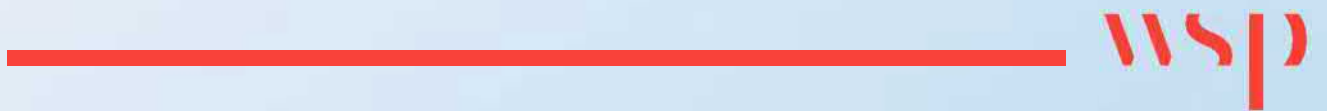


Appendix B

CONSTRUCTION STAFF TRAVEL PLAN



1 CONSTRUCTION STAFF TRAVEL PLAN

1.1 INTRODUCTION

- 1.1.1 Delivering a staff travel plan will include the provision of onsite and offsite training, prior to and during engagement in any construction activities for all staff. It will include the provision of necessary information to all site staff and visitors to increase the potential for sustainable travel by the future occupiers.
- 1.1.2 There will be no parking on Site and all staff and contractors will be encouraged to use public transport services.
- 1.1.3 As detailed previously in Chapter 2 the site is located in a highly accessible area, featuring a PTAL 5/6a rating, being in close proximity to London Underground, Rail, and bus services. It is therefore envisaged that a strong proportion of the construction workforce will travel to the site using active travel and public transport modes.

1.2 TRAVEL PLAN PRINCIPLES

- 1.2.1 TfL define a Travel Plan as '*a long-term management strategy for an existing or proposed development that seeks to integrate proposals for increasing sustainable travel by the future occupier(s) into the planning process and is articulated in a document that is to be regularly reviewed by the future occupier(s) of the site*'. A Travel Plan involves identifying an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on 'promoting alternatives to the car'.
- 1.2.2 Furthermore, a Travel Plan should demonstrate a holistic approach by incorporating both 'hard' engineering measures and 'soft' marketing and management measures necessary to address the transport impacts arising from development.
- 1.2.3 It is essentially a 'living document' requiring monitoring, review and revision to ensure it remains relevant to the organisation and to those using and visiting the site and provides continuous improvements for its duration. These aspirations and actions should be documented in a Travel Plan, the structure and content of which are dependent upon a range of factors including the location and nature of development, the occupiers and the end users.'

1.3 TRAVEL PLAN OBJECTIVES, TARGETS AND MANAGEMENT OBJECTIVES

- 1.3.1 The strategy for the Travel Plan therefore has the following general objectives:
 - *To establish sustainable travel principles for the construction programme as a whole;*
 - *To minimise single occupancy vehicle and taxi trips;*
 - *To increase the attractiveness and use of cycling for day to day journeys;*
 - *To encourage healthy and active travel;*
 - *To facilitate tailored travel information; and*
 - *To raise awareness of sustainable modes of transport available for construction employees and visitors travelling to and from the Site.*

TARGETS

- 1.3.2 As the construction programme is only envisaged to run 32 months it is recommended that soft targets are set. These could include the advertisement of nearby public transport facilities, as well as the proximity to cycle lanes to encourage active and sustainable travel. Additionally, the appointment of Travel Plan Representatives (TPR) will encourage to encourage uptake of these modes.

MANAGEMENT

- 1.3.3 The key roles responsible for managing the implementation, operation and monitoring of the Travel Plan for the Development will be undertaken by the contractor Hill Group.
- 1.3.4 The Travel Plan will be co-ordinated by a group of key personnel to ensure that there is Site-wide adoption of the Travel Plan. Travel Plan Representatives (TPR) would facilitate the Act as a point of contact for staff regarding travel and the wider Travel Plan and Assist the TPR in gathering monitoring data from within their organisation.

1.4 TRAVEL PLAN MEASURES

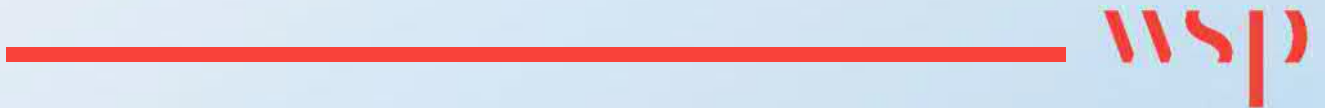
- 1.4.1 The Travel Plan measures could include:
- Cycle2work Schemes: retail occupiers are encouraged to become involved in the government initiated Cycle2Work scheme which offers both tax and national insurance savings to participating employees who purchase a bike to cycle from home to work;
 - Staff Promotional events - Information on both national and borough/county specific promotional events, such as 'Walk to Work Day' (April, annually) can disseminated to staff members in order to encourage participation;
 - The Travel Plan will promote local cycle groups. A Cycle User Group will also be encouraged to provide a forum for employees to meet informally and discuss cycling related issues, such as safe cycle routes within the surrounding area. This will allow cyclists to discuss concerns and ideas with the estate management; help new and potential cyclists to switch from other modes; and share safety, equipment and route advice;
 - Provision of cycle parking for construction workers bicycles;
 - The London Cycling Campaign (LCC) will also be promoted, which is a cyclist's organisation with local groups throughout London. Local LCC groups promote cycling locally, improve conditions for cyclists in their borough, organise leisure rides and social events and provide support for cyclists. The benefits on offer to LCC members include discounts at bike shops, exclusive cycle theft insurance packages, free third-party insurance for damage or injury up to the value of £1M, access to local LCC borough groups and free legal advice. LCC also offer 'Pop-Up Cycle Cafes' to encourage cycling; for example, providing advice for new cyclists and urban cycle training; and
 - Personalised Journey Planning - employees can be provided with a 'Personal Travel Plan' that is specific to their travel needs. The plan can be based on individual lifestyles and travel requirements, and may include, for example, information on which specific public transport connections best suit a particular journey, the variety of ticketing options, how lifestyle factors could be supported through an active travel alternative (e.g. steps and calorie information), and a comparison of journey times depending on which modes of travel is selected.

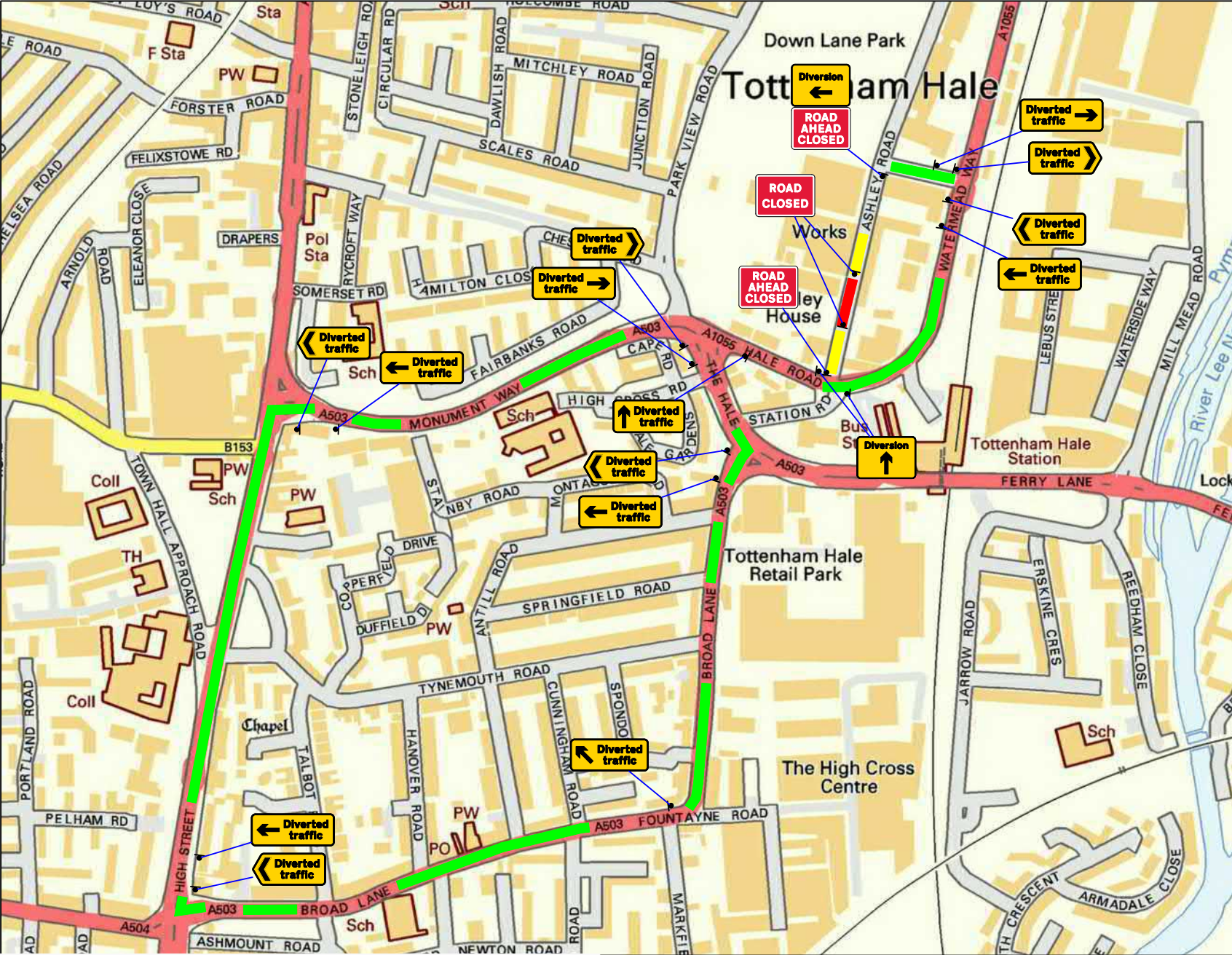


- 1.4.2 As stated previously, Travel Plans are 'living documents' that require continuous monitoring, review and revision over time to ensure the programme of measures being delivered remains relevant, and that the associated modal outcome target, satisfaction indicators, and objectives are being achieved.

Appendix C

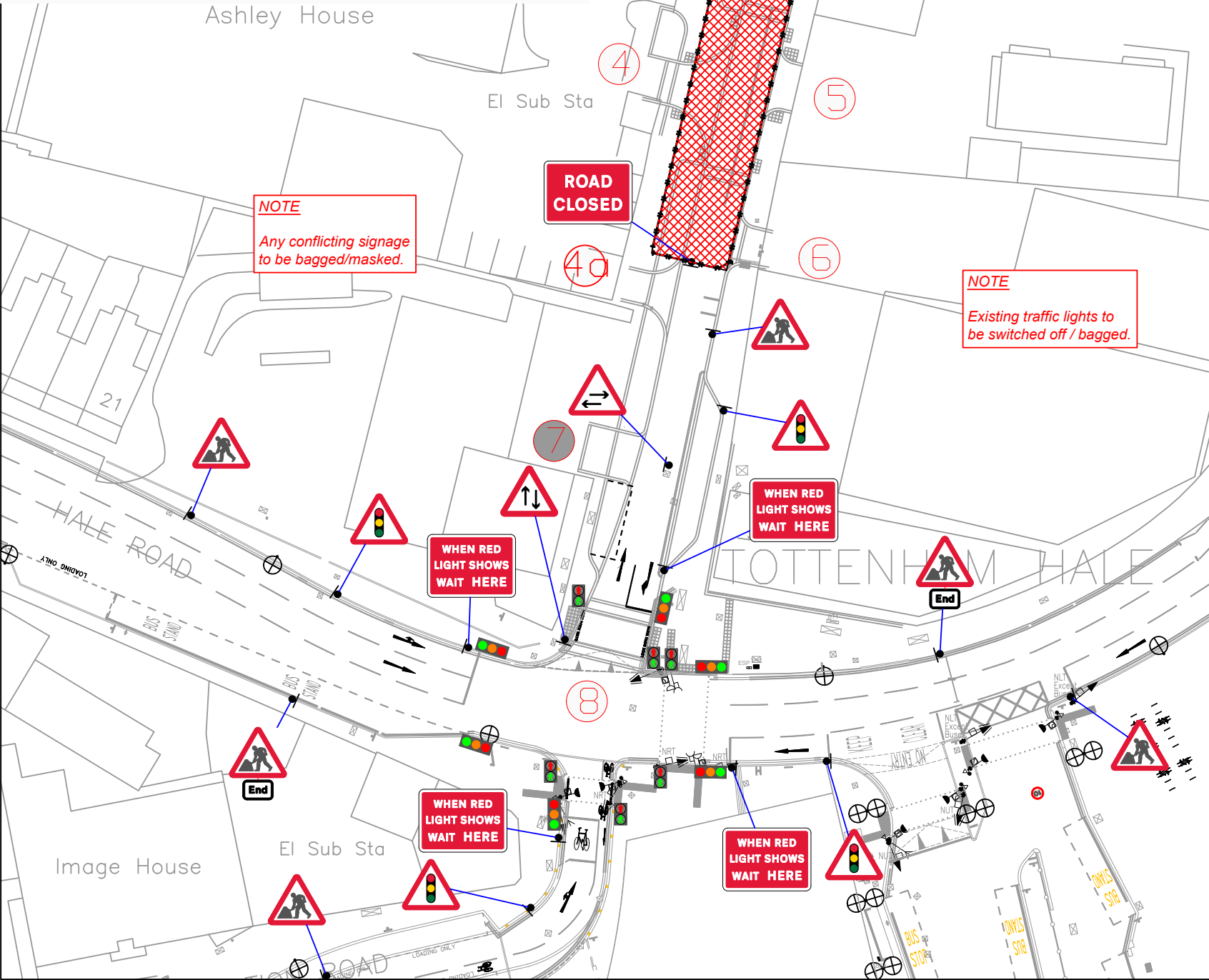
TRAFFIC MANAGEMENT SIGNAGE PLAN





DEN INSTALLATION PHASE 1a (AR Public Realm Phase 1)

- 1 - Residential access to Beral House / Yard & Access to ARE available if required
- 2 - Construction Access to Building 1
- 3 - Residential Access & Access to temp loading facility for Building 1A
- 4 - Closed
- 4a - Contractors Compound Access & turning facility for ARW loading vehicles
- 5 - Closed
- 6 - Closed
- 7 - Residential Access to ARW available
- 8 - Access/egress for ARW & LBHa's Contractor
- 9 - Access/egress for Building 1, Building 1A, Beral House, Beral Yard, ARW and ARE



Speed Limit/ Safety Zones

SAFETY ZONE	SAFETY ZONE
(LONGITUDINAL)	(CROSSING)
0.5M	0.5M

ALL RED MATRIX

	1	2	
1		5	
2	5		

Pedestrian crossing timings

Red	4 sec
Green	9 sec
Black	5 sec

STAGE DIAGRAM

SIGNAL TIMINGS

MAX GREEN	MAX GREEN
35	35

Please note: Timings may only be adjusted by a qualified operative to suit changing traffic conditions if required.

Key

- CONE
- WORKS AREA
- SAFETY ZONE
- TAPER
- SIGNS
- TRAFFIC SIGNAL
- PED SIGNAL
- CLOSURE
- ACCESS ONLY
- DIVERSION
- PARKING SUSPENSION
- PED RAMPS
- PED BARRIER

Lane 1 Closure or Shuttle Lane

Traffic Management Type: ROAD CLOSURE + FPC

Client: Haringey LONDON

Site Address: Watermead Way Tottenham Hale N17 9QZ

Work Details: DEN SCHEME

Originator: marlborough we understand, we deliver

Woolf House, 7 Eagle Way
Regiment Business Park
Essex Regiment Way
Chelmsford
CM3 3FY

Notes

- All dimensions are in metres unless otherwise stated.
- All traffic management to comply with Chapter 8 and any updates, and Safety at Street Works and Road Works (A Code of Practice)
- All road markings and signs to be as per the Traffic Signs Regulations and General Directions 2002.
- All permanent traffic signals will be bagged and switched out, at all times that temporary traffic signals are being used. This should be done with approval from said authority.
- A minimum clearance of 1.5m (minimum 1.0m) to be maintained for pedestrians on footways. If this cannot be maintained signs to be placed in the kerby with associated cones.
- Additional Road Works ahead to be used where appropriate.

Date: 10 October 2022

Scale(s) @ Original Size A3	Designer	Checked	Approved
NOT TO SCALE	WC	NZ	WC
Drawing Number	Revision		
MH12042/004			

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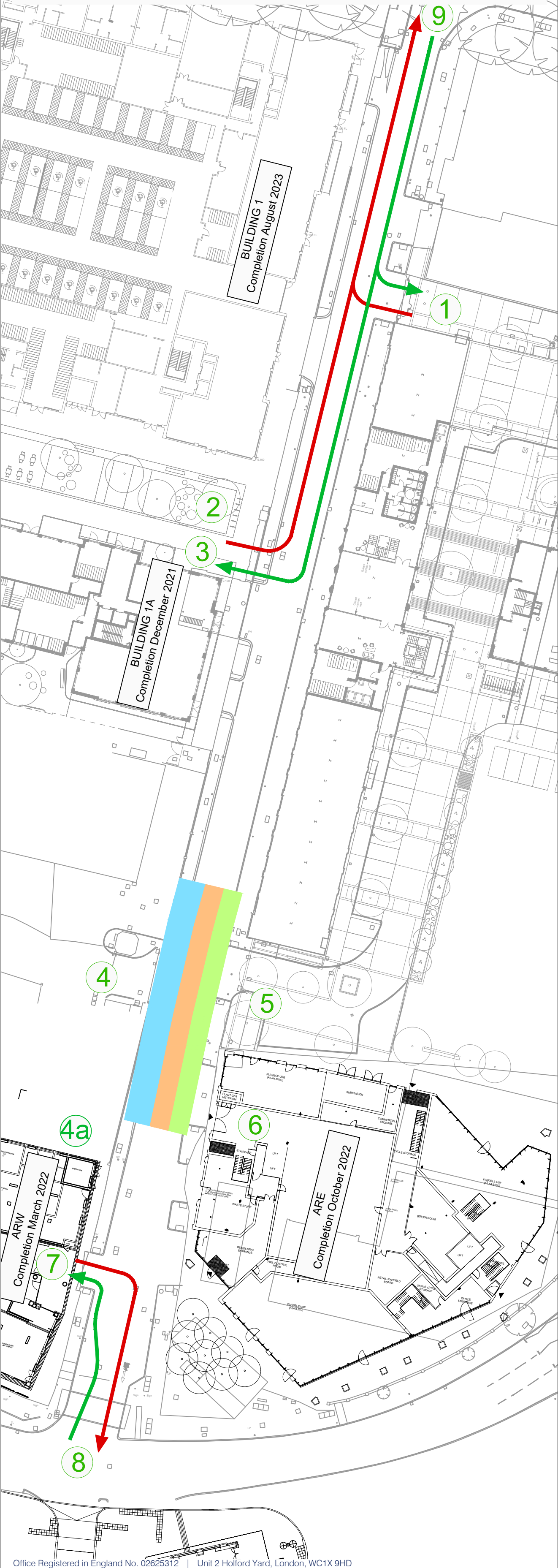
Appendix D

DEN INSTALLATION PHASING PLAN



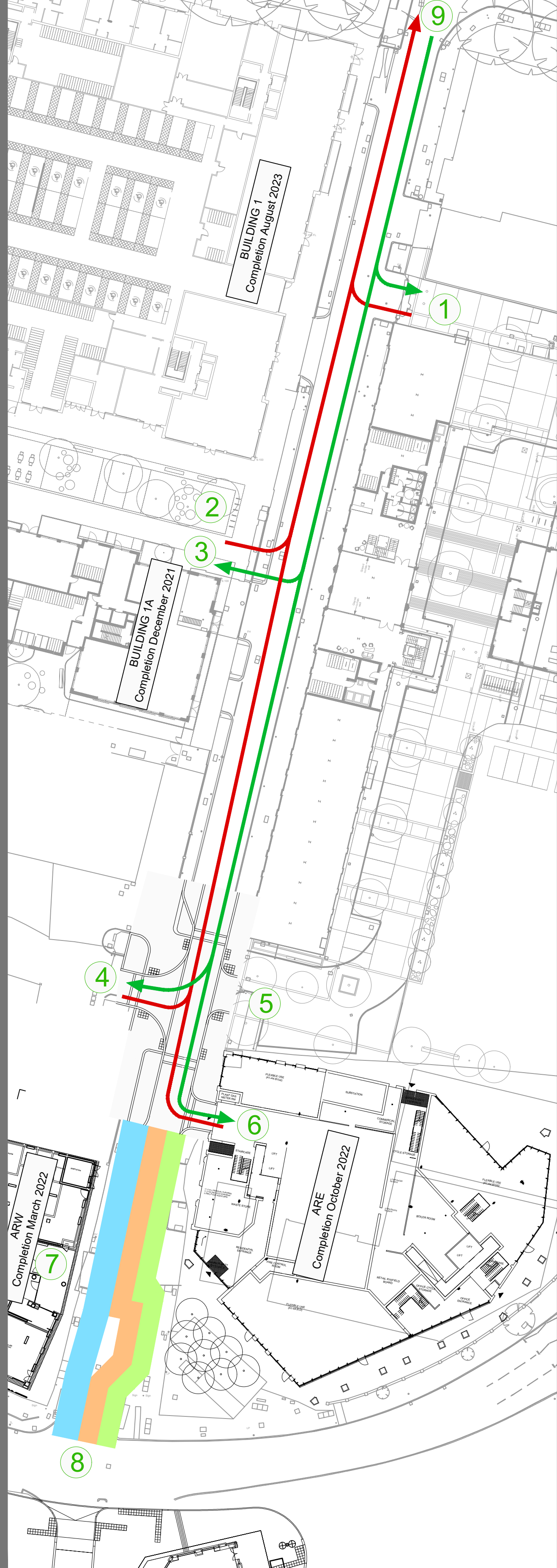
DEN INSTALLATION PHASE 1a (AR Public Realm Phase 1)

- 1 - Residential access to Berol House / Yard & Access to ARE available if required
- 2 - Construction Access to Building 1
- 3 - Residential Access & Access to temp loading facility for Building 1A
- 4 - Closed
- 4a - Closed
- 5 - Closed
- 6 - Closed
- 7 - Residential Access to ARW available
- 8 - Access/egree for ARW & LBHa's Contractor
- 9 - Access/egress for Building 1, Building 1A, Berol House, Berol Yard, ARW and ARE



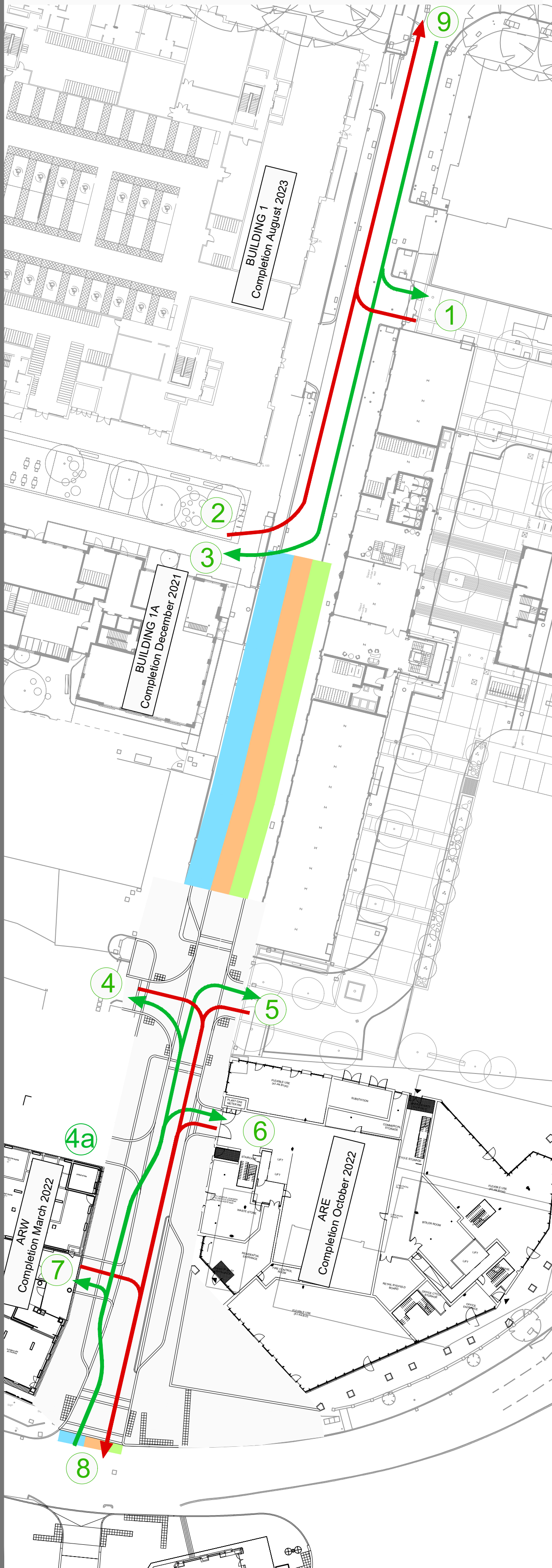
DEN INSTALLATION PHASE 1b (AR Public Realm Phase 1)

- 1 - Residential access to Berol House / Yard & Access to ARE available if required
- 2 - Construction Access to Building 1
- 3 - Residential Access & Access to temp loading facility for Building 1A
- 4 - Contractors Compound Access & turning facility for ARW loading vehicles
- 5 - Construction Access for ARE and Residential access to Berol House / Yard
- 6 - Residential Access to ARE available if required
- 7 - Closed
- 8 - Access/egree for LBHa's Contractor
- 9 - Access/egress for Building 1, Building 1A, Berol House, Berol Yard, ARW and ARE



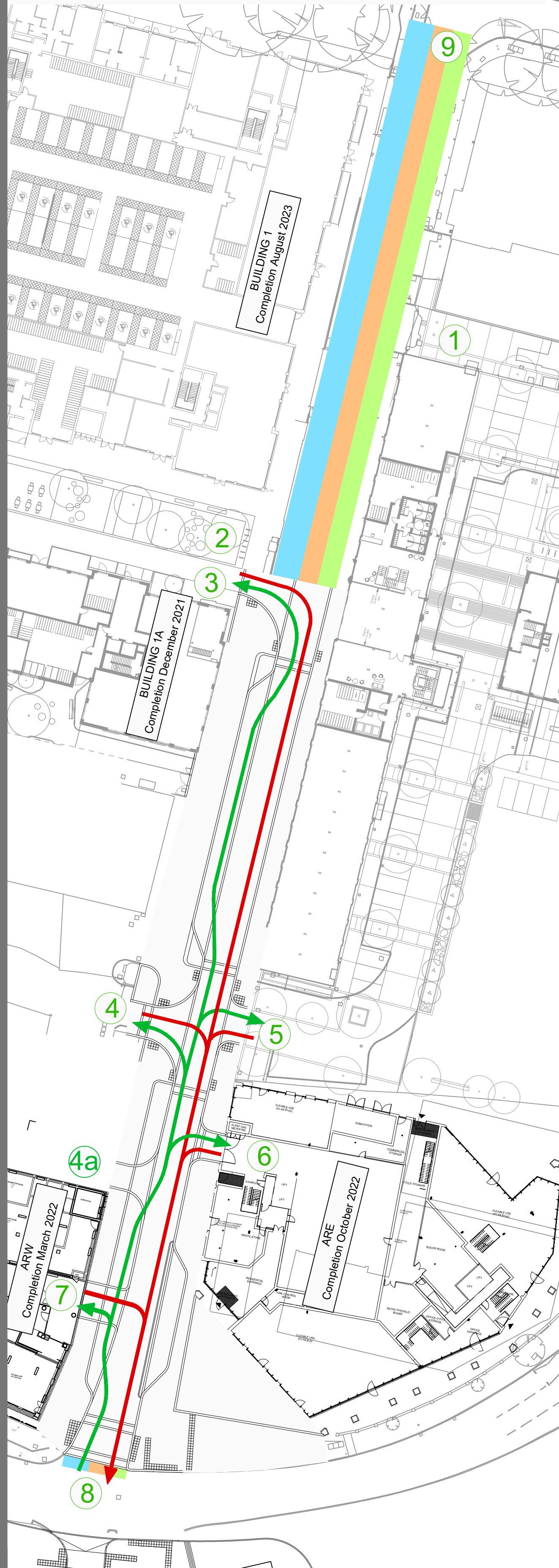
DEN INSTALLATION PHASE 2 (AR Public Realm Phase 2)

- 1 - Residential access to Berol House / Yard
- 2 - Construction Access to Building 1
- 3 - Residential Access & Access to temp loading facility for Building 1A
- 4 - Close (access point temporarily moved to location 4a)
- 4a - Closed
- 5 - Construction Access for ARE and Residential access to Berol House / Yard
- 6 - Residential Access to ARE available if required
- 7 - Residential Access to ARW available
- 8 - Access/egree for LBHa's Contractor, ARW and ARE
- 9 - Access/egress for Building 1, Building 1A, Berol House & Berol Yard



DEN INSTALLATION PHASE 3 (AR Public Realm Phase 3)

- 1 - Closed
- 2 - Construction Access to Building 1
- 3 - Residential Access & Access to temp loading facility for Building 1A
- 4 - Re-Opened (and 4a Closed). Contractors Compound Access & turning facility for ARW loading vehicles
- 5 - Construction Access for ARE and Residential access to Berol House / Yard
- 6 - Residential Access to ARE available if required
- 7 - Residential Access to ARW available
- 8 - Access/egree for LBHa's Contractor, ARW, ARE Building 1, Building 1A, Berol House & Berol Yard
- 9 - Access/egree for LBHa's Contractor,



- LEGEND
- 4.0m Wide Plant and Excavated Material Zone
 - 3.0m Wide DEN Trench
 - 3.0m Wide Materials Zone

G	09.09.22	4a CLOSED IN P1A & 2	RH	RH	GW
F	01.09.22	PHASE 1 SPLIT INTO A & B	RH	RH	GW
E	26.07.22	MINOR AMENDMENTS	RH	RH	GW
D	03.02.22	MINOR AMENDMENTS	RH	RH	GW
C	02.02.22	AMENDMENT AT ACCESS #4	RH	RH	GW
B	31.01.22	VEHICLE ROUTING ADDED	RH	RH	GW
A	12.01.22	FIRST ISSUE	RH	RH	GW
Rev	Date	Description	Drm	Chk	App

This drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.

PROJECT CENTRE



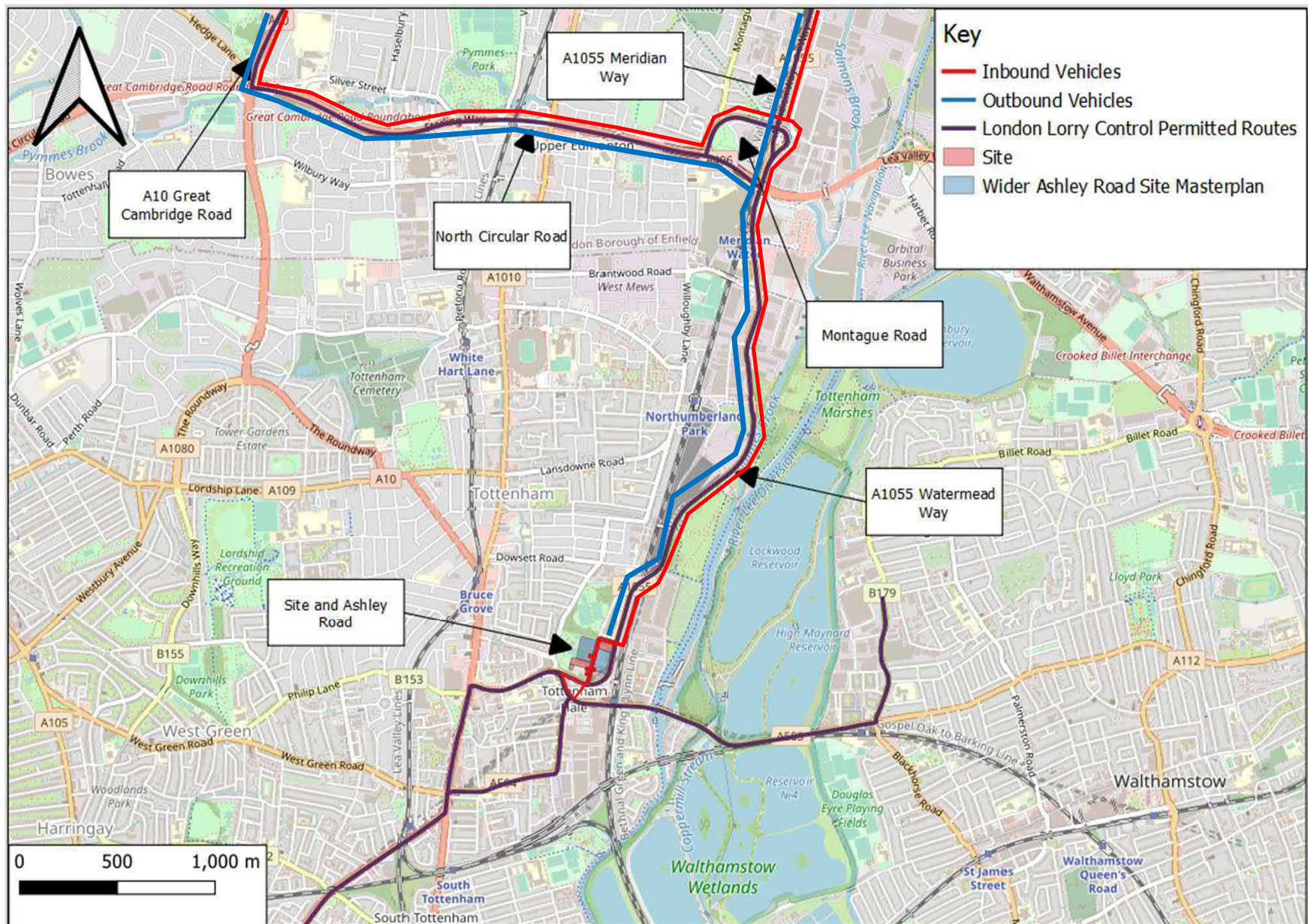
Unit 2 Holford Yard
London
WC1X 9HD
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Mail. info@projectcentre.co.uk
Web. www.projectcentre.co.uk

Client	Haringey LONDON			
Project	TOTTENHAM HALE PUBLIC REALM			
Drawing Title	DEN PHASING IN ASHLEY ROAD			
Drawing Status	INFORMATION			
Drawn IC	Designed RH	Date 10.03.20	Scale 1:500	Size A1
Drawing No. 1000006404-4-DEN-02				Rev G

Appendix E

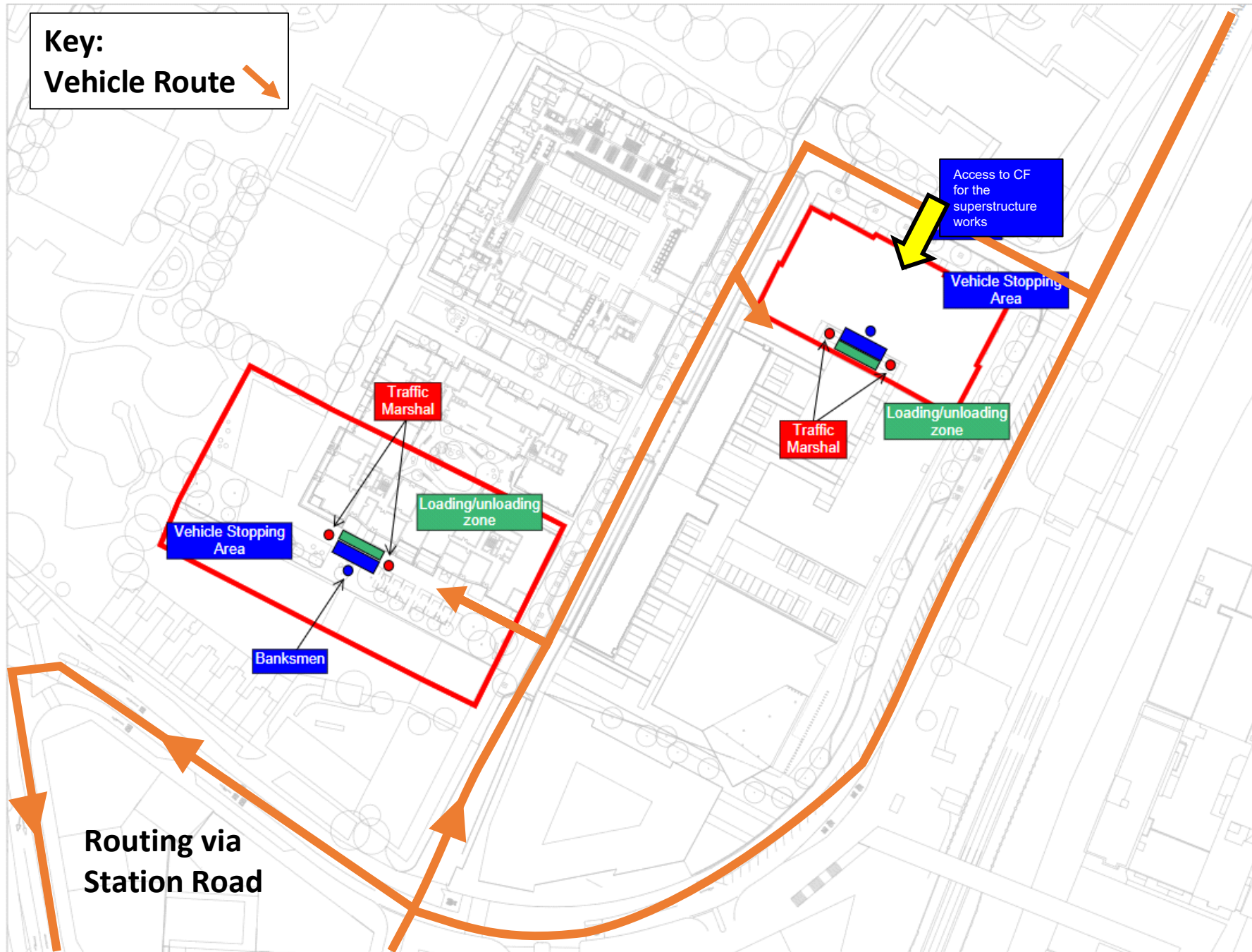
ROUTING PLANS





Key:
Vehicle Route →

Key
— Site boundary



DO NOT SCALE DRAWINGS. ALL DIMENSIONS TO BE CHECKED ON SITE. ERRORS TO BE REPORTED IMMEDIATELY TO LANDSCAPE ARCHITECTS. TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICES AND ENGINEERS DRAWINGS.

Rev Date Revision

Drawn Checked Base reference drawing

1 of 1

Draft

Job site Stage 3
Drawn: MF
Checked: DF

Title Landscape Plan - GF
Project Ashby Road South
Park Gardens
Client Berkeley Square
Developments

Day No 449/02/110
Rev - Status SK
Scale 1:200 @A1
Date -
Charter House
1-3 Bristol Rd
SBN SDE
Kensington
W8 5LE
t: +44(0)20 7727 6780
e: info@churchman.co.uk
www.churchman.co.uk

Drawing Status: SE - Sketch, I - Information, P - Planning, BR - Employers Requirements, T - Tender, CT - Construction, CO - Construction, All-As-Built



Appendix F

CONSTRUCTION MANAGEMENT PLAN





Ashley House & Cannon Factory

Construction Management Plan



17th November 2022

1.0 Construction Methodology

The project methodology needs to consider several factors in terms of:

- i. sequence of build,
- ii. the safe construction of works,
- iii. the urgent need for affordable homes,
- iv. segregation of the works from the public,

Therefore, giving due consideration to all the factors above, the project construction methodology requires that scheme will need to be delivered in the following sequence. With 4no phased handovers.



Site plan

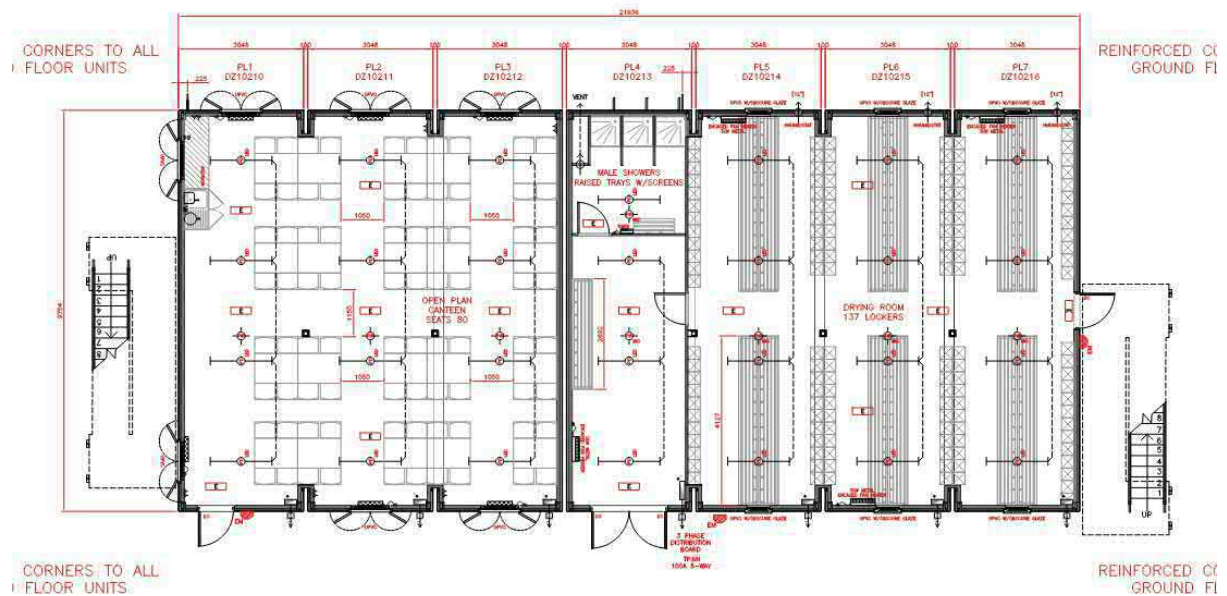


Site logistics plan

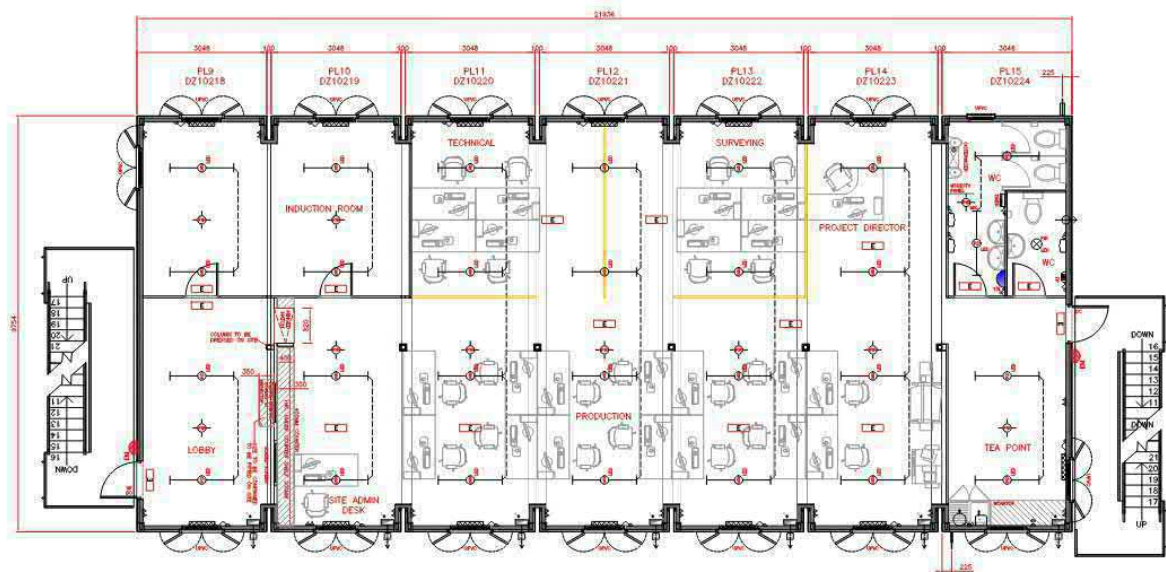
The main site welfare is to be located at the southwest side of the site behind block 2B, with access only via the pedestrian turnstile located on the southern point of Ashley Road. This allows the main gates to be kept permanently locked and only opened for pre-determined deliveries.

The offices and welfare for this development require a stacked cabin arrangement with a staff 'open plan' office on the upper floors and changing/drying room, canteen, and separate toilet block on the ground floor, this will cater for the 200no workforce anticipated at peak. Break times and changing times will be staggered to allow for the access to the hot canteen and with the additional requirement of space for covid consideration.

A typical ground & first floor layout can be found on the next page:



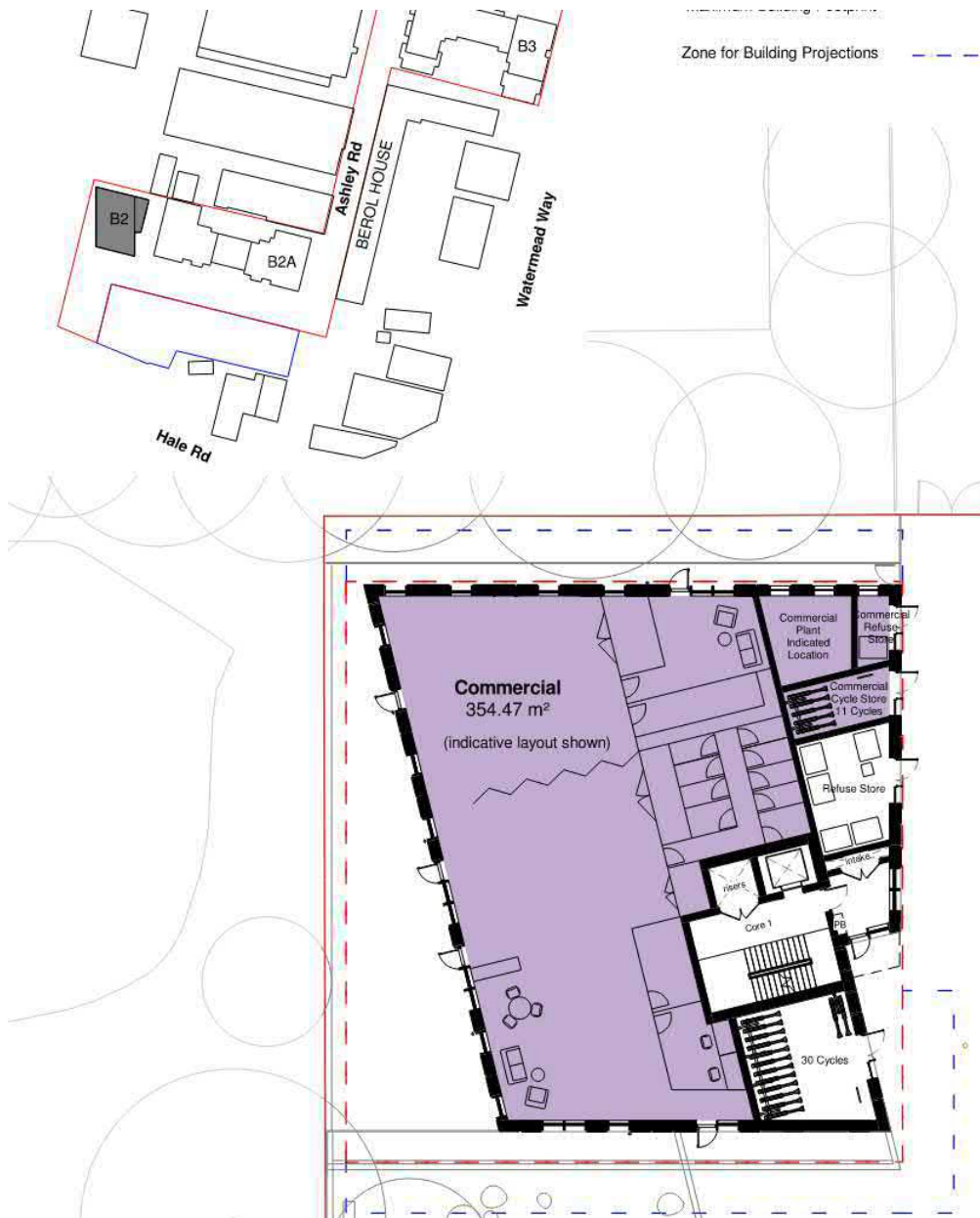
Typical ground floor cabin layout



Typical first floor cabin layout

As shown on the logistics plan there will be three tower cranes, two on the south of site serving blocks 2, 2A and 2B, and one on the north of site serving block 3. The tower crane serving block 3 will require a Bapa agreement with Network Rail due the proximity to the railway tracks.

Handover 1 – Block 2



Block 2 site & ground floor plan

The first handover comprises the construction of 15 homes in a 4 storey RC frame, LSF and Brickwork building with commercial space and access to a play area. The block also hosts ground floor amenities, such as cycle and refuse storage. Block 2 is in the South-Western corner of the site with access via Ashley Road, the entrance door for residents will be adjacent to block 2A.



An architectural rendering of a modern multi-story building. The building features a prominent cantilevered upper floor with a white, perforated metal railing. The facade is composed of large glass windows and light-colored stone or concrete panels. The ground floor has a large glass entrance. The building is surrounded by lush green trees and a paved pedestrian walkway with a metal railing. In the background, other buildings and a clear sky are visible.

Block 2 and 2A from the South

Handover 3 – Blocks 2B



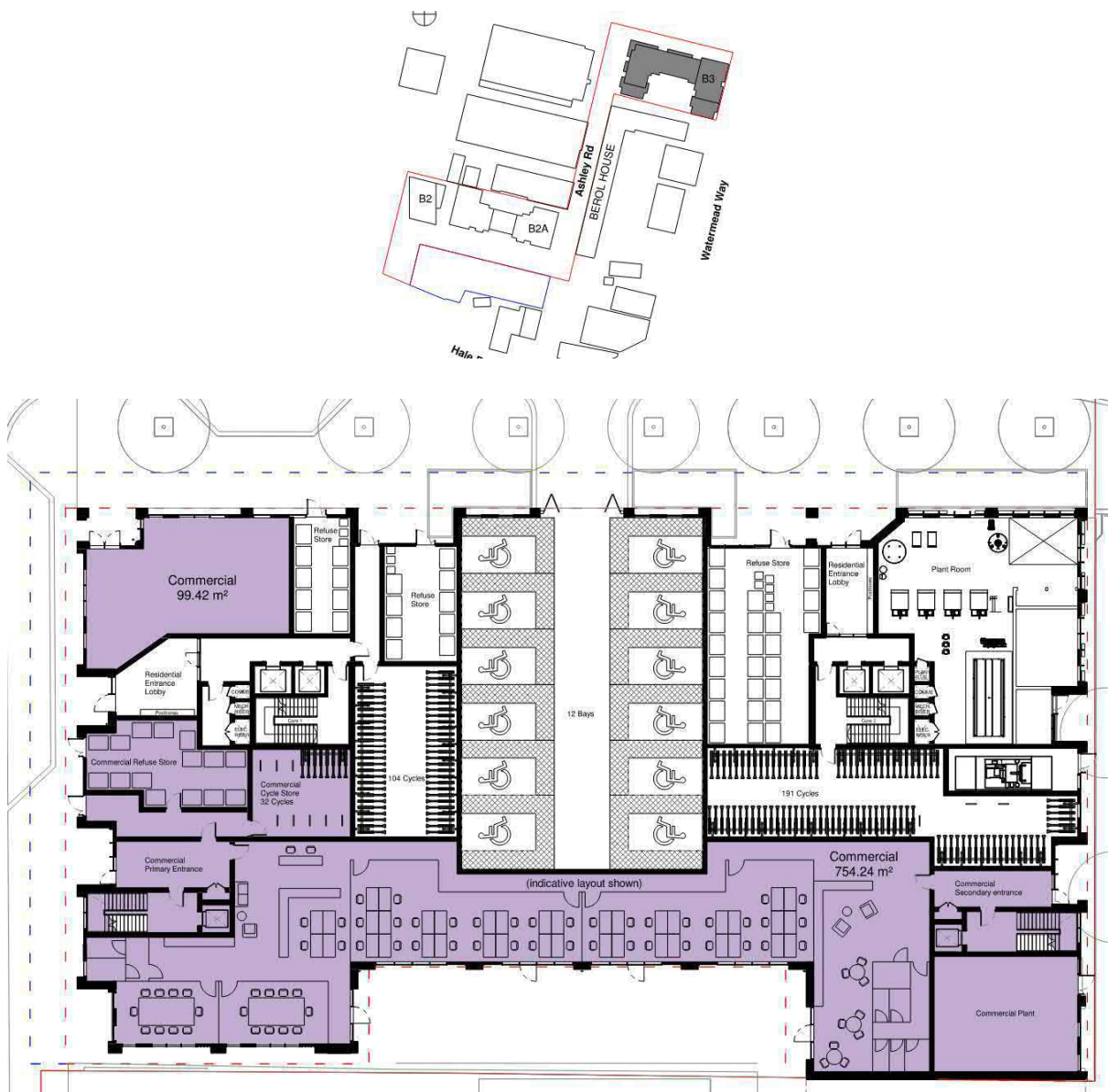
Block 2B ground floor plan

Blocks 2B comprises of 97 homes and is the third area to handover, this is an 8-storey building with 2 cores, consisting of a commercial space along with amenities such as refuse & cycle storage.



Block 2B

Handover 3 – Block 3



Block 3 site & ground floor plan

Block 3 is the final area to handover; this is the largest block consisting of 162 homes with one core over 17 storeys. The construction of these blocks consists of RC frame, LSF and brickwork construction. This block also hosts two commercial spaces, along with the typical amenities such as cycle and refuse storage. The completion of this area will see the full and final scheme complete.



Block 3 from Burrock Road

4.1 The Management of Health and Safety on Site

4.1.1 The Construction Director, will have overall responsibility for either by personal action or delegation:

- a) Ensuring that the procedures laid down in the Health & Safety Plan will be fully implemented. They will also be responsible for the updating of the Plan, as and when required, accommodating items such as Method Statements, Risk Assessments and Sub-contractors Safety Policies as these become available.
- b) To ensure that sub-contractors have been given sufficient information to enable them to fully plan and implement their works with regard to the safety of their operatives and others who may be affected by their actions – this should include results of any surveys such as ground contamination, asbestos samples, traffic restrictions, public access, etc.
- c) It will also be the responsibility of the Project Manager to ensure that the relevant information such as Method Statements, Risk Assessments, and Health & Safety Policies are obtained from Contractors and passed to the Site Manager for inclusion in the Health & Safety Plan.
- d) Ensuring that all subcontractor operatives, Hill staff and visitors maintain company policy following government COVID-19 advice and regulations

4.1.2 The Site Managers will be responsible for the day-to-day implementation of the Health & Safety Plan as follows:

- a) Statutory Requirements - recording of inspections; scaffolding, excavations, lifting appliances, etc., in the Site Safety Register.
- b) Induction of all new starters using the Standard Site Induction Form.
- c) Toolbox Talks.
- d) Ensuring that operatives have the necessary skills to enable them to adequately perform the given task or job, e.g. abrasive wheels, cartridge tools, dumpers, forklifts, MEWP's, etc. (This will be achieved by having sight of a relevant training card, CPCS or similar approved, for the appropriate item of plant being used and entering details of it in the Site Safety Register.)
- e) Ensuring the sub-contractors are fully aware of all risks to health and safety which may affect them or their operatives and that any operation carried out by them which may affect others will be fully communicated to the affected persons?
- f) To ensure, in conjunction with the Project Manager, that safety meetings are held on site at regular intervals, at which all aspects of safety are discussed with an upwards as well as downwards exchange of information to/from all contractors on site.

4.1.3 The Safety Advisors will audit the Health & Safety Plan during their visits to site.

It is the duty of all supervisory staff to ensure that works are carried out safely and that the relevant regulations are being fully complied with.

Disciplinary warnings will be issued for minor breaches of safe working practices.

Serious breaches will result in removal from site of the offending person/persons or company.

In the early stages of construction a meeting/meetings will be held with the Principal Designer to discuss what information will be required for inclusion in the Health & Safety File and how and when this information will be supplied.



Block 3

4.2 The implementation of Health and Safety

The management of health and safety while on site, will be carried out by the implementation of:

- a) Company Safety Policy
- b) Risk Assessments
- c) Method Statements for high-risk activities
- d) Site Safety Inspection of the work in progress to ensure compliance with items (a) –(c) above
- e) It is the responsibility of the Construction Management team to monitor and develop the Health and Safety Plan to ensure the following:
 - f) A common approach is developed for managing Health & Safety at Work.
 - g) Assessments are prepared by contractors as required by the Management of Health and Safety at Work regulations.
 - h) The provision and use of designated welfare arrangements.
 - i) The implementation of the Health and Safety Plan.
 - j) Modifying and updating the Health and Safety Plan as and when necessary.
 - k) The issue of, where appropriate, rules for a safe working environment.
 - l) Hill COVID-19 management controls and the most up to date government guidelines.

4.2.1 Construction (Design and Management) Regulations 2015

In so much as the Construction (Design and Management) Regulations 2015 places duties on the Hill Group to develop the Health & Safety Plan for Citroen, we also need to conform to various other safety legislation, such as the Health & Safety at Work Act and the Management of Health & Safety at Work Regulations, which require the establishment of company policies, procedures, etc.

To this end the Health & Safety Plan needs to be read in conjunction with the following:

Safety Policy and Manual

A copy of this document can be accessed on every site and consists of three parts:

- i) Company Safety Policy
- ii) Organisation and arrangements for carrying out this policy
- iii) Procedures

Site Safety Register

In order to comply with our obligations regarding the recording of inspections and statutory requirements, Hill have devised a Site Safety Register, which incorporates all the necessary statutory requirements such as scaffolding, excavations, lifting appliances, etc., together with our own company requirements, such as checks on fire extinguishers, issue of PPE, record of certificates for plant and equipment, records for induction.

We would emphasise that whilst these documents are physically separate from the Health & Safety Plan, they are an integral part and should be construed and used as such.

4.2.2 Health and Safety Principles and Objectives

It is the policy of Hill that, so far as is reasonably practicable, the health, safety and welfare of employees, sub-contract personnel, site visitors and the general public will not be endangered by the activities of the Company.

Management, supervisory staff and all other Company employees who authorise work will be responsible for ensuring that suitable and sufficient health, safety and welfare facilities are made available and working conditions that are, so far as is reasonably practicable, without risks to health, safety and welfare are provided.

All statutory duties and provisions will be complied with and it is a duty of all Company employees to constantly assess methods of work and working places to ensure such compliance.

All employees and sub-contractors are required to adopt systems of work and to maintain places of work that are, so far as is reasonably practicable, without risks to themselves or to any other person.

4.2.3 Standard Setting

We at Hill will only accept the very highest standards especially when it comes to health and safety. We believe that our own company procedures exceed health and safety legislation and we Insist that our contractors and sub-contractors rise to our standards.

We have an internal audit system to ensure the highest standards are maintained and the following standards are identified as minimum standards, which we expect all sub-contractor's to work to and comply with:

- The Health and Safety at Work etc Act 1974
- The Management of Health and Safety at Work Regulations 1999
- The Lifting Operations – Lifting Equipment Regulations 1998
- The Provision and Use of Work Equipment Regulations 1998
- The Construction Design and Management Regulations 2015
- The Work at Height Regulations 2005
- Control of Vibration at Work Regulations 2005
- JCOP for Fire Prevention on Construction sites – 9th edition and all subsequent
- Any current legislation not identified above
- Hill Health and Safety Policy
- Clients Safety Rules as identified in Pre-Tender Information Pack

As stated, the above are minimum standards and we further expect all work carried out on this project to be undertaken in accordance with all relevant Approved Codes of Practice, Codes of Practice and guidance notes. Sub-contractors must ensure that when preparing safe systems of work and proposed methods of work that these systems and methods take into account all such standards.

4.2.4 Overall Strategy

All licences, consents and permits which may be required for the construction works will be obtained from the appropriate authority. The obtaining of all such authorisations will be the responsibility of the Contractor.

Following site investigations including all the necessary surveys and site safety precautions, the overall strategy will be to begin construction as the Phasing Plans noted above.

The soil investigation Method Statement & Risk Assessment prepared by subcontractor allocated to carry out the works prior to commencement on site and covering the removal of any identified asbestos or other hazardous substances.

Programme of works



Site Building	Start date	End Date	Duration (days)
Ashley House (2)	01 April 2023	01 September 2024	519
Ashley House (2A)	01 June 2023	01 June 2025	731
Ashley Park (2B)	01 May 2023	01 April 2025	701
Canon Futon Factory (3)	01 April 2023	01 November 2025	945

4.2.5 Considerate Constructor's Scheme

Hill recognises the sensitivities associated with the location of the site and will there for carry out all works in a manner so as to minimise the disruption to the surrounding local environment.

All Hill sites operate under the Considerate Constructors Scheme which is operated by the Construction Industry Board as a voluntary scheme to improve the image of the Construction industry. Furthermore, Hill embraces the Considerate Constructors Scheme fully.

A Code of practice has been established for contractors to work to. The code of practice requires contractors to:-

Considerate

Everyone affected by the work to be carried out should be advised before it actually starts. Nuisance caused by deliveries, traffic and parking should be minimised. Diversions should be clearly signed with special attention paid to the needs of pedestrians and those with sight, hearing and mobility difficulties.

Environment

The potential environmental and ecological effects of all operations should be identified and evaluated and appropriate action taken to minimise all forms of pollution. Every effort should be made to reduce, reuse and recycle waste. Materials should be obtained from sustainable sources and local resources used where possible. All operations should make a positive contribution to the natural environment.

Good Neighbour

The supervisors should interact proactively with the client and all neighbours throughout the work period to inform them about site activity and to avoid and pre-empt complaints. Any complaint should be logged and handled positively to achieve a satisfactory outcome for all concerned.

Respectful

Everyone within the company should help to create a positive image of all work areas and maintain respectable and safe standards of dress and behaviour. Improper conduct and language should be subject to severe disciplinary action. Pride in the supervision and appearance of all work areas, temporary facilities and the surrounding area should be shown at all times.

Safety

Systems should be in place so that construction work is carried out with care and consideration for the safety of the clients, public and those visiting and working on site. No work area should be a security risk to others.

Responsible

Considerate constructors should be aware of their obligations to personnel, act in a professional and conscientious manner and play a part in the development of the industry's future workforce.

Accountable

The company should promote the Scheme's aim of "improving the image of construction". Everyone associated with the company should understand and comply with the Code of Considerate Practice. The training and development needs for all within the company should be identified and addressed.

The above code of practice is at the core of Hill's ethos.

4.2 Air Quality and Dust Management

4.2.1 The Project Manager will have overall responsibility for either by personal action or delegation:

Louis Dzimati
Project Manager
07512 725767
LouisDzimati@hill.co.uk

4.2.2 Noise, Dust and Vibration Monitoring

Noise dust and vibration will be carried out to the BS5528. A full noise, dust and vibration strategy will be developed to assess and carry out all the monitoring.

A programme for noise and vibration monitoring will be undertaken and agreed with LBH and Network Rail prior to the commencement of works on-site. If complaints arise, these will be investigated immediately, and appropriate action taken. Wherever possible, plant and equipment will be switched off when not in use.

Routine dust monitoring at sensitive residential locations will be undertaken, with the results and effectiveness of controls reviewed at regular meetings.

Most building operations are inherently noisy and/or dusty, but we will endeavour to keep these to a minimum using sprays where applicable and by ensuring that all plant used on site has the appropriate silencers, baffles, etc.

Dust should not present any great problems, but we will liaise with the local representative regarding any particularly noisy or dusty operations. When working close to the existing buildings temporary dust screens will be erected as required to ensure that dust contamination is kept to an absolute minimum. This will be monitored by the site manager and modified if required.

Noise surveys will be carried out as and when conditions dictate and a copy of such surveys will be kept on site.

Surplus materials will be placed in skips, for removal from site to a registered tip. All excavated material that is not required will be loaded onto suitable lorries and deposited of under licence. All demolition materials will be removed similarly. We will not allow any fires on site for the burning of materials.

4.3 Social Value

4.3.1 PR

Where existing local newspapers and community letters are in place, Hill will contribute content to highlight opportunities available, social value project updates or success stories:

- Local Press
- Blogs / Case Studies

4.3.2 Social Media

Use of social media platforms to promote key milestones, community engagement events and successful social value programmes:

- LinkedIn
- Instagram for JV
- Videos / Vlogs

4.3.3 Communications

For project updates and work updates:

- Quarterly digital/ paper newsletters
- Direct mail to notify of important project updates such as road closures/ road works
- Flyers/ Brochures/ Posters

4.3.1 Events

Volunteer support to be provided at local events including:

- Seasonal events; Summer festival/ Religious events/ National events
- Community-led events
- Career Fairs

4.3.1 Key Contact

Access to direct liaison with the Social Value and Community team through the free phone number 0800 032 6760 or via email residents@hill.co.uk where residents can raise questions and concerns

4.4 Demolition Method Statement

4.4.1 Rye Demolition – PEP & Method

Rye Demolition Ltd

24 Church Street, Rickmansworth,
WD3 1DD

Tel: 01296 770780

Email: Info@ryegroup.co.uk



Project Address: Cannon
Factory and Ashley House,
Ashley Rd, Tottenham, n17
9LH

Principal Contractor: Rye

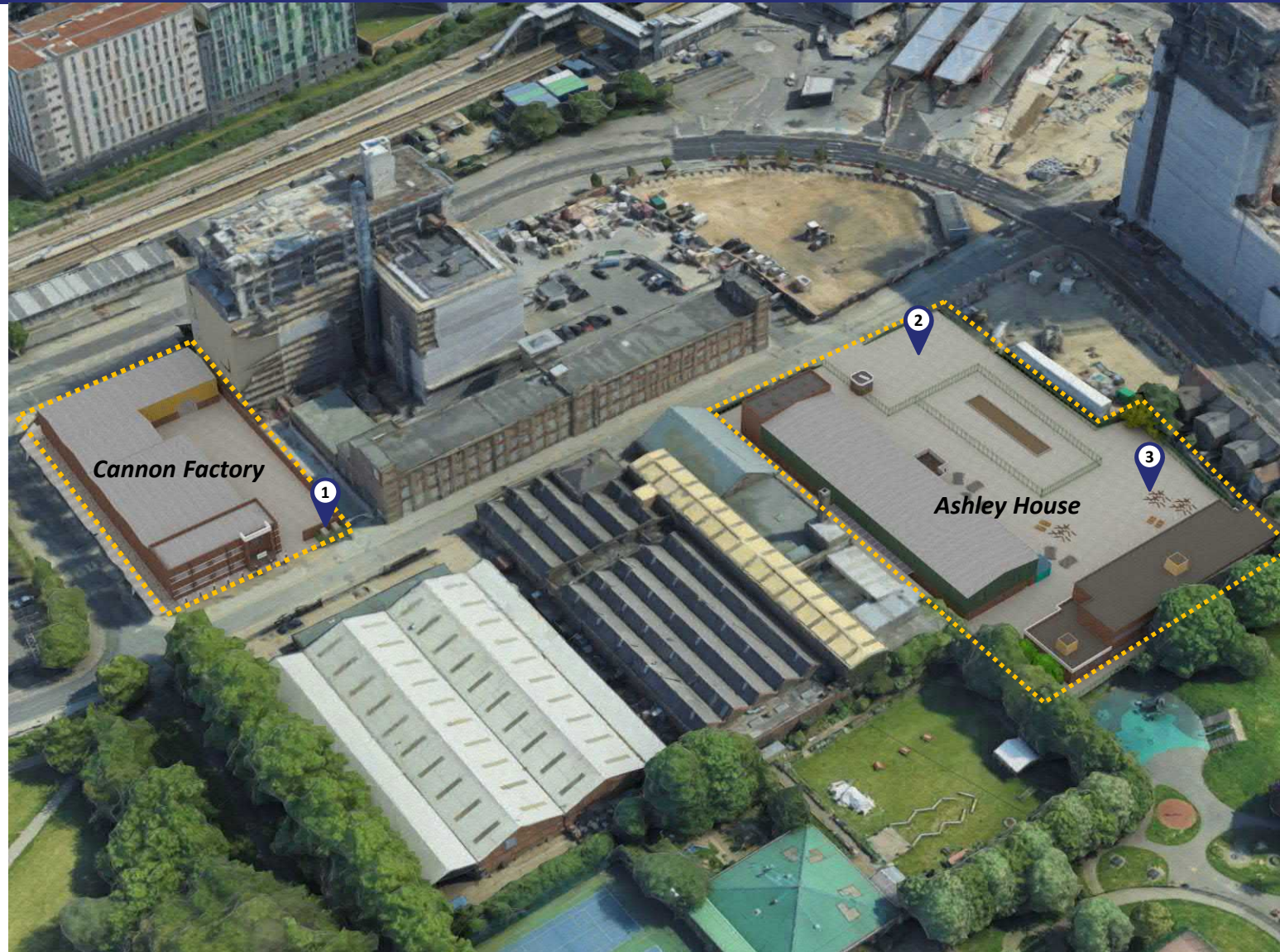
Client: Hill

Start Date: TBC

Duration: TBC

Site Manager: TBC

1. There is a sub station located here which is to remain live throughout the works and must not be damaged or obstructed
2. The two site areas are to be treated as separate sites although due to space restrictions welfare is to be located over at the Ashley House site
3. The site is littered with rubbish/waste both internally and externally to the buildings. COSHH procedures to be adopted during clearance

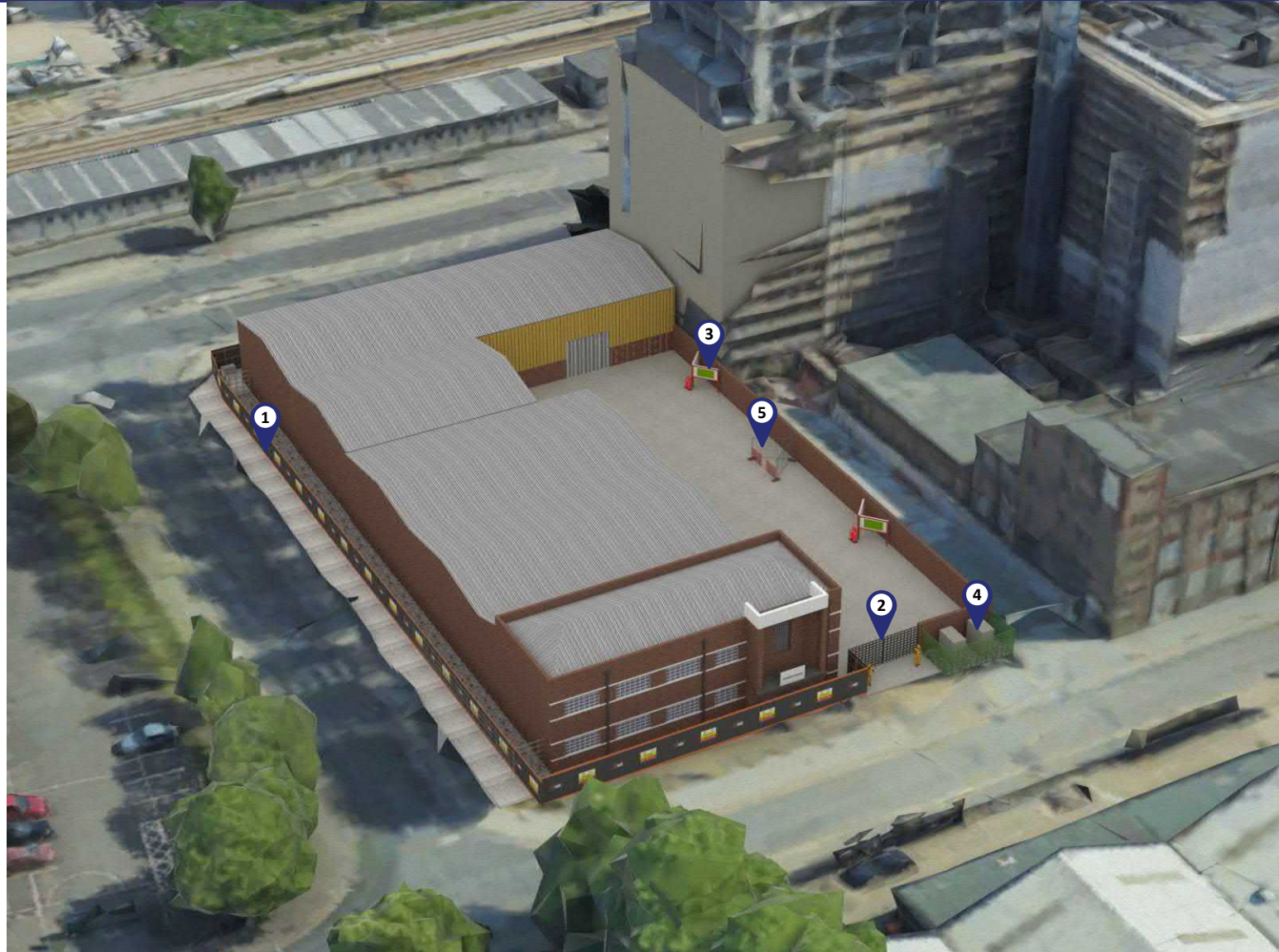


1. The site boundary is to be made up of traditional timber hoarding which will extend around the perimeter of the site
2. The site gate is to be positioned on the Ashley Rd boundary. This will be the main site entrance for deliveries and waste collections. It will be managed by a full time Traffic Marshall.
3. Site welfare and parking will be established to the front of the site and will consist of toilets, changing, canteen and office facilities. Parking will also be provided for contractors and site visitors. This will be the location of the first aid facilities. This welfare location will be shared for both sites.
4. Fire points will be installed around the site. These will be made up of fire extinguishers, fire plan information and means of raising the alarm.
5. The fencing running through the centre of the site will be removed by an excavator with a grab attachment and loaded into bins for recycling.



6. The loose piles of rubbish around the site will be cleared by an excavator with grab attachment
7. A separate COSHH storage and bundled fuel bowser will be located in a suitable area and fenced off using Heras fencing. An attachment changing area will also be established
8. Safe zones will be formed around the site that will allow workers to seek refuge from move plant and vehicles

1. The site boundary is to be made up of traditional timber hoarding to North, East and West boundary line. The remaining boundaries will be formed of existing fencing.
2. The site gate is to be positioned on the Ashley Rd boundary. This will be the main site entrance for deliveries and waste collections. It will be managed by a full time Traffic Marshall.
3. Fire points will be installed around the site. These will be made up of fire extinguishers, fire plan information and means of raising the alarm.
4. The sub station adjacent to the site boundary is presumed to live and will be so throughout the works. This must remain accessible by UKPN
5. Safe zones will be distributed throughout the site and will provide a safe area for site personnel to move away from moving plant and vehicles



Red Zone – Is an exclusion zone that is defined as being the most restricted and is an area of a site where no person may work. These areas are generally reserved for areas around super structure demolition works or other areas where there is a substantial risk of injury or death

Amber Zone – There may be other areas on the site where access will be restricted to work undertaken by specialist occupationally qualified personnel as required by risk assessment and method statements. These are called AMBER ZONES

Green Zones – Some sites operate a GREEN or SAFE zone area where no PPE is required such as offices, site welfare and car parking

Rest of Site - Access to other areas of the site, where demolition work is not being carried out, will be allowed for inducted and authorised workers

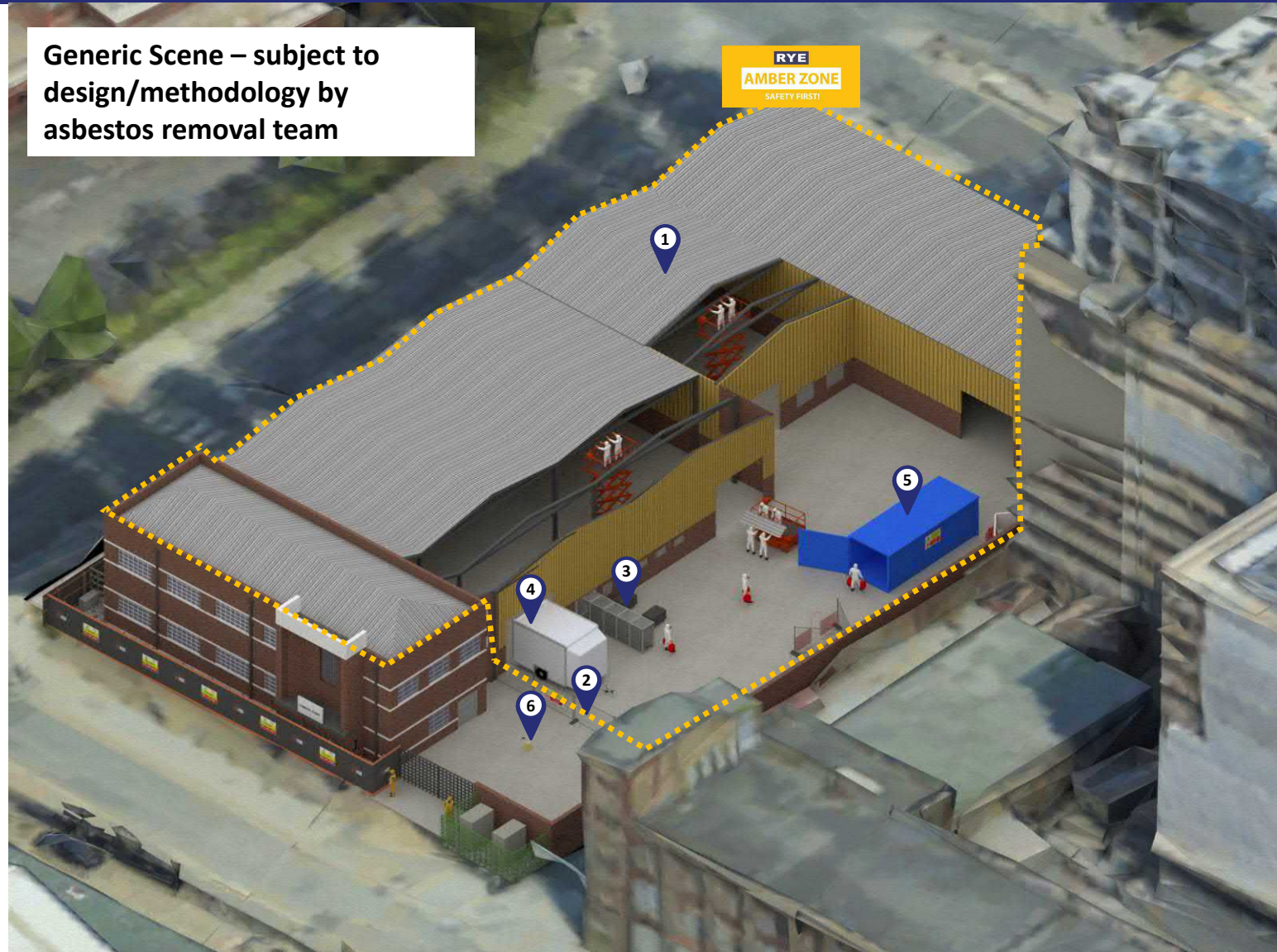
Demolition is a fluid process, and the exact position of zones are likely to move and change with time

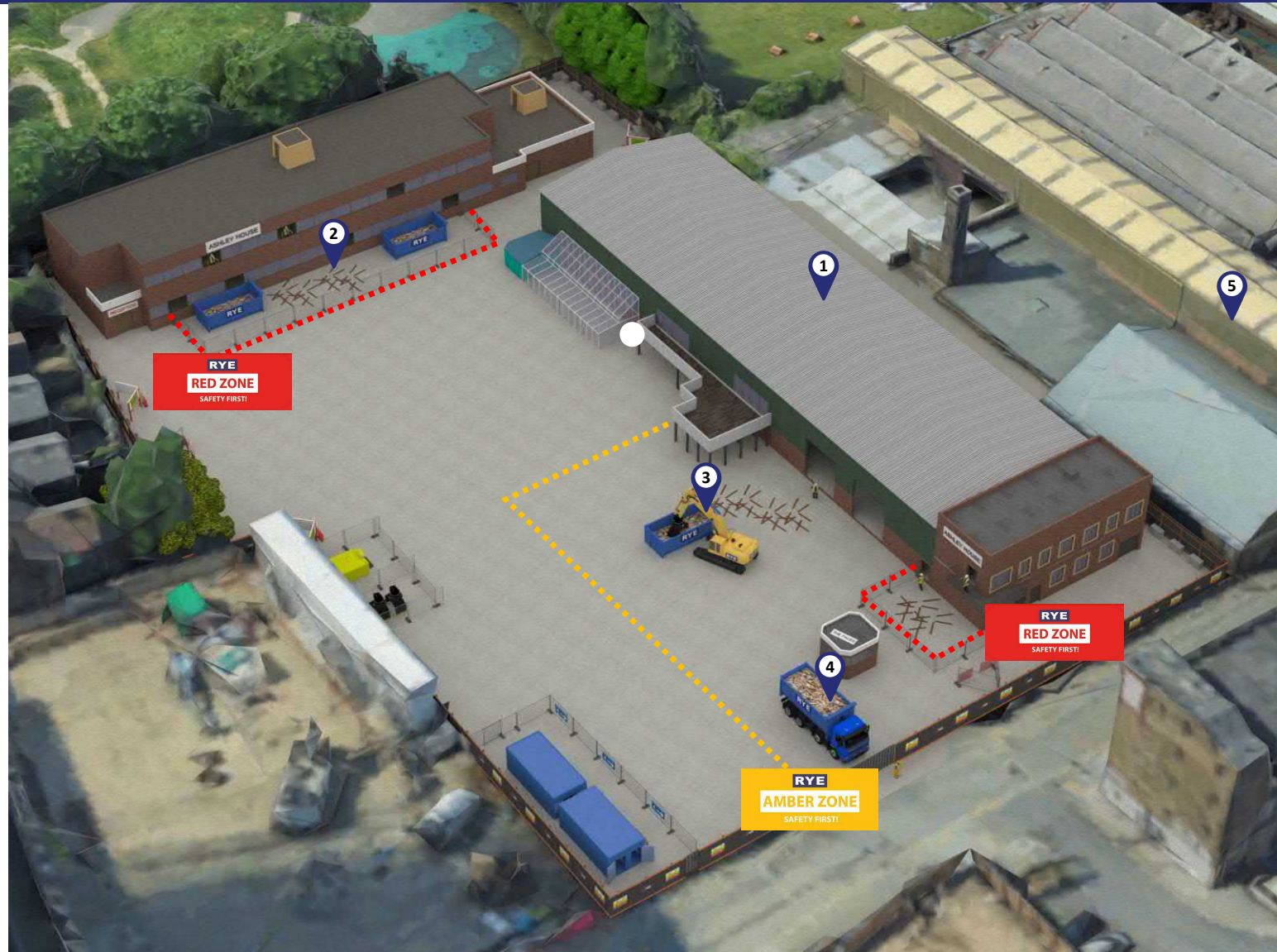
Always speak to the Site Manager if you are unsure about the zones on this site

Area	Description	Machine	High Reach	Explosive
Plan Area	The area of the structure or part of the structure that is to be demolished and is the subject of the assessment	Red Zone	Red Zone	Red Zone During Demolition
				Amber Zone During preparation and charging
Designed Drop Area	The immediate hazard area where the principal mass of the collapsing structure is planned to drop. Also included in this area is the plan area	Red Zone	Red Zone	Red Zone
Predicted Debris Area	The perimeter of this second hazard area is the predicted limit or the extent to which any debris from, or secondary material resulting from, the structure being demolished will travel and come to rest	Red Zone	Amber Zone Access for machine driver only	Red Zone
Buffer Area	A hazard area that is planned to allow for any unpredictable events. People beyond the external perimeter of this area (The theoretical boundary of the exclusion zone) are safe from the effects of the demolition activity	Amber Zone Access for Machine driver, banksman, sentry, supervisor and water suppression only	Amber Zone Access for Machine driver, banksman, sentry, supervisor and water suppression only	Amber Zone Access for shot firer and spotters only

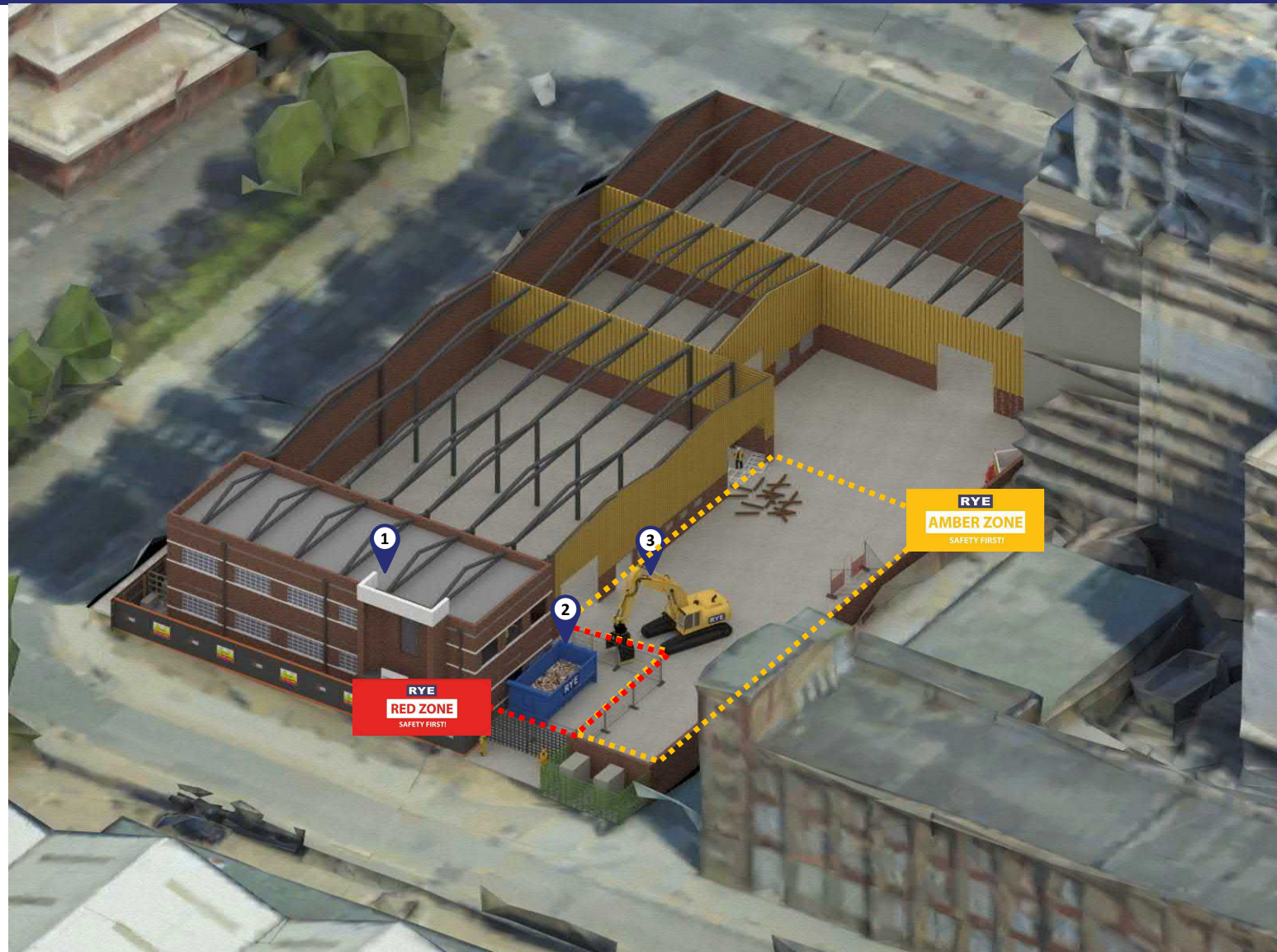
1. Asbestos containing materials have been identified on the Cannon Factory site. No ACM have been identified on the Ashley Rd site **(exact areas to be confirmed)**
2. Asbestos works are to be completed with their own setup externally to the building. These works will be fenced off from other site activities.
3. The areas will be set up to suit the actual asbestos removal activities being completed but will consist of airlocks, bag locks and neg units being set up in accordance with the removal plan.
4. Decontamination facilities will be set up so that the workers can wash before and after entering the areas.
5. Waste will be transported from the areas via the transit route to the waste container.
6. Background air monitoring will be completed to ensure there is no fibre release from the works.

Generic Scene – subject to design/methodology by asbestos removal team



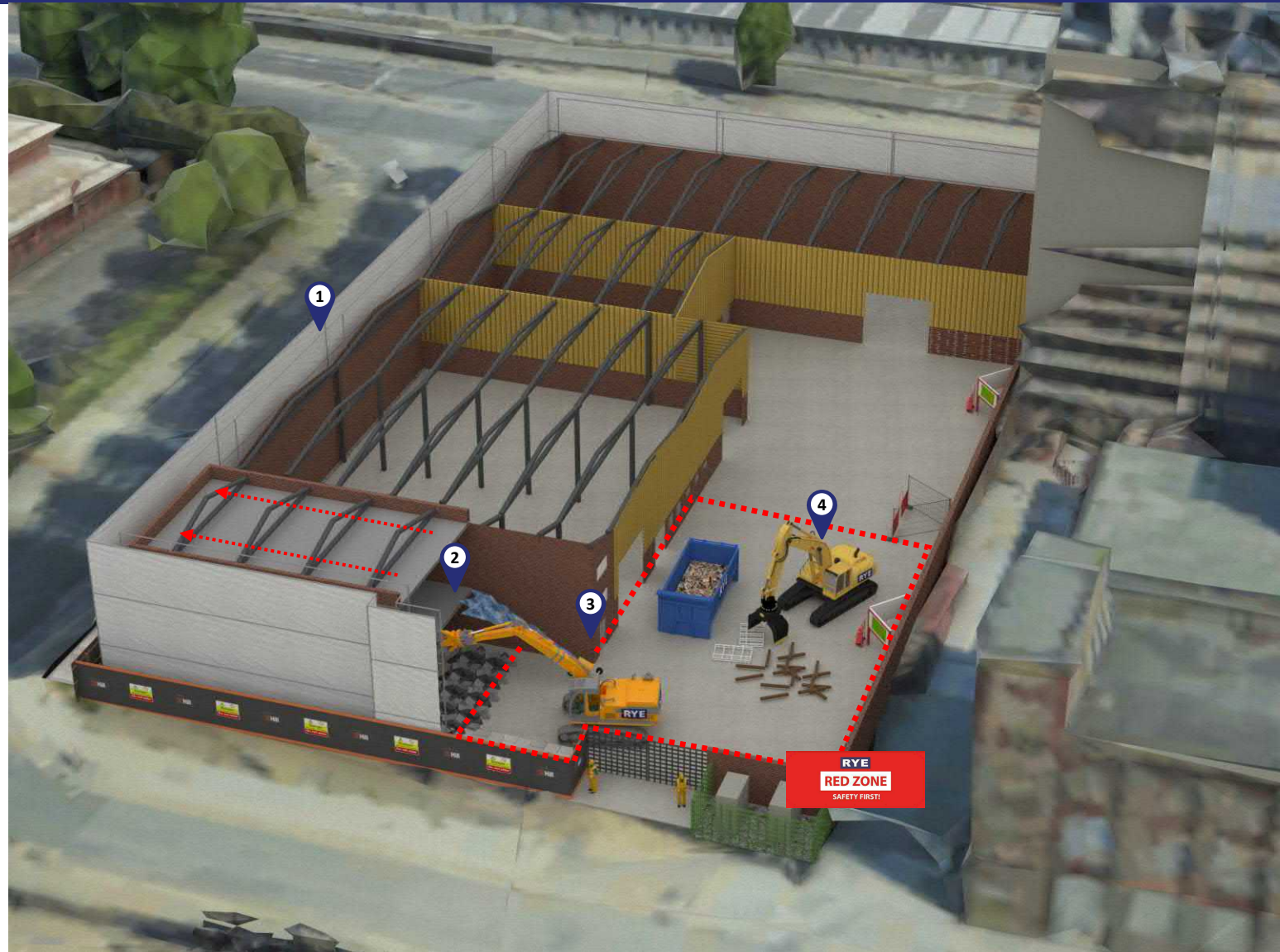


1. All of the buildings across both of the sites are to be stripped of all non structural elements from inside.
2. All of the waste is to be carried out of the buildings and then stockpiled in the different waste streams. Materials from upper floors are to be deposited into the exclusion zones. These zones will be fenced off from other site activities
3. Excavators with grab attachments will collect the stockpiles of materials and load them into bins for recycling
4. All of the waste will be removed from site and taken to licensed waste facilities for recycling. The wheels of all vehicles leaving the site will be checked for loose debris

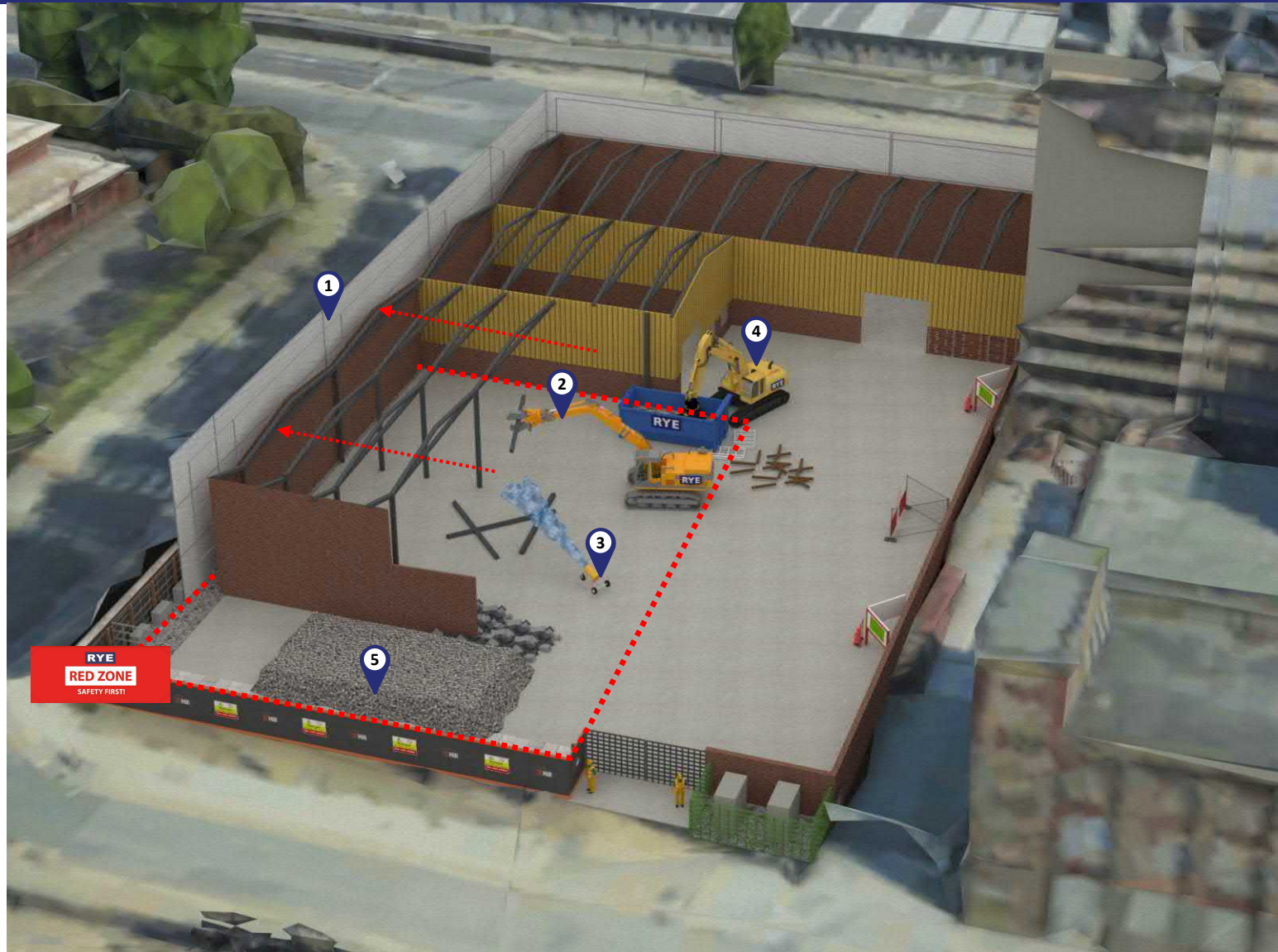


1. The office building is to be stripped of all non structural elements from inside. Minimal soft stripped is presumed within the warehouse structures
2. All of the waste is to be carried out of the buildings and then stockpiled in the different waste streams
3. Excavators with grab attachments will collect the stockpiles of materials and load them into bins for recycling

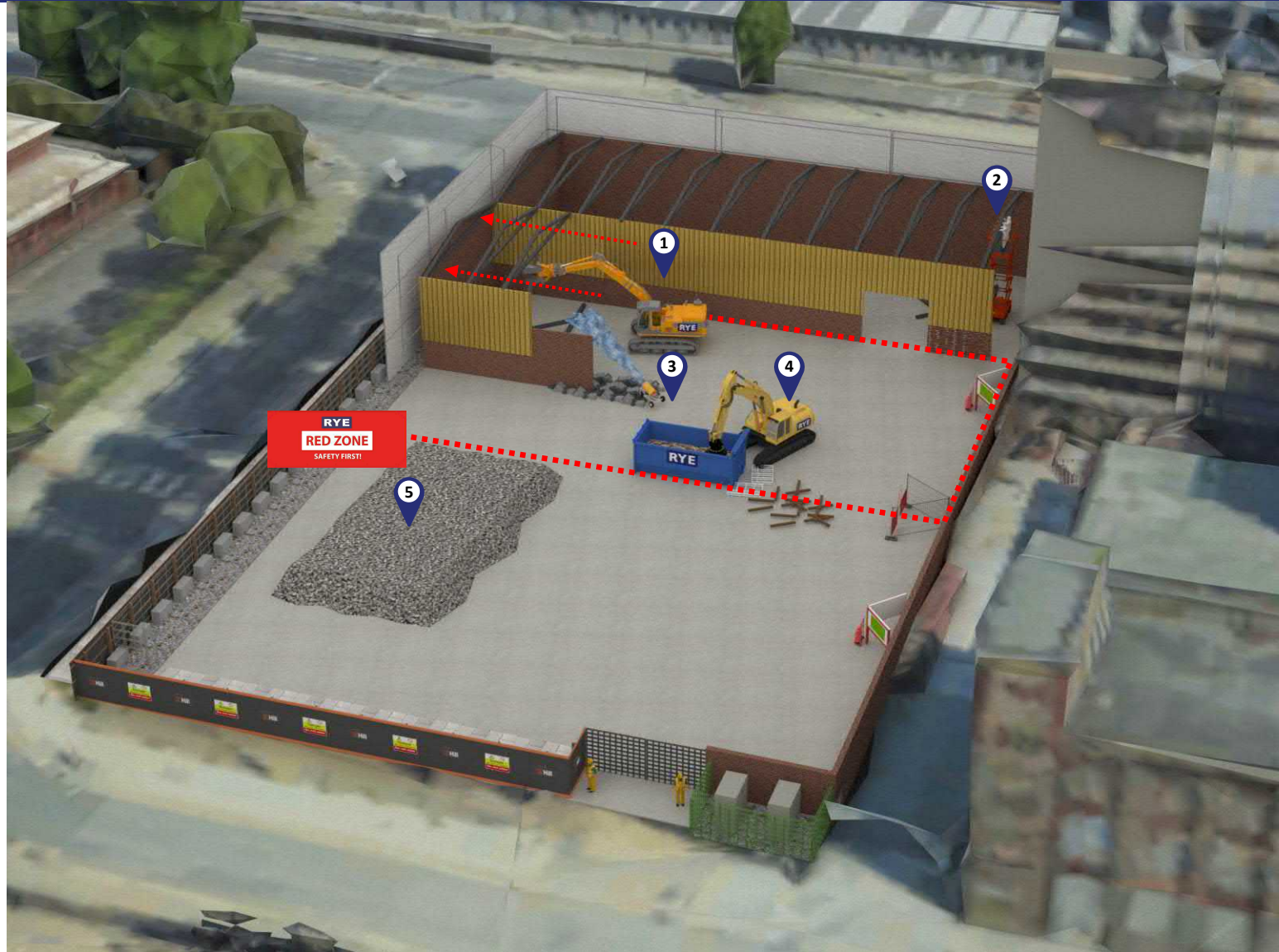
1. The highlighted elevations of the buildings will be scaffolded with tube and fitting scaffold and Monarflex
2. The two storey brick structure will start to be demolished in a steady and controlled manner, ensuring structural stability of the structure is retained at all times.
3. Water will be used at all times to ensure dust is suppressed during the demolition
4. A separate excavator will assist with processing materials and removing non concrete/masonry and loading them into bins for removal from site. Masonry and concrete arisings will be stockpiled on site for crushing



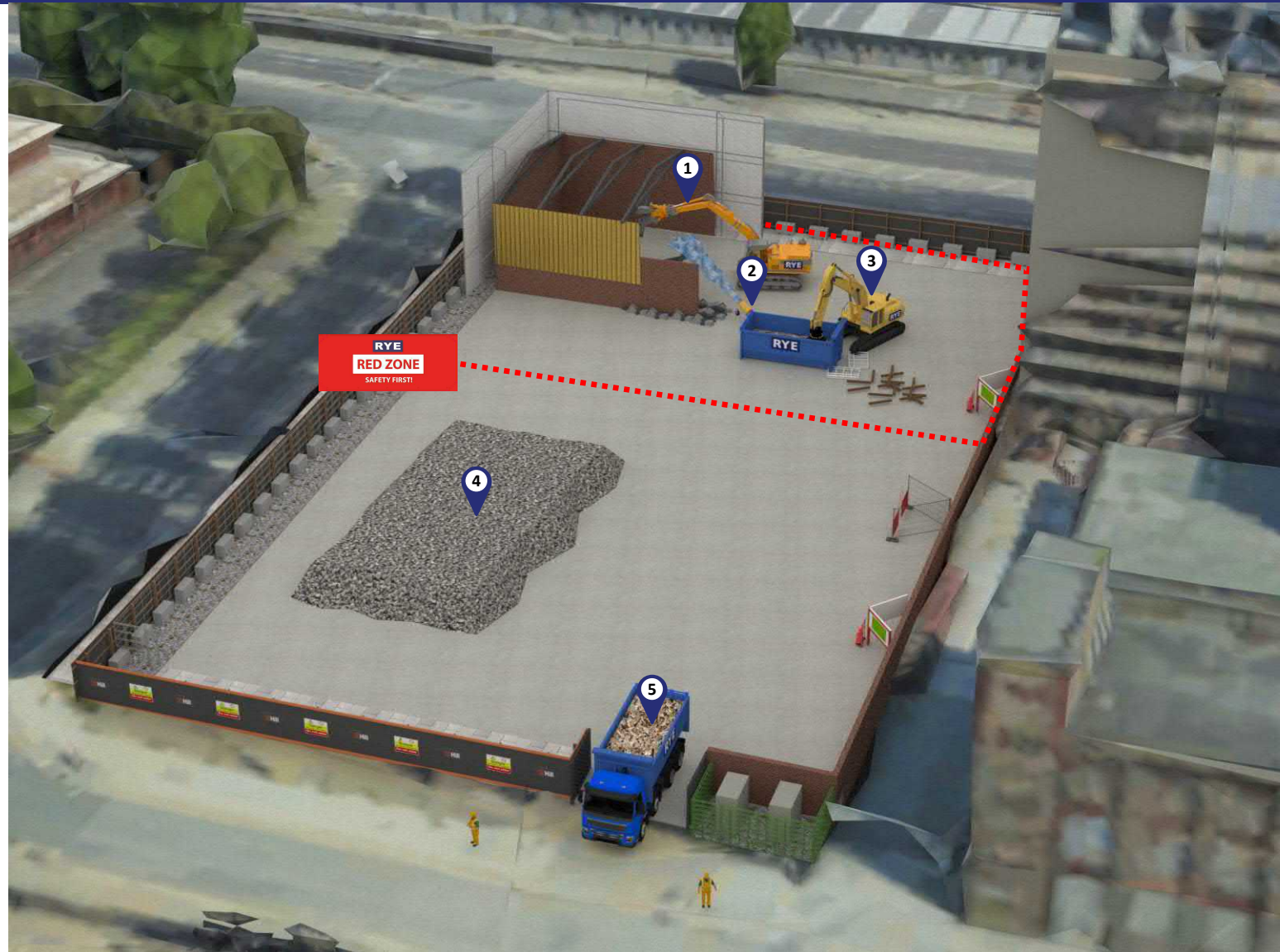
1. As the demolition works progress the scaffolding is to be removed, ensuring the demolition works are protected by scaffolding at all times
2. The warehouse structures will start to be demolished in a steady and controlled manner, working through the bays, ensuring structural stability of the structure is retained at all times.
3. Water will be used at all times to ensure dust is suppressed during the demolition
4. A separate excavator will assist with processing materials and removing non concrete/masonry and loading them into bins for removal from site.
5. Masonry and concrete arisings will be stockpiled on site for crushing



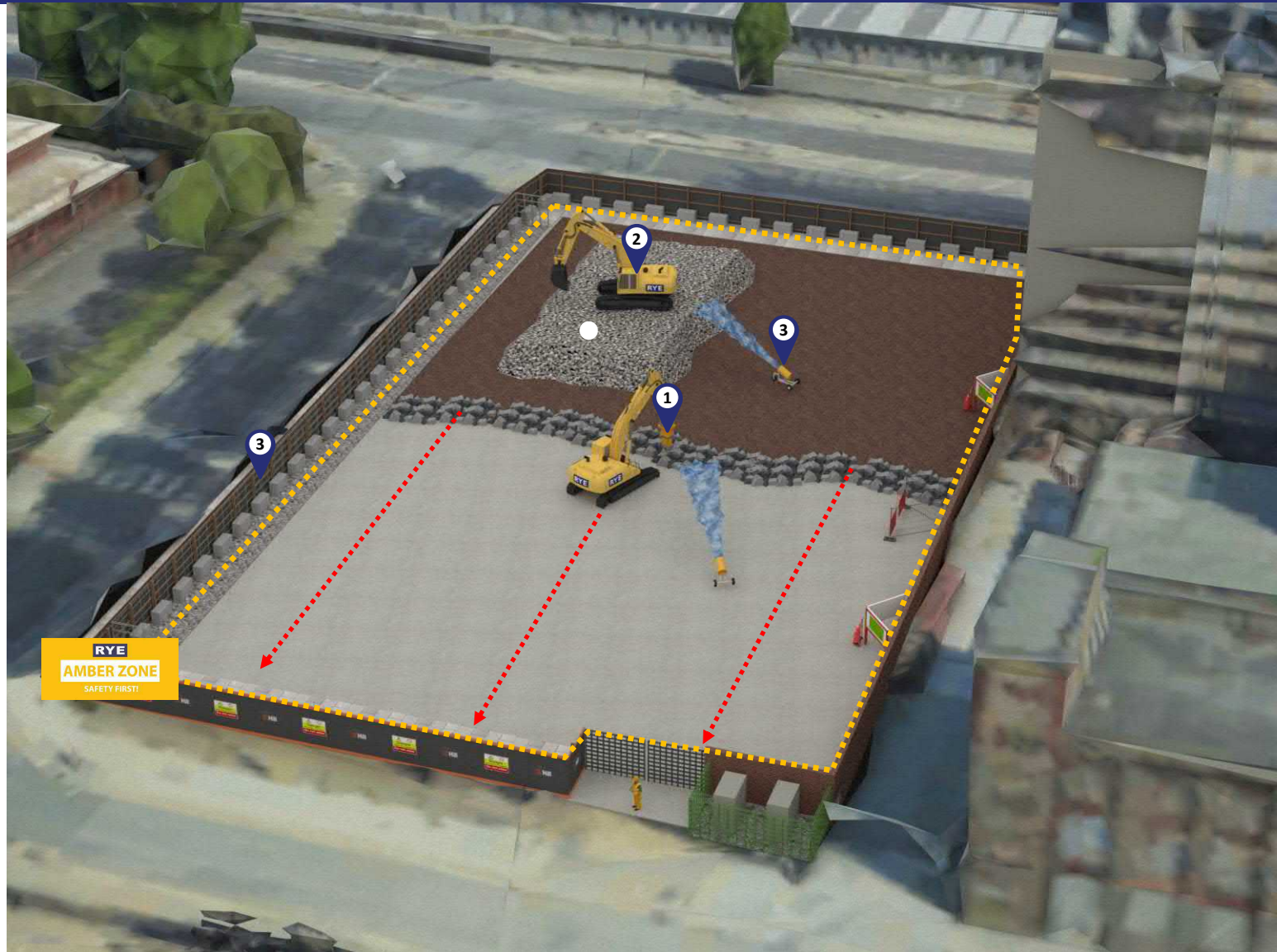
1. The warehouse structures will continue to be demolished in a steady and controlled manner, working through the bays, ensuring structural stability of the structure is retained at all times.
2. The section of warehouse adjacent to the neighbouring new building will be demolished by hand. Workers will be using hot works and hand breakers to reduce the first bay of the building.
3. Water will be used at all times to ensure dust is suppressed during the demolition.
4. A separate excavator will assist with processing materials and removing non concrete/masonry and loading them into bins for removal from site.
5. Masonry and concrete arisings will be stockpiled on site for crushing.



1. The warehouse structures will continue to be demolished in a steady and controlled manner, working through the bays, ensuring structural stability of the structure is retained at all times.
2. Water will be used at all times to ensure dust is suppressed during the demolition
3. A separate excavator will assist with processing materials and removing non concrete/masonry and loading them into bins for removal from site.
4. Masonry and concrete arisings will be stockpiled on site for crushing
5. All waste vehicles coming to and leaving site will be controlled by the Traffic Marshalls at the gate



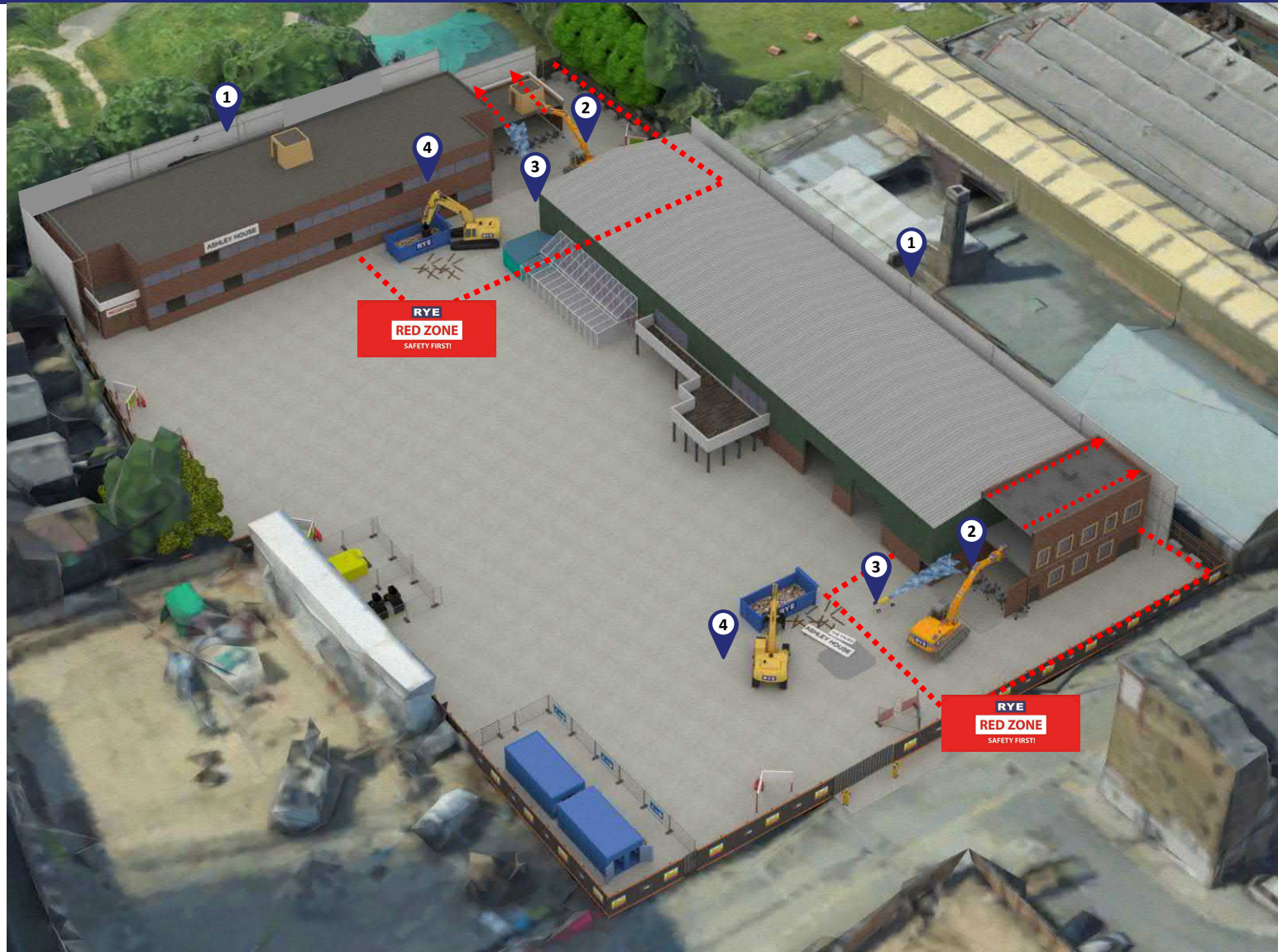
1. Working from the rear of the site the slabs and foundations are to be removed from beneath the footprints of the buildings. Excavators with hydraulic breakers will break through the slabs and clear the foundations down to a depth of 1.5m
2. All of the arisings from the super structure demolition and the removal of the slabs and foundations are to be transferred over to the crushing area
3. Water will be used at all times during the breaking and the stockpiling of concrete material. Dust boss units and water hoses will be sprayed onto the work area



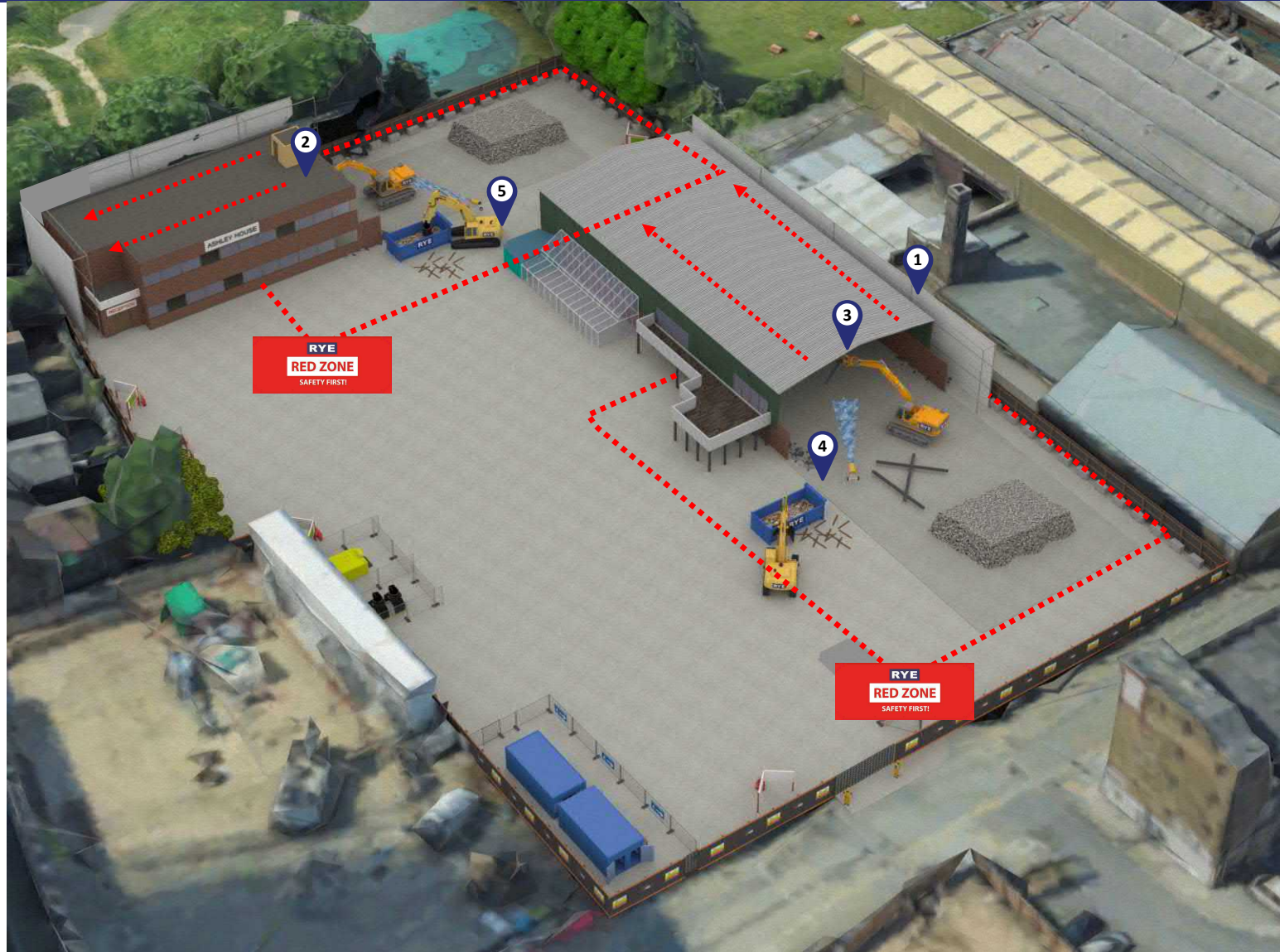
1. All of the masonry and concrete from the super structure and sub structure works is to be crushed to a certified 6F2 aggregate. An excavator will load the material into the hopper in a steady and controlled manner
2. Water is to be fed directly into the crusher during all crushing operations. Dust boss units and other water hoses will be used to dampen down the non crushed and crushed material
3. All of the crushed aggregate is to be cleared away from the crusher and stockpiled in an area to be agreed by the client



1. The highlighted elevations of the buildings will be scaffolded with tube and fitting scaffold and Monarflex
2. The two storey brick structure and the single storey structure to the rear of the site will start to be demolished in a steady and controlled manner, ensuring structural stability of the structure is retained at all times.
3. Water will be used at all times to ensure dust is suppressed during the demolition
4. A separate excavator will assist with processing materials and removing non concrete/masonry and loading them into bins for removal from site. Masonry and concrete arisings will be stockpiled on site for crushing



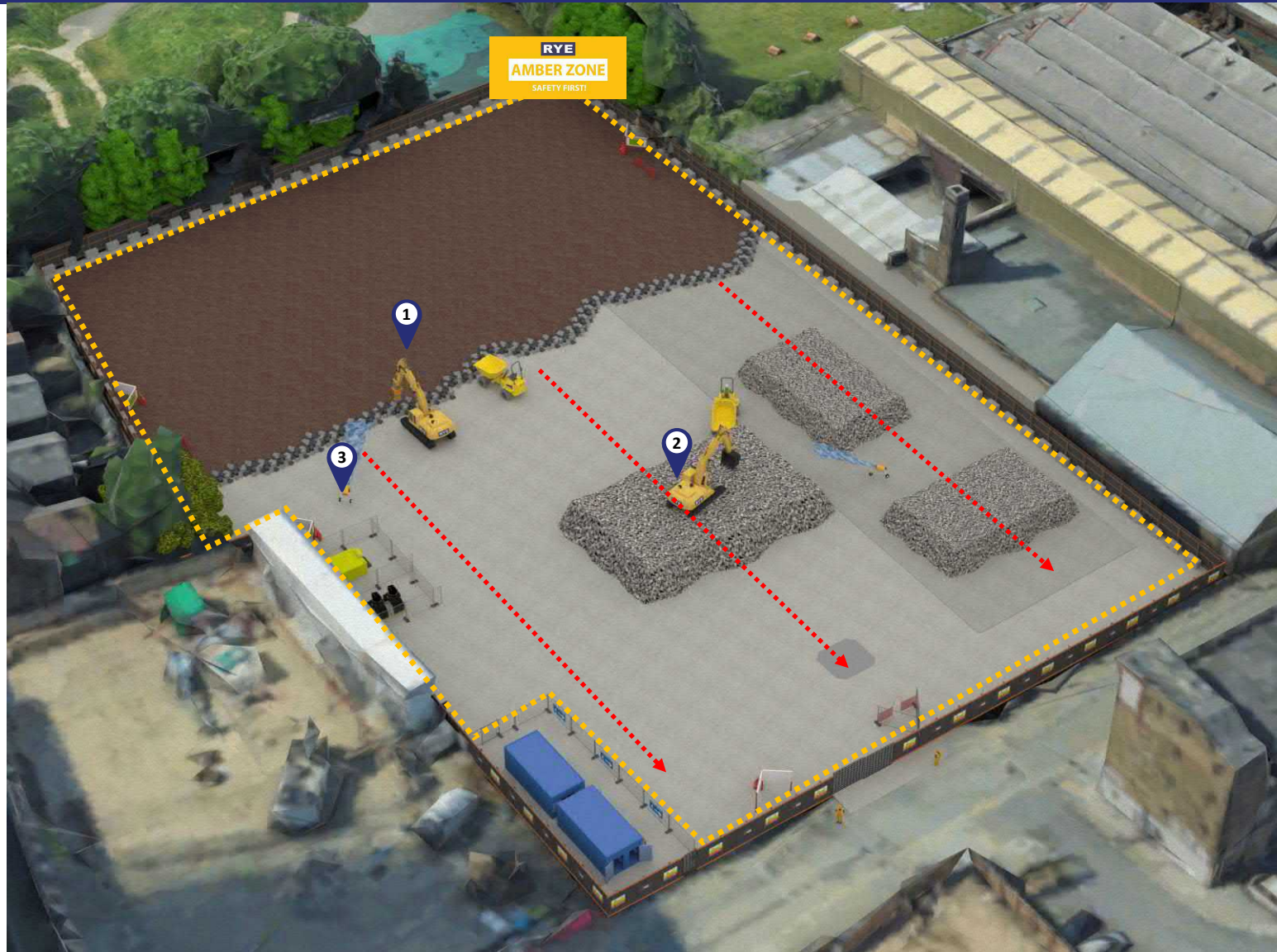
1. The scaffolding is to be struck as the works progress through the buildings, ensuring it is safely containing the works
2. The two storey brick structure to the rear of the site will continue to be demolished in a steady and controlled manner, ensuring structural stability of the structure is retained at all times.
3. The warehouse structure is to be demolished a bay at a time. The external walls are to be munched down and the steel frame is to be sheared down
4. Water will be used at all times to ensure dust is suppressed during the demolition
5. A separate excavator will assist with processing materials and removing non concrete/masonry and loading them into bins for removal from site. Masonry and concrete arisings will be stockpiled on site for crushing



1. The scaffolding is to be struck as the works progress through the buildings, ensuring it is safely containing the works
2. The two storey brick structure to the rear of the site will continue to be demolished in a steady and controlled manner, ensuring structural stability of the structure is retained at all times.
3. The warehouse structure is to be demolished a bay at a time. The external walls are to be munched down and the steel frame is to be sheared down
4. Water will be used at all times to ensure dust is suppressed during the demolition
5. A separate excavator will assist with processing materials and removing non concrete/masonry and loading them into bins for removal from site. Masonry and concrete arisings will be stockpiled on site for crushing



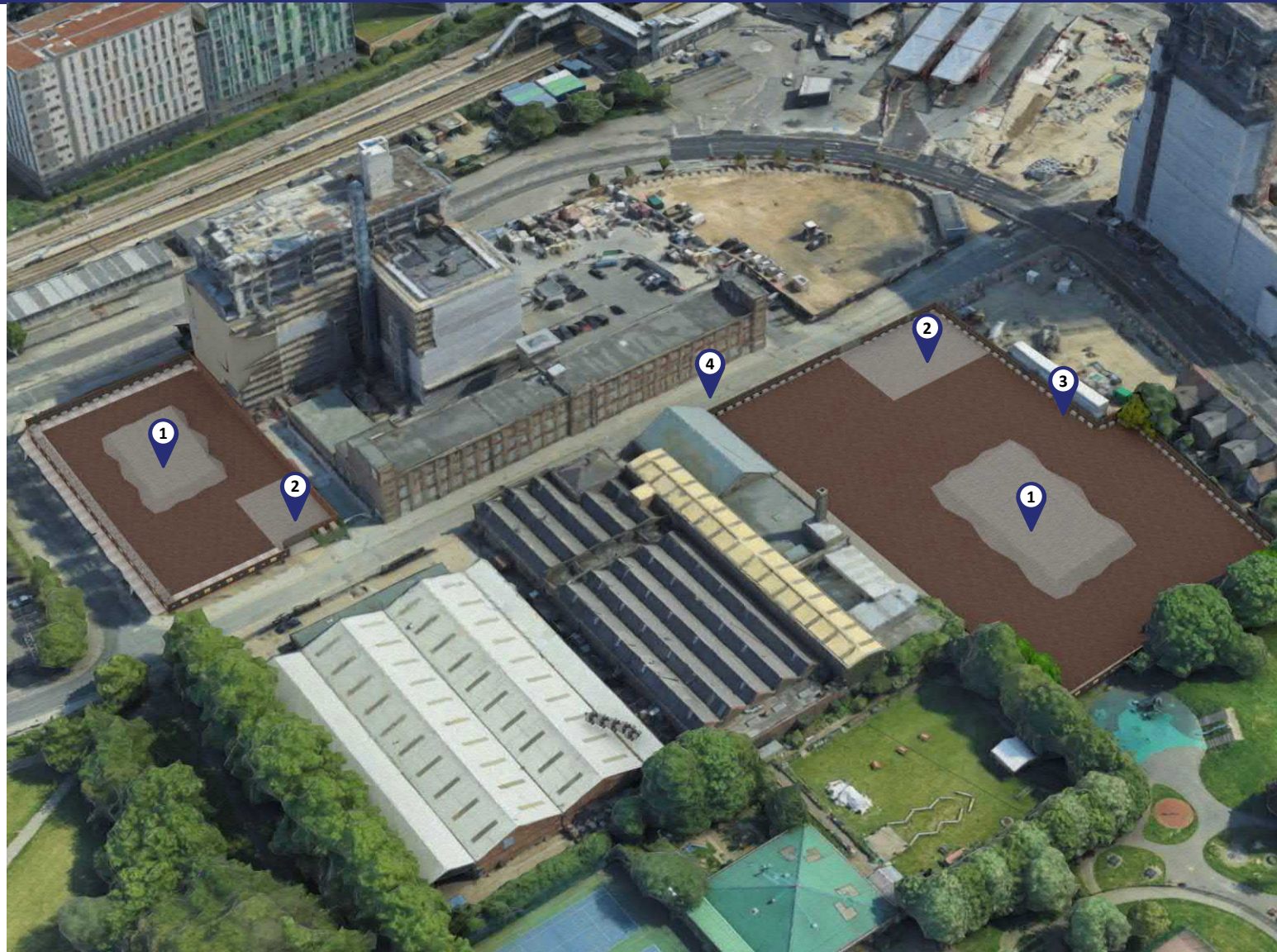
1. Working from the rear of the site the slabs and foundations are to be removed from beneath the footprints of the buildings. Excavators with hydraulic breakers will break through the slabs and clear the foundations down to a depth of 1.5m
2. All of the arisings from the super structure demolition and the removal of the slabs and foundations are to be transferred over to the crushing area using small dumpers
3. Water will be used at all times during the breaking and the stockpiling of concrete material. Dust boss units and water hoses will be sprayed onto the work area



1. All of the masonry and concrete from the super structure and sub structure works is to be crushed to a certified 6F2 aggregate. An excavator will load the material into the hopper in a steady and controlled manner
2. Water is to be fed directly into the crusher during all crushing operations. Dust boss units and other water hoses will be used to dampen down the non crushed and crushed material
3. All of the crushed aggregate is to be cleared away from the crusher and stockpiled in an area to be agreed by the client
4. An area of crushed aggregate is to be installed to front of the site to ensure there is an area of hardstanding around the front gate and the welfare area



1. Stockpiles of crushed aggregate are to remain on site in an area to be agreed by the client
2. Areas of crushed aggregate are to be installed to the front gates of both site areas so there is a solid area for vehicles to enter the site
3. All of the boundaries of the site areas are to be cleaned of waste
4. If necessary the roads around the site (Ashley Rd) is to be swept with a road sweeper



The following information is to provide an outline description of the proposed method and sequence for the works affecting the Cannon Factory/Ashley House site. This information is to be read or be read to you along with the RYE Group Standard Operating Procedures (RISKS) A more detailed methodology will be developed prior to the start of the works.

Site Setup & Early Works

The overall site has been divided up into two smaller sites which are to be run independently. Each to have their own hoarding line but a single welfare setup at the Ashley House site.

The initial tasks for the project will involve setting the site up so that it is secure and that adequate welfare facilities are installed for the site workers/visitors.

The welfare facilities are to be installed within the designated area and placed on a level and solid ground. These facilities are to be placed and levelled by the company delivering the units. This installation will be in accordance with the method statement and lift plan issued by the supplier.

The fuel bowser for the site will be double banded and will be positioned in a suitable location away from sources of ignition. The bowser must be fenced off and have suitable fire fighting equipment near by (CO2 Powder extinguishers only) spillage kits are to be available in the area with a suitable disposal bin so that used kits can be safely disposed of. This location will also be the area where the COSHH storage will be.

There is a sub station to the front corner of the Cannon Factory site. This is to remain live and must not be damaged or obstructed during the works.

Spillage kits and drip trays will be available at the fuel bowser and the attachment changing area.

There is a fair amount of rubbish/waste stockpiled around the site. This is to be cleared away as part of the site set up so that the site is safe to travel through and reducing trip hazards.

Fire points are to be established around the site as what is set out in the fire/emergency plan. These fire points must contain fire extinguishers, means of raising the alarm and information on the muster point, emergency routes and exits from the site.

Safe zones are to be installed around the site. These routes are to be formed so that site workers can move to a place of safety when plant and vehicles are moving around the site.

Site signage is to be displayed around both the external and internal areas of the site. Internal signage will be used to display the emergency routes, welfare location, muster point location, COSHH storage, pedestrian routes, first aid locations. External signage will be displayed on the vehicle gates, pedestrian gates, site contact details and warnings signage deterring people from entering the site.

There is a steel fence in the centre of the Ashley House site. This fence is to be removed as part of the early works to ensure the site is open and vehicles and plant can safely travel between the two zones.

The hours of work and all associated activities audible beyond the site boundary restricted to 0800-1800hrs Mondays to Fridays and 0800 -1300 Saturdays (except no work on public holidays),

During the pre commencement period a nominated neighborhood liaison officer will be appointed. They will produce and distribute a newsletter and issue to the surrounding residents/businesses. They will be responsible for ensuring the works are communicated to local stakeholders

Site Zones

Site zones are to be established throughout the different phases of the works to ensure that site personnel and visitors are kept separate from areas that could cause them harm.

Zones are also to be established to create safe areas so workers/visitors can move out of the way plant/vehicles to seek refuge. Areas such as site welfare and parking will also be designated safe areas.

Any fencing used to demarcate zones is to be left in place and not moved unless you have been specially asked to by site management.

All fenced off areas are to be demarcated with signage warning personnel not to enter the area. Never access an area that has been fenced off or has warning signs displayed.

Plant operators must move the item of plant to an amber zone to enter/exit the item of plant.

Due to the fluid nature of a site these zones can change within relative short time frames. You may come to site the following day and the zones from the day before have changed. Always speak to site management prior to entering site to check the areas that are zoned off.



Asbestos Removal (Cannon Factory)

All internal and external asbestos within the Cannon Factory site will be completed at this time. No asbestos has been identified in the Ashley House site.

Any identified ACM will be removed by a licensed asbestos removal contractor. They will work on site under the supervision of the demolition Supervisor. They will communicate the progress of the ACM removal works on a daily basis.

The asbestos removal areas are to be fenced off from the other site works with non-asbestos removal workers not permitted to enter the asbestos areas.

All of the asbestos removal works will have background monitoring being completed in the background to ensure that there any potential fibre release is monitored.

Adequate decontamination equipment will be in the area which will used for asbestos removal operatives to change/shower before and after entering asbestos removal areas.

Upon completion of asbestos removal areas a reoccupation certificate must be issued by the asbestos supervisor to the demolition team prior to works starting in that area.

Once demolition works start, workers are to remain vigilante to ensure that in the unlikely event that any ACM that may have previously been missed are seen and appropriately dealt with. If ACM is discovered then works must stop immediately and the Supervisor notified.

All asbestos waste will be removed by a licensed carrier and to a licensed asbestos waste facility. All hazardous consignment notes will be left on site and issued to the client at the end of the works.

Soft Strip Works

All of the non structural elements from inside the buildings will be removed prior to structural demolition. Soft strip can only commence once the services have been isolated and any known ACM have been removed.

The following items will be removed from inside the buildings across both sites

- Carpets
- Blinds/curtains
- Doors/frames
- Loose furniture
- Loose rubbish and COSHH items
- Plasterboard partition
- Fixed cabinets and furniture

Materials will be stripped using a combination of hand tools and 110v/battery powered tools to free the elements from their fixings.

Waste materials from the ground floor will be transported to the doors and deposited out. Exclusion zones will be established so that waste can safely be deposited out of any windows.

Shared lifting must be adopted for larger items so that manual handling strains are avoided. Large appliances such as fridges, washing machines that may be present are to left in place and mechanically removed during the demolition.

Material stockpiles must not block the routes through the building. Access to stairs and across the floor must be kept free of debris.

A standard height demolition excavator and grab will be positioned outside the buildings and will assist with processing larger waste streams and materials. These materials will then be loaded into the appropriate bin for recycling.

The site entrance on Ashley Rd is to be controlled by a Traffic Marshall. They will coordinate and manage site deliveries and waste collections. Vehicles have their wheels checked for lodged debris and if necessary they will be cleaned using a pressure washer before leaving the site.

As vehicles are entering and leaving the site must do so with caution due to the entrance being shared by other vehicles in the neighbouring construction site.

Mechanical Demolition

The demolition will start in Cannon Factory site followed by the Ashely House buildings will commence following the successful removal of all internal ACM and the isolation of the services.

Cannon Factory

The North, West and East elevations of the buildings on the site are to have scaffolding installed to protect the members of the public walking/driving past the site. The scaffolding will be encapsulated with scaffolding.

The scaffolding is to be a working scaffold but must only be accessed once it has been fully erected and signed over.

The office building is to be demolished by firstly using a selector grab to carefully remove the remainder of the pitched roof following the removal of the asbestos sheets. Lower the elements to the ground to be processed and loaded into bins and removed from site for recycling.

An excavator with munching attachment will then munch down through the external masonry walls in a step like fashion ensuring the overall stability of the structure is retained, avoiding uncontrolled collapse. Bucket attachments will be used to fold small sections of brickwork into the footprint of the building and away from the scaffolded elevations. As the building is reduced the scaffolding will be struck.

The remaining buildings are to be demolished by an excavator with a shear attachment carefully working through the structure shearing down the elements a bay at a time, ensuring that the overall structural stability is retained. The building is to be reduced down to the ground slab level and cut flush. No slabs will be removed at this time

The steel elements will be carefully lowered to the ground and processed further before loading them into 40yd bins and removed from site for recycling.

The section of the building adjacent to Watermead Way is to close to the newly built neighbouring residential block. The nearest bay to this building is to be reduced by hand by workers working from MEWPS.

Ashley House

The North and West elevations of the buildings on the site are to have scaffolding installed to protect the members of the public walking/driving past the site and also the neighbouring buildings. The scaffolding will be encapsulated with scaffolding.

The scaffolding is to be a working scaffold but must only be accessed once it has been fully erected and signed over.

The brick structures to the front and the rear of the site can be demolished at the same time using a muncher to carefully munch through the structure in a step like fashion.

An excavator with munching attachment will then munch down through the external masonry walls in a step like fashion ensuring the overall stability of the structure is retained, avoiding uncontrolled collapse. Bucket attachments will be used to fold small sections of brickwork into the footprint of the building and away from the scaffolded elevations. As the building is reduced the scaffolding will be struck.

The remaining steel framed building is to be demolished by an excavator with a shear attachment carefully working through the structure shearing down the elements a bay at a time, ensuring that the overall structural stability is retained. The building is to be reduced down to the ground slab level and cut flush. No slabs will be removed at this time

The steel elements will be carefully lowered to the ground and processed further before loading them into 40yd bins and removed from site for recycling.

Slab/Foundations Removal (both sites)

The ground slabs and foundations across both sites are to be broken from the ground and stockpiled in preparation for crushing. The material is to be transferred across the site using dumpers which will be operated by trained and competent operators only.

These works are to be completed once the line has been reopened and is operating under its regular schedule.

The ground is to be cleared to a depth of 1.5m A demolition excavator with an hydraulic breaker will work across the site area breaking the concrete into small sections that can easily be loaded into the crusher hopper.

Great care is to be taken when removing slabs and foundations against boundary lines to ensure no retained boundary walls/fences are undermined.

During this time the site will be a mandatory hearing protection zone. All workers and site visitors will need to wearing hearing protection. As the ground is cleared of the concrete the site material is to be placed back and compacted using the excavator to track over the site area.

The entry and exit of these vehicles will be controlled by the Traffic Marshalls. These Traffic Marshalls will ensure the vehicles are loaded correctly, the sheets of the tippers are put over the load before they leave site and that the wheels are clean and free from debris. If the road is becoming dirty the road will be cleaned using a road sweeper.

Crushing

All concrete and masonry will be crushed to a certified 6F2 aggregate. The crushing will have its own water supply to suppress the dust. An excavator will be positioned on the stockpile of crushed material and load the material into the hopper. As the material is crushed the metal and other material removed during the crushing will be cleared from the bottom of the side belts and loaded into bins for recycling.

The crushing activities are to be fenced off from the rest of the site works using Herras panels to form an exclusion zone.

During the moving and loading of the crushed aggregate water may be required to help suppress the dust.

The operator of the crusher is not to stand on the crusher and must work from a safe distance. Should the crusher become blocked the power is to be shut off and the excavator operators notified that the crusher is out of operation whilst it is being repaired.

All of the crushed aggregate is to be cleared from the exit belt of the crusher by an excavator. The material is then to be stockpiled in an area to be agreed by the client. The stockpile is to have battered sides and not exceed the height of the sites hoarding.

Areas of crushed are to be laid and compacted at the entrances to both sites so that vehicles have an area to pull in on off the road.

Works Complete

Both sites are to have a stockpile of crushed aggregate positioned in an area to be agreed by the client. The stockpiles are to have battered sides and not exceed the height of the boundary fencing

All other waste materials are to be removed from site for recycling.

If there is a period of no works on site then the site welfare will be demobilised. The site will be secured with the gate secured to ensure no trespassers can enter the site.

The site entrance and the roads around the site will be check for dirt/debris and cleaned if necessary.

Monitoring Procedure

The monitoring of noise, dust and vibration will be completed in accordance with an Environmental Monitoring Action Plan which will be completed ahead of the start of the works.

The monitoring stations will be set up 1 week prior to works beginning to establish a base line for all three levels. The system communicates to the site manager and demolition director via text message and email.

Rye Site Manager is TBC at this time SHE & Operations Director is Ben Griffiths, Demolition Director is Ashley Barlow.

Process/procedure for dealing notified alerts depending on the level of breach and measures for mitigation. (The baseline for Noise and Vibration is set according to BS 5228 guidance and the Dust baseline is set to the Institute of Air, Quality Monitoring UK .

The environmental monitoring contractor will establish an amber warning where any level triggers a reading close to the limit. This will be communicated to the RYE representatives for review.

Works will be stopped, and an assessment will be made as to whether additional control measures can be carried out to reduce the readings. Mitigation may involve movement of plant, reduction in breaking techniques or a complete elimination of that task.

Red warning are communicated if maximum trigger levels are reached. In both cases, Amber or Red the Overseeing Manager will be informed.

A digital log of the data is maintained and accessible by all parties. This can be accessed remotely by the Client if required. The SHE Director and SHE Consultant will carry out monthly proactive inspection of the development and review the data with the site manager. These inspections will be recorded and communicated to the Client.

Details of information to be completed are dates, nature of complaint, weather conditions at the time of the complaint, investigation details, action taken and a signature (as a minimum). Dust complaints will be investigated and responded to within 24 hours and suitably reviewed by the site manager who is ultimately responsible.

The operator would also be required to make a note of any unavoidable events plant/equipment malfunctions in the site diary, rather than just actual complaints received.

This will ensure that if complaints are received retrospectively from either the Council/EA or directly, any circumstances which led to that complaint as a result of elements outside of the operator's control would be able to be attributed to the cause of the complaint. If there are significant dust releases outside normal operations, the operator will cease operation, investigate and resolve the issue before continuing.

Complaints Procedure

If any dust complaints are received, the relevant operator will complete a 'complaints and events log' and detailed individually on the complaints form, both of which will be kept for inspection on request by the EA.

Details of information to be completed are dates, nature of complaint, weather conditions at the time of the complaint, investigation details, action taken and a signature (as a minimum).

The operator would also be required to make a note of any unavoidable events plant/equipment malfunctions in the site diary, rather than just actual complaints received.

This will ensure that if complaints are received retrospectively from either the Council/EA or directly, any circumstances which led to that complaint as a result of elements outside of the operator's control would be able to be attributed to the cause of the complaint.

If the source cannot be ascertained with 100% confidence, the site manager, will either suspend or reduce the likely dust/particulate generating activities, i.e., the loading of waste into the mechanical treatment plants.

If the source is within the site's control, the site manager, compliance manager or TCM will take appropriate action in terms of dust/particulate abatement, to ensure that the alarm is not re-activated. This may take the form of the following:

- a) Investigating the source of the dust/particulates to prevent a re-occurrence.
- b) Suspending operations which are not being conducted using best-practice controls.
- c) Additional use of the dust abatement measures.
- d) Logging findings of a – c in the site diary / complaints form and also in the reporting template within the EP.
- e) Report actions to the complainants and/or EA

If following the above complaints are still being received, the site will cease operations until the issues have been rectified.

Risk Assessment

The following pages contain the site-specific risk assessment for the site with appropriate remedial actions, recommendations and comments included for each identified hazard, potential contaminant or situation.

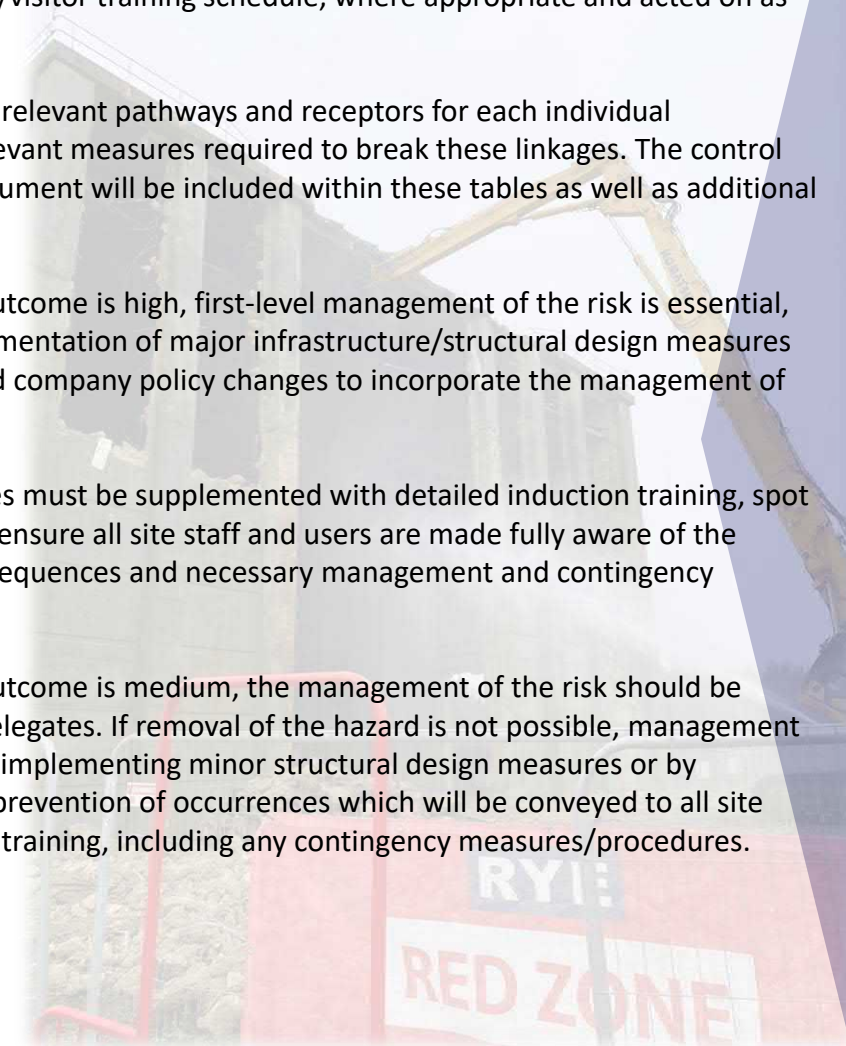
As discussed in the section above, all situations which identify a risk from Low –High should be incorporated into the staff/visitor training schedule, where appropriate and acted on as required.

The table overleaf details the relevant pathways and receptors for each individual dust/emission source and relevant measures required to break these linkages. The control measures outlined in this document will be included within these tables as well as additional specific measures.

Where the risk assessment outcome is high, first-level management of the risk is essential, i.e., removal of hazard, implementation of major infrastructure/structural design measures to contain the risk/hazard and company policy changes to incorporate the management of the risk.

All risk management measures must be supplemented with detailed induction training, spot training and tool-box talks to ensure all site staff and users are made fully aware of the risk/hazard, all potential consequences and necessary management and contingency procedures.

Where the risk assessment outcome is medium, the management of the risk should be tackled by management or delegates. If removal of the hazard is not possible, management will normally be met through implementing minor structural design measures or by imposing procedures for the prevention of occurrences which will be conveyed to all site staff through the appropriate training, including any contingency measures/procedures.



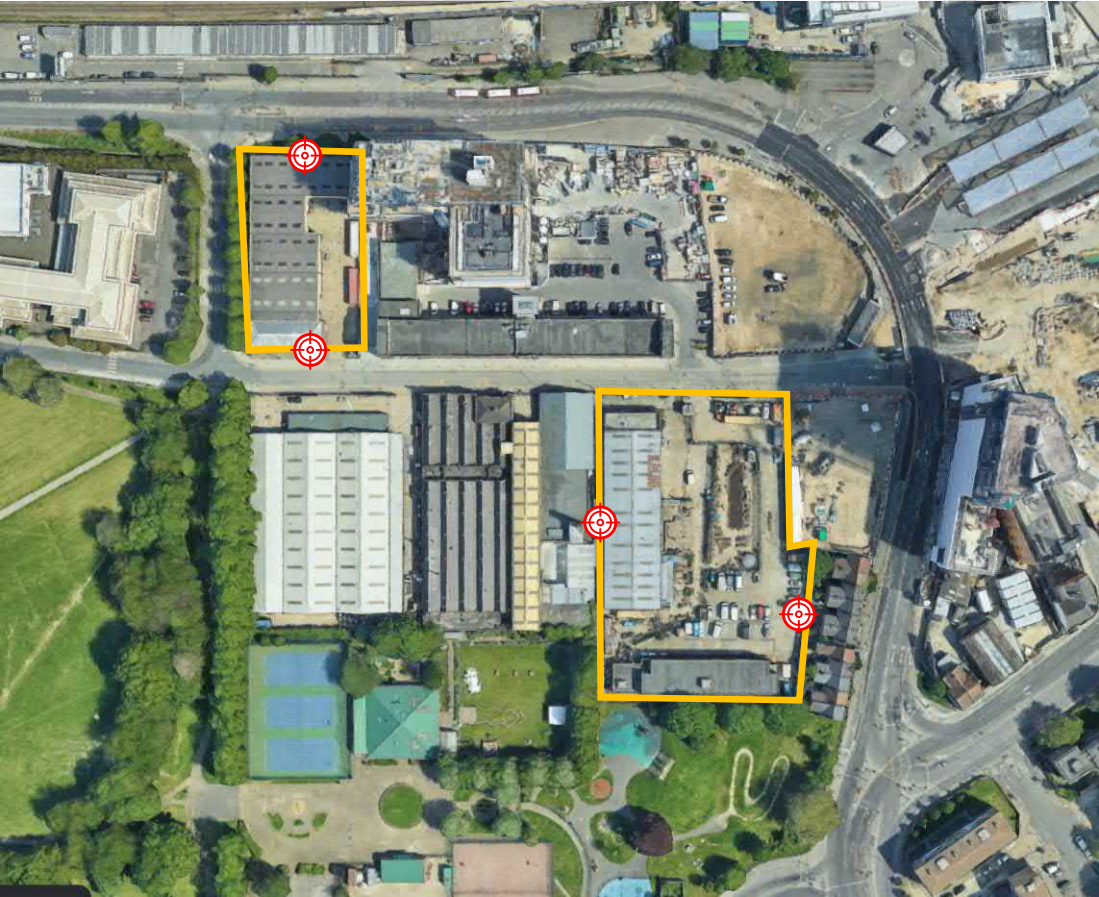
Where the risk assessment outcome is low, the management of the risk can be done wholly through appropriate training to site staff including any contingency measures/procedures.

Where the risk assessment outcome is near-zero, site staff should be made aware of the possibility of an occurrence and contingency measures should be readily available to all staff should they be required.

		Consequence			
		S	Mo	Mi	N
Probability	1	High	High	Medium	Low
	2	High	Medium	Low	Near-Zero
	3	Medium	Low	Near-Zero	N/A
	4	Low	Near-Zero	N/A	N/A

Monitoring Locations

Noise, Dust and vibration monitoring locations highlighted below. These points have been chosen due to their proximity to local receptors. Levels will be monitored throughout the works and control measures adjusted should the agreed levels be breached.



Dust Management

Dust must be controlled on site at both high and low levels. These are some of the areas that can create dust at low level;

- Build up of dust on hardstandings which can blow around the site or get kicked up by vehicles
- Low level demolition works
- Processing of materials
- Dust making its way into open drain grates
- Crushing works

All of these activities and risks need to be controlled on site. The common form of control is using water sprays. These come in the form of mist sprayers (dust boss) or water hoses either fixed or held by workers. These will be positioned around the site and moved as necessary. These forms of dust suppression will be used for the low level demolition works and the materials processing.

Hardstanding areas will be periodically scraped using the excavator bucket and kept damp to ensure dust is not blown up from the ground or carried out onto the streets on the wheels of vehicles.

Open drain grates will be protected using hessian material. The grate will be lifted at the start of the project and a piece of hessian will be trapped within the grate. This will allow water to pass through, whilst trapping the dust and debris on the top. This hessian will need to be changed throughout the project as it gets clogged with material.



Crushing activities will have their own dedicated water supply to suppress the dust. A water hose will be fed directly into the crusher. Additional water hoses will be used to dampen the stockpiles of material as it is being loaded and the final crushed aggregate at the exit belt.

Dust monitors will be used on site to ensure that all of these controls are sufficient in containing the

Stockpiles of material can create dust during dry weather continues. The wind can pick up and blow dust off the stockpile. Stockpiles are to be kept damp for as long as possible. Upon completion of the works any stockpiles remaining in site could be covered to help prevent dust blowing off.

High level dust management is needed to control the dust created as the building is reduced in height. To suppress the dust during mechanical demolition works, water hoses will be directed to the point of demolition using water hoses.

Depending on the water pressure using a MEWP may be required to get the water to the height of the top of the building.

Dust Monitoring

Visual assessment – Site management and site operatives will make visual inspections of dust emissions around the entire site and perimeter throughout the day. Additional monitoring may be carried out during times of dry/windy weather conditions or should trained operatives observe significant levels of dust. The monitoring will be carried out at intervals while the site is operational, should it be observed that dust is being emitted from

the site, notes will be made as to; the amount, direction and source of the dust. Site Management will review all feedback from the visual monitoring and take the necessary action to mitigate the issue and ensure it doesn't happen again.

Depending on where and if dust is detected, site management and operatives will act immediately by either dousing the problematic area and initiating the mobile suppression equipment.

In the event of dust being visible off-site operations will reduce until this ceases. If the reduction still creates excessive dust then the operation should cease until the problem is fully rectified and the EA Local Officer will be contacted.

The operator will obtain prior notifications from the Met Office in advance of problematic weather conditions including wind speed and direction, droughts etc. to see whether the dust suppression techniques need to be increased to reduce the likelihood of complaints.

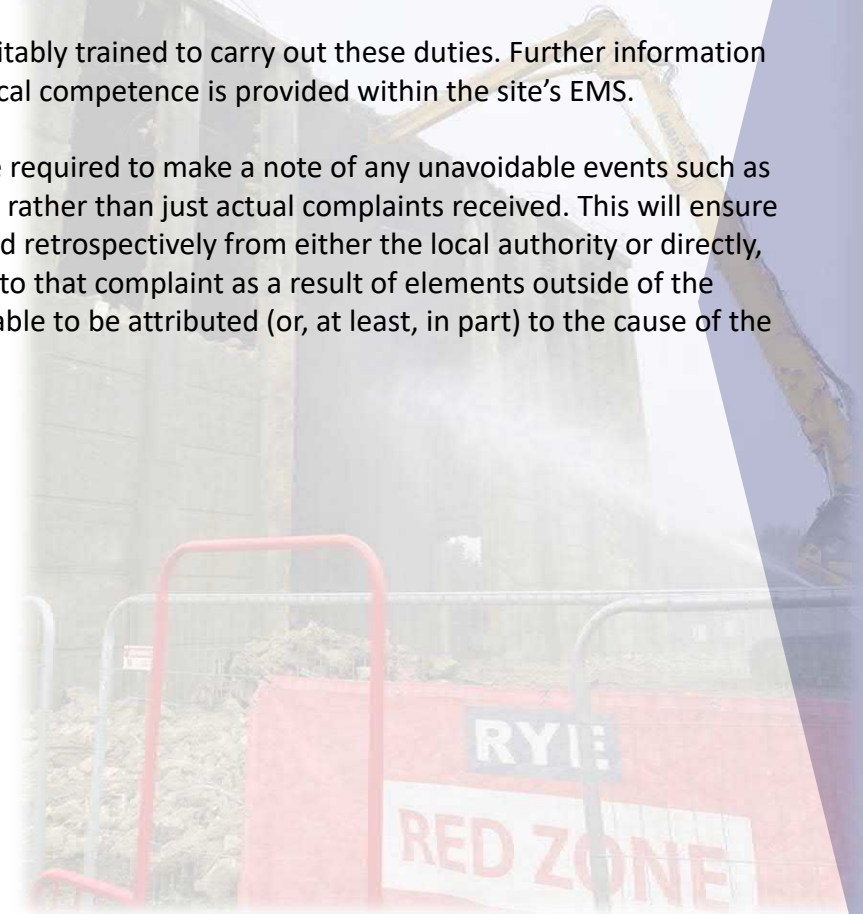
Out of hours monitoring will not be regularly required as it is deemed that the processing and loading of the material is likely to give rise to the highest levels of dust emissions i.e. from use of the treatment plants. However, should it become apparent out-of-hours that stockpiles are giving rise to dust; site management will then make a decision on whether additional out of hours monitoring is required (based on predicted wind speeds, observed success of crusting agents etc.).

The results of monitoring exercises and any remedial action taken will be entered into the site's diary or log book which is available for the EA to inspect upon request. The name of the inspector will be stated in the site's diary / inspection form for each day of operation.

Should the monitoring conclude that a certain activity is giving rise to dust which is migrating offsite, steps will be made to reduce the impact of this activity, which may include, but is not limited to; netting on top of boundary walls/fences, increase in height of walls/enclosure, reduction of stockpile size, increased dust suppression, suspension of the work until lower wind speeds are recorded.

The site supervisor will be suitably trained to carry out these duties. Further information regarding training and technical competence is provided within the site's EMS.

Site management will also be required to make a note of any unavoidable events such as bad weather in the site diary, rather than just actual complaints received. This will ensure that if complaints are received retrospectively from either the local authority or directly, any circumstances which led to that complaint as a result of elements outside of the operator's control would be able to be attributed (or, at least, in part) to the cause of the Complaint.



Hazard/Potential Contaminant or Situation	Sources	Pathway	Receptors	Consequences	Effect	Probability	Assessment Outcome	Remedial Action / Recommendations / Comments	Assessment Outcome Following Action
Dust / Particulates	Unsheeted vehicles accessing/egressing to/from the site	Air	Site personnel / visitors Surrounding site users / occupiers Surface waters Flora & fauna Residential receptors Surrounding businesses SSSI/SPA/Ramsar	Air Pollution Water Pollution	Moderate	3	Med	Management will ensure that all site vehicles are adequately sheeted before accessing and leaving the site. The site will ensure the roads surrounding the site is maintained in good state of repair to prevent unnecessary dust being generated through correspondence with the EA and use of road sweeper. A maximum speed limit of 5mph will be maintained. Any mud/dust deposited onto the public highway will be treated as an emergency and cleaned by operatives or by way of a road sweeper which should management observe significant dust build up or generation along the access road.	Low
Dust / Particulates	Vehicles tipping into waste storage areas	Air	Site personnel / visitors Surrounding site users / occupiers Surface waters Flora & fauna Residential receptors Surrounding businesses SSSI/SPA/Ramsar	Air Pollution Water Pollution	Moderate	2	High	Drop heights will be kept to a minimum to prevent dust emissions. The onsite hosepipes can also offer additional suppression. Dust suppression system in place. The operator will avoid doubling handling of waste and may directly load from vehicle directly into the treatment plant if feasible.	Low
Dust / Particulates	Loading of waste into treatment plants	Air	Site personnel / visitors Surrounding site users / occupiers Surface waters Flora & fauna Residential receptors Surrounding businesses SSSI/SPA/Ramsar	Air Pollution Water Pollution	Moderate	2	High	Drop heights will be kept to a minimum to prevent dust emissions i.e. 1m maximum above the hopper. Waste loaded into the hopper will be presprayed/dowsed prior to loading. The onsite hosepipes can also offer additional suppression during extreme weather conditions. Mobile suppression system in place using cannons and bowser.	Low

Hazard/Potential Contaminant or Situation	Sources	Pathway	Receptors	Consequences	Effect	Probability	Assessment Outcome	Remedial Action / Recommendations / Comments	Assessment Outcome Following Action
Dust / Particulates	Waste storage areas	Air	Site personnel / visitors Surrounding site users / occupiers Surface waters Flora & fauna Residential receptors Surrounding businesses	Air Pollution Water Pollution	Moderate	3	Mild	Drop heights will be kept to a minimum to prevent dust emissions. Stockpiles will be sprayed with water to prevent excessive drying and dust formation. All dust generating materials are within areas which will help reduce wind whipping and dust generation. Staff will ensure there is suitable space in the area to ensure the waste can be deposited and safely contained. Mobile suppression system in place using cannons/ bowser.	Low
Dust / Particulates	Prolonged periods of dry/warm or windy weather conditions	Air	Site personnel / visitors Surrounding site users / occupiers Surface waters Flora & fauna Residential receptors Surrounding businesses	Air Pollution Water Pollution	Moderate	2	High	Additional visual assessment / monitoring will be onsite and undertaken around the site perimeter in order to ensure dust is not escaping beyond the site. Mobile suppression system in place using cannons and bowser.	Low



Noise Emissions and Mitigation Measures

Controlling construction noise can pose special problems. Unlike general industry, construction activities are not always stationary and in one location.

Construction activities often take place outside where they can be affected by weather, topography, atmosphere and landscaping.

Construction noise makers, e.g., heavy earth moving equipment, can move from location to location and is likely to vary considerably in its intensity throughout a workday

For a demolition project such as this the following activities are likely to be the cause of noise and be a disturbance to the neighbours around the site and the workers within the site;

- General site noise such as vehicles moving and workers talking/shouting
- Loading and unloading of vehicles
- Plant and equipment running or being operated
- Demolition noises such as breaking of concrete and cutting of steel
- Bins being loaded with waste

All of the above noise sources needs to be managed and controlled to ensure that the they cause as little risk to site personnel and as little disruption to neighbouring residents as possible.

Although many in the construction industry believe that construction sites are inherently noisy, there are many ways in which they can be made quieter.

- Sometimes a quieter process can be used. For example: hydraulic breakers and noisy whereas hydraulic munchers are quieter
- New equipment is generally much quieter than old equipment. Some equipment manufacturers have gone to great lengths to make their equipment quieter. Ask equipment manufactures about the noise levels of their equipment and consider these levels when making your purchase. For example, noise-reducing saw blades can cut noise levels in half when cutting masonry blocks.
- Old equipment can be made quieter by simple modifications, such as adding new mufflers or sound absorbing materials.
- Old equipment is also much quieter when it is well maintained. Simple maintenance can reduce noise levels by as much as 50%.
- Noisy equipment can be sited as far away as possible from workers and residents. Noise levels drop quickly with distance from the source. This is crucial when deciding where to place any generators or the welfare facilities.
- Temporary barriers/enclosures (e.g., plywood with sound absorbing materials) can be built around noisy equipment. These barriers can significantly reduce noise levels and are relatively inexpensive.

Work activity scheduling are administrative means to control noise exposure. Planning how noise sources are sited and organized on a work site can reduce noise hazards.

Whenever possible, stationary noise sources like generators and compressors should be positioned as far as possible from noise sensitive receivers (workers, schools, residential buildings).

When possible, stacks, spoils, and other construction material can be placed or stored around noise sources to reduce the hazard to receivers. Advantage should be taken of the screening effect any nearby object, such as cooling tanks, trailers or temporary site offices. Jobs can be rotated so that exposure time is limited.

Transferring workers from a high exposure task to a lower exposure task could make the employee’s daily noise exposure acceptable. Administrative controls include activity planning, for example, scheduling pavement breaking operations so as to reduce the number of work site workers exposed. In addition, noisy equipment should not be run for periods longer than necessary and should be switched off when not in use.

Table 1

Period	Building/Location	Criterion for Assessment LAeq	Purpose
Day (0700-1900 hours)	Dwellings/Offices (facade)	75 dB	To maintain speech intelligibility
	Schools	65 dB	To maintain speech intelligibility in classrooms
Evening (1900-2300 hours)	Dwellings (façade)	55 dB	To avoid sleep disturbance
Night (2300-0700 hours)	Dwellings (facade)	45 dB (1)	To avoid sleep disturbance
(1) or equal to ambient LAeq levels if the ambient is higher than 45 dB.			



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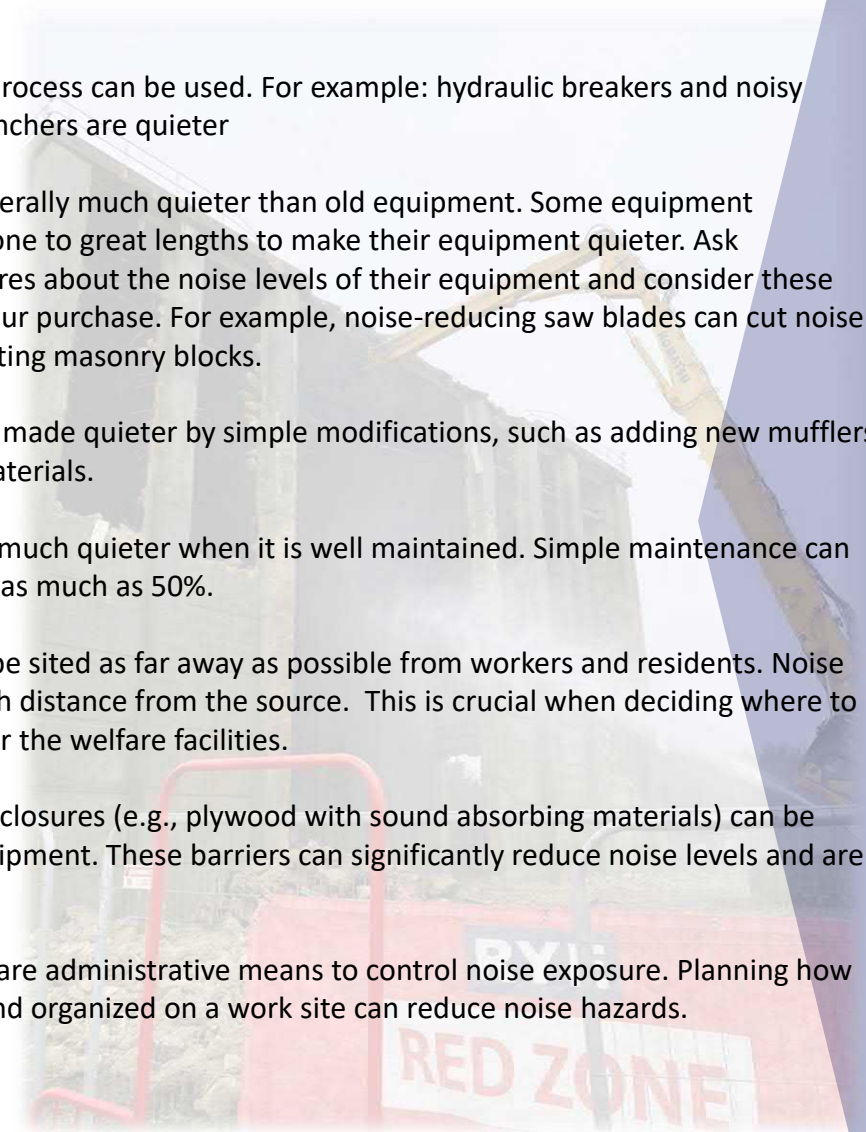
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I/We have read and understood the above Risk assessment/method statement and will carry out the work in a safe manner. If you are unsure about any aspect of this method then please ask for clarification.

Name	Signature	Date	Name	Signature	Date



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