

## Construction Management Plan

For

Worship Square



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## II Objectives of this Document

This CMP has been produced by HB Reavis as a guide to inform how we are going to build the Worship Square development. It will be used to inform trade contractors and local businesses and organisations on our strategies, milestones and objectives during the construction phase.

This combined DCMP (Demolition / Construction Management Plan) and Method Statement (MS) contains specific arrangements relating to the management of the enabling, demolition and construction works to avoid, and manage any effects on:

- The environment
- Existing surrounding communities
- Local residents and businesses

Please note that the logistic information contained in this DCMP contains the same logistical information as would be included in a Construction Logistics Plan (CLP). This DCMP outlines how environmental issues that arise will be managed to ensure compliance with relevant legislation. It is to be implemented immediately upon possession of the site and complied with throughout the duration of the works to ensure the safe execution and the effective management of the project.

These proposals are intended to assist and enable third parties to clearly understand the nature of the works and the various activities associated with them. Attention will be paid to establishing and continuing close contact with the owners and occupants of other nearby residential & commercial properties to make sure they are kept fully informed of current progress and of upcoming key events.

This document has been developed in accordance with the established planning conditions listed (planning reference: 2019/0462). Various conditions are referenced throughout this document for cross reference and verification purposes, in particular Condition 18.

### Condition 18:

*Notwithstanding the documents hereby approved, no development shall take place until a detailed Demolition and Construction Management Plan covering the matters set out below only has been submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in accordance with the details and measures approved as part of the demolition and construction management plan, which shall be maintained throughout the entire construction period. The plan must include:*

- a) *A demolition and construction method statement covering all phases of the development to include details of noise control measures and measures to preserve air quality (including a risk assessment of the demolition and construction phase);*
- b) *A Dust Management Plan to control dust emissions during demolition and construction;*
- c) *Details of compliance with 'chapter 7 of the Cleaner Construction Machinery for London: A Low Emission Zone for Non-Road Mobile Machinery' in relation to Only Non Road Mobile Machinery or used at the development site during the demolition and construction process along with details that all NRMM are entered on the Non Road Mobile Machinery online register at <https://nrmm.london/user-nrmm/register> before being operated. Where Non-Road Mobile Machinery, which does not comply with 'chapter 7 of the Cleaner Construction Machinery for London: A Low Emission Zone for Non-Road Mobile Machinery', is present on site all development work will stop until it has been removed from site.*
- d) *A demolition and construction waste management plan setting out how resources will be managed and waste controlled at all stages during a construction project, including, but not limited to, details of dust mitigation measures during site clearance and construction works (including any works of demolition of existing buildings or breaking out or crushing of concrete), the location of any mobile plant machinery, details of measures to be employed to mitigate against noise and vibration arising out of the construction process demonstrating best practical means.*
- e) *Details of the location where deliveries will be undertaken; the size and number of lorries expected to access the site daily; the access arrangements (including turning provision if applicable); construction traffic routing; details of parking suspensions (if required) for the duration of construction.*
- f) *A liaison strategy between the applicant and the adjacent school in relation to the construction programme and means of mitigating the environmental impacts of construction.*

### III Project Overview

The proposed project relates to the demolition of Quick House including the low level 2 storey section of the structure and of Tower House. The new scheme will then consist of a two storey basement, concrete core and steel frame structure 9 storeys high.

The demolition works will consist of several distinct phases prior to redevelopment / construction activities which include: -

- Pre-demolition surveys and investigations.
- Establishment of site welfare facilities, boundary security and vehicle / pedestrian access points.
- Establish site access to Clifton Street and associated traffic management plans (see logistics section of this plan)
- Demolition of 2 storey structure and positioning of mobile crane in this location throughout demolition works.
- Notification to the HSE followed by safe removal & disposal of any asbestos containing materials.
- Erection of secure hoardings around the perimeter of the site.
- Soft strip of the existing buildings prior to structural demolition. And soft strip of the retained structures.
- Isolation of existing services back to the site boundary, removal of existing telecoms infrastructure and protection of the existing UKPN substation until decommissioned and removed.
- The decommissioning & removal of M & E plant.
- Demolition of all structures on the site down to the top of the ground bearing slabs.

The Construction works will consist of several distinct phases / construction activities which include: -

- Establishment of the piling mat and secant piled wall guide wall.
- Piling of Secant pile wall.
- Construction of the capping beam
- Installation of the temporary works propping to facilitate the bulk excavation
- The bulk excavation.
- Construction of gantry to facilitate site logistics strategy and complete the bulk dig operation.
- Removal of excavated materials from project to licensed waste facilities.
- Establish site access to pit lane on Worship Street and associated traffic management plans (see logistics section of this plan)
- Construction of Reinforced Concrete (RC) raft slab.
- Construction of crane base within raft slab
- Erection, commissioning and use of the first tower crane for construction works.
- Construction of main core which will be initially from basement to ground and then swapped to a jump form system for the construction of the core from ground to level 9.
- Construction of RC columns.
- Construction of suspended slabs to ground floor.
- Erection of the steel frame.
- Pouring of concrete of the metal decking/steel frame superstructure.
- Installation of safety catchment fan system which will progress with the superstructure as it is constructed.
- Installation of cladding systems, including an element of precast concrete panels and unitised façade panels.

All works will be carried out in full compliance with current construction, environmental legislation and the Local Authority requirements.

#### IV Key Project Contacts

Role	Company	Contact Name	Contact
Applicant	Fortytwo House Sarl		
Development Manager	HB Reavis UK Ltd	Ben Bridbury	worshipsquare@hbreavis.com
Principal Designer	Bureau Veritas		
Architects	Make JM Architects		
Structural Engineers	Heyne Tillett Steel		
Local Authority	London Borough of Hackney		
Principal Contractor (PC)	HB Reavis Construction UK Ltd.	Richard Tomkins	worshipsquare@hbreavis.com
Emergency Contact (24/7)	TBC	TBC	TBC

#### Health & Safety



The Health and Safety Executive office address for this project is:

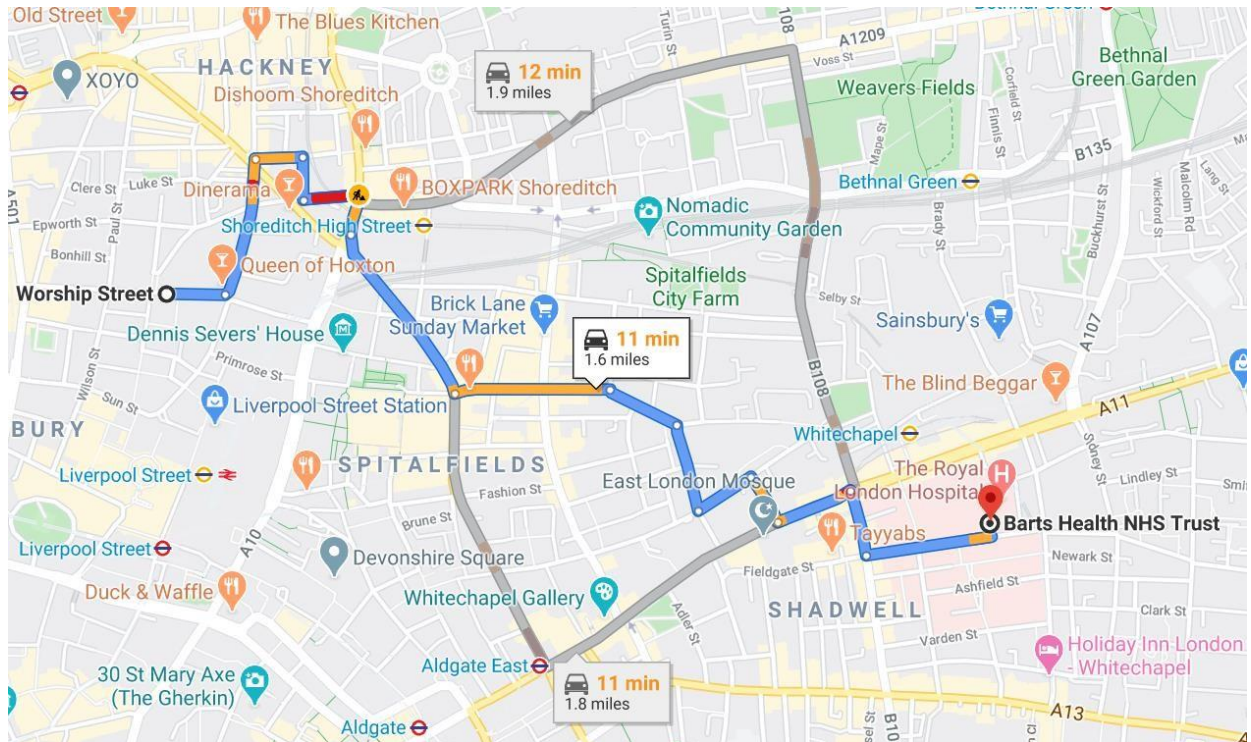
Address & Post Code	151 Buckingham Palace Road London SW1W 9SZ
Telephone No	0300 003 1747

#### Accidents & Incidents

The address of the nearest hospital to the site with A&E facilities is:

Address & Post Code	Barts Health NHS Trust, The Royal London Hospital, Whitechapel Rd, London E1 1BB
Telephone No	020 7377 7000

Directions to Hospital from Project:

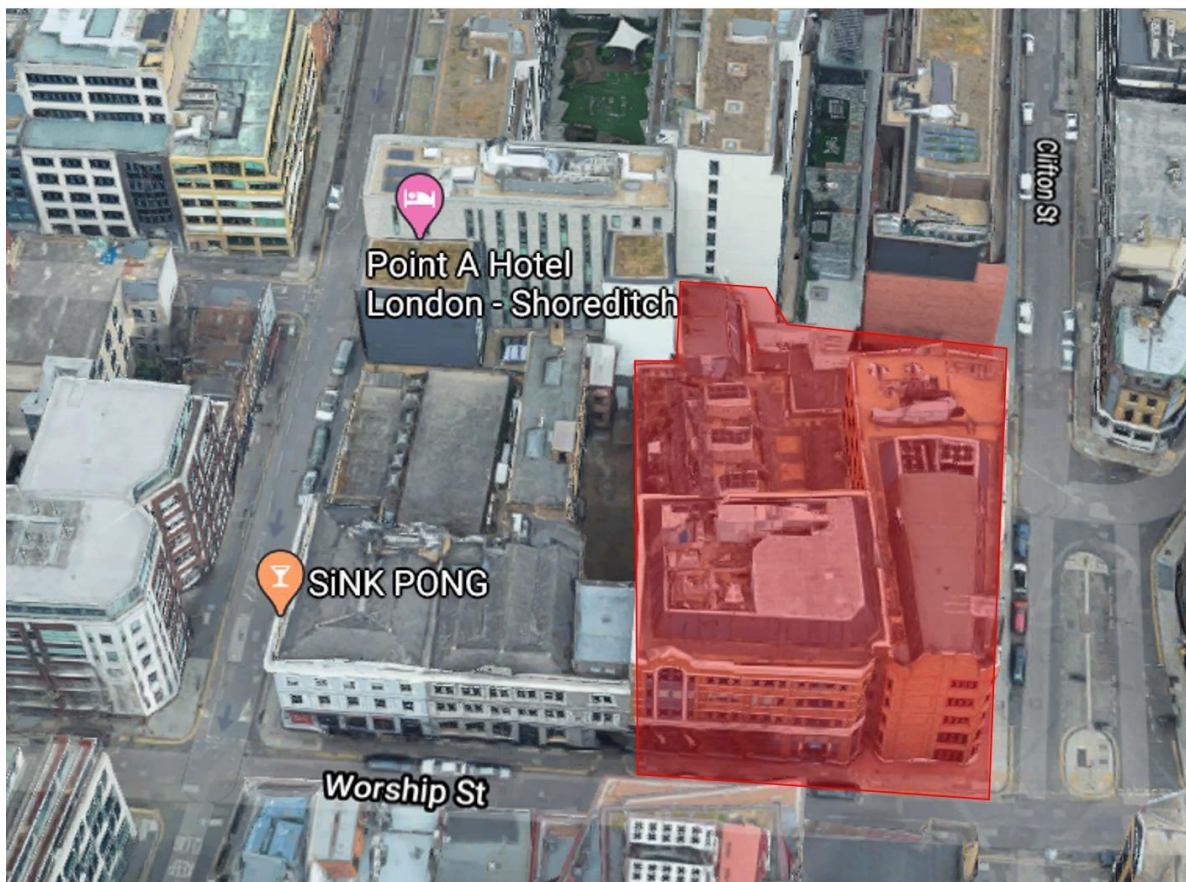


## V Site Details

Information	Details
Name of Site	Worship Street
Address	Quick and Tower House, 65 Clifton St, Hackney, London
Post Code	EC2A 4JE
Main Entrance located in (Road, Street etc.)	Demolition works: Clifton Street site entrance: Excavation works: Worship street site entrance RC works and steel frame: Pit lane on Worship Street.
Previous/current use of site (Industrial, Commercial, Retail, Residential etc.)	Previous use is commercial. Site will be vacant at handover.
Existing building to be demolished	Quick House is a 6 storey office building with a smaller 2 storey section to the north west of the site which is currently used as a data centre. The plant is located on the roof of both parts of the building. Both sections of the building are clad in brickwork.  Tower House is a 6-storey office building above a single storey basement for plant across the full footprint. The roof has a plant enclosure similar to Quick House. The cladding is formed in brickwork.
Height of Buildings	Approximately 18m from pavement level to top of structure.
Age of Buildings	Quick House constructed in 1987. Tower House Constructed 1991

<b>Site Bounded on: North Side by-</b>	Brick party fence wall forming boundary with hotel.
<b>East Side by-</b>	The new Clifton street square with commercial building opposite.
<b>South Side by-</b>	Worship Street with commercial structures on the opposite side of this road.
<b>West Side by-</b>	The wall between Tower House and 65a Worship Street is partly Party Wall and partly boundary wall.  In addition a school is located directly to the West of the site
<b>Controlling Local Authority</b>	London Borough of Hackney

Site location:



## VI Programme & Working Hours (incl. 24hr Emergency Contact Info)

Project estimated Start Date	March 2021
Project estimated Completion Date	November 2023 (construction of new structure)
Working Times - Monday to Friday	08.00 to 18.00*
Working Times - Saturday	08.00 to 13.00*
Working Times-Sunday	No Work will be undertaken on a Sunday
Bank Holiday Working	No Work will be undertaken on a Bank Holiday
Emergency Contact	TBC

*\*Prior approval will be sought for activities that need to take place outside of these times. For example, weekend road closures for lifting demolition plant onto the roof and mobilisation of piling plant. Notice of such activities and approval will be sought from the Local Authority Environmental Health Officers via the Local Planning Authority.*

The Principal Contractor (PC) will obtain all necessary consents from the local authority which will further define the hours of working on the site. Where appropriate advance notice of such activities will also be provided to nearby residential properties.

Start-up and close-down periods of up to an hour before and after core working hours may be used for activities such as arrival of workforce and staff on site; deliveries and unloading; maintenance and checking of plant and machinery; general refuelling; site inspections, and safety checks prior to commencing work; site meetings; and general site clean-up and departure

### 1 Safety Objectives for the Project

It is the aim of the project team to eliminate or minimise risk and to prevent ill health and injury to all site employees, subcontractors, site visitors, site neighbours and the public.

To meet these objectives the Principal Contractor (PC) will aspire to-

- Maintain zero notifiable accidents and incidents.
- Maintain and improve lost time accident record.
- Move away from safety legislation governance to a safety behavioural culture promoted via communication, coordination and training.
- To comply with the procedures detailed within this document to achieve and maintain a safe working environment for everyone on site.
- Evaluate & measure performance against this plan through regular safety and environmental inspections and audits.
- To eliminate or minimise risk and control the residual risks.
- Prevent ill health to all those on site through health surveillance.
- Promote proactive safety management and reduce reliance on reactive safety management.

Cooperation will be at all levels throughout the project through the structures established under the Construction (Design and Management) Regulations. The PC will collaborate with all parties to provide the organisation, advice and resources to meet this commitment so far as is reasonably practicable.

The project will be carried out in accordance with the primary legislation and documents as detailed within the Legal Compliance section of this plan.



## 2 Ensuring Safe Places of Work and Safe Systems of Work

To ensure the project achieves Safe Places of Work and Safe Systems of Work this document will incorporate the Construction Phase Health & Safety Plan (CPHSP) and the Environmental Management Plan (EMP) in line with an Integrated Management System (IMS).

This management system will be applied to the works to achieve the successful planning, organisation and resourcing of the project leading to a successful conclusion. Established company health, safety and environmental procedures and documentation systems are to be employed.

These are required to be accredited to -

- 45001: 2018 Occupational Health & Safety Management Standard
- ISO 14001:2015 Environmental Management Standard
- ISO 9001:20015 Quality Assurance Management Standard.

This CMP details the perceived safety risks and relevant control measures particular to this project and is also intended to meet or exceed the requirements of the CDM Regulations 2015, local authority standards and Clients expectations.

The project will adhere to the following published guidance and British Standard documents –

- Air Quality Action Plan
- Sustainable Design and Construction Supplementary Planning Document
- BS 5228: Noise Control on Construction and Open Sites

In addition, the latest government guidance / regulation relating to the ongoing Covid-19 pandemic will be observed at all times of construction.

## 3 Information, Surveys and Reports

As part of these works, several surveys are required to be undertaken prior to works starting on site these are summarised within the following table -

Survey description	Facilitator & notes	Survey description	Notes
Demolition Asbestos Survey	Client	Site Hazardous Waste Survey	Ongoing
Site M&E services locations and condition survey	Principal Contractor		Completed
Below Ground Services	Client	Radar Survey of existing below ground services	Completed
Pre-demolition materials audit	Principal Contractor	Pre and Post Demolition Materials Audit (ICE Demolition Protocol)	Completed
Site Structural investigations to inform demolition methodology	Principal Contractor	Structural investigations into the form and condition of the existing structure	Ongoing
CCTV Drainage Survey	Principal Contractor	CCTV drainage survey pre and post demolition	Completed
Condition Survey	Principal Contractor	Pre-start and post condition photographic survey of the site, adjacent buildings, roads, pavements and street furniture.	

## 4 Design Management

### Design Requirements

The design and detailing for all temporary works and other required designs to facilitate the works will be carried out by qualified and experienced temporary works engineers. All design management will be undertaken in accordance with BS5975 and established company procedures using QA systems.

The temporary works requirements for the site will include designs for –

- Site hoardings.
- Site accommodation, welfare, hardstandings and access roads.
- Protective decks / screens & debris fans etc.
- Demolition scaffolding.
- Floor load assessments and testing.
- Temporary restraints to party wall with 65 Worship Street.
- Possible façade retention to western flank wall facing the courtyard.
- Guide walls for secant piled retaining walls.
- Gantry construction for excavation works
- Dewatering.
- Propping of secant walls as detailed on the Structural Methodology Statement.
- Reinforcement cage supports to raft and walls.
- Formwork and falsework including RCS jumpform system.
- Tower crane base.
- Mobile crane outrigger assessment.
- Piling platform.
- Temporary cross overs.

### Design Risk management

All designers' risks will be rated and recorded on a standard risk matrix proforma using a scale of impact and severity of 1-5. Remaining risks that are not able to be eliminated through design shall be clearly marked on drawings.

Method statements with risk assessments and designs for the installation of the temporary works will be produced prior to the works commencing for comment and approval by the Client design team. To ensure only up to date design information is in use all issued design information will be controlled by that information being recorded in the site drawing register

High risk temporary works will be subject to CAT 3 checks by an independent designer. Crane bases and grillages are an example of this.

### Design Installation Management

The PC's appointed Temporary Works Coordinator will have overall responsibility for managing the installation of temporary works and this will be managed on site by the Temporary Works Supervisors. Long term temporary works will be subject to an inspection regime.

### Exchange of Design Information

The exchange of design information will be managed by holding regular design information exchange and approval meetings at predetermined times with the Client design team and other interested parties particularly when a design is required to be changed.

## 5 Pre-start Works

In accordance with the Construction (Design & Management) Regulations 2015, the client will complete the F10 Notification of the Project and issue the Principal Contractor with a copy to display on site.

The following works will be undertaken by the PC-

- Preparation of all Safety & Environmental documentation including all work package method statements and risk assessments.
- Notification to surrounding neighbours and other parties that could be affected by the works through arrangement of liaison meetings, consultations and newsletters.
- Compilation & organisation of drawings, survey reports, licences, agreements etc.
- Organisation of sub-contract and consultant workpackages.
- Notification of any notifiable asbestos works to the HSE.
- Establishment of all emergency procedures and the requirements of the Fire / Emergency Plan on site.
- Development / revision of the Site Traffic & Pedestrian Management Plan.
- Review of subcontractor method statements and risk assessments.
- Site H.S.E Inductions for company employees and those of sub-contractors.
- Organisation and delivery of initial site plant, and equipment
- Establishment & commissioning of all environmental monitoring equipment.

**Note:** In advance of the works progressing on site HB Reavis will issue and agree demolition Party Wall Awards

### Summary of Licences required for Construction Methodology.

Further to conversations held with LBH officers, it is understood that the following licences are required in order to facilitate and document the methodology outlined in this CMP. LBH officers have confirmed that no temporary s278 agreement is required.

- Hoarding licence – agreed with LBH officers that this is an acceptable means of both licencing the hoarding and documenting the agreed closure of parts of the Worship Square and Worship Street footways for construction methodology in combination with a TTMO / TRO associated with the temporary footway closures. It is understood through communications with LBH officers and UKPN that no other licence arrangement is required for the proposed temporary UKPN substation that will be placed behind the hoarding in the closed off section of Worship Square.
- A scaffold licence will also be required but to be determined if this needs to be an entirely separate licence or can be included in a wider Hoarding licence.
- Container licence / material licence – associated with the gantry & site cabins arrangement agreed to be placed on Worship Square.
- Parking bay suspensions – for the parking spaces currently on the North carriageway in front of the current Quick & Tower House.
- Temporary Cross over licence for the cross over arrangement agreed for the pit lane methodology. Discussions with LBH officers have highlighted that no s278 agreement is required for this arrangement, with HBR contractors able to install the cross overs so long as LBH framework contractors restore the pavement – noted that the s106 agreement for the redevelopment includes for replacement of this pavement as part of the public realm contribution.
- Traffic Management Proposals – no formal licence to be issued but TM design proposed later in this document to be agreed with LBH Networks team.

## 6 Site Setup & Welfare

On completion of the above mobilisation period and prior to the main onsite activities starting the following preparatory site works will be undertaken, these works will comprise –

- Provision of suitable and sufficient site welfare facilities\*.
- Erection of the designed hoarding and gates to secure the site perimeter.
- Establishment of walkways and traffic routes.
- Installation and testing of temporary water supply pipework and outlets.
- Isolation, decommissioning / draining down of the remaining redundant site electrical and mechanical services.
- Safe degassing and removal of air conditioning units along with the proper storage and disposal off site of the refrigerant. This work to be carried out by an approved and certificated contractor.
- The careful removal, salvage and disposal offsite of any features or materials that can be reused.
- Any hazardous items or substances identified by the Site Hazardous Waste Survey to be located and placed into safe temporary storage facilities for proper disposal off site – (e.g. bleach, cleaning chemicals, florescent lamps, gas cylinders, paints & solvents etc.)
- Installation of protection measures to the UKPN substation and retained items.

\* The welfare facilities will be provided in accordance with the CDM Regulations 2015 and as a minimum will contain -

- Toilets (Male & Female)
- Drying Room
- Office Area
- Induction / training room
- Faith room
- Canteen Seating Area
- Smoking Area (External)
- A cycle parking area will be included within the welfare area to promote this method of transport to work throughout the project.

All site setup and welfare arrangements will comply with the government guidance / regulation relating to Covid-19 at the relevant point in time. It is anticipated that Covid-19 restrictions will still be in place at the point of site setup, including setup of welfare. This will require such space for social distancing and other measures. Notice boards and signage will be provided around the perimeter of the site in advance of and throughout the course of the works. These will be used to communicate to members of the public via newsletters to ensure that all local residents and commercial businesses are informed of the forthcoming works.

In addition, regular updates via a regular newsletter will be displayed on the hoardings to keep the local community informed of the works to date and what work is upcoming.

For the main phase of the works a gantry will be established on Clifton Street allowing for the setup of the welfare units using a modular cabin system. This will be a steel framed solution.

## 7 Site Access Control & Security

Plywood, timber framed solid 2.4mtr high hoardings will be constructed around the site boundary. These will be founded on concrete kentledge blocks to enable the hoarding line to be adapted if required for the later stages of the project.

The hoarding will have lockable gates which will open inwards. The site entrance will always be controlled by Traffic Marshals / Gatemen.



For proposed hoarding lines and site access / egress see pit lane establishment section later in this report.

There will be no parking on site, the use of public transport will be encouraged to all site operatives and project management (it is predicted that by the commencement date of the project that restrictions on public transport due to the Corona Virus Pandemic will be lifted)

If current social distancing guidance remains in place at the time of works then site will operate to a Corona Virus response plan to ensure social distancing throughout the project.

All site operatives and subcontractors will have to attend the site inductions before accessing site. Visitors will have to be signed in at security and escorted at all times.

To secure the site, security cabins and entry control system controlling access will be established and operated at all times

- Only authorised persons will be allowed on site.
- A Site Risk Assessment will be produced which will detail how security will be managed on the site.
- Any person identifying unauthorised personnel on-site should contact the Site Manager who will take appropriate action and ensure the unauthorised person leaves the site safely.
- All entry and exit points will be manned during operational hours, and any access/egress point not in use will remain locked.
- Provisions of alarms will follow HSE requirements and comply with BS EN 50131 1-3 as appropriate.

Gates in the fencing or hoarding will, as far as is practicable, be positioned and constructed to minimise vehicle noise impacting on noise sensitive buildings, either from the worksite direct or from plant entering and leaving the site.

Gates will be constructed to allow a minimum clear opening of 4.5m and should swing open into the site. Details of gates should be agreed with London Borough of Hackney and/or Highways Licensing teams.

All gates will be controlled to give the minimum amount of time open for passage of vehicles to minimise plant and vehicle noise impacts on the locality.

As agreed with LBH, CCTV will be provided that will monitor the site entrance on Clifton Street and also cover the access / egress points of the pit lane. Access to recordings will be provided to LBH or recordings stored for a period of at least 2 weeks and copies made available to LBH on request.

Access to the site will be situated to ensure minimum disturbance to occupants of noise or dust sensitive premises.

The hoarding will be set at 2.4m high and will be installed so that it does not reduce the effective width of the adjacent footways.

**Estimated daily site vehicle movement schedule (based on a March 2021 start on site)**

Description		Loads per day	
		Average	Peak
Demolition	Demolition Works Mar 21 till Sep 21 (Clifton Street access)	5-20	25
Excavation & Construction	Piling Sep 21 till Dec 21 (Clifton Street access)	10 to 15	20 -25
	Excavation Jan 22 – May 22 (Pit lane established Nov 21)	25 -50	70
	Construction (all remaining deliveries to Pit lane on Worship Street)	20-30	35-50

The excavation period will see the highest load of site vehicle movement with the higher estimate of average deliveries of 50 per day and a potential peak of 70 per day. This high level of usage will be for a relatively short period and the majority of movements will be by tipper wagons. These tippers will enter site, be loaded with muck from site from the basement excavation. Each wagon will take an average of 5-10 minutes to be loaded, have wheel-washing and exit from site.

All vehicle movements will be pre-arranged and booked into the delivery system that will be used. This will be managed by the PC, with a system in place to ensure the substructure contractor cannot book multiple wagons into a single slot.

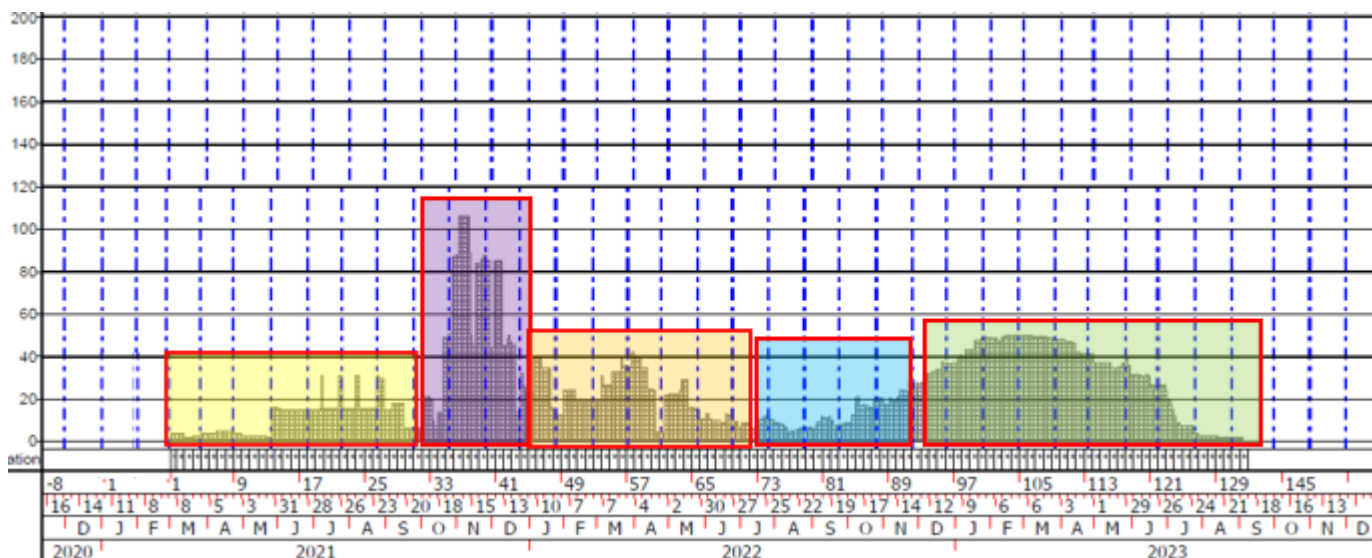
The PC will use a holding area where wagons can be stacked and called to site as required to avoid road congestion. At present the holding area has not been established.

The PC will maintain a gate presence at all times and will move on any wagons that arrive early to not allow them to idle on Worship Street at all.

**Estimated daily site personnel attendance schedule**

Description		Staff & Site Personnel	
		Average	Peak
Demolition	Demolition Works	30	60
Excavation & Construction	Piling	15 to 20	25 -30
	Excavation	25	40
	Construction	90-100	125-140

### Indicative vehicle histogram based on a March 2021 start on site:



- 1<sup>st</sup> Phase: Demolition phase. 50% of the vehicle movement in this phase will be tippers removing demolition arising waste. The remaining will be smaller vehicles. These will be using the Clifton Street Access.
- 2<sup>nd</sup> Phase: Piling phase. During this phase, around 10% will be artics, 50% will be tipper and concrete wagons which will use the Worship Street access, but these will be contained onsite and the remaining will be small vehicles.
- 3<sup>rd</sup> Phase: Basement Construction phase. Similarly, around 10% of vehicles will be artics, 60% will be tippers and concrete wagons, the remaining will be small vehicles. These will be managed from Worship Street with roughly 50% using the pit lane.
- 4<sup>th</sup> Phase: Superstructure construction. There will be fewer vehicles but more than 50% will be artics for the structural steel delivery. Remaining deliveries will be concrete wagons and small deliveries. These will be using the pit lane.
- 5<sup>th</sup> Phase: Fit out phase. Most of the deliveries will be small in nature, with occasional curtain side wagons. The pit lane will be used for these deliveries.

## 8 Asbestos Removal Works

Prior to any works being undertaken a fully intrusive Demolition and Refurbishment Asbestos Survey will need to be undertaken. The required subsequent removal works will be undertaken once the nature and locations of all asbestos containing materials are known.

Within a planned sequence of work, an approved licensed asbestos removal subcontractor will undertake the removal of all Notifiable non-licensed asbestos containing materials prior to the main soft strip and demolition works commencing.

All works will be carried out in accordance with the Control of Asbestos Regulations, removing all asbestos containing materials as identified within the Demolition Asbestos Survey.

The contractor will plan, notify, undertake & supervise this work as required. Full documentation evidencing the proper removal and disposal of any asbestos containing materials will be provided to the Client as part of the Project Completion Report and Health & Safety File.

A selected UKAS accredited environmental monitoring laboratory will be used for air monitoring during the asbestos removal works. The monitoring laboratory will be responsible for agreeing the asbestos fibre in air monitoring plan and the certification of reoccupation clearance procedures and timescales with the onsite Site Asbestos Removal Supervise

## 9 Method statement - Site establishment & preliminary works

On possession of the site the Principal Contractor will first make sure that the perimeter is secure and that there are no unexpected and / or urgent hazards to health, safety or the environment present on or around the site.

Initial site inductions and briefings will take place and training / instruction for the members of the site Traffic Management Team (TMT) will be prioritised so that the deliveries of tools, equipment, materials and consumables for the main works can be undertaken safely.

All deliveries to site will be managed by the TMT (traffic management team) and will be pre-booked and managed as required to avoid vehicles parking around the perimeter of the site.

A self-contained welfare unit (Oasis Unit) will be brought to site during the initial stages of the project to provide adequate welfare facilities for the number of operatives on site during this start up period.

Storage area, fixed plant and machinery equipment and temporary offices will be located to limit environmental impacts, as far as reasonably practicable, and having due regard to neighbouring accommodation, as far as allowed by the constraints of the site.

To make the entire site available for structural demolition the initial site welfare facilities will be replaced as soon as practicable by delivering and setting up a larger welfare compound. This will be located in the position that has been agreed with LBH to facilitate the ground works and construction works. Locations and pavement / lane closures to be agreed with the Local Authority.

Temporary site power will be installed from the existing supplies by an approved contractor. All existing site services will be isolated back to the incoming head / meter which will be marked up and protected until such a time that it has been removed and disconnected by the Statutory Utility Providers.

The existing substation on site is due to be disconnected by the Statutory Utility Providers at a date TBC. To facilitate the demolition works.

Site lighting will be located and directed to minimise intrusion into occupied residential properties, on sensitive areas or constitute a road hazard. Emergency lighting and hoarding lights will be installed to all required areas.

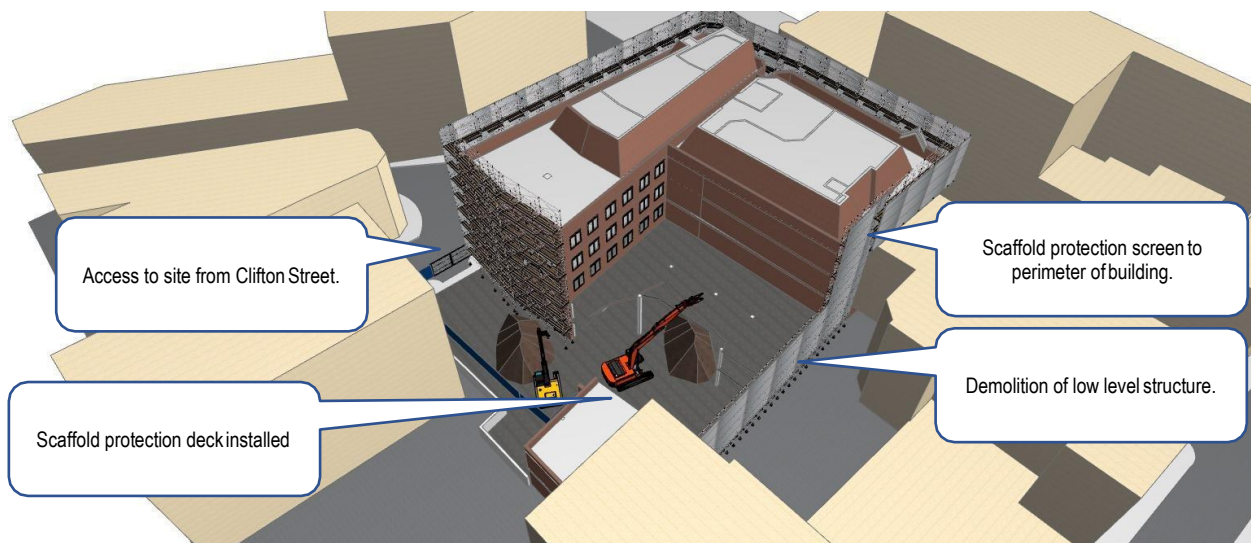
The hoarding will be erected initially with the delivery of pre-cast concrete ballast blocks. These will be delivered on a lorry equipped with an integral crane ('Hiab' lorry). When delivered the concrete bases will be transported and set in place around the outside of the site by operatives using an electrically operated pallet truck – operatives transporting and placing the blocks will be accompanied by a designated Marshal to ensure safe segregation for members of the public from these works. Where required heras fencing will be installed to segregate these works from the public.

Hoarding lines and licences will be obtained from the Local Authority Highways Dept during the lead in period. The hoarding line will be designed to avoid any retained street furniture. There are trees on Worship Square that will be included within the site hoarding and will be maintained by HB Reavis throughout the period the hoarding is erected.

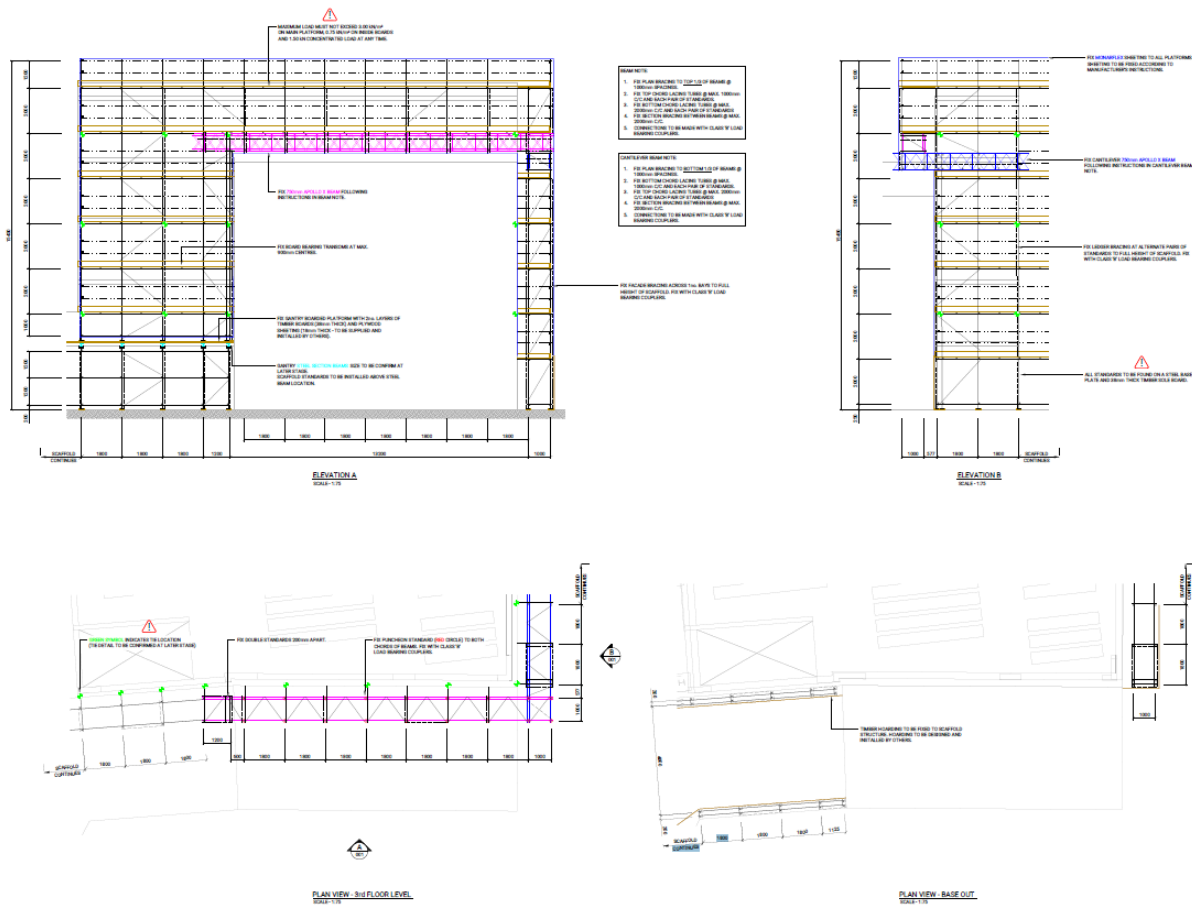
When the hoarding blocks are in place the scaffold erection will commence around the boundary of the site. The base of the scaffold will need to be erected upon and between the concrete hoarding bases before the timber framing & plywood hoarding panels are constructed.

All scaffolding will have flame retardant monarflex sheeting to contain the spread of dust and reduce the visual impacts of the works on the local community.

Scaffold erection work will require temporary Heras fencing to be set up to provide a segregated working space for the scaffolders. Supplies of scaffold tube and fittings will be delivered into the site from Clifton Street site entrance.



*Initial site set up and demolition of low level structure*



During the scaffold erection the site will be soft stripped of all loose items, fixtures and fittings. All soft strip materials will be segregated into the different waste streams to enable maximum reuse / recycling. Soft rip arisings will be removed from site in 40yard waste skips and taken to recycling centres for further processing and recycling.

When the following key tasks are complete the structural demolition can commence:

- Establishment of independent welfare
- Decommissioning of M&E
- Protection of existing substation
- Disconnection / isolation of mains services outside of demolition area
- Installation of temporary water supply infrastructure for vehicle cleaning, jet wash and dust suppression
- Asbestos removal works
- Removal and proper disposal of any hazardous substances
- Completion & handover of access / protection scaffold
- Completion external site hoarding
- Strip out of internal finishes, fixtures, fittings and plasterboard partitioning

1 x Mobile / Crawler crane will be positioned in the location of the demolished 2 storey structure to facilitate the demolition works. This will be detailed within a fully developed lifting operations plan. Where possible deliveries and positioning will be carried out in low footfall times (e.g. over weekends). Dispensation will be sought from the local authority to carry out these works. Lifting operations plans will be developed by the Principle Contractors appointed person in cooperation with the site management team and temporary works department.

Note; the hoarding line in the school playground will be moved to the site boundary as soon as is practical.

Slew locks will be used to prevent over sail of any surrounding property throughout this phase of the works.

All lifting operations will be fully compliant with LOLER, BS 7121 and the CPA guidance for top slew tower cranes.



### 10 Method statement - Main Demolition Works

Demolition works will be carried out with demolition specification excavators equipped with rotating concrete crackers, concrete pulverisers and hammers. Although there will be a need to employ pulverisers the use of these will be minimised as far as reasonably practicable with crackers used as much as possible to facilitate this.

Demolition will be strictly controlled using a demolition permit system ensuring that retained elements are not affected by the on-going works. Track and wire saw methods will be employed to separate demolition sections of the structure from retained elements.

Demolition will be on a floor by floor basis. The existing structure will be surveyed, with floor load tests carried out. From this assessment appropriate back propping will be designed and installed suitable for the proposed plant.

**FLOOR BY FLOOR WORKS AND DEMOLITION EDGE PROTECTION.**

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1 Demolition area to be excluded at all times.

2 Scaffold to be sequentially struck as works progress with 2m above area remaining.

3 No requirement to access level with live edge.

4 Access to all areas of risk are to be excluded via physical barriers

Best practice is to carry out demolition from the floor below, working on a floor by floor sequence. This allows for the level works are being carried out on to be excluded and removes the need for operatives to access the slab under demolition reducing the risk of works at height and the risk of falling materials and debris.

Types of edge protection to be used for demolition works.

SG4a edge protection system.

Pedestrian barriers are not to be used as edge protection, only for demarking access routes and areas.

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Visual guidance on the demolition sequence



## GENERAL DEMOLITION SAFETY PROCEDURES

### Let's all get home safely, every day

**Housekeeping and stockpile management of processed waste is to be maintained to the highest standards.**



**Dust suppression via Motofog or similar is to be applied throughout demolition works .**



A structural survey of the building must be undertaken before work commences to ensure that the vital factors such as how the structure has been constructed, the system of cladding used or the possible presence of post tensioning are considered at the planning and preparation stage of works.

Prior to demolition a demolition permit must be completed and issued to the site team.

At no time shall any major refurbishment or demolition work commence on site until a full Asbestos Refurbishment/Demolition Survey is available on site.

**All operatives must be briefed and fully aware of the controls regarding people plant interface.**



**Demolition areas are to be excluded via a physical barrier preventing any unauthorised access throughout works (see demolition exclusion zone standard)**





**Operatives must be CCDO certified and teams must ensure they have the correct skills, knowledge attitude and experience.**



**Public protection is critical and must be considered and maintained at every phase of the demolition works.**



**Ensure supervisors have successfully attended and passed the 5 day CCDO supervisors demolition course.**

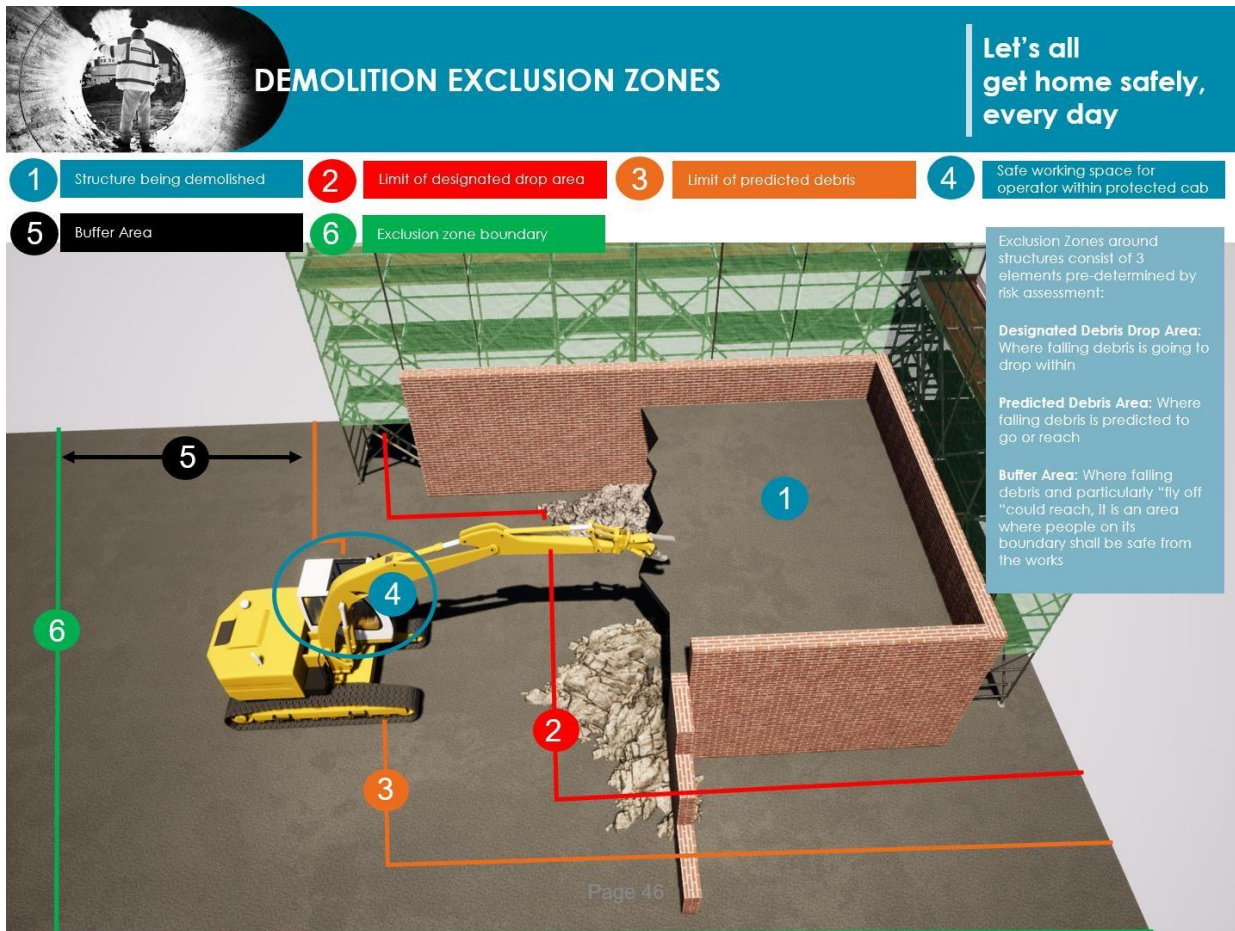


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### *Visual guidance extract for demolition safety procedures*

The excavators will demolish the slabs and columns. The size of excavator will be determined by the capable slab loadings. Throughout all demolition works damping down will be utilised to reduce the spread of dust from the working face. The primary demolition machine will be equipped with a hydraulically operated, rotating, 'silent' combined concrete pulveriser / shear and this will be operated by a trained and experienced CCDO plant operator

Prior to the demolition of the main structure demolition of the two storey block will be carried out to facilitate the ongoing site logistics plans and allow for space to be made available within the site gates on Clifton Street. This will be carried out from ground floor level using a 40t excavator. Debris and materials will be processed insitu for removal from site.



*visual guidance extract for demolition safety procedures*

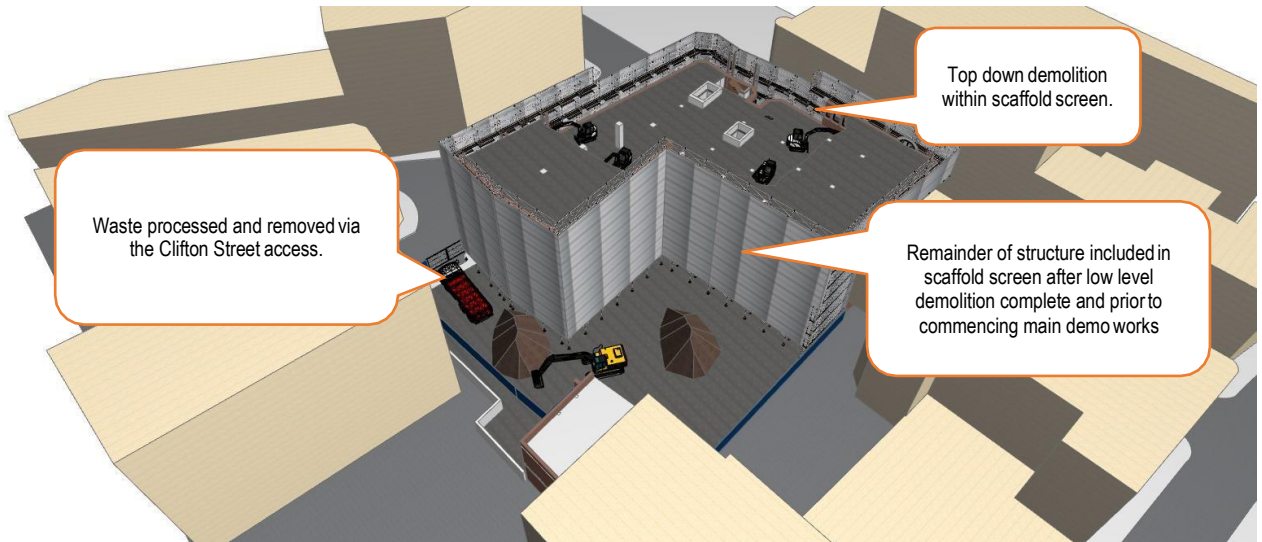
The floor by floor demolition will work towards the cores and demolish the structure in a predetermined bay by bay sequence. Core walls will be left 900mm high to maintain edge protection. Any leading edges will have a frame hand rails installed and moved as the demolition proceeds.

Materials generated from the working floor will be transferred to the GF floor slab via internal protected debris chutes. From here the arisings will be collected by skid steer loaders and deposited into waiting 20yard tippers located within the internal loading area. All loading areas will be damped down and be enclosed with protective sheeting to contain any dust generated by the works.

Perimeter demolition (in particular, the party / boundary walls) and 'finishing' works will be carried out using a combination of smaller plant and conventional 'hand demolition' working from the scaffold or other suitable access equipment.

The demolition scaffold will be struck in line with the demolition of each floor.

To complete this phase all remaining scaffold structures on site will be struck and removed, along with the site welfare cabins, tools, equipment and plant.



Ongoing demolition of main structure

11 Method statement – Construction works

Excavation and basement construction (inc Piling).

Prior to any excavation works a full service identification scheme will be carried out in line with HSG47. This will include a stringent permit to excavate system ensuring that the site management team / PC take full ownership of the excavation process and that the required checks and hold points are adhered to.



The majority of incidents involving service strikes occur because the service locations are either unknown or their assumed positions are inaccurate.

**IT SHOULD ALWAYS BE PRESUMED THAT SERVICES ARE PRESENT UNTIL PROVED OTHERWISE.**

**1** Permit To Work

All works that break ground are subject to the 'permit to dig' procedure, which must be completed.

**2**

A full review of service drawings is to be carried out prior to works commencing.

Known services are to be attached to the permit and marked on the ground.

**3**

A cat and gen scan must be carried out by a trained and competent operative and repeated at depths stated within your risk assessment.

**4**

Use electrically-insulated digging tools when digging by hand.

**5**

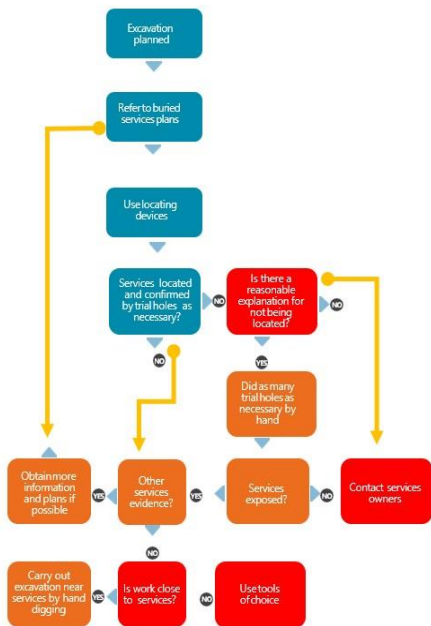
Trade contractors must train all responsible persons who locate underground services so they are competent.

Overhead services are typically high-voltage power lines and present a significant risk. Any works in their proximity is considered high risk and can cause death or serious injury. Separation distance is to be advised by power company.

# LOCATING SERVICES

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## The procedure



**Never start an excavation operation without a 'Permit to dig' and an in-date service drawing.**

## Identifying services



- Electricity
- Electricity - some high voltage cables
- Street lighting in England/Wales and traffic control cables
- Road lighting in Scotland
- Water
- Gas
- Telecommunications
- Cable television and some telecommunications

## Locating services

- Ensure you have plans of the underground services. This may not always be possible for emergency works.
- Remember: service connection cables and pipes from the main building or street lights may not be shown.
- Use cable and pipe locator to trace electricity cables and metal pipes. Training should be given on how to do this.
- Mark positions of cables/pipes using paint or other waterproof marking on the ground.
- Look for signs of service connection cables or pipes i.e. a gas meter, service entry into a house or street light.

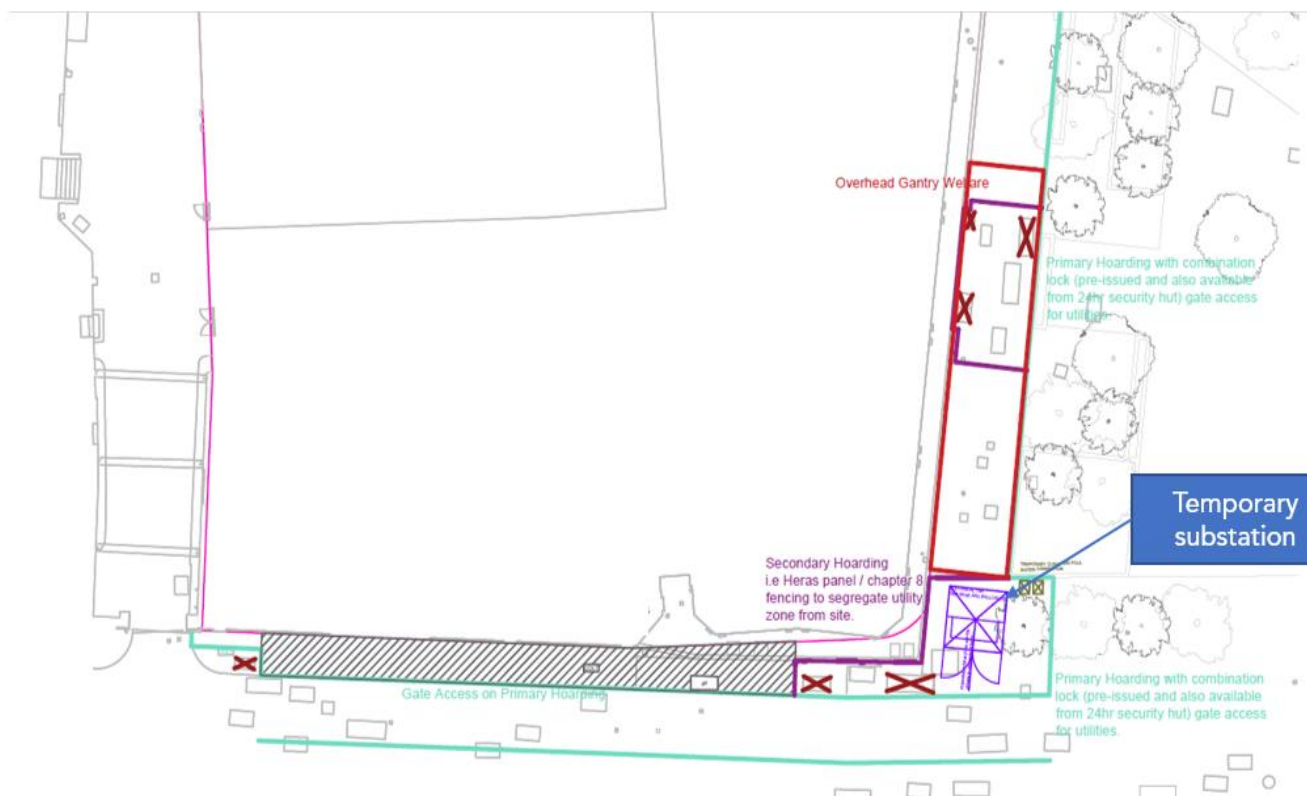


## SITE RULES

- Wherever possible hand dig near buried services. Spades and shovels are safer than picks, pins or forks.
- Check cables embedded in concrete that have been broken out and made dead before works commence.
- Watch for signs of services as work continues. Repeat checks with cable and pipe locator as excavation progresses.
- Backfill around services with fine materials. Do not use bricks, flints or similar materials.
- Do not use hand held power tools within 500mm of a marked position for an electricity cable unless physical means have been employed to prevent a strike.
- Report any damage to cables, pipes or cable coating, even if there is no immediate danger.
- Do not use a mechanical excavator within 50mm of a gas pipe.
- Do not use exposed services, such as a step or hand hold into an excavation.
- Do not attempt to handle or alter the position of an exposed service.

Visual guidance for service identification and permits to excavate.

Prior to this phase taking place the UKPN substation will be relocated into the location on the Square as per the below image as discussed with LBH.



A UXO assessment of the project has deemed the site to be of medium risk. Additional controls will be put in place to ensure that all below ground works are carried out in a safe manner. These will include:

- The Principle Contractor will engage with a UXO specialist and seek full guidance on required control measures for all below ground works.
- Intrusive probing will be carried out at pile locations and throughout the area of the basement excavation.
- A watching brief will be maintained by a UXO specialist throughout the excavation works.
- UXO awareness training will be delivered to all ground works operatives and will be included within the site induction.

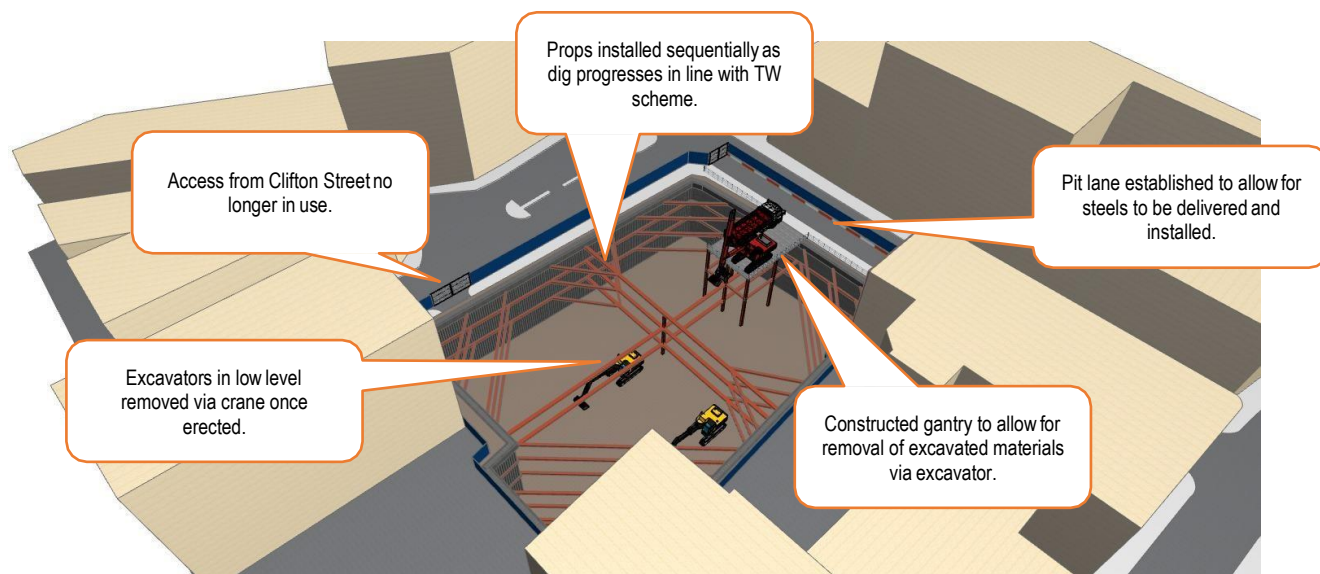
There is a medium risk of archaeological finds within the project area. As such the principle contractor has consulted with MOLA prior to works commencing below ground to establish areas of significance and required actions on site and a WSI has been submitted for approval.

Prior to the main basement excavations works being carried out pile probing will be conducted to locate existing piles and remove any potential obstruction. Backfill material will be installed to form the pile mat at high level. A secant pile wall will be constructed utilising 2 x CFA piling rigs. This method is the least intrusive to the surrounding properties, business and residents (taking into account the close proximity of the school). CFA piling produces limited noise and vibration. As piling works are completed operatives will commence the construction of the capping beam commencing from the NW corner of the project. K Guard edge protection will be installed to the capping beam to a height of 1m allowing for edge protection as the reduce dig to basement level commences. The capping beam will also be utilised as a perimeter site walkway allowing access around the project.

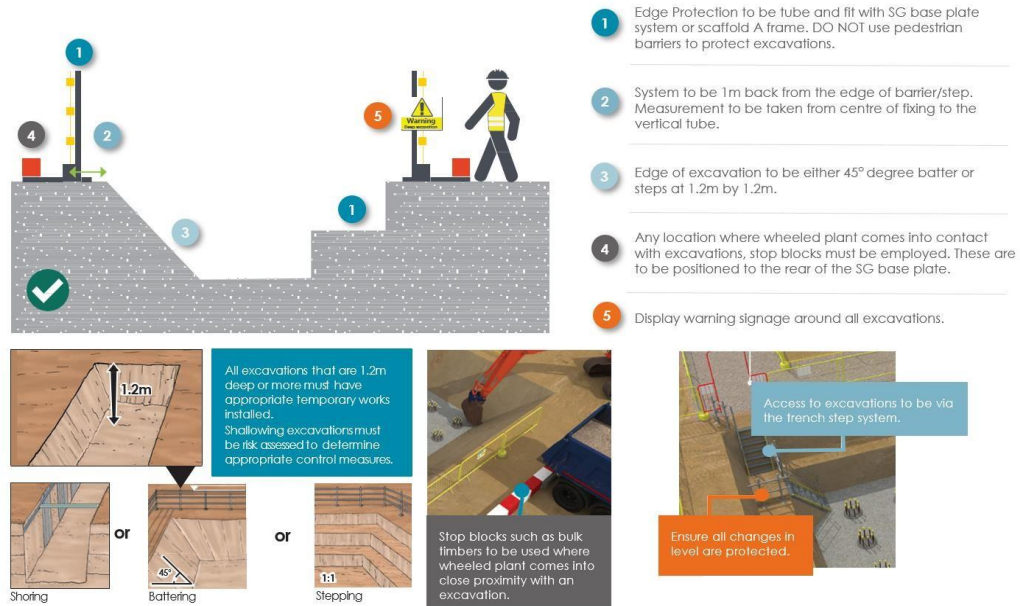
An excavation gantry will be established in order to complete the basement box excavation due to a lack of space to the south of site. This gantry will be formed by advancing the construction of the ground floor in the South of the site in order to be able to sit a long reach excavator and tipper wagon on it. This keeps this operation contained entirely within site and gives assurity over protection to the road asset including keeping tipper wheels cleaned. The ground floor will be supported temporarily on temporary plunge columns/piles in this area until the basement beneath is constructed. This gantry will also be used to sit the concrete pump for the initial concrete works.

Excavation works will be undertaken by 360 degree excavators within the site moving material to a central stockpile for removal from site by the long reach situated on the gantry position. All vehicle movements will be controlled by trained and competent traffic movement.

As excavation works progress temporary propping will be installed to support the surrounding walls as per agreed TW design. These props will be lifted into position via the mobile cranes or excavators.



All excavations will be protected with the proprietary SG4a edge protection system ensuring that there are no potential falls. Where required excavations will be stepped or battered at a 45 degree angle to provide support. If this cannot be achieved then support systems such as trench boxes will be employed.



*visual guidance on excavations.*

Steel to the basement slab will be installed insitu with the steel lowered to the basement level via the mobile cranes or excavators. Concrete will be placed to the raft slab a static concrete pump placed within the pit lane area.

The crane base will be designed within the raft slab allowing for the erection of 1 x tower crane to facilitate the basement construction to ground floor, core construction and the steel frame erection.

Lining walls will be formed using the peri SB brace system. This system will be placed on casters allowing operatives to move shutters around the ground floor access area.

RC columns to the basement will be constructed using Peri Maximo system positioned by the crane. Steel reinforcement will be erected using a mixture of on site prefabrication lifted into position using the tower crane and insitu erection from 3219 type scissor lifts.

Suspended slabs to GF will be constructed using the GASS falsework system. This will be using the strike and erect method recycling materials through the floors and therefore limiting the volume of falsework on site and the number of deliveries required for this stage of the project.

Working at height will be managed using the Combisafe skyhook fall arrest system. A working at height plan will be developed indicating anchorage locations and the effective 6.5m coverage that the system has, this will ensure that all areas where operatives work at height is covered by the system.

Concrete placement to the basement works will be via a number of means.

1. Concrete skip lifted by tower crane (filled in the location of the previously constructed gantry area)
2. Mobile placing boom located on gantry area.
3. Static pump and pipe line located on gantry area.



## STATIC CONCRETE PUMPS

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GOOD PRACTICE				
	<p>Only trained operators to use concrete pumps.</p>	<p>Always ensure that a logistics plan is in place to allow for positions of pump to be planned and routes for vehicles established and segregated.</p>	<p>Where there is a risk of splash from hopper, erect a fence lined with polythene or monarflex around the rear of delivery vehicle and hopper.</p>	<p style="margin: 0;"><b>INSPECTION CHECK LIST &amp; SITE RULES</b></p> <ul style="list-style-type: none"> <li>Check pipe line is installed as per Common Standard.</li> <li>Ensure equipment is inspected and used by a trained and competent operator.</li> <li>Check tyres and wheels for low pressures and any visible damage.</li> <li>Carry out a visual inspection of body for any obvious signs of damage.</li> <li>Check for leaks.</li> <li>Check fuel oil and coolant levels.</li> <li>Check operation and security of jockey wheel and signs of damage (prone to bending).</li> <li>Check battery connections are clean secure and undamaged.</li> <li>Check battery levels.</li> <li>Check brake operation.</li> <li>Check toe eye is undamaged and operates correctly.</li> <li>Ensure stabilisers are deployed when required and secure in place (check for any bends or fractures).</li> <li>Check that pump is free of excess concrete and is clean/washed out at end of operation.</li> <li>Poor washing out or failure to clean pump will mask obvious faults or cause failure of the pump.</li> </ul> <p style="margin: 0; text-align: center; font-weight: bold; color: #00728f;">REPORT ALL FAULTS</p>
	<p>Only trained operators to use concrete pumps.</p>	<p>Always ensure that a logistics plan is in place to allow for positions of pump to be planned and routes for vehicles established and segregated.</p>	<p>Where there is a risk of splash from hopper, erect a fence lined with polythene or monarflex around the rear of delivery vehicle and hopper.</p>	
BAD PRACTICE				
	<p>Traffic marshals or operators are NOT to stand between reversing vehicle and the pump.</p>	<p>Never site pump on an uneven or unstable surface. Never wash out pump directly onto ground, use a wash out tray.</p>	<p>Never stand or climb on any part of the pump. Never place hands near any moving parts that could cause trapping.</p>	
	<p>Traffic marshals or operators are NOT to stand between reversing vehicle and the pump.</p>	<p>Never site pump on an uneven or unstable surface. Never wash out pump directly onto ground, use a wash out tray.</p>	<p>Never stand or climb on any part of the pump. Never place hands near any moving parts that could cause trapping.</p>	
INSPECTION				
	<p>Check all tyres and wheels for damage and low pressure.</p>	<p>Check battery level and that connections are clean and correctly fitted.</p>	<p>Check jockey wheel, toe eye and hand brake are operating correctly and are undamaged</p>	
	<p>Check all tyres and wheels for damage and low pressure.</p>	<p>Check battery level and that connections are clean and correctly fitted.</p>	<p>Check jockey wheel, toe eye and hand brake are operating correctly and are undamaged</p>	<p>Check any stabilisers or outriggers.</p>
	<p>Check all tyres and wheels for damage and low pressure.</p>	<p>Check battery level and that connections are clean and correctly fitted.</p>	<p>Check jockey wheel, toe eye and hand brake are operating correctly and are undamaged</p>	<p>Check any stabilisers or outriggers.</p>

*visual standards for placement of concrete using static pumps.*

### Pit Lane Establishment

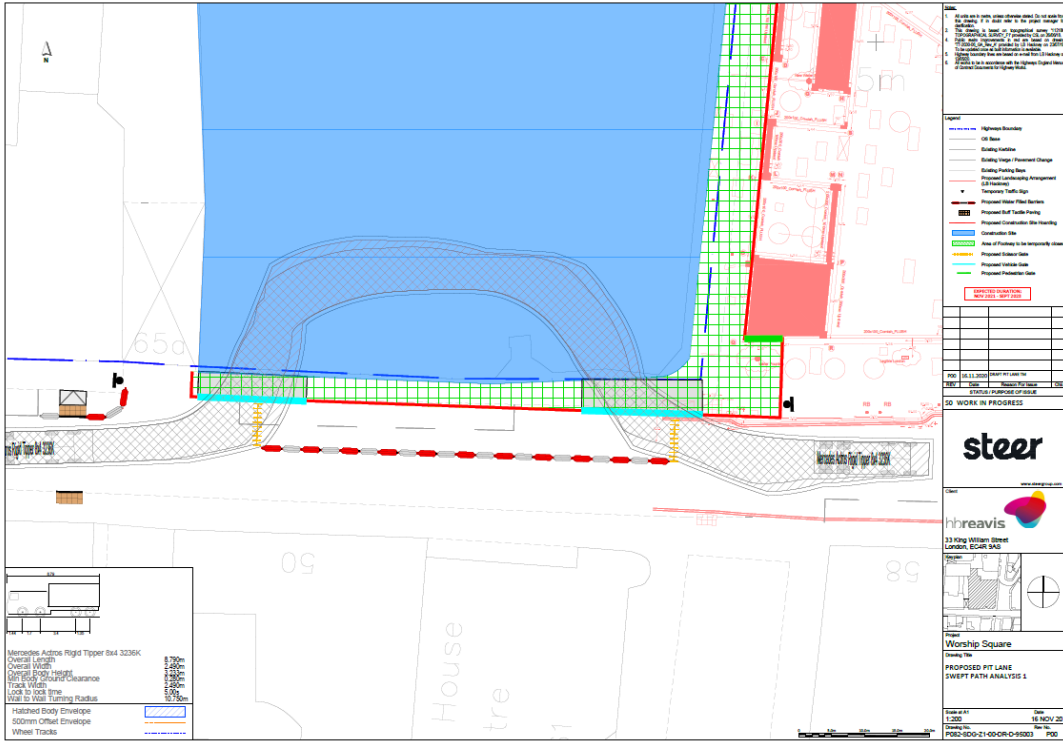
A pit lane will not be required for the initial phase of works but will become necessary as the site is excavated. As per discussions and agreement with LBH officers, a pit lane will be established on the pavement and Northern carriageway of Worship Street. The pit lane design has been conceived using the following principles:

- Absolute non-compromise on safety of school children / parents.
- Absolute non-compromise on safety of pedestrians walking through the area.
- Absolute non-compromise on safety of roads users – cyclists and vehicles.
- Minimal disruption to the flows of traffic and pedestrians in the area.
- Retention of the newly planted trees in the square.
- Zero impact on the new planters in the square.
- Minimal disruption to the new paving laid in the square.
- Minimal impact of TBS.

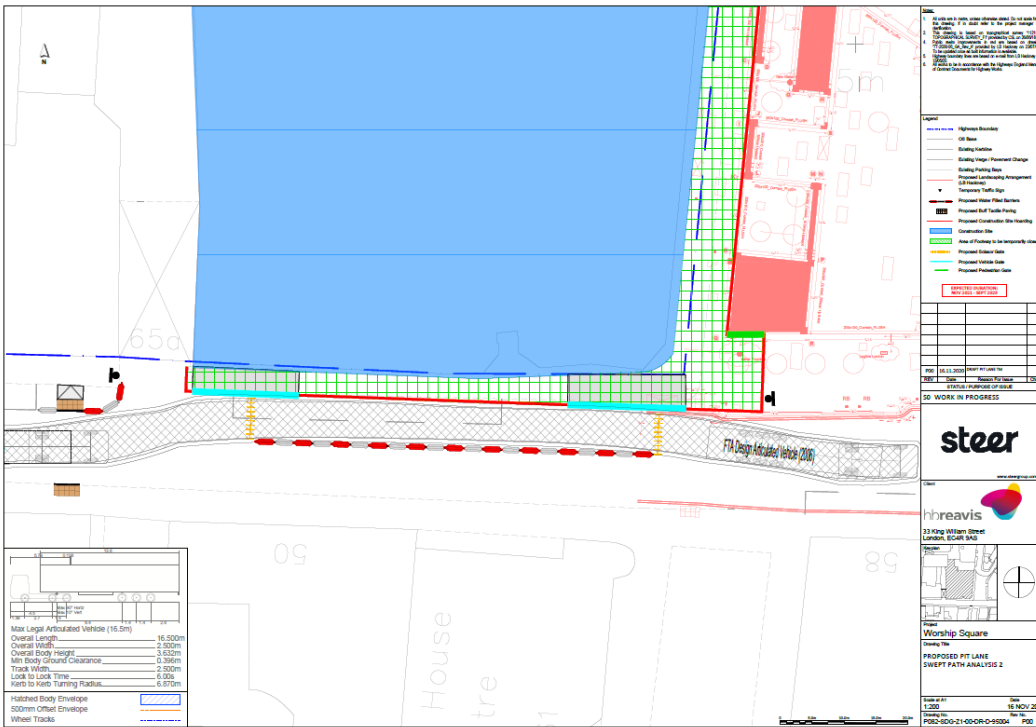
The pit lane will be established using temporary cross overs of the pavement (licence to be obtained from LBH). The intention is to cast temporary slabs over the proposed area of the entrance and exit gates to protect the carriageway and existing relatively shallow services at these points.

In the excavation phase the intention is for tipper wagons to enter site through gates established in the hoarding line and be loaded in the interior of the site.





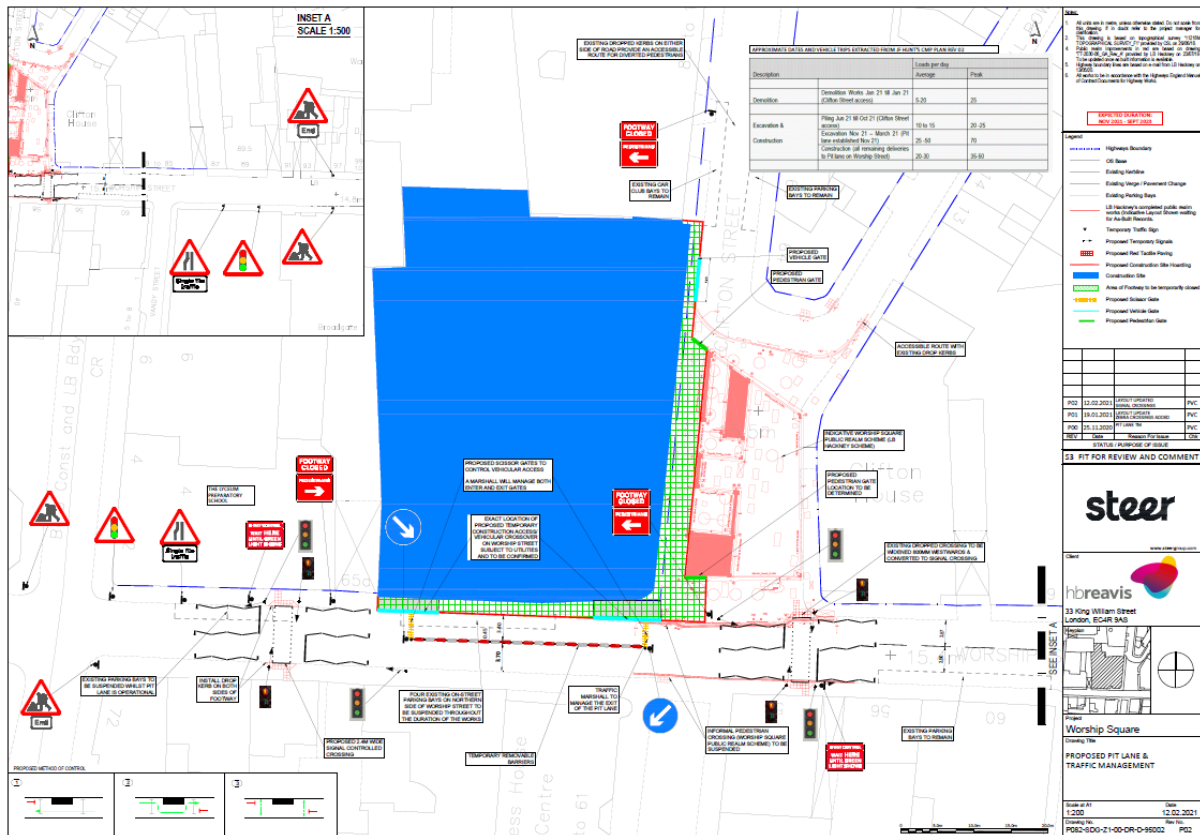
Eventually the above arrangement will become impossible as the excavation progresses and the pit lane methodology will follow the second approach, outlined below, where wagons will not enter site and will pull into the pit lane.



The hoarding line will be installed on the inside of the pit lane (edge of the current pavement). Gates will be located at max 3 locations along Worship Street hoarding line with temporary works designed crossovers to protect existing utilities. Any utilities lids that require access will have a relevant design to allow for this. i.e. precast cap easily removed or road plate.

Outside edge of the pit lane will be formed using temporary red and white barriers. These will encroach 400mm beyond the edge of the parking bay but not over the central white line.

Following extensive discussion with LBH officers, traffic management proposals have been put forward that will introduce controlled crossings West and East of the pit lane. These crossings will be controlled by temporary traffic lights installed for the period that the pit lane will be established. These traffic lights will have a three-phase cycle, with East-West, West-East and pedestrian crossing (on demand) rhythm.



The set up of the pit lane will involve the suspension of parking bays currently on the Northern carriage way and the temporary closure of the northern pavement fronting the site. The parking bays currently in front of Quick & Tower House will be suspended by HB Reavis. It is understood that the parking bays currently in front of the Lyceum School are already in the process of being suspended on the request of the Lyceum School.

- Indicative durations and timings (assuming a start date of March 2021):
- Parking bay and pavement suspension from September 2021 until October 2023.
- Area used as a crossover from September 2021 until November 2021.
- Pit Lane established from November 2021 until October 2023.

Pedestrians travelling along Worship Street will be diverted to the closure of the pavement by use of appropriate signage. At the eastern end of the site they will be directed to cross Worship Street at the old intersection with Clifton Street. At the western end of the pit lane pedestrians will be directed to cross in front of the current Lyceum School.

TTMO / TRO will be submitted to formalise this arrangement.

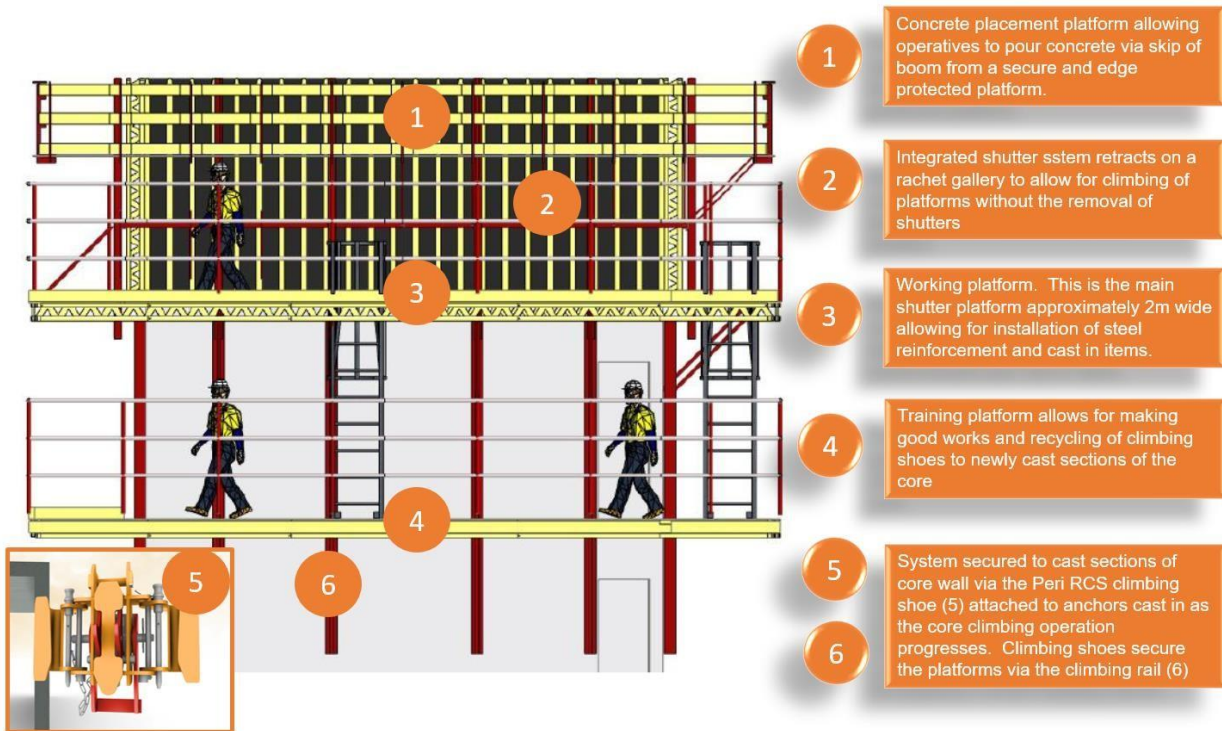
**Method statement RC construction works and steel frame:**

The concrete core will commence upon the completion of the associated raft slab and constructed initially using traditional techniques until it is possible to install the jump form system with the tower crane facilitating materials distribution and platform movements and the concrete pumped from ground level using a static pump and a placing boom travelling on the formwork system floor by floor as the core is created.

Jump form system



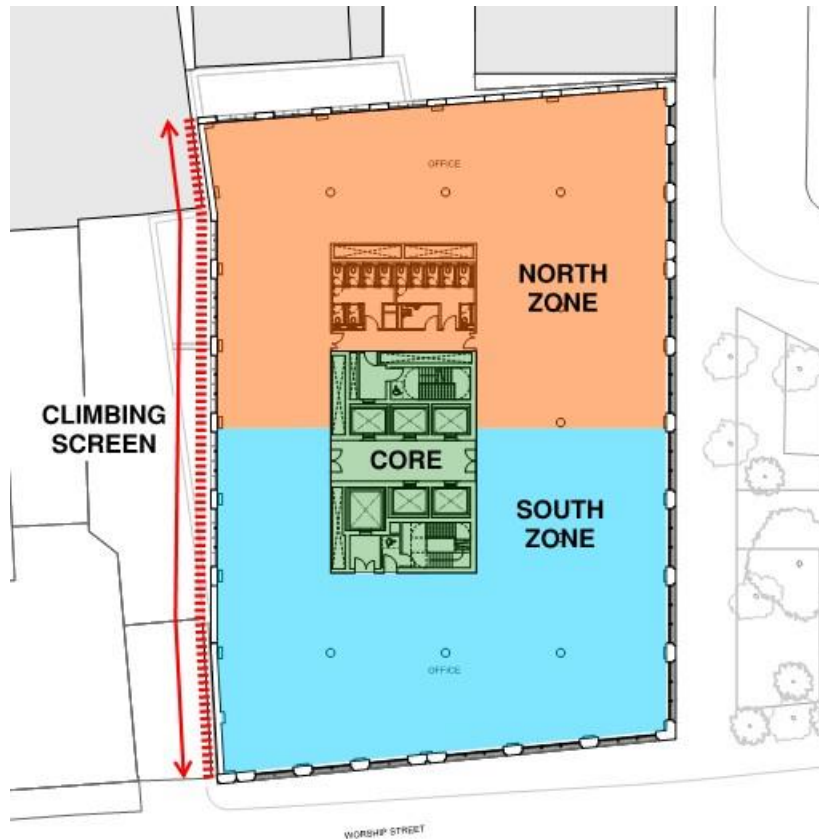
## OVERVIEW OF PERI RCS SYSTEM



Lobby floors and stair landings will be constructed as areas are released from the trailing platform of the formwork system and when complete the precast concrete stairs within the core will be installed in advance of the roof slab construction.

Once the core formwork trailing platform has moved above the third floor the cast in embedment plates will be surveyed for manufacturing of the fin plates and then delivered to site for welding into position prior to the start of the main frame erection.

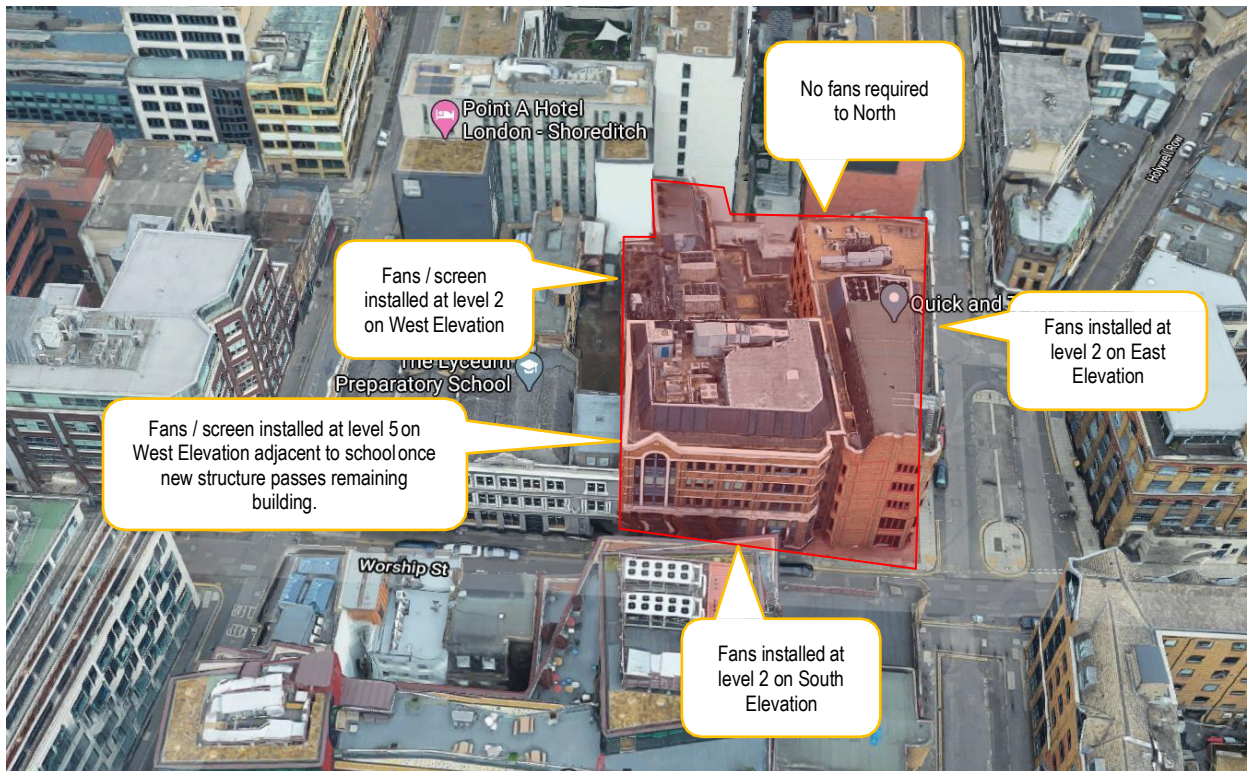
To ensure the efficient use of the tower crane during the erection of steelwork the frame will be divided into two zones, north and south, split along grid line 5. Steelwork will be lifted by the tower crane from the delivery vehicle within the pit lane in Worship Street.



Steel erection will be undertaken in a traditional manner, one zone at a time, in two storey increments, with decking installation progressed in the adjacent zone of the previously completed section to ensure continuous steelwork erection throughout frame construction. Perimeter handrails will be prefixed to the steel beams in advance of installation with MEWP frames and netting used to provide safe access during the erection process.

It may be a requirement that a climbing frame screen is utilised on the school elevation to both mask operations and prevent overlooking of the school during construction of the frame. As the screen climbs an internal screen on the lowest floor will be installed before the floor is exposed maintaining the integrity of the screening. This screening will need to be adjusted locally and removed to facilitate the installation of the façade.

External fans will be installed to the perimeter of the structure to provide additional protection. These will be climbed up the structure as the floors progress remaining no more than 3 floors below the live deck.



Construction of the composite floors will follow sufficient progression of the steel frame commencing when two complete floors of metal deck have been completed above the area to ensure a safe working area whilst steel erection continues. Façade fixing inserts (halfens) will be installed and cast in as each floor is constructed. Concrete will be placed using a static pump positioned on the ground floor slab adjacent to the pit lane. Construction of the terrace upstands will follow on from the completion of the associated floor slab within each zone of construction.

## Envelope

The upper facades will be formed with unitised cladding panels with the units delivered to site and lifted by the tower crane onto a preston platform at each floor level for onward distribution and installation. The units themselves will be installed from within the building, lifted and positioned utilising a vela crane situated three floors above the floor to be installed, with each unit launched from the building on the floor immediately above the level it is being installed. Corner units and the uppermost two storeys will be installed with the tower crane.

Oversailing beyond the façade will be required to facilitate the façade installation.

Works will commence with setting out and the installation of bracketry as the concrete floors progress above, with the installation of the cladding units following the completion of the fifth floor slab, starting on the school façade and progress up the building floor by floor until complete.

The ground floor facades will be accessed with MEWPs operating from the ground floor slab commencing upon the completion of the second floor slab following the clearance of all associated equipment.

Waterproofing of the terraces and roof areas will be completed as each area becomes available following completion of the interfacial RC works in advance of the façade cladding activities. The selected system will allow the vapour barrier to be installed to provide a watertight solution and facilitate the erection of façade.

The terrace finishes themselves will progress once the facades are complete above each terrace level.

## Internals

Investigation into the use of prefabricated risers will be developed through Stage 3 design and if used will be delivered to site in 2 to 3 storey high modules that will be lifted and lowered into the respective void by the tower crane on completion of the structure. Where it is not possible to adopt prefabricated methodology and the riser services are installed traditionally the GRP riser flooring will be installed progressively as part of the structure either as part of the steelwork / metal decking package or the concrete trade package in advance of the services commencing. The forming of holes in the GRP flooring will be the responsibility of the trade

requiring the opening.

The fit out will be undertaken in a traditional manner with the high level services commencing with the positioning of the fan coil units and main ductwork runs followed by pipework installations. Duct and pipework installations will be tested, inspected and signed off prior to insulation works prior to handover for ceiling installation.

The electrical containment and cabling activities will progress in parallel with the mechanical services and be complete and signed off prior to handover for ceiling installation.

Dry lining of the perimeter walls and columns will follow the completion of the facades on each floor, undertaken in parallel with the high level services installations. The suspended ceiling grid will be installed following the sign off of the high level services with ceiling service tiles installed as works progress to allow the high level final fix to advance in parallel with the construction of the perimeter margins.

Installation of the raised floors will be undertaken as the final operation within the office floor areas to minimise damage / replacement, reduce temporary protection requirements and provide the best possible finish to the floors for handover.

Works within the toilet core, circulation and lift lobby areas will be progressed in parallel with the office area finishes following the erection of the associated partitions at each floor level and will be undertaken in a similar manner to the office floor plates with the high level services completed in advance of ceiling installation, followed by the wall and floor finishes in advance of final fixtures and fittings in readiness for commissioning of the services systems.

Lift installations will commence following the completion, inspection and acceptance of the respective shafts. Goods lift installations will be prioritised to provide beneficial use as early as possible to enable the removal of hoist facilities, completion of the impacted facades and the associated interfacing finishes.

## **Commissioning and Project Completion**

The commissioning programme will be developed during the initial stages of the mechanical and electrical services design and be developed between the services consultant, specialist commissioning manager and the HB Reavis services manager. The programme development will be undertaken in parallel with the services design and tailored to suit the requirements of both the installation sequence and the commission-ability of the services systems. The commissioning activities themselves will be undertaken following sufficient completion of the mechanical and electrical services and be carried out on a system by system basis until integration of the various systems is required to prove the building services as an entire system within the BMS environment.

### **END OF METHOD STATEMENT SEQUENCE**

## **12 Scaffolding**

All fixed scaffolding provided will be erected, altered or dismantled by trained and experienced persons under competent supervision. All scaffolds will be designed and erected to comply with the relevant standards.

The Scaffolding Company will be required to issue a handover certificate to confirm competent installation. The handover certificate will be kept on site. From the day of handover weekly inspections will be undertaken and recorded by a competent person. Records will be maintained on site. An inspection will also be undertaken and recorded after the scaffold has been adapted or altered.

### Mobile Towers

All Trade Contractors bringing Mobile Scaffold Towers onto site will ensure that they are:

- Erected by a trained and competent person (PASMA)
- Erected in accordance with the manufacturers' recommendation, inspected when required and regularly maintained

### Ladders

Ladders will not be used as working platforms on the Worship Square Project

## 13 Traffic and Pedestrian Management Plan

**NOTE: This section of the plan sets out the logistical controls as required under condition 18**

### Traffic routing to & from project

Site logistics and access to site will be broken down into three phases

1. Demolition phase: Access for the demolition phase will be via Clifton Street into the existing car park area of the project. As the low level 2 storey structure is demolished additional space will become available in this location.
2. Excavation and basement phase: Access for this stage of the project will be to the constructed Gantry from Worship Street. This is to both accommodate the potential increase in vehicle movements during the bulk excavation but additionally allow muck away wagons to be directly loaded on the gantry area removing any potential of excavated materials being moved onto public roads.
3. To allow for the construction of the GF slab and the RC cores / steel frame a pit lane will be established on Worship Street. This will be established at the point where the props to the excavation are required to allow for delivery of these

To lessen the impact of site traffic and their contribution to carbon emissions from vehicle exhaust gases the following measures will be implemented:

In consultation with the London Borough of Hackney, prior to commencing work on site the designated traffic routes will be agreed. Consultation with LBH has been commenced (see Appendix) and agreed in principle. We will be conforming to the various initiatives and regulations TfL are seeking to apply to construction traffic.

The designated traffic routes to and from site and to and from the originating and final locations are to be determined using the following philosophy:

- The avoidance of using residential roads particularly those with sensitive areas such as schools, hospitals, community centres etc when possible.
- Avoiding school starting and finishing times
- The routing to the major A roads as quickly as possible
- Avoiding routes through any residential areas

The nominated route to and from site will be advised in writing to all interested parties particularly the waste lorry companies and concrete suppliers as these will make the majority of site vehicle movements.

The existing site is located at the north-western corner of the Clifton Street/ Worship Street junction and forms part of an urban block which is bound to the north by Scrutton Street, to the west by Paul Street, to the south by the Worship Street and to the east by Clifton Street. 20 mph speed limits apply to the majority of highway network surrounding the site.

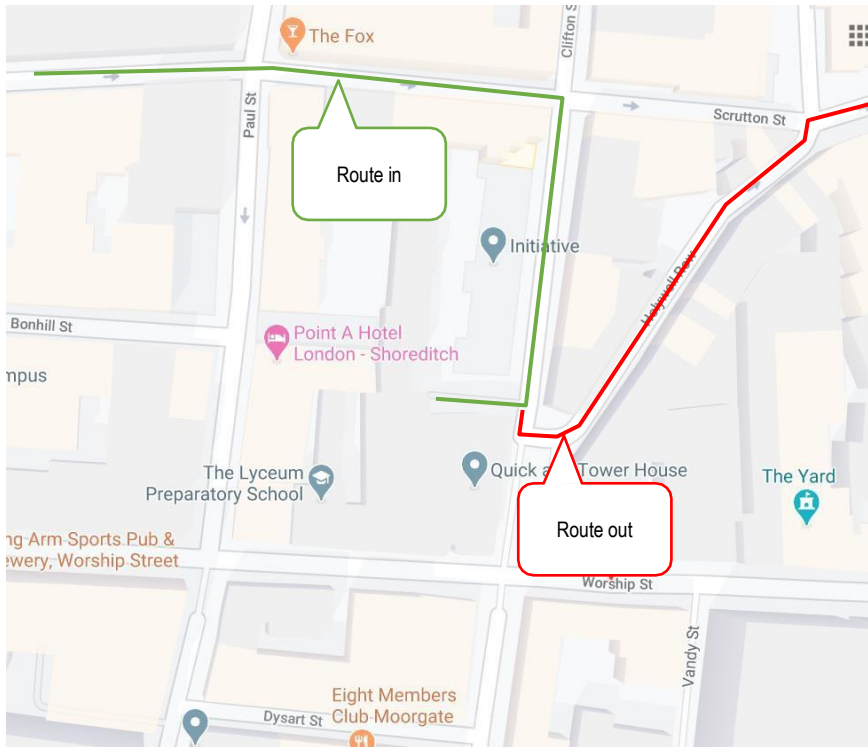
Paul Street to the west of the site operates as a one-way southbound road.

Scrutton Street to the north is one-way eastbound road, connecting with Epworth Street (also one-way eastbound) to the west, which itself runs from a junction with A501 City Road. Scrutton Road to the east of Clifton Street continues to run as a one-way eastbound road to the junction with Curtain Road/ Holywell Lane.

Worship Street is a single carriageway east-west running two-way road which connects as a priority junction to A501 City Road to the west of the site. To the east of the site, Worship Street merges with Curtain Road before heading northbound to a priority junction with Scrutton Road/ Holywell Lane. Holywell Lane runs as two lanes eastbound from the A1202 Great Eastern Street before merging into Curtain Road (three lanes) which heads northbound to connect with A1202 Great Eastern Street at a signalised junction. The A1202 Great Eastern Street and these sections of Holywell Lane and Curtain Road form part of the Transport for London Road Network (TLRN).

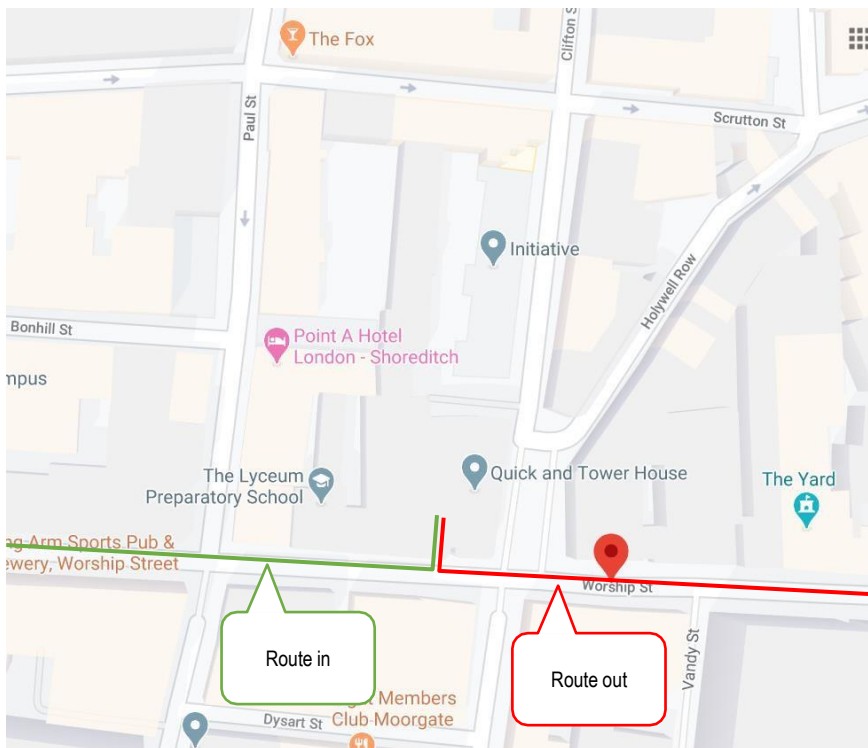
Clifton Street to the east of the site is a two-way single carriageway road running on a north-south alignment between a priority junction with Scrutton Street to the north and the junction with Worship Street to the south (although the southern end of this road is now blocked by public square). Holywell Row joins Clifton Street immediately to the east of the site and runs as one-way northbound to a junction with Scrutton Street.

Traffic routes to and from site:  
Stage 1: Clifton street entrance:



This phase of the logistics plans will be employed for the demolition works. Vehicles will access directly from Clifton street. Vehicles will be required to reverse on to the project and a detailed swept path analysis has been carried out to allow for this. During entry and exit from the project traffic marshals and temporary barriers will be employed to control pedestrian movement and ensure the safe movement of any delivery vehicle.

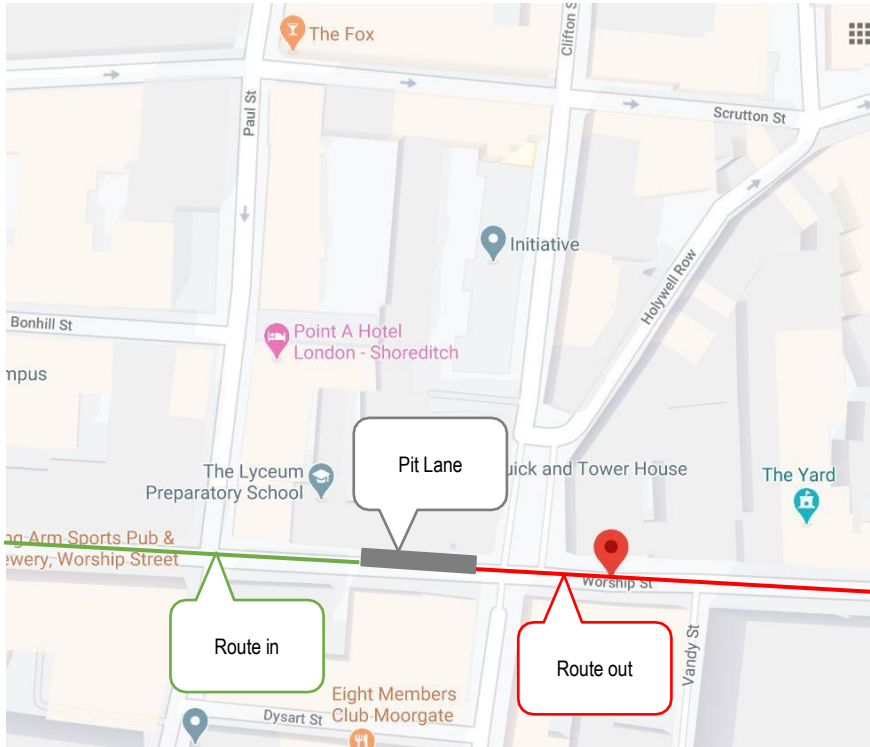
Stage 2: Worship Street Gantry:



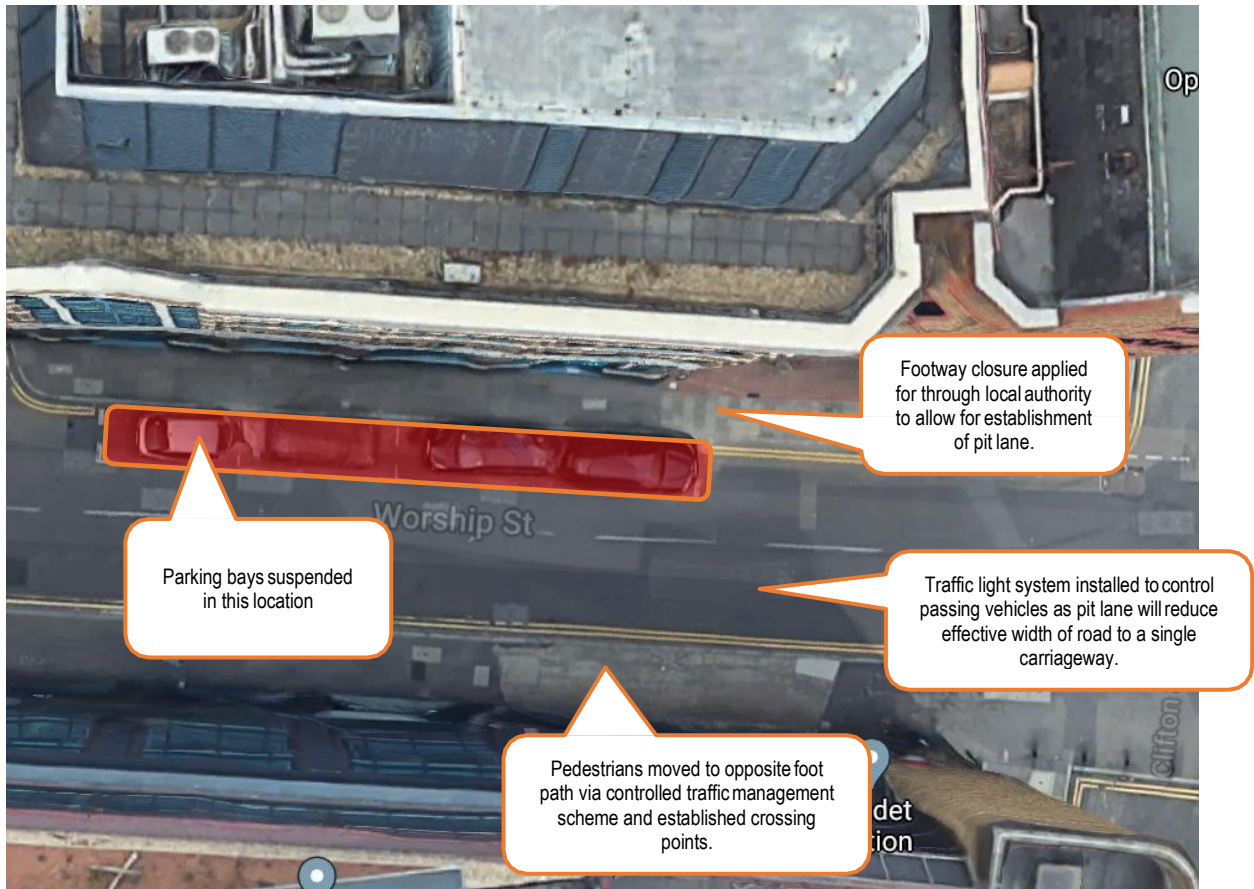
This phase of the logistics plan will be used for access to the gantry area prior to the prior lane being established. This will be for a short duration. The same control measures will be in place as per stage 1.



Stage 3 Worship Street Pit Lane:



This phase of the logistics plan will be in place for the bulk excavation and for the construction phase of the project. This will require the establishment of a pit lane. Final pit lane location and set up will be agreed in consultation with the local authority, TFL and the Met Police road safety team. The pit lane will require the suspension of a number of parking bays along Worship Street and the closure of the Northern footway adjacent to site. Pedestrian crossing points and a diversion route will be established subject to local authority approval to allow safe pedestrian access and maintain access to the school. The pit lane will be established so that it does not incumber the school access in any way.



The delivery of all materials, plant and equipment will be pre-planned and to designated times of the day to minimise the impact on the local area from the continuous accessing and egressing of the site by vehicles. Any deliveries and movements of large vehicles will be restricted to outside of peak times as far as practicable to avoid any significant impact on the local traffic and in particular the adjacent school. Peak times for school drop offs and collections are 8:30 – 9am and 15-15:30 (Monday to Friday) and during this time no deliveries will be allowed into site. Consultation with the Lyceum School has begun and we are seeking to coordinate certain works with school holidays to enable minimisation of disruption.

As part of our ongoing liaison strategy with the school, we will endeavour to coordinate delivery timings with advance notice on regular basis so that our delivery schedule can be coordinated with the operations of the school to minimize disruption, for example we could with notice alter the delivery timetable to allow for a special event.

All goods deliveries will be to a designated area on site where all vehicles will be unloaded and the materials taken to the appropriate storage area immediately.

To ensure an efficient management of, and minimising the number of vehicles coming to and from site, where required in liaison with site management requirements a designated management representative will be appointed to act as the Site Transport Co-ordinator. Who will manage all the waste removal collections and documentation, and for the efficient ordering and delivery of site consumables, all of which will be at agreed appointed times

All such vehicle movements will be under the strict control of appointed Banksmen and this system will be subject to a site speed limit of 5mph

The times of the movement of the required mechanical plant to and from the site will be dependent upon constraints placed by the local traffic police, who may be required escort such large loads, and such escort times will normally fall between 7pm and 7am. Upon confirmation of any escorted load being moved all relevant persons likely to be affected will be advised of the potential for possible short-term disruption. All such movements will also be in arrangement with the local authority and TFL.

The site management will check the use of the designated routes by vehicles leaving site. No vehicles will be allowed to park in any of the adjacent roads particularly with engines left ticking over; and there will be no parking within the constraints of the site.

All waste collection lorries will, where possible, will come from one company who will designate a suitable number of lorries with the same drivers to enable them to be familiar with all site requirements and the determined haul routes to their disposal destinations.

All site operatives, subcontractors and visitors will be instructed to attend the site via the easily accessible modes of public transport.

A site logistics plan and swept paths are included in appendix 1 highlighting the proposed access routes for site.

#### Local logistical constraints

Site vehicles will access site between the hours of 0800 – 1800 and as noted above, no deliveries will be made between 8:30 – 9:00 am and 15:00 – 15:30 pm.

A series of photographs with notes follow highlighting other specific Traffic Management points to be mitigated by this plan.

Pre-booked delivery vehicles will contact the Site Manager ~30 minutes before arrival.

#### Access/ egress routes from the site

##### Pedestrians

All pedestrians will access and exit the site from dedicated doors positioned in the hoarding. These will be secured shut at all times and fitted with clear site contact signage and a wired / wireless bell push or intercom connected to the office inside so that visitors can be provided with escorted access.

On entry and exit from the site attendance will be recorded electronically via a biometric recording system within the welfare facilities. Visitors to site will be recorded within the site visitors book maintained by the Site Manager.

##### Vehicles

All vehicular traffic will access and exit site via as previously detailed within this plan. The vehicles will be met and escorted by Site Traffic Marshals when accessing the site. All suppliers and waste companies used will be informed as a condition on their order / contract that their vehicles are prohibited from parking on the surrounding streets and that they must keep to the appointed times to get access on to site.

Waste companies contracted to remove the demolition wastes, excavated materials and general waste from RC works from site will be required to allocate designated drivers to this project so that they can receive a site-specific drivers induction / briefing to include all safety requirements on site and particularly those relating to cyclist safety

To minimise the high-risk integration of cyclists and commercial vehicle traffic all waste companies employed will be required to be registered with the Freight Operators Registration Scheme (FORS) and to be compliant with the Construction Logistics & Community Safety scheme (CLOCS). Companies will also be expected to confirm that they will comply with the Local Authorities published guidance documents to improve vulnerable road users' safety. Evidence of this will be provided to the PC as part of the delivery booking system.

All vehicles coming to site will be inspected at the security point next to the site gates before entering to ensure that the vehicle is in a safe condition (CLOCS compliance check) A further inspection at the gate security access point will be carried out when vehicles exit the site so that a check can be made to make sure any necessary documentation has been provided / completed and that any loads removed from site are secured / covered as appropriate.

Once onsite vehicles will manoeuvre to load or off load within the dedicated loading area inside the main gate.

Prior to leaving site all waste vehicles will be inspected by the drivers and the TMT to ensure that vehicles are clean and sheeted over prior to departure onto the public highway. If required vehicles will be jet washed on the hardstanding area inside before leaving site during periods of inclement weather

All adjacent public areas and roads will be kept as clean as practically possible on a regular basis, by a combination of regular manual and attendance of (on demand) a mechanical road sweeper truck if necessary.

There will be no parking in any surrounding streets by any site employees, visitor's vehicles and particularly commercial vehicles.

The accessibility of the site by public transport has been assessed as 5 (very good) against the PTAL assessment methodology therefore all employees and visitors will be encouraged to use public transport whenever possible.

Prior to works commencing on site a detailed photographic survey will be carried out covering all neighbouring public areas, roads and pavements noting any existing defects. Then, during the progress of the site works, the condition of all such areas will be regularly inspected and any faults noted caused by the site works will be repaired as required. Finally, at the end of the demolition project, any remedial / repair works still needed will be carried out and a post -works condition survey, CCTV drainage survey will be undertaken and added to the Project Completion Record.

#### **14 Storage of plant and materials**

All deliveries of consumables, tools, site plant requirements and the waste collection vehicles will be ordered and coordinated by the Demolition Manager in liaison with the Site Project Manager.

Diesel fuel will be supplied to the site with a record of usage logged as a key environmental monitoring indicator for the site

- All storage facilities for COSHH substances will be bunded & secured \*
- Diesel fuel will be stored in a locked double bunded bowser
- Misc. site tools & consumables will be stored within a secure, lockable cabinet or existing storage room
- An area of hardstanding inside the site will be set aside when required for the unloading / loading and storage of scaffold & hoarding materials for the site

\* Any substance brought to site which is classified as being hazardous to health such as the diesel fuel, various oils and greases etc. will need to be accompanied by the relevant suitable COSHH Risk Assessment and Safety Data Sheet

#### **15 Measures for the control of dust, dirt & exhaust emissions**

**NOTE: This section of the plan sets out dust and emission controls as required under condition 18 (B) & (C)**

To ensure the environmental impacts of dust & dirt are minimised the following control measures will be implemented during the demolition phase: -

- The access / protection scaffold enclosing the site perimeter of the building for demolition will be fully wrapped in Fire Retardant 'Monarflex' polythene sheeting while the site boundary will be protected by a combination of the existing retained 2.5-3mtr high masonry walls and a substantial 2.4mtr height plywood covered timber framed hoarding.

- A temporary water supply network will be installed on site. This will consist of 25mm OD PE water pipework connected to the existing incoming metered mains supply. The pipework will be routed round and fixed to the perimeter access / protection scaffold to supply a series of 25mm fire hose outlets serving both the active demolition area and the open lorry loading area near the site entrance
- Suppression of dust using water will be carried out at all key stages of demolition activity –
  - Damp down the floor area in advance of demolition activity starting
  - Direct hose water jet dust suppression at the demolition work face during demolition
  - Damp down the transit routes for plant involved in moving debris around the site along with any stockpiles of waste materials
  - Damp down hard-core debris resulting from demolition activity before it is handled, moved or loaded into lorries
- All demolition waste vehicles will be sheeted over prior to leaving site.
- All site plant and waste collection vehicles engines will be serviced to the manufacturers recommendations to ensure exhaust emissions are minimised.
- All non-mobile machinery NRMM will meet or exceed the emissions specifications / standards targeted for the project (Euro 6 targeted, Euro 5 minimum accepted engine emissions specification).
- Details of plant covered by NRMM requirements will be entered by the appointed Environmental Manager on the NRMM website.
- The movement of all commercial vehicles, particularly waste vehicles, to and from the site will be pre planned and booked to prevent unnecessary vehicle movements & waiting.
- All contained refrigerant gases or other hazardous substances that could have an adverse environmental impact will be removed by a specialist licensed sub-contractor for disposal in accordance with the hazardous waste regulations.
- At no time will the burning of any demolition materials be allowed on site.
- Vehicle wheels will be washed with a pressure washer on hard standing at the site gates.
- Further to the above there will be dust monitoring stations on the School boundary to site. This will constantly monitor for dust and a traffic light system will be used to raise alert levels via text/email. An action plan will be put together outlining actions should trigger levels be hit.

## 16 Recycling and disposing of waste

**NOTE: This section of the plan sets out the waste strategy controls as required under condition 18(D)**

The waste management strategy will have the aim to maximise secondary material use within the new construction of the site and to lessen the demand on primary resources so producing an increase in net resources efficiency.

A pre-demolition site audit will be undertaken to determine what materials can be reclaimed for reuse or recycling and their quantities which will then be developed into a 'Demolition Recovery Index' spreadsheet (D.R.I).

A post demolition site audit will be undertaken of the actual quantities of materials recovered & recycled and the Demolition Recovery Index Efficiency can then be accurately calculated

The waste management strategy will be developed for this project in accordance with the I.C.E. Demolition Protocol with the objective of achieving the following key aims-

- Improved overall environmental performance
- Meet or exceed current legislation requirements
- Reduce waste disposal costs, particularly landfill
- Maximise resources available

- Beneficial contribution to clients targeted BREEAM “Excellent” rating

For this Project the Demolition Materials Recovery Index will include the following material headings. An estimated tonnage for each material will be calculated for the table and then, as the project nears completion, the actual tonnage recovered will be recorded. By comparing the two this will then provide the company with a Demolition Recovery Index Efficiency Rating

#### Demolition Materials Recovery Index

Material	Total Estimated Quantity (m3)	Actual Recovered (m3)
Ferrous Scrap	200	
Non-Ferrous Scrap	200	
COSHH (florescent tubes, cleaning chemicals etc.)	0	
Asbestos * (* provisional estimate, pending R&D survey)	1	
Plasterboard & Gypsum	TBC	
Timber	TBC	
Mixed construction waste	300	
Combined hardcore	11,600	
Bitumen	10	
TOTAL	12,311	
Demolition Recovery Index %	99%	

In addition to the recycling of generated demolition materials, additional recycling will be undertaken of the following materials generated from the construction operation and management of the project-

- Recycling of site hoarding materials
- Recycling of all packaging and containers
- Returning / refilling of printer cartridges
- Returning all pallets, stillages & material containers to original supplier
- Segregate all site waste paper, aluminium drink cans, glass bottles and plastic for recycling



### Hazardous Waste Management

Where any hazardous waste is to be handled for disposal this will be carried out in accordance with a fully developed risk assessment

Where a potentially hazardous waste cannot be identified then a competent waste management company or consultant will be employed to determine what the substance is, the required control measures for handling it, and to provide advice on its removal, transportation and disposal.

All identified hazardous wastes will be removed and placed into separate secure and sealed waste containers which will be located within an area designated by the Demolition / Construction Manager

Categories of hazardous waste reasonably expected to be present are -

- Asbestos containing materials
- Pigeon / bird fouling
- MMMF Insulation
- Plaster board with a sulphate content of more than 10%
- Fluorescent tubes & mercury / sodium discharge lamps
- Refrigerant gas (air conditioning / chillers)
- Waste electronic and electrical equipment
- Waste oils, bleach, solvents & cleaning chemicals etc.

To comply with hazardous waste regulations a maximum of 80 cubic metres of Hazardous waste will be stored on site at any one time.

Any clinical waste or drug related debris (sharps) encountered will be collected in accordance with established company methods and disposed of properly.

### Non-Hazardous Waste Management

All non-Hazardous wastes will be removed and loaded into Tipper trucks or Roll-on-off waste bins of various capacities in the logistics / loading area adjacent to the site entrance.

Non-hazardous wastes will consist of -

- Fixtures, fittings & finishes
- Office furniture and carpeting
- Timber
- Ferrous and non-ferrous metals
- Glass
- Brick & concrete
- Concrete
- Steel reinforcement

All generated wastes will be sorted for reuse and recycling then placed into their respective segregated Roll-on-off waste bins by hand or by a mechanical excavator. Once full, waste lorries from an Environmental Agency (EA) registered waste haulier will transport the wastes to an appropriately licensed waste transfer station or recycling centre.

All asbestos containing materials will be placed into sealed, secure waste skips for transport off site.

In accordance with the Environment Agency requirements concerning plasterboard disposal and recycling all on site clean plasterboard waste will be removed and placed into their own designated waste skips. This will then be transported to a plasterboard recycling facility known to the company.

### Waste Management Documentation

All Hazardous wastes will be disposed of in accordance with the Hazardous Waste Regulations Duty of Care Consignment Note procedures. They must be removed by a licensed hazardous waste removal company for disposal at the appropriate licensed hazardous disposal site

All non-hazardous wastes will be placed into open waste skips provided by approved, designated waste hauliers. All non-hazardous wastes will be disposed of off-site at a designated licensed disposal site. Company waste transfer notes (WTN's) will be issued for each consignment

The collection & recording / management of all such documentation will be undertaken by the site level management.

### Site Waste Management Plans

Although the legal requirement for Site Waste Management Plans was repealed on the 1<sup>st</sup> December 2013 the company will continue to use SWMP's. All waste information will be recorded to assist in providing information for the End of Project Report and to evidence any BREEAM "Excellent" targeting requirements or project reporting the client may have.

## 17 Plant & Equipment

**NOTE: This section of the plan sets out the plant management and emission controls as required under condition 18c**

All plant and equipment will be operated and maintained in accordance with manufacturers / supplier's instructions.

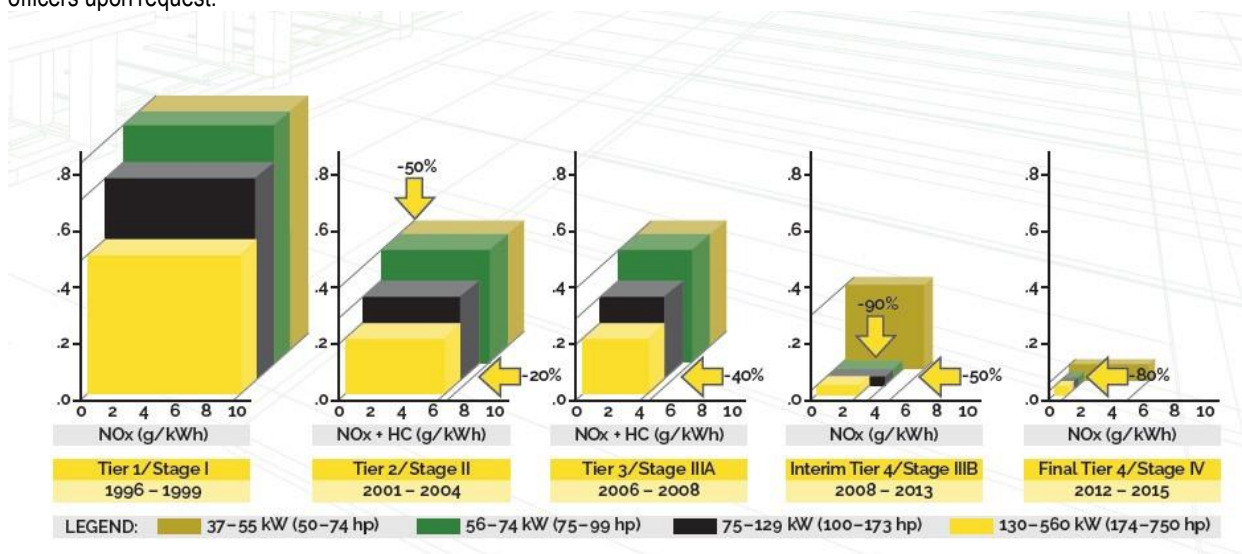
All Non-Road Mobile Machinery (NRMM) of net power between 37 kW and 560 kW used during demolition, shall meet the emissions standards set out in Stage IIIA of EU Directive 97/68/EC emission of gaseous and particulate pollutants from internal combustion engines to be installed in non-road mobile machinery and as amended) and "Non-Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999" for both Nitrogen Oxides (NOx) and Particulate Matter (PM).

If Stage IIIA equipment is not available, the requirement may be met using the following techniques:

- Reorganisation of NRMM fleet
- Replacing equipment
- Retrofit abatement technologies
- Re-engineering

All eligible NRMM shall meet the emissions requirement above unless it can be demonstrated that the machinery is not available or that a comprehensive retrofit for both NOx and PM abatement is not feasible.

An inventory of all NRMM, including evidence of emission limits for all equipment must be kept on site and all machinery should be regularly serviced and service logs shall be kept on site for inspection. This documentation shall be made available to local authority officers upon request.



## 18 Contractors

HB Reavis Construction operates a Construction Management model, and works packages will be tendered and awarded to a variety of trade contractors over the course of the project.

As at January 2021, JF Hunt Ltd have been awarded the Asbestos Removal, Enabling and Demolition package.

All future contractors or subcontractors will review this CMP as part of their tender process.

## 19 Hazard Identification and Risk Assessments

The following provides a list of the perceived risks associated with this project, and the means of mitigation to be undertaken by the Company which will be confirmed by developing site specific Risk Assessments and Method Statements -

Hazard	Likelihood	Risk	Mitigation
Removal of Notifiable Non-licensed & Notifiable Licensed asbestos containing materials - Airborne fibre inhalation	High	Respiratory illness, Pleural plaque, Asbestosis, Mesothelioma	<p>Removal works carried out in accordance Control of Asbestos Regulations 2012 and Company Asbestos Management Policy.</p> <p>With Asbestos Plan of Work &amp; Risk Assessments (developed in accordance with HSE Document ALG Memo 04/12).</p> <p>Undertaken by personnel trained in accordance with Chapter 4 Licensed Contractors Guide and ACOP L143 (2<sup>nd</sup> Edition), and competent to undertake such works and hold the required certification in accordance with Company Asbestos Management Policy.</p> <p>All Notifiable asbestos removal will be undertaken under fully controlled conditions within properly constructed containment</p> <p>All asbestos containing materials to be removed will have been clearly identified within the Clients provided Asbestos Refurbishment &amp; Demolition Survey and their locations marked on site</p> <p>The daily removal activities must be managed by an on-site Asbestos Supervisor.</p> <p>All monitoring requirements will be undertaken by an employed UKAS accredited laboratory</p>



Hazard	Likelihood	Risk	Mitigation
Unauthorised access to demolition site and site occupation	High	Personal injury & commercial implications	Site boundary enclosed by installed 2.4M high hoarding with controlled vehicle and pedestrian lockable access gate.  All non-required entrances to buildings to be sealed off
Late or failure to disconnect redundant services	High	Programme delay Accidental asset damage	Engage relevant service providers prior to mobilisation period and obtain commitment against a developed services disconnection plan provided to each provider
Discovery of Unexploded Ordnance (UXO)	High	Explosion risk to site and locality	UXO risk assessment has been carried out detailing the site as medium to high risk, including potential watching brief or intrusive probing for ground and piling operations.
Major Site Incidents	Low	Personal injury and property damage	Works to be well planned, coordinated and supervised in a manner to reduce this risk to the lowest possible level
Interface with other contractors on site (Archaeology, Hazardous Material, or other Civil Work and Facilities Contractors coming to work on site)	Low	Programme delay	Early engagement and co-ordination of 3 <sup>rd</sup> party contractors.  Weekly/fortnightly co-ordination meetings. Implementation of digital information exchange.
Unknown M&E services being discovered	Medium	Risk to safety	Careful review of client provided M&E survey when available
Loss of support / stability of structures during demolition	Medium	Risk to personal safety	Pre-start assessment & site visits as necessary from the temporary works / structural engineers. Investigate and assess existing structures current condition and impact assessments at critical stages of demolition
Underground electrical and mechanical services	Medium	Risk to personal safety	Plan works in accordance with HSG47 "Avoiding Danger from Underground Services" and test or CAT Scan areas of concern  Any site excavation works to be undertaken in accordance with an issued Permit to Excavate and works are to be supervised by a competent person
Housekeeping	Low	Risk to personal safety e.g. Slips, Trips and Falls	Works to be well planned, coordinated and supervised in a manner to reduce the risk to the lowest possible level
Ground movement and / or failure of temporary works causing damage or collapse of third-party structures Retaining Wall movement	Low	Risk to personal safety and to property.	Additional temporary works to be designed and installed if found to be necessary

Hazard	Likelihood	Risk	Mitigation
Health risks from exceptional weather (cold & hot)	Medium	Risk to personal safety	Operatives will be advised of the risks. The company will provide the correct protection and PPE
Unexpected archaeological discoveries	Low	Programme delay	Site Manager to advise the Project Manager should any unexpected artefacts or structures be uncovered during excavation works
Bats, badgers and other protected species etc. Unexpected finds resulting in delays and additional costs	Low	Programme delay	Site Manager to access on areas of the site on occupation. If any evidence of wildlife / protected species is apparent the works will be stopped, and the client advised to seek specialist advice
Poor community relations with adjacent commercial properties, residents and business	High	Programme delay	Community relations Management carried out in accordance with Company Environmental Management Policy and Client's requirements. Arrange / attend regular meetings with neighbours Production of regular newsletters Particular focus to be paid to adjacent school.
Safety Documentation approvals by third parties other than client	High	Programme delay	Planned submission of safety documents and pre-determined approval times
Site Remediation Works	Medium	Personal Injury Accidents	Full SI to be carried out. Planned Remediation works managed by competent management and undertaken by experienced employees and subcontractors
Demolition by Mechanical Plant	Medium	Personal Injury Accidents	All Demolition works carried out in accordance with site specific individual method statements, task sheets and risk assessments  Works undertaken by experienced employees managed by competent supervision.  All works within suitably sized safety exclusion zones, managed by appointed Banksmen in radio contact with the Plant Operator / Supervisor
Site Interface between Vehicles and Pedestrians	High	Personal Injury Accidents	Defined separation of vehicles and pedestrians by identified routes into and onsite confirmed by a site developed Site Traffic Management plan  Provision of Traffic Marshals / LANTRA Banksmen to manage traffic movements
Site Fire Safety	High	Personal Injury and Property damage	Risk managed by the development of a Site Fire Risk Assessment, Fire Plan and procedures.  Implementation of a 'Hot Works' Permit to Work procedure Relevant safety talks and Safety Standard compliance
Confined Spaces	High	Personal Injury accidents	Confined spaces opened-up or accessed with confined space work risk assessment and safety procedures - Permit to Work system  Relevant safety talks and Safety Standard compliance

Hazard	Likelihood	Risk	Mitigation
Falls from Height during demolition / construction of suspended slabs / steel frame	Medium	Personal Injury Accidents	Falls from height controlled in accordance with Company Safety Standard, Company Health & Safety Policy, developed work package Risk Assessments, Method Statements and Safety Talks
Environmental Management of adverse environmental impacts such as noise, dust, vibration, ground contamination etc.	Low	Adverse environmental responses	<p>Environmental Management carried out in accordance with Company Environmental Management Policy and Site Environmental Management plan</p> <p>All site noise, dust and vibration levels will be recorded by company owned monitoring equipment (fitted with data loggers and 'live' text warning facility) located at pre-determined sensitive areas on and around the site.</p> <p>All information will be collected and managed by a designated competent person</p>
Site commercial vehicle movements to and from site	Medium	Public interface and traffic accidents and congestion and disturbance	<p>Vehicle movements planned in accordance with Site Traffic Management Plan and Site Construction Management Plan developed in liaison with the Client &amp; the Local Authority</p> <p>For large load movements to and from site, these will be notified to the police who will arrange escorts to and from site along pre-determined routes and at permitted times</p> <p>All those who will be potentially affected will be notified prior to the movement being undertaken</p>
Manual Handling	Medium	Personal injury accidents	Work tasks to be planned to prioritise use of various mechanical plant & manual handling aids
COSHH Risks-Hazardous Wastes	Medium	Personal injury accidents	Initial Hazardous wastes survey to allow COSHH Risk assessment control measures for removal and disposal to be developed via chemical data sheets and / or specialist waste subcontractor input
COSHH Risks-Hazardous chemical used as part of the works such as diesel fuel	Medium	Personal injury accidents	COSHH Risk assessment with control measures will be developed & provided making reference to product safety data sheet
Isolation and Disconnection of site M&E Services	Medium	Death, fire, personal Injury accidents	<p>All site M&amp;E services present will be identified using Client provided information and their exact location then determined on site using approved M&amp;E Subcontractors</p> <p>All M&amp;E isolations and disconnections and rerouting for site temporary supply requirements will be undertaken to a pre-planned schedule and remaining temporary site services will be marked and protected throughout their length</p>

Hazard	Likelihood	Risk	Mitigation
Isolation and disconnection of site M&E services having a potential adverse impact on adjacent properties	High	Personal Injury Accidents  Loss of third Party M&E Services	All site M&E services will be identified within the Client provided information and their exact location and status will then be determined on site.  All M&E isolations and disconnections and rerouting for site temporary supply requirements will be undertaken to a pre-planned schedule. Including liaison with all adjacent property owners / tenants to identify the impact of all services isolations and disconnections.  Where any issue is identified that will affect adjacent properties then all works will be planned in liaison with those properties occupiers and all changes recorded on drawings for their reference
Potential Terrorist Actions or civil disturbance on or adjacent to the site	Medium	Personal Injury and Property damage	Contents of Company 'Site Emergency Plan for Terrorist Actions' to be discussed with The Metropolitan Police and their requirements / recommendations to be included within plan  Contents of plan to then be notified to everyone on site via a toolbox talk and posted within all welfare and site security facilities  Site security to patrol site hoarding line regularly and report any suspicious activity immediately  If the plan implemented by the Project Manager designated people are to assist in managing the requirements of that plan
Hazards from surrounding locality (Persons, Property, Vehicles, Transport etc)	Medium	Personal Injury and Property damage	As part of mobilisation period, a full comprehensive survey & report will be undertaken to establish the location of any specific unusual hazards of this nature, the potential effect of the project will have on them and the risk mitigation procedures needed.
Structural Hazards (Within site or Adjacent to it)	Medium	Personal Injury and Property damage	As part of mobilisation period, a full comprehensive Pre-Demolition Structural Condition Survey & report will be undertaken by our structural engineers with photographs to establish the location of all potential structural hazards on site and on adjacent buildings, roads and pavements.  On completion of the demolition works a Post Demolition Structural Condition Survey, with photographs, will be undertaken on all adjacent buildings, roads and pavements
Installation of Temporary M&E supplies to Site	Low	Personal Injury	All required site temporary electrical and water supplies will be installed by subcontract companies from our approved sub-contractors list and who hold the relevant trade accreditation for their works so that they are undertaken in compliance with the relevant British Standard  All works will be pre-planned by the Site Project Management team against the developed programme

Hazard	Likelihood	Risk	Mitigation
Provision & Installation of Site Welfare Facilities	Low	Personal Injury	All site welfare will meet the requirements of the CDM Regulations and the Company Safety Standard 'Site Welfare Facilities' Required facilities will be installed on site as part of the Project Mobilisation Period and prior to any works commencing All facilities will be serviced and cleaned on a daily basis by designated persons
Sub Contract Packages Management	Medium	Personal Injury and Property damage	All sub contract packages will be procured from our approved subcontractors list and each will be issued with a Scope of Works Tender, programme and details of risks on site which they need to consider as part of their tender. All sub contract works will be undertaken in accordance with Risk Assessments and Method Statements which have been reviewed and approved by the Site Project Manager On site all sub-contractors work will be managed daily on site by the appointed Manager overseen by the Site Project Manager. The site safety performance of subcontractors will be part of the regular site safety audits undertaken by the company safety team
Site Occupational Health Management	Medium	Personal Health Risks	As part of the company Occupational Health Management Policy the following procedures will be implemented for all on site All employees will complete a Health Check Questionnaire before employment Retained Occupational Nurse visiting site to carry out fitness to work medicals and hold Life Style Consultation's Retained Medical company visiting site to carry out random Drug & Alcohol Testing Any occupational health risk such as from Noise, Vibration and HAV will be eliminated or controlled by developed risk assessments and information recorded
Identifying Unknown asbestos during demolition works	Low	Personal Health Risks	If previously unrecorded suspected asbestos materials are discovered the area will be sealed off then the asbestos company will immediately arrange for samples to be taken to determine what the material is. Any additional asbestos removal required will require a separate ASB5 notification to the HSE and the removal will be carried out in accordance with information detailed within Section 1 above
Slips, Trips & falls	Medium	Personal Injury	All slips, trips and falls risks on site will be eliminated by continuous surveillance by all on site of active work areas, walkways & stairs and any risk identified will be notified to the Demolition Manager so that it can be rectified straight away
Site Generators	Low	Electrocution, Personal Injury	All site generators installed will be earthed with the earthing protection system installed by a competent electrician

Hazard	Likelihood	Risk	Mitigation
Temporary Works Installations	Medium	Personal Injury and Property damage	<p>All Temporary Works shall be</p> <ul style="list-style-type: none"> <li>• Designed</li> <li>• Design approval by a third party</li> <li>• Managed by a Temporary Work Coordinator</li> <li>• Supervised on site by a Temporary Works Supervisor</li> <li>• Temporary Works recorded in a Temporary Works Register</li> <li>• Temporary Work Installation by Approved Subcontractors working to approved method statement and risk assessments</li> <li>• Use &amp; alteration / removal of installed Temporary works controlled by the established company Permit to Load / Unload system</li> </ul>
Scaffolding Erection/Dismantling	High	Personal Injury and Property damage	<p>All Scaffolding Works shall be</p> <ul style="list-style-type: none"> <li>• Designed incorporating fans and more than 2 working lifts</li> <li>• Design approval by a third party</li> <li>• Works undertaken by Approved Subcontractors working to approved method statements and risk assessments</li> <li>• Works on site managed by Advanced Scaffolders</li> <li>• Scaffold works undertaken by Scaffolders holding current CISRS Cards</li> <li>• Works undertaken within / above their own exclusion zone</li> <li>• Completed Works recorded in a Scaffold Handover Certificate and Scaffold Register</li> </ul>
Demolition in close public areas	High	Personal Injury and Property damage	<p>All works shall be/have:</p> <ul style="list-style-type: none"> <li>• Carried out behind 2.4m (h) hoarding and sheeted scaffolding.</li> <li>• Warning signs placed around the site.</li> <li>• Traffic management plan implemented with control measures installed.</li> <li>• Regular toolbox talks</li> <li>• Liaison with 3<sup>rd</sup> parties / co-ordination meetings / regular updates</li> <li>• Installation of site security measures</li> <li>• Traffic marshals / banksman present at all times.</li> </ul>
Risk of damage to surrounding properties or retained structures through vibration	Medium	Damage to property	<p>Non-percussive methodology implemented as far reasonably practical.</p> <p>No dropping of materials from height.</p> <p>Limits agreed with the local authority prior to commencing works.</p> <p>Real time vibration monitors installed to adjoining properties.</p>

## 20 Site Environmental Management

In undertaking this work the Contractor aims to maximise sustainable development. This will be achieved by striving to meet the basis of sustainability which is 'The meeting of the needs of the present without comprising the ability of future generations to meet their needs'. It's the efficient use of resources and energy today without compromising future primary resources for others.

The Contractor will contribute to this by -

- Returning to the new construction of the site, and the construction industry in general for reuse or recycling the highest amount of materials from what was originally used on site so maximising the use of secondary materials and minimising the use of primary resources to achieve an increase in resource efficiency
- The monitoring and, wherever practicable, the reduction of energy and water use on site
- The monitoring and reduction of emissions from site plant and from all vehicles coming travelling to & from the site
- Assessing and continuously improving the company's environmental performance on site

The Contractor will employ only subcontractors that are competent in their field and able to meet the requirements of this Environmental Management Plan.

As part of achieving approved subcontractor status each individual company will not only have to achieve a safety accreditation, but also an environmental management one, and confirm their commitment to our environmental management requirements and procedures

The PC will undertake the environmental management of the site in accordance with their Company Environmental Management Policy, developed site work package Risk Assessments and Method statements and this Environmental Management Plan all of which have been developed to ensure compliance to ISO 14001.

The principle aims of the PC Environmental Management System will be to-

- Identify and understand all the environmental aspects and impacts of our works
- Accurately evaluate the significance of each impact
- Set objectives and targets for the improvement of those impacts
- Introducing controls and monitoring of those impacts
- Maintaining adequate environmental records and audit those systems that measure environmental performance
- Provide Environmental Training for persons carrying out and managing the works
- Provision of site environmental inductions for all site operatives and including those of subcontractors

The management of this project shall also be compliant with the relevant safety requirements within the company's Health and Safety Policy, the Asbestos Management Policy and those others listed within this document

The compilation and submission of Plan is designed to ensure compliance with the specific requirements of the London Borough of Hackney and those of the Considerate Constructors scheme whose aim is to ensure the demolition work on site is carried out with due regard to those living and working adjacent to the project, and to those pedestrians and vehicle users passing the site.

All site management, operatives and subcontractors will be advised of the requirements of this Environmental Management plan as part of their site induction provided by the Site Project Manager, and will be required to achieve compliance with its aims and requirements

This company will also maintain regular liaison with the local authority and the other environmental consultative resources available to ensure this Environmental Management Plan remains effective and compliant.

## Ecology

The Project Manager will have direct authority to influence site activities and ensure that detrimental impacts on site biodiversity are avoided

At the time of writing there are no significant ecological assets that could potentially be affected by works. Aspects

## and Impacts

Aspect	Impact
Delivery and collection of plant and equipment to site	Plant and vehicle exhaust fumes (carbon emissions) Ground pollution on site and on adjacent roads
Removal of soft strip materials and disposal	Potential for mineral insulation fibre release
Structural Demolition	Noise, dust and vibration Rodent and Pest Infestation and migration Site Drainage and waterway pollution Site Water usage.
The storage and use on site of diesel fuel, lubricants and greases	Ground contamination and water pollution
The storage of oxygen and flammable LPG	Explosion
The removal and disposal of asbestos containing materials	possible asbestos fibre release
Site plant operation & traffic movements	Diesel fuel and various oil & lubricant usage Plant and vehicle exhaust fumes (carbon emissions) Air pollution on and from the site.
Hazardous and non-Hazardous waste collection and disposal	Plant and vehicle exhaust fumes (carbon emissions) Ground pollution on site and on adjacent roads
Electricity	Resource usage. Co2 emissions

## Beneficial Impacts

The recovery for reuse or recycling of such materials as-

- Ferrous & Non-ferrous scrap materials
- All stripped out mechanical and electrical services and associated fixtures and fittings
- All soft strip fixtures, fittings and architectural features having a reuse value
- Carpet tiles for charities & local authority properties
- Carpeting & salvaged board materials for covering scaffold access platforms & other protection uses

In the recovery for reuse or recycling of materials the company has long established links with a number of recycling and architectural salvage companies who, where relevant, will be contacted regarding this project.

## **21 Site Environmental Control Measures**

***NOTE: This section of the plan sets out the air quality controls as required under condition 18a***

### Air Quality Control Measures

To ensure the previously described impacts are minimised the following control measures will be implemented during the demolition project:

- Those demolition and construction work areas generating dust will be liberally damped down by the controlled use of fire hose supplied fine water sprays.
- All waste lorries will be sheeted over prior to leaving site.
- Any demolition waste stockpiles will be damped down during any dry dusty days.



- Where required site routes around the site areas and traffic routes that become dusty will be damped down by water sprays supplied from towed water bowsers.
- A site speed limit of 5mph to be implemented on site.
- Wheel washing facilities will be fitted by the site exit to reduce the dirt and dust from leaving site.
- All site plant and waste collection lorries engines will be maintained in a fully serviced condition to ensure there are no smoke emitting exhaust pipes.
- To minimise the emission of exhaust particulates all site plant will operate on Low Sulphur diesel fuel, and all diesel-powered road vehicles and waste lorries will be required to provide confirmation of the use of commercially available Low Sulphur diesel and be fitted with catalytic converters and are fitted with Euro Group classification diesel engines.
- The movement of all commercial vehicles particularly waste lorries to and from the site will be pre-planned to prevent unnecessary vehicle movements.
- All contained refrigerant gases or other hazardous substances having an adverse impact will be removed by a specialist licensed sub-contractor for disposal in accordance with the hazardous waste regulations, at no time will venting to atmosphere of such materials be allowed.
- At no time will substances or chemicals be used on site which are likely to produce offensive odours.
- At no time will the burning of any demolition materials be allowed on site.
- All Fibrous asbestos containing materials will be removed under fully controlled conditions within constructed containments by a licensed asbestos removal contractor.
- All Firmly Bonded asbestos containing materials including asbestos cement products will be removed in accordance with the HSE Asbestos Essentials Tasks Manual. The Asbestos Cement Sheeting removal will also be in accordance with HSE Guidance HSG 189/2 Working with Asbestos Cement.

To establish any potential asbestos fibres in air release during the asbestos removal works a UKAS accredited laboratory will be employed to carry out regular spot check background and personnel asbestos fibre in air monitoring with all readings recorded.

All asbestos containing materials will be removed in accordance with developed Method Statements and Risk Assessments.

An automatic dust monitoring system will also be in place with monitors positioned on each site boundary paying particular attention to the school and hotel boundaries to the West and North of the site. As recommended by "THE CONTROL OF DUST AND EMISSIONS DURING CONSTRUCTION AND DEMOLITION" - Greater London Authority, 2014 we will be setting trigger level of 250 µg m<sup>-3</sup> is set as a 15-minute mean for concentrations of PM10. This will form the red signal on our traffic light system. There will be an amber level which will be a lesser figure and will be determined after consultation with the monitoring contractors. The system will send text and email to relevant personnel should a trigger level be hit. A report will be sent to surrounding neighbours weekly or if a trigger level is hit. There will also be an action plan in place should trigger levels be hit.

### Noise Management

Due to the sensitivity of the site location site noise-monitoring will be undertaken for the duration of the project. With the noise levels being monitored by installed noise monitoring data loggers placed in predetermined locations around the site boundary.

Spot noise levels will be taken on a regular basis by the visiting company Environmental manager, or appointed representatives, using hand held noise monitoring equipment at selected locations around the site where various items of plant are working.

There will also be an automatic noise monitoring system in place on the site boundary paying particular attention to the school boundary to the west and the hotel to the north. The levels will be set as per BS 5228-1:2009 which is 75dB at the site boundary over a 10 hour period. We will again set an amber and red trigger level to be determined with the monitoring contractor again with automatic text/email alert should trigger levels be reached. An action plan will be in place at this point i.e. if amber is hit, stop work and review work methods for example. As part of our liaison with the school, we will endeavour to coordinate noisy works with the operations of the school so as to minimize disruption, for example to avoid a special event.

The noise level assessments will include:

- Noise emissions from the individual demolition site processes

- Noise levels from operated demolition plant and plant moving around the site
- Noise emissions from traffic accessing and egressing the work site
- Noise emissions throughout piling, ground works and RC elements.

Baseline noise monitoring will be undertaken by the PC who will monitor the equipment being used and shall collect and collate all recorded results which will be issued to both Site management teams

#### Noise Control Measures

To ensure the previously described impacts are kept to a minimum the following control measures will be implemented for the duration of the project:

- All demolition works will be undertaken by plant using 'quiet' hydraulic powered demolition pulverising attachments thus minimising the use of percussive impact breakers.
- To lessen noise migration from the site the site boundary will be enclosed by 2.4 metre high erected hoarding installed.
- Each section of the project will be planned to ensure all noisy working requirements are identified along with the timescales so such information can be advised to all concerned parties. There will be no site working during any anti-social hours.
- The use of fully serviced plant with fully operational exhaust systems.
- Ensuring all plant engine covers are kept closed at all times.
- All site plant not in use will be shut down and not left idling on site.
- All provided site generator plant will be of the new 'whisper' operational type.
- Quiet times (e.g. no noisy works such as percussive breaking or similar) as set out within this document will be adhered to.
- The shouting out of instructions on site will be strictly forbidden, all site management and supervisors will be issued with site communication radios.
- There will be no noisy working during any 'anti-social' hours or hours determined by the contract or in liaison with the London Borough of Hackney Environmental Protection Team.
- The playing of radios etc on site will be strictly forbidden at all times.
- The sounding of vehicle hooters on site or in any adjacent street will be strictly forbidden at all times.
- No commercial vehicles will be allowed to park in the adjacent streets waiting for access to the site, particularly with engines left 'ticking over'.
- Where possible all site plant will be effectively silenced and located in such areas of the site so as to cause the minimum amount of noise migration to areas beyond the site boundary.
- Maximum noise generation levels will be determined for each major item of plant from such information as supplied by manufacturers or company noise monitoring records. This will enable the potential level of noise generation to be anticipated.
- A full noise level management programme will be developed in liaison with the London Borough of Hackney Environmental Protection Team.
- Where appropriate to minimise noise emissions from within the building work areas all glazing will remain in place for as long as possible.
- There will be no site activities or plant engines started or lorry movements to and from the site made before 8am and not after 6pm.
- All plant deliveries and collections plus all waste management requirements will be coordinated to ensure the noise impact from all such vehicle's movements on the community is kept to a minimum and is within agreed times. This will be particularly relevant to the unloading and collection heavy plant.

A Section 61 Prior Agreement will be submitted to London Borough of Hackney Environmental Protection team detailing the list of plant to be used and respective Sound Power Levels. Sound propagation levels would then be calculated to BS5228: Part 1 to identify high risk areas.

### Vibration Management

To ensure the effects of ground vibration are minimised to lessen the impact on site neighbours a site vibration-monitoring scheme will be implemented for the duration of the project.

Such vibration level assessments will include:

- Falling demolition debris
- Lorries being loaded with demolition wastes
- Working demolition excavators
- Piling operations.
- Ground works and obstruction removal.

Baseline vibration monitoring will be undertaken by the PC who will monitor the equipment being used and shall collect and collate all recorded results which will be issued to both Site management teams

### Vibration Control Measures

To ensure these impacts are kept to a minimum, the following control measures will be implemented for the duration of this project:

- Prior to the demolition commencing, where required debris pads can be constructed around the work areas to enable rubble to drop onto the pad, and not onto any slab which will act as a conductor of vibration to many adjacent areas.
- Where achievable all operating demolition plant e.g. excavators will operate standing on constructed debris pads
- No demolition materials will be allowed to fall from any height which may result in the generation of vibration
- All waste lorries will be loaded by excavators operated by competent plant operators with the debris placed into the vehicle and not dropped in

If required vibration monitoring will be implemented by the employed environmental consultants on selected adjacent properties, to establish any potential risk, particularly prior to, during and after demolition. The Site Demolition / Construction Manager will monitor the general day-by-day vibration caused by the works.

To determine any potential adverse effect of any generated vibration on structures where required prior to the demolition project commencing a Structural Condition Survey will be undertaken by appointed engineers on all adjacent buildings particularly those which have been identified as listed.

### Liquids & Water Management

To eliminate the risk of any potential ground, water course or drainage contamination from the various liquids which are used on site and from generated effluents the following control measures will be implemented on site.

### Liquids & Water Control Measures

All diesel fuel for the site plant will be stored on site within double skinned fuel bowsers located at predetermined points on site for easy access by plant but away from any drainage access point. The refuelling lines will be fitted with automatic shut off devices and unattended refuelling will not be allowed at any time. Lorries and other vehicles normally used on public roads will not be refuelled on site.

The plant refuelling areas will be on a hard stand area and have a quantity of absorbent materials available in case of any diesel spillage, which will be cleaned up immediately.

To assist in the clearing up of any spillage such as diesel or oil a number of spill kits will be available on site at the most appropriate location. Also, where required drip trays will be placed under any item of plant which has a potential for leaking

Other items requiring storage on site such as hydraulic oils etc. will be in the appropriate storage drums stored in a provided secure container or bunded area located at the appropriate position within the lower basement areas

All site welfare facilities effluent and sewage discharge will be via connections to the public drainage system.

All wastewater from the site welfare facilities shall flow through fixed connections to the appropriate drains. At no time will any effluent be allowed to discharge directly onto the ground.

All active drainage points within and adjacent to the site will be clearly identified and where necessary a means of water filtration installed around them.

All waste water from the on-site asbestos personnel de-contamination units will pass through installed propriety waste water filters before entering the drainage system

All town main water requirements for the site facilities will be measured through water meter readings. For on-site water requirements the PC will use mains water where possible and install water meters to measure water usage.

At no time will any dust control water sprays be allowed to generate a flow of runoff water. All such water spray operations will be controlled and managed by appointed site personnel in attendance at all times.

Demolition site damping down water run-off and all other wastewaters will be disposed of in accordance with the requirements of the Environmental Agency and the local authority.

The PC will identify then regularly inspect all on-site drainage systems and those adjacent to the site boundary and will ensure that they are maintained in an efficient state of repair and remain free of contamination and are not providing a potential means of rodent access.

A specialist waste contractor will be employed to dispose of any hazardous liquid wastes found on site and disposed of in accordance with those regulations

In accordance with the oil storage regulations any storage tanks proposed to be used on site and containing more than 200 Litres of oil etc. will:

- Be stored within an oil tight constructed bund area capable of retaining the full contents of the tank plus 10% in an emergency
- Have all valves lockable
- Have a working contents gauge on it
- Have contents name and capacity painted on it

#### Ground Contamination

To minimise the risk of ground contamination on site the following control measures will be implemented which will be actioned by designated site personnel using liquid absorbent materials such as granules and fine sand, which will be stored at a designated location on site. All such wastes from clearing a spillage incident will be placed into the appropriate waste container such as an oil drum which will then be removed from site for disposal as Hazardous Waste.

To ensure ground contamination is kept at a minimum the following standards will be actioned:

- All diesel storage and refuelling areas will be on a hard stand which will be covered in absorbent granules and have their own fire points
- An area on site will be designated the plant service and maintenance area where it will be covered in absorbent granules
- Any liquid escape or spillage such as an oil leak will be cleaned up immediately by the designated site personnel acting as a site spillage team
- All standing plant will have drip trays placed underneath them

To ensure that ground contamination is kept at a minimum a plant service and repair area will be allocated on an easily accessible section of hard stand large enough to accept all sizes of site plant and visiting maintenance vehicles.

To minimise the risk of ground contamination all plant operators will be required to clean up any small fuel or oil spillage immediately

For any risk of ground contamination on site from a significant fuel or oil spillage the following control measures will be implemented by a designated Site Spillage Team who will use liquid absorbent materials such as granules and fine sand, which will be stored at a designated location on site.

In the event of a significant fuel or oil spillage the following actions will be implemented

- The incident will be reported immediately to the Site Project Manager

- The Site Project Manager will notify his Site Spillage team who will then collect all the required materials from the designated storage area, load into a site van and go to the spillage area
- They will then implement measures to initially prevent the spread of the spillage. Particularly to any drainage point. Then implement measures to clear the spillage.
- All collected waste materials will then be placed into the appropriate waste receptacles such as oil drums for disposal off site as hazardous wastes
- All such incidents will be recorded on a Site Incident Report a copy of which will be forwarded to the PC Group Safety and Environmental Manager.

Please note a separate Ground Contamination report including a Risk Assessment conclusion has been commissioned, completed and will be submitted in response to condition 10.

#### Unexploded Ordnance

1. Detailed plans of the ground areas have been produced with those plans grid referenced.
2. Prior to commencing ground works, the whole work area shall have been surveyed by specialist engineers using ground radar techniques to detect the potential location of all ordnance risks on site, which when identified are then clearly marked on a squared grid line site ground survey. This site survey shall then detail the level of ordnance risks within each of those squares and form the plan of remediation.
3. The high level of ordnance risks locations on site shall not only be marked on a survey but also clearly indicated out on site by a flag system.
4. Prior to any work commencing on site, every person working on site including site management shall be provided with a safety talk by competent persons, who shall provide information on procedures for dealing with ordnance risks found on site. All such procedures shall then be recorded and issued to every person on site and displayed within all the appropriate site facilities.
5. Any area where Unexploded Ordnance or Bombs are discovered shall be fully cordoned off, all work on site shall stop and site management shall inform the MOD bomb disposal facility. No further work on site shall progress until it has been confirmed safe to proceed by the MOD bomb disposal facility.

#### Visual Intrusions

To ensure the impact of visual intrusion on adjacent areas is controlled the following control measures will be implemented:

- The PC will ensure that the lighting of the site is kept at the minimum luminosity necessary for adequate security and safety. In addition, the lighting shall be located and directed such that it does not cause undue intrusion to adjacent properties.
- When the site is closed all unnecessary site lighting will be turned off and only adequate security lighting will be maintained
- The site will be made less intrusive by the erection of security hoarding around the whole perimeter of the site.
- The maintenance of all road areas adjacent to the site particularly at the site entrances will be carried out by mechanical and manual means on a daily basis.
- If required particularly during wet days all waste lorries leaving site will egress the site via an installed wheel cleaning system installed at that egress point.
- All waste lorries will be required to be maintained by their operatives in a clean and roadworthy condition at all times.

#### Rodent Infestation and Pest Controls

To minimise the adverse impacts from pests and rodents the following control measures will be implemented on site in the following order

- All drainage systems and access points will be kept secure to prevent rodent access
- All generated rubbish particularly food waste will be cleared as it is generated and placed into secure containers and removed off site for disposal on a continuous basis
- A high level of good housekeeping will be maintained on site and in all facilities
- Site rules will be implemented to prevent the feeding of such pests as pigeons and seagulls
- All food stuffs brought on site will be within storage containers
- Where all other control measures have been actioned then pest control management will be implemented on site

by a reputable pest control company

### Pigeon Waste

It is anticipated that certain areas of the buildings on site will require prior to demolition, decontamination of pigeon waste by the following procedures which will be recorded in a developed risk assessment:

- Operatives wearing white coveralls, Wellington boots, and respiratory protection fitted with P3 filters will initial spray the contaminated areas with bleach mixed with water on a 1:1 basis from hand held sprays
- These sprayed areas will then be left for a number of hours
- Then operatives using shovels etc. will remove the waste and put it into polythene waste bags which when full will be taped sealed
- As the waste is being removed the areas will again be sprayed with the bleach, and again at the end of the works
- No area will be swept as this will increase the risk of airborne pollution causing a respiratory risk
- Areas being decontaminated will have all windows and doors closed during the work

### Archaeology Attendance

Site has been determined as a medium archaeological risk and as such will require archaeological attendance. Assistance will be provided to any attending archaeologists who may wish to visit the site. A plan of investigation has been submitted by MOLA and this will be accommodated in the demolition phase of the project.

### Potential Significant Environmental Impacts

A table of potential environmental effects relating to the demolition works is provided below.

Topic	Potential Environmental Effect
<b>Transport</b>	Increased traffic movement on and off site, however is minimised through set delivery times for certain vehicles
<b>Cultural Heritage &amp; Archaeology</b>	It will be imperative to ensure that the local heritage is protected during the demolition as there are a number of listed buildings in the surrounding area. Vibration monitoring will take place at our site boundary. This coupled with our top down working method will minimise drop height of materials and ground borne vibration.
<b>Hydrology &amp; Water Quality</b>	Unless there are contaminants found in the ground source that may seep into the water table if contact is made with them, there will be very little to no impact on water quality. Water that may be contaminated from asbestos will be filtered to remove contaminants before disposal.
<b>Townscape &amp; Visual</b>	There may be a visual impact on the surrounding area as the site will be surrounded by hoarding.
<b>Noise &amp; Vibration</b>	Noise and vibration may be caused by vehicle movement and through other demolition works, PC to work closely with the local authority and neighbours to ensure that complaints and impacts are minimised.
<b>Local Air Quality</b>	Dust may impact on the air quality of the surrounding area so dust suppression machines will be located on areas of the site that are under demolition to minimise the dust intake into the air.
<b>Waste &amp; Materials Management</b>	Waste management on site will adhere to the waste hierarchy and attempt to either reuse materials on site or send for recycling at every possible opportunity. All waste vehicles will be inspected when leaving to ensure all is secure and is clean to prevent further pollution.
<b>Contamination &amp; Hazardous Substances</b>	The removal of hazardous substances such as asbestos will be removed. Hazardous material will be disposed of and sent for landfill in contained waste carriages to minimise the risk of contaminating other areas.
<b>Ecology &amp; Nature Conservation</b>	There will be minimal impact on the surrounding ecology and nature on site. Local trees that are to be removed will be done so via an arboriculture team and sent for recycling.

## 22 Site Environmental Monitoring

### Monitoring the Site Environmental Impacts

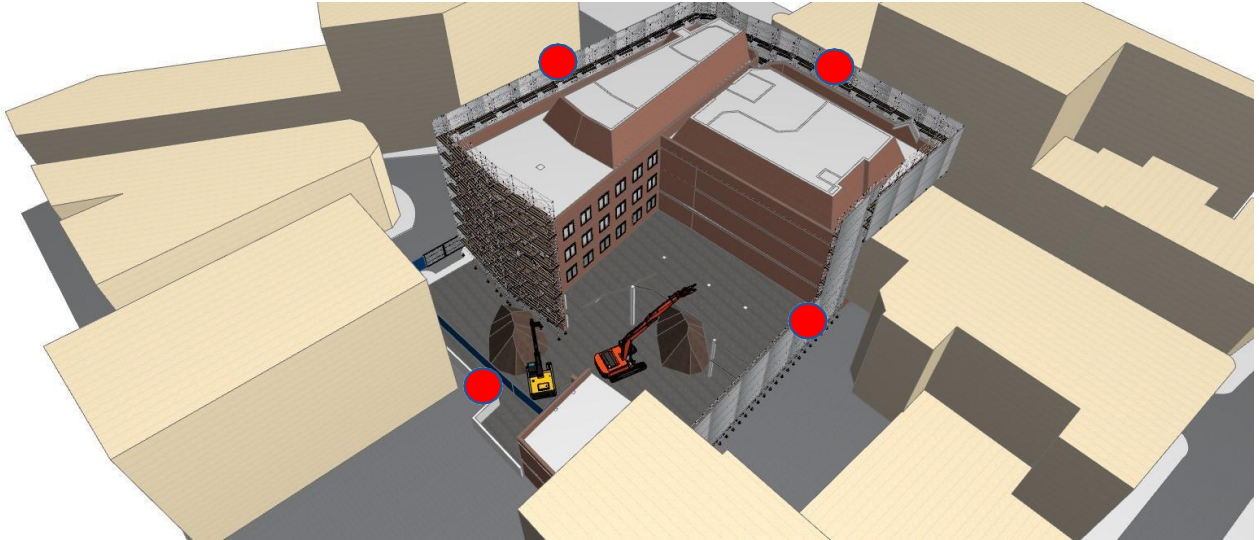
The following section provides details on how the identified site impacts & the effectiveness of mitigation measures will be


monitored by the PC.

Baseline monitoring of all key indicators will be taken prior to work being starting on site

The visiting Group Safety & Environmental Manager will use monitoring data to assess & report on the implemented impact control measures as part of his regular site safety inspections

Noise & air quality monitoring points will be established at the following key locations around the site to cover works –



 = Denotes proposed noise and airborne particulate monitoring

points Air quality monitoring

Nuisance dust, Nox and airborne particulate emissions from the works and operating plant will be monitored for the duration of the project

Noise level monitoring

Noise levels from the demolition works, operating plant and visiting vehicles and ongoing construction works will be monitored for the duration of the project

Vibration monitoring

Ground borne vibration originating from the demolition works, piling operation and ground works will be monitored to ensure that this impact is being adequately controlled within acceptable limits.

## 23 Environmental Incident Actions

If an environmental incident occurs on site or on adjacent properties, the following actions will be implemented by the Project Management team -

- Actions will be put in place to immediately control the incident and limit the adverse impacts of that incident (Implement the Site Environmental Emergency Response Plan)
- Notification will be made to the relevant authority
- The environmental incident will be recorded in the site diary and a Site Incident Report form completed
- The company Health, Safety and Environment Manager must be informed, attend site and be provided with a copy of the Site Incident Report
- A joint site investigation will then be implemented by the company Health, Safety and Environment Manager, Site Project Manager
- Recommended actions arising from the meeting will be implemented
- The effectiveness of the actions will be monitored & assessed
- The incident will be recorded as closed out

## 24 Community Relations & Liaison

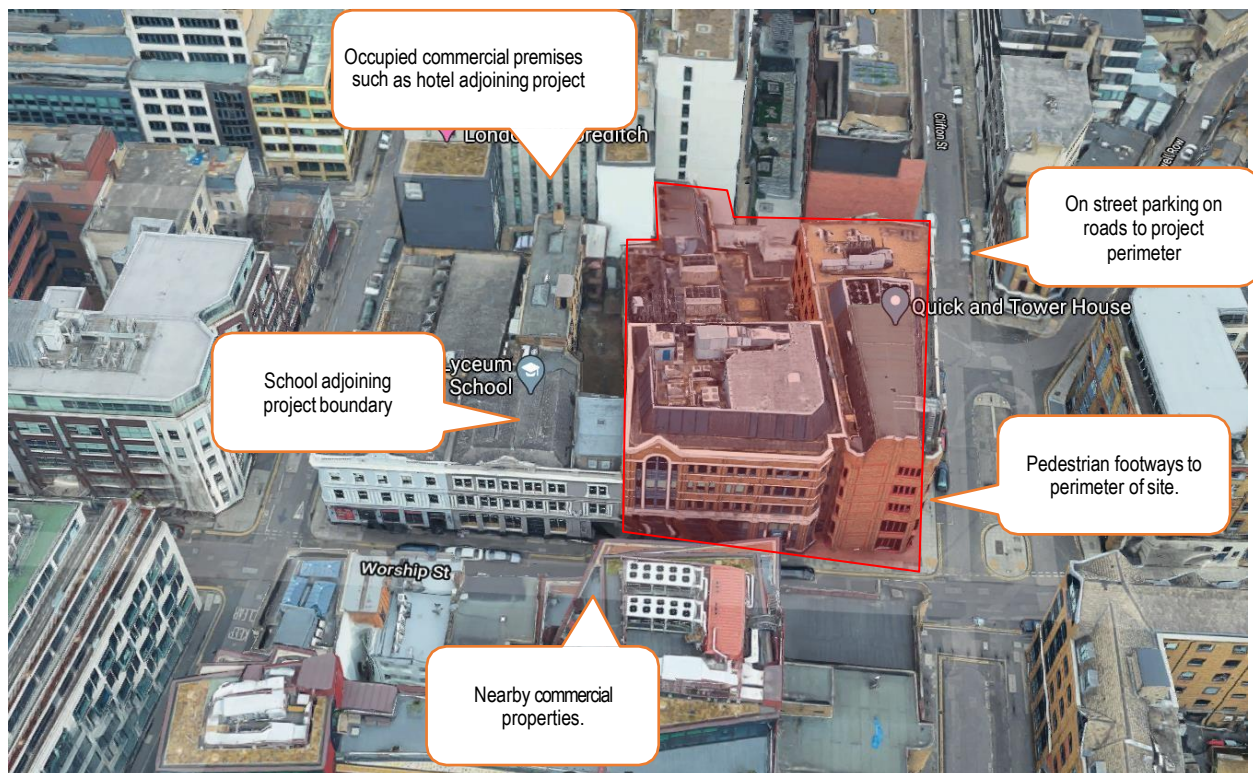
**NOTE: This section of the plan sets out the community liaison strategy and communication with the school as required under condition 18 (F)**

### Communication & liaison

A Community Liaison Officer will be appointed by the PC as the first point of contact for community interaction.

The Site Manager will collect data on vehicle movements, safety issues and complaints. This data will be reported to LBH periodically, with a monthly communication to include details of: daily vehicle movement logs, details of any collisions or near misses and any complaints received directly to site.

The PC will ensure close & effective liaison with all surrounding commercial and residential neighbours, so they are fully aware of the current & planned work on site, how it will potentially affect them, and to ensure they have a direct route to contact the onsite Project Management team in the event of any issue or complaint arising



*Illustration of the site & significant neighbouring buildings*

The local community will be kept informed of all issues relating to the demolition works which may affect them by the issue of regular newsletters and, where appropriate & desirable, personal visits to their premises by the Project Manager. Representatives of neighbouring commercial premises and nearby residents will be invited to attend meetings with our site management to enable them to voice any concerns and for us to provide an update on the works, and of any forthcoming issues which may conceivably affect them

A site information notice board will be fixed to the hoarding at the main entrance where it will be easily visible to passers-by. The information provided will include –

- Client & Principal Contractors Details (F10 Copy)
- Information on the nature and duration of project
- Principal milestones & dates of the project
- Site operating times
- Site management names and full contact details

All vehicle and pedestrian access to adjacent businesses & residential properties will be maintained in a clear, clean condition, if there are circumstances on site which are likely to affect established access arrangements then those affected will be contacted in advance – e.g. arrival and operation of a crane or the delivery of heavy demolition plant

The PC is committed to ensure that all the works will be carried out with the minimum of inconvenience to the local community. All Community relations will be as detailed within the company's Environmental Management Policy



Site personnel will not be allowed to sit outside the site in public areas during working hours whilst wearing site clothing. All site clothing will be changed to domestic clothing prior to leaving site

All persons working on site will be advised at induction that the highest priority is to be given to minimising any adverse impacts from our presence & works to maintain the best possible quality of life for our neighbours and the local community

Any site person receiving a concern or complaint from adjacent properties or passing pedestrians will refer the matter immediately to the site Demolition / Project Manager. The site project manager will oversee and respond to close out all complaints promptly

The site is directly adjoined to the West by the Lyceum School. The site team will ensure that the school is liaised with over potentiality disruptive operations and that quiet times are developed to minimise the projects impact. We intend to establish a regular meeting and communication rhythm on a formal and informal basis between the School and the PC which will enable prior notification of important events on both sides (such as assemblies, very important lessons, noisy works, deliveries and other such events). Where possible, the PC will try to avoid noisy works during such pre-advised periods unless these cannot be reasonably accommodated and will require the flexibility from LB Hackney to alter its quiet times on a regular basis to accommodate requests from the School for quiet times, the School being reasonable in such requests and having consideration of other neighbouring properties. It is proposed that the base hours of work be on a two hours on, two hours off scale e.g. quiet hours would be 08:00hrs till 10:00hrs, 12:00hrs till 14:00hrs, however such hours to be able to be amended regularly based on the liaison with the School.

A direct contact number and email would be provided to the school allowing them to immediately contact the site to report any concerns or issues.

The school will be involved in the planning of the pit lane to facilitate to construction phase of the project ensuring that the proposed plans do not infringe on the access to the school in an adverse way.

#### Complaints procedure & site guidance

The site & vehicular approach route is located within an area containing a mainly mixed residential & commercial properties of varying sensitivity to our works. The main objectives for the treatment and resolution of complaints will therefore be –

- The first priority will be to avoid / minimise the likelihood of complaints through our understanding & strict compliance with the conditions & arrangements detailed within this Management Plan
- All site management, supervision and operational staff will understand and fully appreciate the need to prioritise and implement a suitable response to complaints received through the receipt of clear instruction during their site induction briefing
- The briefing will emphasise the importance of our stated aim to be a 'good' & 'responsible' neighbour for the full duration of our work on site and will also set out and clearly explain the procedure to be followed in the event that a complaint is received from a neighbour / 3<sup>rd</sup> party
- All persons on site receiving a complaint will first be instructed to make an initial assessment of the complaint's urgency & the appropriate immediate actions required by adhering to the following basic guidance –

Is there an immediate threat to of death or injury to site staff or members of the public? e.g. debris falling outside of the protective scaffold, evidence of fire or site operatives working in unsafe conditions – If so urgently contact your immediate supervisor / the Project Manager to immediately stop works until the complaint can be fully investigated and the unsafe condition rectified.

Immediate action & suspension of works will also be appropriate where an ongoing environmental issue is notified e.g. Fuel leakage, uncontrolled vibration or dust emissions from our works

Site Management or Supervisors receiving a complaint of this nature from site operatives MUST stop the works concerned as a priority THEN report this to the Project Manager for investigation and resolution

Note: anyone can STOP the works ONLY the Project Manager can restart the works when a complaint of this nature has been received

- Where the complaint is of a 'non-critical' nature e.g. a generalised complaint on site noise or air quality that does not pose an immediate risk of imminent & irreversible harm the following actions should be implemented by the person receiving the complaint –

Do not get into an argument in an attempt to explain and resolve the complaint yourself

Do not 'guess' or make promises on how the complaint will be dealt with but DO reassure them that you will pass the complaint directly to the site management team so that a suitable & full response can then be provided directly to them

Apologise as a matter of course even if you genuinely believe we are not at fault – we are the 'visitors' to this area. Something you may see as acceptable or 'normal' may not always be seen the same way by someone that has lived in the area for a number of years, so it is sensible to apologise first then provide a considered & full explanation second to avoid any possible conflict that could jeopardise our long-term relationships here

Wherever possible try to contact the Demolition, Construction or Project Manager straight away so that they can speak directly to the complainant concerned

- Where the complainant is not prepared to wait for the PM, CM or DM to attend and deal with their complaint the person receiving the complaint MUST try to obtain & record the following essential information –

The name, address (if possible) and the preferred contact method of the complainant (personal visit, telephone number or email etc.) – If the complainant is unwilling to provide this detail the person receiving the complaint should at least try and establish the position of the complainant e.g. local resident, business owner, visitor or market trader etc.

A clear description of the complaint, the location and any other detail that would be helpful in clearly understanding the nature of the complaint

Pass this information immediately to your supervisor or manager so that the complaint can be investigated and resolved

- Site management receiving a complaint whether serious or trivial MUST take the following action –

Stop / suspend works where appropriate & safe to do so

Contact the supervisor directly to check that all ongoing works are in accordance with agreed Method Statements and Risk Assessment mitigation measures and that there are no unexpected issues or problems

Where relevant check online then record / note the 'real time' environmental monitoring data for the period in question that could be helpful in establishing the validity of the complaint

Record all information on the complaint & the person making the complaint so that it can be followed up. Each complaint will be given a unique reference to manage and ensure close out is done as quickly and efficiently as possible.

The Project Manager should contact and consult other senior managers within the company as required to ensure the complaint is properly handled and that any specialist advice required is provided e.g. Environmental Manager, H&S Manager etc.

Where investigation and resolution of a complaint will take longer than 24 hrs the complainant should be contacted directly by the Project Manager to reassure the complainant that the matter is being fully and thoroughly investigated and that a formal and detailed response will be provided to them at the earliest opportunity

### Media

The activities undertaken by the company always have significant safety and environmental responsibilities which can draw the attention of interested parties, activists' groups and / or the media. To ensure the integrity of this company and the Clients we are working for is maintained always. It is the policy of this company that employees and our subcontractors who are approached for comment from any such organisations must refer the matter to the Managing Director who will formulate the most positive response

Site progress digital photographs will be undertaken on a weekly & monthly basis by an appointed person and copies of those photographs will be provided to the Client Project Manager at the Monthly Site Progress meetings.

## **25 BREEAM**

The site project team will aim to achieve BREAAAM "Excellent" for the key performance indicators for the site. Therefore, to assist with this aim the company will monitor the following energy resources -

- Site Water use for welfare facilities and site dustsuppression.

- Diesel fuel use for plant & site generators along with running hours.
- Diesel fuel use & mileage travelled by waste & delivery vehicles servicing the site.
- Reuse and recycling of demolition arisings.

From this information the Environmental Manager can calculate the 'carbon footprint' of the site

## **26 Wildlife Protection**

If any protected species of animal or its habitation is discovered, then works will be stopped and the matter will be reported to the appropriate responsible Government agency and the Client

## **27 Environmental Training & Communication**

All company personnel will be provided with Environmental awareness training by the following means

- Regular circulation of the relevant environmental information from Company Safety & Environment Manager obtained from such sources as the Environment Agency, DEFRA, WRAP websites and notifications.
- Issue of Company Environmental Policy and induction talks on its contents
- Attending Environmental Awareness training provided by such resources as
  - CITB training courses
  - Company Environmental Consultants
  - Environment Agency Net Regs PPG's
- Site specific Induction Talks given by the company Health, Safety and Environment Manager and the issue of this Environmental Management Plan
- Prior to each demolition work package commencing those employees and subcontractors involved in the works shall attend a safety talk given by site management which shall include the relevant environmental management requirement.

## **28 Site Management**

The responsibility for the successful management of the site will be the ultimate responsibility of the Project Manager aided by his team and subcontractor managers and operatives.

The Site Project Manager will be responsible for–

- The overall management of activity & works on site
- The examination & approval of noise, dust and vibration monitoring reports produced & presented by the Environmental Manager
- Site compliance with Approved Method statements, the Environmental Management Plan and the company Environmental & Asbestos Management policies
- Ensuring waste records are accurate & up to date & that the Site Waste Management Plan is updated as required throughout the course of the project
- Timely & thorough investigation of any accidents or incidents on site
- Completing of accident & incident reports
- Recording & compiling information for the project completion report
- Completing & issuing the Project Completion report along with the relevant information appendices
- Cooperating and assisting the HSE&Q Manager during regular unannounced site safety & environmental inspections / audits

Written site inspection / audit reports produced by the visiting HSE&Q Manager will be issued to the following company personnel:

- Site Project Manager for any required actions
- Site Responsible Director for any required actions
- Principal Contractor Safety and Environmental representatives for their reference and comments

The PC HSE&Q Manager will review these reports to determine how the environmental performance of the site could be

improved and how the causes of any issues noted can be resolved. Options available to be considered are -

- Arranging site management & operative meetings / discussions
- Revising Company employee or subcontractor site inductions or provide specific additional training
- Raise any issues for discussion at the formal internal Project Progress, Safety and Environmental Management meetings which are attended by the Principal Contractor Management representatives
- Where necessary present significant issues for consideration at Company Senior Management Meetings

## 29 Legal Compliance

All Asbestos removal and demolition works will be carried out in accordance with such relevant statutory legislation and Company documents (but not limited to) as: -

The Health and Safety at Work etc Act 1974  
 The Management of Health and Safety at Work Regulations  
 1999 The Construction (Design and Management) Regulations  
 2015 The Work at Height Regulations 2005  
 The Control of Noise at Work Regulations 2005  
 The Control of Vibration at Work Regulations  
 2005  
 The Lifting Operations and Lifting Equipment (LOLER) Regulations  
 1998 The Electricity at Work Regulations 1989  
 The Control of Substances Hazardous to Health Regulations (COSHH) 2005  
 The Personal Protection Equipment at Work Regulations 1992  
 The Provision and Use of Work Equipment Regulations (PUWER)  
 1998 The Work Place (Health, Safety & Welfare) Regulations 1992  
 The Confined Space Regulations 1997  
 The Manual Handling Operations Regulations 1992  
 The Reporting of Injuries, Diseases and Dangerous Occurrences (RIDDOR)  
 Regulations 2013  
 IEN 12811-1 Temporary Works Equipment-Part 1 Scaffolds-Performance Requirements and General Design  
 HSE 38 Lighting at Work  
 HSG 47 Avoiding danger from underground services.  
 HSG 151 Protecting the Public  
 HSG 65 (2013) Successful Health & Safety Management [Site](#)

### Fire Safety

The Regulatory Reform (Fire Safety) Order 2005  
 Dangerous Substances & Explosive Atmosphere Regulations (DSEAR) 2002 L138  
 DSEAR Approved Code of Practice (2<sup>nd</sup> Edition-2013)  
 INDG 370 Guide to DSEAR  
 HSGN 168 Fire Safety in Construction Work  
 HSE Information Sheet 51-Construction Sites Fire Safety  
 CDM Regulations 2015:

- Reg 38 Prevention of Risk from Fire
- Reg 39 Emergency Procedures
- Reg 40 Emergency Routes & Exits
- Reg 41 Fire Detection & Fire Fighting

### Asbestos Regulations

The Control of Asbestos Regulations (CAR) 2012  
 L143 Asbestos: Work with materials containing asbestos ACOP (2<sup>nd</sup> Edition Jan 2014)  
 HSG 247 Asbestos: The licensed Contractors Guide  
 HSG 264 Asbestos: The Survey Guide  
 HSG 248 Asbestos: The Analysts Guide for sampling, and Clearance procedures  
 HSE GN HSG 53 Respiratory Protective Equipment at Work 2006  
 HSE GN HSG 210 Asbestos Essentials Task Manual HSE  
 GN HSG 213 Introduction to Asbestos Essentials  
 HSE GN HSG 227 Comprehensive Guide to Managing Asbestos in premises  
 HSE GN HSG 189/2 Working with Asbestos Cement

### Environmental Legislation

The company will undertake the environmental management in accordance with the following environmental management legislation

The Control of Pollution Act  
 The Environmental Protection Act The  
 Highways Act  
 The Road Traffic Act  
 The Control of Asbestos at Regulations 2012 Construction  
 (Design & Management) Regulations 2015 The Hazardous  
 Waste Regulations 2005  
 The Waste Electrical, Electronic Equipment Regulations The  
 Control of Pollution (Oil Storage) Regulations 2001 The Site  
 Waste Management Plans Regulations 2008  
 The Provision & Use of Work Equipment Regulations 1999 The  
 Control of Noise at Work Regulations 2005  
 BS 5228 Noise & Vibration Control on Construction & Demolition sites BS  
 6187: 2011 Code of Practice for Demolition  
 The Wildlife & Countryside Act 1981  
 The Conservation (Natural Habitats) Regulations 1994

### Standards

BS6187: 2011 Code of Practice for Full and Partial Demolition  
 BS5228 Code of Practice for Noise Control on Construction and Demolition Sites BS  
 5975: 2008 Code of practice for temporary works  
 BS EN 12811-1 Temporary Works Equipment-Part 1 Scaffold Performance & General design BS  
 7121:2006 Code of Practice for safe use of cranes  
 BS 31000:2009 Risk Management-Principles & Guidelines  
 BS 8520:2009 Equipment used in the controlled removal of asbestos containing materials

- Part 1 Controlled Wetting Equipment
- Part 2 Negative Pressure Units
- Part 3 Class H Vacuum Cleaners

LPS 1215: Loss Prevention Certification Board-Requirements for approval and listing of scaffold cladding materials

Transport for London "Standard for Construction Logistics-Managing Work Related Road Risk to Improve Road User Safety

### Principal Contractors Primary Documents:

- Health and Safety Policy
- Asbestos Management Policy
- Asbestos Standard Operating Procedures
- Environmental Management Policy
- Occupational Health & Drug & Alcohol Management Policies

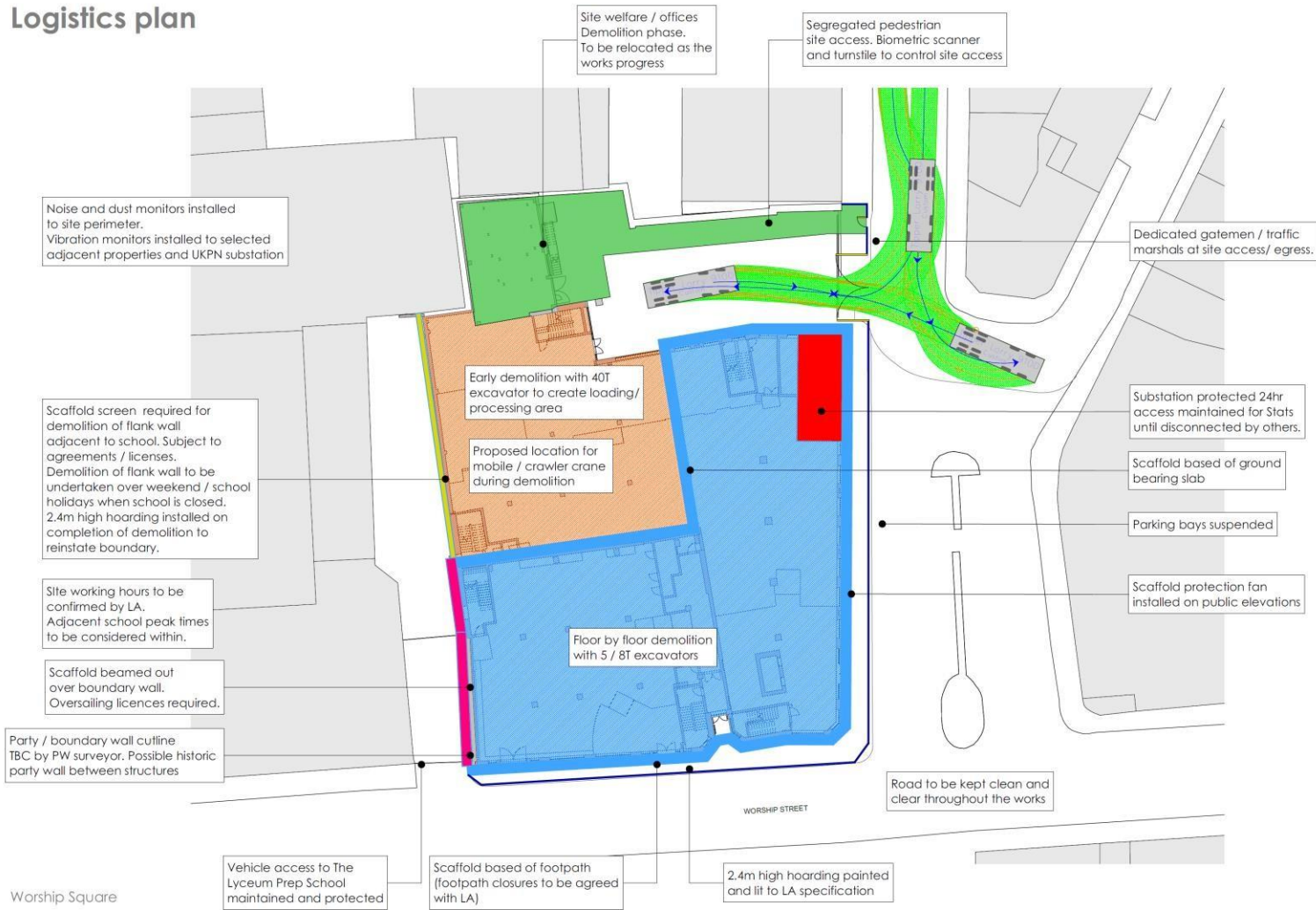
## **30 Appendices**

### **01 Swept Path Analysis / logistics**

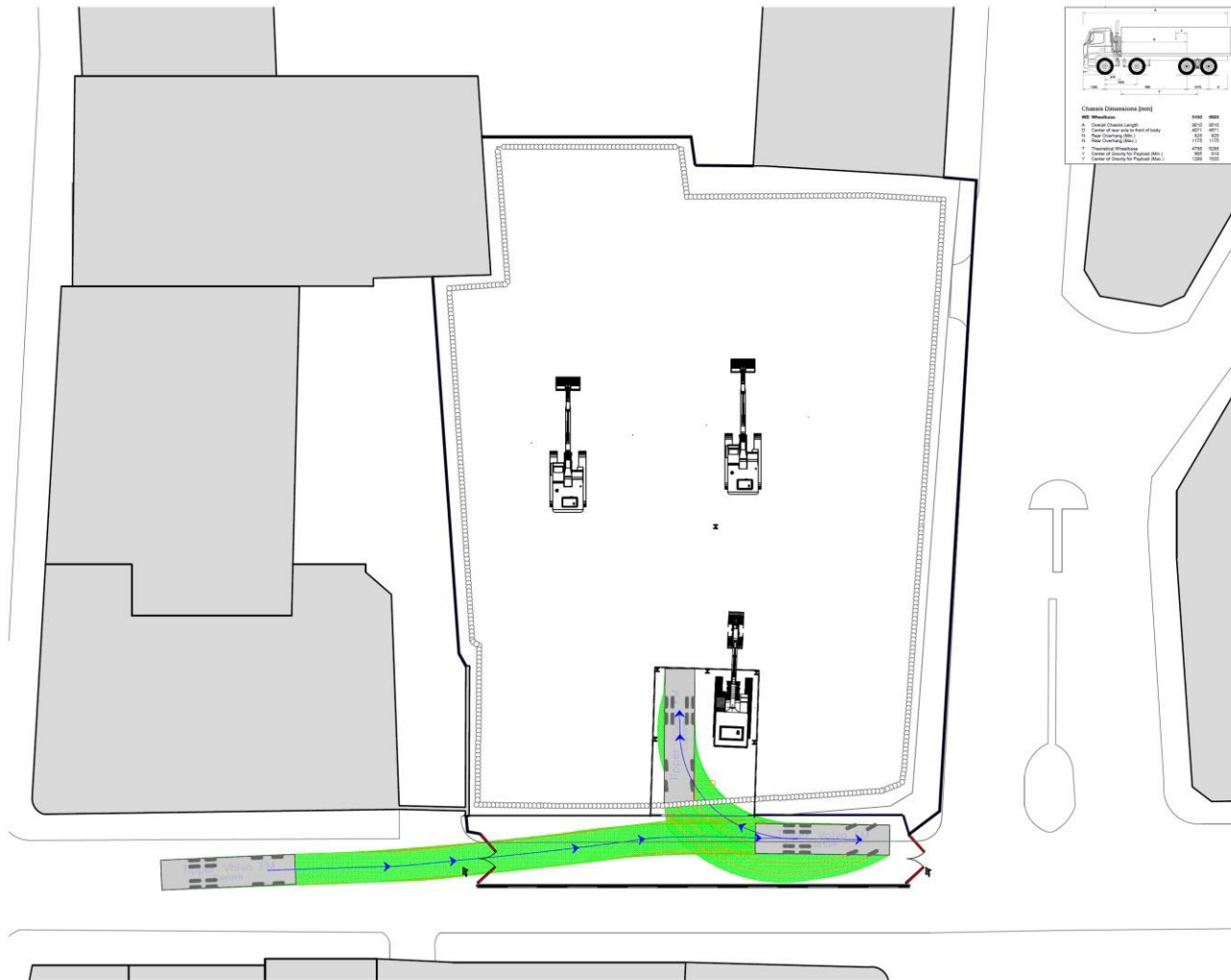
### **02 Meeting minutes**

# 1 Logistics and swept path Demolition Phase

## Logistics plan

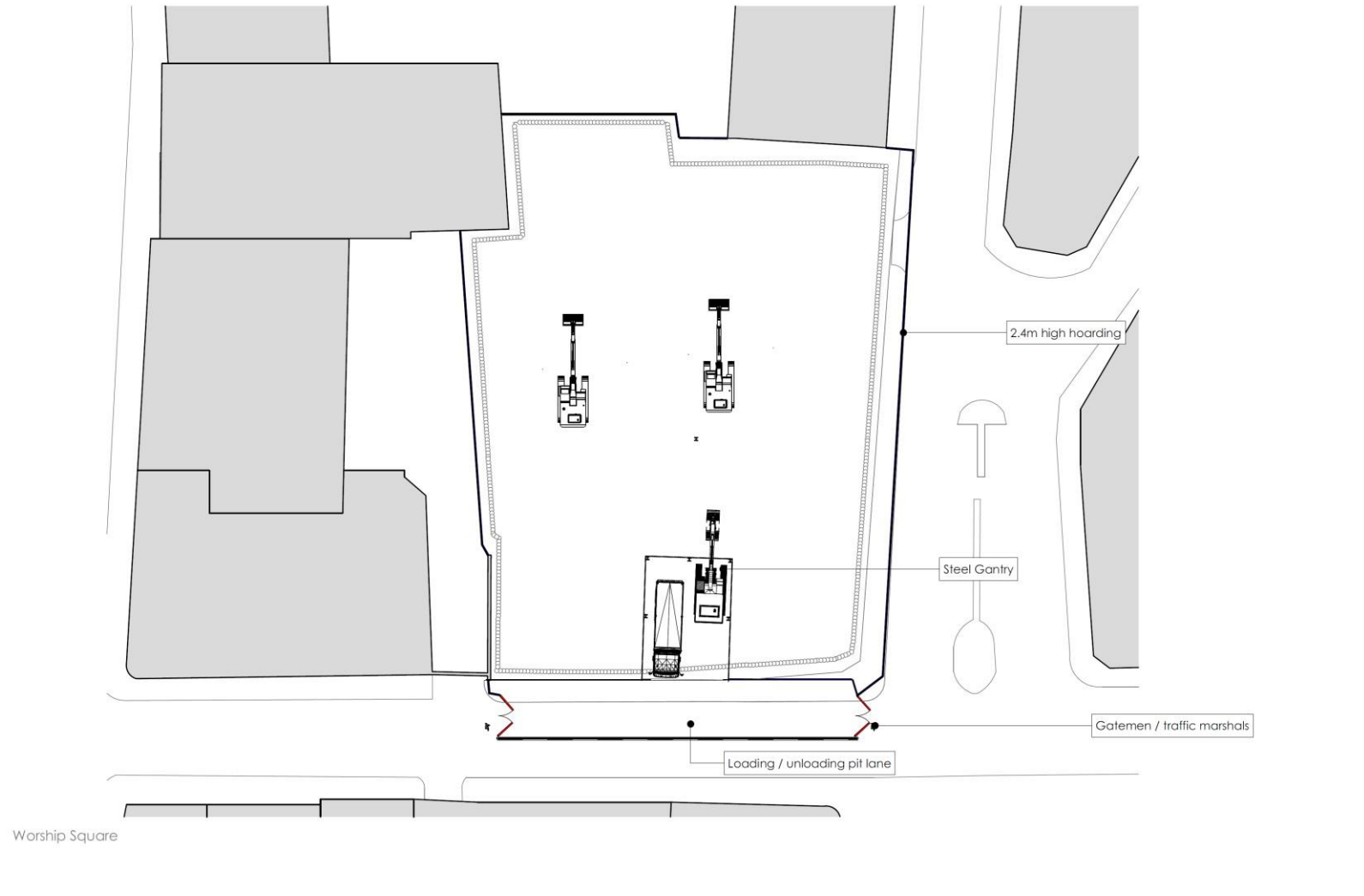


### Logistics and swept path excavation / construction Worship Street



Worship Square

Logistics Worship Street





2 Minutes of meeting held with LB Hackney Highways team, HB Reavis & Steer 11<sup>th</sup> September.

## Worship Square – Highways, Construction Logistics & Methodology

Date: 11/09/20

Attendees & distribution:		Organisation:
Brian	Foxton	LBH
Ariana	Vlachou	LBH
Qasim	Shafi	LBH
Nagalingam	Rajeswaran	LBH
Francisco	Brito	LBH
Suresh	Prajaparti	LBH
Peter	Carver	Steer
Ben	Bridbury	HB Reavis
Richard	Tomkins	HB Reavis
Barry	O'Connor	HB Reavis

Item	Topic
1	<p>Brian acknowledged that HB Reavis's presentation along with previous discussions and site meeting provided sufficient evidence to demonstrate that the developer had explored all other opportunities to minimise the construction impacts to Worship Square during the demolition and construction phases. Consequently, it was agreed that the HB Reavis are to proceed using the following principles to aid the construction logistics;</p> <ul style="list-style-type: none"> <li>• Initial construction vehicular access into the site will be via Clifton Street utilising the existing car park at the northern end of the site.</li> <li>• A pit lane is to be provided along Worship Street, the northern footway will be temporarily closed to the public and a temporary vehicular access will be provided into the site as per planning permission</li> <li>• The western side of Worship Square will hoarded off up to the new planters and closed to the public to accommodate gantry and welfare above the relocated temporary UKPN sub-station.</li> </ul>

2	ACTION HB Reavis - are to explore the option to off-set the hoarding from the planters at the northern end of the site (if practical) to provide pedestrians with more space to walk through the planters and square.
3	ACTION HB Reavis - are to update and submit the CLP and CMP's to LB Hackney to discharge the Planning Condition.
4	To enable construction to start in early 2021 HB Reavis are to prepare and submit the following licences / applications; <ul style="list-style-type: none"> <li>• Hoarding Licence.</li> <li>• Pay fees to suspend parking bays to allow hoarding to be erected (minimum 7 days in advance of suspension). NOTE: Brian confirmed that parking bays along Worship Street don't need to be suspended once the site hoarding has been installed and set back a minimum 450mm from the kerb edge.</li> <li>• Submit TTROs (temporary traffic management orders) need to be submitted to close the footways on Worship Street and Worship Square.</li> <li>• S50 Licence will be required to allow trenching and re-cabling works to temp relocate the UKPN Sub-Station</li> <li>• Submit a Highway Licence Application to provide the sub-station on highway land.</li> </ul>
5	Following Ben Mullen's email Brian re-confirmed that a S278 Application is not required to accompany the Highway Enabling Works. But a pre-condition survey needs to be undertaken by HB Reavis and submitted to the council prior to starting on-site.
6	Brian advised that HB Reavis can use their preferred Contractor to undertake the Enabling Works (i.e. temp vehicular crossover) due to the relatively small nature of works required.
7	LBH advised that the permanent s278 highway works need to be undertaken by their Framework Contractor (Marlborough Highways).
8	Ariana requested that pedestrian wayfinding be incorporated into the site hoarding graphics to help direct pedestrians across and through Worship Square.
9	ACTION: HB Reavis and Steer are to work with LBH to agree any additional measures that are to be provided as part of the permanent s278 Works. This will be documented on an agreed S278 General Arrangement plan incorporating key notes, and agreed via email exchange.