

SITE CONSTRUCTION MANAGEMENT PLAN

The Printworks London N17

JULY 2023



VERSION CONTROL

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1 INTRODUCTION

This Site Construction Management Plan (SCMP) establishes minimum standards and procedures for managing and minimising, as far as is reasonably practicable, the environmental impacts of construction at The Printworks site redevelopment project. It also supports health and safety legislation that requires works to be undertaken in such a manner to ensure safety of the public and the project's workers.

A copy of this SCMP, together with associated documentation, including the Pre-Construction Information will be incorporated into the Principal Contractors Site Construction Management Plan and altered and developed as the works progress on site.

A Demolition Traffic Management Plan (DTMP) and a Demolition Environmental Plan (DEMP) will be developed prior to the commencement of the demolition works and a Construction Traffic Management Plan (CTMP) and a Construction Environmental Management Plan (CEMP) will be developed prior to the commencement of the main construction works.

The Principal Contractor will be required to provide their own site specific Phase Plan (CPP) in accordance with the Construction (Design and Management) Regulations 2015.

1.1 Scope of This Document

This plan covers:

- General site information;
- Programme of works (demolition and construction);
- Working hours;
- Demolition and construction methodology;
- Site Plan;
- Statement to confirm sign up to Considerate Constructors Scheme;
- Summary of main works;
- Noise and vibration;
- Dust and Air Quality;
- Site Logistics
- Liaison with stakeholders and the local neighbourhood;
- Site Logistics
- Environmental Management
- Site Waste Management
- Water Pollution
- Hoardings and Security
- Monitoring and Reviews

2 PROJECT OVERVIEW

2.1 General Site Information

The Development Site is located in the London Borough of Haringey (LBH) and is comprised buildings 819 to 829 High Road London N17. It is in close proximity to White Hart Lane London Overground station. The development site currently comprises several historic two and three storey buildings which front the High Road to the rear of these buildings are a number of low-quality extensions and recent additions, these rear additions will be removed as part of the redevelopment. 819 to 821 High Road current use is as a banqueting suite, to the rear of these buildings is a large portal framed building which provides the main banqueting facility, this will be demolished as part of the development. The most northerly building, 829 High Road is a two-storey flat roofed property, this will be demolished to enable the widening of Brunswick Square and provide safer access to the new development.

The retained buildings, 819 to 827 High Road, will be and refurbished as part of the redevelopment.

The site is bounded by the Peacock Industrial Estate to the west, Brunswick Square forms the boundary to the north, the southern boundary of 819 High Road adjoins 817 High Road which provides retail accommodation, with the eastern frontage being the High Road.

The surrounding area is a mix of industrial, residential, retail and entertainment at the nearby Tottenham Hotspur stadium.

2.2 Main works and Programme of Works

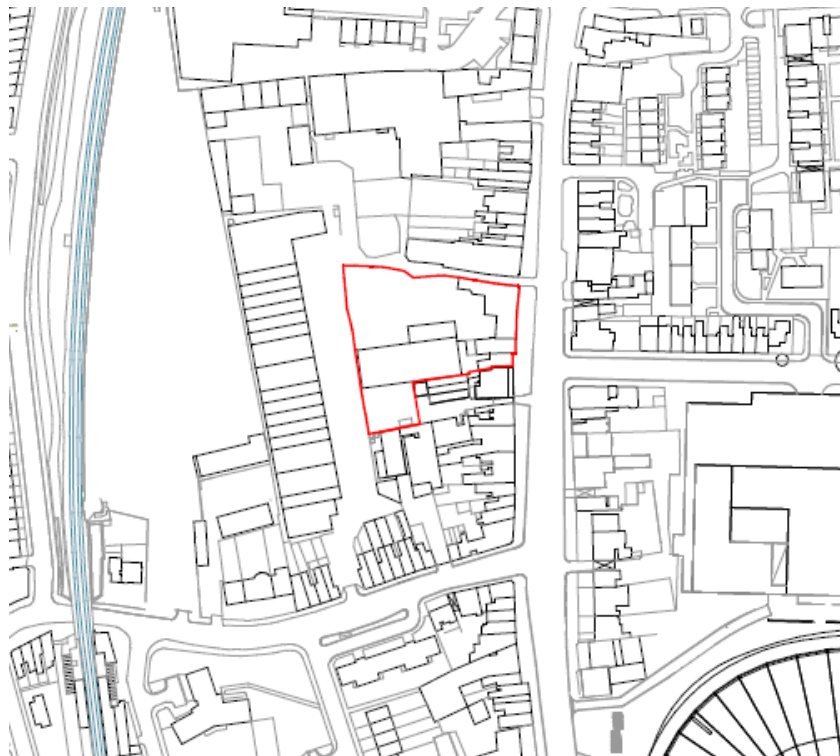
The re-development of the site consists of a new student residential building together with the refurbishment of 819 to 827 High Road into amenity, support and residential accommodation.

The works will be carried out by methods both balancing the demolition and construction structural requirements and the needs of the neighbouring, businesses and residents. The method of demolition and construction will promote “Best Practical Means” to reduce the impacts of dust, noise and vibration experienced by the neighbouring occupants. The Principal Contractor will be under an obligation to manage the environmental impacts of demolition and construction works as per the provisions contained in this SCMP.

The construction works will be carried out in a single phase probably with an initial demolition, enabling and substructures package followed immediately by the main superstructure works. There is a consideration that the refurbishment of 819 to 827 High Road may commence after the main student residential building commences.

Based on an estimated commencement of works in January 2024 comprising demolition and enabling works, with the main construction activities commencing late March / early April 2024. The Site’s main construction development works are anticipated to be undertaken over a 24 month development period, with completion targeted for March / April 2026.

2.3 Site Plan



2.4 Working Hours

It is planned that unless otherwise agreed, the permitted working hours for general construction activities will be:

- 0800 – 1800 on weekdays
- 0800 – 1300 on Saturday

Operations that need to be undertaken outside of standard working hours, e.g. tower crane erection and removal, accommodation units, and any abnormal size loads will be agreed with the LBH with notice being provided to the neighbours at least 14 days ahead of these activities occurring or on the day for extenuating circumstances. All work which is intended outside these hours, excluding emergencies, would be subject to prior agreement, and / or reasonable notice to LBH in terms of Section 61 of the Control of Pollution Act 1974.

Noisy works e.g. demolition, and piling will be limited to weekdays from 0800 to 1800 hours. High Impact Activities will be limited to weekday between 09:00 to 12:00 and 14:00 to 17:30. No work that is audible at the boundary will take place on Sundays or Bank Holidays, however in the later stages of the project internal works such as decorations and finishes may be planned with agreement of LBH.

2.5 Considerate Constructors Scheme

The Principal Contractor engaged for the proposed development will be required to manage sites and achieve formal certification under the Considerate Constructors Scheme (CCS), operated by the Construction Federation. The Principal Contractor will be required to achieve a minimum score (seven out of ten) for each of the five categories.

2.6 Sensitive Receptors

Due consideration is required to ensure that the works do not impact on the surrounding neighbours, residents, and adjacent businesses will be notified of commencement of the construction phase by letter/ email.

To minimise nuisance to the surrounding area, a good standard of housekeeping will be maintained throughout the works ensuring waste materials and packaging is contained within the development site. In addition, suitable warning signs will be established warning of construction activities and vehicles entering and exiting the site. Additional information will be contained within the Pre-Construction Information.

3 DEMOLITION & CONSTRUCTION METHODOLOGY

3.1 General

Prior to commencement of the project a Demolition & Asbestos survey will be completed.

A full dilapidation survey will be undertaken of surrounding properties and highways and will include all street furniture, adjacent buildings and a survey of the drainage.

All asbestos containing materials that are identified will be disposed of in accordance with regulations and best practice. This will include any asbestos not identified in the survey. Existing services will be isolated and capped off to carry out the works safely.

Before the works can commence a demolition method statement will be developed and in particular mitigation measures will need to be detailed for the containment and minimisation of Noise, Dust and Vibration.

At the outset of the project a dust and air quality management plan will be produced. This plan will detail the work methods and the controls that will be employed for all relevant site activities. This plan will also consider the use of water suppression, dealing with demolition arising's, encapsulation of areas, scaffolding, wet cutting of materials and general site waste management.

The plan will set out the commitments to reducing CO₂ emissions and controlling PM₁₀ and NO_x emissions from plant and vehicles. The following steps will be followed:

- Monitoring techniques for particulate matter PM₁₀ (dust) throughout the course of the project, normally requiring a series of sensors located around the project and also recording wind speed and direction.
- Setting of trigger action levels for PM₁₀ emissions along with an agreed management action plan throughout the demolition and construction phases of the project
- Response processes including communication to the Council on breach of the set trigger level
- Corrective action process to be established following any breach or agreed improvement measure

Air monitoring will be undertaken continuously and will be analysed to ensure that the air quality of the surrounding area is not being detrimentally effected by the construction works. Air monitoring will not be just related to dust but will also check for PM₁₀ and NO_x emissions as well as the levels of CO₂ created by site based activities.

At this preliminary stage it is envisaged the following dust suppression techniques will take place:

- Any scaffold erected to the external elevations will be fully wrapped in Monarflex or debris netting to contain the demolition activities
- In order to reduce the CO₂ emissions, no construction vehicles or plant will be left to idle. If it is not being used it will be turned off. This includes all delivery vehicles
- Adoption of 'green fleet management practices' to set out ways to reduce CO₂ emissions along with a monitoring process to record savings made
- Water will be used to suppress the dust generally and specifically where demolition, cutting and breaking of concrete is being carried out
- All skips and wagons containing waste will be securely covered and water 'misted' as appropriate
- Trained and responsible management will be maintained on site at all times during working hours.

Dust monitoring will be carried out at regular intervals, increasing in frequency during works that will inherently generate dust (e.g. demolition and reinforced concrete works). If the levels of dust particles in the air are deemed unacceptable action will be taken, and measures to avoid, reduce and/or suppress any dust will be evaluated and implemented. At the boundary to the site-specific risk assessments will be carried out in relation to dust emissions and where practical dust screening measures will be placed at the boundary.

3.2 Demolition

3.2.1 Preparation for Demolition works.

- Erection of hoarding/ temporary barriers/ control measures and signage to prevent unauthorised access, where required.
- Identification and protection / termination of any live services.
- Installation of temporary services as required to suit the works
- Erection of fully monaflexed scaffold in accordance with design.

- Establishment of fire routing: fire-fighting equipment and emergency lighting in accordance with separately issued Fire and Emergency procedures and to include evacuation procedures.
- Structural investigations and floor load testing to determine the weight of material allowable for the floor by floor demolition, or to identify any need for back propping.
- Erection of temporary Welfare facilities that includes toilets, changing room, canteen and office to suit the demolition activities.
- Method Statement briefings and tool box talks.

3.2.2 Site practices to be adopted by the demolition contractor.

- All site operatives to be given site induction and Method Statement briefings and to attend regular toolbox talks (at least weekly).
- CITB, CSCS, CCDO certification or equivalent as a minimum requirement for all personnel on site.
- Access platforms, scaffolding, cranes, and lifting equipment will be checked regularly in accordance with current regulations.
- All machinery, compressors, pneumatic tools etc will be fitted with silencers of approved types.
- All of the works are to be under the direct control of experienced demolition foremen and managers.
- All holes in floors and exposed edges are to be provided with suitable handrails and toe boards compliant with current legislation.
- Warning signs and notices are to be prominently displayed in and around site.
- All access/egress corridors and staircases are to be kept free from obstruction at all times.
- Debris and materials will be cleared from floors to prevent excessive build up.
- All works at height, as far as reasonable practicable will be carried out utilising either scaffolding or alloy towers in full compliance with current regulations.
- All scaffolding will be erected by trained, competent Scaffolders in accordance with a separately issued Scaffold Method Statement. All alloy towers will be erected by PASMA trained operatives and scaff tagged.
- First Aiders, appointed Persons and First Aid kit(s) commensurate with the total number of site personnel will be maintained on site. The names of First Aiders will be displayed in prominent locations.
- Fire fighting equipment (carbon dioxide and foam fire extinguishers) under the control of operatives, trained in the use of the same, will be positioned in and around the works.
- Any hot works will be carried out in accordance with a hot works permit.
- Oxy/propane cylinders will be fitted with flashback arrestors and stored in a dedicated lockable cage in the open air. A fire point will be sited adjacent, complete with fire extinguishers.
- The project will be maintained in a structurally stable condition at all times and loose debris on leading edges and scaffold will be cleared down at the end of each working day.
- During the demolition works fire load in the existing building and on the site will be kept to a minimum.
- Any future changes to the Method Statement will be agreed with the Project Manager prior to execution and the Method Statement reviewed, amended and approved accordingly.
- The delivery of any temporary props will be by suitably sized rigid lorries and will be brought into the site and hoisted into position using temporary lifting frames and hoisting equipment.
- The removal of any masonry walls and structures after any temporary propping will be carefully removed in small sections using hand and small pneumatic tools working from top down wetting down sections as works proceed to avoid excess dust.
- Existing concrete slabs will be broken up and removed using a mechanical breaker. Noise will be monitored during the works and reduced to a minimum that complies with H&S requirements. All operators will be required to wear appropriate ear protection. All broken concrete will be removed by a licensed operator who will be responsible for deciding whether this material is suitable for re-cycling.



- Public roadways and pavements will be kept clean and clear of all debris at all times, using wheel cleaning and road sweepers as required and the use of a spray mist screen will be used to minimise the spread of dust and debris.

Demolition arisings will be gathered into a central position where they can then be loaded into waste vehicles and removed to a licensed recycling plant.

3.2.3 Outline demolition methodology

Sequence of demolition (post soft strip)

1. Removal of roof finishes.
2. Remove internal/external walling, propping as required, and leaving structural frame.
3. Remove floor slabs and structural frame
4. Remove internal/external walling, propping as required, and leaving structural frame.
5. Remove floor slabs and structural frame
6. Follow above to ground level, temporary works to retaining walls as required.

The demolition method will likely utilise both mechanical and hand held plant with suitable attachments, and material will be loaded away by machine. The structure will be demolished using a combination of mechanised plant and reciprocating saws and 110V breakers. The debris will be broken down and processed and separated to increase the efficiency of debris removal. Resultant demolition debris will be cleared using mechanical means and removed.

The demolition manager / engineer will assess any loads for their weight and size and once the initial weights of material have been established the section supervisor will release the vehicle from site.

Where burning of metalwork is required a 'Hot Works' permit to work system will be enforced. Hot works will cease one hour before the end of a working shift and the area thoroughly checked prior to leaving site. To prevent inhalation of toxic fumes operatives will wear 'Airstream' helmets or active charcoal Ori-Nazel masks during the burning/cutting of galvanised trunking or when fume densities persist whilst cutting other types of metal. The selection of the mask will be via the personal preference of the operator, subject to compliance with being fit for purpose.

Fire extinguishers will be provided and maintained at all areas of hot works. All hot works will be carried out in accordance with the main contractors Hot-works permit system

Careful consideration will be given to the stability of the buildings being demolished at all times. Any load bearing walls will be identified prior to demolition commencing to ensure that they are maintained until redundant.

Dust emissions will be controlled at the working face and loading away area by a fine water spray. The quantity of water emitted by the sprays will be regulated and controlled to prevent any flooding at lower levels. Where deemed necessary a separation cut between the building under demolition and neighbours building will be undertaken by hand to prevent vibration transfer.

All reasonable steps to avoid the outbreak of fire, particularly during 'hot' work involving the use of naked flame or intense heat. Where work necessitates the use of such equipment, appropriate and adequate portable fire extinguishers will be readily available and the works rigidly controlled. It will be impressed on the workforce that no smoking is allowed on site and the accumulation of rubbish must be prevented.

Dedicated traffic marshals will be deployed at the site entrance to control all pedestrian and traffic movements. Operative walkway routes at the working floor will be kept clear at all times.

PPE requirements for all operatives will be assessed in accordance with specific Risk and COSHH assessments, and enforced accordingly. Throughout the works, fine-mist water sprays will be used to control the soft-strip dust emissions at source.

3.2.4 Temporary works

- A full temporary works assessment will need to be carried out before any demolition works are carried out. All temporary works will be categorised correctly and designs undertaken as required by that category. The temporary works will be inspected by the designers prior to being loaded and the correct permit to load procedure will be adopted. Weekly checks will be undertaken on all loaded temporary works and temporary works registers will be in place. Permits to unload temporary works will be followed once when they are no longer required. Only qualified and experienced engineers will be permitted to administer these loading/unloading permits.

The following elements will be considered in advance of the works commencing by the selected contractor and will naturally follow their specific methodology.

- Hoarding, haul roads, temporary crossovers and general checks on site establishment activities.
- Propping the structure to enable demolition works to be carried out.
- Back propping to existing retaining walls as they are unloaded by the existing structure being removed.
- Works associated with the existing infrastructure.
- Gantries, platforms and temporary structures required for the process of demolition.

3.2.5 Enabling/lead-in works

Prior to commencement of works a period of pre-planning and activities will be carried out to ensure works can be undertaken efficiently. Certain elements of these works will require third party approvals.

Production of a Site Environmental Management Plan. Mobilisation of selected plant and operators.

Formulation of project Health & Safety Plan and risk assessments. Formulation of Site waste management plans and environmental plans. Production of detailed works programmes and sequencing.

Surveys of existing services and structures to confirm demolition methodology and load testing capabilities.

Highways condition surveys to be carried out prior to commencement on site. Services investigations/surveys for decommissioning purposes.

CCTV surveys of existing drainage.

Hazmat and asbestos surveys, testing and notifications

Licence applications and approvals for closure, parking bay suspensions, notices, hoardings and scaffolding.

Baseline movement monitoring.

Baseline environmental monitoring inc. noise and dust.

Neighbour liaison before the commencement on site to the nature of works. Temporary works design.

3.2.6 Site establishment and logistics

Site establishment is the preparation of the site to carry out the enabling and construction process.

The activity is generated from vacant possession of the majority of the building by the existing users and full possession of site.

The following activities will comprise the site establishment programme:

- Securing the project frontage in accordance with the programme with the erection of the full height closeboarded hoarding.
- Establishment of proposed vehicle loading/delivery arrangements.
- Vehicle and pedestrian access to the works will be controlled by fully trained gatemen and traffic marshals.
- Installation of site temporary electrics, lighting, fire alarms etc.
- Isolation of existing services and systems within the building. Diversions of existing utilities if required will be carried out at an appropriate point in liaison with the statutory service providers.
- Site welfare arrangements will be established inside the existing buildings lower levels. Emergency routes on site specified and clearly signposted.
- Early site investigations for location and safeguarding of historic fabric. Investigation and removal of Asbestos.
- Structural investigation surveys and trial holes

3.2.7 Stripping out and demolition

Stripping out will comprise the complete removal of all services and finishes to expose the building fabric

Stripping out will include:

- All mechanical and electrical plant will be removed following decommissioning with the necessary authorisation in place, [some plant items may be retained, subject to survey and design development]. All service pipes, wires, cableways and ducts.
- Rainwater waste pipework to remain in place with temporary adaptations throughout construction. Kitchen equipment.
- Existing power, water and foul connections to be retained as far as needed for site temporaries but otherwise stripped out.
- All ceilings to be removed, including modern suspended ceilings and plasterboard ceilings to timber floors and stairs.
- All internal doors and frames to be removed.
- All hard and soft floor finishes to be removed, generally leaving concrete floors, screeds and timber floorboards only in place.
- All fixed furniture, shelving etc. to be removed.
- Partition walls and false linings removed leaving hard plaster and masonry walls in place. Asbestos removal.
- Temporary works will be added as strip out proceeds, subject to requirements and temporary works design.
- Hard Strip including non-structural elements at roof and below ground floor level. Temporary works installation.
- Removal of the building envelope back down to primary structure including cladding, louvres, doors, screens, gutters and rainwater goods etc. together with the removal of all brackets, fittings and fixings and demolition.
- All structures are to be broken down into manageable sections.
- Each task will be assessed by the demolition site manager/ supervisor to identify the risks involved so that reduction control measures, good techniques and appropriate PPE and equipment is used.
- All partitions, doors, suspended ceilings, cabinetry, floor coverings etc. will be broken down by using hand tools.
- All resulting arising's will be cleared to wheelie bins and transported down to the ground floor holding area.
- All waste will be segregated and stockpiled in accordance with its waste stream to enable maximum recycling this has the added benefit of reducing the disposal costs.
- Working from a podium/scaffold tower the ceiling tiles will be lifted out stockpiled on the floor ready for disposal.
- Once the ceiling tiles have been removed the operative will then commence to release the short lengths of ceiling grid by unclipping them.
- Any services requiring hot works will be undertaken once the area has been cleared and all flammable materials and debris has been removed. These items will then be removed under controlled conditions. All doors will be unscrewed, and the frame eased out using mattocks and crow bars – any protruding nails will be made safe.
- The timber partitions will then have the plasterboard prised off with mattocks to expose the timber frame. The framework will then be dismantled by removing the noggins followed by knocking the base of the stud to one side, this will enable the timber stud to become loose and removed.
- All glazing panels will be removed in whole sheets by removing the glazing bars and then lifting them out with suction lifting aids.
- Floor finishes such as carpets, carpet tiles vinyl will be lifted by hand and cut into manageable pieces. The subfloor such as raised floors will be lifted out by easing the floor panels with a mattock to release the adhesive and the lifting them out by hand.
- By regularly removing the debris the potential for fire that loose materials can pose is minimised/removed. Good housekeeping throughout the day will maintain access routes and avoid slips trips and falls.

3.2.8 Demolition

Once all barriers / fencing are erected, dust suppression is in place and all enabling works are completed a Demolition Permit to Work will be issued.

The form will ensure items such as asbestos removal, services terminations, scaffolding / temporary works and exclusion zones etc. have all been completed to enable demolition to commence.

The machine operator will demolish the building sequentially bay by bay / floor by floor within its own footprint. Stop end will be positioned at leading edges and the drop zone for plant operating on the floor slabs.

All demolition where possible will be carried out using 'silent demolition attachments' such as pulverisers, grabs and buckets.

Impact breakers will be used on large structural elements i.e. beams and columns and the use of the breakers will be kept to a minimum at all times.

The soft strip and demolition arisings will be collected at ground floor level.

A large excavator will then separate and process the arisings as demolition progresses and load into appropriate recycling / waste skips.

Upon completion of the demolition of a floor, hardcore ramps will be formed to allow the excavators to track down to the next level and repeat the demolition process floor by floor.

The 360° excavator operators will not leave any part demolished building in an unsafe manner. Part demolished buildings will be left in condition so as not to create any additional hazards.

Scaffolding will be struck in line with the demolition progress.

On completion of the demolition down to Ground floor any resulting voids will be securely covered.

3.3 Construction

3.3.1 General

The following sets out the construction sequence for constructing the development.

The current intention is to construct the works over a 24 month duration.

3.3.2 Construction

The site will be accessed via A1010 High Road.

Works will commence with across site excavation, piling and forming the buildings foundations.

Following completion of the ground floor level slab, the construction of the framing superstructure to the blocks will commence. These will be formed using reinforced concrete.

The general sequence for each level of the superstructure will be:

- Core construction
- Column construction
- Falsework to temporarily support slab areas whilst under construction
- Reinforcement of structural slabs
- Concreting
- Facade

A pumping location will have already been established from the previous concreting operations carried out in the piling and substructure phases. This will be positioned away from sensitive receptors and have noise mitigation measures installed around it such as acoustic barriers. Concrete deliveries will be pre-planned and as with other deliveries, vehicles will access the site off the surrounding roads and deliver from inside the site boundary.

Deliveries of falsework and backpropping will need to be delivered by articulated vehicle and stored ready for use at ground floor. The plan would be to hold enough modular falsework so that it is efficiently recycled up the building rather than delivering and holding too much material on site. The use of natural materials such as ply and timber will be strictly kept to a minimum.

Column shutters will be stored at ground floor and will be used progressively across the floorplate so that shutters are in constant use whilst not hindering storage areas and needing unnecessary deliveries for holding too many shutters. If the design permits, precast columns will be utilised. This will reduce the number of deliveries to the project and the amount of work being undertaken at the workface.

As the floors progress up the building, the falsework pans are recycled up the building, as are the backpropping elements.

Articulated vehicles will approach via the surrounding highway network which has been checked for vehicle suitability and turning ability. The sequence of plot builds allows vehicles to drive onto the ground floor slab and be unloaded from there.

Cranes will be positioned across the project to maintain hook access to all areas. These will be used to lift materials vertically up the workforce.

When the superstructure concrete works are suitably progressed, the external facades will commence. If practical the facades (to be decided during the next phase of design development) may be prefabricated and will be delivered to site on articulated vehicles in a similar manner to other deliveries. These vehicles will be off loaded by crane and will normally be installed straightaway onto the building, following the construction sequence of the blocks. Where access is required by people to the external façade this will be provided by mobile access platform or short term scaffolds

Once the frame and external cladding are sufficiently progressed the fit out of apartments, amenity and common areas, will commence together with the external hard and soft landscaping.

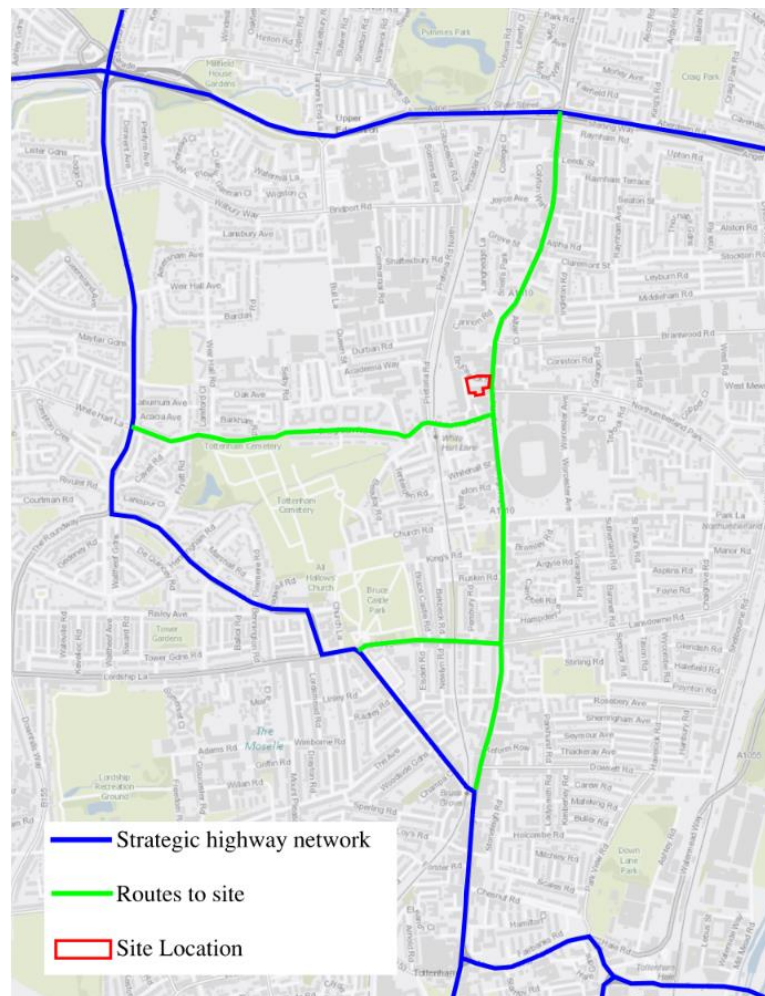
A series of hoists will be installed to service the fit out elements of the construction. The hoists will be positioned inside of the site boundary and initially materials and operatives will be transported up the building via the hoists.

Large materials for fit out will all be loaded out by hoist – plasterboard, bathroom elements, large mechanical elements and joinery. For the smaller items and in the latter stages of the fit out sequence, it is anticipated that permanent lifts will be put into beneficial service and used.

When the fit out operations are nearing completion, hoists will be dismantled. This will release the external landscaping which is likely to have commenced by this stage. The site ply hoarding will be progressively removed and replaced by suitably designed and supported mesh style fencing to follow the sequence of the external works at the interface with the property boundary. At the appropriate time on completion of the project the fencing will be removed.

3.3.3 Site Access

Below are the principle proposed access routes to the site.



4 LOGISTICS

4.1 Site Construction Traffic Management

The Principal Contractor will be responsible for on-site traffic management and the management of the protection of vehicle movements and pedestrians on site. The Principal Contractor will provide site specific information within the CPP of the site requirements for traffic management, the CPP traffic plan will be revised as the works progress. General precautions to be adopted across the site include:

- Walkways – Principal Contractor will provide firm, level, well-drained pedestrian walkways in line with the main central haul road.



- Crossing Points – at key points only the pedestrian routes crossing points will be provide where drivers and pedestrians can see each other clearly;



- Visibility - make sure drivers driving out onto public roads can see both ways along the footway before they move on to it. Floodlights will be installed across the site to ensure work areas, traffic routes and the compound areas are well illuminated. All operatives on site will wear high-visibility vests or coats when working within the construction area;



- Obstructions – principal Contractor will ensure that they do not block walkways so that pedestrians have to step onto the vehicle route; and Barriers – Netlon fencing will be used to demarcate the pedestrian route across the site and crashbarriers used to secure the compound area.



- Warnings – All machinery on site will be installed with yellow warning lights.

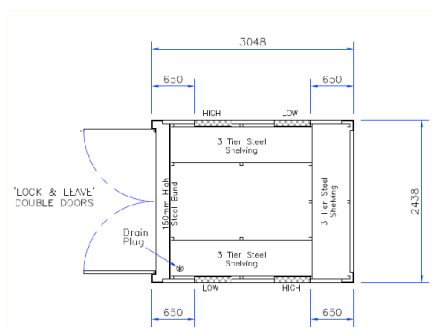


4.2 Site Arrangements and Storage

The Principal Contractor will make arrangements within their site specific CPP for the location of materials on site and storage. A Control of Substances Hazardous to Health (COSHH) storage area will be established around the site. The Principal Contractor will be responsible for mainlining these COSHH areas and providing suitable spill kits and spillage requirements. The COSHH stores will be appropriately bunded and have dedicated fire protection measures. The COSHH storage area will be located away from water sources or drainage areas, if this is not possible the drains adjacent to the storage areas will be protected.

The main COSHH storage area on site will have a minimum standard, including:

- profiled walls and roof;
- fully-welded 3mm steel floor;
- 150mm bund giving a liquid tight seal to this depth;
- vandal-proof double door system with 5 lever deadlock;
- fixed louvres at high and low levels;
- drain plug fitted to the sump area; and signage fixed to the left-hand side front double door; Example:



Fuel stored on site will be stored on internally bunded tanks.

Example:



Gas Cylinders may be stored on site as required by the site works. Standard size gas cylinders weigh about 16kg when empty and around 20kg when filled (depending on the gas or gas mixture), and larger cylinders can be nearly five times heavier. All gas cylinders will be stored on site in demarcated cages appropriately protected and signed (away from sources of ignition). Cylinders will be stored and secured in an upright position with full cylinders being stored away from empty cylinders. Cylinders will never be stacked on site.



Gas cylinders must be handled and stored carefully in accordance with the Manual Handling Regulations 1992 and other health and safety guidelines.

During the works, there may be a need to store on-site pre-mix mortar. These will be stored in suitable containers. Example:



5 CONSULTATION REQUIREMENTS

5.1 General

A number of stakeholders will be consulted by the Principal Contractor ahead of works commencing and throughout the demolition and construction process. These will include Statutory and neighbouring residents.

The applicant strongly recognises the benefits that early community engagement can bring to a project. Engagement will continue throughout the project and will comprise various initiatives including amongst others: public liaison groups, newsletters, notice boards and community engagement initiatives.

5.2 Neighbourhood Liaison

The developer will engage with the local community and other interested parties including local residents, businesses, schools, TfL, Network Rail and utility companies during the development.

Over and above the provision of a proper working environment for the construction operation and the priority attached to public safety, there is a desire to keep the nearby residents and businesses informed of construction activities and progress. All practical assistance will be offered in maintaining normal day to day access and operation for the residents and businesses during construction activities.

Prior to any works starting, the Principal Contractor shall inform occupiers of all properties which may be affected by noise, dust or vibration arising from construction works of the nature of the works, proposed hours of work and their expected duration. In particular, it is recommended that a notice be placed in a conspicuous position, informing local residents of the hours of work. In all instances publicity, should include the name and telephone number of a main contact within the contractor's organisation who is able to give further information and deal with any complaints or emergencies that may arise at any time.

The information dissemination process will be jointly promoted by, the design team and the construction team and can be flexible in the range of methods and approaches to be adopted, such as:

- Presentations to local interested groups;
- Regular liaison meetings/newsletters for local residents;
- Information boards - including a 24-hour emergency contact numbers;
- Explanation of programming, phasing and construction;
- Responding to public queries;
- Contact with the LBH established stakeholder groups prior to work being carried out;
- Dealing with any complaints;
- Consideration of hoarding mounted suggestions box.
- Distribution of graphics and newsletters;
- Information on traffic arrangements.

Additionally, the Principal Contractor will designate a 'neighbourhood liaison manager' who will keep an overview on all the public interfaces applicable to ensure that good relations are maintained with all affected parties and have a community liaison meeting on mutually agreed schedule.

5.2.1 Regular liaison meetings/newsletters for local residents

The principal contractor will produce a monthly newsletter in order to keep the local community and other interested stakeholders informed of key updates in relation to the project. This will cover off latest works, key milestones and community initiatives. The newsletter will be an important tool for ensuring that key contact details are made available and to give proper notice (at least 3 weeks) of any potentially disruptive works and the steps that will be taken to mitigate any adverse impacts.

5.2.2 Party Wall Awards

Where required party wall awards will be entered into with adjoining owners.

6 POTENTIAL IMPACTS DURING CONSTRUCTION

A review has been undertaken of the potential source of adverse impacts, which can be associated with carrying out demolition and construction works. The proposed mitigation measures will ensure that any potential impacts are appropriately managed to ensure an acceptable construction process. The results of this are presented in the table below;

Issue	Potential Impacts	Mitigation
Noise	Increased road noise levels from vehicles. Increased noise levels from plant during excavation, piling and general construction works (e.g. From the use of air compressors and diamond cutters).	Defined working hours, baffles to certain plant, local acoustic screening. Vehicle routing. Beepers, radios etc. To be silenced. Engines turned off and all measures outlined in the considerate contractors scheme Minimise cutting of materials on site
Vibration	Increased vibration levels from vehicles. Increased vibration levels from plant during demolition, piling and general construction works. Defined working hours. Selection of appropriate plant and work procedures.	Phased deliveries to minimise numbers of vehicles attending site, Vehicle routing. Engines to be switched off when vehicles are idle or on site
Dust / Air Quality	Windblown dust from ground surfaces, stockpiles, vehicles, work faces and cutting and grinding of materials. Exhaust emissions from lorries and plant delivering and removing materials including dust and particulates.	Cover all open backed vehicles, 'water down' demolition activities; switch off vehicle engines when parked. Wet cutting of materials.
Waste	Waste generation and its disposal.	Instigate Site Waste Management Plan and re- cycling programme

Issue	Potential Impacts	Mitigation
Water	Increased sediment loadings to storm water system. Potentially contaminated storm-water runoff.	Do not allow direct discharge of water into sewerage collection system.
Traffic	Traffic congestion caused by site traffic. Increased vehicle movements mainly consisting of Heavy Goods Vehicles (HGVs). Disruption from abnormal or hazardous loads. Exhaust emissions.	Major deliveries outside peak times. Consider consolidated deliveries Wheel washing Vehicle routing. Switch off engines.
Pedestrian movements	Restrictions on pedestrian access to walkways, footpaths and roads.	Unlikely any significant footpath closures will be required Proper signage
Hazardous and contaminated materials	Exposure of the workforce to deleterious / hazardous materials and contaminated land, mobilisation of any source contaminants and creation of pathway from source to groundwater receptor.	Site investigation reports to indicate if any contaminated fill is present. COSHH assessments and careful implementation of associated working method statements to ensure that no hazardous materials find a path to groundwater source.
Ecology	Water / mud run off into the drains.	Do not allow direct discharge of water into sewerage collection system, utilise interceptors where necessary. CCTV surveys.
Energy usage	Indirect impacts associated with energy consumption such as CO ₂ emissions, depletion of natural resources, air pollution etc.	Site environmental plan to implement.

Mitigation Measures

- Any scaffold erected to the external elevations will be fully wrapped in Monarflex or debris netting to contain the construction activities
- In order to reduce the CO₂ emissions, no construction vehicles or plant will be left to idle. If it is not being used it will be turned off. This includes all delivery vehicles
- Adoption of 'green fleet management practices' to set out ways to reduce CO₂ emissions along with a monitoring process to record savings made
- We will endeavour to use electrical powered site vehicles where ever possible to reduce the emissions created from site

Pedestrian access will be via a dedicated entrance away from the immediate access points for construction traffic. Pedestrian access to site will be controlled by a biometric or swipe card turnstile to prevent unauthorised access to site.

A strict delivery procedure will be implemented to ensure that traffic around the site is managed in a safe and orderly manner with planned construction traffic movements. Banksman will ensure that traffic flow is maintained at all times. All sub- contractors and suppliers will be required to give 48 hours' notice of deliveries.

7 ENVIRONMENTAL MANAGEMENT

7.1 Roles and Responsibilities

7.1.1 Principal Contractor Environmental Representative

The Principal Contractors nominated representative should ensure that all appropriate documentation relevant to the requirements of this SCMP are kept in designated files held on site. They must be available at all times for inspection and review and should include as a minimum a site information sheet, noise, vibration and dust monitoring results, waste management documentation, a complaints/incidents log with actions taken, liaison minutes, letters, photos and newsletters.

7.2 Environmental Training and Induction



All Principal Contractor staff (and subcontractors) will undergo general environmental awareness training as part of the site induction process including their responsibilities under the SCMP. The training will ensure that all personnel understand their obligation to exercise due diligence for environmental matters. Suitable induction training and on-going programmes of environmental training will, as a minimum, include;

- The significant actual or potential environmental impact and the importance of mitigation;
 - Location of sensitive receptors and areas of high environmental value.
 - Importance and relevance of SCMP;
 - Consent and designation requirement, in particular consent and designation conditions;
 - Roles and responsibilities in relation to compliance with consents and designations, permits and operating procedures;
 - Familiarisation with site environmental controls;
 - Spill response and emergency procedure;
 - Hazard and risk management to ensure personnel understand the potential impacts and proposed mitigation measures; and
- Accident, incident, spill reporting and method for environmental prevention 'complaints management procedure'.

An environmental induction will be provided to all staff and subcontractors prior to starting work on site. The induction will include information on the surrounding natural environment and its sensitivity. Information will be provided on environmental controls such as noise and set mitigation measure, spill contingency, waste management etc. Project engineers responsible for writing work plan and undertaking site specific safety environment risk assessments will also be given guidance on how to assess and plan for environmental issues using SCMP and Environmental Risk Register.

7.3 Pest Control

The appointed Principal Contractor shall ensure that the risk of infestation by pests or vermin is minimised. Adequate arrangements for disposing of food waste or other material attractive to pests will be detailed within the site-specific Construction Phase Plan. If infestation occurs the Principal Contractor shall ensure that such action to deal with it as required by LBH's Environmental Health Officer is taken.

7.4 Noise and Vibration

7.4.1 General

The Principal Contractor would be responsible for controlling and limiting noise and vibration levels, as far as is reasonably practicable, so that dwellings and other sensitive receptors are protected from excessive noise and vibration levels arising from construction activities. The contractor will apply Best Practicable Means (BPM), as defined under Section 72 of the Control of Pollution Act (COPA) 1974, to all activities.

The Principal Contractor will be required to conform to the construction noise code of practice BS 5228-1: 2009 and provide suitable arrangements within their site-specific CPP to manage noise and vibration.

Noise levels from construction during the 10 hour working day will be monitored against an indicative 75 dB LAeq10 hour action level and in line with the recommended levels in BS 5228-1: 2009 Annex E for a residential and commercial area. Noise monitoring should also be compared against baseline readings taken prior to works commencing on site.

Noise Monitor example:

There will be no working on Sundays that is audible at the site boundary with the exception of emergency works, abnormal deliveries, dismantling/erecting of hoists and erecting of Tower Cranes. This will be agreed in advance with the LBH. In the event of unusual activities or events that cannot be anticipated, these will be notified to the relevant EHO and to the relevant sensitive receptors wherever possible. Noise levels should be monitored during construction as follows:

- Noise and vibration monitoring will be carried out in real time and continuously, as well as in response to requests and complaints and/ or any new activities that have the potential to generate significant noise. (NB: Any complaints or requests are recorded and dealt with as quickly as possible);
- Monitoring will be carried out on the construction site boundary. Positions to be monitored will be assessed with regards to the works currently being carried out on site and their proximity to sensitive receptors. These will be agreed in advance;
- Noise monitors will be in the same locations as the baseline monitors to ensure consistency as far as is practically possible in line with the demolition and construction programme;
- Monitoring will be set up and carried out by a competent person trained in the use of the equipment and with an understanding of the relevant legislation, action levels and potential environmental issues related to the creation of noise and vibration;
- Equipment used in monitoring will include static noise monitors located around the site boundary
- Recorded results will be collated into tabled databases. These results will be made available upon request and in monthly reporting to the client and to the LBH as requested;
- Vibration monitoring will be carried out on several locations on the adjoining and boundary walls.
- Reference will be made to the best practice guidelines in BS 6472-1: 2008 "Guide to evaluation of human exposure to vibration in buildings, Vibration sources other than blasting" and BS 7385-2: 2009, "Guide to damage levels from ground borne vibration" regarding the control of vibration from our site activities. BS 5228-2:2009 "Code of practice for noise and vibration control on construction and open site, Vibration" will also be used for best practice;
- Tools and equipment will be maintained; and
- Checks will be made on method statements to ensure that the best practice described in the standards is being applied in the method and site activities.

Noise monitoring of the actual works can be compared against noise prediction software (such as Cadna A) and noise modelling. Modelling the predicted noise allows appropriate and effective noise mitigation measures to be designed and implemented where they will serve the most benefit.

Best practical means will be employed at all times to ensure that all aspects of the works minimise potential noise and vibration. The demolition and construction methodology will be considerate of the closeness of the surrounding businesses and residential properties.

The following controls will be suggested for implementation on site to mitigate against noise and vibration. These will be incorporated into the site specific CPP:

- Where possible, a noise reduction screen will be placed in front of exposed works to provide a visual and acoustic barrier between the work site and the neighbouring receptor;
- Noisy plant or equipment shall be situated as far as possible from noise sensitive buildings;

- Barriers (e.g. site huts, acoustic sheds or partitions) to reduce noise reaching noise sensitive buildings shall be employed where practicable. Old buildings around the site perimeter waiting to be demolished can provide effective noise screening;
- All hand operated tools and equipment shall be effectively silenced and will bear the manufacturer's guaranteed maximum sound level generated;
- The recommendations made in BS 5228-1: 2009 "Code of Practice for Noise and Vibration control on Construction and Open Sites" will be specified for adoption by the contractor, and their subcontractors;
- Any noise emitting equipment on site that is required to run continuously will be housed in a suitable acoustic enclosure, where practicable;
- Machines in intermittent use will be shut down in the intervening periods between works or throttled down to a minimum;
- The use of and noise from, percussive tools will be limited as far as reasonably possible;
- Where practicable, external perimeter scaffolds will be fully encapsulated in monaflex sheeting which will reduce the transfer of noise;
- The hoarding erected around site will also help reduce noise transmission;
- Adjacent to the adjoining properties, the timings of demolition works will be, within reason, sequenced around the users of adjoining properties;
- Material will only be loaded into vehicles within designated areas;
- Excavators will be fitted with hydraulic pulverisers and shears whenever possible in preference to hydraulic hammers;
- All plant and machinery will be fitted with silencers and where hydraulic hammers are used they will be fitted with bafflers as per BS5228-1:2009;
- Sound reduced compressors will be used and/or fitted within acoustics enclosures where necessary.
- The positioning of compressors will also be taken into consideration to reduce noise transfer to neighbouring properties;
- Pneumatic tools will be fitted with silencers or mufflers to BS5228-1:2009;
- Electrically powered tools will be used as opposed to petrol / diesel powered, wherever possible.
- Care taken when erecting or striking scaffolds to avoid impact noise from banging steel;
- No loud audio equipment will be allowed on-Site. Additional noise barrier methods to the main noise barrier screen will be employed where appropriate and where their use will result in a noticeable benefit to the neighbouring receptors; and

7.5 Air Quality and Dust

7.5.1 Dust

Best Practicable Means (BPM) will be used to ensure that dust does not cause nuisance and these controls will be incorporated into the site-specific CPP. Where dust is considered to be a risk during a specific site activity, mitigation measures will be expected to be included within the task-specific method statement for the work. The controls listed in the site-specific CPP and method statements will be assessed on site to ensure they are adequately carried out and effective.

The controls will be briefed to the engineers and operatives to ensure they are aware of mitigation measures and controls to be employed, in compliance with relevant legislative requirements and statutory guidance.

Dust could be generated by any construction activity but is particularly an issue during the demolition and excavation phases. Mitigation measures will include:

- Monarflex sheeting placed to screen the demolition from neighbouring properties;
- A soft strip of materials will be carried out prior to structural demolition;
- Damping down during demolition and crushing activities;
- Damping down stockpiles and haul roads particularly during dry weather;
- Working areas will be swept regularly to prevent the build-up of materials and dust;

- Regular planned cleaning of haul roads;
- Sheeting of lorries leaving the site;
- Use of wheel wash;
- Wet cutting;
- Early provision of hard standings and metalled roadways;
- Neighbourhood liaison;
- Monitoring performance and responding to results; and
- Training of site personnel in best practice methods.

Disturbing dust could be generated by any construction activity but is particularly an issue during demolition, piling, excavation and concrete works. Mitigation measures will include;

- Screening of works, e.g. buildings that are being demolished will be screened as will static concrete pumps;
- Neighbourhood liaison;
- Monitoring levels and adjusting techniques as required;
- Materials will be removed from site as soon as possible for appropriate recycling and disposal to prevent stockpiles; and
- Drop heights will be minimised as far as possible.

7.5.2 Air Quality

Air Quality monitoring by automatic monitors would be recommended in at least two locations at the site boundary.



Monitoring will continue until the activities which impact air quality are complete. In addition to continuous monitoring, provision will be given to a hand-held monitoring device that can be used to conduct site walk-over surveys as and when needed.

A responsible person will be identified for site monitoring. This person will be responsible for accessing data from the automatic monitors at 15-minute intervals and conducting regular site walk-over surveys.

A suggested trigger level for PM₁₀ is 200 µg/m³ as a 15-minute average. Mitigation measures to ensure dust is kept to a minimum will include the following:

- Large stockpiles of materials will be avoided;
- Materials should be stored away from the site boundary;
- Vehicles entering and leaving site with friable material will be sheeted;
- Damping down will be employed (e.g. portable dust knapsacks will be used for individual work tasks);
- Dust suppression water points will be identified on site plans, kept serviceable throughout construction and made known to the persons responsible for damping down;
- Construction plant will be well maintained and operated to minimise emissions to air;
- Good housekeeping including sweeping of floors will be maintained and debris disposed of in enclosed skips;
- Operatives will be briefed on good practice regarding dust and air quality control measures;

- Regular inspections will be carried out by the main contractor to ensure that BPM is employed across the project;
- Wheel wash facilities will be used for all vehicles leaving site when site excavation and exposed ground is present. (Water and debris / silt from this operation will be collected and channelled to a suitable settlement system for treatment and disposal);
- Materials will be prefabricated and pre-cut off-site where possible to minimise dust from cutting and grinding activities. If cutting and grinding cannot be mitigated off site, then water suppressant systems and / or local exhaust ventilation will be employed; and
- Burning of materials on site shall not be permitted.

7.5.3 Vehicle Emissions

All mobile vehicles associated with the works should comply with the standards for the London Low Emission Zone. For HGVs, the standard is Euro IV and for PM and for heavier vans it is Euro 3.

The Principal Contractor will ensure that all plant and equipment, including any which may be on hire, is well maintained, properly silenced and used in accordance with the manufacturer's instructions and BS 5228. All non-road mobile machinery (NRMM) are to use ultra-low sulphur tax-exempt diesel (ULSD) where available.

Particulate Matter (PM) emissions. These standards will be based upon engine emissions standards set in EU Directive 97/68/EC. More information can be found on this requirement at <http://nrmm.london>. The Principal Contractors will adhere to these guidelines and provide information within their Construction Phase Plans how they intend to comply with these guidelines.

To minimise emissions further from vehicles the following will be adhered to:

- Deliveries will be co-ordinated and booked in via a "delivery management process" to minimise waiting;
- Engines will be switched off when not in use and engines will not be left to idle;
- Plant will be well maintained to ensure it is running efficiently with maintenance records kept as evidence;
- The haulage fleet should include fuel efficient Lorries fitted with catalytic converters;
- All diesel plant and machinery on site will run on ultra-low sulphur diesel; and
- Parking on the surrounding roads for staff or operatives involved in the construction development will be actively discouraged. All personnel will be encouraged to use public transport.

Carbon dioxide emissions from the proposed works will be assessed by recording of diesel and other fuels used during the works on site and the energy used.

7.6 Mud on Roads

The wheel wash facility (drive in/out facility) will be set up prior to starting of the demolition and construction activities at the main exit point. The facilities will be inspected each and every working day to ensure it remains in an operational condition and is being used correctly. Any defects will be recorded and actions taken to repair immediately. In the event that the wheel wash remains out of use, due to mechanical failure, for more than 24hrs import to site will cease and a road sweeper will be employed to maintain the highway.

Deposition of mud or other such materials on the highway is prohibited. Vehicles will be directed to use the wheel wash, when site conditions dictate its use and/or when the site management consider the use of the wheel wash will safeguard the condition of the highway outside the site.

Pressure washes will be provided at the temporary exit points when these are in use.

The Principal Contractor will ensure that strict measures are taken to minimise mud on roads, which is considered to be one of the main environmental nuisance problems from construction sites (Highways Act 1980 ss.148-151 and the Environmental Protection Act 1990). For Level 1 projects these measures will include, but not necessarily be limited to:

- The provision of easily cleaned hardstanding for vehicles entering, parking and leaving the site;
- The provision of wheel washing facilities including, where practicable, mechanical wheel spinners;

- The use of an approved mechanical road sweeper to clean the site of hardstanding and any mud or debris deposited by the site vehicles on roads or footpaths in the vicinity of the site. The road sweeper is to be readily available whenever the need for cleaning arises and will be properly used and maintained;
- The adequate sheeting of each lorry load of spoil removed, to prevent spoil falling off during its journey;
- Measures should be taken to ensure that mud and detritus is not swept into gullies; and
- All those working on a site will also comply with the requirements regarding dust outlined in the previous section.

8 SITE WASTE MANAGEMENT

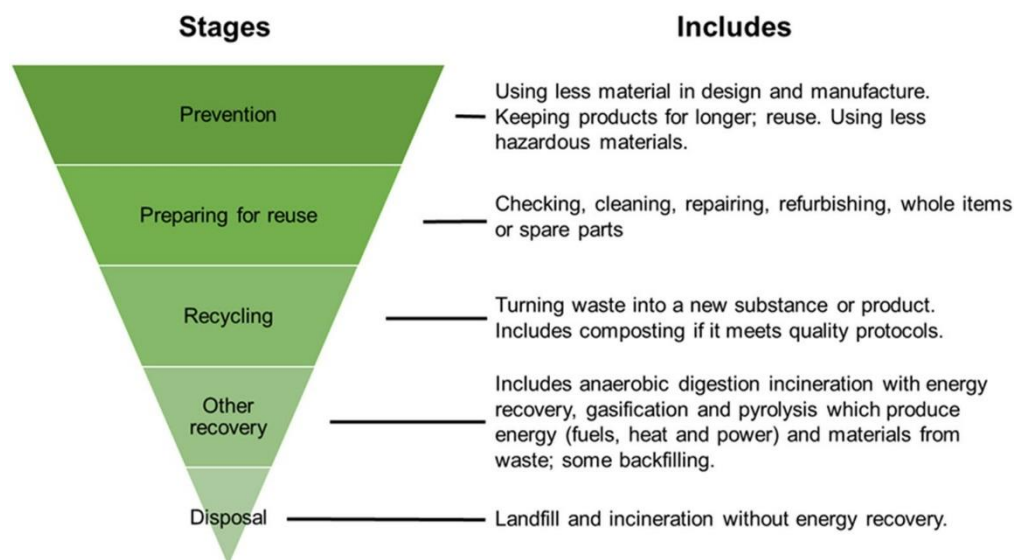
8.1 Summary

All waste generated by the construction works will be stored, handled and transported in compliance with waste legislation. Waste will be segregated and stored securely in clearly labelled receptacles and hazardous waste will be stored separately to avoid contamination. Waste management contractors removing waste from site will have a valid Waste Carriers Licence and waste management facilities receiving waste will hold a valid environmental permit or authorised exemption. All waste movements will be accompanied by a Waste Transfer Note or a Consignment Note for hazardous waste, to fulfil duty of care requirements. The site will be kept tidy, waste stored securely and removed regularly to prevent pests.

In accordance with duty of care requirements, The Environmental Protection Act 1990 and Special Waste Regulations 1996, waste will be disposed of at a facility that is licenced to receive the waste type; only hauliers with a waste carrier registration will be used for transporting waste materials off site; consignment notes will be used and a transfer log will be held on site recording the materials that have been removed.

Surplus or waste materials may arise from either material imported to site or from those generated on site. This section outlines the procedures that will be put in place by the Principal Contractor, detailed within the site-specific CPP, to:

- Ensure methodologies are adopted that prevent environmental impacts by the mishandling and storage of waste and in compliance with duty of care requirements;
- Manage Construction Demolition and Excavation (CD&E) materials generated at worksites in accordance with the waste hierarchy (below) to prevent, reduce, re-use, recycle, recover, and dispose of materials and within the relevant regulatory controls;
- Ensure a Site Waste Management Plan is developed (if required);



8.2 Waste Management Controls

The Principal Contractor will:

- Write waste management procedures and communicate the procedures to all operatives during the site induction;
- Appoint a nominated individual who will oversee the implementation of the waste control on site;
- Establish a waste management area at the site to handle waste from demolition and construction activities. This will be designed to facilitate the segregation of key waste streams to maximise the opportunity to re-use, recycle and return wastes generated on site;

- Demarcate a specific area on the site (where possible) and label stockpiles and skips to facilitate the separation of materials. Recycling and waste bins/skips are to be kept clean and will be clearly marked/colour coded in order to avoid contamination of materials;
- Provide appropriate shelter to prevent wastes such as cardboard and paper from deteriorating while being sorted or awaiting collection;
- Ensure that waste is stored and transported in a way that prevents its loss or escape, including the prevention of windblown debris;
- Consider whether waste exemptions or Environmental Permits are required to facilitate the storage and treatment of waste material within the development sites, and obtain these in advance of the works where required. Ensure that all works are completed in line with the associated requirements;
- Ensure that the treatment and storage of waste materials do not give rise to nuisance (dust, litter etc.);
- Order construction materials prefabricated (where appropriate) and store all unused construction materials to minimise the potential for damage or wastage;
- Segregate demolition and excavated materials (e.g. soil and hard core) in piles for subsequent reuse on the site, where appropriate. If the soil or secondary aggregate material is contaminated then it will be kept separate from clean material and sent for either treatment, recycling or recovery, where appropriate, or disposal at appropriately permitted facilities;
- Divert all vegetation waste from landfill, unless identified as an invasive species (e.g. Japanese Knotweed) and no other options are available. The greatest opportunity for the sustainable management of vegetation waste is through recycling into compost;
- Identify appropriately permitted waste management and recycling facilities in close proximity to the site and ensure that the waste is sent only to facilities authorised to receive it. Off-site waste management will be in accordance with relevant legislation e.g. Waste (England and Wales) Regulations 2011.
- Reduce climate change and sustainability impacts from waste management where possible by encouraging waste to be managed close to its source (proximity principle), via sustainable forms of transport (where available) and in a way, that results in least environmental and social impact on the local area;
- Identify whether WRAP Quality Protocols, waste exemptions or Environmental Permits are required to enable the reuse of waste material on the source site. Obtain the relevant consents as required and ensure that all works are completed in line with the associated requirements; and
- Compile a Materials Management Plan (MMP) to facilitate the use of soil materials at the site under the Definition of Waste: Development Industry Code of Practice 2011 if and as required. Ensure that it is approved by a Qualified Person and all works are undertaken as specified in the MMP.

The Client and Principal Contractor will take reasonable steps to ensure security measures are in place to prevent the illegal deposition (fly tipping) of waste at the site and liaise with the relevant regulatory authority as appropriate.

As well as complying with its obligations under the Environmental Protection Act 1990 and Hazardous Waste (England & Wales) Regulations 2005 the project team will look to actively reduce waste through recycling and reuse of materials.

8.3 Hazardous Waste

If during site works and excavation activities any soils are classified as hazardous waste appropriate risk assessments and method statements will be implemented by the Principal Contractor. Any soil reused on site will be managed by the Principal Contractor. Any asbestos impacted material which cannot be reused will be disposed of off-site at a suitably permitted facility and all loads will be damped down and transported via sheeted lorries.

Transport and disposal of special waste is subject to a rigorous procedure. The Special Waste (Amendment) Regulations 1996 require producers of hazardous/special waste to be registered. A system of scaled charges applies according to the amount of hazardous waste produced, and whether it is recycled or sent for final disposal has been incorporated into the regulations.

If the works involve the removal of asbestos or the demolition of premises containing asbestos, the principal contractor shall comply with the Control of Asbestos Regulations 2006 and the HSE Approved Code of Practice and Guidance Note L28 "Work with Asbestos Insulation, Asbestos Coating and Asbestos Insulating Board". The principal contractor will ensure:

- asbestos waste must be double sealed in receptacles which prevent the escape of dust;
- the receptacle must be labelled in accordance with the details in the regulations;
- in the case of crocidolite the receptacles shall be marked "contains crocidolite/blue asbestos".

The disposal of waste materials containing asbestos to a licensed disposal site must be arranged in advance. Disposal sites shall be agreed by the principal contractor. The principal contractor must obtain a licence from HSE to remove asbestos insulation or coating.

9 WATER POLLUTION

The Principal Contractor will work with all involved on the site to develop and implement effective working methods to protect surface and groundwater from pollution and other adverse impacts including changes to water levels, flows and general water quality. This will be completed in accordance with relevant legislative requirements and appropriate industry guidance. Pollution mitigation measures will be adopted to reduce the risk of water contamination in accordance with pollution prevention regulations and industry best practice. Seepage and wastewater arising from the works will be collected and discharged through a settlement/filtration tank.

Foul water and sewage effluents produced by the site team will be disposed of via a gravity fed 'semi-permanent' connection to the existing sewers. Existing sewers that are within the site domain that are to be removed will be sealed using weak concrete to prevent infestation by rodents.

The Principal Contractor will work with the subcontractor and others involved in the site to ensure as far as reasonably practicable that flood risk (river/tidal, surface water, sewer surcharging and groundwater) is managed safely throughout the construction period.

The Principal Contractor will seek to control flood risk to appropriate levels set by the Environment Agency, using mitigation, compensation and/or monitoring where required.

All hazardous materials will be controlled in accordance with the 'Control of Substances Hazardous to Health Regulations'. COSHH materials will be kept under lock and key control with containers being correctly labelled and stored in a secondary containment system.

Fuels will be stored in bunded facilities with minimum amounts of fuel, as necessary to allow the site to operate efficiently, being stored on site. The oil container must be of sufficient strength to ensure it is unlikely to leak. The container must be situated within a secondary containment system (SCS), which will prevent the release of any leaked oil.

Spill management procedures will be developed. Spill kits will be located around the site at specified locations, e.g. the store and refuelling points and drip trays and plant nappies will be used by mobile items of plant.

The principal contractor will also comply with BS6031: 2009 Code of Practice for Earthworks, regarding the general control of site drainage.

The Principal Contractor will ensure that any water that has come into contact with contaminated materials must be disposed of in accordance with the Water Industries Act 1991 (if discharged to sewer) and the Water Resources Act (if discharged to controlled waters) and all other related regulations and to the satisfaction of the Environment Agency and Thames Water.

10 HOARDING AND SECURITY

10.1 Hoardings

The construction site will be bounded by hoardings to avoid disturbance to the public as far as practicable. All welfare facilities and hoardings will be painted in keeping with the townscape character and will be regularly maintained to ensure they are kept free of damage, vandalism and graffiti. The system will be designed and installed in accordance with an approved temporary works design. Hoardings will be inspected on a regular basis to ensure that they remain secure, stable and visually acceptable.

The hoarding will be at least 2.4m high and faced with plywood and painted. .

Vehicular access gates will be provided in the hoardings and these gates will accommodate different construction stages and their specific access/egress requirements. Gates will be designed to open into the site. Gates not in use will be kept locked by the logistics team until required.

Warning lights will be provided on the hoarding where the hoarding abuts the roads and the footpaths.

Access for personnel to the site will be provided through dedicated doors in the hoarding with access being controlled.

10.2 Security

Security operations will be developed and implemented in accordance with the latest British Standards applicable to the Security Industry i.e. BS 7858:1996 and BS 7499:1998; and full compliance with the Private Security Industry Act 2001. The general security of the site falls into two main categories:

- Maintaining a secure perimeter; and,
- Preventing unauthorised access.

The Principal Contractor will be responsible for ensuring all site security. The provisions for site security will be detailed within the site-specific CPP. The protection will be provided by a combination of physical and manned security. Physical security of the site will be afforded by the erection of a perimeter hoarding, erected in accordance with recognised Codes of Good Practice. The hoarding will incorporate lockable gates to effect access and egress for both pedestrians and vehicles.

The physical security may be further enhanced by such things as the installation of computerised access control systems, closed circuit television and alarms to scaffolding (where this is installed at the perimeter of the site). The site will be covered at all times by static, mobile guards or CCTV monitoring during the main construction works.

A secured hoarding will be erected during the demolition period. The Principal Contractor will be responsible for the ongoing maintenance and adaptation of the hoarding. After working hours lighting and lighting during wintery/ overcast days will be a minimum level within the site and to the external boundary of the site, for safety and security, without intruding into neighbouring properties.

11 MONITORING AND REVIEW

11.1 Monitoring

During the works monitoring and reviews will be undertaken by the Principal Contractor as listed hereafter:

- A general review of site activities and compliance with the SCMP. If conditions have changed or non-compliance is recorded this should be actioned within an agreed period depending upon the degree of variance;
- Monitoring surveys as required by LBH and Statutory undertakers.
- Boundary monitoring for noise, dust and vibration.

Vibration, noise and dust monitoring results will be recorded in real time and made available to the LBH.

A weekly report will be produced by the Principal Contractor recording the monitoring results. The report will record the results, highlight any exceedances above pre-determined trigger levels and record any actions that were taken. The report will also record any complaints that were received and how these were dealt with.

Trigger levels will be set at two values. The first trigger level will be a warning level whilst the second will indicate that an unacceptable level has been reached. This warning level will indicate to the project team that the critical level (noise, vibration or dust) could be exceeded if the works are not adjusted in some way, e.g. change of technique, intensity or duration. The second trigger level would indicate that the works have exceeded an acceptable level and must stop immediately.

An instant message would be sent out on exceedance of a trigger level. This message will identify the work area affected and the type of exceedance (warning or critical). If a warning message is sent out the operations team will adjust the approach at site and restart the work. The exceedance will be recorded as will the remedial measures applied. If a critical value is exceeded the works will immediately stop. A review will be held in the office, the causes will be determined and a plan of action will be determined. Works will not restart until this has been agreed. The impacted neighbours will be notified of any critical exceedance and will be advised (and on occasion consulted) as to remedial proposals.

When complaints are received they will be recorded and dealt with by the Nominated Representative of the Principal Contractor. The LBH will also be notified as to the complaint.

11.2 Review

The Principal Contractor will periodically review the SCMP with the objective of improving its overall performance.

Reviews will evaluate the suitability, adequacy and effectiveness of the SCMP and will focus upon:

- The results of internal audits and evaluations of compliance with applicable legal and other requirements;
- Results of the monitoring;
- Communication from external interested parties including complaints;
- Status of corrective and preventative actions;
- Results of the evaluation of environmental aspects from planned or new developments;
- Changes in site works;
- Changes in applicable statutory legislation, procedures and other requirements; and
- Lessons learned from emergency situations and incidents.

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