Demolition of the *Former Woodlands Nursing Home* Construction & Environmental ManagementPlan

23rd September 2021

Construction & Environmental Management Plan

Contents

Review Date	Revision Number	Page Numbers	Comments/ Amendments	Name

A Note from Tower's health and safety director regarding operations during the COVID-19 pandemic.
As health and safety director I would like to inform you of the Mobilisation Plan and added control measures that we have put in place to protect our management, operatives and the general public during the Covid-19 pandemic to ensure our projects, can commence.
Our RAMS have been reviewed by our external health and safety consultants and conform to Government Guidelines, the updates we have implemented are as follows…

- New Covid-19 Protection Policy
- All operatives will take the New Site induction forms and presentations incorporation Covid-19 Government Guidelines and added health check
- New Risk Assessments incorporation Covid-19 Government Guidelines
- New Tower and subcontractor Mobilisation Plan incorporation Covid-19 Government Guidelines

Tower has incorporated Government Guidelines regarding the COVID-19 pandemic

- Operatives to keep 2 metres apart as much as possible.
- Tower will plan the work to minimise contact between workers and avoid skin-to-skin and face-to-face contact. Where face-to-face contact is essential, this should be kept to 15 minutes or less wherever possible.
- As much as possible, Tower will keep groups of workers working together in teams that are as small as possible (cohorting). For example, Tower will keep vehicle crews working together, rather than mixing crew members on different shifts.
- Tower advise the operatives to wash their hands each time before getting into enclosed machinery (such as excavators) with others and wash their hands every time they get out. To help with this, Tower where reasonably practicable will be adding additional pop-up handwashing stations or facilities, providing soap, water and/or hand sanitiser.
- Operatives will keep the windows of enclosed machinery or enclosed spaces open for ventilation and be careful to avoid touching their face at all times. The inside of cabs will be regularly cleaned, particularly between use by different operators.
- Tower advise our operatives to try to use stairs in preference to lifts or hoists. Where lifts or hoists must be used, Tower will lower their capacity to reduce congestion and contact at all times, and regularly clean touchpoints, such as doors and buttons.
- Daily Briefings will be conducted under social distancing guidelines during which random temperature checks will also take place.

1.1 Introduction

This Construction & Environmental Management Plan (CEMP) is for the demolition phase of works for the proposed redevelopment at Woodlands Nursing Home, Dugard Way London, SE11 4TH.
The agreed contents of the CEMP will be complied with unless otherwise agreed with the London Borough of Lambeth. Tower will work with London Borough of Lambeth to review and update the CEMP as required.
Tower will act as Principal Contractor (PC) in the undertaking of this demolition phase and will be fully responsible for the management of the site and any specialist trades or contractors required in the execution of the works.
This CEMP sets out the intended measures that will be implemented throughout this phase along with best working practices being drafted in accordance with the associated best practice guidance for construction projects in London Borough of Lambeth

1.2 CEMP

This CEMP will help identify key challenges and constraints that will be considered in line with our Basic Impact Assessment.

Managing the environmental protection and highways safety standards throughout this phase of the development.

Community liaison measures that minimise possible impact on, and disturbance to the surrounding environment, highway network and the immediate neighbourhood.
Traffic management procedures for the safeguard of pedestrians, cyclists, public transport services and other users of the highway in general.

Handling material supply and the managed disposal of demolition waste materials.

The management of the works overall and the interface with the local community.

Regular liaison meetings will be held partly to communicate progress but also to agree key dates of vital functions that need to be accommodated in the construction programme.

1.3 SiteLocation

The development site is located at Dugard Way SE11 4TH

To the North

Roads: Castlebrook which is a public highway clearway-controlled zone.

Adjoining properties: None to the current site boundary line but a further away occupied by Castlebrook residential properties

Boundary line: Solid masonry wall which is to be retained as a boundary wall.

To the East

Roads: Dante Road

Adjoining properties: None adjacent to the boundary but a little further back lies residential along the edge of Dante Road

Boundary line: Solid masonry wall which is to be retained as a boundary wall.

To the South

Roads: no roads directly adjacent to the southern end of the boundary of the site

Adjoining properties: Away from the boundary of the site is the Osborne Water Tower and a group of masonry constructed buildings including the Cinema Museum

Boundary line: Solid masonry wall which is to be retained as a boundary wall.

To the West

Roads: Dugard Way – which will form the access in and out of the site

Adjoining properties: None to the site side as Dugard Way runs adjacent to the boundary of the site.

Boundary line: Solid masonry wall which runs along the bottom of the gardens to the properties on Renfrew Road

1.1 The Existing Building & Site Overview

The site is located at located at Dugard Way SE11 4TH prior to its closure the buildings formed the nursing home called Woodlands.

The existing buildings are a combination of single and double storey structures, constructed from masonry walls with a expanded metal and rendered finish to the majority of the solid elevations, with glazing covering the rest of the elevations. The roof is a lightweight metal deck type of roof supported on a timber truss type structure.
Internal is a combination of solid and lightweight walls of varying construction from masonry to plasterboard.
The foundations are assumed to be of a concrete beam type arrangement to approx. 2.0m deep.
Within the courtyard a number if trees are present and it is proposed these are removed as part of the demolition and site clearance works.

The site has only one way in and out, Dugard Way. Access to this road is off Renfrew Road, fed from Kennington Lane.

1.4 The Proposal

The proposal is to carry out the total demolition of the existing building, with large excavators fitted with demolition attachments for both super and sub structure demolition.

Prior to the main demolition works commencement an initial soft strip of the building will be conducted to remove any loose items, carpets, and any timber, including doors and door frames.

The use of impact breakers will be avoided where possible and kept to an absolute minimum if required. In accordance with the temporary work engineer's sequence the structure will be demolished in a bay by bay / floor by floor sequence down to ground bearing slabs ensuring the remaining structure remains stable throughout the process.

The foundations will where possible will be excavated out of the ground and broken out of the excavation using hydraulic impact breaker fixed to the excavator.

1.5 The Works

The works can be summarised as follows:

1.5.1. Site Establishment, Scaffold & Hoarding

An anti-climb fencing will be erected the boundary of the site. Vehicle gates and a separate pedestrian gate will be installed on the Dugard Way Elevation
There isn't a requirement to erect scaffold as part of this scope

1.5.2 New-Build Elements and Interventions

Following the demolition phase, the new structure will be developed by an incoming building contractor for the proposed new residential home a new CEMP will be provided separately for these works.

1.6 Site Access, Set Up & Logistics

Vehicle Route in and out from the site

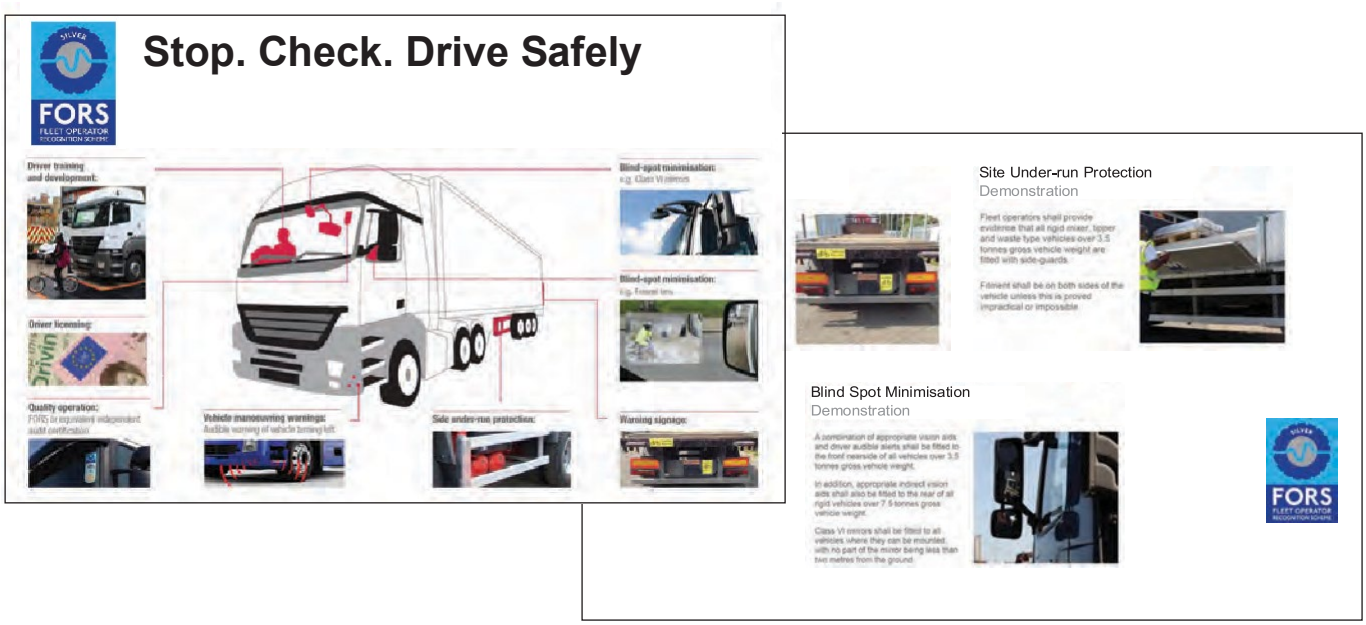
Site Compound and Boundary

Site Transport

All vehicles servicing site over 3.5T must meet each of the following conditions: -

- Operators must be a member of TFL's Fleet Operator Recognition Scheme (www.tfl.gov.uk/fors) or similar at the Bronze level.
- All drivers undertake cycle awareness training such as the Safe Urban Driver module through Fleet Operator Recognition Scheme (FORS) or similar.

FORS Best Practice Guidance as per the examples;



All vehicles associated with the Demolition phase of the development must:

- Have Side Guards fitted, unless it can be demonstrated to the reasonable satisfaction of the Employer, that the Lorry will not perform the function, for which it was built, if Side Guards are fitted.
- Have a proximity warning system fitted comprising of a front mounted, rear facing CCTV camera (or Fresnel Lens where this provides reliable alternative), a Close Proximity Sensor, an in-cab warning device (visual or audible) and an external warning device to make the road user in close proximity aware of the driver's planned manoeuvre.
- Have a Class VI Mirror
- Bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.

Deliveries to Site

Deliveries must be booked in advance to maximise the just-in-time fashion, reducing site constraints and planned in such a way as to minimise vehicles on site at any one time and 'stacking up' or waiting in the immediate vicinity of the site.

A strict delivery procedure will be implemented to ensure that site traffic is managed in a safe and orderly manner with planned traffic movements and site traffic team.

The detail below demonstrates the typical system to allow vehicle access.

Site Access - Vehicle Access Detail

Traffic Marshal – A key role

The site Road Marshall has a key role in managing and maintaining safe passage for pedestrians and cyclists within the vicinity of the site always.

With Dugard Way being the main point of vehicle movement into the site, the Traffic Management Supervisor will implement a system where prominent signage will be in place providing early notice for pedestrians and cyclists approaching the area and warning signage that site vehicles will be entering the site.

Once the vehicles are being held within the unloading area concertina safety barriers will be put in place to temporarily block the pavements whilst the vehicles are reversed into the site. Once the vehicles are safely parked on site the barriers will be removed and pedestrians can then continue their journey with safe passage.

This system of pedestrian and cyclist safety can be introduced to other roads locally when and if required. Traffic Marshals will remain in constant communication with each other during these operations and we will aim to keep these movements to the absolute minimum needed to ensure the safe and timely completion of this phase of the works.

Parking Facilities

There will be parking available on site but where possible site personnel will be encouraged to make use of the extensive public transport facilities that serve the area well and that negate the need for travel by private van or car.

Storage

Where possible, the use of hazardous materials will be avoided always. Where this is not possible (Fuel, Oxygen & Propane cylinders etc), Tower will ensure that the correct control measures are implemented for the storage of such hazardous materials.

In the case of combustibles such as fuel, this will be kept in a segregated and designated area in a double bunded reservoir for this purpose. All hazardous materials will be stored in designated areas that will be secured and managed in line with statutory guidance.

Site Access

The site access for operatives and visitors will be via Dugard Way A single gate will be installed that provides safe and PPE free access to the site accommodation.

A green route will be established early in the project and prior to the commencement of the works.

Vehicles & Equipment

An assessment has been carried out on the average vehicle movements per day throughout the course of the project the bulk of the demolition materials will be reprocessed and remain on site for a pile mat, steel and general rubbish will be removed from site these movements have been based on the outline programme and show a peak of 4 movements per day. These are one-way movements LGV vehicles and two-way for HGV.

Vehicle movements will be approximately 2 per day.

Averages for each month of the project duration have been shown below:

2021		
Month	**November**	**December**
Average Vehicle movements per days	**6**	**6**

Robust traffic management will be key to this part of the project and will be implemented throughout the program to protect, safeguard and segregate the public from all project activities.

Accommodation & Site Set Up

Upon possession of the site, surveys will be undertaken to identify existing buried services and other potential site hazards and to confirm that the findings are in keeping with the incoming documentation and to update the record for later inclusion in the H&S file.

Due consideration will be taken for this, and it will be an integral part of the risk assessment process and when formalising method statements and permits to work.

Notification of commencement of the project will be issued to the Highways, Police and all other relevant statutory authorities advising them of the impending construction works.

All regulatory requirements for highway licenses will be complied with in accordance the network management team. Also, measures will be undertaken to establish an early contact with all neighbouring residences and businesses etc, this to ensure that good relationships and a good communication process is in place.

Prior to commencement, a survey of the surrounding roads and pavements relative to the site activities will be carried out for condition record purposes.

Clear lines of communication will be set up with the client's team to ensure all party wall and boundary conditions are dealt with in an agreed manner, so as not to delay the programme.

The site accommodation will consist of mobile self-contained units encompassing

- Drying rooms/ Toilet
- Site Canteen
- Site Office/First Aid & Inductions

Security

During normal working hours, traffic marshal will manage the site entrance on Dugard Way. Given the nature of the area and the already restricted access to the site, further consideration has been given to the need for 24Hr security which following our assessment will not be required. The need for a CCTV system being installed is currently under consideration for later in the project.

Security will be constantly reviewed to ensure the appropriate level of cover is provided against the anticipated risks faced, and we will liaise with the emergency services to ensure that our security procedures are robust and coordinated.

No workers will be allowed to congregate at the entrance to site at break times, the demolition supervisor is to ensure that this is adhered to at all times.

Care will be taken to ensure that the perimeter to the site is secure and that the public feel safe and secure when walking past the site.

The local community will be kept informed of operations of this nature which will be programmed to be carried out a sociable hour and not at weekends.

Hoarding

Hoarding will be anti- climb mesh fencing panels.

Working Hours

Site hours will be:

Mon - Fri			
Site Open	8.00am - 6.00pm	Work Permitted	8.00am - 6.00pm
Saturdays			
Site Open	8.00am - 1.00pm	Work Permitted	8.00am - 1.00pm
Sundays and Bank Holidays			
The site will not be open on Sundays or Bank Holidays			

The site times reflect the working hours advised by London Borough of Lambeth environmental department.

Work may be required that takes place outside of the permitted hours for specific activities, an example of this may be the delivery of plant under a movement order.

On an occasion of this nature, approval would be requested from the Council and the works planned carefully to ensure potential disruption is kept to a minimum, not disturbing neighbours or in contravention of planning conditions.

Full liaison will need to be maintained with the local neighbours through letter drop or direct communication, and with the Council's 24hour noise team, details will be prominently displayed on the site noticeboard providing a 24hour contact in case of emergency.

Signage

Prominent signage will be used on site to inform and advise site personnel of hazards, safe access routes etc. Signage on the external hoarding will advise the public of the demolition works, vehicle movements, areas etc and will additionally benefit from the personal contact of the traffic marshals and gateman.

All signage will be informative, clear, professional and in line with best practice procedures.

Prominent site signage will be located at entrances to and from the site containing the Health and Safety notices advising all operatives and visitors of the general site safety rules.

Further warning signage will be displayed around the site including the main entrance, warning and providing advice to operatives and the public of more specific dangers such as traffic movements.

Site signage will be provided to advise visitors and delivery personnel of the safety requirements within the confines of the site.

Signage will include warnings for:

- Overhead and underground services
- PPE specific work zones and visitor requirements
- Noise
- Danger of Construction site etc.
- Personal Protective Equipment requirements

All information relating to health and safety, including the F1O form and the site rules, will be displayed on a notice board situated within the site welfare facilities. The main notice board will also show the project site management team members, including First Aider's and Fire marshals, contact details of site staff with emergency, out of hours contact details and the appropriate Considerate Contractor's poster.

Scaffolding

No requirement for scaffold in this phase of works

1.7 Outline Methodology & Programme

Tower will fully develop the following outline method and programme details to form a robust method of delivery for the project. Considerations will be given to reducing impacts to local businesses and pedestrians.

The works will follow the sequence outlined below:

The works are to be carried out in one phase:

- Demolition of the former Woodland Nursing Home

Tower's current works encompass:

- Liaise with Local Authority r.e. licences and applications etc. Section 80 to be submitted min 6 weeks before demolition commences.
- Welfare set up.
- The establishment of a secure site perimeter with access for plant and HGVs as well as a dedicated pedestrian safe access.
- Initial isolation of services back to incoming head then subsequent terminations outside of the site boundaries (where not completed already).
- Installation of temporary services.
- Soft strip.
- Tree removal
- Demolition of existing buildings down to and including ground bearing slabs and foundations
- Crush concrete / brick demolition arisings to 6F5.
- Backfill all voids with site won 6F5.
- Site clearance of waste materials.

Works outside the current scope:

- Pre demolition and refurbishment asbestos survey
- Removal of any asbestos that may have been identified within the building or below ground
- Erection of a solid hoarding including pedestrian and vehicle gates
- Arranging for, and removal of any incoming statutory services
- Temporary works associated with the works

Outline Project Timeline

- Demolition commencement: February 2022
- Demolition completion: April 2022

Plant and Equipment

We will demonstrate measures to reduce the impact and disruption caused by plant and equipment in our methodology. General types of plant and equipment that will be used on the project at the different stages of demolition are detailed here.

Plant	Soft Strip	Demolition	Specialist Activities	Misc
Mobile Access Towers	X		X	
Excavators		x		
Recycling Collections	X	X		

Plant	Soft Strip	Demolition	Specialist Activities	Misc
General waste skips	X	X	X	
Power tools	X	X	X	X
Delivery vehicles	X	X	X	X
Podium Steps	X	X	X	

Demolition Method of Work

In accordance with BS 6187:2011

All services are to be terminated outside of the site boundary by the client and termination certificates will be issued to TDL prior to works commencing.

Soft Strip

Works to be carried out in accordance with the scope for full mechanical demolition of the structure. This will initially be restricted to the clearance of any remaining loose furnishings, materials and combustibles to segregated stockpile areas for removal from site.

COSHH items will be logged, gathered and cleared from the building to a designated, secure area for later clearance by a specialist waste carrier.

All waste materials generated from the site/works will be in strict keeping with the requirements of the Site Waste Management Plan.

Materials generated from the soft strip will be segregated into the following for recycling:

Clean timber, joinery, doors, architraves, skirtings, etc. will have nails, screws and ironmongery removed and sent to the Particle Board Industry.

Glass, where suitable, will be sent for Cullet Merchants. Plasterboard will be sent for recycling to British Gypsum.

Ferrous and non-ferrous materials will be sent to a scrap metal merchant for recycling. Soft strip materials will be placed into wheelie bins and transported vertically through the building to the agreed loading/exclusion/drop zones – All Implemented drop zones will be established utilizing hard barriers, signage and a permit to enter.

Loading of materials will be by way of excavator fitted with a hydraulic grab and will load the waste into waiting 40-yard skips, small transit style caged tipper lorries will then be called in at designated times to collect nonferrous metals.

All waste is then further segregated and sorted off site at a nearby transfer station prior to recycling / reuse.

99% recycle / reuse is achieved on all Tower Demolition projects. The only item sent to landfill is asbestos containing materials.

A detailed breakdown of all individual waste streams and quantities will be provided along with other relevant information as part of the Health and Safety File Information issued upon completion.

Mechanical Demolition

The Project Manager / Site Manger will assess the building to determine safe methodology and sequence of demolition.

Demolition exclusion zones (fencing and signage) will be erected around the perimeter of the work zone and inspected prior to the demolition commencing.

The Demolition Manager will then complete a ‘Demolition Permit to Work’ and issue to the Site Supervisor.

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

All deliveries and collections will have traffic marshals / banksmen in attendance while using the access / egress routes. A maximum 5 mph will be enforced for all vehicles.

Once all barriers / fencing is erected, dust suppression is in place and all enabling works such as services have been terminated a Demolition Permit to Work will be issued. The machine operator will demolish the building sequentially bay by bay / floor by floor within its own footprint.

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

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

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

Hardcore and concrete will be processed on site to be crushed to 6F5 or similar for re-use to fill voids left from the foundation removal

Dust fighting equipment will be positioned in such away to mitigate any dust pollution impact on the local highway, waterways or neighbouring properties.

Trees within the footprint of the site will be removed using an excavator fitted with a selector grab and pulled out of the ground and placed into 40 yard bin for transporting to a wood chipping facility

Slab and footing removal

A permit to dig/break ground will be issued by the site Supervisor to the operatives and excavator operator carrying out the demolition of the slab and foundations.

The slab and foundations will be broken up and stockpiled for crushing to 6F5 for reuse as a piling mat and to create hardstanding in the ongoing construction process.

The resulting voids will be levelled off using the crushed site arisings to leave the site graded off to the boundaries.

1.8 Impacts & Mitigation Measures

Considerations

A review has been undertaken of the potential source of adverse impacts, which can be associated with carrying out demolition works. The results of this are presented on the following pages.

The table below demonstrates potential disturbances and control measures in place for mitigation:

Working Hours	All work to be completed within site hours	Works to be managed to avoid the need for out-of-hours working. All activities will be carried out under Section 60/61 of the noisy working hours requirements. All noisy working will be carried out 0800hrs-1800hrs. Consideration will be taken for the surrounding environment and amenities at all times.
Impact of	Vehicle Movements	A traffic management plan will be implemented following liaison with residents and businesses. Defined route for site traffic, separate for pedestrian access. A proactive approach will be taken to ensure site deliveries do not affect residents. Regular liaison meetings will take place and newsletters will be delivered to immediate neighbours to mitigate any potential issues. All deliveries will be booked and co-ordinated with a 24hour notice period. Loading / unloading at street level will only take place under extraordinary circumstances and will only be permissible with a Traffic Marshal present. Traffic marshals and banksmen will control deliveries. All delivery drivers will read and sign site safety rules before unloading.

Noise & Vibration	Demolition works and Vehicle movement	Noisy and/or vibrating activities will be agreed with LBL Environmental team and residents. This will be monitored and controlled in a best practicable manner. The use of pulverisers/shears will be used for the majority of the demolition works, hydraulic hammers will be used for the ground floor slab, this will be pot holed and pulled up to minimise noise issues. Foundations once exposed will also be pulled from the ground Noise reports will be issued for each phase of the works, at minimum of 14 days before commencement allowing enough time for any local concerns to be addressed. Noise levels will be kept strictly to LNL limits. Typically, 75dB at site boundary. Where conditions dictate for noisy works: Monday to Friday 8.00-6.00 constitute Noisy Works Hours. Saturdays 8am to 1pm Noise issues will be discussed and readily addressed community at liaison meetings

Air Quality	Physical dust and emissions	Dust suppression measures will be in place for the duration during of the works, these will include containment, water suppression, pre-damping of concrete and careful choice of tooling and operations. • • No bonfires; • Ensure adequate water supply; • Ensure disposal of run-off water from dust suppression activities is in accordance with the appropriate legal requirements; • Provide easily cleaned hard standings for vehicles;

		• Provide and ensure use of jet wheel wash facilities at the site exit wherever there is a potential for carrying dust or mud offsite; • Plan site layout – fixed machinery and dust causing activities to be located away from sensitive receptors; and Construction Traffic • All vehicles to switch off engines – no idling vehicles; • Effective vehicle cleaning and specific fixed wheel washing on leaving site and dampening down of haul routes; • All loads entering and leaving the site to be covered; • Routinely clean public roads and access routes using wet sweeping methods; • No site runoff of water or mud; • Minimise movement of construction traffic around site; and • Hard surfacing and effective cleaning of haul routes and appropriate speed limit around site.
Visual	Project Aesthetic Appearance	Clear signage will be present in & around the site for safety & information. Hoarding to follow LBL and Client conditions. Clean and tidy hoarding, access roads & welfare areas to ensure the overall image of the site and surrounding area is kept in excellent condition
Access to Site	General access and egress from site during construction	All visitors will use the pedestrian entrance on Duguard Way for access and egress onto site. Visitors will be registered following their site induction. A gateman with control access permission will be located at the main gate to control access tosite.
Demolition of Adjacent Structures	Vibration & potential settlement	Not applicable as adjacent structures are not on the boundary to the site
Party Wall	Party Wall Issues	Not applicable

Party Wall

Clear lines of communication will be set up with the client's team to ensure all party wall matters/ boundary conditions are dealt with in the agreed manner prior to works commencement.

Dust & Air Quality

Refer to: London Borough of Lambeth code for construction practice

Tower will manage site activities in line with the, The Control of Dust and Emissions During Construction and Demolition SPG published by the Greater London Authority which seeks to reduce emissions of dust PM10 and PM2.5 from construction and demolition activities in London.

Guidance specifically provides for

- Preparing an air quality statement for demolition activities including air and dust risk assessments.
- The stages of development the air quality statement is to cover demolition and track out, vehicles leaving the site.
- Identifying the potential scale of dust emissions on health and the natural environment.
- Best practice methods for controlling dust on site and to prevent track out.
- Early notification of new 2015 and 2020 standards for non-road mobile machinery.

It also aims to manage emissions of nitrogen oxides (NOx) from construction and demolition machinery by means of a new non-road mobile machinery ultra-low emissions zone (ULEZ). The current standards for site plant are IV for construction machinery operating in the central activities zone and opportunity areas and stage 111B in the rest of London.

In a similar way to the ULEZ the NRMM Low Emission Zone requires that all engines with a power rating between 37kw and 560kw meet an emission standard based on the emission stage.

Stages 111B and IV have not yet been defined for machines with constant speed engines, such as generators, this means these pieces of plant are expected to meet stage V.

Stage IV has also not been directly defined for variable speed engines smaller than 56kw, in most cases these engines will need to meet stage V if they are in the Central Activities Zone and opportunity Areas

Tower are committed to registering with the Non-Mobile Machinery (NRMM) Greater London Initiative.

Dust and emissions from construction work can worsen air quality, which is why we will take all necessary steps to carefully plan and manage our works so that these impacts are be reduced to a minimum.

To comply with HSE, Environmental Protection legislation we will ensure effective dust and emission control measures are in place for every dust generating activity.

During the works process the following actions will be undertaken

- Use of water suppression will be employed via mobile dust boss water misting equipment
- Damping down and covering of stockpiles
- Damping down during loading of vehicles

- Damping down of site during plant movements

At this preliminary stage, it is envisaged the following techniques could be adopted:

- To reduce the CO2 emissions, no construction vehicles or plant will be left to idle. If it is not being used it will be turned off. This includes all delivery vehicles
- Adoption of 'green fleet management practices' to set out ways to reduce CO2 emissions along with a monitoring process to record savings made
- We will use electrically powered tooling and wherever possible plant, to reduce the emissions created from site.
- All Non-Road Mechanical Machinery (NRMM) used on site will be compliant with the latest legislation to CAT3 and registered with London Borough of Lambeth. Machine plate details, certificates of thorough inspection and record of inspections will be kept in the site file.
- Water will be used to suppress dust generally and specifically where demolition, cutting and breaking of concrete is being carried out
- All skips and HGVs containing waste will be securely covered and water 'misted' as appropriate
- Trained and responsible management will be maintained on site always during working hours. Dust monitoring will be carried out at regular intervals, increasing in frequency during works that will inherently generate dust (e.g... Demolition, reinforced concrete breaking/cutting/crushing works). If the levels of dust particles in the air are deemed unacceptable action will be taken immediately and control measures implemented to avoid, reduce and/or suppress dust.
- At the boundary to the site-specific risk assessments will be carried out in relation to dust emissions and where practical dust screening measures will be placed at the boundary.

Waste Management

Tower will look to reduce the amount of waste material on site as far as reasonably practicable through waste minimisation, re-use and recycling.

The approach to the treatment of waste will be to appoint a waste manager.

The appointed person will be responsible for:

- Ensuring the site is kept clean and safe
- The collection of waste from a central point
- Segregation of waste on site
- The upkeep and maintenance of the SWMP

- Waste log

The remit will also ensure that all access routes, fire escapes and staircases are swept and kept clear of debris on a regular basis to maintain high standards of health and safety on the project.

All general areas of the project will be swept clean on a weekly basis. Sub- contractors will be responsible for removing waste emanating from their works to a central point on site.

As part of the environmental approach for the project they will be required to source materials from local companies if specification requirements and costs are met.

The contractor will be expected to work with the team to meet the required BREEAM rating.

Good Neighbour Policy

The Contractor will work closely with the London Borough of Lambeth and the local community, and ensure all staff and operatives take due care of the community and environment within which they will be working.

The site delivery team will have direct responsibility for fostering good community relations with all neighbouring businesses and residents.

From the start of the project an individual directly involved in the management of the site will be identified as being specifically responsible for community relations (Community Liaison Manager). This single point of contact will be established for all liaison with the general public. We will initiate early communications to establish a good rapport with the community which will help reduce problems that may arise during the construction process.

As part of the process regular newsletters will be issued to keep the sites neighbours up to date with what has and will happen on site.

It will be ensured that any particularly sensitive works or issues are dealt with in a professional and accountable manner, with the public and local community kept informed always. This may include things like out of hours delivery of large items of plant such as piling rigs etc. Information boards will be displayed on the site hoarding which will highlight the key personnel on site including theircontactdetails.

The regular newsletters will also highlight the key personnel and their contact details, in the event of a complaint the Community Liaison Manager will respond by return or
as soon as practical.

All complaints will be logged, all actions tracked, and each item closed out to the satisfactory agreement of all parties. Prior to any person being allowed on site they must go through a Health, Safety and Environment

The obligations to be fulfilled by the Contractor can be summarised below and ensures that the neighbours and local community are fully engaged with and considered before and during the demolition/construction process.

- Regular liaison between the Contractor and the local community
- Hold regular meetings with accurate minutes of meeting taken
- Contractor to appoint a 'Community Liaison Manager'
- To provide a staffed hotline during construction activities and an emergency contact number for out of hours concerns.
- Set up and operate a website for the construction phase of the project outlining 'high impact' activities that are scheduled to take place