

CONSTRUCTION MANAGEMENT PLAN – REV C 24th June 2025

For

The development of 6no affordable residential dwellings, emergency access/pedestrian/cycle route with associated parking and landscaping.

At The Land to the West of Nursery Mews(Southfields), Gravesend, Kent, DA11 7BU.

On behalf of

Hyde Housing Association





<u>By</u>	<u>Date</u>	<u>Revision</u>
SM	14/03/2025	A – First Issue
SM	24/04/2025	B- Updated following comments received.
SM	24/06/25	C – updated following comments received.

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1.0 Introduction

1.1 Scope

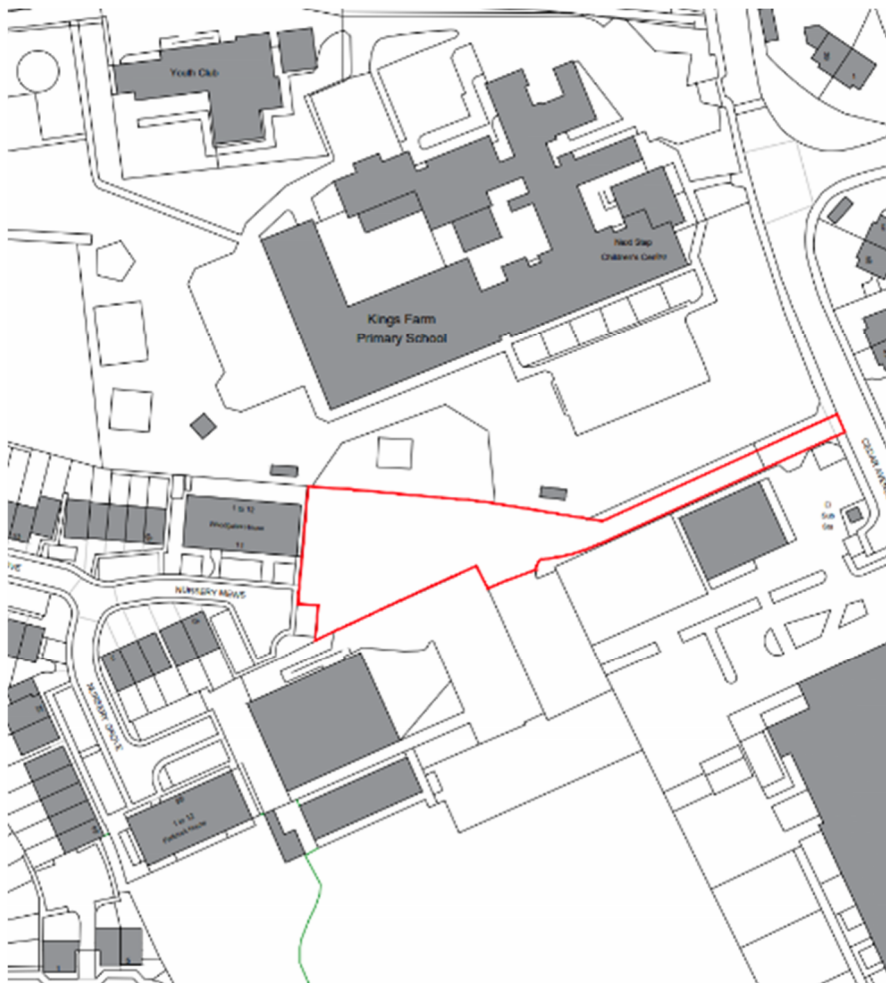
The aim of this document is to provide details of the construction methodology for Southfields, Gravesend. This will include a brief explanation for each phase of the construction process, detailing the process itself, materials and applications, and plant that will be used. It will also describe the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

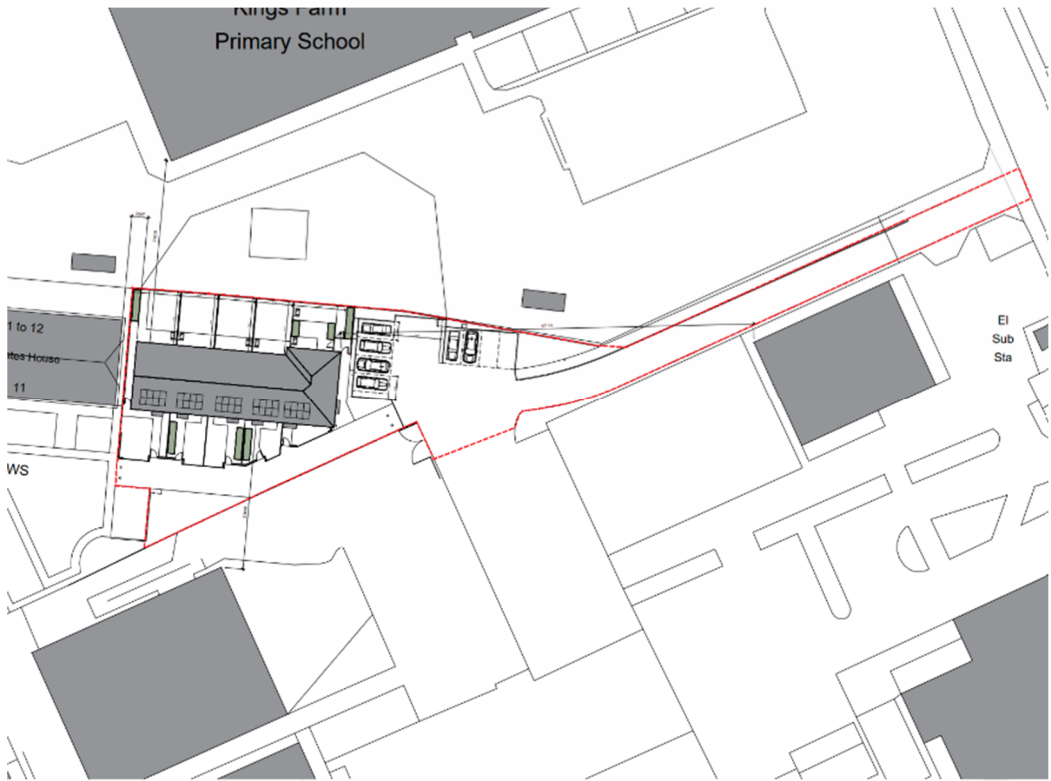
1.2 Background

The site is located on a parcel of land to the west of Nursery Mews, Southfields in Gravesend, with existing vehicular access via Cedar Avenue turning into Nursery Mews.

The site comprises of the development of the land to the west of Nursery Mews for an affordable residential development comprising of 6no new homes(4no houses and 2no flats) with associated car parking, cycle parking, landscaping, and refuse storage.

The following maps identify the sites location;





HPH006 Southfields, Gravesend : Construction Management Plan



The scheme comprises of the design and construction of 6 new homes comprising of 4no 2B4P homes and 2no 1B2P flats in one singular terraced block, along with 8no car parking bays and associated hard and soft landscaping.

Please see below proposed site layout and elevation;



HPH006 Southfields, Gravesend : Construction Management Plan



The following drawing details the site logistics plan for the Construction phase;





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 design process by sharing their expertise by attending the Design Team Meetings and reviewing all proposed construction information to ensure the project can be constructed and maintained without any major health & safety challenges or implications.

Prior to site construction commencement, a pre-start record of site conditions on the adjoining public highway with the Council and a commitment to repair any damage caused will be undertaken.

2.1 Existing Services

The status of live services will be established prior to commencement of the works, with any identified services being disconnected/diverted ahead of breaking ground.

To verify this a ground penetrating radar utility scan and mapping will be carried out prior to any works commencing.

2.2 Ground Conditions

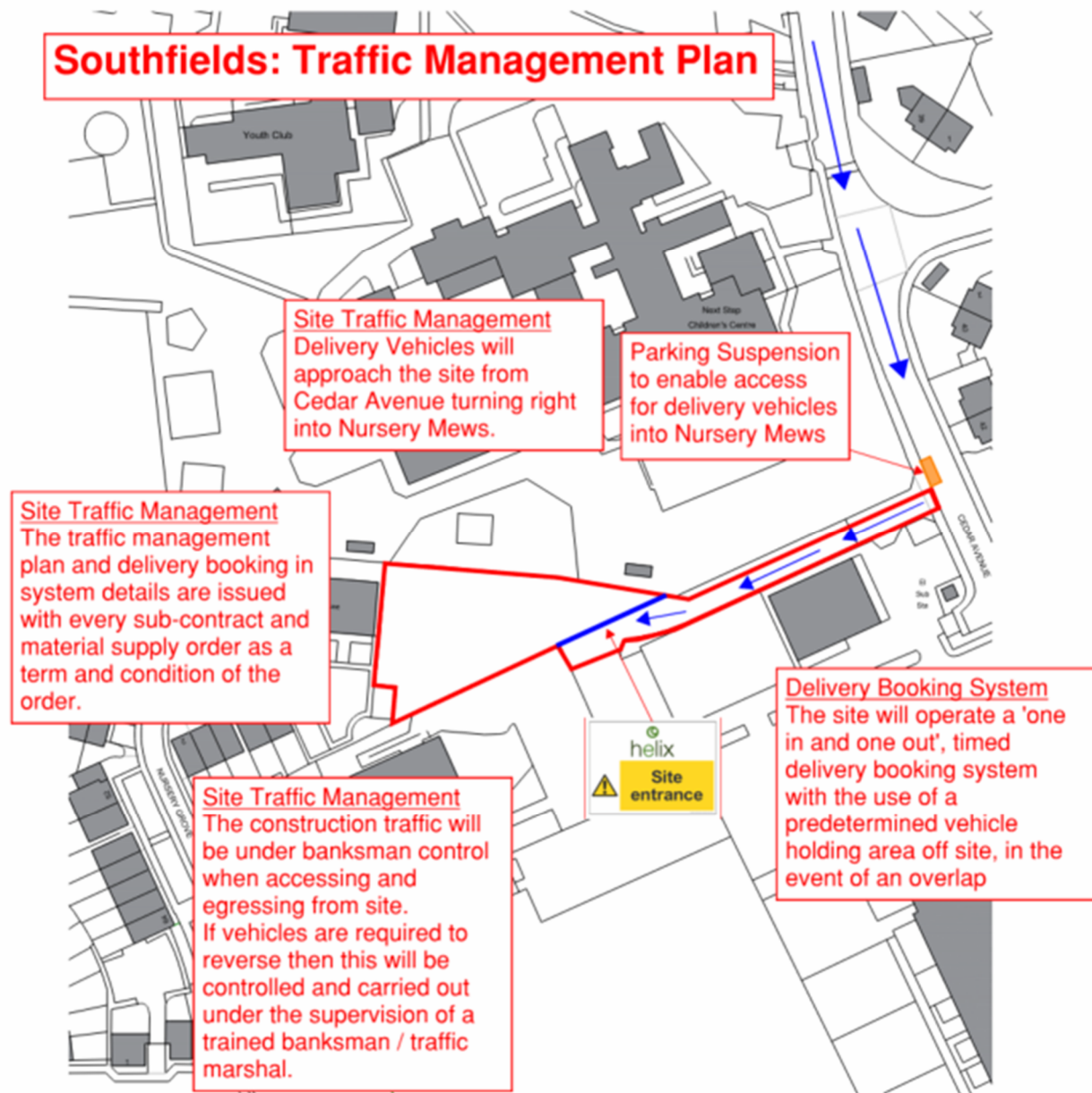
The site footprint is currently a concrete hardstanding, with a small area of soft landscaping/vegetation to the North. A geotechnical investigation has been undertaken and has not identified any concerns or challenging ground conditions to date.

2.3 Vehicle Access

Prior to the commencement of any works on site, 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.

Provision for the parking of vehicles of site operatives and visitors will be established and provided adjacent to the Material storage area within the site compound area.

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



The delivery of materials coming to and leaving site will be off loaded within the site boundary located off Nursery Mews. Construction traffic will approach site via Cedar Avenue, turning right onto Nursery Mews.

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 and school drop off and pick up times 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.

2.5 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 5.7 for further information on resident liaison.

Our 24-hour contact number is: 01635 881377

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.

2.7 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.

2.8 Protected Species

If protected species are found on site during the works, all works will stop, and an ecologist contacted for further advice. Works shall not recommence, until further details of the protected species found and appropriate mitigation measures are submitted to and approved by the Local Planning Authority, and implemented.

The following plan identifies the site boundaries and treatments.



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)
- Demolition
- 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 initial site accommodation will consist of a self-contained unit positioned adjacent to the new parking bays location(bays 1-4) on the existing hardstanding (Evolution Unit). This will remain in place until such times as the temporary services have been installed and permanent site set up is operational.

The permanent site setup is proposed to be positioned on parking bays 4-8. This will consist of cabins 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 male and female. Protected pedestrian access to site will be via a secured pedestrian gate.

During the construction phase we will install the permanent new access roads to sub base tarmac level, 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 wheel wash. The jet washer system includes a gully set in the new road that is connected to a sump which gathers the sediment. Sedimentation deposited within the tank will be removed from site by a licenced waste carrier.

This will be sited inside the site gates. Regular internal and external mechanical road sweeping will be carried out routinely and when required the adjacent roads will also be swept and when we are requested to do so from the council.

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.

The following plan sets out the site logistics plan.



3.2 Substructures & Ground Floor

Upon completion of the break out of the existing hard standing and site set up, the reduced level dig will begin and drainage and foundations will commence.

3.3 Drainage

Main drain installation will also take place during the groundworks period. This includes new foul and surface water drainage runs, and storm water. 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 spoil heap area within the site boundary 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.

Please see below proposed drainage layout, which will be installed early in the construction phase of works to provide permanent drainage connections as early as practicable. All drains will be installed with adequate drainage protection kits to prevent oil, fuel and silt from draining into the system.



3.4 Superstructure & Envelope

The main superstructure element for all dwellings will be traditional build brick and block construction with precast concrete slabs/timber posi joists on each floor level installed via crane. 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/goods hoist.

The external walls will generally be constructed using brick and blockwork with full fill cavity insulation fire barriers and cavity trays where required under design requirements. Scaffold will be adapted for the installation of windows. Following the completion of the brick work roof works will commence alongside the installation of the windows to ensure the building is water tight and internal works can progress; as the scaffold is progressively struck following completion of external weathering. This will allow the building to be snagged and cleaned as the scaffold is removed progressively.

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 risk assessment and method statement 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 2-part site induction prior to commencing work. Part one is the site rules induction, part two 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 audits 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. Any non-standard scaffold features (outside of TG20) will be subject to a specialist design. Scaffolders will follow the working practises identified in TG20 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 scaftags.

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 marked storage 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.



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 Practice 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. Both bunded fuel storage and the gas storage cage are to be located within the site compound areas as marked on the plans.

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.

The foundation solution is a strip footing with reinforced mesh, therefore no piling works.

Specific control measures to any further specialist 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.



4.3 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 and tower where required.

4.4 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.

4.5 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.

4.6 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.

Measures to ensure the safety of all users of the public highway especially cyclists and pedestrians in the vicinity of the site and especially at the access will be strictly enforced.

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. Where possible deliveries will be planned avoiding the morning rush hour and 'school run' times as this eases congestion and impact on the surrounding neighbours.



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.

We will commit to encourage sustainable modes of transport to the site for staff and by all of our operatives to comply with the ULEZ zone this will also be the case with our delivery vehicles in and out of site.

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

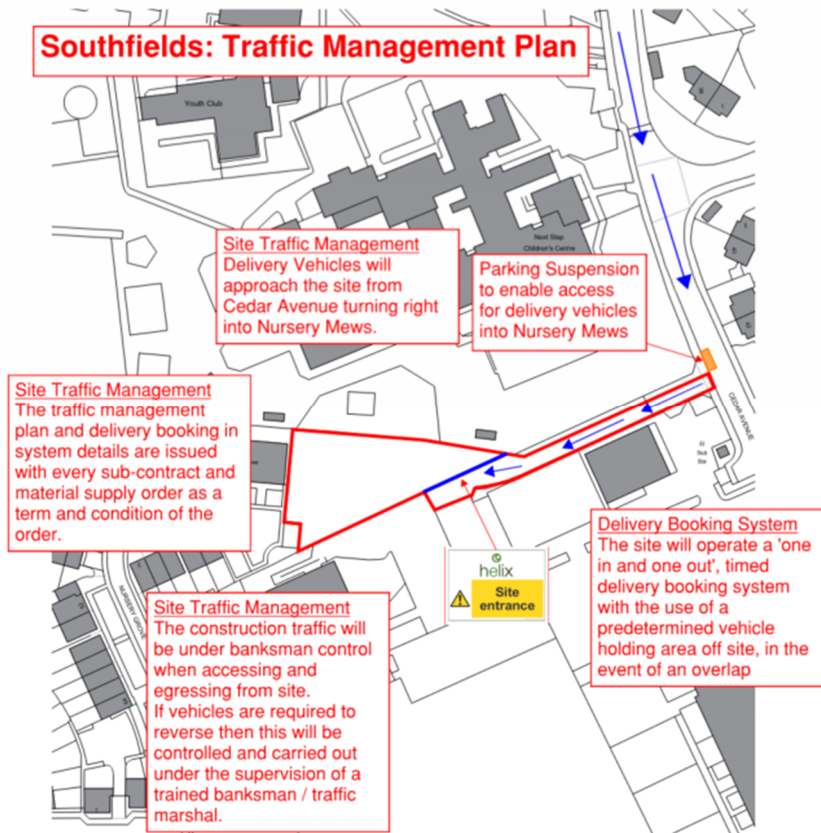
Commitment to liaise with other contractors in the vicinity of the site to maximise the potential for consolidation and to minimise traffic impacts will be enforced.

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 before arrival so they can be held at an identified holding point, if necessary, until the site is clear of the previous delivery.

The traffic marshal will also see vehicles in and out of site to avoid any congestion and ensure the safety of other pedestrians, cyclists and highway users within the vicinity of site.

The following plan is from the traffic management plan.

Southfields: Traffic Management Plan



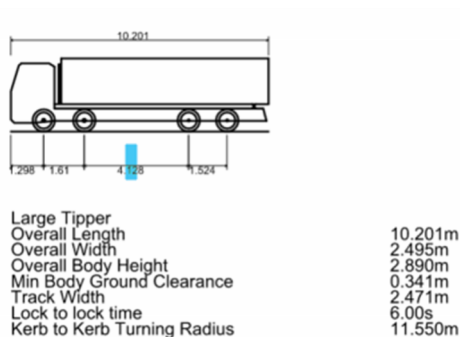
These routes take account of the local conditions and best eliminate the risk of any congestion and inconvenience to other road users.

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

Use of operators committed to best practice, demonstrated by membership of TfL's Freight Operator Recognition Scheme, or similar, will be enforced.

All material deliveries and waste removal will be on smaller rigid vehicles (please see above swept path analysis), whilst large plant deliveries will be on articulated vehicles with rear wheel steer. Large plant deliveries and collections will be coordinated with the local community and surrounding residents.

Typical details of Rigid Vehicle below;



At peak and for a short period only, it is anticipated that the maximum number of daily movements will be 10, 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.

4.7 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 Manager 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.

Depending on the current guidance relating to Covid 19 the ability to hold face to face meetings may be limited. If this is the case, we would facilitate meetings using Teams/Zoom.

4.8 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.

4.9 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.

All NRMM of net power between 37kW and 560kW operating on site will meet the standards based upon the engine emissions standards in EU Directive 97/68/EC and its subsequent amendments.



We will ensure that we meet the standards set out in the GLA policy.

The current standards are engines will need to meet stage V if they are in the Central Activities Zone and Opportunity Areas.

This project will be registered on the London NRMM Register.

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.

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

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.

Please see below dust management plan details;

Preparing and maintaining the site

- i. *Site layout will be planned such that, where possible, machinery and dust causing activities are located away from receptors.*
- ii. *Solid screens/barriers will be erected around the site boundary and intelligent screening will be implemented, such as positioning site offices between potentially dusty activities and receptors.*
- iii. *Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period.*
- iv. *Site runoff of water and mud will be avoided.*
- v. *Site fencing, barriers and scaffolding will be kept clean using wet methods.*
- vi. *Stockpiles will be covered, seeded or fenced to prevent wind whipping.*

The Principal Contractor will take all necessary precautions to prevent the occurrence of smoke, emissions or fumes from site plant by implementing the following measures:

- i. *The disposal of waste material by burning on site will be prohibited.*
- ii. *The use of generators will be avoided by using mains electricity or battery-powered equipment where practicable;*
- iii. *Construction plant will be well maintained and operated to minimise emissions to air;*
- iv. *The Site Manager will brief operatives on good practice and will carry out regular inspections to ensure that best practice means are employed across the project;*
- v. *A site policy will be implemented such that that no vehicles are left idling and engines are switched off when not in use;*
- vi. *Use of low sulphur diesel fuel will be encouraged on all site mechanical plant;*
- vii. *Non-road mobile machinery (NRMM) will comply with the requirements of EC Directive 97/68/EC (and subsequent amendments) as a minimum.*

NRMM is defined as any mobile machine or vehicle that is not solely intended for carrying passengers or goods on the road. The emissions requirements are only applicable to NRMM that is powered by diesel, including diesel hybrids. Currently the requirements only apply to NRMM of net power between 37kW and 560kW although it is good practice to apply the same standard to all categories of NRMM.

The dust monitoring strategy will involve a combination of the following;

- i. Visual monitoring of site activities and off-site surfaces; and
- ii. Roving surveys

Visual Monitoring

Responsibility for dust monitoring will be assigned to an appropriately trained and experienced nominated representative.

The nominated representative will inspect the site at least twice daily during active works (morning and afternoon) to ensure that excess dust is not being generated and that the necessary mitigation measures are in place. A site log (daily diary) will be kept recording the daily site checks, monitoring and any action taken in response to unacceptable conditions or complaints relating to dust. The frequency of inspections will be increased when activities with a high potential to produce dust are being carried out or during prolonged dry/windy conditions. All records will be made available to the LPA upon request.

Each inspection shall be recorded on site, detailing the following:

- i. Date;*
- ii. Prevailing weather conditions;*
- iii. Site activities;*
- iv. Plant in operation;*
- v. Mitigation measures in place; and*
- vi. Levels of dust observed (as described below).*

As part of the daily site inspections, the observed levels of dust shall be assessed and recorded using the following scoring system:

A = No Noticeable Dust;

B = Slight Dust (localised to areas of work, with no spread beyond 10 metres from the point of activity);

C = Moderate Dust (some dust visible, but at no more than 20 metres from the point of activity, some mud on the road; and,

D = Unacceptable Dust (visible clouds of dust leaving the site or extensive mud on the road).

Where visual inspection or monitoring identifies unacceptable dust deposition or complaints are received, the cause will be identified and control measures will be enhanced in a timely manner, for example using suppressant sprays. If dust levels are uncontrollable, works will be suspended until either sufficient suppression measures can be employed or adverse weather conditions improve. Any action taken will be recorded in the site diary.

Where the source of dust emissions is identified as being off site, then this shall be recorded.

Roving Monitoring

In the event of a complaint or a score of C or D being recorded as part of the visual surveys, supplementary hand-held PM₁₀ monitoring will be undertaken at the closest high-sensitivity receptors (surrounding residential properties).

The monitoring will record concentrations of PM₁₀ over a 1-hour averaging period at each location. Recorded concentrations will be compared against the SAL specified below.

Site Action Levels

Visual Monitoring

Where a score of C or more is recorded then works shall cease in this area, the nominated person will identify the source of dust emissions instigate further mitigation as appropriate. If appropriate, activities will be suspended until conditions improve.

Should the score of C be exceeded on more than two consecutive days, or complaints be received, additional independent monitoring will be undertaken. This will be undertaken using an MCERTS-accredited monitoring device, which shall be set up for the duration of the working day. The location of the monitor shall be between the works and closest sensitive receptor.

The SAL for this reassurance monitoring will be a PM₁₀ concentration of 190 µg.m⁻³ averaged over a 1-hour period. In the event of a breach of the SAL, the source of dust emissions will be identified and additional mitigation will be implemented to reduce the generation of dust and migration off site. If appropriate, activities will be suspended until conditions improve.

Roving Monitoring

If PM₁₀ concentrations exceed 190 µg.m⁻³ over the 1-hour averaging period works will be halted whilst the mitigation strategy is reviewed and additional measures are implemented. Additional measures may include increased dust suppression and/or potential improvements to perimeter protection.

4.10 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.

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

4.11 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. A scheme for recycling/disposing of waste resulting from demolition and construction works will be employed. 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.

Skips to be located within the material storage area.

4.12 Lighting

The site will provide sufficient lighting to provide safe access and egress from the access points to the site, to the site welfare facilities, and subsequently the access to the work place. Task lighting will also be provided when required.

All lighting will be low energy, anti vandal and set out in such a way to eliminate any nuisance but ensure the safe passage of pedestrians and vehicles.

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 Manager 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 47 weeks. Based on traditional build 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.

Main construction works to commence 9th June 2025

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 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.