Engineering Council

Established for the promotion and development
of the knowledge and best practice of engineering

By virtue of approved academic qualifications,
training and experience

Grant Wilson

an membership of

The Institution of Structural Engineers

has been registered by the Council and is hereby authorised
to use the style or title of

Chartered Engineer

5 May 1999

Registered 18 March 1999
N° 513393

The Institution of Structural Engineers

Founded 1908 and Incorporated by Royal Charter 1934

THIS IS TO CERTIFY THAT

Grant Wilson

WAS ELECTED A

Member

OF THE INSTITUTION ON

4th February 1999

In testimony whereof the Seal of the Institution has been affixed by order of the Council as witness

PRESIDENT

SECRETARY

WILLMOTT DIXON
HOUSING

CONSTRUCTION

MANAGEMENT PLAN

FOR

52–54 MOUNT PLEASANT
LONDON
WC1 0AE

Camden

CONTENTS

1 INTRODUCTION

This Construction Environmental Management Plan (CEMP) sets out standards and procedures for the environmental impacts, public health and safety aspects which may affect the interests of local residents, businesses, the general public and the surrounding vicinity during the proposed construction of 52 – 54 Mount Pleasant, Camden WC1 OAE.

This plan has been compiled to address the potential environmental impact of the construction The study will look at methods to mitigate the specific environmental disturbances such as noise, vibration, dust, plant emissions and nuisance.

Location

Mount Pleasant is accessed from Laystall Street, Pheonix Place and Warner Street. Main artery routes feeding the area are the A5200 Grays Inn Road, A5201 Clerkenwell Road and A201 Farringdon Road in Central Camden, London, all of which is inside the Congestion Charge zone. Access and egress for the project will be is clearly going to be very restricted and difficult due to the existing site constraints

The building is currently temporarily occupied by residents to prevent the building being illegally occupied. The building will be vacated by the residents immediately prior to the building works commencing. The site boundaries are adjoined by existing properties made up of a mixture of residential and businesses.

The front boundary wall holds up the Mount Pleasant highway as a retaining wall.

London Borough of Camden, our client has engaged Willmott Dixon to part demolish, part refurbish and extend the existing building and construct a new wing.

The refurbished building will provide accommodation for the homeless in Camden.

The scheme will provide 60 bedsit units arranged in clusters around communal facilities.

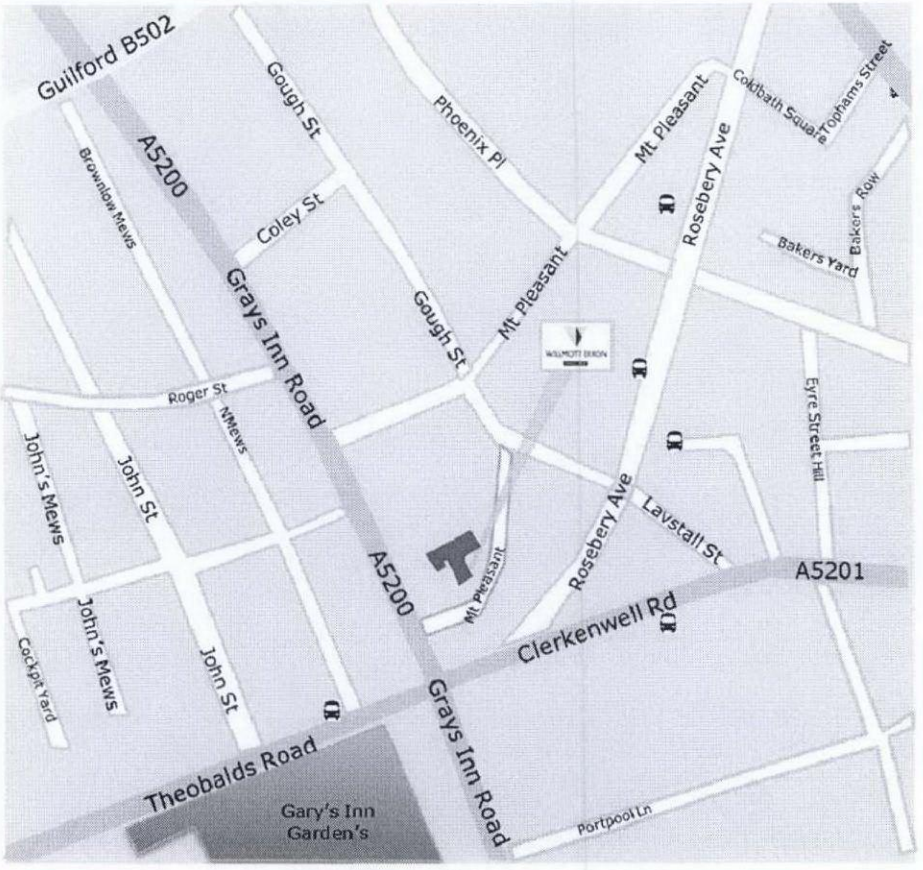
Landscaping in the main courtyard and around the block will be a mixture of hard and soft landscaping and is a major feature of the project.

A plan of the existing site location

Camden

SITE LAYOUT OVERVIEW
Mount Pleasant WC1 0AE

WILLMOTT DIXON HOUSING



Preliminary & Enabling Works

Willmott Dixon has planned for the project office accommodation and welfare facilities to initially be located within the existing building. Once the main demolition works are complete we will install the main welfare and office cabins on site, on the lower ground floor adjacent to and in between the existing building and retaining boundary wall with Mount Pleasant. We propose to have a full road closure in Mount Pleasant adjacent to the site as per the attached details. This will greatly assist the loading out and distribution of materials and also ensure a safer environment between our site works and the general public. Willmott Dixon proposes to construct the extensions using piled foundations and hot rolled steel clad in brickwork and render. The existing roof will be repaired as required, the elevations will be stripped of all existing services and UPVC windows will be replaced. The timber sash windows will be refurbished and overhauled. Scaffolding will be erected to the existing façade to enable access for the refurbishment works and roofing works. Materials will be mechanically distributed via a forklift or crane and goods hoist may also be utilised. Initial surveys will be undertaken and when the results of these surveys are obtained we shall carry out any required works.

After the site hoardings have been erected we will commence soft stripping of the existing blocks and demolition once this element is complete we will continue with the construction of the new West Wing that will comprise of piled foundations with a hot rolled steel frame with RC floors a flat roof and external masonry cladding.

Landscaping in the main courtyard and around the block will be a mixture of hard and soft landscaping and is a major feature of the project.

Internal Works

Once the main envelope of the West Wing is complete and watertight we shall commence internal fitting out works. We will carry out any internal installations that are not subject to the weather as soon as is practically possible but the catalyst for plastering etc. will be the building being watertight. This will not be the case on the main block as we will aim to carry out any remedial works required to the main roof as early as possible to enable the internal works to progress at the earliest stage possible.

Fit Out

Each major element of the fit out works will be inspected by the site team, prior to progressing to the next stage; therefore partitioning for example, will be inspected and signed off prior to fixing door linings and plasterboard. This discipline will ensure that a quality finish is achieved throughout the project. Key stage inspections will also be inspected along with Camden's reprehensive so we can set standards at an early stage of the project.

Maintaining a clean and tidy site is essential during the project; Willmott Dixon will ensure that working areas are cleared of all rubbish and waste materials upon completion of each trade as works proceed and also externally around the site .

The external works will follow on once all scaffolding has been struck

Final connections of all incoming mains services are included within the external works programme. All ducting will have draw wires to ensure installation of cabling and pipework can be pulled through the subterranean ductwork.

Reinstatement of all areas affected by the works will be reinstated and signed off.

Testing & Commissioning

Key to the development will be the early installation, ongoing testing and final commissioning of the services within the units. Willmott Dixon employs an in-house Mechanical & Electrical services technical consultant.

Early involvement and programming of the stat companies will be a key factor in completion of the project. Our Sub-contractors will also complete relevant testing at key stages of the project that are documented and retained.

Practical Completion

Willmott Dixon will inspect works at certain stages and rectify any defects to all units, prior to offering them up for the Employer's Agent inspection. Willmott Dixon will agree inspection and handover protocol with Camden and any of The Clients Representatives. The site manager will accompany the Employer's Agent during the inspection to agree action, should any further defects be found.

All areas shall be lit.

As soon as a unit has been de-snagged, a formal handover will be arranged in compliance with any key dates agreed with Camden.

Programme Overview

The project is due to commence in the last quarter of 2012 with a proposed completion date of the first quarter of 2014 this being subject to our start on site date.

Detailed programmes will be developed for the construction elements of the new blocks and refurbishment works. Detailed short term programmes will be produced monthly by the site team and monitored.

Lead in times for key elements for the construction and fit out works have been identified within the Tender Programme; these will be developed during the design development period.

Milestones will also be incorporated into the procurement programme during the pre-construction period.

Key milestones have been considered and put into our Programme; these will be reported to at relevant Client meetings.

2 APPLICABLE CODES, STANDARDS AND ACTS OF PARLIAMENT

- There are many codes, standards and acts of parliament that cover environmental and related matters and these are to be complied with during construction activities as outlined in this CEMP.

Each section of this document sets out the main statutory provisions, regulations, and codes of practice and standards relevant to each environmental topic. We shall comply with all prevailing legislation at the time of construction, including any requirements under health and safety legislation.

We shall obtain licences from the local authority as appropriate for other aspects of construction as required:-

i Erecting any scaffolding, hoardings, gantry, temporary crossing or fence on the highway.

ii Depositing a skip; or any temporary road closure

iii Operating a mobile crane, aerial platform, concrete pump lorry or any such equipment

iv Re-location or suspension of a bus stop

v Any tower crane erected on site will be registered with the HSE

We shall inform local residents likely to be affected by the works at least 14 days prior to undertaking such activities. Such activities might include any road closures for delivery or use of mobile cranes or abnormal deliveries to the site.

3 ROADS AND FOOTPATHS

- Regulatory Overview

The Highways Act 1980 sets out requirements relating to construction work on or near the highway. Key requirements of the 1980 Act include:-

i Permission by formal agreement from the Highway Authority is required for any works to highways

ii Licences are required for permission to place temporary obstructions on the highway (e.g. Hoardings, fenced storage areas, temporary cross-over's, scaffolding, gantries and skips)

iii Deposition of mud or other such materials on the highway is prohibited. Measures to prevent this (e.g. Wheel washing) can be required by order.

iv Surface drainage from a construction site must not be allowed to run across the footway part of a public highway.

The New Roads and Street Works Act 1991 amend earlier legislation and contain updated provisions for carrying out works to highways and construction of new roads. A Street Works licence issued by the Local Authority is required for excavation of the highway only for accessing installation, repair, or removal of apparatus.

The Town and Country Planning Act 1990 require that a public right of way may not be obstructed or diverted without an order permitting it.

- Temporary and Permanent Closures and Diversions

We will carry out initial consultation with the Local Authority concerning the stopping up of roads and footpaths and the posting of notices informing local residents, business and organisations as and when required.

- Work Affecting Carriageways and Footways

Before commencing construction at any part of the site which will involve interference with a carriageway or footway, we will consult and agree with the Local Authority the proposed commencement date of these works, the area of the carriageway or footway to be occupied and duration, and the proposed methods of construction in order to minimise inconvenience to the public. All necessary consents and licenses will be obtained in advance.

All temporary and diverted footways shall be designed for access for wheelchairs and pushchairs where reasonably practicable, reasonable pedestrian routes will be provided throughout the construction period and will meet the following requirements:-

i Any temporary footway and carriageways will be constructed to the reasonable requirements of the Local Authority and will have uniform surfaces; there should be where possible no steps or gradients greater than 1 in 20.

ii Pavement ramps will be provided at all junctions of footways with carriages.

iii So far as is reasonably practicable, all footways and carriageways will be kept free of mud and other loose materials arising from the works.

iv Clear signage will be provided at all times for each pedestrian route with the minimum number of changes to all temporary layouts in order to reduce confusion. Advance warning will, if possible, indicate alternative existing wheelchair accessible routes.

v All openings or obstructions on the carriageway and footway will be barricaded with a continuous rail (lit at night) strong enough to offer necessary resistance should a blind person walk into it.

vi Headroom clearance over footways will be a minimum of 2.3m to soffit if possible.

vii All pedestrian routes diverted onto the carriageway will be clearly defined by continuous barriers, constructed to the reasonable requirements of the Highway Authority.

viii Lorries entering or leaving the site will only be allowed to cross footways under the control of a competent Banksman.

ix After completion of the works all material arising from the works will be cleared from the highway leaving the same in clean and tidy condition to the reasonable requirements of the Highway Authority.

x All vehicles will enter and leave the site in a forward direction except where space restrictions do not allow this. In such cases, a competent Banks man will be provided. We envisage that vehicles predominately will have to

reverse into site where possible or be located in the holding area awaiting to be offloaded

- Mud on Roads

This is regarded as one of the main environmental nuisance problems arising from construction sites. We will therefore take strict measures to minimise this problem, and as we will be predominately using existing hard standings during the construction process do not see this as a major issue.

These will include (where practicable):-

i The provision of easily cleaned hardstandings for vehicles entering, parking and leaving the site.

ii The provision of wheel washing facilities. (A jet wash)

iii The use of a mechanical road sweeper to clean the site hardstanding and any mud or debris deposited by site vehicles on roads or footpaths in the vicinity of the site.

- Avoidance of Fly-Tipping

To prove the correct depositing of excavated material and to prevent the occurrence of fly tipping, a ticket system will be operated at all sites. We shall provide when requested by the Local Authority a sequentially numbered system to confirm that each lorry load of spoil is deposited at an approved site.

We shall also ensure that fly tipping by others does not take place on the site by ensuring adequate site security or hoarding.

4 VEHICLE MOVEMENT

Deliveries

All deliveries will be made to site via Gough Street and down Mount Pleasant Road (due to Mount Pleasant Road being a one way street) we may have to back some heavy side vehicles into Mount Pleasant Road off of the Grays Inn Road. This will be carried out using competent banks persons. Mount Pleasant Road is a narrow Road approximately 7 foot wide with vehicle width restrictions and bollards located on the pavements.

We shall endeavour to install as many hard standings as early as possible onto site for vehicles and storage .We shall also ensure that we reuse as many arising's as possible from the demolition phases to reduce vehicle movements. All vehicles leaving site will have their loads suitably sheeted and secured. All vehicles will also comply with any low emission zones.

Materials will be delivered on a just in time basis including a daily delivery schedule being drawn up one week in advance, and in liaison with the sub-contractors and Willmott Dixon Management with deliveries giving adequate notice on planned deliveries and any specialist deliveries obtaining the sufficient certification and notification .

The site management will be responsible for:

- Establishing delivery schedules
- Arranging just-in-time deliveries
- Supervising deliveries and unloading
- Ensuring efficient storage and distribution on site

Rubbish removal

Rubbish will not be allowed to accumulate and cause a fire hazard; therefore all rubbish will be collected at a central position and removed by wait and load Lorries or skips and deposited at approved licenced locations

Resident Parking Strategy

We do not envisage major disruption during the construction works as due to the lack of parking in the area the use of public transport will be encouraged and there are good bus and rail links nearby the site. We shall encourage employment of local labour to limit the number of sub-contractors vehicles on site and shall also encourage shared driving or the use of bikes where possible.

5 CONSTRUCTION ACTIVITES THROUGHOUT THE PROJECT

The main activities can be summarised into the following:

- Demolition
- Substructure works
- Superstructures
- Finishing Trades

The main environmental impacts can be classified as NOISE, DUST and AIR QUALITY, NUISANCE, EMISSIONS and VIBRATION.

These can be controlled by the implementation of the following techniques.

- Noise assessments will be carried out. The site will remain fully segregated by a solid barrier hoarding. Acoustic screens may be deployed where noise assessment record action levels

- Dust suppression techniques such as damping down and collective techniques on individual plant and machinery. Covered waste Lorries used

- Access routes will be clearly displayed. Congestion in locality will be minimised by Just in Time delivery strategy.

- Partnered supply chain will provide information concerning emissions and will favour the use of Freight operators that are members of F.O.R.S. No vehicle idling will be allowed.

- Main sources of vibration will be from the demolition works and the grubbing out existing foundations and any temporary sheet piling / retaining works.

6 NOISE AND HOURS OF WORKING

Regulatory Overview

The principal legislative controls on noise which includes vibration are contained within the Control of Pollution Act 1974. In addition, statutory nuisance provisions contained within the Environmental Protection Act 1990 also apply to noise.

Noise Control – General

All machinery to comply with the current legislation of 80 dB (A).

Noise assessments will be carried out as per Control of Noise at Work Regulations 2205 Careful selection of plant to reduce noise ensuring that plant is relatively new and regularly maintained.

On site noise assessments will be carried out and appropriately recorded.

Anyone who has a daily or weekly exposure to noise exceeding 80dB(A) or a peak pressure reading of 135dB (A) will be warned of the dangers of working in a noisy environment advised of the systems being used by the company to reduce noise levels and issued with and trained in the use of ear protection.

Health surveillance and enforced ear protection is compulsory if weekly noise levels of 85 dB (A) or above or a peak sound pressure reading of 137 db is reached.

All sub-contractors will provide full risk assessments and method statements.

Ready mixed mortar will be used reducing noise levels through preventing on site diesel cement mixers.

Noise Control – Detailed Provisions

All sites shall be totally surrounded by fencing or hoarding to the required height and density appropriate to the noise sensitivity of the location concerned.

All worksite gates will be controlled to give the minimum amount of time open for passage of vehicles, in order to minimise stray noise to the external surrounding area.

Vehicles and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers, will be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions.

On site where environmental disturbance may arise, compressors will be 'sound reduced' models fitted with properly lined and sealed acoustic covers which must be kept closed whenever the machines are in use, and pneumatic percussive tools must be fitted with shrouding or silencers of the type recommended by the manufacturers.

Equipment that breaks concrete by munching or similar, rather than by percussion, shall be used as far as is practicable.

Noisy plant or equipment will be sited as far away as is practicable from noise sensitive buildings. The use of barriers, e.g. Soil mounds, site huts, acoustic sheds or partitions to deflect noise away from noise sensitive areas will be employed wherever practicable.

Care shall be taken when loading or unloading vehicles or dismantling scaffolding or moving materials, etc. to reduce impact noise.

Hours of Working

In general the hours of working for any construction and demolition site will be:-

Monday to Friday – 08:00 to 18:00
Saturdays – 08:00 to 13:00
No Works on Sundays, Bank or Public Holidays without prior consent.

If required we shall obtain any relevant certification or approval if we propose to work outside of these hours. (Section 61 notice)

No work and ancillary operations, which are audible at the site boundary, outside these hours unless fully justified to the Local Authority on the grounds of engineering necessity or for reasons of health and safety. Any such works will be kept to an absolute minimum.

During normal working hours, as defined above, the maximum LAeq, period noise levels measured 1 metre from the facade of any occupied or other building used for residential purposes, generated by construction plant and equipment, including the movement of vehicles to and from the site should not exceed the following limits :-

Monday to Friday – 08:00 to 18:00 – Residential / Commercial Premises – 75 dB (A)
Saturday – 08:00 to 13:00 – Residential / Commercial Premises – 75 dB (A).

7 VIBRATION

General

We shall ensure that measures are taken to:-

i Protect the residents, users of buildings close by and passers-by from nuisance or harm and
ii Protect buildings from physical damage.

Upon determining appropriate vibration levels, we shall consider:-

i Human exposure
ii Protection of structures

Demolition and construction activities will be carried out in such a way that vibrations arising will not cause significant damage to adjacent structures.

Human perception to vibration is considered within BS6472:1992 and vibration levels that represent satisfactory magnitudes of building vibration with respect to human response are provided in Appendix A of the standard in terms of both PPV's and VDV's (Vibration Dose Values). The table below summarises a range of vibration levels in terms of VDV, and the associated human perception. More specifically, it indicates various degrees of 'adverse comment' expected in residential buildings due to vibration during the daytime and night-time. BS 6472 introduced the concept of VDV. This is a measure of the amount of vibration which is experienced over a given period. The standard contains VDV levels which are considered acceptable for daytime or night time periods and are as follows;

Indication of response to vibration in terms of VDV ($m/s^{1.75}$)

Time Period	**Low probability of adverse comment VDV ($m/s^{1.75}$)**	**Adverse comment possible VDV ($m/s^{1.75}$)**	**Adverse comment probable VDV ($m/s^{1.75}$)**
16hr day in residential building	0.2 to 0.4	0.4 to 0.8	0.8 to 1.6
8hr night in residential building	0.13	0.26	0.51

8 DUST AND AIR QUALITY

Regulatory Overview

The main regulatory controls over dust are the 'statutory nuisance' provisions contained in the Environmental Protection Act 1990. Dust can give rise to a statutory nuisance if it is considered to be 'prejudicial to health or a nuisance'.

Smoke, for example from burning waste on site, can also result in a statutory nuisance and is also controlled by the Clean Air Act 1993.

Dust

Dust is defined as particles up to 75 μm in diameter and is produced through the action of crushing and abrasive forces on materials. A wide range of activities, including traffic movement, construction/demolition, mineral workings and general industry, generate nuisance dust.

Large dust particles can cause eye, nose and throat irritation, whilst the smaller fraction of particles with an aerodynamic diameter of 10 μm or less (PM10) is more of a health concern as the particles can enter the lungs causing breathing and respiratory problems.

Dust Movement

In order to establish the effects of dust release on locations around the proposed development site, research referenced in the DETR publication 'The Environmental Effects of Dust from Surface Mineral Workings' (1995) was consulted. A study of coal particles referenced in this guidance concludes that small particles of 10 μm diameter can travel for up to 1,000 m or further, larger particles of around 20 μm in diameter can travel 500 m, and 30 μm particles can travel 300 m. Particles with a diameter of 50 μm were found to fall out of the air within 100 m of release. Although this research was carried out on coal particles, it is considered to be relevant to particle release from the construction and demolition process.

For a dust nuisance to arise, the following factors must be present:

- Finely divided, dry material is present on site as a dust source;
- Wind blowing from the site to the receptor;
- Wind speed sufficient to entrain the particles.

The prevailing wind direction is therefore important in establishing the areas that are most likely to experience any dust nuisance during the construction process.

The UK Meteorological Office classification notes that a wind speed of greater than 6.7 m/s 'raises dust and loose paper, small branches are moved'.

In recognition of the distances travelled by various sized particles, Part 1 of the research 'The Environmental Effects of Dust from Surface Mineral Workings' (1995) refers to zones around a mineral working area where a dust nuisance is likely to occur. It concludes that the most likely zone is an average 200 m from the perimeter of the source. Although under unusual circumstances dust nuisance may occur outside this area.

Mitigation of Potential Dust Nuisance

Guidance on the mitigation of potential dust nuisance has been published by the Greater London Authority in the 'Best Practice Guidance for the Control of Dust and Emissions from Construction and Demolition (2006)'.

The contents of this document provide a comprehensive management and mitigation strategy targeted at the construction process and aimed at minimising dust generated from these processes. The ethos behind the guides and the methodologies proposed within them should be used to formulate a mitigation and control strategy employed to control any impacts that may arise from the Eltham Baths Development.

Relevant procedures include:

- Retaining consolidated road surfaces wherever possible;
- Sweeping and spraying all site roads with water in prolonged spells of dry weather to prevent dust causing a nuisance off-site;
- Subjecting all vehicles leaving the site to a wheel washing and vehicle cleaning procedure that would limit the carriage of mud and dust from the site accumulating on off-site roads. This would require some wheel washing apparatus;
- Covering all loads entering and leaving the site;
- Regular sweeping of roads to remove accumulations of dust and mud;
- Identifying haulage routes through consultation with the council. These roads are to be selected to minimise any environmental effect arising from additional lorry movements on the road network;
- Enclosing skips wherever possible;
- Minimising drop heights to control the fall of materials.
- The enclosure of material stockpiles at all times and damping down of dusty materials using water sprays during dry weather.
- Control of cutting or grinding of materials on site. Dust-generating machinery eg. Disk cutters must be fitted with vacuums.
- During demolition operations, watering at rubble chutes, covering skips and screening of buildings with debris screen/sheets, as appropriate. Materials should be stored away from the site boundary wherever possible.
- Un-surfaced haul routes and verges to receive regular damping down and cleaning where located close to sensitive locations.
- Establishment and enforcement of appropriate speed limits over all unmade surfaces.
- Completed earthworks to be sealed and/or re-vegetated as soon as reasonably possible.

It is considered that given the adoption of the mitigation measures detailed above that any potential effects from dust from construction works would be minimised to such an extent as to be insignificant.

Air Quality

The burning of materials on the site will not be permitted. All necessary precautions shall be taken to prevent the occurrence of smoke emissions or fumes from the site plant or stored fuel oils for safety reasons and to prevent such emissions or fumes drifting into residential areas. Plant shall be well maintained and shut down in the intervening periods between work or throttled down to a minimum.

Special Precautions for Asbestos

Special precautions shall be taken if materials containing asbestos are encountered. We will comply with the Control of Asbestos at Work Regulations 2002 along with the new approved code of practice accompanying this, providing guidance on the new duty to manage the risks from asbestos and on implementation of the chemical agents directive. We will adhere to the exposure limits and measurement methods for asbestos, which are set out in the Health and Safety Executive Guidance.

9 DISPOSAL OF WASTE AND CONTAMINATED MATERIALS

Regulatory Overview

The Environmental Protection Act 1990 imposes a duty of care on any person, who produces, imports, carries, keeps, treats or disposes of controlled waste. The Duty of Care – Code of Practice March 1996 sets out how to comply through the use of registered waste carriers to transport the waste and the use of waste transfer notes.

Definitions contained within the Contaminated Land Regulations 2000, indicate conditions which are deemed to be contaminated and which must be developed in accordance with the Environmental Protection Act.

The Pollution Prevention and Control Regulations 2000 are designed to prevent, reduce and eliminate pollution at source through the efficient use of natural resources. Implementation is intended to help operators move towards greater environmental sustainability and the regulations contain guidelines for the storage and transfer of contaminated material under a system designed to minimise the impact of contamination.

Waste

We shall carry out the works in such a way that as far as is reasonably practicable the amount of spoil and waste to be disposed of is minimised, and that any waste arising from the site is classified, transported and disposed in accordance with the Controlled Waste Regulations 1998 and any amendments, also the European Waste Catalogue, Environmental Protection Regulations 1991, and the Hazardous Waste Regulations 2005.

The waste stream will be managed so far as is reasonably practicable to maximise the re-use of surplus materials and, in circumstances where off-site disposal to licensed landfill is unavoidable, minimise any adverse environmental effects resulting from disposal.

Contaminated Land

A desk study will identify the history of the site and surrounding land and any potential contaminants of concern. A walkover survey will also identify any potential on-site or off-site sources of contamination. Further to this any intrusive site investigation works can be undertaken as deemed appropriate. Any intrusive site investigation works will be sufficient to determine as far as is reasonably practicable the ground conditions and the nature and extent of any contamination within the substrate. The results of any investigation will then form the basis of a Remediation Method Statement, which will outline the proposals for mitigating the risks posed by any contamination identified at the site. A validation report will be completed following any remediation works.

Demolition Materials

We shall comply with HSE Guidance Note – Health and Safety in Demolition Work:-

Part 1. Preparation and Planning
Part 2. Legislation
Part 3. Techniques
Part 4. Health Hazards

And we shall ensure that contaminated materials are handled and disposed of safely and properly.

If the works involve the removal of asbestos or the demolition of premises containing asbestos, we shall comply with the Control of Asbestos at Work Regulations 2002, and the HSE Approved Code of Practice and Guidance Note "Work with Asbestos Insulation, Asbestos Coating and Asbestos Insulating Board".

Asbestos waste shall be double sealed in receptacles, which prevent the escape of dust. In the case of crocidolite the receptacles shall be marked in bold "Blue Asbestos – Do Not Inhale Dust".

The disposal of waste materials containing asbestos shall be arranged in advance, to a licensed disposal site. We shall obtain a licence from HSE to remove asbestos insulation or coating.

If materials containing lead are encountered, we shall comply with the Control of Lead at Work Regulations 2002 and the Health and Safety Commission Approved Code of Practice 2002 "Control of Lead at Work" to ensure that contaminated materials are handled and disposed of safely and properly.

Re-use of Construction Materials

We shall endeavour to reuse and recycle construction and demolition waste from site. Demolition arisings and waste provide a significant opportunity to reclaim, recycle and segregate materials on site. The following measures, where practicable, shall be implemented in respect of demolition activities on site:-

i Concrete, brick from walls, foundations, terraces, bases etc. shall be crushed (subject to the appropriate licenses) and reused where possible .

ii We shall endeavour to reuse some of the facing bricks from the demolition

iii Suitable inert earth spoil should be stockpiled for reuse in landscaping or general fill;

iv All metal components shall be segregated for recycling;

v And existing strip-out materials shall be segregated for resale/reuse off-site.

The reuse of materials will also reduce the number of vehicle movements to site.

Measures to reduce waste arising during construction shall include the following, where practicable. We shall:-

i Allocate sufficient storage space for materials which can be reused to avoid disposal;

ii Avoid over-ordering of materials;

iii Avoid damage on delivery by using a well laid-out storage and off-loading area;

iv Use prefabrication, if feasible;

v Avoid repetitive handling;

vi Segregate materials for recycling, such as timber and cardboard wrapping;

vii Salvage top soil for reuse; and

viii Recycle municipal waste from temporary welfare accommodation on site.

10 PUBLICITY, PROMOTION AND COMPLAINTS PROCEDURE

Information boards will also be erected containing information on the progress of the works and instructions for reporting complaints of public interest. These will give details of the scheme, emergency numbers and current progress.

Willmott Dixon operate a community liaison department who will be directly involved in the scheme. This will include regular resident consultation meetings which will also be attended by site staff. These are designed to address residents concerns and keep them informed as to progress and key aspects of the works which will have an impact on their lives. Complaints procedures will be clearly shown on the sign boards and more detailed procedures will be circulated in letter drops.

We will also operate an out of hour's emergency telephone number so that the scheme will have 24 hour protection.

11 SITE BOUNDARIES / HOARDINGS

Fencing and Hoardings

All work-sites shall be completely fenced from public ingress using the Standard 2.4m height hoarding, plywood faced, timber framed, of a surface density of not less than 7kg/m2 for normal security and noise limitation requirements or heras fencing and sheeting.

The provisions of the Health and Safety at Work Act 1974 will be followed in all cases.

Hoardings erected causing poorly lit walkways will have bulkhead lights fitted. Gates in the hoarding will, as far as is practicable be positioned and constructed to minimise the noise transmitted to nearby noise sensitive buildings from the worksite or from plant entering or leaving the site.

Adequate security will be exercised to prevent unauthorised entry to or exit from the site. Site gates will be closed and locked when there is no site activity and site security provisions will be set in motion. Provision of alarms may follow subject to a risk assessment.

12 CONSIDERATE CONSTRUCTORS SCHEME AND DEMOLITION PROTOCOL

We will register the scheme as part of the Considerate Constructors Scheme. This scheme is recognised by industry and the government and encourages firms to be sensitive to the environment by considering aspects such as:-

- Consideration – Positive consideration of neighbours at all times and recognising needs

- Environment – Minimising disturbance from dust, noise or traffic congestion and sustainable use of materials
- Cleanliness – Keeping sites clean and tidy
- Good Neighbour – Regular communication with the local community and businesses nearby
- Respectful – Not tolerating rude behaviour / language
- Safe – Activities must be carried out with care and consideration to workers and general public
- Responsible – All personnel need to understand and operate within the code

We have received many awards from the scheme such as Gold, Silver and Bronze awards in acknowledgement of the high standards of our sites. Willmott Dixon conduct we believe that our sites and people are the biggest promotion for our projects.

13 SITE ACTIVITIES

Good Housekeeping

We will follow a "good housekeeping" policy at all times. This will include, but not necessarily be limited to, the following requirements:-

- Smoking areas will be provided.
- Open fires will be prohibited at all times.
- Rubbish will be removed at frequent intervals, and the site kept clean and tidy.

Hoardings will be frequently inspected, repaired and re-painted as necessary to comply with the conditions of the licence.

- Toilet facilities will be kept clean.
- Food waste will be removed frequently.
- Welfare areas will be regularly maintained and inspected

Site Inspections

Worksite inspections will be carried out on a regular basis.

Living Accommodation

No living accommodation will be permitted on site except with approval of the local authority. Mess rooms, toilets and showers will be provided.

Clearance of Site on Completion

On the completion of the works we will clear away and remove from the site all plant, surplus materials, rubbish and temporary works of every kind and leave the whole of the site and works clean and satisfactory condition.

Pest Control

We will ensure that the risk of infestation by pest or vermin is minimised by adequate arrangements for disposal of food waste or other material attractive to pests. If infestation occurs we will take such action to deal with it as required by the Environmental Health Officer.