



**GREYFRIARS CHURCH
READING**

PHASE1

CONSTRUCTION METHOD STATEMENT

JUNE 2020

List of Contents

Sections

1	Introduction	1
2	Scope of Pre-Demolition and Construction Works	4
3	Indicative Demolition and Construction Methodologies	6
4	Demolition / Construction Traffic and Site Access	12
5	Site Logistics	18
6	Public Relations and Community Liaison	20
7	Health and Safety	22

Figures

Figure 1.1: Existing Site Layout	2
Figure 1.2: Proposed Extent of Works	3
Figure 4.1: Proposed Construction Routes	14
Figure 4.2: Preferred Vehicular Route	15

Tables

Table 4.1: Hours of Operation	16
-------------------------------------	----

Appendices

APPENDIX A: Site Traffic Management Proposals	
---	--

1 Introduction

- 1.1 This Construction method statement (CMS) has been prepared to deal specifically with the construction vehicle management requirements and site setup of the approved works at the Greyfriars Church Friar Street Reading RG1 1EH (hereafter also referred to as the 'site').
- 1.2 The works to the foyer form Phase 1 with a second phase planned consisting of a new hall building.
- 1.3 This CMS deals with the following items:
- Construction Programme, including a 24-hour emergency contact number
 - Parking of vehicles for site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction)
 - Locations for loading / unloading and storage of plant and materials used in constructing the development
 - Erection and maintenance of security hoarding
 - Pedestrian diversions during construction
 - Measure to control the emission of dust and dirt during construction
 - Scheme for recycling / disposing of waste resulting from demolition and construction works

Description of Site

- 1.4 The Site is located In the centre of Reading less than 1 mile from the mainline rail station.
- 1.5 The area surrounding the Church consists of low-density residential developments and largely commercial properties.
- 1.6 The local highway network in the vicinity of the school comprises:
- A329 - located along the western boundary of the Church, this is a Dual carriageway A-road running Through Reading. The exit from the A329 onto the roundabout leads to Friar Street
 - Friar Street – Located to the South of the site the Churches main access is off this street.
 - Sackville Street – A residential street to the North of the site. There is a gated access to the rear of the church
 - Greyfriars Road – To the East of the Church runs from the town centre to the mainline station
- 1.7 A plan illustrating the location of the Church's accesses is provided in the following figure:

Figure 1.1: Existing Site Layout



Description of the Development

- 1.8 Greyfriars phase 1 redevelopment consists of demolition of the existing Western Foyer, and replacement with a glazed foyer area and internal works. There is also a single storey rear extension to nr 2 and 4 Sackville street to link these buildings to the church. There will also be changes to the external parking and landscaping
- 1.9 There is a new opening to be created into the church, which is from the original period of construction and therefore significant care will be undertaken during the renovation works.
- 1.10 The plan showing the extent of the works area is provided in the following figure:

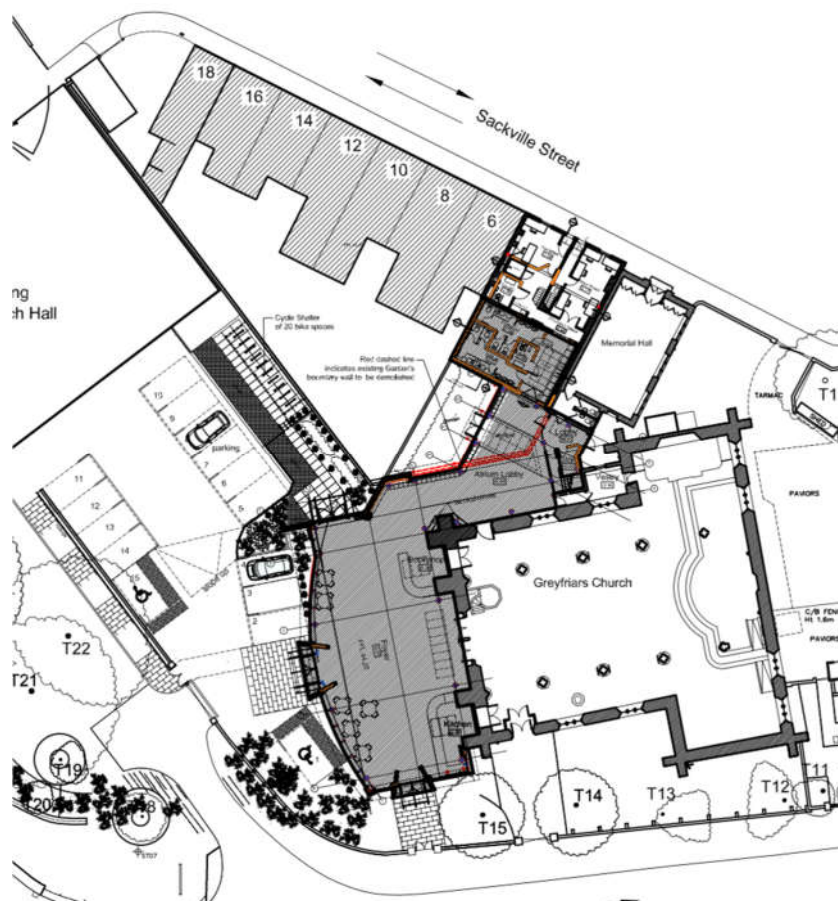


Figure 1.2: Proposed Extent of Works

Description of Works

- 1.11 Any demolition will only commence once all approvals from Reading Borough Council and third parties with an interest are in place, with subsequent monitoring as works proceed.
- 1.12 The proposed development will take place in five key component stages, as listed below:
- Enabling Works
 - Demolition soft strip including removal of hazardous materials (if discoveries are made)
 - The safe demolition of all necessary buildings on the site
 - The construction of the proposed new build, including earthworks, substructure, superstructure, building envelope, fit-out and commissioning, including associated external landscape works

2 Scope of Pre-Demolition and Construction Works

Programme Overview

- 2.1 Enabling works are to commence on site immediately upon receipt of approvals.
- 2.2 Within the overall programme, the demolition, excavation, and construction phases are expected to last a total of approximately 46 weeks, commencing in July 2020 and finishing May 2021 ahead of the start of the new school year.

Pre-commencement and Enabling Works

- 2.3 The following pre-commencement and enabling works activities will be carried out prior to the start of the demolition works:
- Statutory notifications and consents obtained (e.g. scaffolding and hoarding licences, any required parking bay suspensions, Section 80 Demolition Notice)
 - Identify methods and procedures to comply with Section 61 of the Control of Pollution Act; 1974 agreements and consents. Establishment of Noise mitigation action and Vibration Action levels to determine best practicable measures to reduce/mitigate levels
 - Dust monitoring on site to be carried out around the site on a regular basis, including baseline monitoring prior to commencement of the works
 - Install, maintain continuous monitoring of Vibration and Noise equipment on and around the site
 - Preparation of a written plan for carrying out the demolition in accordance with regulation 29 of the CDM regulations to identify how danger and risk from activities will be prevented
 - Installation of perimeter hoarding and gates
 - Trial pits to understand the full contamination risk profile of the site
 - Disconnect statutory utilities across the site if applicable
 - Supply and install site accommodation and welfare facilities
 - Install any required temporary power, lighting, and water services
 - Establish fire escape routes / systems & emergency plans and display clearly on site

Soft Strip Works

2.4 Prior to any required demolition works:

- A full R&D survey has been carried out to identify the location and quantity of any asbestos containing materials within each building and associated structures to be demolished. This is in accordance with Control of Asbestos Regulations 2012 and in alignment with the appropriate HSE guidance. The surveying organisation and individual surveyors are accredited by the appropriate bodies and are fully ISO compliant. Any discovered Asbestos Containing Materials will be removed as part of the soft strip period

2.5 The Demolition Contractor will record, control, remove and safely dispose of all asbestos containing materials discovered on site in accordance with current legislation and best practice. This will include the following:

- Preparation of approval of specific detailed asbestos removal method statements
- Notification of asbestos removal to the Health and Safety Executive as required
- Additional asbestos finds during demolition will result in re-notification of the Health and Safety Executive and the subsequent safe removal as required
- Asbestos removal will be carried out under licence by approved contractors, who are trained members of the Asbestos Removal Contractors Association

2.6 Where hazardous and notifiable asbestos is discovered the following sequence will be observed:

- Advanced investigation works will have located the position of the asbestos based materials (demolition survey)
- A careful pre-asbestos soft strip will take place to expose areas of asbestos to be removed
- A decontamination unit will be positioned within the building and a controlled, safe transit route will be signposted
- The working area will have a protective enclosure erected to encapsulate it
- An airlock will be installed into the encapsulated area
- Negative pressure units will be installed into the enclosure
- The asbestos containing material will be removed and double bagged for removal to the secure asbestos skip
- Once the asbestos has been removed, the area will be cleaned, and a disturbed air test carried out
- Once the area is cleaned & signed off the enclosure will then be dismantled & the area handed over for follow on works

2.7 All hazardous contaminated material will have full documentation from the licenced tip / landfill site to where disposed so as to provide a full audit trail.

3 Indicative Demolition and Construction Methodologies

Demolition

- 3.1 Prior to any demolition works commencing, the buildings will be surveyed to ascertain whether any hazardous materials are present.
- 3.2 Disconnections will be undertaken, and temporary site services will be installed.
- 3.3 Following this survey and the removal of any discovered hazardous materials, the soft strip will commence. Materials arising from the soft strip will be separated on site for reuse or recycling wherever possible.
- 3.4 Temporary works engineer will inspect site prior to any demolition commencing.
- 3.5 The immediate areas of demolition will be barriered off and warning signage erected. Controlled 'drop zones' within the deconstruction areas will be established and further demarcations established as required, ensuring that safety is maintained.
- 3.6 360-degree excavators fitted with long reach hydraulic breakers and 'muncher' attachments will be utilised where possible to demolish masonry walls in a controlled fashion. This will serve to reduce both noise and vibration during demolition activities on site. Debris will be broken down to ground level, processed and separated where possible.
- 3.7 Debris will be sorted as required and where practicable, crushed into usable 6f2 material.
- 3.8 Damping down to limit demolition dust will be carried out throughout the process of demolition by attendant demolition operatives. Water will also be utilised in the centralised 'processing area' of site and when debris bins are being loaded.
- 3.9 Careful consideration and continuous monitoring will be given to the stability of the building at all times. All structurally load bearing walls will be identified prior to deconstruction commencing to ensure that they are retained until structurally redundant.
- 3.10 No material or access will be gained from Sackville street. All access and movement of debris to be completed on the Church side of the buildings.

Excavation

- 3.11 Careful consideration will be given to the method of any excavation. Prior to excavation a detailed plan for excavation based on the result of geological surveys will be agreed.

Construction

- 3.12 The construction management methodology will be consistent with the principles of the Considerate Constructors Scheme and adheres to its Code of Considerate Practice.
- 3.13 The methods of demolition and construction activities are to be carefully controlled. Operations that create significant vibration, noise or dust are not appropriate, as the local area is

predominantly residential or commercial. Appropriate methods of working will be developed by the contractor as works progress.

MEP Services / Fit Out

- 3.14 It is envisaged that all elements of the Sackville Street buildings and the new Foyer will be fitted out completely (subject to be agreements with final occupiers).
- 3.15 The aim is to get the buildings closed to the weather as quickly as possible in order to allow early services installation and first stage fit out works to commence in order to maintain programme momentum. second fix and final fit out will continue thereafter.

Material Storage

- 3.16 All materials will be stored within the site boundary without fail. Material deliveries will be co-ordinated to make sure there is always room to store within the boundaries of the site and the site plan has been done to allow plenty of storage space.
- 3.17 No storage of materials will be undertaken on the public highway with all materials being loaded into the building or compound area.
- 3.18 Roads and footpaths within and adjacent to the site will be kept clear and clean at all times.
- 3.19 It is intended to locate the main plant/materials storage area within the existing Church carpark. (see Figure 4.1).
- 3.20 To maximise safety and minimise run-off, storage areas are to be existing hard standings or covered in material (preferably recycled from demolition material) to ensure a flat and permeable base.

Plant Storage

- 3.21 All plant will be stored within the site boundary without fail. Plant deliveries will be co-ordinated to make sure there is always room to store within the boundaries of the site and the site plan has been done to allow plenty of storage space.
- 3.22 No storage of plant will be undertaken on the public highway with all materials being loaded into the building or compound area.
- 3.23 Roads and footpaths within and adjacent to the site will be kept clear and clean at all times.
- 3.24 It is intended to locate the main plant/materials storage area within the existing Church carpark (see Figure 4.1).

3.25 Plant likely to be stored include:

- Fork lift
- Storage Containers
- Site Offices
- Excavator
- Dumper

Noise, Dust and Contaminants Monitoring

3.26 This section of the Construction Management Statement is prepared for the planning of measures to ensure that residents and businesses are protected from environmental disturbance during the construction phase of the development.

3.27 The principal development activities that could produce noise and/or dust and air pollution are:

- Excavation, strip out and removal of waste materials
- Delivery of new construction materials, including concrete
- Fixing of new construction materials

3.28 The site will be registered with Considerate Contractors Scheme and all contractors will take their obligation not to cause inconvenience whilst undertaking work very seriously.

3.29 The contractor(s) will register the project with the Considerate Constructors' Scheme and adopt an independently assessed voluntary code of practice covering issues such as environmental awareness, relations with the public, site welfare and safety of those on and off site.

3.30 The site will be managed in accordance with the five elements of the "Code of Considerate Practice":

- Care about Appearance
- Respect the Community
- Protect the Environment
- Secure Everyone's Safety
- Value the Workforce

3.31 The Contractor shall always comply with the provisions of:

- The Control of Pollution Act 1974 Part IV
- The Health & safety at Work Act 1974
- The Clean Air Act 1993
- The Environmental Protection Act 1990

3.32 The Contractor shall ensure that measures are taken to:

- protect residents, users of buildings and passers-by from nuisance or harm
- protect buildings from physical damage caused by vibration

- 3.33 The Contractor shall undertake the sweeping and washing down of internal access roads and surrounded streets, as necessary, to remove any spilt materials or other detritus arising from the site works

Noisy Plant, Equipment or Procedures

- 3.34 All plant that operates on the site will be fitted with noise suppression equipment such that noise levels do not develop over 125db 1m beyond the perimeter of the works.
- 3.35 The type of plant, equipment and construction techniques are to be selected to reduce noise production.
- 3.36 If any operation is likely to generate noise levels above the accepted thresholds at the site perimeter and it is not possible to reduce the level, then the client and local residents will be consulted to ensure that the works are programmed to minimise disruption.
- 3.37 As part of the planning process for the works and to ensure that noise is kept to a minimum, the following points will be utilised to reduce the effects of noise on site:
- Ensure all mechanical equipment have silencers fitted at all times
 - Ensure sound insulation is maintained where provided to equipment
 - Locate noisy equipment behind baffles and / or away from work areas
 - Liaise with the client when noisy activities are to take place
 - Reduce noise levels at source wherever possible
 - Form enclosures for noisy equipment
 - Regular inspection and maintenance of plant
 - Use of alternative methods where appropriate and practicable
 - Provision of ear protection to operators and designate ear protection
- 3.38 Standard hours permitted for noisy work activities will apply (see Table 4.1).
- 3.39 For exceptional situations when the restricted hours cannot be adhered to, the Contractor will apply (in advance) to Reading Borough Council for permission to extend the working hours for noisy activities.
- 3.40 The Contractor is required to inform occupiers of any property which may be affected by noise, dust or vibration arising from the construction activities of the proposed hours of work and the works duration.
- 3.41 The Contractor shall provide the name and telephone number of a main contact within his organisation who is able to give further information and to deal with any emergency or complaint that may arise.
- 3.42 The Contractor shall ensure that noisy plant or equipment is placed as far away as possible from noise sensitive buildings / neighbours. Where practicable barriers shall be provided to reduce noise reaching any buildings identified as noise sensitive.

Dust and Air Pollution

- 3.43 All operations that are likely to generate dust will be assessed and suitable method of dust suppression be introduced to control contamination of the local environment such as:
- Site layout will be planned – machinery and dust causing activities should be located away from sensitive receptors
 - All site personnel will be fully trained
 - Trained and responsible manager on site during working times to maintain logbook and carry out site inspections
 - Hard surface site haul routes
 - Real-time dust monitors will be put in place across site
 - Effective vehicle cleaning and specific fixed wheel washing on leaving site and damping down/cleaning of haul routes
 - All loads entering and leaving site will be covered
 - Prevention of site run-off of mud or water
 - Minimise movement of construction traffic around site
 - Appropriate speed limit around site
 - Use water as a dust suppressant
 - Use enclosed chutes and covered skips
 - The impact of construction vehicle emissions has been assessed as being negligible. Emissions from construction traffic will be minimised through
 - The use (where appropriate) of catalytic converters
 - The regular maintenance of vehicle engines
- 3.44 The Contractor is required to inform occupiers of any property which may be affected by dust arising from the construction activities of the proposed hours of work and the works duration.
- 3.45 The burning of materials on site will not be permitted.
- 3.46 The Contractor shall minimise the risk of dust/air pollution by:
- using processes which do not generate hazardous fumes or hazardous dust
 - ensuring that airborne hazards do not escape from the site to affect members of the public and surrounding environment
- 3.47 The Contractor shall act in accordance with best practice guidance in connection with construction processes that are likely to produce dust and air pollutants.

Spillage

- 3.48 All fuel will be stored in double bunded tanks and all refuelling will be carried out in a designated area on an impervious base with bunded sides. Spill kits to be available at all times at all works areas.

Contaminated Land / Asbestos / Hazardous Materials

- 3.49 The Contractor shall act in accordance with best practice guidance in connection with any hazardous materials found on the site.
- 3.50 The Contractor shall contact and agree appropriate control measures for dealing with hazardous materials with the following bodies / departments as appropriate:
- Health and Safety Executive
 - Environment Agency
 - Building Control
 - Environmental Health Department

4 Demolition / Construction Traffic and Site Access

- 4.1 Appendix A contains drawings in connection with site traffic management both within the site and surrounding roads
- 4.2 The principal development activities that will attract construction traffic to the site and otherwise require consideration to discharge the planning conditions are:
- Removal of waste materials
 - Delivery of new construction materials, including concrete
- 4.3 The following sections of this document deal in turn with each of the items outlined above.
- 4.4 Parking will be made available on site with a strict policy of no parking on surrounding streets. Any parking will be managed and controlled within the constraints of the site and if needed local car parks will be utilised.
- 4.5 The Contractor will encourage site personnel to travel to and from the site via public transport or via other sustainable modes of travel (e.g. walking/cycling). The mainline station is in close proximity
- 4.6 Use of personnel or transit vehicles will be discouraged. If such vehicles are used, given that on-street parking is tightly controlled in the area, they will be parked within the site. No site vehicles are to be parked in local streets so if additional parking is needed the NCP pay and displays in the area will be used.
- 4.7 The appendices of this Construction Management Plan contain drawings detailing:
- Boundaries
 - Entry Points
 - Material Storage
 - Plant Storage
 - Vehicle Access Routes and Manoeuvres

[Traffic Management](#)

- 4.8 Prior to undertaking of the works a full schedule of conditions will be compiled for records purposes.
- 4.9 When stationary on site, all vehicles will be asked to switch off their engines to reduce noise and air pollution.
- 4.10 The site's traffic management plan will be regularly reviewed and updated in line with the construction programme and on advice from the highway authority and emergency services.
- 4.11 The site access arrangements will be strictly enforced at the supplier and subcontractor inductions and when orders are placed.

- 4.12 In the interests of safety, pedestrian and traffic routes within the site will be separated. Pedestrian movements should also, where possible, be given priority over vehicular movements.
- 4.13 Appropriate direction signage will be provided on site and a traffic management plan will be distributed to all construction vehicle drivers.
- 4.14 The type and frequency of vehicle trips anticipated to achieve the programmed works will consist of:
- Articulated loads – strictly will not be permitted
 - Rigid loads – used for the delivery of smaller plant, equipment, materials, and the removal of spoil as a result of excavation works. It is anticipated that between 1-3 vehicle movements of this type will occur per day over the duration of the works, with the busiest period being the first 20 weeks of the contract
 - It is anticipated that a typical workforce shift will arrive in 5-8 vehicles (car or LGVs)
 - A negligible volume of visitor traffic is expected during the duration of the works
- 4.15 The workforce will be encouraged to use public transport where possible to minimise traffic movement around local roads. They will also be encouraged to bring food with them to site to again reduce traffic movement during break times.
- 4.16 The expected lorry types for the work to be carried out are as follows:
- Rigid flatbed lorries and smaller trade vehicles
- 4.17 Audible warning devices will be fitted to vehicles that need to reverse.
- 4.18 All movements into and out of the site, and all reversing movements will be supervised by banksmen.
- 4.19 A security hoarding will be erected around the site frontage. The hoarding will prevent public access on to the construction site. The hoarding will prevent site activities affecting persons using adjacent footways.

4.20 The following figure illustrates the proposed construction route through the site:

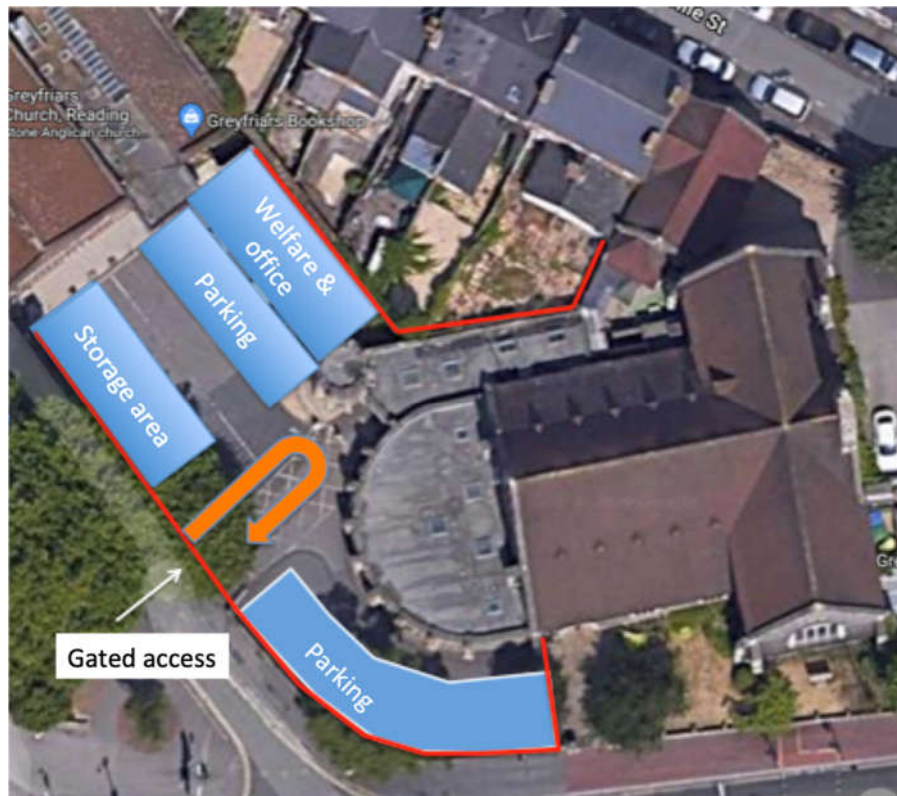


Figure 4.1: Proposed Construction Routes

Initial Site Access Arrangements and Loading / Unloading Arrangements

- 4.21 All deliveries to the site shall be taken directly from Friar Street.
- 4.22 Deliveries will be scheduled to avoid peak traffic hours. No deliveries will be allowed between the hours of 0730 to 0900 and 1500 to 1630. This will help to alleviate any construction traffic issues during peak traffic periods and help to minimise disruption during congested traffic periods.
- 4.23 All delivery drivers will report to the site management team on arrival and where necessary be escorted by a banks man.
- 4.24 Special care will be taken regarding the management of deliveries to avoid any potential risk to the general public.
- 4.25 Deliveries will be via rigid lorries and set down areas away from traffic and pedestrian routes will be provided within the boundary of the site.
- 4.26 Most deliveries will be unloaded by use of a lorry mounted forklift, crane arm or by hand.
- 4.27 The preferred vehicular route between the M4 and the site is illustrated below:

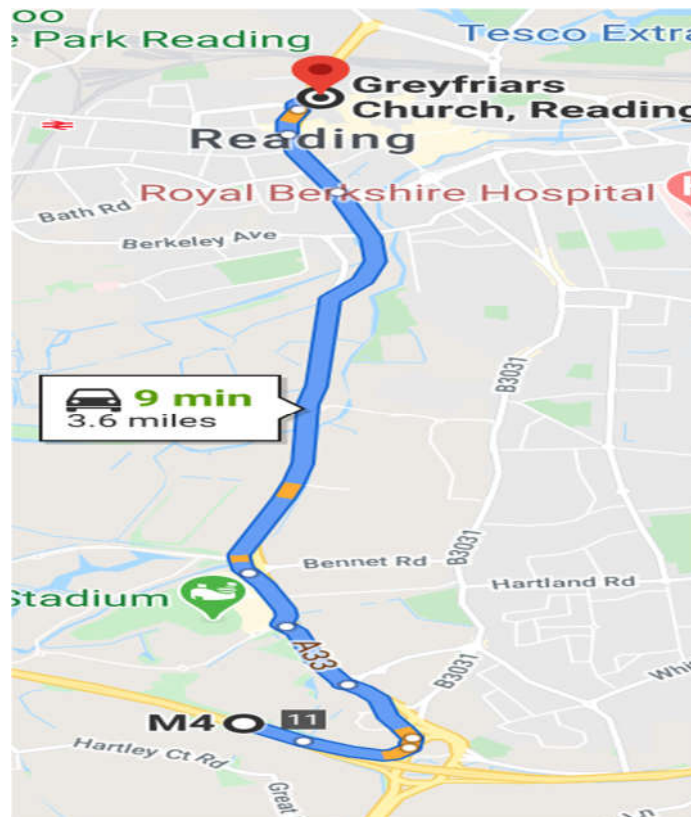


Figure 4.2: Preferred Vehicular Route

- 4.28 Banksmen will be used to manage all unloading, with appropriate signage and workforce controls provided in the compound area. Signage will be installed along the external boundaries of the site to clearly indicate pedestrian routes, diversion routes, delivery routes and site traffic priority.
- 4.29 Once unloaded lorries will turn within the site boundary and then exit the site in a **forward** gear along Friar Street. Other banksmen may be employed at this junction to direct drivers and ensure public safety.

Control Measures

- 4.30 The contractor will employ staff to monitor, control & manage vehicle movements to and from site.
- 4.31 All staff and drivers will be given a thorough induction regarding site operations and the surrounding area and will be advised on how to minimise their impacts on the local highway and footway network.
- 4.32 A daily delivery and vehicle attendance schedule will be prepared by the Contractor's site manager to ensure that all vehicle arrivals at the site are programmed and managed.
- 4.33 The principles to be adopted in the schedule are:
- There will be no unexpected or un-programmed arrivals at the site

- Suppliers will be required to call ahead to ensure that vehicles arrive only when there is space for them to park within the site
- There is no formal off site vehicle holding area. Vehicles to attend the site will wait at the roadside, on the route to the site, at locations where parking regulations allow and where it is safe to do so. The driver will wait with the vehicle, i.e. the vehicles will not be parked up and left unattended

Hours of Operation / Delivery Times

4.34 The official working hours for the site will be as follows:

Day	Hour of Operation
Monday to Friday	0800 – 1800
Saturday	0800-1300
Sunday	Site Closed

Table 4.1: Hours of Operation

4.35 During normal working hours of the site, all contacts will be made directly with the Site Manager. Outside of normal hours, there will be a contact number who will have access to local labour, should it be needed for any tasks:

- Site contact: To be confirmed
- Head Office contact: Peter Seex 01732872600

4.36 Furthermore, should work need to occur outside of the above times set out in Table 4.1, no work would take place without:

- Full understanding as to why this must take place
- Full consultation with our neighbours
- Written/verbal permission from the appropriate authorities
- Full site cover for contact points

4.37 Any activities likely to generate noise that would affect sensitive areas would occur during normal working hours.

4.38 Where such activities must occur outside normal hours, occupiers of nearby residential or other properties would be given adequate notification in advance of the time of the works and the likely duration where practicable.

4.39 Any inconvenience to the public arising from increases in traffic flows and disruptive effects of construction traffic on local and main roads will be limited. Deliveries and construction vehicles will be scheduled to arrive and depart outside of peak hours on the local highway network.

Wheel Washing / Road Sweeping

4.40 Wheel washing facilities will be available when required, however due to the nature of the refurbishment works, it is unlikely to be required a great deal. Vehicle wheels will be kept clean.

- 4.41 In addition to this during activities such as demolitions there will be road sweeps when the need arises.
- 4.42 Internal site access roads will also be cleaned on a regular basis, as standard operating procedure, over the course of the construction period.

5 Site Logistics

Site Hoarding

- 5.1 The works are within the existing church boundary and so the construction areas will be isolated from the public. Solid Hoardings and Heras fencing will be utilised between the site and surrounding areas. There will be a signboard erected which will communicate progress to the surrounding residents.
- 5.2 All perimeter hoardings and fencing will be well maintained throughout the project with a weekly inspection carried out to ensure the site hoardings are kept to the highest standards
- 5.3 The name, address and telephone contact details of the Principal Contractor will be prominently displayed on the hoarding.
- 5.4 All hoarding is to be designed by a qualified engineer and installation is to be undertaken by an approved contractor.
- 5.5 The purpose of the hoarding is to prevent public access onto the construction site.
- 5.6 The hoarded enclosure will have lighting and reflective materials provided to ensure it is visible to drivers at night-time and during periods of poor light.
- 5.7 The Contractor shall be responsible for ensuring that the hoarding is maintained in good condition, without gaps or breaks or damage, for the duration of the works. The hoarding shall be inspected on a daily basis and repaired immediately if found to be damaged or not secure.
- 5.8 Taking the above into account, the following security measures would be adopted from the beginning of the works:
- Complete site hoardings with vision panels would be installed around the perimeter of the site
 - The site would be security patrolled via monitored CCTV 24 hours/7days week
 - Informal surveillance through presence of workers on site

Waste Controls

- 5.9 The Contractor shall prepare a detailed Site Waste Management Plan (SWMP) prior to the works commencing.
- 5.10 The SWMP will describe methods to minimise waste and will aim to recycle as much material as possible (excluding hazardous materials).
- 5.11 As mentioned previously, where possible demolition material will be used to create flat, stable, and permeable storage areas etc.
- 5.12 In accordance with the Site Waste Management Plans Regulations 2008 the SWMP will:
- describe each waste type expected to be produced during the project

- estimate the quantity of each different waste type expected to be produced
 - identify the waste management action proposed for each different waste type, including re-using, recycling, recovery, and disposal
- 5.13 Materials are to be handled efficiently and waste managed appropriately in accordance with the waste duty of care in section 34 of the Environmental Protection (Duty of Care) Regulations 1991.
- 5.14 All waste materials will be removed from site by a sub-contractor, licensed and specialising in waste management.
- 5.15 Waste will be taken to a waste transfer facility. Separation of waste for recycling will be undertaken at this facility.

6 Public Relations and Community Liaison

Care about Appearance

- 6.1 Constructors should ensure site appears professional and well managed:
- Ensuring that the external appearance of the site enhances the image of the industry
 - Being organised, clean and tidy
 - Enhancing the appearance of facilities, stored materials, vehicles, and plant
 - Raising the image of the workforce by their appearance

Respect the Community

- 6.2 Constructors should give the utmost consideration to their impact on neighbours and the public:
- Informing, respecting, and showing courtesy to those affected by the work
 - Minimising the impact of deliveries, parking, and work on the public highway
 - Contributing to and supporting the local community and economy
 - Working to create a positive and enduring impression, and promoting the Code

Protect the Environment

- 6.3 Constructors should protect and enhance the environment:
- Identifying, managing, and promoting environmental issues
 - Seeking sustainable solutions, and minimising waste, the carbon footprint, and resources
 - Minimising the impact of vibration, and air, light, and noise pollution
 - Protecting the ecology, the landscape, wildlife, vegetation, and water courses

Secure everyone's Safety

- 6.4 Constructors should attain the highest levels of safety performance:
- Having systems that care for the safety of the public, visitors, and the workforce
 - Minimising security risks to neighbours
 - Having initiatives for continuous safety improvement
 - Embedding attitudes and behaviours that enhance safety performance

Value their Workforce

- 6.5 Constructors should provide a supportive and caring working environment:
- Providing a workplace where everyone is respected, treated fairly, encouraged, and supported
 - Identifying personal development needs and promoting training
 - Caring for the health and wellbeing of the workforce
 - Providing and maintaining high standards of welfare
- 6.6 The Contractor will also deliver directly to neighbouring addresses an information sheet, containing programme dates and contact information.

7 Health and Safety

Principal Contractor

- 7.1 The name, address and telephone contact details of the Principal Contractor will be prominently displayed on the hoarding to be erected surrounding the site.
- 7.2 The Principal Contractor's contact details will include the name and 24-hour mobile telephone number of his Site Agent. This is to be used in case of medical, health and safety emergencies and/or the obstruction or hindrance of neighbouring residents.

Health and Safety Plan

- 7.3 Works at the site are to be executed in accordance with current Health and Safety Executive requirements (e.g. BS 6187 (2000) and HSE Guidance Notes GS29 1, 3 & 4).
- 7.4 Site works will also comply with the following where relevant to the works:
- Construction (Design & Management) Regulations 2007
 - The Provision and Use of Work Equipment Regulations 1992/98 (as amended) (PUWER)
 - The Lifting Operations & Lifting Equipment Regulations 1998 (as amended)
 - (LOLER)
 - The Construction (Health, Safety and Welfare) Regulations 1996
 - The Health and Safety at Work Act 1974
 - The Management of Health & Safety at Work Regulations 1999
 - The Personal Protective Equipment at Work Regulations 2002
 - Working at Height Regs 2005
 - RIDDOR 1995
 - COSHH Regulations 2002
 - The Control of Pollution Act 1974
 - Control of Pollution (Amendment) Act 1989
 - The Environmental Protection Act 1990
 - The Health and Safety (First Aid) Regulations 1981 (as amended)
 - Manual Handling Operations Regulations 1992 (as amended)
 - Control of Lead at Work Regulation 2002
 - Protecting the Public - Your Next Move
- 7.5 The following Personal Protective Equipment (PPE) will be worn by all personnel on site at all times:
- Hard hats
 - High visibility vests
 - Site suitable footwear

- 7.6 Task specific personal protective equipment will also be made available as required, requested, and detailed within specific risk assessments.
- 7.7 No smoking will be permitted on site at any time (except as permitted within clearly defined areas).
- 7.8 All plant operatives will hold a current CITB certificate for the type of plant they will be operating. Copies of safety certificates will be available on site at all times.
- 7.9 Appropriate regulatory signage and notices will be provided as required and agreed with Haringey Council. The site manager will determine the positioning and usage of safety signs.
- 7.10 All operatives and visitors on site will be required to hold a valid CSCS card, unless accompanied by authorised trained personnel.

[Emergency Procedures](#)

- 7.11 Contact names and phone numbers will be made available in case of out of hour's emergencies relating to the site. Information will be displayed prominently on the hoarding.
- 7.12 A fire Evacuation Plan will be drawn up and prominently displayed on site by the appointed Contractor. Site offices will have their own plans drafted. Site evacuation rules will be clearly marked on site, as will fire extinguisher points and practice drills will be carried out. The emergency services will be made aware of the site and its entrances.

APPENDIX A: Site Traffic Management Proposals

