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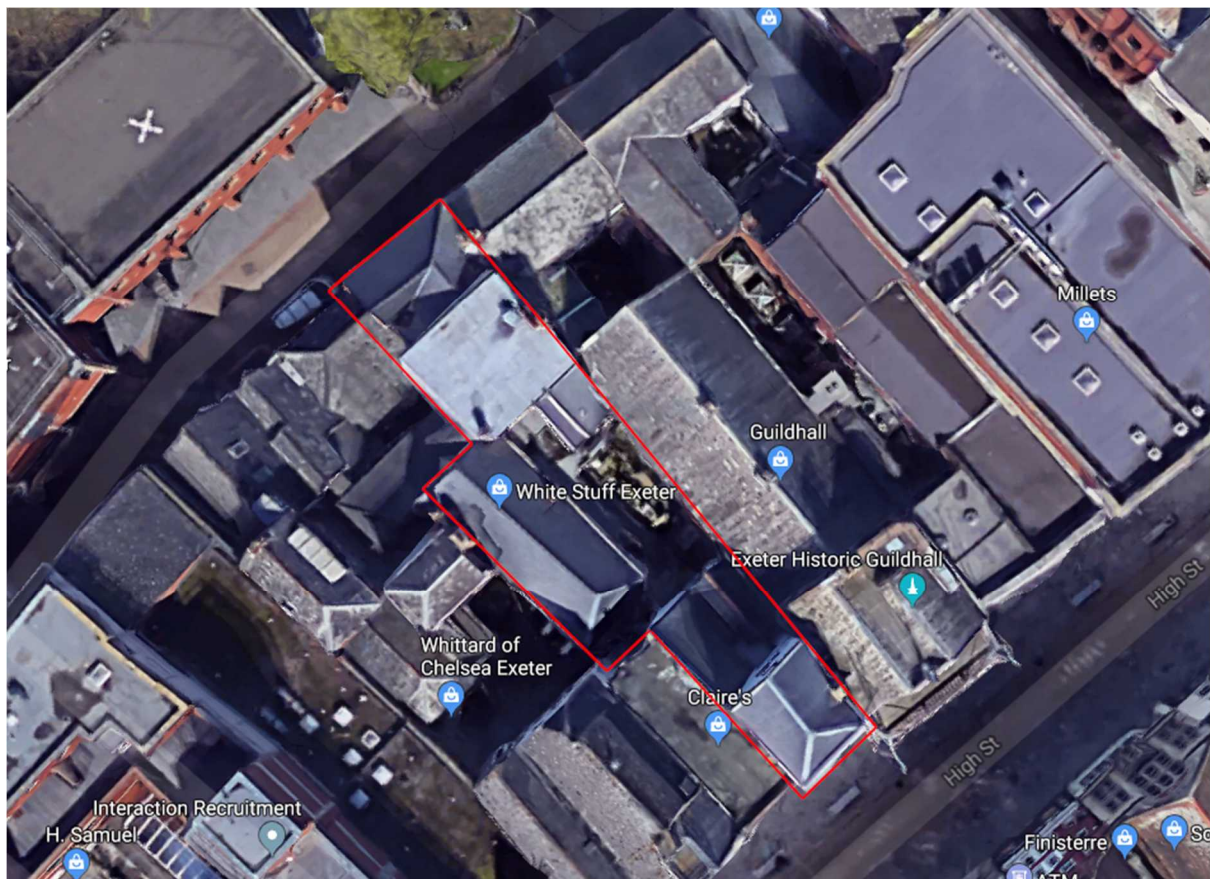
1.0 Purpose

This document has been produced to explain how pre-commencement conditions set out by Exeter Council will be addressed throughout the refurbishment, fit out and construction of the proposed development of the former Turks Head 202 High Street, EX4 3EB.

2.0 Introduction

The proposed site is located at The Turks Head 202 High Street, EX4 3EB . It is the client's intention to redevelop the former Prezzo Restaurant whilst creating the addition of six hotel rooms within the existing structure of the building.

The site is located on The High Street in the centre of Exeter City Centre and is currently landlocked around two sides of the property. The property boundaries are outlined in the picture below.



The existing building has a traditional and historic facade and is constructed over a mix of levels with two main entrances to the site. The site is both accessed from the main High Street to the front and the rear High Street located at the rear of the property.

2.1 Project Overview

The main project involves the following;

- Full external decorations including signage and lighting to front and rear facade.
- Formation of an external Dinning and seating area to the existing first floor roof area
- Internal refurbishment to the existing trading areas including back of house, trade kitchen and cellar areas
- Formation of six hotels rooms within the existing building with 3nr in the front section of the Three storey section and 3nr within the first floor above the existing trade area.

Please refer to planning drawings issued by Pemrook Design 3237-00 to 3237-35

2.2 Preliminary Programme

It is envisaged that the duration of the works described will be 16 weeks.

Working Hours:

Mon-Fri – 0800am – 1800pm

Sat – 0800am – 12 noon

Sunday & Bank Holidays – No works

Delivery Hours;

Mon – Fri – 7am – 8am

Key Elements

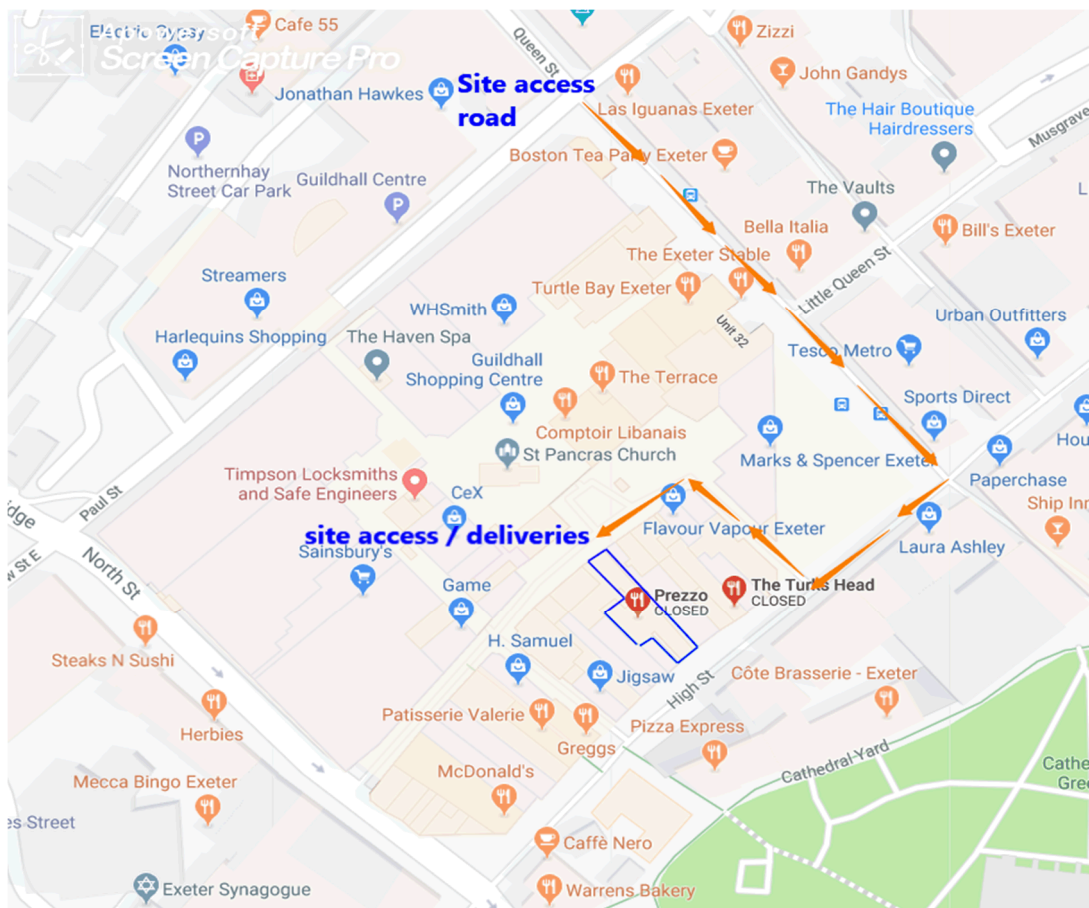
The key elements to the redevelopment that are likely to cause potential impact on the surrounding areas are;

- Site set up – Hoardings and scaffold erection
- Site deliveries and waste removal for the progression of the works
- Parking for contractors

- General Parking of operatives and visitors
- Demolitions and removal of waste
- Control of noise & Dust

2.3 Site set up

- Access to the site will be to the rear of the property and will be accessed between the hours of 7am – 8am & 4pm to 6pm Vehicles will access the rear high street from Queens Street to the delivery / drop off point located on the map.



- The site fencing will be erected to both the front and rear elevations to allow a safe working area. The site fencing will be herras style fencing with debris netting and associated safety signage. The appropriate licence will be applied for to erect the temporary fencing on the high street.

- The areas indicated in the picture below will be required for the duration of the project to allow safe areas for deliveries and the erection of site scaffold for the purpose of decorations and repairs. The pavement areas within our compound will be recorded, photographed and protected during the project.
- The appropriate licence will be applied for to erect the scaffold on the high street.



- We will install hoarding which will be fixed herras fence panel form to the front highway as indicated on the plan below. The herras fencing will have debris netted fixed to the inner face to reduce the effect of dust and transfer of any airborne debris to the highway. Herras fencing is considered a safer approach to allow part vision through the fencing for pedestrians approaching the area.
- The herras fencing will be suitably fixed with double clamps and weighted down accordingly to prevent movement but will also suitable access at delivery times to larger vehicles to manoeuvre safely onto the pavement to allow an appropriate width for passing traffic.
- The fenced off area will also allow deliveries to be un-loaded quicker and moved into site.
- The front area will have potential to create an impact as the scaffold vehicle will need to be near the building to allow to delivery of equipment required for the erection of the scaffold and hoarding. It is the intention to make a delivery of scaffold (within the agreed delivery times) and to store it within the existing boundaries of the site whilst the scaffold is going up to reduce the amount of deliveries required.

2.4 Deliveries to Site

- Deliveries are key to the progression of the works. All materials delivered made will be immediately moved within the boundaries of the site. Pre-planning of deliveries will assist to reduce the frequency of deliveries to prevent the waiting or traffic.
- Cummins & Pope will abide by the loading and un-loading restrictions imposed by the local authority.
- All site deliveries are to be pre-booked with the site foreman and details of deliveries recorded. The delivery driver will call ahead to ensure only one vehicle is at the unloading area.
- No deliveries will be accepted unless they have been booked with the site agent
- Delivery vehicles are to access the site from The Forbury between the following hours;

Mon – Fri – 7am – 8am
- 1nr vehicle to carry out a delivery at any one time with an un-loading time of 20 minutes per delivery to the front area to be fenced off as described in in 2.3 Site set up.
- Deliveries are always to be controlled via a banksman .
- Larger vehicles which are not to be greater 7.5 tonnes are to be assisted onto the pathway.

2.5 Waste Storage and Removal

- The site is landlocked with the only points of access and egress from the rear of the building off the High Street. It is our intention to store all waste materials for removal within the unit and arrange wait and loads between the hours of 7am – 8am
- The vehicles planned are small caged box vans. During removals a suitable banks man will be employed to manage pedestrians and vehicles. Waste removals will be booked in accordingly to reduce the number of visits to site which will be governed by any associated restrictions set out in 2.3

2.6 General Parking for operatives

- Parking within the vicinity of the High Street is restricted. All site personnel and visitors are to park within the local car park facilities.
- Guild Hall Car Park
- Northernhay Car park
- Access to site is by foot
- No parking of vehicles on road unless for loading and unloading during times of 7am – 8am whilst being monitored by banksman.
- No plant will be parked or left on the public highway and will be retained within the site boundaries.

2.7 General Health & Safety

- The site will be fully CDM compliant and will be subject to regular site audits and inspection.

- The overriding goal of this project is to complete the project within the time frame set by the client while being both accident and injury free
- The contractor will nominate the Person Responsible for Health and Safety Matters for the site. The nominated person will be the site foreman.
- The contractor will obtain any relevant scaffolding permits from Exeter Council and comply with the terms of the permit. Scaffolding will be alarmed and have safety hoarding.
- The contractor will erect a site display board with his own contact details and make space for relevant designers and subcontractors boards. It will include telephone numbers of who to contact out of working hours in case of an emergency.

Emergency Contact number are;

Contracts Director: Mr. Mark Pope 07968 121516

Project Manager: Mr. Steve Cane 07836 355295

- The contractor will advise immediate neighbours in writing of the contract start date and contract program.

2.8 PUBLIC SAFETY

- Debris accumulation will be stored internally within the boundaries of the construction site before being removed using a wait & load van.
- The Site Supervisor will make adequate provision to avoid accumulation of rubbish and debris within the building to prevent inconvenience or disruption and to eliminate the risk of fire. The main contractor will ensure the site is left in a clean and tidy manner both during and outside working hours.
- At all times, the Contractor will take a pro-active approach to pollution by way of noise, dust or airborne particles to minimise risk and disturbance to the site operatives, neighbouring building occupants and the public etc.

- Mud and debris on the road are one of the main environmental nuisance and safety problems arising from construction sites and the main contractor will make provision to minimise this problem with a washing facility adjacent to the side gate.
- All demolition works will be bagged for removal and transported to the wait & load van.
- The contractor will check the transport route from the site to The High Street for any mud and debris deposits following a wait & load disposal and clean any deposits.
- When demolition and sweeping takes place the contractor is to use a fine spray of water to suppress dust on the site including when loading/unloading of dust generating materials.
- The site will be operated on principles of consideration for residents and road users.
- Dust generated from the demolition will be suppressed using water and contained within the construction site where possible.
- Lighting will be used with care to ensure safe working and movement around the site without causing excessive light pollution.

2.9 HOARDINGS AND SECURITY

- Hoarding will be used if required to provide adequate site security and limit dust pollution.

3.0 NOISE AND ENVIRONMENTAL CONSIDERATIONS

- The quietest and newest vehicles/plant machinery shall always be used. All vehicles and mechanical plant used for the works shall be fitted with effective exhaust silencers, shall be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions.
- The Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, shall always be employed to reduce noise (including vibration) to a minimum, with reference to the general principles contained in British Standard BS5228: 2009 'Noise and Vibration Control on Construction and Open Sites'.

- The main Contractor shall take reasonable measures to reduce noise levels such as: Minimizing the drop height of materials and chutes; Using rubber linings in, for example, chutes and dumpers to reduce impact noise and Restricting higher noise activities within defined hours to allow neighbours respite from continuous construction noise.
- We will adhere to the codes of practice for construction working and piling given in British Standard BS 5228:2009 and the guidance given therein minimising noise emissions from the site. Demolition debris, excavation soil and general waste will be removed via wait and load lorries to a licenced disposal site and Waste Transfer Note (WTN) will be retained for inclusion in the H&S File
- Before any demolition works or strip out works take place the site will be dampened down to limit dust emissions.
- There are a number of commercial and residential properties which back on to the boundaries of the of the construction site. Most of the demolition and construction will be within the internal parts of the building.
- Noise generated by the demolition and construction process will be considered and its impact on neighbouring properties mitigated as far as reasonably possible.
Suitable mitigation measures to be used include:
Standard construction hours.
The use of quieter alternative methods or mechanical plant, where reasonably practical.
- Locating plant, equipment, storage areas away from neighbouring properties where reasonably practical.
- Machines and equipment, in intermittent use will be shut/throttled down to a minimum when not in use;
- The use of site hoardings where practical.
- Maintaining and operating all vehicles, plant and equipment such that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.
- All temporary site lighting will be faced into the site, and not directed towards any neighbouring properties.

- In the case of vibration, measured vibration levels shall be compared with the criteria in BS 5228: 2009 part 2 (i.e. 1mms^{-1} PPV for potential disturbance in residential and using a suggested trigger criterion of 2mms^{-1} for commercial). Lower limits must be agreed with the Council if there is a risk that vibration levels may interfere with vibration sensitive equipment or other vibration sensitive objects.

3.1 RODENT CONTROL

- The contractor shall take the necessary measures to ensure proper control of rodents.