

**Demolition Environmental
Management Plan for the
Whitehall and Tenterden
Community Centre,
Tottenham, London, N17 8BP**

PREPARED BY LENDLEASE

December 2022

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1 Introduction

The Site includes the Whitehall and Tenterden Community Centre. This DEMP covers the Demolition of all above ground buildings and structures in relation to the Whitehall and Tenterden Community Centre including all necessary and enabling works.

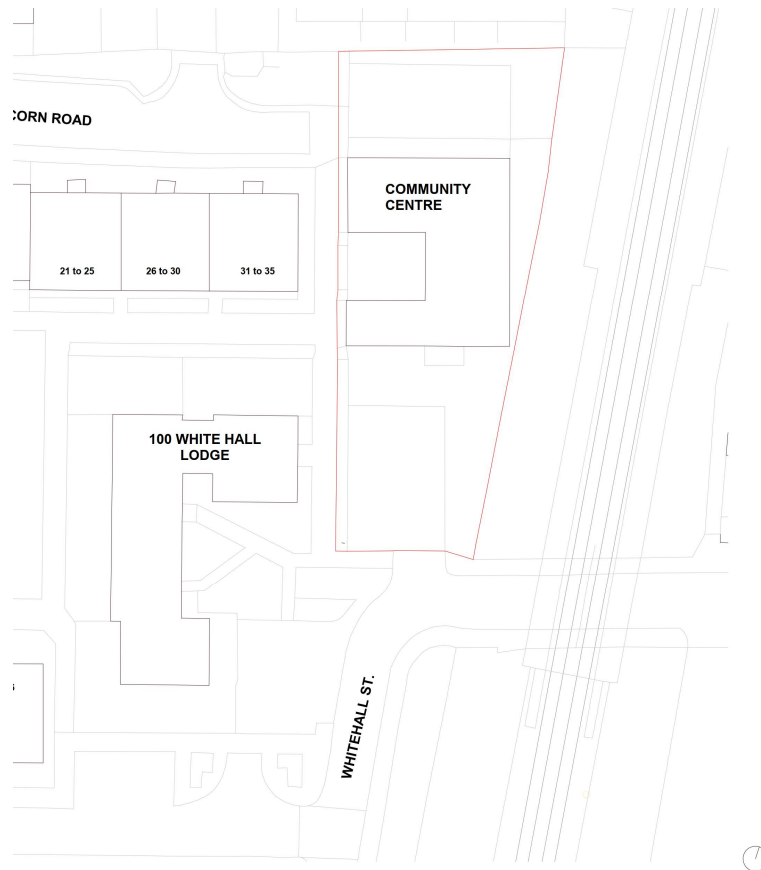


Figure 1: Red Line of Site

The purpose of this Demolition Environmental Management Plan (DEMP) is to outline the works will avoid, minimise or mitigate effects on the environment and surrounding area.

This document forms part of a suite of site documentation, this report focuses for the most part on environmental effects but also has elements of health & Safety management.

The purpose of the DEMP is typically to:

- Ensure that the development is compliant with current environmental legislation.
-
- Detail the mitigation required for the site.
- Ensure that any adverse effects are minimised during construction.
- Describe any site-specific method statements required.

1.1 The Site

The Site is located within the London Borough of Haringey. The Site is bounded by the Tenterden Road estate to the west, Whitehall Street to the south, the White Hart Lane Station and the railway tracks to the East, and Headcorn Road estate to the north.

The existing site layout, shown in Figure 2 below, currently comprises Whitehall Street & Whitehall & Tenderden Community Centre.

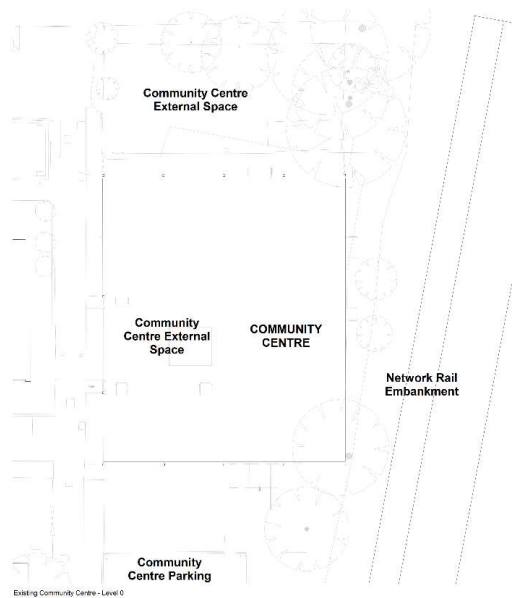


Figure 2: Existing Site Plan

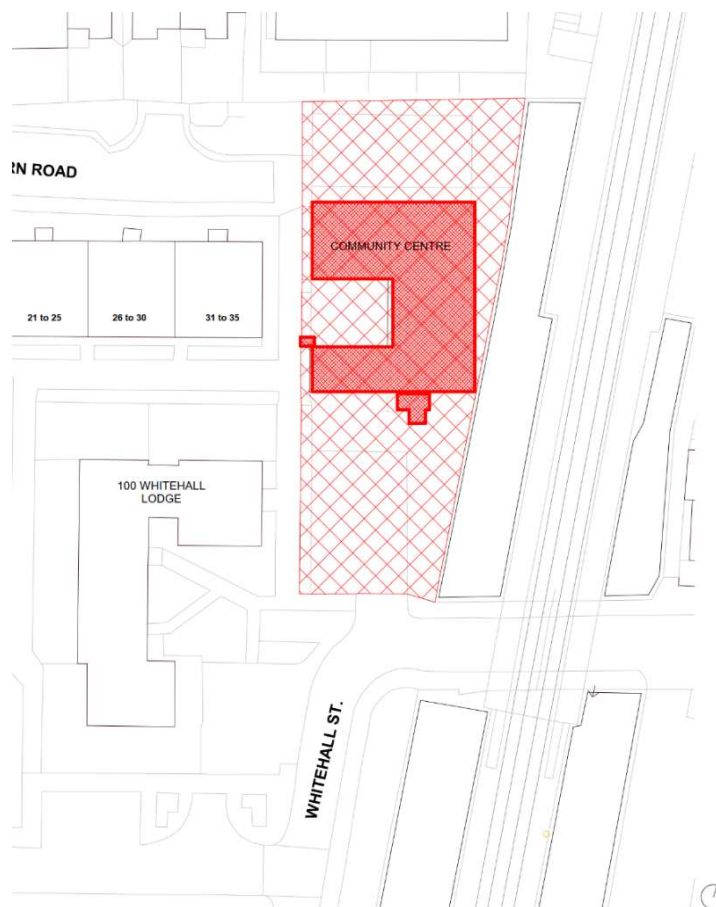


Figure 3: Demolition Plan for the Site

The project consists of the following works:

- Demolition of the Whitehall & Tenterden Community Centre.

1.2 Project Team

Thanasis Melissourgous will be the Project Manager and will have overall responsibility for the project. He will be supported by Lendlease Construction who will have day to day responsibility for the works inside their allocated areas. Lendlease will have a Community Investment Manager / Resident Liaison Officer who will report directly to him, they will be employed on the project to assist with community liaison. They will be supported by the site team and will be the dedicated single point of contact for the local community, neighbouring properties and local businesses to speak to about the project.

1.3 General Provisions

- 1.3.1 This Demolition Environmental Management Plan (DEMP) provides a summary of the likely environmental issues that may arise during the demolition works and the approach to managing these issues.
- 1.3.2 This DEMP describes the anticipated demolition programme for the Site and describes the nature of the activities to be undertaken. It identifies the environmental considerations associated with these activities and outlines appropriate measures that might be implemented for their mitigation.
- 1.3.3 This assessment has been made using the experience of Lendlease and their professional advisers based on the typical construction methods and contracting strategies that can be reasonably anticipated for a development of this type.
- 1.3.4 The demolition is in close proximity of White Hart Lane Station & Network Rail assets plus the existing occupied residential blocks.
- 1.3.5 Construction traffic volumes will vary very slightly throughout the demolition's overall programme but will stick with the routes shown in this document.
- 1.3.6 Demolition work on site may impact the local environment. Mitigation measures have been identified and will be implemented through this DEMP. Health and safety issues shall be addressed in a proactive manner during the demolition, not only for the operatives but also for any of the residents in the area but for all persons interacting with the site. Ensuring the residents of the local area are aware of our activities and feel safe and communicated with during the construction phase is of very high importance to Lendlease.
- 1.3.7 Demolition management and planning, adoption of environmental best practices, good neighbourhood policies and meetings with the management of the local residents, businesses, stakeholders and community engagement will contribute to mitigating adverse environmental effects and ensuring good construction, environmental, health and safety practices.
- 1.3.8 This DEMP is based on the base line studies and assessments carried out.
- 1.3.9 This DEMP sets out a number of strategies, standards and procedures in order to ensure compliance with the relevant legislation and mitigate anticipated environmental impacts and ensure good site health and safety practices.
- 1.3.10 The DEMP includes, but will not be limited to the following main items;

- Programme and phasing of the works.
- Demolition of the existing buildings.
- Description of demolition works.
- Indicative demolition works.
- Site logistics.
- Traffic management.
- Safety, health and environmental considerations including emergency incident procedure.
- Waste.
- Workforce including site working hours.
-

1.4 Implementation & Updates

The Project Manager (see 1.2) will be responsible for the implementation of this DEMP. Responsibility for implementation of aspects of the DEMP will be delegated to other members of the project delivery team.

The DEMP will continue to be developed for the project prior to works commencing and as they progress. It will be reviewed and updated on a regular basis to reflect the changes that arise. This will take into account current legislation, Police, Fire Authority and Health and Safety Executive (HSE) Guidance, The Blue Book and development of the design.

2 Construction & Demolition Activities

The project is broken down into a number of distinct activities. The following is a number of the activities which will be required:

- Site set-up including hoarding installation
- Scaffold erection / strike
- The project team will use signage and barriers to prevent unauthorised access and vehicles above the defined areas along with ensuring the craneage to be utilised does not sit above or spread any weight upon any below ground services.
- Demolition of existing buildings.
- Site clearance and enabling works.

3 Consideration of Environmental impacts during the works

The project is broken down into a number of distinct activities. The following is a number of the activities which will be required:

2022	Jan	Feb	Mar	Apr
Bats	Inspection of hibernation roosts			Limited Activity
Birds	Surveys for wintering		Bird breeding surveys	
	Unrestricted construction activities		Bird breeding and nesting season	

A survey for bats has shown there are no presence of bats in the local area.

Further reference to our environmental impacts is listed in Chapter 8 within this DEMP.

4 Construction & Demolition Activities

4.1 Enabling Works

There will be some enabling works and surveys carried out prior to the commencement of the demolition work:

- Obtain any necessary consent, including but not limited to; hoarding and scaffold licences, footpath closures and any required parking bay suspensions on Whitehall Street.
- Identify methods and procedures to comply with Section 61 of the Control of Pollution Act; 1974 agreements and consents.
- Obtain approval of method statements and risk assessments and temporary works designs.
- Install a heras perimeter fence for the hoarding to be constructed behind on the site.
- Install perimeter hoarding and gates for demolition and enabling works on the site.
- Ensure all utilities / services are isolated and made safe for demolition.
- Install temporary power, lighting and water services.
- Establishment of fire escape routes / systems & emergency plans.

4.2 Surveys

Refurbishment and Demolition Asbestos Surveys will be carried out prior to the demolition of the existing Whitehall Lodge & Community Centre buildings to establish the location and quantity of asbestos containing material within the buildings and associated structures to be demolished.

Asbestos surveys will be undertaken strictly in accordance with the Control of Asbestos Regulations (HSG 248) and the appropriate HSE guidance in HSG 264 and will be carried out by a suitably qualified contractor in accordance with ISO 17020 and ISO 17025.

The surveys and DEMP will be issued to the asbestos removal and demolition contractors and form part of the pre-construction Health and Safety Plans prepared by the Principal Designer. Any constraints associated with the result of these documents will be factored into demolition methodology.

4.3 UXO Investigations

An Unexploded Ordnance survey (UXO) Risk assessment has been carried out. This survey has recorded that the Site has been given a 3 indicating a MEDIUM probability of UXO encounter. Lendlease can confirm that there will be no ground breaking works as part of the works proposed in this DEMP.

4.4 Archaeological Investigations

An archaeological desk-based assessment of the sites has been conducted. The assessment established that there is a low potential for prehistoric and Roman remains to be encountered on the Site due to the fact that site has been constructed on previously on two separate occasions. Whilst it is possible, it is unlikely. The works within this DEMP are only for the demolition of the above ground buildings, and therefore it is considered unlikely.

In the event of an unexpected find during works on Site, the find will be reported immediately to the Site Management by the relevant trade contractor personnel. In such circumstances all works will cease in the vicinity and an exclusion zone will be established until further advice has been obtained from a specialist archaeological consultant.

5 Description of Construction Works & Indicative Measures

The General Demolition sequence is outlined below. Details may change as the design is developed and supply chain input is incorporated.

5.1 Enabling Works

Prior to demolition of all above ground buildings and structures in relation to the Whitehall and Tenterden Community Centre, a full Refurbishment Demolition asbestos survey will be carried out to determine the presence of any asbestos. If found, any asbestos will be treated as below.

The Demolition Contractor will record, control, remove and dispose of all asbestos containing materials in accordance with current legislation and best practice and this will include the following:

- Preparation and approval of specific detailed asbestos removal method statements.
- A mandatory 14-day approval period will be required by the HSE for each of these method statements.
- No works can commence without the ASB5 notice being approved by the HSE.
- Additional asbestos finds will result in re-notification of ASB5 approval to the HSE.
- Asbestos removal will be carried out under licence with registered firms being members of Asbestos Removal Contractors Association (ARCA).
- Removal of asbestos will be under controlled conditions. Air monitoring for asbestos fibres will be undertaken to ensure the health and safety measures are in accordance with statutory regulations.
- Decontamination units and safe transit routes will be established.
- Asbestos containment enclosures will be formed around areas containing asbestos as indicated in the Demolition and Refurbishment Survey.
- Air testing of enclosures will be carried out during the course of the removal works to confirm that the area is clear from asbestos contamination.
- Enclosures will be removed once the area has been signed off and a clearance certificate issued.
- Asbestos containing materials will be safely double bagged and transferred to the ground level into asbestos waste skips.
- The asbestos waste will be removed from site by registered carriers for disposal at a registered disposal site.
- Site perimeter asbestos fibre checks will be undertaken during the entire period of asbestos removal works. Background levels will be taken for the buildings in their dormant state before works commence.
- Soft strip
- Set up work area
- Remove ceilings
- Demolish partitions
- Remove floor coverings
- Remove mechanical and electrical items
- Clear debris to disposal point

Demolition:

The demolition of the Whitehall and Tenterden Community Centre will commence once all asbestos has been removed and soft strip completed.

This is the Demolition & Environmental management Plan (DEMP) for these works. This has been produced in accordance with Regulation 29 of the CDM Regulations to identify how danger and risk from these activities will be prevented.

All operatives undertaking demolition activity must have undertaken an Asbestos Awareness course within the last 12 months.

The demolition concrete arising from the existing building will be crushed. The timber will be

segregated and recycled off site.

Following VP of the Whitehall and Tenterden Community Centre and isolations and disconnections undertaken by Lendlease, the specialist contractors will undertake and prove all services to be fully isolated before proceeding with any disconnections and strip out. The strip out of these services within these areas will be in accordance with safe isolations procedures. Proving units are to be utilised and all equipment to be in line with GS38 for all electrical equipment.

Environmental Considerations during demolition:

- Segregation of material on site (considering safety and time/space constraints) to ensure demolition waste can be safely stored or removed to specialised waste facility, as appropriate; this prevents further need for segregation and vehicle movements.
- Ensure careful use of water in dust suppression with use of water cannons and spraying machines.
- Implement 'best practicable means' during demolition to minimise environmental impacts, such as emissions to air, throughout the duration of the works.

The Demolition Contractor will adhere to the requirements within the DEMP. The DEMP will be regularly reviewed and revised as necessary.

Construction plant can be a significant source of emissions although control measures can be implemented to minimise any adverse impacts measures include ensuring:

- Site Plant and equipment will be kept in good repair and maintained.
- Plant will not be left running when not in use.
- Plant dust arrestment equipment will be used where practical.
- All non-road mobile machines (NRMM) will be in accordance with NRMM regulations.
- Wheel washing facilities will be used on site to minimise mud from demolition operations being transported on to adjacent roads.
- Damping down of site haul roads by water bowser during prolonged dry periods.
- Regular cleaning of hard surfaced site entrance roads.
- Restricting vehicle speeds on haul roads and other unsurfaced areas on site.
- Hoarding and gates to prevent dust breakout.
- Ensuring that dusty materials are transported appropriately (e.g. sheeting of vehicles carrying spoil and other dusty materials).

Noise levels will be controlled as set out below to ensure that the works are undertaken in a way that minimises potential effects on adjoining owners and local residents. Where potential for noise exists during demolition 'Best Practicable Means' will be used to reduce noise to achieve compliance with the recommendations of BS 5228 and may include:

- Choice of routes and programming for the transport of demolition materials.
- Design and use of hoardings and screens to provide acoustic screening where practical.
- Careful selection of plant items, demolition methods, programming, implementing a noise and air quality protocol which outlines monitoring frequency/action levels.
- Operational hours (see section 10.2)
- the use of temporary acoustic barriers where appropriate and the use of enclosures and screens around noisy fixed plant where practicable
- appropriate handling and storage of materials
- regular maintenance and servicing of vehicles, equipment and plant

Demolition Pictorial Methodology

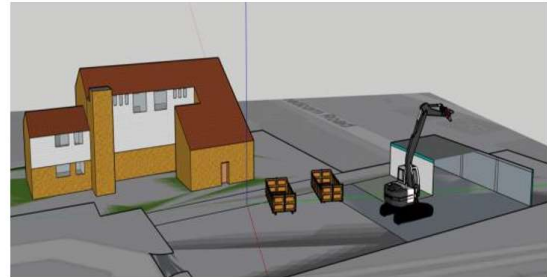
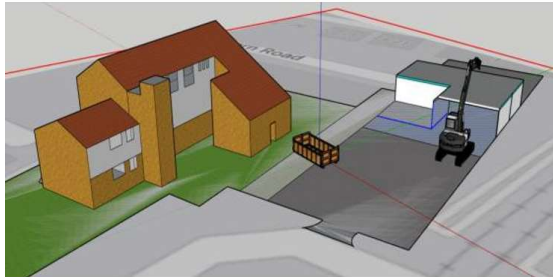
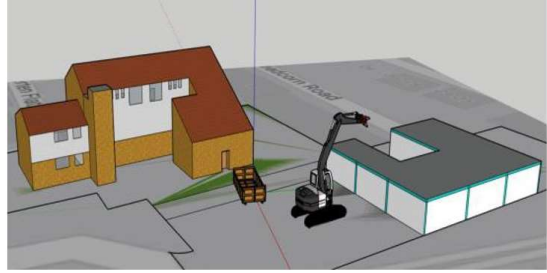
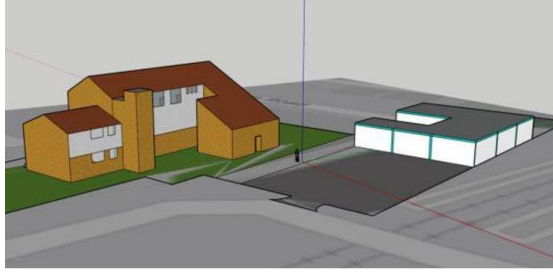


Figure 4: Pictorial of the Demolition Methodology for the Site

6 Site Logistics

6.1 Site Establishment

The first stage of the demolition is to establish the area as a demolition site. The site will be secured and separated from the general public using solid ply hoarding a minimum of 2.4m high. As per the LBH hoarding licence required all doors shall open inwards onto the site of welfare areas.

The site hoarding shall be lit during the hours of darkness with bulkhead lights at a maximum of 3 meters spacing. White lights are used at the back of the footway and red lights facing the carriageway. This is as per the LBH hoarding licence.

Once the scaffolding commences, this shall also be lit during the hours of darkness with careful consideration to be lit but not to cause any disruption or discomfort for the local residents and local ecology and natural environment.

Wayfinding signage shall be provided throughout the local area for members of the public and site operatives, for instance, a pathway that currently runs between Headcorn Road and Whitehall street between the existing building of the Grace centre and Whitehall Lodge shall be closed to facilitate the construction phase. There shall be numerous pedestrian and footpath closed signs in the vicinity to ensure information is available and safety the priority for all involved.

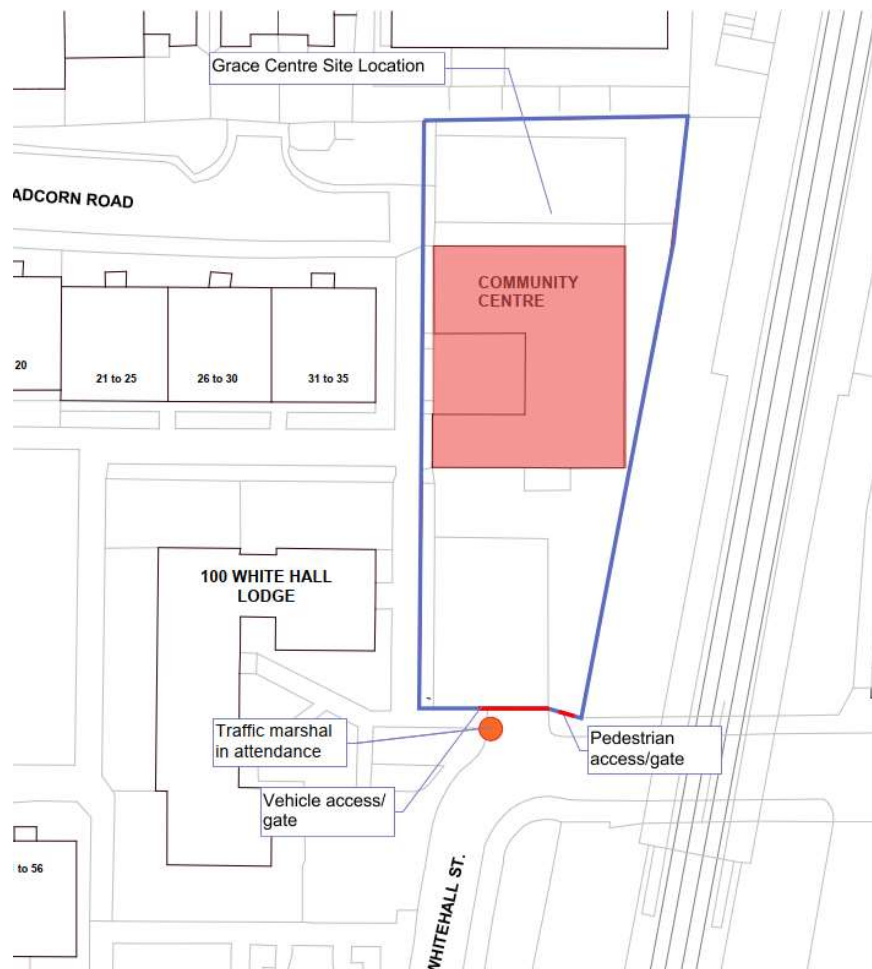


Figure 5: Suggested Site Set-up

Gates will be installed in the hoardings for vehicles as shown on the logistics drawing in Figure 5. These gates will be manned during working hours

It is proposed that CCTV security will be provided for the duration of the Development; this will be provided by a professional security company. Unauthorised access into site during normal working hours will be managed by the gateman ensuring all gates are locked unless when taking deliveries. All regularly used access points to and from the site will have a manned security point that will be responsible for the control of all vehicular and pedestrian access and egress.

Pedestrians will be permitted entry only at the turnstiles. Vehicle movements in and out will be recorded in accordance with the provisions of the DEMP. All personnel and vehicles will be liable to security searches.

6.2 Consents & Licences

All statutory consents and licenses required to commence an onsite activity will be obtained ahead of works commencing and giving the appropriate notice period. These will include;

- Hoarding and scaffold licences for works on the perimeter boundary.
- F10
- Construction notices.
- Connections to existing utilities and main sewers.
- Licence to discharge water from the site into the public sewer.
- Approval of the Demolition Environmental Management Plan (CEMP)

Lendlease are actively engaging with Network Rail and have an executed BAPA.

6.3 Access & Egress

Due to the positioning of the Site and restricted access, construction traffic routes will be discussed and agreed with Haringey Council, Transport for London (TfL), THFC, and other stakeholders as part of a joint construction group to coordinate works as appropriate. Construction vehicle movements will be restricted to the main arterial routes where possible and through discussion, the routes into the Site will be formally agreed. The vehicle routes form an integral part of the supplier sub-contract.

Delivery drivers will be issued with agreed routes during induction which they will be required to sign off and further informed that breaching these will result in disciplinary action and preclude them from entering any Lendlease site. To enforce adherence, the site management team will undertake "spot" visual vehicle tracking checks on a monthly basis for a 2-hour period. The outcomes of these spot checks will be reported to Haringey Council.

Movements of large or unusual loads will be addressed in advance with the relevant highway authorities and the police in order to ensure compliance with regulations and to provide advance notification for local residents.

The Site is located close to the White Hart Lane overground station and is within walking distance of Northumberland Park Station, as well as a number of bus stops. Given this proximity to public transport services, it is envisaged that the majority of construction personnel would travel to Site by public transport, there is no provision for onsite parking and this will be advised in placement of Contractors Orders and further reinforced during the site inductions.

6.4 Material Storage (including stockpiles) & Handling

Deliveries will be booked in 48 hours in advance via a managed on-line booking system.

Materials will be stored either on site or within the storage / welfare compound to minimise damage caused by vehicles, vandals, weather or theft. There will be no materials stored outside of the site hoarding line.

Tanks and drums of liquid chemicals and fuels will be stored in bunded compounds.

Packaging will be minimised and returned where possible, to the material supplier for re-use and recycling.

No unloading will be undertaken over the public highway/footpath.

6.5 Craneage

For the works proposed within this DEMP, no craneage will be required.

6.6 Hoisting

For the works proposed within this DEMP, no hoisting will be required.

6.7 Visitor Management

Visitors will only be allowed to enter the Site via designated pedestrian access gates and a dedicated segregated footpath for registration and obtaining PPE prior to entering the Site. Visitors will be required to attend a specific visitor's site induction before being allowed access on site.

7 Traffic Management

The works will be carried out in such a way, that inconvenience to the public arising from increases in traffic flows and disruptive effects of construction traffic on local and main roads, is limited wherever practical. All diverted or replaced rights of way will be notified in advance and where appropriate, temporary routes will be provided.

A key principle of the traffic management strategy is to ensure the safety of all personnel (drivers & pedestrians). This means that the site work areas will be segregated from the welfare and office facilities. The site will have a designated areas for unloading and loading which prevents or minimises, reversing and turning.

All site traffic will be subject to speed restrictions. Failure to comply with onsite traffic rules shall result in appropriate measures being taken.

Vehicles and pedestrians will be segregated and at site entrances by means of physical barriers. Site operatives will be required to wear high visibility clothing and full PPE. Banksmen will be clearly and separately identified in Hi-Vis clothing. Plant operators and drivers will be required to hold valid certificates and to have undergone the relevant safety training. Lendlease has committed, where possible, to ensuring that all HGV class drivers delivering to site have attended the Fleet Operator Recognition Scheme (FORS) course.

Wherever applicable, Contractors and Subcontractors operating HGVs will have a minimum FORS Silver Level accreditation, with an aspiration for the project to be Gold Level. Specific materials' storage and stockpile areas will be identified on site and managed as the interface locations between the bulk deliveries and the on-site works. Site rubble movement will be set up and planned with the work area, site loading bay and access route. For large pre-planned loads, or abnormal loads, Haringey Council, Metropolitan Police guidelines and designated routes will be complied with.

Site personnel access to the site will be via security posts/gates and will be segregated from on-site construction traffic by means of vehicular barriers/fencing/hoardings etc. The siting and installation of the temporary wayfinding signage to the development site will be installed and implemented as required.

A Traffic Management Plan will be developed for the project (in accordance with the HSE Guide – The Safe use of Vehicles on Construction Sites) prior to the demolition works commencing. This will take into account current legislation, Police, Fire Authority and HSE Guidance, Local Authority Transport Schemes and neighbourhood Lorry Restrictions. The Traffic Management Plan will be reviewed and updated in line with the construction programme and will typically include details of the following:

- F10
- Temporary traffic control measures.
- Temporary and permanent access to the works – for personnel/vehicles.
- Off-loading and storage areas
- Traffic management procedures for waste disposal vehicles.
- Personnel and vehicle segregation.
- Equipment, e.g. road cones, temporary fencing and signage etc.;
- Ensuring all work is planned and method statements prepared detailing safe systems of work.
- Ensuring that all sub/trade contractors make adequate provision for vehicle selection and supervision of drivers; i.e. their own Banks men/Traffic Marshall.
- Making vehicle safety an integral part of the Development health and safety plan.
- Defining standards for driver competence, vehicle safety and maintenance; in accordance with the Haringey Council and TfL guidelines and initiatives.
- Ensuring co-ordination and co-operation between contractors.
- Ensuring all workers receive site induction training covering safe traffic routes and site rules for operating vehicles; Establishing safety monitoring procedures for the use of vehicles on

site e.g. permit to work etc.

- HGV drivers working on or delivering to the Site will be required to undertake Haringey Council cyclists' awareness course.
- All vehicles that enter site will go through either a mechanical or manual wheel wash before re-entering the public highway.
- Public highway condition will be monitored by LL site staff and a road sweeper deployed if required during a heavy period of site traffic.

7.1 Offloading and Storage Areas

Vehicles will be directed to the designated delivery, which will be marshalled by logistics personnel at all times especially during unloading/manoeuvring activities, ensuring that only authorised personnel are given access.

All site deliveries will be notified in advance to the on-site team and access slots will be allocated. All incoming vehicles will be checked for compliance with Lendlease requirements - such as FORS compliance, FSC, sustainable sourcing of fuel, and load stability/securing.

7.2 Personnel, Public and Vehicle Segregation

All pedestrian areas on the Site will be clearly segregated using temporary fencing, vehicle barriers and pedestrian route signage with traffic marshals at all public interfaces. Pedestrian crossover routes will have appropriate warning signs displayed, e.g. give-way signs, vehicles crossing etc.

All site operatives will be given a specific site induction and briefed with reference to the use of designated pedestrian access ways.

Action will be taken against site operatives disregarding the segregation areas with a yellow and red card system. (Yellow for first offence and red for dismissal and removal from the Lendlease Site).

7.3 Temporary Road Closures

Part of our measures to mitigate the impact of construction activities will be to create temporary footpath closures and diversions as required whilst the hoardings are erected or modified and works within the public highway are completed. Any closure will be closely monitored by site operatives to ensure safe access and egress to the site. This will be agreed with Haringey Council in advance.

It is not envisaged that there will be any requirement for temporary road closures. However, notices regarding any planned closures and diversions of either roads or footpaths will be given to Haringey Council, Bus Companies, TfL, the police, fire brigade and other emergency services if required. Haringey Council generally will undertake the relevant letter drop to the local residents should a road closure or diversion be required, however should an unforeseen emergency arise and with Haringey Council's approval LL will undertake the notification.

It is important to note that during any closure and works, that access to White Hart Lane station will be maintained as required for any match day or special event involving the stadium. This will be agreed and coordinated with THFC operation procedures following advice from specialist consultants prior to impacting any of the existing access routes.

8 Health, Safety & Environmental Considerations during the works

8.1 General Health, Safety & Environmental Considerations

This section is a summary of the Safety, Health and Environmental Considerations during the works.

Demolition works will be carried out in such a way as to limit, as far as is practicable, adverse environmental impacts. Adverse impacts including noise, vibration and dust will be measured using vibration, dust and noise monitors located across the site. Thresholds, which will have been set out by The London Borough of Haringey, will be set by the Project team, and the administrators shall be notified by an automatic email if the noise, vibration or dust measures reach or peak their parameters. The site management team will then investigate the root cause that has affected this peaking and introduce further control measures to prevent this happening again.

Works will be carried out in accordance with the following general provisions:

- Approvals from London Borough of Haringey.
- Considerate Constructors Scheme.
- Requirements of highways and utility authorities.
- Requirements of statutory bodies, such as National Rail.

As part of the works, the team will ensure that demolition techniques and materials used are a fundamental consideration of the design and intended long-term use, the aim being to achieve;

- Design for durability and low maintenance.
- Design for flexibility and adaptability.
- Use of materials from sustainable sources.
- Use of local materials where possible.

Safety, health and environmental issues on the Development are a primary factor in influencing the methods adopted. The project team will develop detailed health and safety plans, specific environmental, fire and accident procedures to suit the construction sequences of the Development.

Contractors involved in the Development will ensure:

- That all non-English speaking employees are provided with relevant health and safety information in their national language.
- That adequate multi-lingual supervision is provided so as to ensure that employees continue to be adequately and effectively informed and supervised on all matters affecting their health and safety.
- That suitable bi-lingual arrangements are in place to ensure that statutory related matters are complied with.

All contractors will be required to adopt the Construction Skills Certification Scheme (CSCS) or equivalent skills certification, combined with health and safety training for 100% of their workforce. General operatives will be required to complete the health and safety training element of the CSCS scheme and may be given the opportunity to pursue a relevant NVQ qualification. Supervisor training shall also be provided by the contractor/subcontractors.

A formal Health & Safety Policy Statement will be adopted, in accordance with the requirements of the Health & Safety Executive and other statutory and local authority guidelines.

- Compliance with the following mandatory provisions shall be enforced;
- Control of Substances Hazardous to Health Regulations, 1999.
- Provision and Use of Work Equipment Regulations, 1998.
- Highly flammable Liquids & Petroleum Gases Regulations, 1972.
- Health & Safety at Work Act, 1974.

The environmental monitoring will be provided but not restricted to the following:

Electricity and Lighting

All lighting will be on automatic PIR and locally controlled switches to ensure lighting is only used when required. The lighting used will be energy efficient and lit to provide mid-range brightness. Any further lighting will be supplemented by further lighting to fit the task and provide illumination to a level which will provide adequate safety and quality to the task.

Electricity will be metered locally to the worksite as well as to the incoming mains. This will be recorded on monthly basis with a target for improvement demonstrated and shared with the site. All hand tools and small machinery will be battery powered. Any power machinery will have an option to provide a secondary source socket whilst working thus providing dual benefit of running supplementary equipment while operating plant such as MEWPS or Gen-packs. If generators are required, we will employ silenced equipment where possible. Lighting where physically possible will be faced away from neighbouring residents and traffic.

Environmental Inspections & Reviews

Environmental inspections will be undertaken weekly as a minimum although all works will be pre-planned to avoid Environmental impact from the works. All works will form part of a risk assessment and method statement. All plant and machinery will be of good quality well serviced and maintained whilst being logged and reviewed in the operators check sheet. Our site logistics team and site wardens will ensure plant and machinery is received in pristine order and fully serviced prior to entering the site at the security checkpoints. All operatives will be inducted and briefed prior to setting to work. The works will be reviewed daily or as often as the task requires.

Monitoring Stations will be positioned strategically around the site monitoring both dust and vibration parameters; the system will provide a double knock alert; which is a pre-warning then a full action alert. The correct plant and machinery will be chosen to limit any environmental impacts. We will also set up noise monitoring stations around the sites perimeter and monitor daily against the background noise to ensure works are managed correctly and that receptors are not affected by the natural reshaping of the site in its development from demolition to completion of new build.

Regularity of Inspections

The regularity of the inspections will be for daily review for localised works and a weekly safety and Environmental review for each project within the overall development. Following this we will have a visiting Safety Advisor on site that will aid with the upkeep of our procedures and provide an unbiased review of the project. All inspections will be recorded with an action time and are to be closed out by the responsible party.

8.2 Control Substances Hazardous to Health

The strategy for controlling all substances coming onto site and all work activities and progress which may generate hazardous substances will be managed and controlled in accordance with the 'Control of Substances Hazardous to Health' Regulations (COSHH), 2002 and best practice guidance, such as that published by the Environment Agency.

Some control measures to be employed are as follows:

- All fuels and chemicals will be stored in designated areas, with deliveries of all hazardous materials supervised.
- Storage tank or container facilities will be appropriately bunded with designated areas as far as possible from any watercourses or surface drains.
- In case of spills or discharges, remedial action will be taken as soon as possible, and set procedures will be compiled with.
- A logistics plan will be developed to take into account the management and control of hazardous substances on site.
- Personal protective equipment (PPE) suitable to their task conditions will be used by all construction workers.

8.3 Outline Environmental, Emergency, Fire and Accident Procedures

Measures will be carried out to avoid environmental incidents, however if these occur then the

following types must be reported to the responsible person within the project Team.

The overall strategy in the event of a spillage will be to “Stop-Contain-Notify”

Spills or discharges to the atmosphere, water supplies, sewerage systems, rivers and other watercourses, or to the ground of:

- Any chemical product or formulation.
- Oils and fuels.
- Effluents/fumes and gases.
- Waste or contaminated materials.

Damage to existing:

- Trees and wildlife.
- Flora and existing local habitats.

Any environmental incident that could lead to:

- Local authority or regulatory enforcement.
- Public complaint.

Temporary Drainage strategy

The works will be carried out and working methods adopted to ensure that construction activities do not disturb ground contamination to adversely affect surface water and ground water quality, ensuring a temporary surface drainage strategy is in place to control surface water runoff. The following best practice methods will be adopted and methodology will be in line with the Environmental Agency's guidance. These measure include –

- Discharge to public sewers – after prior agreement with Thames water
- The existing storm water drainage system will be retained where possible during construction, with modifications made an necessary to prevent ingress of debris.
- Discharge via sediment traps/ settlement tanks of ponds
- Installation of interceptors
- Control of spoil and other materials to prevent spillage, particularly during period of high local surface flood risk (September to March), and through appropriate handling and selection of spoil/material storage locations.
- Issues relating to contaminated land affected by the construction, together with proposals for protection of surface and groundwater.
- All drainage arrangements will be determined in consultation with the Environment Agency and the London Borough of Haringey.
- Careful siting and bunding of fuel storage facilities and any areas used for the storage of potentially hazardous materials.

Emergency routes and procedures will be continuously reviewed and adapted to suit the construction sequence and stage of the Development. A draft emergency plan is to be produced prior to commencement on site with the Muster point likely to be on Whitehall street. The route of evacuation is likely to develop as the project progresses. An Emergency Fire and Accident Plan will be prepared and shall generally follow the guidelines below;

- Definition of the management organisation and responsibility for safety.
- Definition of appropriate fire prevention measures, including good housekeeping of site, welfare facilities and offices.
- Use of non-flammable/fire retardant materials for protection of finished works.
- Safe use and safe storage of flammable materials of all categories, whether solid, liquid or gas;
- Appropriate waste management procedures.
- Monitoring the type and frequency of fire inspection/audits.
- Suitable site accommodation location, construction and detection/firefighting systems.
- Development of evacuation plans, to include escape routes, muster stations, means of sounding alarms and the setting of systems in place to ensure that emergency vehicles have been called and all personnel have safely left the area.
- Training and fire drills.

- The application of permit systems for Hot Works, Confined Space Entry and Electrical Access Control.
- The provision of Fire Watch marshalls and First Aiders.
- Checking that emergency routes/exits are available and unobstructed at all times.
- Dissemination of the plan.
- Tottenham Hotspur Blue Book
- Continuous liaison with fire brigade/police/ambulance services and other emergency services, plus clients/occupants of adjacent buildings.

The Emergency Fire and Accident Plan will be developed in consultation with the local Fire Brigade and emergency services. As sites are dynamic environments, emergency planning will be under constant and critical review to ensure the continued relevance of the plan and procedures. This will be the responsibility of the Site Logistics Manager.

First aid facilities will be established in multiple locations as appropriate around the site.

8.4 Trees

Contractors appointed for works in close proximity to trees and in consultation with the arboriculture and landscape consultants undertake specific tree protection measures and procedures for the execution of their works to protect the trees.

Where trees are identified for retention construction work will be undertaken in accordance with relevant guidelines in BS 5837: 2005 "Trees in relation to Construction – recommendations" to ensure that any construction within close proximity of these trees is undertaken without significantly impacting on them.

Retained trees will be adequately protected from damage throughout the demolition works. Tree protection methods shall include:

- Assessment of location of roots.
- The Root Protection Areas (RPA) will be designated as a construction exclusion zone (CEZ) within which trees will be protected from activities that have a potential to cause damage. CEZ's will be appropriately protected, e.g. fencing.
- Generated in accordance with BS5837:2005 provides a sufficient precautionary zone where rooting conditions are more or less open, unobstructed and level.
- Where root conditions are such that it is not possible to confidently accept the RPA as providing a more or less accurate illustration of the location of roots then it will be necessary to carry out soil investigation to ascertain location of roots.
- Training (e.g. tool box talks) in how to avoid tree damage.
- Facilitation Pruning.
- Appropriate Ground Protection measures.
- Contingency planning.

8.5 Noise & Vibration

Noise and vibration levels will be controlled as set out below to ensure that the Development is operated in a way that minimises detrimental impact to the amenities of local residents.

Details of demolition activities, prediction levels/assessments will be discussed with the relevant authority, both prior to works and during works. Programmes will be available in advance of work starting on site. Prediction, evaluation and assessment of noise and vibration as well as discussions between the construction team and the London Borough of Haringey will be an on-going activity throughout the works.

Where the potential for noise exists, e.g. during demolition, 'Best Practicable Means' will be used to reduce noise to achieve compliance consistent with the recommendations of BS 5228, and may include:

- Careful selection of plant items, construction methods, programming, implementing a 'noise and vibration protocol', which outlines monitoring frequency and action levels etc.
- Preference will be given to electrically powered plant where possible.

- Design and use of site hoarding and screens/noise barriers, to provide acoustic screening at the earliest opportunity.
- Selection of demolition arrangements that 'munch' rather than break the building. The demolition will be undertaken by long range excavators to cut down on vibration.

If work is likely to exceed specified noise limits but is necessary then this shall only proceed subject to notification to the London Borough of Haringey Environmental Health Officer and approval given.

Except for emergency situations, notification will be in advance of any requirement for out of hours/noisy working.

8.6 Air Quality

Construction and demolition works will be carried out in such a way as to limit the emissions to air of pollutants (particularly dust and fine particles (PM10), employing Best Practicable Means. The site will be managed in accordance with the DEMP to minimise the potential effects on air quality from construction.

Monitoring will be undertaken throughout enable proactive management of dust and PM10 levels. Wind speed and direction will be included in the monitoring. There will also be on-going liaison with the London Borough of Haringey Environmental Officer regarding the construction control measures set in place.

8.7 Dust

Dust control will be best achieved at sources, and if possible, activities will be carried out in a manner to preclude dust generation.

Dust levels will be controlled by dampening down works where there is a risk of dust, and, if required, consent sought from the relevant local authority under the Control of Pollution Act 1974, Environmental Protection Act 1990 and local policy guidelines, to ensure that the Development is operated in a way which is not detrimental to the amenity of local residents.

If dust is generated, steps will initially be taken to protect workers in the vicinity who shall, as a minimum, be issued with dust masks. Dust will, if possible, be contained in the location in which it is generated and be controlled and managed therein. Dust suppression measures will be carried out to ensure that dust nuisance affecting neighbouring properties is minimised.

Dust emissions from construction will be controlled through careful pre-project planning and effective site management. The following control measures and good management practices will be employed:

- Site operations will be planned to take into account local topography, prevailing wind patterns and local sensitive receptors e.g. schools, residences and ecological designated sites.
- Burning of materials on site will be prohibited.
- Loading and unloading will only be permitted in designated areas.
- Provision of water sprays and wind/dust fences where possible, particularly in dust sensitive locations, for example, during demolition works. Water spraying and/or screening will be undertaken prior to and during demolition.
- Stockpiles of soil, arising or other granular material will be sheeted and/or treated using "Dust Buster" or similar to prevent dust raising that may cause risk to health or nuisance to the public.
- An appointed person will oversee/control activities and handle complaints.
- Dust on tree foliage will be minimised where practical.

8.8 Material Storage & Handling

The storage and handling of construction materials can be a significant dust emission source. The adoption of appropriate dust control measures will greatly reduce dust emissions from these sources and ensure that any adverse effects are reduced or eliminated.

Handling and storage areas will be sited as far away as is reasonably and practically possible from public/residential areas. Handling and storage areas will be actively managed and fine, dry material

will be stored inside enclosed shield/coverings or within a central storage areas. Any storage areas that are not enclosed will be covered/sheeted. Prolonged storage of debris on site will be avoided. Vehicles carrying dusty materials into or out of the site shall be sheeted down to prevent any escape of materials.

8.9 Construction Plant

Construction plant can be a significant source of emissions although control measures can be implemented to minimise any adverse impacts. The following measures will be employed:

- Site plant and equipment will be kept in good repair and maintained in accordance with the manufacturer's specifications. Allowing for economic constraints, the plant will be selected on the basis of which has the least potential for dust and other emissions.
- Plant will not be left running when not in use.
- Plant with dust arrestment equipment will be used where practical.
- Where practical, cleaner fuels will be employed for construction plant.
- Enclosures will be erected around major construction plant items as appropriate and where practical.
- During the demolition high reach excavators shall be used with different attachments such as pulverisers, shears, breakers and selector grabs. A hydraulic mobile stone crusher shall be used with dampening down water attachments to keep the dust to a minimum.

8.10 Vehicle Movements

Vehicle movements may result in dust emissions (by re-suspending dust from the road or from spilling dusty loads) and exhaust emissions. However, a number of control measures shall be adopted to eliminate or minimise such emissions: Wheel washing facilities on site to prevent mud from construction operations being transported on to adjacent public roads;

- Damping down of site haul roads by water bowser during prolonged dry periods.
- Regular cleaning of hard-surfaced site entrance roads.
- Ensuring that dusty materials are transported appropriately (e.g. sheeting of vehicles carrying spoil and other dusty materials).
- Confinement of vehicles to designated haul routes within the site.
- Restricting vehicle speeds on haul roads and other unsurfaced areas on the site.
- Hoarding and gates to prevent dust breakout.
- Appropriate dust site monitoring will be included within the site management practices to inform site management of the success of dust control measures used.

8.11 Soils & Contamination

Ground Conditions

A detailed ground investigation has been undertaken at the site and has confirmed ground conditions to be made ground overlying Enfield silt, Taplow gravel, London clay and Lambeth group formation.

No major surface water features have been identified within 1000m of the site, however, the culverted River Moselle runs under- White Hart Lane to the North of the site. Based upon the available information, the risks posed to end users have been estimated as MODERATE/LOW for shallow and deep aquifers, ground gas and human health risks. Through the implementation of best practice measures these shall be reduced to LOW.

Strategy

The strategy for controlling and mitigating potential adverse environmental or health and safety effects during construction will be to adopt the procedures and methods set out within this DEMP.

Operational Control

The strategy for controlling and mitigating potential adverse environmental or health and safety effects during construction will include the following, as appropriate:

- Identification and assessment of the potential for residual ground; contamination to be presented prior to the start of any piling or excavation construction work;
- Minimisation of potential risks to site workers as required by the Construction (Design and Management) Regulations 2007;
- Sampling and testing of excavated spoil and piling arising, in order to assess the suitability of materials for re-use on site against site-specific criteria;
- Dust suppression from any contaminated soils by the regular use of water sprays during any dry conditions, sheeting of haulage vehicle loads, use of wheel washers;
- Stockpiling of contaminated materials will be avoided whenever possible. If this is necessary, stockpiles will be located on areas of hard standing or plastic sheeting to prevent contaminants infiltrating into the underlying ground;
- Stockpiles will be treated to prevent windblown dust;
- Adequate drainage will be designed and installed during construction work to manage surface water runoff and prevent any contaminated water from entering watercourses, either directly as surface run-off, or indirectly via the surface water drainage systems;
- The flow of traffic across the site, speed restrictions, the use wheel wash facilities prior to leaving site and sheeting gantries if required will be designed to take account of the potential presence of contaminated ground during construction activities in certain areas and the minimisation of associated potential safety, health and environmental risks;
- Any arising containing remnants of invasive/noxious weed-type materials will be treated as controlled waste and disposed of off-site at a landfill site that is licensed to receive such material. Disposal of any invasive weed-type material will follow the disposal recommendation referred to within the relevant Environmental Agency code of practice;
- The handling and storage of any potentially hazardous liquids on site, e.g. fuels and chemicals, will be controlled and best practice guidance such as that published by the Environment Agency, will be followed. Storage tank/container facilities will be appropriate banded within designated areas and sited as far as possible from any watercourse or surface drain;
- If hazardous liquids escape, remedial action will be taken as soon as possible; and
- Where unforeseen contamination is identified during the course of the work specific investigations will be carried out in the areas in question and appropriate Health & Safety procedures will be implemented during decontamination or removal of material.

A strategy will be prepared to identify, analyse, segregate and control existing contaminated soils on this site, in accordance with the planning permission. The London Borough of Haringey and the Environment Agency will be consulted on the strategy prior to commencement of earthworks.

Procedures will be drawn up to control all potentially contaminating materials brought on site.

Should soil contamination occur as a result of a pollution incident on site, reference will be made to the material COSHH data, and the soil will be decontaminated as recommended there in.

8.12 Water Resources

The works will be carried out and working methods adopted to ensure that construction activities do not disturb ground contamination to adversely affect surface water and ground water quality. The following best practice measures will be adopted:

- Discharge to public sewers – after prior agreement with Thames Water.
- The existing storm water drainage system will be retained where possible during construction, with modifications made as necessary to prevent ingress of debris.
- Discharge via sediment traps/settlement tanks or ponds.
- Installation of interceptors.
- Control of spoil and other materials to prevent spillage, particularly during period of high local surface flood risk (September to March), and through appropriate handling and selection of spoil/material storage locations.
- Issues relating to contaminated land affected by the construction, together with proposals for protection of surface and groundwater.
- All drainage arrangements will be determined in consultation with the Environment Agency and London Borough of Haringey.

- Careful siting and bunding of fuel storage facilities and any areas used for the storage of potentially hazardous materials.

Appropriate construction techniques will seek to ensure that groundwater seepage into excavated areas does not take place.

Subject to appropriate discharge consents, water arising during excavation works will be discharged to the surface water drainage network after attenuation in oil/water separators and settlement ponds/tanks. The discharge would be monitored to meet any requirements set by the EA. Any water not meeting the criteria set by the EA would be discharged to sewer and in accordance with Thames Water's requirements.

Consents to discharge from the Environment Agency or Thames Water may be subject to specified conditions. Monitoring will be undertaken as appropriate, and records kept demonstrating compliance with any specified conditions.

9 Waste

9.1 General Provision

The disposal of waste generated during construction, including any surplus spoil, will be managed to maximise the environmental and development benefits from the use of surplus material and to reduce any adverse effects of disposal. In general, the principles of the waste management hierarchy, which favours waste minimisation, re-use of materials and recycling over disposal to landfill will be favoured. Further details of how we do this are presented below.

9.2 Site Waste Management Plan

A Site Waste Management Plan (SWMP) will be produced using BRE's SMARTWaste tool. This includes a waste forecast identifying options for reuse, recycling and avoidance of landfill and to record actual waste arisings.

The SWMP will also record responsibilities for waste management on site, any waste eliminated or reduced through the design process, compliance with the "Duty of Care", Environmental Protection Act 1990, and any training or awareness raising measures undertaken and reviews undertaken. It will also provide environmental KPI's which will be used to demonstrate performance levels against specified targets.

9.3 Construction & Demolition Waste

Methods for waste reduction will form a basic strategy for construction waste management from the start. These materials will generally be inert or environmentally benign and may have alternative uses elsewhere on the Site. Opportunities will be investigated to maximise the recycling potential of demolition materials.

Buildings and materials containing asbestos will be assessed in advance of demolition works commencing, and all asbestos identified removed followed by the issue of clearance certificates. Care will be taken by contractors to identify all asbestos related materials and to record, control, remove and dispose of all such materials in accordance with current legislation.

Some contaminated materials may be found during the Development. Any contaminated materials that may be generated shall be stored and disposed of in accordance with relevant best practise guidance and legislation.

Licensed carriers will remove other residual waste, i.e. general office waste, etc. from site to suitable licensed disposal sites. Where possible, segregation and recycling of materials, such as office paper, food waste will be undertaken.

9.4 Control during Demolition

The Contractor will ensure minimisation of waste arising on site and reuse where possible, either directly or by recycling, waste monitoring and setting of targets. Recyclable materials such as metal, timber, cardboard and office paper will be put in colour-coded bins, ready for collection by the appropriate contractor. Initiatives to reduce other waste streams include as far as practically possible:

To ensure compliance with legislative requirements, only Environment Agency licensed waste hauliers, waste management contractors and landfill sites will be used.

Suitable protection measures will be incorporated in the design of the waste management area to prevent pollution, and regular inspections carried out to ensure that stored waste is covered by present accidental spillage and from being blown away.

When leaving site, vehicles will be sheeted/covered to prevent any escape of materials onto public highways.

Waste transfer notes will be retained and will fully describe the waste in terms of type, quantity and containment in accordance with relevant regulations. Information regarding the type and quantity of material returned to the supplier and the contractor or contractors will also hold copies of all waste

documentation.

Materials stored on the Site for disposal (e.g. spoil arising) will be subject to the provisions of the duty of care and may require a waste management permit. Where this is identified the permit, or any exemption will be managed by the Applicant.

9.5 Hazardous Waste

In anticipation of any production of hazardous waste, the development will be registered as a producer of Hazardous Waste with the Environment Agency as required by the Hazardous Waste (England & Wales) Regulations 2005.

Hazardous wastes will be segregated and stored separately from other waste fractions to avoid contamination and risk to the environment and personnel.

10 Workforce

10.1 Employment & Management Workforce

Site labour levels are expected to peak at 12 for the demolition.

The Contractor will endeavour to ensure that all appropriate measures necessary are taken to maintain good industrial relations in connection with the Development.

The Contractor will notify Trade Unions of the scheme and estimated timetable. A list of contractors together with, where applicable, the National Joint Council for the Building Industry (NJCBI) register number and/or reference with the Building and Civil Engineering Holiday Scheme Management or its equivalent will also be supplied.

The Contractor/sub-contractors (Building Trades) appointed must abide by the terms of National Working Rule Agreements as appropriate. Contractors outside Building Trades are to abide by their national agreements as appropriate.

An Equal Opportunities Policy will be adopted and contractors (and their sub-contractors) must adopt a positive approach to the employment and training of ethnic minority groups.

10.2 Working Hours

Noisy construction work which is audible at residential properties will only take place during the following hours:

Monday to Friday, 08:00 to 18:00 hours Saturday, 08:00 to 13:00 hours

No working on Sundays, Bank Holidays or Public Holidays

In order to maintain the above working hours, the Contractor may require at certain times a period of up to one hour before and after normal working hours to start and close down activities (this will not include works that are likely to exceed agreed maximum construction noise levels). Specialist construction operations and deliveries may also be required to be carried outside these core hours in agreement with London Borough of Haringey.

Works may be requested to take place outside these hours but will be within noise limits agreed with London Borough of Haringey. Consultation with the London Borough of Haringey will be required prior to noisy activities taking place outside normal hours of operation, with the exception of emergency work which may need to take place as required.

10.3 Public Relations

The Contractor will implement strategy to ensure that local businesses and any residents in the area around the site are aware of the construction activity in advance. They shall be informed of the works in general, road closures and noisy or disruptive work.

The engagement with the local community and neighbours will be provided with a range of activities such as newsletters, emails, news bulletins on hoardings as appropriate.

During the demolition process the Contractor will seek to maintain a number of methods to communicate with the local community to keep them informed of progress on the scheme and enable concerns to be voiced and listened to, such as:

- A single point of contact will be provided to the neighbouring residents and relevant statutory and non-statutory bodies and a contact telephone number (which is already established) will be provided to ensure clarity of communication and to coordinate any concerns.
- Any special or unusual activities to take place (such as road closures or deliveries of large plant) will be notified by way of a supplementary letter, issued to the relevant neighbours and local amenity centres.
- A complaints register will be established to provide a permanent record of the performance of

the project. Any complaint from residents or other parties will be treated seriously, with the complaint logged and the cause investigated. Analysis of any complaints made will allow procedures to be implemented with the aim of avoiding any re-occurrence.

- The site hoarding will be used to display information regarding the project, in order that the Local community and passers-by can be informed of progress.