appropriate braking systems. Ensure effective inspection and maintenance procedures are put in place			
Risk Assessment	Prob	Severity	Risk	Procedure to reduce Risk Refer to	Residual risk	Prob	Severity	Risk
	3	3	High	Environmental Management Plan		2	3	Medium

Significant Hazard				Avoid	Control			
Ground conditions <ul style="list-style-type: none"> Contaminated land and muddy sites Edges of roadways, excavations, pits, Watercourses, Spoil heaps, etc Edges and steep gradients 				Designers <i>and</i> traffic route planners: Remove, or re-route traffic away from steep gradients and edges. <i>Principal contractors:</i> Reduce gradients by levelling traffic routes	Allenbuild and contractors: Restrict vehicle use in hazardous areas to those vehicles designed to cope with the conditions. Install protection to edges, eg stop blocks and warning signs, etc			
Risk Assessment	Prob	Severity	Risk	Procedure to reduce Risk Refer to Environmental Management Plan	Residual risk	Prob	Severity	Risk
	2	2	Medium			1	2	Low

Significant Hazard				Avoid	Control			
Obstructions and services <ul style="list-style-type: none"> Overhead services Underground services 				Designers <i>and</i> traffic route planners: Relocate services or re-route traffic away from them <i>Principal contractors:</i> Prevent unsuitable vehicles entering the site.	<i>Principal contractors:</i> Provide physical protection, eg goalposts and warning signs at overhead restrictions and services.			
Risk Assessment	Prob	Severity	Risk	Procedure to reduce Risk Refer to Environmental Management Plan	Residual risk	Prob	Severity	Risk
	2	2	Medium			1	2	Low

Significant Hazard				Avoid	Control			
Noise and vibration				Principal contractors: Specify standards for vehicles used on site, where necessary	<i>Contractors:</i> Ensure vehicles are used within the limits of their design and are maintained safely			
Risk Assessment	Prob	Severity	Risk	Procedure to reduce Risk Refer to Environmental Management Plan	Residual risk	Prob	Severity	Risk
	1	2	Low			1	2	Low

Significant Hazard				Avoid	Control			
Traffic & Pedestrian Routes <ul style="list-style-type: none"> Primary traffic routes Secondary traffic routes Emergency access for emergency services Restricted traffic route visibility 				Principal contractors: Primary traffic routes should allow the safe passage of site and delivery vehicles away from pedestrian routes Define safe routes for all vehicle operations on site Establish one-way systems where possible Locate vehicle washing areas, sheeting gantries, and weigh bridges off primary vehicle routes Primary traffic routes should allow the safe passage of site and delivery vehicles away from pedestrian routes Establish one-way systems where possible.	Establish primary pedestrian routes which provide safe access to work areas, away from main vehicle routes where reasonably practicable Provide physical protection where pedestrians are at risk of being struck by vehicles or their loads Provide protected pedestrian routes in areas where vehicles regularly pass Establish crossing points and pedestrian control measures where necessary			
Risk Assessment	Prob	Severity	Risk	Procedure to reduce Risk	Residual risk	Prob	Severity	Risk
	3	3	Med	Refer to Environmental Management Plan		2	3	Med

Any changes made to the Construction Logistics Plan need to be communicated to site workers and visiting drivers. Workers and their safety representatives should be consulted on any changes, which may significantly affect their health and safety. The information on transport management contained within the Environmental Management Plan will need to be updated as the project progresses and traffic routes and site rules change.

PROBABILITY: 1 = Unlikely 2 = Reasonably Probable 3 = Probable x

SEVERITY: 1 = Slight Injury 2 = Serious Injury 3 = Major Injury or Death

RISK: - 7-9 = High: Great chance of harm Avoid if not possible then strict adherence to the methods of control must be applied

3-6 = Medium: Some chance of harm. Control and Supervision required.

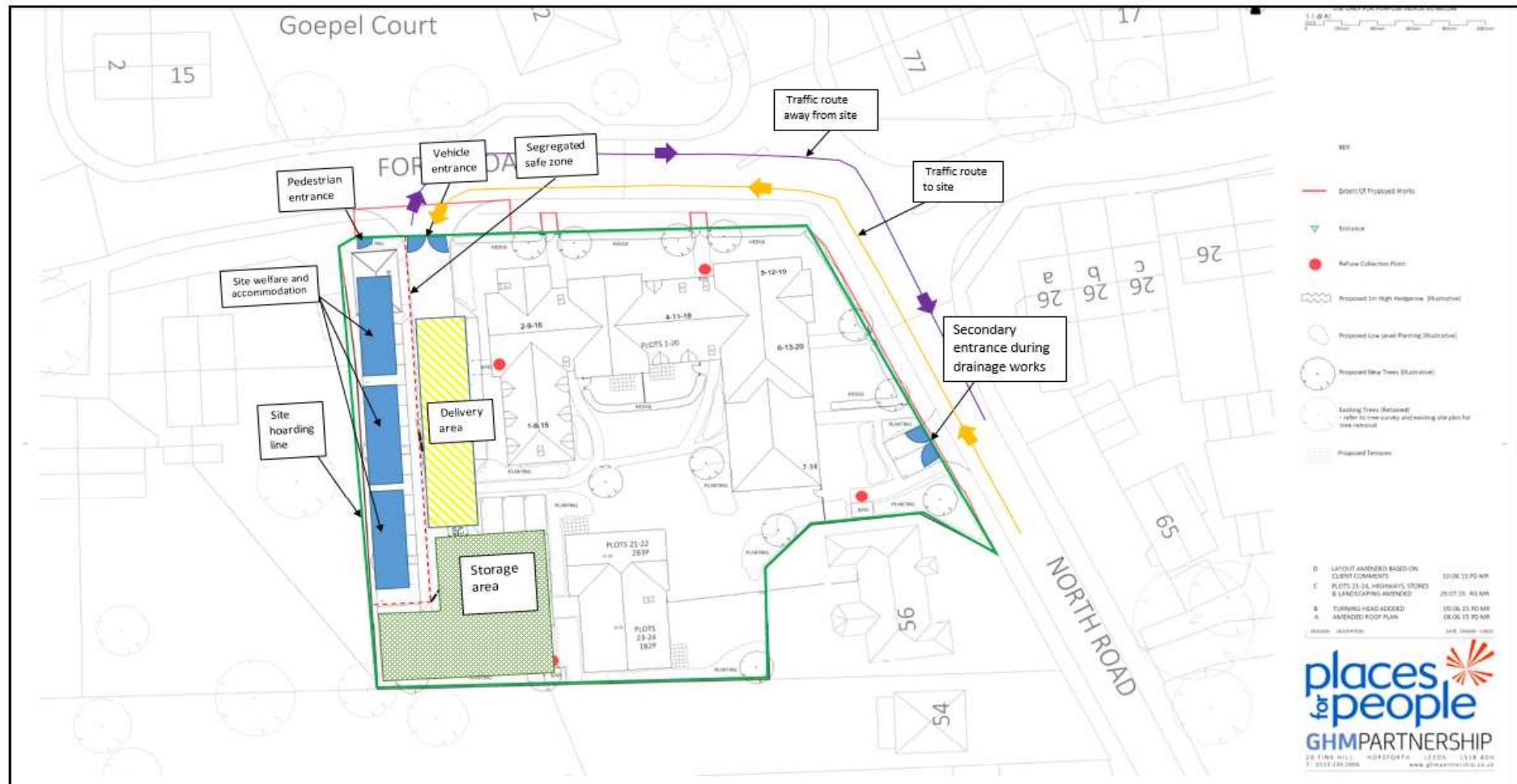
1-2 = Low: Little chance of injury or health damage Control and Supervision required

APPENDIX 2 – Risk Management Guidelines (RMG's)

<p>Allenbuild's Construction Phase Plan (CPP), details the on-site management of these issues. The CPP is an integral part of the project's implementation strategy for controlling issues that have the potential for impacting on the wider community.</p> <p>ABSE use Risk Management Guidelines (RMG's) that have been established to improve job specific assessment of risk and development of appropriate controls. Generic risk assessments and method statements can therefore be avoided.</p> <p>RMG's can be used to assist in the development of method statements; to take the place of method statements for straightforward low risk activities; used to check submitted method statements by specialist sub-contractors and to act as an agenda at pre-start meetings with contractors.</p>	RMG	Relevant Communications
	RMG 63: Storage of liquids in barrels etc	TBT 1 & 2
	RMG 64: Dealing with spills	TBT 1 & 2
	RMG 66; Housekeeping	TBT 3 & 4
	RMG 67; Noise and Vibration	TBT 3 & 4
	RMG 69: Use of Energy	T.B.C
	RMG 70: Use of Water	TBT 2 & 5
	RMG 71: Raw Material Delivery, Usage and storage	TBT 8, 9 & 10
	RMG 72: Air pollution and dust	TBT 3
	RMG 74: Traffic Control	TBT 3 & 4

North Road Construction and Logistics Plan

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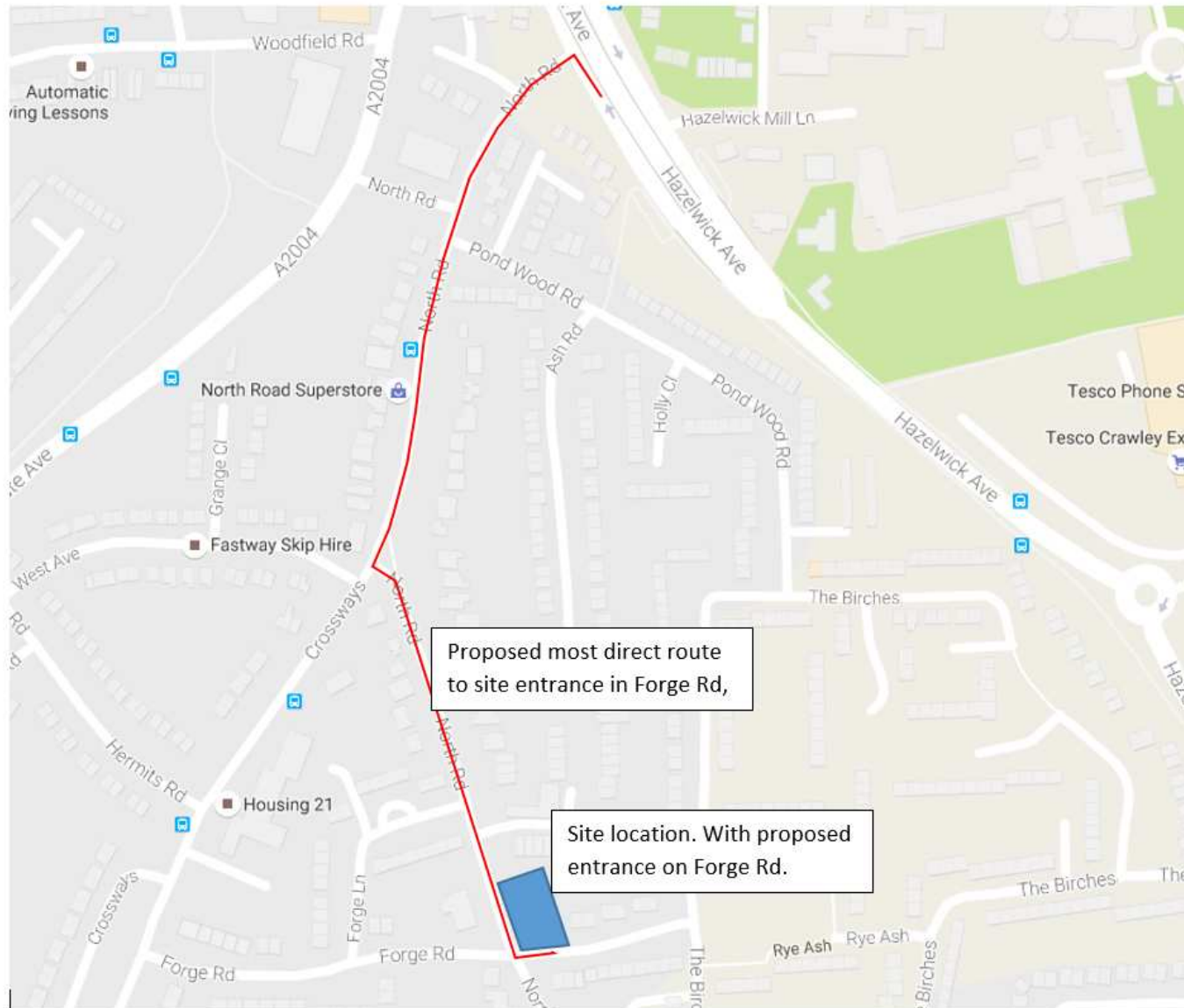


North Road Crawley-site Logistics and traffic route plan.



North Road Construction and Logistics Plan

Allenbuild Ltd



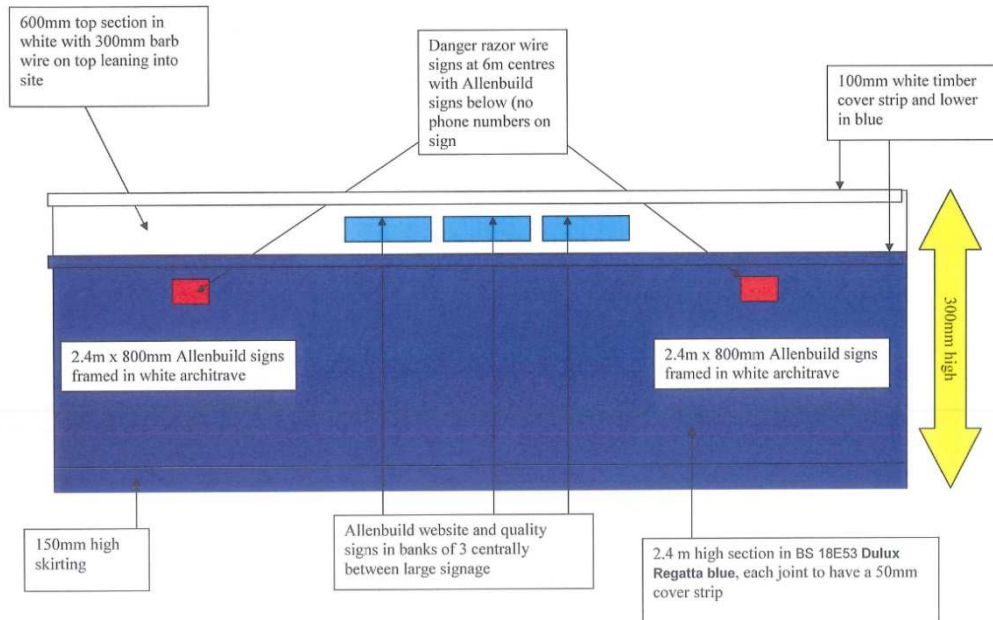
The proposed route for vehicular access to and from the new site at 60 North Rd is as described in red on the adjacent plan.

This route has been chosen for the direct nature and to offer the minimal amount of disruption to local residents.

Other routes were considered, however the range of sharp turns in the local residential streets would not have been suitable

APPENDIX 4 - SITE 6 HOARDING / NOTICE BOARD PHOTOS

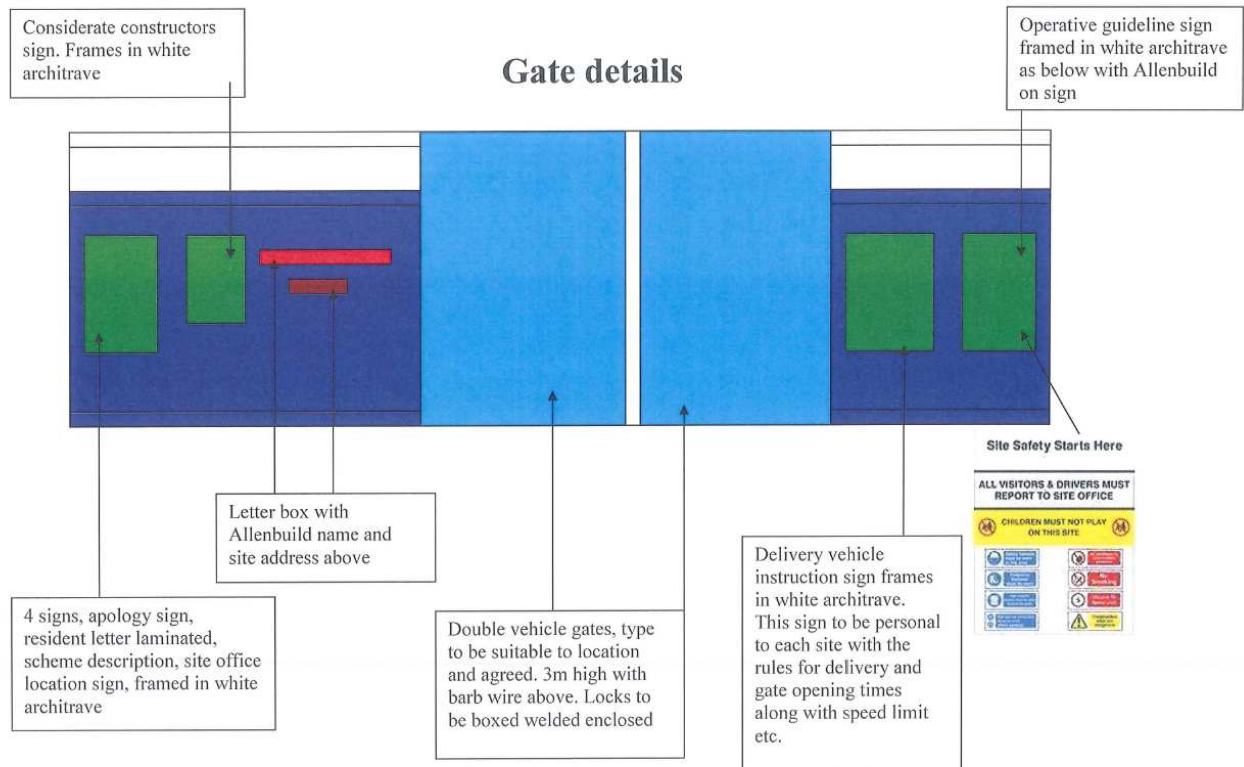
Hoarding Standard Detail



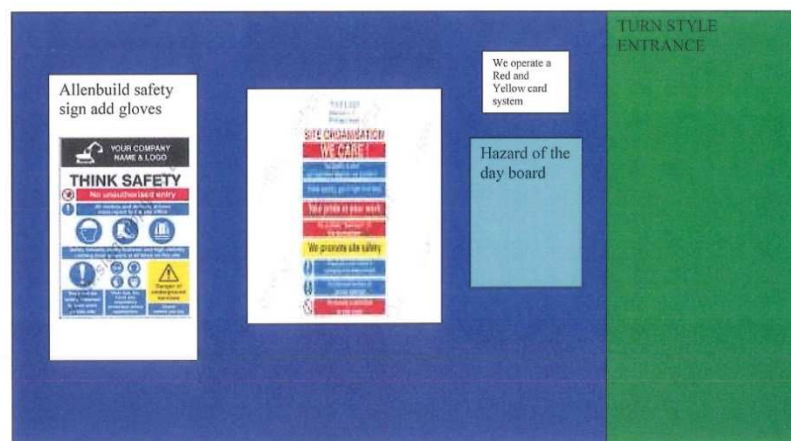
Fit to window width and enable scrolling

Signs Suggested but Should be appropriate to Site





Signs before you go through turn style but inside the compound and not on the outside hoarding

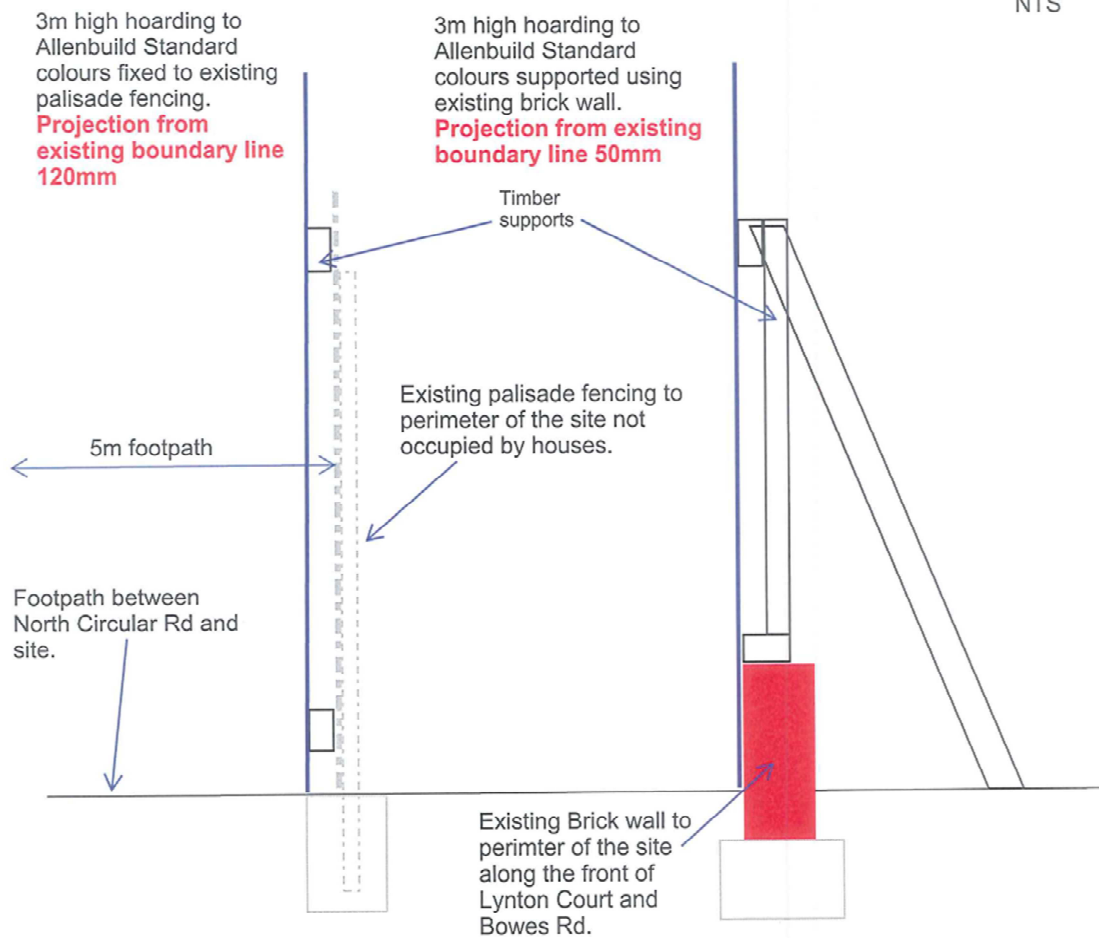


Hoarding arrangement for the perimeter of

102 - 118 and rear of 120 - 138 (known as SITE 6D), Bowes Road, London, N13 4NP
& 1-5 Lynton Court, 80 - 98 Bowes Road, public open space adjacent to 80 Bowes Rd
(SITE 6a, b, c Bowes Rd), London, N13 4NP.

FOR COMMENT

NTS



APPENDIX 5 – COMPLAINTS/COMPLIMENTS/COMMENTS FORM (040)

Complaints/Comments/Compliments Record



Date	Name & Phone Number	Complaints/Comments /Compliments	Action Taken	Date Actioned
	Name:			
	Number:			
	Name:			
	Number:			
	Name:			
	Number:			
	Name:			
	Number:			
	Name:			
	Number:			
	Name:			
	Number:			
	Name:			
	Number:			
	Name:			
	Number:			

This Record should be kept carefully on site and made available to the CCS Monitor for inspection as requested

ABSE Form 040



APPENDIX 6 – ABSE EXAMPLE OF RECORDED WASTE CATEGORIES

2. WASTE TARGET BENCHMARK CALCULATOR

Figures Based on
Project Type
Construction

GIFA 1000 m²

Residential
Concrete Frame

Products	ABSE Waste Calculations	
Mortar	1.0	m³
Bricks	16.9	m³
Blocks	5.0	m³
Timber	12.3	m³
Insulation	6.6	m³
Concrete	19.5	m³
Formwork	18.7	m³
Reinforcement	0.1	m³
Plasterboard	16.8	m³
Tape & Joint	1.5	m³
Metsec	4.8	m³
Tiles & Ceramics	1.1	m³
Floor Coverings (Vinyl)	0.3	m³
M&E Plastic	0.7	m³
Cladding Timber	1.6	m³
Kitchen Worktop	0.2	m³
Roofing Membrane	0.3	m³
Liquid (Waste Paint etc.. Non Hazardous)	0.1	m³
Mixed	25.1	m³
Canteen/office/adhoc	3.5	m³
Plastic/Packaging	13.9	
Pallets	All to be returnable	
No Hazardous Waste in our skips		
Total per 1000m²	150.0	m³

APPENDIX 7 – DEMOLITION DUST SUPPRESSION

The control of dust and emissions during construction and demolition (SPG) document dated July 2014 Summary Guidance on the use of dust suppressants will be used to support Environmental Tool Box Talk no 3 attached. Best Practicable Means (BPM) will be used in controlling dust emissions.

- Allenbuild will take all necessary steps to minimise dust and mud nuisance during the works.
- All demolition debris will be sprayed when required with a fine spray of water.
- All existing highways used by vehicles entering and exiting from the site shall be kept clean and clear of all dust and debris. All dust, mud etc spreading onto these highways shall be immediately cleared.
- All vehicles will be checked for cleanliness before leaving the site, where necessary the wheels will be cleaned to minimise debris on the highway
- Rubbish dumping in skips – sheeting shall be used to prevent the escape of dust, particularly during transportation.
- Earthworks/Haulage routes on site – Dust will be controlled at source using vehicle speed restrictions and/or damping down procedures. (Precautions will be taken to ensure that water used in the damping down process, does not run into a watercourse or sewer).

All works carried out upon this site will be in accordance with the Demolition Code of Practice BS 6187:2000.

Before any of their works commence Allenbuild will be in receipt of the method statement from the demolition contractor along with a copy of their health & safety policy, insurance details etc, which will all, be vetted to determine if the contents meet our required standard.

All our site boundaries will be totally enclosed by clean, safe and well-maintained hoardings. These hoardings will be designed to allow the displaying of relevant signage and notice boards to ensure good communication with the neighbouring populace. 110v bulkhead lights will be installed as part of the hoardings to ensure footpaths; signage and notice boards are well lit