CONSTRUCTION MANAGEMENT PLAN

CONSTRUCTION MANAGEMENT PLAN – 09.07.24 – Rev G

For

17 HOMES AND 6 BEDROOM RESPITE FACILITY

At land off **AMETHYST LANE, READING**

On behalf of

Reading Borough Council

CONSTRUCTION MANAGEMENT PLAN

By	Date	Revision
SP	09.07.24	Initial Draft Document
SP	16.07.24	Ecology section added including details for protection of bats.
SP	16.07.24	Description of position of site accommodation revised.
SP	13.08.24	Revisions following Planning Validation
		Section 2.6 – Control of Dust, Noise and Fumes
		Section 4.1.12 – Pest Control
		Section 4.1.13 – Tree Protection
SP	02.09.24	Rev C Section 2.6.2 – Control of Noise – note added regarding reversing beepers.
SP	06.09.24	Section 2.3.1 – Pavement Closure added.
SP	12.09.24	Section 4.5 Traffic Management – Tracking movements added.
SP	26.09.24	Section 4.5 Traffic Management – Swept Path Analysis Added.
SP	26.09.24	Section 2.6 – Control of Dust, Noise and Fumes – Reversing Beepers amended.
SP	01/10/24	Section 4.5 Traffic Management – Delivery vehicles, parking and storage areas amended.
SP	01/10/24	Section 3.1 Logistics Plan Updated

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1.0 Introduction

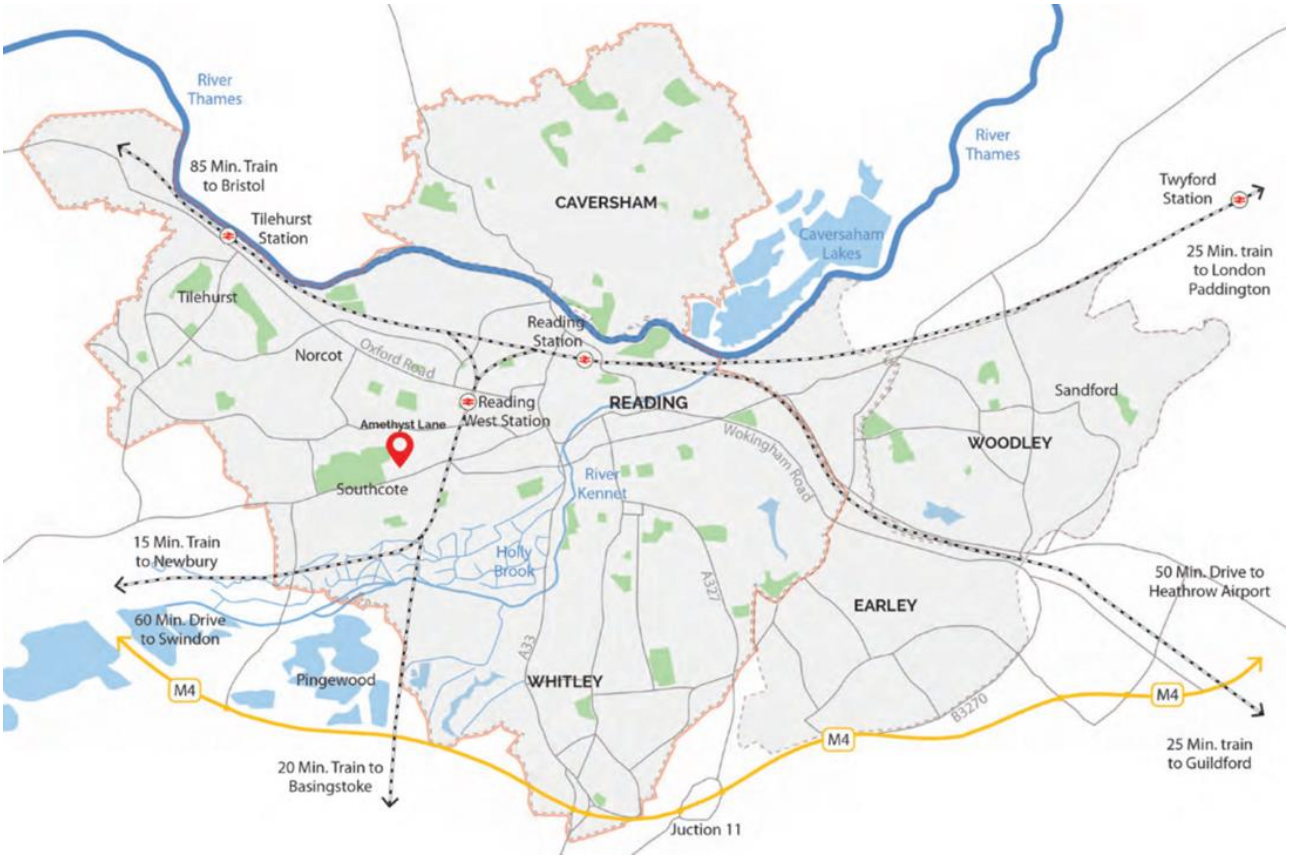
1.1 Scope

The aim of this document is to provide details of the construction methodology for Amethyst Lane. This will include a brief explanation for each phase of the construction process, detailing the process itself, materials and applications, and plant that will be used. It will also describe the site constraints, noise, and dust control, as well as any specific local authority compliance requirements.

1.2 Background

The site is situated off Amethyst Lane, accessed from Leibenrood Road off the A4 Bath Road. The site comprises of a small amount of demolition and the newbuild construction of 17 residential units together with a 6 Bed Respite facility. The site is surrounded by residential dwellings.

The followings maps identify the site location.



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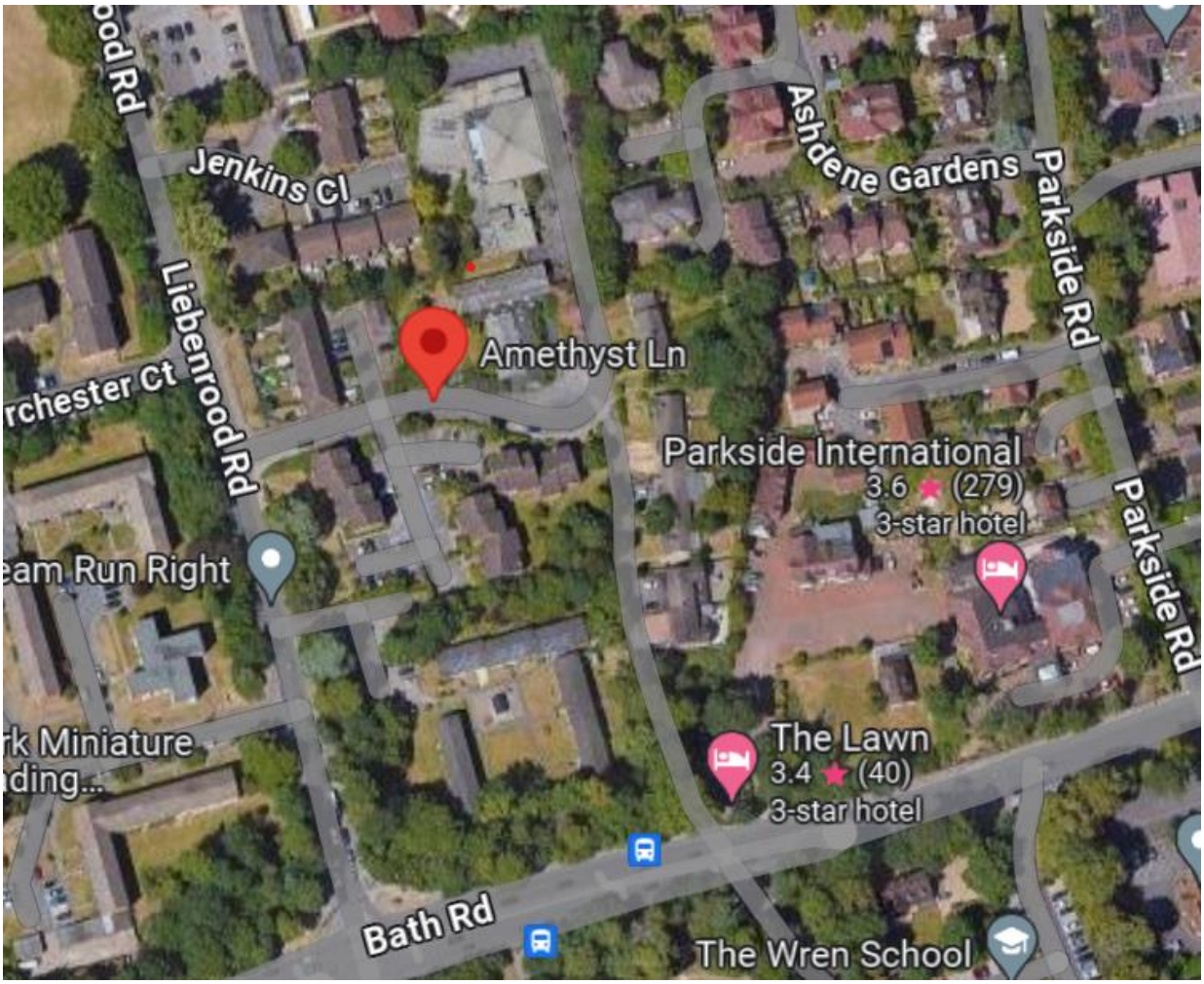

The new build dwellings comprise of terraces of 2 and 3 storey houses totalling 17 dwellings (including the installation of Photovoltaics, MVHR and ASHP units with refuse and cycle storage amenities, together with 6-bed Respite Centre including amenities for users and staff: Office area, Kitchen, Dining Area, Lounges, specialist sensory room, bathing, and shower rooms, plant room and associated MEP installations and commercial garden

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The following drawing is of the proposed site layout plan.

2.0 Site Conditions & Constraints

2.1 Pre-construction Phase

During the preconstruction phase we will carry out all surveys required to identify and reduce the risks associated with the project. The findings of these surveys will enable us to accurately plan and manage the works as well as complete them safely.

During this stage of the project, our experienced Operational Team will assist the deign process by sharing their expertise by attending the Design Team Meetings and reviewing all proposed construction issue information to ensure the project can be constructed and maintained without any major health & safety challenges or implications.

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2.1 Existing Services

There are currently several live connections within the site boundary. These will be disconnected prior to the demolition of the existing flats. To verify this a ground penetrating radar utility scan and mapping will be carried out prior to any works commencing.

2.2 Ground Conditions

The site is currently occupied by former day centres together with the former lodge outhouse building that require demolition. A geotechnical investigation has been undertaken and has not identified any concerns or challenging ground conditions to date.

2.3 Vehicle & Pedestrian Access

Prior to the commencement of any works, the site will be secured with a combination of decorated plywood hoardings and permanently fixed secure fencing. The traffic management route will also be laid out, sign posted and communicated to both residents and our supply chain.

The following drawing is the site management plan for construction traffic.

Main Vehicular Access Route

The travel plan maps the existing highway network.

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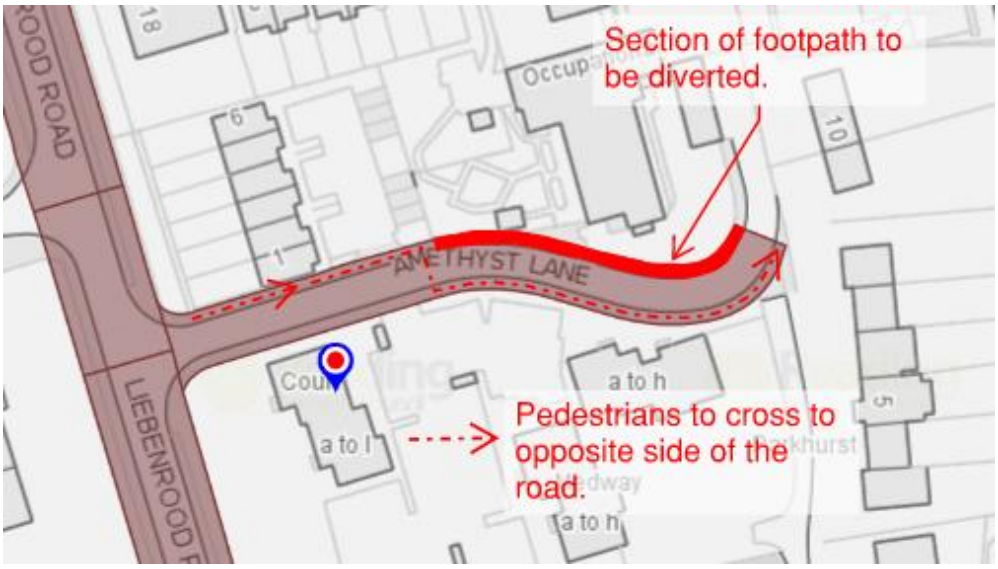
The delivery of materials coming to and leaving site will be off loaded within the site boundary located off Amethyst Lane. Construction traffic will be limited to Leibenrood Road, A4 Bath Road this being the main route to access site. The connecting motorway is the M4 junction 12.

Materials coming to site will include groundwork materials, steel, concrete, bricks/mortar & stonework, timber joists & trusses, windows/doors, mechanical plant/sanitaryware, electrical goods, metal frame/plasterboard, internal doors/skirting/architraves, kitchens and paints.

All deliveries will be delivered pre-arranged on a just in time basis avoiding the busiest rush hour periods when ever practicable. Guidance on the system will be sent out to all potential supply chain prior to the construction starting on site. When required the supply chain will need to find alternative holding points which will be called to site when practical.

2.3.1 Existing Footpaths

During the course of the works it will be necessary to divert pedestrians using the footpath directly outside the site boundary. The following plan shows the diversion that will be in place. The Hoarding line is to be aligned to provided unobstructed pedestrian access to 9 & 10 Parkhurst Drive (shown on Vehicle Tracking Plan – Section 4.5 Traffic Management).



2.5 Local residents

Prior to commencement of the project our site staff and community liaison team will contact local residents and inform them of the nature and programme of our works. Helix will also provide residents with emergency and daytime contact names and telephone numbers. Regular newsletters will be issued providing key updates on the project. See section 4.6 for further information on resident liaison.

Our 24-hour contact numbers are: 01635 744668 and 07922 424693

2.6 Control of Dust, Noise and Fumes

We are obligated to ensure that noise and dust on our projects be kept to a minimum for the well-being and comfort of our site operatives, visitors, neighbours and general public. Wherever possible we remove the source of noise or dust by using off site manufacturing or alternative construction methods. Where the source of noise, dust or fumes cannot be removed completely then it must be controlled and reduced to an acceptable level with the use of suppression measures.

2.6.1 Dust Control Measures

- Covered skips and waste piles
- Use of hoarding/screening
- Use of extraction attachment on tools
- Damping down in dry weather

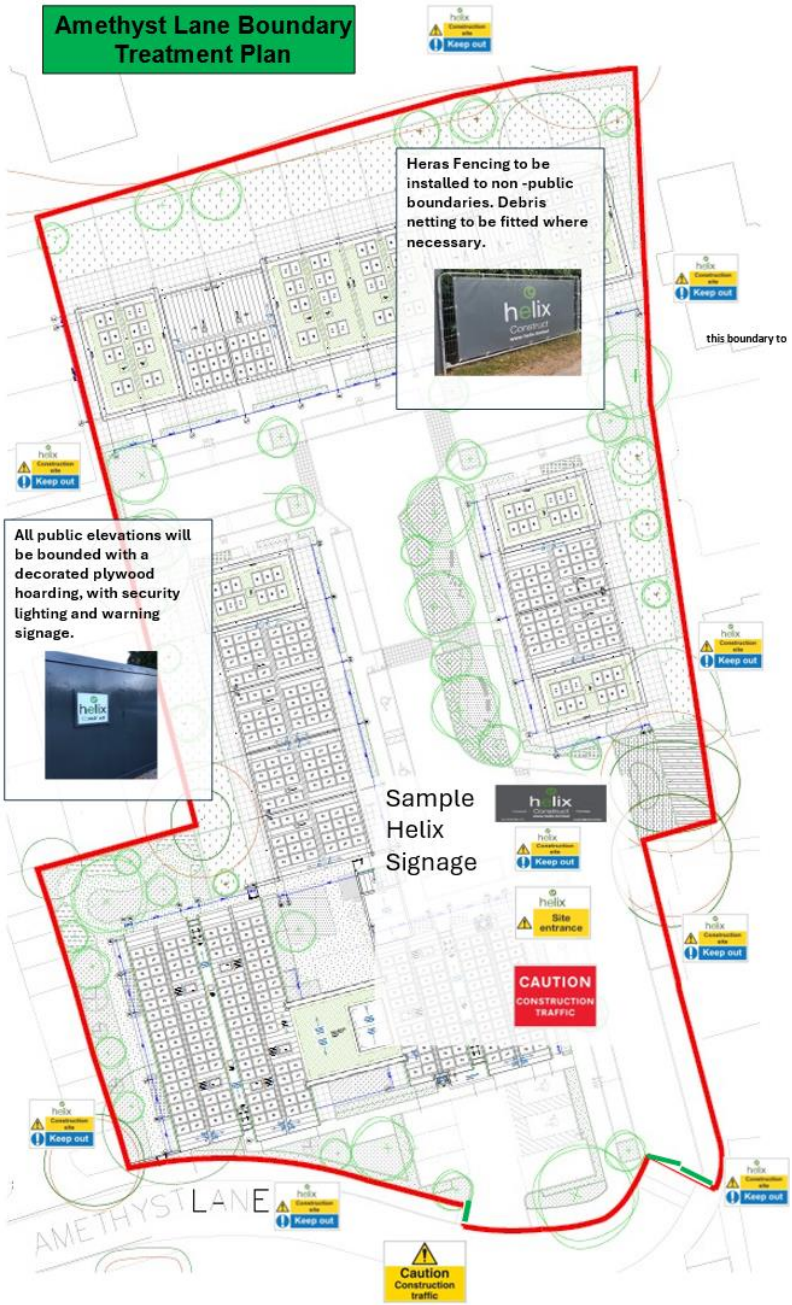
2.6.2 Noise Control Measures

- No radios audible off site.
- Fixed plant as far from receptors as possible.
- Working hours consistent with hours of work planning condition.
- Plant turned off when not in use.
- Plant and Vehicle movements on site will be kept to a minimum wherever possible in an effort to minimise noise and reversing beepers will not be used on site.
- Drop height of materials minimised.
- Well maintained tools used.
- Briefing of site operators to minimise noise.
- Inform neighbours before particularly noisy activities.
- Display contact details for neighbours to raise issues.

2.7 Site Boundaries

The sites public and vulnerable site boundaries will be fully hoarded with a 2.5m high decorated plywood anti climb hoarding. The hoarding will be installed in accordance with a temporary works design. The remaining site boundaries will have a 2m Heras fence installed or permanently fixed secure fencing.

The following plan identifies the site boundaries and treatments.



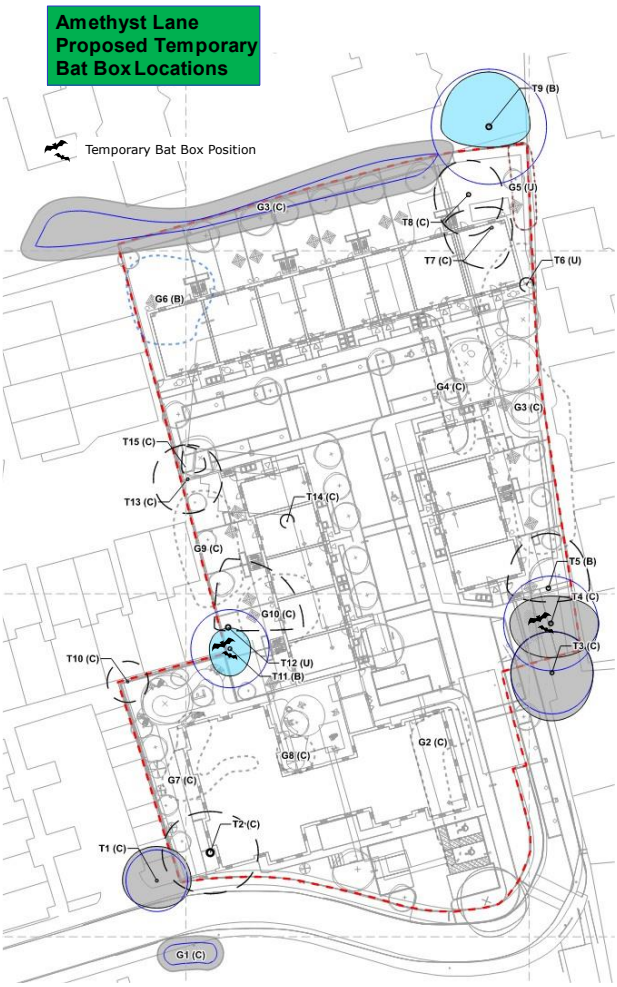
2.8 Ecology

During a recent bat survey commissioned by Gleeds and undertaken by ADAS it was highlighted that there is bat activity present on the site. The following recommendations have been made and are detailed within Bat Survey 1051939/ MPT69105-824(01) version 02 dated September 2023.

Lighting – Any lighting installed should follow the protocols outlined in the Institute for Lighting Professional's Guidance note GN08/23 "Bats and Artificial Lighting at Night" (2023) to minimise disturbance and avoid illuminating key habitat features for bats and roost entrances. Lighting level and directionality should be controlled to ensure that lighting remains appropriate and sensitive, in line with local policy and national legislation" Lighting consideration required both during and post construction phase.

Bat Boxes – It is recommended that temporary bat boxes be installed on retained trees during the construction process. Greenwood's Ecohabitats Two and Greenwood's Ecohabitats Small Hollow Bat Box have been detailed within the report. The following plan indicates the proposed positioning of the temporary bat boxes located in T4 & T11.

Temporary Bat box locations.



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3.0 Construction Methodology

3.1 Site Set Up & Presentation

Upon possession of the site, the initial activities will consist as follows:

- Notify HSE & local authorities.
- Secure site/Complete hoarding
- Asbestos survey
- Site set up/site inductions.
- Controlled asbestos removal by a licensed specialist contractor (if required)
- Site clearance.

Our site presentation is important, and we are as proud of our site set-up and presentation as we are of our completed projects. We are respectful of the area in which we are working and ensure that our projects do not have a negative impact on the locality. Our minimum site presentation standard on all our projects include:

- Decorated plywood hoardings erected to all public boundaries prior to works commencing.
- Site sign boards.
- Site contact details and newsletters displayed on hoardings.
- Any graffiti will be promptly overpainted to maintain our clean and professional presence in the community.
- We are registered with the Considerate Constructors Scheme and register relevant projects, ensuring we meet their requirements.
- The interior and exterior of the site is kept clean and tidy throughout the project.
- Signage will be displayed to show the site entrance and pedestrian routes.
- Roads and paths to be always maintained in a safe and clean condition for use.

Upon possession the site will be secured by means of hoarding/fencing to all perimeter boundaries.

The permanent site setup will be positioned towards the front of the site. This will likely consist of four cabins (2 on 2) stacked on top of each other and will provide facilities for both site staff and subcontractors. This will include staff offices, meeting room and kitchen area for the site staff. Site operatives will be provided with a Canteen, Drying Room, changing room, WC's and shower. Protected pedestrian access to site will be via an access-controlled gate at the site entrance.

During the construction phase we will install hardstanding's and temporary tarmac finishes to be used as haul roads, so it is anticipated that any need for wheel washing will be minimal. However, wheel washing facilities will be provided for in the form of a Jet washer to be used where necessary.

Road sweeping will be carried out routinely where necessary.

As a precaution any nearby SW gullies will be fitted with filtering layers that will be checked and cleaned as required.

The most appropriate action to avoid the need for wheel washing will be to ensure all haul roads are installed and cleanliness maintained from the outset. Priority will be given to ensuring tarmac to permanent site roads is maintained and that temporary hard standings are used for material storage and site parking during the construction phase.

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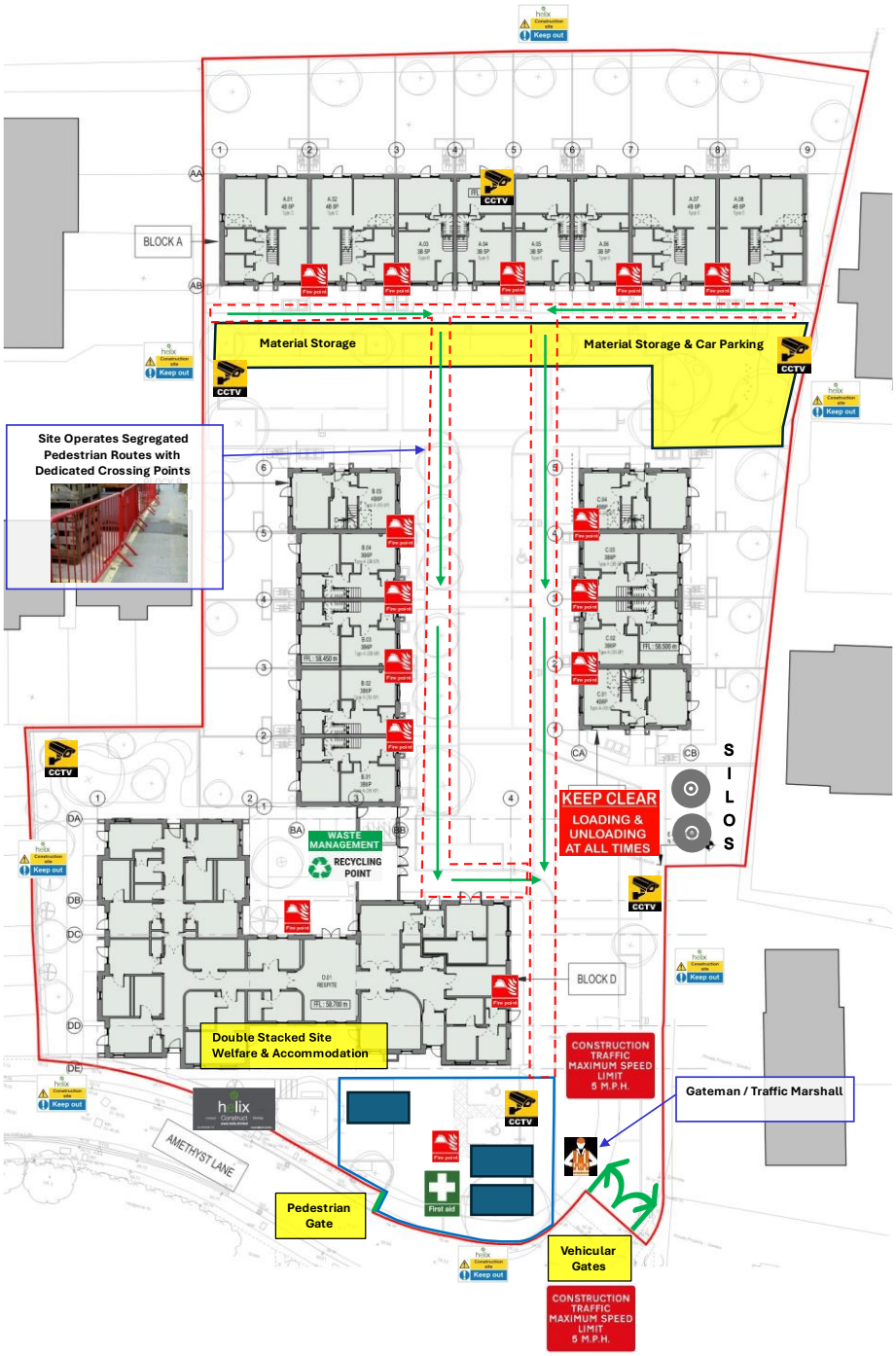
The following plan sets out the site logistics plan.

Amethyst Lane Site Logistics Plan



3.2 Substructures & Ground Floor

Upon completion of the site set up, the reduced level dig of the spine road, drainage and foundations will commence.

Concrete to foundations will be placed from 6m3 and 8m3 ready mixed concrete delivery vehicles.

3.3 Drainage

Main drainage installation will also take place during the groundworks period. This includes new foul and surface water drainage runs. All inspection chambers and drainage runs will be set out and excavated. These will be excavated using a suitable excavator with bucket attachments. All excavated spoil will be taken to a designated area for removal from site when required.

Once formation level for the inspection chambers has been achieved then they will be concreted. Concrete will be delivered and placed using an excavator bucket. Concrete rings and sections will be lowered into place by the excavator using leg chains, straps and lifting pins. Each section of drainage will be fully backfilled and reinstated to ground level using the excavators.

3.4 Superstructure & Envelope

The main superstructure element for all dwellings will be traditionally built using a combination of PCC Block and Beam ground floors and Timber first floors. Scaffold will be erected progressively to provide safe access for internal and external wall construction as well as installing floor and roof structures, loading platforms will be incorporated into the scaffold to allow material placement and distribution.

During these works materials will be distributed onto scaffolded loading bays using an all-terrain telescopic forklift and trained operator

The external walls will generally be constructed using blockwork to the inner leaf, Rockwool insulation to the cavity, with brickwork providing the outer leaf elevation treatments. Scaffold will be adapted for the installation of windows. Following the completion of the brick work to roof level, timber roof trusses will be craned into position using a mobile crane and then the roofs will be fully tiled and glazed prior to removing the scaffolding.

3.5 Internal Works

Once the buildings are watertight, internal works will commence with floor screeding and then first fix works, plaster boarding and plastering. Following this, second fix works, and kitchen fit out will be undertaken, preceding the decoration of the individual flats. All works will be carefully inspected by the Helix site team at strategic points during the build process. Subcontractors will adopt a ‘room clearance’ procedure during the first fix works which is undertaken as services are completed, tested, and then cleared.

During any internal works fire exits will be clearly marked, regularly checked, and repositioned as works proceed. In addition, the importance of site cleanliness cannot be over emphasised. Keeping internal and external access clear of debris, packaging and stored goods will ensure the safest passage possible for new materials, as well as enhancing the working environment.

3.6 Fit Out

Fitting out will be carried out progressively through the buildings with loading platforms and temporary openings maintained for major materials. Where final fix operations are progressed via staircases, these will be protected to prevent damage. Rigorous checking and quality procedures will be employed during the final periods of fitting out to prevent abortive and wasteful work. As each room is nearing completion of decoration and floor finishes laid, it will be finally inspected, and any remedial works carried out. The properties will then be finally locked.

3.7 External Works

External works will include the completion of the hard and soft landscaping around the buildings. The mains laying, remaining drainage and SW attenuation to the development will be installed followed by the required final finishes to the road, footpaths, and parking areas.

4.0 General Construction Management

4.1 Health & Safety Management

We operate a fully compliant, robust and detailed set of health and safety procedures that can be universally applied across all our projects. The procedures set out how we manage and control all aspects of health and safety during both the pre-construction and construction phases of a project.

The project lead will develop a Construction Phase Health and Safety Plan (CPP) from the pre-construction information and our proposals. This document will then be signed off by the principal designer prior to the commencement of works on site.

We use subcontractors for all our works on site and they are pre-qualified through a health and safety vetting process to be included within our supply chain database. We frequently analyse and review not only specific projects but also our company health and safety performance at our monthly board meetings.

All Subcontractors are required to issue a project specific pack of risk assessments and method statements for their element of the works, two weeks before they start on site. These documents are reviewed internally and externally by our health and safety consultant prior to their revision and re-submission or signing off.

All operatives and site visitors we will receive a 3-part site induction prior to commencing work. Part one is the site rules induction, part two is the COVID-19 induction and part three is the briefing and acknowledgement of their risk and method statements.

The Site Manager will be responsible for Health & Safety on the site for the duration of the works. They will carry out all their statutory obligations while also carrying out daily audit's both in and around the site to ensure that our standards and procedures are constantly maintained. Our senior management team also visit site to carry out regular site audits which again ensure that our standards and procedures are being maintained. In addition to this our external health and safety consultant carries out random site inspections monthly to externally audit and confirm that our projects are not only compliant with legal requirements but are also operating to the highest level of health and safety performance.

Our Site Managers for this project will hold a valid First Aid at Work certificate, CSCS management card and CITB SMSTS (Site Managers Safety Training Scheme certificate) as a minimum. We will also provide further training for all of our site management as the project requires. These training requirements include scaffold inspection, fire marshal, manual handling, mental health awareness, and temporary works co-ordinator.

While all works will be assessed for risks prior to commencing the below summarises the key risks associated with this project and how we intend to manage these.

4.1.1 Working at Height

Working at height will be completed from a scaffold erected within the guidance of the current version of TG20:21. Any non-standard scaffold features (outside of TG20:21) will be subject to a specialist design. Scaffolders will follow the working practises identified in TG20:21 and their RAMS which will include wearing a harness and using an advanced guard rail system for the purposes of erecting, adapting and dismantling scaffold. All scaffolds will be handed over for use with a formal certificate as well as being inspected weekly or after, adaption, alteration, damage or severe weather conditions.

For internal trades where working at height is required that cannot be completed off of the perimeter scaffold then we will be using mobile tower scaffolds, podiums and hop-ups (600x600). This equipment will be inspected on a weekly basis or following erection/alteration, these records will be available within the weekly inspections and visible on site using scaftag system.

4.1.2 Slips, Trips & Falls

We reduce the risk of slips trips and falls by ensuring that we have a ‘clean as you go’ culture on site and zero tolerance to operatives not clearing up. All operatives are expected to work in a clean and considerate manner ensuring that their workplaces are left clean and cleared at the end of every working day. We will also provide dedicated pedestrian routes throughout the site that will be well maintained and will have no need for material or debris to be in them.

4.1.3 Access

Access around the project will be provided by designated pedestrian routes from the pedestrian entry gate to the welfare and site office and then the working areas. this will ensure that all operatives are segregated from vehicular areas and are protected from areas where there is moving plant.

4.1.4 Temporary Works

All temporary works will be designed by a Temporary Works Engineer and will be managed on site by a Trained Temporary Works Coordinator who will inspect and manage any temporary works that are required.

4.1.5 Material Storage

Bulk material storage will be located within the proposed car park area in a dedicated material compound. Material will be stacked and sorted accordingly to ensure that all materials are stored safely and will not get damaged thus reducing waste. Material storage areas will be managed and amended as necessary during the course of the works.

4.1.6 COSHH

All substances and materials that are hazardous to health will be stored in a proprietary lockable COSHH store with restricted and managed access. COSHH assessments will be completed for all relevant substances and will be accompanied by the material safety data sheets.

4.1.7 Manual Handling

Manual handling of materials will be reduced as much as possible by using mechanical plant for their distribution. We will also carry out manual handling toolbox talks and where possible use off site fabrication and mechanical plant to position factory assembled items at their required location.

4.1.8 Fire Safety

We will carry out a fire risk assessment and produce a fire plan that will meet the requirements of the Joint Code of Practise for Fire Safety on Construction Sites. We will provide a linked fire alarm with call points

and fire extinguisher points located in key locations around the site. We will also provide a gas cage for any gas bottles and a lockable bunded fuel browser complete with drip tray, spill kit, and fire point for fuel storage.

4.1.9 Hot Works

Whenever possible we try to avoid carrying out hot works on site, but if they do need to be carried out they are controlled by our hot works permit system, so each individual activity of hot works is considered, managed and controlled.

4.1.10 Plant & Power Tools

When using plant and power tools on site we ensure that all our operatives are being monitored for HAVS and that their employer has produced HAVS assessments. All plant is operated by someone who is certificated or trained to do so. We ensure the areas where noisy and potentially dangerous plant are being used are segregated from other operatives and activities on site. All electrical tools are PAT tested and our temporary installations are also tested every three months. All Plant is inspected on a weekly basis and recorded in our site safety register.

4.1.11 Vibration

Our works will be in compliance with the Control of vibration Act 2005, HAVS monitoring will be considered following subcontractor appointments / appropriate plant selection. The trade specific RAMS will be developed and approved accordingly.

Specific control measures to specialist equipment such as piling equipment will be assessed once known.

Managing (avoiding) neighbour issues with vibration during the construction works, caused by site plant and vehicles will be carefully planned, monitored, and assessed by site management. Site vehicle routes on site will also be monitored. Any (unavoidable) activities that cause higher levels of vibration will be communicated and if necessary, carried out at appropriate times during the day with breaks.

4.1.12 Pest Control

All redundant drain runs will be capped /blocked off. We will also monitor for the presence of pests or rodents during the course of the project, should it become necessary specific control measures will be implemented such as “Bait Boxes” to control the problem.

4.1.13 Tree Protection

Any works to be carried out to or in the vicinity of trees that are to be retained, shall be undertaken in accordance with the Arboricultural Method Statement - Report Number: RT-MME-160031-02 Rev D, dated January 24.

4.2 Material Storage & Distribution

Material storage areas will be kept within the site boundary, whilst deliveries will be scheduled and programmed to avoid any traffic congestion in the locality of the site.

Once materials are on site, they will be distributed with an all-terrain telescopic forklift.

4.3 Plant

Mobile plant and delivery vehicles used on site will have specific conditions set upon them to ensure noise levels are kept to a minimum. For example, the speed for all plant working on site will be a maximum of **5 MPH;** plant not in use will not be left idling or operated in an ‘inconsiderate’ manner. All noise levels will be

kept to an absolute minimum as is reasonably practicable for the work activity being carried out. All plant used on site will have the designed, factory fitted, appropriate silencers and baffles to minimise noise. All plant and equipment purchased or hired should be designed and constructed to ensure that noise produced is as low as possible with suppliers being asked to provide information about noise emissions under actual working conditions. Wherever practical, secondary noise reduction measures will be employed. For example, an acoustic screen will be positioned around a generator set. Where particularly noisy operations are envisaged, interim noise surveys will be carried out as and when conditions dictate. A copy of these surveys will be kept on site.

The site will be registered in accordance with the Non-Road Mobile Machinery Guidelines with a view to reducing the environmental impact by using machinery that reduces emissions.

All plant will be secured and locked outside of working hours.

4.4 Hours of work

There will be strict control of working hours on site and material delivery times. This information will be displayed on site and will be appended to each material supply order and subcontract order. Hours of work will be 08.00 - 18.00 Monday to Friday and 08.00 - 13.00 Saturday or in accordance with the planning consent and Environmental Health's requirements if they are different.

4.5 Traffic Management

There will be a strict traffic management plan in place that will be communicated to our entire supply chain including organisations working on site and delivering to site.

Helix will direct incoming construction traffic using signage and prior instruction during the procurement and order stage. Vehicles will be kept within the unloading areas (within the site) prior to leaving site. Signage on the hoarding will be used to ensure that site access and egress points are clearly identified. Deliveries will be managed to minimise disruption to neighbouring residents and businesses and scheduled in advance on a single delivery basis to avoid any congestion.

Our site operatives are encouraged to use public transport, walk, cycle and car share. We ask that operatives park on site in the designated parking areas and not in the immediate vicinity around the site. There will be a designated car parking area for site parking as shown on the logistics plan.

Construction traffic will be requested to travel to and from site using the route identified on the aforementioned map.

A traffic marshal will manage and direct all construction traffic arriving and departing from site. We also operate a simple delivery booking system that aims to achieve a "one in one out" approach to avoid waiting vehicles and local congestion. We also request that all incoming deliveries notify of their arrival 10 minutes prior so they can be held at an identified holding point, if necessary, until the site is clear of the pervious delivery for their arrival.

The traffic marshal will also see departing vehicles out in to Leibenrood Road to avoid any congestion.

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The following plan is from the traffic management plan.

These routes take account of the local conditions and best eliminate the risk of any congestion and inconvenience to other road users

All vehicles arriving at site will be required to adhere to the safety and environmental standards set out under FORS & CLOCS.

All material, plant deliveries and waste removal will be on rigid vehicles, deliveries and collections will also be coordinated with the local community and surrounding residents.

At peak and for a short period only, it is anticipated that the maximum number of daily movements will be 15, comprising of concrete deliveries and removal of excavated spoil. We will endeavour to spread this activity out as much as we can in order to avoid short periods with a high number of vehicle movements. The following plans show the intention for vehicle movements in and out of site, a swept analysis for vehicle tracking has also been produced.

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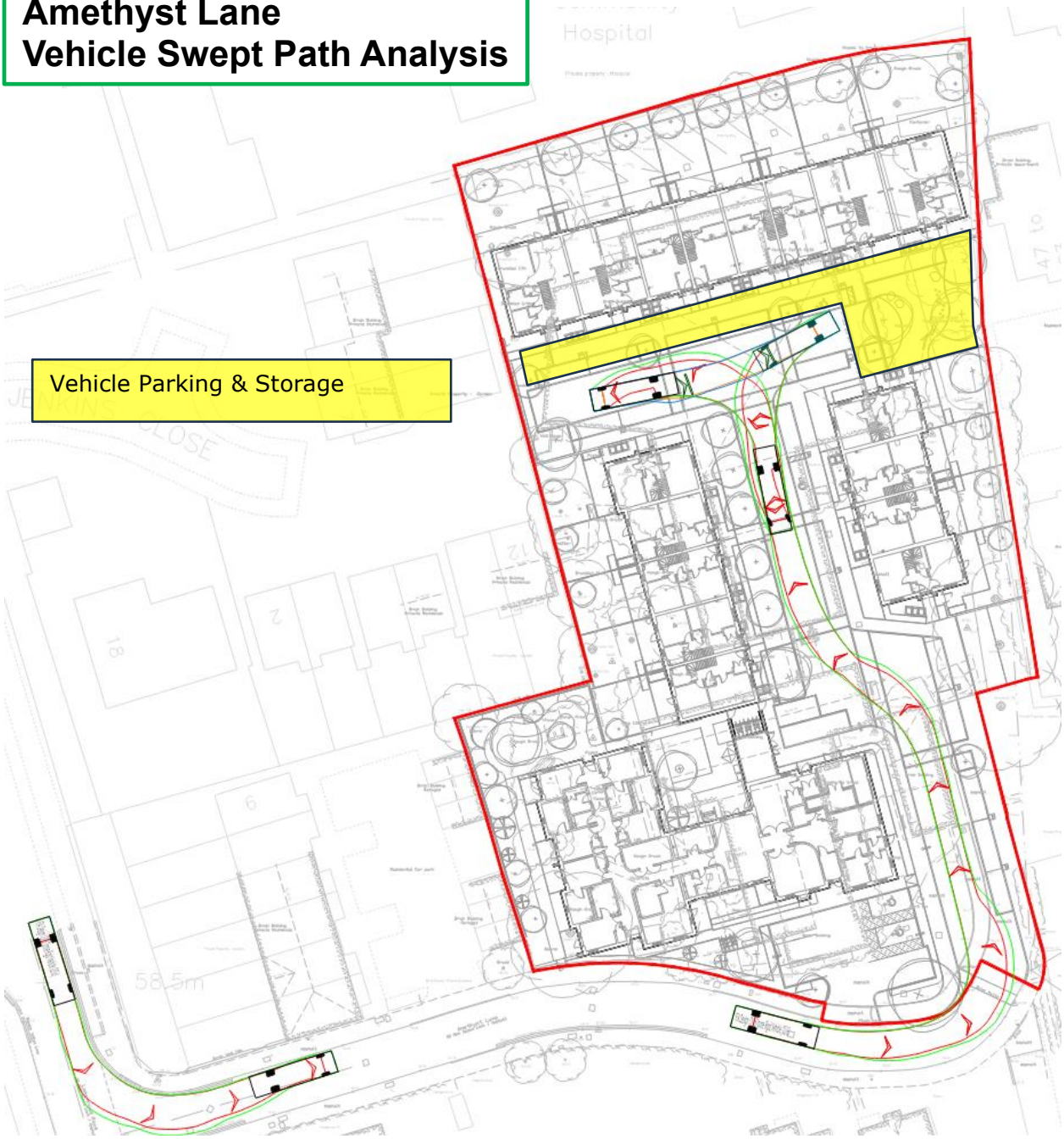
CONSTRUCTION MANAGEMENT PLAN

Amethyst Lane
Vehicle Swept Path Analysis



4.6 Resident Liaison & Complaints Procedure

We recognise that building works can at times be disruptive. We value and respect the communities that we work in and take all reasonable steps to minimise or eliminate any disruption that our works may cause. Communication is key to successfully delivering a project. We seek to build relationships with our neighbours, local communities, and stakeholders. Prior to any of our works on site commencing (including surveys) we write to all our neighbouring parties in order to introduce ourselves and the project. Typically, our introductory newsletter will contain the following information.

- A description of the project
- An introduction to Helix including contact details for the Helix Site Manager, Head Office and Resident Liaison Officer.
- Proposed commencement and completion dates for the works
- Outline of works taking place on site.
- Site working hours.

At this time our Site Manger will also contact the immediate neighbours to introduce themselves in person. Further newsletters will be issued periodically throughout the project, keeping our neighbours and the community updated of progress and any significant planned construction activities. It is important to us that our site management team are visible, approachable, and accessible to residents or neighbours that may have any queries or concerns. In addition to this a messaging service will be set up with willing residents to provide a brief update of key activities on a weekly basis. As part of our commitment to the surroundings we will also arrange a number of community engagement projects/activities which will be developed during the course of the project

Neighbours are encouraged to report back any comments or concerns to the site team. The procedure for logging and recording complaints is standardised throughout our business by using a proforma complaint record and a complaints log that is kept on site for auditing and tracking purposes. This file is also presented to the Considerate Constructors Scheme Inspectors. The site team will be responsible for meeting with any concerned party regarding the construction works and how it impacts on them. This provides a direct route for a resident to set out their concerns. The site team also ensure that residents are kept aware of any particularly noisy or dusty operation in advance and will follow up any recorded complaints made to our client, head office, local authority, or any other recognised, relevant organisation.

In certain situations, if resident groups are particularly concerned about the proposed works, then we may hold informal resident meetings to discuss the project and any concerns that are raised.

4.7 Considerate Constructors Scheme

The site will be registered in the Considerate Constructors Scheme and will be audited by an independent inspector on its consideration and interface with others. Notices will be posted at the entrance of the site, giving details of the scheme and point of contact in the event of a complaint.

4.8 Noise, Dust & Fume Monitoring

The control of noise, dust and fumes will be an important aspect on this contract due to the proximity of residents. We will identify how these nuisances are controlled. In the main, Helix standard procedures will be employed, as well as compliance with the Environmental Plan for the site. The main actions have been briefly explained below:

There are three main types of plant that will generate an impact.

- **Fixed plant**
  Site generator unit and concrete agitator drum
- **Mobile plant**

Hydraulic breaker attachments**,** rotary piling rig, excavators, rollers, compaction plates, dumpers, concrete pumps, compressors, concrete agitator drums (truck mounted) and pressure washers

- **Handheld plant**
  Pokers, drills, nail guns, cut off saws, circular saws, tec guns, screw guns, impact drivers, reciprocating saws, angle grinders, routers, planers, and CP9 breakers.

All plant will be supplied with written data for the noise level produced when in operation. All plant will be inspected and registered on a weekly basis to ensure that it is in good condition, serviceable and is maintained and in a safe condition. Where possible, material will be factory cut or factory assembled to minimise the need for plant on site.

Fixed plant will be enclosed or where required will have acoustic screens placed around them to minimise noise pollution. All fixed plant engines will incorporate vibration mounts. The other possible source of noise will be vehicular movements for deliveries to the project. This will be kept to a minimum by switching off engines whilst vehicles are being unloaded, having scheduled deliveries one at a time and inside site working hours. All plant will be in good serviceable condition which will be checked regularly and registered accordingly by the site management team. Where possible or practicable, electrically powered plant will be used as this is generally quieter when operated. Wherever practical, noisy activities will be carried out in screened areas within the site or building and not on the boundaries. All staff and subcontractors will be made aware of noise issues through inductions and specific toolbox talks.

The site management team will monitor and record the noise levels at set points along the site boundaries. These records will be kept on site and if necessary, additional noise level monitoring will be carried out during construction activities if using plant that creates a higher level of noise.
The management team will use handheld Sound level meters to carry out the above monitoring. Exact details and locations to be monitored are to be established on site and set out on the monitoring plan, but it is envisaged that it will be carried out on a weekly basis at locations near to the existing occupied dwellings. When equipment is being used such as piling rigs this monitoring is to be increased to daily monitoring. All records to be available for inspection on site.

It is anticipated that we will not exceed a constant noise level in excess of 75 dB at any of our site boundaries. However, works may dictate that noise levels may be increased for short periods only. Wherever practical and reasonable, noise levels at the site boundary will be kept to a minimum.

Dust arising from the building process will be controlled in accordance with Helix standard procedures. This is primarily achieved through dust suppression/collection facilities provided to equipment and plant.

Mechanical equipment and plant will be positioned taking due consideration with regard to preventing the transfer of fumes to existing premises.

4.9 Security

The site will be locked at night and monitored CCTV will be fitted to cabins and the entire site boundary. If deemed necessary security guards will be employed to patrol the site after hours, during weekends and during periods of high-risk activity.

During the working day the pedestrian access to site will be a controlled pedestrian access gate or turnstile.

All operative and visitors will need to have completed the relevant site induction process.

4.10 Waste Management

Helix endeavour to reduce waste at source and will investigate opportunities to utilise off-site manufacturing processes or alternative construction methods where appropriate. Where this cannot be achieved, we will utilise suppliers that can offer reduced packaging to their products or recyclable packaging. Materials will

be brought to site using the just in time approach and will be stored and distributed in an effective and efficient manner to reduce the risk of damage/wastage.

Site waste will be kept to a minimum with carefully selected materials to reduce the amount of waste generated by the construction process. Our benchmark is to ensure that a minimum of 95% of our waste is diverted from landfill. We achieve this by using a waste management provider in order to remove and process our waste. We segregate as much of the waste as we can on site and on this project, we will utilise separate skips where possible. All waste skips will be accommodated within the site in order to avoid illegal dumping of other people's waste, they will be covered and well managed when not in use.

5.0 Quality & Completion

Our site management teams are suitably trained and experienced to successfully manage quality on our projects. We ensure that we only use robust detailing, tested construction methods and subcontractors that are on our approved subcontractor database. During the detailed design process the project team will hold buildability reviews to ensure that the proposed design will achieve the desired high-quality finish. We also ensure that materials used on our projects are as specified or of a suitable quality and performance.

During the construction works we continually monitor and manage quality by carrying out recorded inspections at all key stages of the build. We use a suite of standard checklists that are adapted to suit the details of each project for formally inspecting and signing off all key work stages. We also use Site Audit Pro, which is an application for photographing, labelling and annotating site observations into a report that can then easily be emailed to the subcontractor for them to address any issues that have been raised.

Prior to commencing on site, we prepare a Construction Programme that identifies 'hold points' for each plot. The purpose of the hold points is to ensure that construction stages are signed off by the Contracts Manger or Construction Director to set the standard before the next work stage can commence. These hold points are typically, the activities before, roof covering, 2nd fix drylining, decoration and main client inspection.

It is vital that the correct amount of time is allowed for completing the project in the logical sequence to achieve our high standards. We manage our programmes using software that allows us to regularly record and capture progress and continually monitor our completion dates. The software also allows us to produce, implement and monitor recovery programmes and run 'what if?' scenarios, ensuring that we carefully manage our time and successful completion.

6.0 Programme

6.1 Whole Life Programme & Key Dates

As part of the Helix project management procedure for this project, a planner has been appointed to produce a Whole Life Programme which will include detailed sequences for design, procurement, and construction. This will be used to plan, manage, and monitor the project to bring it to a successful conclusion. The following key dates have been extracted from our Whole Life Programme.

PROGRAMME – Our proposed construction period for the project is **80 weeks.** Based on Traditional Construction.
The whole life programme has been developed with input from the design, procurement, and production teams. This programme will be issued to all stakeholders and used to manage and monitor progress. A summary of our key project dates for the schemes is included below.

6.2 Handovers

Prior to the inspection process we propose to provide a finished apartment in order to set the benchmark standard for the remainder of the works and thus minimise the need for remedial works. We have initially planned for completions to occur over an 8-week period, which we feel provides a reasonable period in

which to carry out the inspection and acceptance process. We intend to effectively manage the inspection process by developing a protocol to ensure that completed apartments can be offered progressively for inspection and acceptance in preparation for final handover. We anticipate that the Employers Agent (EA) will require one week's notice to inspect units offered by Helix and that this inspection should take place one week prior to anticipated completion/handover. Following a satisfactory inspection by the EA, the units will be locked up until final handover with a final walk around prior to Practical Completion.