



Neston Construction Limited

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Construction Management Plan

For the demolition and new build works at:

**3 Belsize Place
London
NW3 5AL**



Produced with the assistance of M.E.L. (Health & Safety) Consultants Limited
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INTRODUCTION

This is a proposal for the site known as 3 Belsize Place, in North West London. The proposed works include for the demolition of an existing part single storey, part three storey office building, and construction including basement of a part single storey, part 3 storey single family dwelling.

The new building will consist of a concrete framed basement and ground floor, and steel framed above ground level with brick facing to ground, 1st and 2nd floors and aluminium panelled construction at 3rd floor level. A mixture of barrel shaped aluminium standing seam roof and a Bauder mineral flat roof will be constructed.

Safety both on site and adjacent to the site is of prime concern for all parties involved with the project. To reduce concerns regarding the build with the neighbouring residents, it is proposed to liaise with the local residents on a regular basis to ensure the impact of the proposals are fully understood by all parties and are mitigated as far as possible. The Project Manager will work with the client to review the construction management plan should any problems arise in relation to the construction of the development.

The agreed contents of the Construction Management Plan must be complied with unless otherwise agreed with the council. The Project Manager shall work with the council to review the Construction Management Plan should any problems arise in relation to the construction of the development. Any future revised plan must be approved by the council and complied with thereafter.

1.0 PROPOSED PROGRAMME

Phase 1–Strip Out and Demolition- 6 Weeks

Start date – 02.09.2014. Completion – 14-10.2014

The entrance to the site will be located at the end of Belsize Place to allow for 6 wheeled trucks to pull into the site for loading of materials arising from site setting up and demolition works. It has been agreed that a designated area within the forecourt can be used for site accommodation and welfare facilities.

Pedestrian and vehicular access will be required to be maintained at all times along the road outside site with protective pedestrian barriers and pedestrian blind spot mirrors.

During demolition dust sheets will be erected and water mist utilised. The existing building will be taken down using hand held breakers and materials will be stacked for taking off site and recycling. The skip lorries will be on a wait & load basis meaning the skips will not be grounded at any time. This will ensure that access to and from the garages will not be interrupted for users of the garages.

All skip lorries leaving site will be inspected to ensure that skips are covered and vehicle wheels are washed to stop site debris being spread onto Belsize Place. The area outside of the site will be inspected regularly and cleaned as required. Traffic accessing the site is required to notify the traffic marshal and gain permission first.

Phase 2- Installation of Underpinning, Sheet Piles and Excavation – 11 Weeks

Start date – 15.10.2014. Completion – 19-01.2015 (this takes into account a two week shut down for the Christmas / New Year period)

When the site is clear of the existing building the installation of the sheet piles can commence. This will require a small sheet piling rig to be off loaded from a low loader within the entrance to the site. This is likely to be undertaken in normal working hours without any local traffic restrictions. The main contractor will adopt a system called the 'zero clearance method'. With the 'zero clearance method' piles can be pressed in silently and accurately by hydraulically controlled manoeuvre. When the sheet piling is complete the underpinning can commence. The underpinning will be undertaken in a specific sequence of works which will be confirmed prior to commencement. Essentially the underpinning will involve the excavation of the pins with the excavated material being stored in a skip on site. No more than 3 pins spaced at least 3 bays apart will be excavated along the rear wall at any one time and these will be filled with concrete. The concrete will be offloaded directly into the excavated pin positions as there is adequate room to do this on site, alternatively site mixing will be utilised to minimise vehicle deliveries.

Access to and from the site for construction traffic will be the same as the demolition process with all vehicles being required to notify the traffic marshal and gain permission to enter/leave.

Phase 3- Construction of Basement Frame to Ground Level – 14 Weeks

Start date – 20.01.2015. Completion – 23-04.2015 (this takes into account the Easter bank holidays)

Once the basement has been excavated vehicles can be unloaded at the front of the site under the supervision of the traffic marshal. The construction of the basement will require the delivery of reinforcing bars which will be directly offloaded onto site and scheduled deliveries of concrete to form the RC basement structure will be offloaded to a concrete pump stationed in the basement area.

The concrete sequencing of the basement will be to complete the front area up to ground floor slab level first so that this can be back propped to allow vehicles to enter the site on the RC ground floor slab and then start at the back of the site and work towards the front of the site.

Access to and from the site for construction traffic will be the same as the demolition process with all vehicles being required to notify the traffic marshal and gain permission to enter/leave.

Phase 4- Main Building and External Works – 33 Weeks

Start date – 24.04.2015 Completion – 17.12.2015 (this takes into account bank holidays on 4th May, 25th May and 31st August)

With the construction of the basement up to ground floor level the vehicular site traffic will be greatly reduced. Once the RC Ground Floor has been cast this will allow for the erection of the steel frame that makes up the rest of the building structure. The steel frame will be erected starting at the back of the site and working towards the front.

The delivery sequence of the steel frame will be delivered in smaller lorries and off loaded within the front of the site. The ground floor slab will be propped to allow for the extra load of delivery vehicles and specialist appliances like scissor lifts as used by the steel fabricator.

The construction above ground floor will also require the delivery of brick/block work, prepared mortar, scaffolding, timber and glazing for the main structure and also roofing materials.

All off-loading will be supervised by a banks-man and all site construction traffic will be controlled by the traffic marshal as outlined previously.

2.0 ACCESS ARRANGEMENTS FOR VEHICLES

Access to the site is via Belsize Place which is accessed directly from Belsize Lane. In all cases, access/egress for delivery and removal of materials will be planned, scheduled and coordinated by our Project Manager and all vehicle movement both on and around the site will be controlled by a competent and certified traffic marshal.

During demolition all materials will be removed from site using a certified waste management company. No skips will be sited outside of the curtilage of the site.

Traffic Marshal – a Key Role

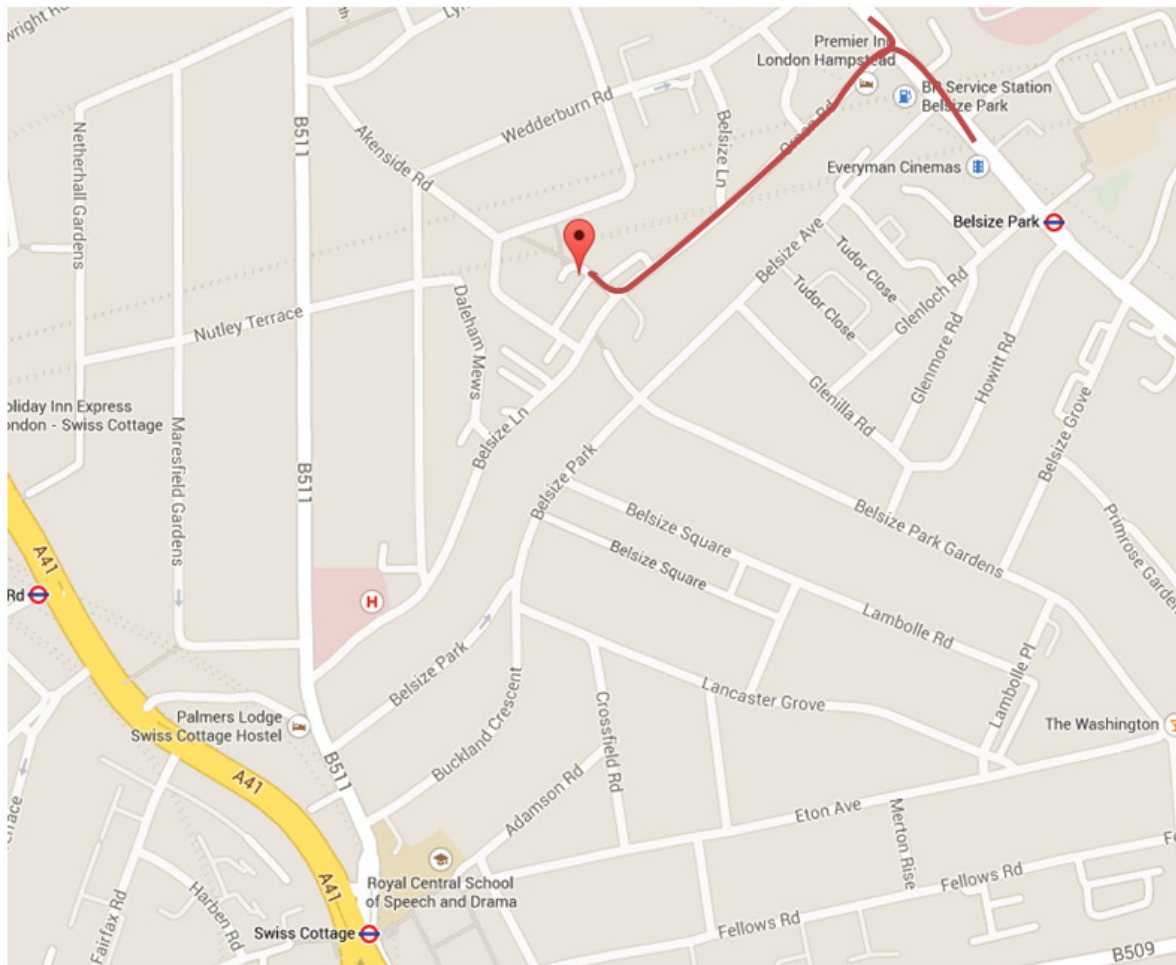
A strict delivery procedure will be implemented to ensure that Belsize and Belsize Place are not overrun with site and delivery vehicles. Our traffic marshal will ensure that traffic flow on both roads is maintained at all times.

The traffic marshal will act as banksman when vehicles enter the site (both entering in forward gear and should the need arise in reversing).

All sub contractors and suppliers will be required to give 48 hours notice of deliveries. The movement of materials will also be controlled by our traffic marshal. He will be responsible for the co-ordination and control of all aspects of material deliveries and movement.

Site traffic will approach the site from Finchley Road (A598) into Rosslyn Hill (A502), turning right into Oman Road, alongside Belsize Place and right into Belsize Place and left onto the site. Site traffic will leave the site by returning along the same route.

The signage will be clearly posted and maintained throughout the project. It will also have the main contractor's name and contact details to help identify it to the relevant site construction traffic.



4.0 SIZE OF VEHICLES

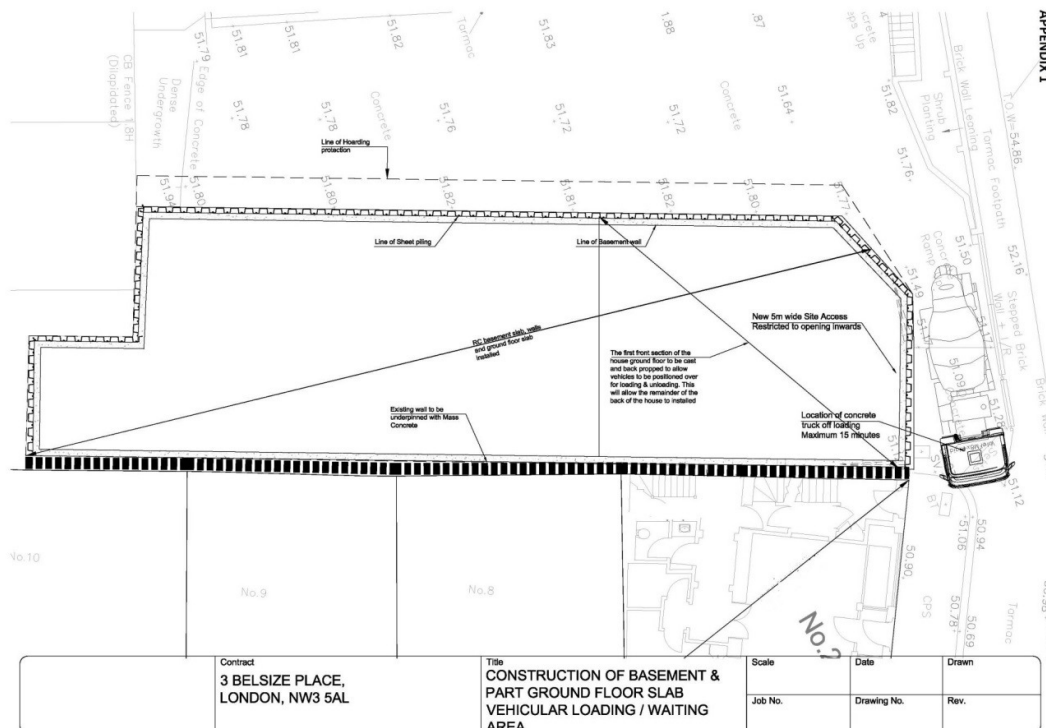
Numerous types of delivery vehicles will be used to bring materials to and from the site. These include:

- Skip lorries. These will include roll on/roll off skips for major demolition works (approximate size 7.5m long and 2.4m wide) and standard 8 yard skips for waste (approximate size 7m long and 2.4m wide).
- Ready mix concrete lorries. (approximate size 8.25m long and 2.45m wide).
- Flat bed delivery vehicles for the delivery of various materials including scaffolding, steelwork, reinforcement, bricks/blocks, timber, roofing materials, plaster, joinery etc. (approximate size 8.5m long and 2.45m wide).
- Articulated Lorries, for delivery of pre cast concrete units and other cladding components.

The projected vehicle movements are:

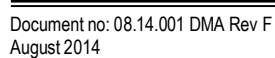
- Phase 1 10 loads per day (20 vehicle movements)
- Phase 2 20 loads per day (40 vehicle movements)
- Phase 3 18 loads per day (36 vehicle movements)
- Phase 4 8 loads per day (16 vehicle movements)

These figures are the maximum anticipated movements on site. The average number of deliveries each day will be much less, especially in phase 3.



5.0 TRACKING PATH DRAWINGS FOR TIGHT MANEUVERS INTO THE SITE





6.0 PARKING AND LOADING ARRANGEMENTS

A strict delivery procedure will be implemented to ensure that Belsize Lane and Belsize Place are not overrun with site and delivery vehicles. Our traffic marshal will ensure that traffic flow on both streets is maintained at all times.

All sub-contractors and suppliers will be required to give 48 hours notice of deliveries.

The movement of materials, particularly in the main contract works stage, will also be controlled by our traffic marshal. He will be responsible for the control and co-ordination of all aspects of material deliveries and movement.

Vehicles will pull into the site for unloading wherever possible.

Materials will be stored within the boundary of the site.

No parking will be permitted on site and all sub-contractors will be informed at the pre-order meeting that the surrounding area is for resident parking only. All sub-contractors will be encouraged to use public transport. Belsize Park underground station is a short distance from the project.

7.0 PARKING BAY SUSPENSION AND TEMPORARY TRAFFIC MANAGEMENT ORDERS

Suspension of resident parking bays is not foreseen for this project.

Suspension of public parking bays will be kept to an absolute minimum. Application will be made to LBC should parking bay suspension be required.

8.0 DETAILS OF HOW PEDESTRIAN AND CYCLIST SAFETY WILL BE MAINTAINED

When vehicles are entering or leaving the site, and loading / unloading within our site compound, all vehicle movements will be under the control of our traffic marshal.

The general public/pedestrians will have right of way along the pathways that surround the site. The construction site gates will be kept closed and monitored by site security, only when deliveries are made to the site will they be opened to allow vehicles onto the site, at which time barriers will be put across the pavement to prevent access by pedestrians. These barriers will be manned by a labourer. The delivery vehicles will be supervised / controlled by the traffic marshal.

The appointed Project Manager will also ensure that the external perimeter of the site is regularly patrolled (minimum twice a day) to ensure that any debris is kept clear of the pavements.

With regard to cyclist safety, we encourage our material / equipment supply companies to consider:

- The use of additional mirrors vehicles to ensure visibility all-round and close to the vehicle, particularly to eliminate the blind spot at the left hand front corner,
- Provide cyclist awareness training for their vehicle drivers, and
- Fit warning signs to the rear and near side of their vehicles.

Should there be any complaints arising from the works, local residents will be able to call personally to the site offices. Any residents visiting site to raise a complaint will be requested to sign-in and our traffic marshal will escort the visitor to the site offices.

Our Community Liaison Representative will deal personally with comments or complaints from the public or neighbours and will ensure that they are resolved swiftly. A record will be kept of all comments and complaints.

9.0 MANAGEMENT OF TRAFFIC TO REDUCE CONGESTION

The Project Manager will be responsible for the day to day management of all deliveries to the site. These will be booked in using a Delivery Schedule so as to prevent lorry congestion to the road network that surrounds the site. Should a vehicle arrive that has not been booked in, that vehicle will be turned away.

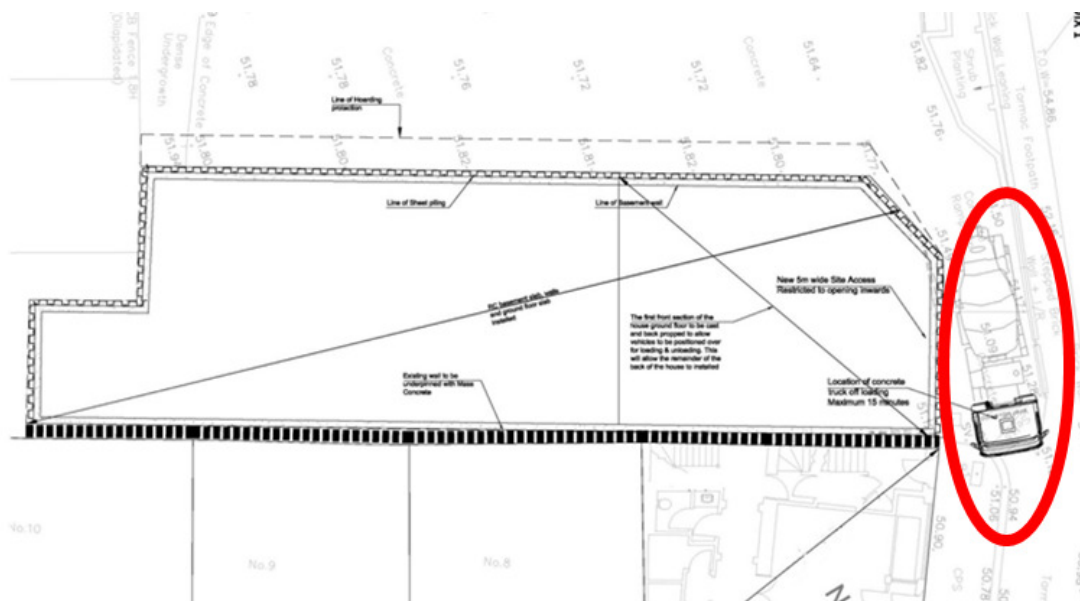
Initially, waste will be removed from the project by "Wait and Load" vehicles that hold a valid Waste License to undertake this work. The wait and load vehicle will be positioned directly below the large bay window at the front of the project from where it will be loaded with demolition waste. All waste will be loaded into the vehicles via a rubbish chute with the exception of larger waste such as doors, radiators, etc. This type of waste will be manual transported and placed inside the vehicle by utilising the rear door / gate. During loading by chute, water suppression will be used to control dust emissions. The vehicle will be sheeted / netted prior to leaving site.

As the project progresses past the demolition phase, skips will be placed in a designated area at the rear of the site.

In order to improve the safety and reliability of deliveries to a site, reduce congestion and minimise our environmental impact, all material and equipment suppliers will be instructed to avoid peak congestion times such as 08.00 – 09.30, 12.00 – 13.30 and 16.30 – 18.00. The only exception to this will be for critical deliveries such as ready-mix concrete.

All deliveries will be allocated a time slot and delivery drivers will be requested to provide 20 minutes' notice prior to attendance at site. If another vehicle is present on site, the forthcoming vehicle will be requested to wait outside the borough on a paid parking meter location until the site is clear.

During the demolition phase, delivery vehicles exceeding the size of a transit van will park at the entrance to the site (see Figure below). Deliveries will be unloaded either manually or by hi-ab and transported to the allocated storage area.



Following the demolition stage, lorries will be brought onto site keeping the roads free for general traffic movement.

When the construction has progressed to the extent that the entrance to the site is once again restricted, we will revert back to vehicles parking at the front of the site for unloading.

Neston Construction Ltd. will provide a Traffic Marshal to ensure the protection of the public at all times.

Deliveries to the site will be planned to take account of the following:

- The project is located in a residential / retail / commercial area,
- Peak vehicle traffic times,
- Storage space availability on site,
- Manual / mechanical handling distances,
- Other deliveries,
- Third parties.

In order to reduce traffic movements, we shall call off full loads whenever possible and only accept part loads when essential.

We fully understand that planning our deliveries and waste removal in such a way has benefits to both us as a company and to the local community. The advantages include:

- Reduced delivery costs and improved security,
- More reliable deliveries, meaning less disruption to the working day,
- Time saved as we identify unnecessary deliveries,
- Less noise and intrusion,
- An opportunity to feed into a corporate social responsibility (CSR) programme and ensure our operations comply with health and safety legislation.

Managing our vehicle movement will also benefit our suppliers:

- Legal loading areas mean less risk of them receiving penalty charge notices,
- Fuel savings through reduced, re-timed or consolidated deliveries,
- More efficient use of vehicles as greater delivery reliability will help with their planning,
- Improved reputation.

We shall encourage our sub-contractors to use public transport to travel to site. We shall also inform potential sub-contractors that parking is very restricted in the local area and that residents parking bays are not to be used. We will monitor parking, especially on neighbouring roads, to ensure off site parking is dealt with considerately.

10.0 CONTROL OF DIRT AND DUST

Mud and debris on the road is one of the main environmental nuisance and safety problems arising from construction sites. NCL will make provision to minimise this problem. Visual inspections will be undertaken by the Project Manager on a continual basis. Should the Construction Manger feel that dust is not being adequately suppressed, A PM10 monitor will be erected at the site perimeter to monitor emissions.

In the early stages of the project when demolition and ground works are being carried out, wheel washers will be used to wash down all vehicles that enter/leave the construction site.

The wash bay area will be impermeable and isolated from the surrounding area by a raised kerb or roll over bund to contain solids, with effluent directed to the foul sewer (subject to discharge consent).

We will also make provision for cleaning of the road if required by an approved road sweeper.

We will insist on all muck away lorry's be fully sheeted to minimise the risk of any mud or dust over-spilling onto the highway.

We will consider spraying a fine spray to suppress dust on the following:

- Structures and building during demolition,
- Unpaved areas that are subject to traffic or wind,
- Sand, spoil and aggregate stockpiles,
- During loading/unloading of dust generating materials,
- Keep vehicle movements to a minimum,
- Implement speed control and Limit vehicle speeds (the slower the vehicle speeds, the lower the dust generation). Typical recommendations are:
 - 20 mph or less for surfaced road,
 - 5 mph for unmade surfaces.

Engine exhaust emissions, especially from those operating on diesel fuel, can be a significant source of fine particle generation from construction sites. As the particles are small, they can easily be transported to beyond the site boundary and affect the local environmental air quality and health.

Our control measures are as follows:

Visible exhaust smoke - Vehicles and equipment should not emit black smoke from exhaust systems except during ignition at start-up.

Maintenance

- Engines and exhaust systems will be maintained so that exhaust emissions do not breach statutory emission limits set for the vehicle/equipment type and mode of operation

Servicing

- This will be routinely scheduled, rather than just following breakdowns

Operating time

- Internal combustion plant will not be left running unnecessarily.

Exhaust direction

- Vehicle exhausts will be directed away from the ground and other surfaces and preferably upwards to avoid road dust being re-suspended to the air

Exhaust heights

- Where possible, exhausts should be positioned at a sufficient height to ensure adequate local dispersal of emissions

Location of plant and equipment

- Where possible, plant and equipment will be operated away from residential areas or sensitive receptors near to the site

Dust control for emissions from handling of materials

Material handling operations

- We will keep the number of handling operations to a minimum by ensuring that dusty material is not moved or handled unnecessarily

Transport of fine powdery materials

- We will use closed containers

Transport of dusty materials and aggregates

- We will use enclosed or sheeted vehicles

Handling areas

- Will be kept clean and free from dust

Vehicle loading

- We will use material handling methods that minimise the generation of airborne dust,
- Drop height will be kept to a minimum, and
- We will damp down using water

Chutes and skips

- Drop heights will be kept to a minimum, and
- We will damp down with water

Dust dispersing over the site boundary

- We will use static sprinklers, bowsers, hand held hoses and other watering methods as necessary.

Stockpile location

- Stockpiles will be located away from sensitive receptors e.g. residential, commercial and educational buildings, places of public access or other features

Building stockpiles

- We will ensure the slopes of stockpiles, tips and mounds are at an angle not greater than the natural angle of repose of the material, and
- Avoid sharp changes of shape

Cleaning up

- Methods and equipment will be in place for the immediate clean-up of spillages of dusty or potentially dusty materials

Inspection

- We will regularly inspect the site for spillages

Cement powder (and similar)

- We will clean up these sort of spillages using wet handling methods

Demolition activities

We will:

- sheet and screen buildings with suitable material and where possible strip inside buildings before demolition begins
- ensure that a specialist contractor removes any asbestos before demolition
- remove materials from site as soon as possible
- bag and remove any debris or damp down before demolition

No explosive demolition techniques will be used on this project.

11.0 DETAILS OF CONSULTATION WITH LOCAL BUSINESSES OR NEIGHBOURS

As individual citizens, as a company and in partnership with London Borough of Camden and our supply chain, we will take due care of the community and environment within which we will be working.

The site team will have direct responsibility for fostering good community relations with all neighbouring residents and businesses. From the start of this project an individual directly involved in the management of the site will be identified as being specifically responsible for community relations (Community Liaison Representative).

This single point of contact will be established for all liaison with the general public.

We will initiate early and honest communications to establish a good rapport with the community which will help reduce problems that may arise during the construction process. Part of the process will be the inclusion of regular Newsletters keeping our neighbours up to date with what has and will happen on site. The news letter will also contain:

- A full description of the work including start dates and phase durations,
- Our full registered address (this is also where we accept legal documents),
- The contact details (including telephone number) of the Project Manager and the Community Liaison Representative.

The above information will also be displayed on the site hoarding.

We will ensure that any particularly sensitive works or issues are dealt with in a professional and accountable manner, with the public and local community kept informed at all times. This may include things like out of hours delivery of large items of plant such as piling rigs etc.

Information boards will be displayed on the site hoarding which will highlight the key personnel on site including their contact details. The regular newsletters will also highlight the key personnel and their contact details.

In the event of a complaint, the Community Liaison Representative will respond by return or as soon as they can.

All complaints will be logged, all actions tracked and each item closed out to the satisfactory agreement of all parties.

Prior to any person being allowed on site they have to go through a Health, Safety and Environment Project Induction which, amongst others, will highlight the requirements set out in the Considerate Constructors Scheme and in NCL's own project procedures.

12.0 WORKING GROUP AND OTHER MEASURES TO REDUCE THE IMPACT OF THE SITE

The communication process with the local community has already started and a series of open meetings will be held throughout the duration of the project. A working group will be established to conduct these further meetings.

Before work commences we will send out letters to the neighbours informing them of what will be happening and giving them our contact name and telephone number.

This will include a 24hr emergency hotline. This will also be published on the Councils website (should the council be agreeable with this).

We will also maintain full and regular communications with affected neighbours regarding site activity, deliveries and traffic.

Should there be any complaints, as we have stated earlier, local residents will be able to call personally to the site offices. A record will be kept of all comments/complaints.

Other points that we will action:

- Ensure that site lighting does not affect neighbours,
- Provide viewing apertures in the hoardings,
- We will ensure that our workforce maintain a respectable standard of dress code,
- Encourage operatives not to leave site in their dirty work clothes,
- Register the project with the Considerate Constructors Scheme.

13.0 PROPOSED HOURS IN WHICH VEHICLES WILL ARRIVE AND DEPART

In general the hours in which vehicles will arrive and depart will coincide with site hours which are 8.00am to 6.00pm in the evening Monday to Friday. However, there will be occasions when heavy/wide loads will need to be delivered and removed from site outside of these hours. Such deliveries would be for piling rigs. An NCL member of staff would be in attendance at all times. On such occasions the local neighbours will be notified some 2 weeks earlier via the NCL Newsletter. Any parking bays that may need to be closed off will be carried out by NCL with full consultation with Camden/appropriate neighbours.

14.0 NOISE AND VIBRATION

NCL will undertake an assessment of the likely noise and vibration levels associated with construction of the Project as part of assuring the implementation of best practicable means to minimise noise (including vibration).

In order to ensure that the works being undertaken do not affect the stability of any neighbouring and party wall structures (1 located in Princess Mews and 1 located in Belsize Crescent), structural born vibration and structural movement monitoring will be undertaken during the groundwork phase of the project.

Should this monitoring identify deterioration of any surrounding structures, the work will be halted and advice sought from the CDM-C and structural engineers.

Environmental noise monitoring will be undertaken by the Project Manager using a hand-held noise meter. This will ensure that very noisy activities can be time controlled.

Where very noisy activities cannot be avoided, we will mitigate the effects on our neighbours by reducing the duration of those activities. That is to say, these operations will not commence until 10.00 and will cease at 12.00. They will not recommence until 14.00 and will again cease at 16.00.

All required control measures will be briefed to operatives working on site during site induction and again during tool box talks.

In relation to best practicable means, we will employ appropriate measures which may include:

- Appropriate selection of plant, construction methods and programming,
- Only plant conforming with or better than relevant national or international standards, directives or recommendations on noise and vibration emissions will be used,
- Construction plant will be maintained in good condition with regard to minimising noise output and workers exposure to harmful noise and vibration,
- Construction plant will be operated and maintained appropriately, having regard to the manufacturer's written recommendations or using other appropriate operation and maintenance programmes which reduce noise and vibration emissions,
- All vehicles and plant will be switched off when not in use,
- The design and use of site hoardings and screens, where necessary, to provide acoustic screening at the earliest opportunity,
- Where practicable, doors and gates will not be located opposite occupied noise-sensitive buildings,
- The mechanisms and procedures for opening and closing doors/gates will minimise noise, as far as reasonably practicable,
- Erection of operational noise barriers as early as practicable in the construction process to provide additional protection against construction noise,
- Choice of routes and programming for the transport of construction materials, spoil and personnel to reduce the risk of increased noise and vibration impacts due to the construction of the Project,
- The positioning of construction plant and activities to minimise noise at sensitive locations,
- The use of mufflers on pneumatic tools,
- The use of non-reciprocating constructional plant,
- The use, where necessary, of effective sound reducing enclosures.

Piling works and blasting works will be kept to the minimum practicable taking consideration of the requirements of the design and programme requirements for construction of the Project.

Sheet piling will be undertaken hydraulically which produces very low levels of noise and vibration.

Bored piles will be fitted with the Elliot system (or similar) to alleviate the need to reduce pile heights with mechanical breakers.

Elliot System

The process is suitable for use on cast insitu piles.

The piles are formed in the normal way, using a traditional shell and auger or CFA rig.

The reinforcing cage is prepared by placing polyurethane foam sleeves over each reinforcing bar. The level of the bottom of the sleeve is predetermined to line up with the required cut off level. Links or spiral reinforcements are fixed to stop just below the cut off level.

The reinforcing cage is pushed into the fresh concrete, as normal, to the correct predetermined level so that the sleeves are at the correct level for cut off.

When the concrete has cured for a minimum of about 7-days, cropping work can proceed.

Cropping is carried out by drilling a hole into the side of the pile, at cut off level, and using a split tube and wedge (either hydraulically powered on larger piles or hand driven on smaller piles to split the concrete). The surplus concrete is removed by lifting with a crane or excavator as a single piece.

The system appears to be effective, leaving a good surface for subsequent construction without damage to the concrete below the cut level. There is generally no requirement for hand trimming.

15.0 RODENTS AND OTHER PESTS

A rodent / pest survey has been undertaken by Tower Pest Solutions. The results of this survey were that there are no rodent or significant pest infestations currently at this premise.

In order to prevent rodent / pest infestation after demolition / construction activities commence, we will:

Eliminate openings for rodents or birds to enter by:

- Sealing any opening greater than ¼ to ½ inch with a durable material such as steel wool packed tightly into openings
- Using materials that cannot be easily gnawed or pecked through such as concrete, sheet metal, wire mesh, aluminium or brick. Plastic sheeting, wood, rubber will not be adequate.
- Checking openings around augers, pipes and wires. Use mortar, masonry or metal collars in these areas,
- Checking that doors, windows and screens fit tightly. The distance between the bottom of the door and threshold should not exceed ¼ inch,
- As drainage pipes or sewage systems may be used by rodents as routes to enter buildings. We will fit floor drains with metal grates (openings less than ¼").

Remove potential hiding, resting and nesting sites by:

- Equipment (e.g., refrigerators, power-washers, etc.) will be raised and easily movable to allow for easy cleaning behind and underneath them,
- Material will be stacked on pallets with adequate space around and under them to allow easy inspection for signs of rodent activity and trap or bait placement,
- Hanging strips of heavy plastic vertically in doorways of buildings will allow machinery and people to pass through but keeps birds (such as pigeons) out. This will not prevent rodent entry
- Cover the undersides of rafters with netting to exclude birds from nesting sites.

Eliminate potential food sources:

- No food is to be eaten on site, only in the provided welfare facilities,
- No food is to be stored in the welfare facilities (with the exception of limited supplies of tea, coffee, milk and sugar),
- Waste from these facilities will be removed daily.

Should it become evident that rodents or pests have infested the project, we will instruct a professional pest extermination company to bait the area and make regular returns to site to remove and dead animals and re-bait as necessary.