

# Construction & Environmental Management Plan

**49 – 53 Glengall Road  
Bermondsey  
LB Southwark**

Rev 0

CEMP developed by
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Checked By
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## 1. Introduction

This Construction and Environmental Management Plan sets out the Principles under which Durakn Ltd will undertake the work at the Glengall Road Project in Southwark, London. During the construction works this CMP will be kept on site and on file and shall be adhered to and read in conjunction with the Risk Assessments and COSHH Assessments prepared for this project and take into account methods set out in the company's Health & Safety Policy.

### **Our Key Principals are:**

#### **Considerate**

All work must be carried out safely and with consideration for the people who live and work nearby, the travelling public, visitors to the area and the workers on the site. Special consideration must be given to The needs of people with sight, hearing and mobility difficulties, including those in wheelchairs and pushing prams.

#### **Clean, Tidy and Safe**

The footpaths and roads adjacent to the site, including features such as hoardings, scaffolding, warning lights and signs must be kept clean, tidy and safe. Frequent checks must be made by the Developer's contractors to ensure these standards are kept. Safe public access must be maintained at all times. The burning of waste will not be allowed. Dust must be kept to a minimum. All plant and machinery must be maintained in safe working order. Materials must be stored safely on the site.

#### **Quiet**

Noise from the site from any source must be kept to a minimum. Outside of agreed working hours there must be no construction noise audible at the boundary of the site unless a prior agreement has been confirmed with the local authority.

#### **Responsible**

The Developer's contractors have overall responsibility for ensuring that all trades, contractors, employees, sub-contractors, suppliers and others working on or near the site comply with the Code of Best Practice. A contract board must be displayed outside of the site displaying names and telephone numbers of staff who can respond to issues raised by residents, businesses and others. The information and complaints "hot line" will be maintained for all of the operational hours on site. Where possible dialogue with other sites will take place to coordinate traffic movement, pollution and the restrictions involved in the practicalities of building the project, to minimize further disruption to the local community and stake holders.

#### **Community Focused**

The Developer will appoint a nominated liaison officer to receive comments/complaints from residents, public, officers and members in Southwark and liaise with contractors. This Construction Management Plan (CMP) has been developed in order to identify and mitigate the effects of site traffic, pollution and nuisance surrounding any new development. Through the implementation of this plan, Durkan aim to improve the safety, reliability and efficiency of deliveries to the Glengall Road Development. In developing this plan Durkan have followed a number of sources of guidance, with the following referenced in particular;

Building a Better Future for Freight: Construction Logistics Plan – TfL

In creating and implementing this plan Durkan agree to follow the requirements with respect to CMP's that are set out in the local authority planning requirements.

## 2. Development Details

The proposed development consists of the part demolition of structures on site with façade retention to Glengall Road and Bianca Road elevations. Following clearance of the site, Durkan will commence the construction of a mixed use development with buildings ranging in height from 6 to 15 storeys with 181 residential units and 3716 sqm of flexible workspace floorspace over two floors along with servicing, cycle parking, public realm and amenity space.

The Site entrance is located on Glengall Road accessed off the A2, Old Kent Road, Bermondsey, South East London. The site is located in a primarily residential area, with some warehousing and light industrial units accessed off Bianca Road which forms the northern boundary of the proposed development. South Bermondsey station provides the nearest rail link. Rail access can also be gained via Queens Road, Peckham.

## 3. Project Roles & Responsibilities

<u>Role</u>	<u>Name &amp; Contact Details</u>	<u>Responsibilities</u>
<u>Contracts Manager</u>	Russell Murphy <b>Mob:</b> 07817236763 <a href="mailto:russell.murphy@durkan.co.uk">russell.murphy@durkan.co.uk</a>	Leads the development of strategy and implementation of Construction Logistics issues for the project.
<u>Project Director</u>	Pat Phillips <b>Mob:</b> <a href="mailto:Pat.phillips@durkan.co.uk">Pat.phillips@durkan.co.uk</a>	Manages the on-site implementation of the project logistics requirements
<u>Technical Director</u>	Gary Barton <b>Mob:</b> 07881 623 <a href="mailto:gary.barton@durkan.co.uk">gary.barton@durkan.co.uk</a>	Leads compliance to the implementation of the project logistics requirements through design
<u>Design Coordinator</u>	Paul Turney, <b>Mob:</b> 07973 564899 <a href="mailto:Paul.Turney@durkan.co.uk">Paul.Turney@durkan.co.uk</a>	Manages compliance to the implementation of the project logistics

		requirements through design
<u>Commercial Manager</u>	James Parish <b>Mob:</b> <a href="mailto:James.parish@durkan.co.uk">James.parish@durkan.co.uk</a>	Leads compliance to the implementation of the project logistics requirements through Sub-contract procurement
<u>Project Surveyor</u>	TBC <b>Mob:</b> <a href="mailto:@durkan.co.uk">@durkan.co.uk</a>	Manages compliance to the implementation of the project logistics requirements through Sub-contract procurement
<u>Gateman/Banksman Traffic Marshall</u>	Tba	Responsible for coordinating all deliveries/collections entering or exiting site. Responsible for ensuring the safe manoeuvring of all vehicles delivering/collecting from site
TfL – Freight Information & Guidance	<a href="http://www.tfl.gov.uk/microsites/freight/">http://www.tfl.gov.uk/microsites/freight/</a>	All stakeholders
Councils Pollution Department	Southwark Council EHO <a href="https://www.southwark.gov.uk/environment/environmental-protection">https://www.southwark.gov.uk/environment/environmental-protection</a>	
Head of Health & Safety &	Ian Creswell Mob: 07881 916 385 <a href="mailto:Ian.Cresswell@durkan.co.uk">Ian.Cresswell@durkan.co.uk</a>	Responsible for all Environmental legislation,

Environmental Management		environmental policy, SWMP and Health & Safety
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#### 4. Construction Programme

Construction Phase	Date	Major Logistical Activities
Demolition works	January 2022 – April 2022	
Validation Works (enabling)	April 2022 – June 2022	Site testing works
Enabling Works (Main)	June 2022 – August 2022	Removal of obstructions, piling mats, essential infrastructure / diversion works, temporary roads and access.
Main Works	August 2022 – May 2024	Construction – generally maintaining access and minimising impact on residents / local environment.
Piling	September 2022 – December 2022	Deliveries / Noise
Substructure	October 2022 – February 2023	Equipment / groundwater / noise
Structure	December 2022 – September 2023	Concrete, steel, brick & block deliveries
Envelope & Cladding	March 2023 – December 2023	Main Deliveries
Internals & Services	May 2023 – May 2024	Material Deliveries
Landscaping	March 2024 - May 2024	Material Deliveries

#### 5. The Site (Baseline Summary)

- a. **Site Location & Existing Land** – London Borough of Southwark, Access off Glengall Road and Bianca Road
- b. **Use** – Mixture of residential and commercial
- c. **Public Transport Accessibility** – Closest rail link is South Bermondsey Station. Rail access can also be gained via Queens Road, Peckham.

- d. **Local Highway Network** – well connected by roads network
- e. **Pedestrian & Cycle Network Accessibility** – good connections available

## **6. Site Boundaries and Ingress / Egress**

Site boundaries will be erected using fixed 2.4m 18mm ply board or envirohoard reusable / recyclable panels. The hoarding line is located on the site logistics plans. The hoarding design will be checked by our temporary works engineer to ensure that it is structurally secure. Warning notices and restriction notices will be posted at vantage points and the access points to the site. Local properties and businesses will be 'letter dropped' to explain the works that are being commenced and be involved in the development of the logistics requirements. Hoardings will act as bundings to assist in minimising dust and noise pollution

The main site gates will be manned at all times with a security guard / banksman and access / egress of construction traffic to site will be managed through / with agreed alterations to the existing road system with a traffic manager / controller, and is to be followed in accordance with the agreed traffic management and Construction Management Plan.

The site will have 2 gates. One gate will be located on Glengall Road (gate 1), the second smaller gate will be located on Bianca road. The primary access to the site will be via the Glengall Road gate. This access will be established during the initial demolition phase and is expected to be maintained throughout the construction works. The access on Bianca Road is expected to be created to allow vehicles to leave the site, thereby facilitating an off-road off-loading area.

Once formed Gate 1 will be our main access gate to site for construction deliveries.

### **6.1 Maintaining Access to the light industrial units surrounding the site**

We will maintain access to the light industrial units located on Bianca Road and Haymerle Road throughout the demolition and construction phases of the works. Vehicle access to the bike warehouse (Buzz Bikes) will be maintained as will access to the existing highways yard to the rear of the development. At present we do not envisage any need to temporarily suspend any parking bays on Haymerle Road and Latona Road. Partial road closure of Glengall Road is expected to allow access for heavy plant associated with demolition and piling activities. Further temporary road closures will be required to enable the delivery and erection of the proposed three tower cranes. Similarly temporary road closures will be required when these cranes are dismantled and removed.

## **7. Traffic Management Methodology / Plan**

Durkan Ltd will develop the Traffic Management Plan (TMP) taking into account various items, including but not limited to the environmental impact to the area, the concerns of the local community and local stakeholders, limiting traffic movement and the restrictions involved in the practicalities of building the project. Diversion routes / footpaths will be barriered off and closed / pedestrian direction signs placed either side of the works areas. Where diversion works are carried out, signage / traffic control measures will be set out to Chapter 8 specification requirements. Advanced warning of the works given prior to commencement. Signs to guide vehicular movement throughout the construction process. This should be read in conjunction with the Traffic management plan, site development plan and traffic movement method statement and risk assessments, TFL Freight Information & Guidance and be in accordance with *HSG144 and INDG199*.

Travel to and from site and the use of vehicles, plant and machinery on site are major sources of gas (GHG) emissions such as Carbon Dioxide (CO<sub>2</sub>) Durkin Ltd is fully committed to the reduction of GHG this includes minimizing the impact of Subcontract Street parking on the local community. The subcontractors will be encouraged to make alternative arrangements encouraging car share and using public transport links.

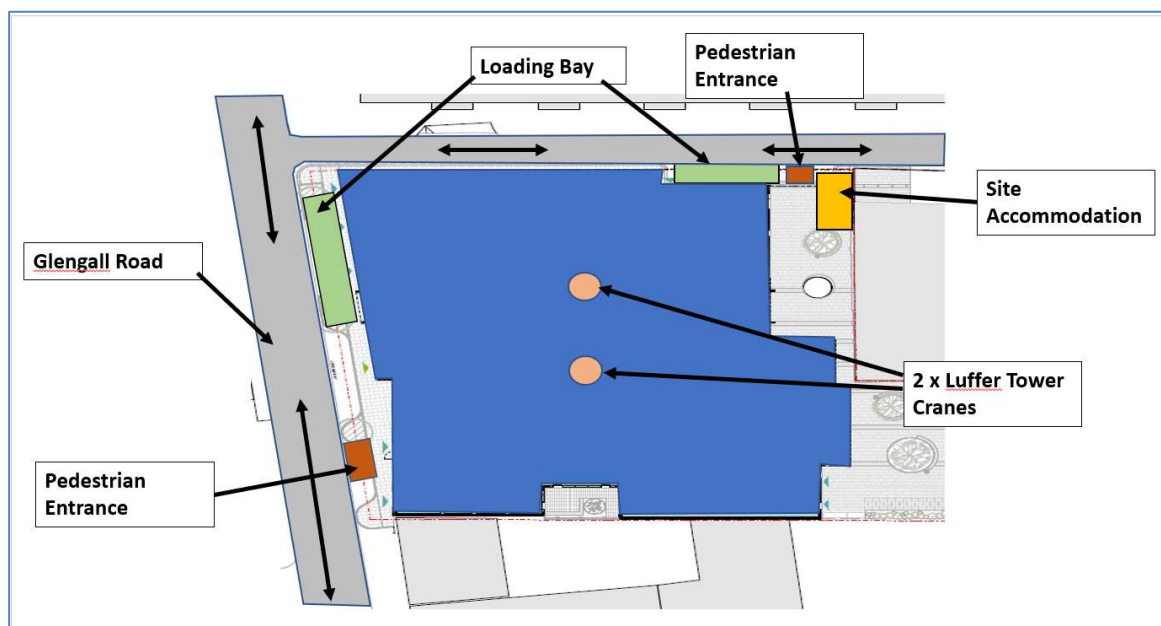


We anticipate a maximum of 150 operatives on site with the majority of them travelling via public transport. Cycle stores will also be provided to encourage people to cycle to work where possible. We will monitor operatives method of travel and distance travelled at site inductions. All subcontractor orders will include clauses about encouraging car sharing, cycling to work and the use of public transport. An Employee travel plan has been produced and is included in the appendices.

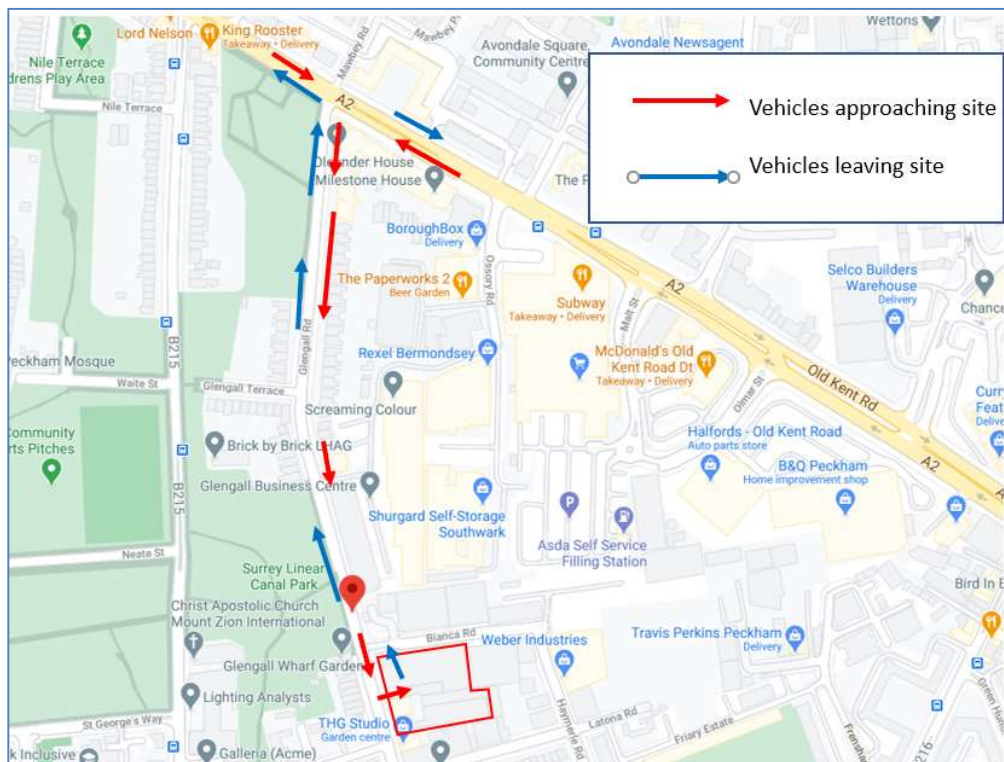
## Construction Traffic Access to Site

At present we do not envisage any need to temporarily suspend any parking bays on Haymerle Road and Latona Road. Partial road closure of Glengall Road is expected to allow access of heavy plant associated with demolition and piling activities. Further temporary road closures will be required to enable the delivery and erection of the proposed three tower cranes. Similarly temporary road closures will be required when these cranes are dismantled and removed.

Durkan have developed a draft Site Logistics Plan which is shown below.



As we have previously identified, the main vehicle access to and from site will be via the A2 Old Kent Road, leading to Glengall Road. Generally, construction deliveries will arrive to site from the East on Old Kent Road and will leave by the same route. This prevents construction traffic from interfacing with the Willowbrook Estate and with activities associated with the nearby Haymerle School. See illustration below:



## 8. Plant and Equipment

The majority of our works and processing activities will be facilitated by Tower cranes (2No.), 360° excavators; mini digger's dump trucks varying in size, telescopic handler, passenger good hoist various attachments. A skid steer loader, yard skips and haulage trucks will also be utilised assisting in the clearance of arising's from site.

Various hand held equipment will be utilised, tools will include but not be limited to, sledge hammers, mattocks, pinch bars, shovels, mini hydraulic breakers, hydraulic breakers percussion drills, rechargeable where possible etc. Scaffold, scaffold towers, aluminium mobile towers, podium steps, scissor lifts and cherry pickers, will also be utilised in order to access elements at height. Specialist equipment may also be required to carry out separation at agreed points or access lifting equipment for delivery of heavy material into positions such as genie lifting equipment.

Plant inspections will be carried out and recorded in the *CDM 2015*, *LOLER 1998* or *PUWER 1998* registers accordingly. Applicable 12 monthly statutory certificates for all plant will be available on site.

All plant being used on site will be compliant to the relevant standards and *emission regulations EU Stage 3*,

All vehicles accessing site will do so via the agreed route. Communication will be maintained between site and all drivers entering site to ensure 'stacking' of vehicles does not occur on any surrounding roads. A Traffic Marshall will be the main point of call for all vehicles wishing to enter the site; the Traffic Marshall will

meet vehicles at the site entrance and escort them on to site. A full traffic management plan will be produced prior to works commencing on site.

Vehicles on site including 360° excavators / mini diggers will be fitted with Mirrors or in cab CCTV to allow for 360° vision for machine operator. Machinery and plant will be fitted flashing amber warning lights and reversing warning siren, these being in the form of white noise sirens for reversing Lorries and road going plant. All plant will be switched off and immobilised out of site working hours.

## **Submissions to the NRMM Register**

- Durkan commit to register the Glengall Road development site using the NRMM web-based database scheme.
- All Non Road Mobile Machinery will be registered on the database using the standard data entry fields required. Durkan will use all reasonable endeavours to use recognized machinery and will avoid applying for exemptions wherever possible.
- NRMM inspection visits will be facilitated by the site management team

## **9. Material Deliveries and Storage**

The delivery of materials coming to site will be off loaded by tower cranes in designated off-loading areas on site. Note, there will be no unloading from Glengall Road or Bianca Road, thus preventing unnecessary congestion. Generally main materials coming to site will include groundwork materials, steel, concrete, bricks/mortar, rain screen cladding, windows/doors, mechanical plant/sanitaryware, electrical goods, metal frame/plasterboard, internal doors/skirting/architraves, kitchens and paints.

All deliveries will be delivered pre-arranged on a just in time basis avoiding the busiest rush hour periods when ever practicable. Guidance on the system will be sent out to all potential supply chain prior to the construction starting on site and will be based on TFL-Freight Information & Guidance <https://freightclpt.tfl.gov.uk>

Materials will be stored on site in the allocated areas highlighted on the logistic plan.

During the enabling / earthworks, piling and groundworks stages, all Vehicles will have their wheels washed prior to leaving site. Wash outs will be provided for concrete deliveries.

The wheel washing areas will be hard standing at each gate with necessary silt traps. Sweepers will be employed where required to keep the site and local roads clean.

## **10. Project Freight Requirements**

Any members of the Durkan supply chain providing transport services to the Glengall Road project shall be registered with the TfL Fleet Operator Recognition Scheme (FORS). The Durkan supply chain to be used at Glengall Road shall be audited in order to ensure compliance with this scheme.

Further to the FORS, all site transport to Glengall Road shall comply with the London Low Emission Zone regulations. Any proposed vehicles must comply and payment of the non-compliance charge is not acceptable.

They shall also be committed to *CLOCS* this section shall be updated on a regular basis as more transport providers become known. Details of any other fleet recognition schemes shall be noted here.

## **11. Construction Methodology – Phasing**

Phasing – the project will be split into two clear phases

- a. Enabling Works – initially the enabling works phase, which will allow early essential site works to be completed – demo of the existing warehouses and installation of façade retention works to Glengall Road and Bianca Road. This will also include site clearance and remediation.
- b. Main Construction Works

## **12. Construction Methodology – Logistics / Construction Work Scope**

- a. **Constraints and Sensitives** – Key to the project is the interface with residential properties on Glengall Road and Latona Road. In addition, vehicular access to the existing light industrial units on Haymerle Road and Bianca Road must be maintained. Careful management and planning of the scheme is essential to the effective running of the wider area / environment and the health, safety and well-being of all affected parties.
- b. **Site Hoarding** – will be robust solid timber hoardings, and maintained (inspected) at regular intervals.
- c. **Site Offices / Welfare** – located to provide substantial and adequate facilities both centrally to the the works and at the entry points to provide ease of managing incoming staff / vehicles. Welfare will be sized to meet the demand of peak personel numbers in the programme.
- d. **Construction Vehicle Routing Compliance** – Site Traffic controllers / banksmen will provide a comprehensive service to police the traffic plan requirements. This team will be led by a designated traffic manager, who will co-ordinate deliveries in line with the TFL / FORS requirements.
- e. **Delivery and Servicing for the Site** – pre-booked / well manged and strictly to the agreed routes
- f. **Vehicle Dwell Times** – all vehicles will be managed to agreed timeslots, and sent away to a holding area if outside the agreed parameters.
- g. **Control of Deliveries** – all strictly in accordance with traffic management plan and TFL / FORS goveranance.
- h. **Off-Loading / Lifting and Distribution** – by tower cranes predominantly, and additionally via forklift / hi-ab offloaders.
- i. **Construction Personnel / Welfare** – in accordance with Durkan practices, all personnel to be adequately trained with appropriate CSCS cards, supervisors (Foreman) certification. Welfare to minimum H and S requirements and as current enhanced Durkan procedures. Welfare will be regularly cleaned / inspected.
- j. **Construction Methods**

**Ground works** - Ground modelling, remediation, CFA augered, foul and storm drainage, Trench dig, Man holes and main drain runs, Ducting and pipe laying for services, Road formation, Cross over, associated temporary works to include trench support and groundwater dewatering / pumping.

**Sub-Structure** - Foundation formation, concrete pours Basement construction, Tanking, Raft formation, concrete pour, kickers, shear walls, column formation, concrete pour and attenuation.

**Super Structure** - Reinforced concrete works, structural masonry and timber floors (houses) scaffold & erect, set out brickwork, Brick work plinth, window installation, vertical cladding, Roof structure, Roof covering, gutters & down pipes, Mastic, balconies, balustrades, Progressive scaffold strike & clean down.

**Ground works (Phase 2)** - Kerbs, paving, hard landscapes, boundary wall, soft landscapes, out buildings.

**Internals** - Plant works/plant room, Internal wall formation, Form ceiling voids Insulation & plasterboard behind SVP M&E setting out Noggins & Patrice's, 1<sup>st</sup> fix M&E, 1<sup>st</sup> fix Carpentry, 1<sup>st</sup> fix Wall insulation Plasterboard and plaster works, Miss coat 2<sup>nd</sup> fix trades, kitchen installation, Ceramic tiling, Paint works, Finals, Commissioning, Snagging works, Clean, Floor covering, Mastic, Clean, Client snagging, Handover.

### **13. Off-Site Fabrication**

The Glengall Road project shall endeavour to prefabricate components of the building wherever practical. With this in mind, the following components have already been earmarked for consideration of prefabrication off site in order to reduce the number of deliveries such as RC columns, cladding systems, fabricated steel, balconies.

### **14. Fire Strategy (Joint Plan with Residents / Light industrial units)**

A full fire strategy and plan will be drawn up in conjunction with the client team and to suit the wider site environment. Specific requirements will be incorporated account for the existing residents / stakeholders to include;

- Temporary Means of Escape – temporary / alternative access routes (to suit works sequence)
- Temporary Muster points (residents / construction staff)
- Temporary alterations to fire / smoke alarms and equipment
- Provision of temporary clear access provision for Emergency Vehicles

Our plan will be developed and approved by the client and in conjunction with a fire expert as required. Site tidiness is vitally important in respect to fire risk, and all combustible debris and rubbish is cleared daily to the skips; their position is shown on the Development Plan. Sub-contractors are responsible for removing their debris and rubbish. Each fire point will contain fire extinguishers, Howler system and a Fire Action Plan notice. The Fire points will be positioned on every staircase landing in the apartments. Emergency light fittings will be incorporated in the temporary 110V circulation lighting.

Smoking is not allowed within the construction areas, site accommodation and containers, a dedicated smoking area will be provided outside of the construction area.

All Durkan site accommodation and containers are of sound construction and fitted with smoke alarms. Any defects will be reported to Durkin Ltd site management immediately to ensure that repairs are carried out quickly. All permanent staircases will be brought into use as soon as possible to assist safe evacuation from the building. The stair core will be utilised and compartmented using 1hr fire rated doors. All fire escape routes are monitored on a daily basis by the Durkan Ltd Site Management and the trained and appointed Fire Wardens to make sure that there are no obstructions. In the event of a fire or other emergency on site the fire alarm (Howler Site Alert ) will be sounded by the person that spots it, and as they make their escape. All personnel on site are to follow the same system as they leave the building. Once at the muster point the Durkin Ltd Site Management will start the roll call. All at the muster point are required to remain silent and answer their name when it is called.

The Fire and Rescue Service will be invited to site at the beginning of the project and at regular intervals throughout the project to evaluate how they would want to access the site in the event of a Fire or other emergency. CCTV monitors the site 24/7 or 24hr any suspicious activity or breaching the site boundary out of hours results in a 'phone call to the Durkin Ltd Site Managers and then other senior managers within Durkan Ltd and the Police.

## 15. Health & Safety

Health & Safety will be operated to comply with the Durkan Ltd Health & Safety Policy. The Construction Manager, independent Health & Safety Advisor and Site Manager will be responsible for ensuring that the safety policies are adhered to and that safe working practices are carried out.

## 16. Emergency Procedures and RIDDOR

Emergency Procedures will be located in the Site canteen, Site office and on external sign boards including locations and phone numbers of the emergency services for both work personal and the public. All operatives will be given a site induction before commencement of works, all operatives must have CSCS. A 1<sup>st</sup> aider will always be present on site. All accidents and near misses will be reported to the site management

Immediately. Near misses will be recorded in the site diary. If required the HSE will be informed by Durkin Ltd, Health & Safety Officer.

## 17. Environmental / Reporting

Durkan Ltd is committed to the protection of the environment and will operate to comply with the Environmental Protection Act 1990 The Contracts Manager, Health & Safety Advisor and Site Manager will be responsible for ensuring environmental incidents are reported to the environmental agency that may cause danger or pollution to the natural environment.

Key to the environmental requirements will be;

- Permit for the discharge of groundwater
- Control and monitoring of Dust, Noise and Vibration
- Avoiding mud on roads

## 18. Environmental & Quality objectives

<b>1</b>	<b>Objective</b> Continually refresh our approach to safety leadership to ensure that our messages remain clear	<b>Target</b> We shall continue to measure our performance to provide a safe working environment free from harm.		<b>Measure</b> Achieve an AFR of less than 0.08 Achieve zero external enforcement action Achieve zero internal enforcement action	<b>Tracker</b> <b>No reportable accidents to date. No internal or external enforcement action to date.</b>
	<b>Start Date</b> Jan 2022	<b>Target Date</b> Quarterly / Half & Full Year	<b>Owner</b> All employees / Contractors / Clients / Consultants		
	<b>Resources</b>		Management time, information, instruction & training, IT & Admin support		
<b>2</b>	<b>Objective</b> Continue with the Back to Basics campaign to raise awareness of safety fundamentals on policy, procedures, rules and processes.	<b>Target</b> Coach Managers, Supervisors and the workforce to encourage the use the correct Personal Protective Equipment (PPE) and to have a full understanding of which products protect the head, feet, eyes, ears and particularly the lungs. Ensure that Contractors have a structured plan to address the control of dust from their operations.		<b>Measure</b> Monitor compliance during site observations on the appropriate use of personal protective equipment, tools, machinery, plant and equipment.	<b>Tracker</b> <b>Back to basics campaign presentation recently held on site. 5 to focus on initiative launched. HSE inspections on going.</b>

		Provide specific Safe Starts and specialist guidance from manufacturers and suppliers.	Non-compliance on minimising the generation of high levels of dusts will carry an "A Rating" on HS&E Observation Reports.	
	<b>Start Date</b> Jan 2022	<b>Target Date</b> Half and Full Year	<b>Owner</b> Project Teams / HSE&Q Team / Contractors	
	<b>Resources</b>	Management time, information, instruction & training, IT & Admin support		
3	<b>Objective</b> Promote consistency of safety performance by our Contractors	<b>Target</b> Work with Contractor leaders, Supervisors and Workers to ensure that they are actively monitoring site work to the agreed method statement and complying with our Induction, Site Rules and Best Practice		<b>Measure</b> Monthly KPIs to board, based on black, red, yellow and green items on safety reports. Subcontractor scoring now introduced. Rewards cards for operatives introduced.
	<b>Start Date</b> Jan 2022	<b>Target Date</b> Quarterly / Half & Full Year	<b>Owner</b> Project Teams / HSE&Q Team / Contractors	<b>Tracker</b> KPIs, monthly scoring, reward cards
	<b>Resources</b>	Management time, information, instruction & training, IT & Admin support		
4	<b>Objective</b> Deliver site hazard prevention campaigns	<b>Target</b> Run a STOP THE DROP campaign to raise awareness amongst Project Teams and Contractors in recognition of the number of dropped objects from the last 12 months  Run a BUST THE DUST campaign to raise awareness amongst Project Teams and Contractors on the issues around silica and wood dusts		<b>Measure</b> Develop and deliver the Stop the Drop initiative to improve Awareness  Develop and deliver the Dust initiative to improve Awareness
	<b>Start Date</b> Jan 2022	<b>Target Date</b> End of Half Year	<b>Owner</b> HSE&Q Team / Project Team / Contractors	<b>Tracker</b> Signs in place on site. communicated through the site induction.
	<b>Resources</b>	Management time, information, instruction & training, IT & Admin support		

5	<b>Objective</b> Visible site visits by Directors and Senior Managers to lead safely.	<b>Target</b> Motivate and inspire Directors and Senior Managers to develop a habit of personally conducting Go See Observations to demonstrate commitment, provide opportunities to meet with the Project Team in the work environment and have proactive conversations about safety.		<b>Measure</b> All Directors to demonstrate visible and engaging leadership by conducting one tri-monthly recorded engagement tour
	<b>Start Date</b> Jan 2022	<b>Target Date</b> Monitor Monthly	<b>Owner</b> Directors / Senior Managers	<b>Tracker</b>
	<b>Resources</b>	Management time, information, instruction & training, IT & Admin support		

<b>6</b>	<b>Objective</b> Plan, implement and report on all environmental monitoring to report on our carbon footprint.	<b>Target</b> All projects to input waste , fuel use, electricity use and water consumption into the Carbon Calculator		<b>Measure</b> Carbon footprint calculator. Energy usage against targets. SWMP statistics, diverted from landfill	<b>Tracker</b> <b>SWMP</b> <b>Carbon footprint tracker</b> <b>Energy usage</b>
	<b>Start Date</b> Jan 2022	<b>Target Date</b> Half Year and Year End	<b>Owner</b> Project Teams		
	<b>Resources</b> Management time, information, instruction & training, IT & Admin support				

<b>7</b>	<b>Objective</b> Ensure that work in progress is properly planned, sequenced and thoroughly checked and not deviated from	<b>Target</b> To manage and mitigate the quality impact associated with construction activities, and in particular the 2016 top ten quality violations as required by best practice to improve the “quality rating” of the business.		<b>Measure</b> Black, red, yellow and green items in quality inspections.  Achieve zero internal enforcement action	<b>Tracker</b> <b>Monthly KPIs</b>
	<b>Start Date</b> Jan 2022	<b>Target Date</b> Quarterly / Half & Full Year	<b>Owner</b> Project Teams / HSE&Q Team / Contractors		
	<b>Resources</b> Management time, information, instruction & training, IT & Admin support				

<b>8</b>	<b>Objective</b> Each project has a responsibility to put right defects that occur from the Quality Observations	<b>Target</b> All observations raised in the previous HSE&Q Observation Reports have been actioned appropriately by the Project Team		<b>Measure</b> Zero occurrence on closing out / signing off reports	<b>Tracker</b>
	<b>Start Date</b> Jan 2022	<b>Target Date</b> Quarterly / Half & Full Year	<b>Owner</b> Project Teams / HSE&Q Team / Contractors		
	<b>Resources</b> Management time, information, instruction & training, IT & Admin support				

## 19. Pest Control

Prior to commencement, properties and the surrounding area will be surveyed by professional pest control staff in order to identify the presence and extent of any infestations. Where infestations are identified appropriate treatments will be implemented to eliminate infestation before demolition. Capping of drainage



systems will be carried out where appropriate to isolate old redundant Sewers /drains, including those servicing properties that have been vacated and are awaiting demolition. Redundant drains and sewers will be grubbed out. Live sewer connections will be appropriately sealed and capped while construction works are in progress, expanding drainage stoppers will be utilised until connection to new drainage is completed.

Site welfare will be kept as clear and tidy as possible. Accumulations of surplus or damaged waste material will be removed and disposed of promptly and safely. Construction staff will be prohibited from consuming food within buildings under construction, site facilities including canteens, accommodation and sanitary provision will be constructed and maintained in a clean and hygienic manner and in accordance with relevant regulations, codes and in accordance with the *Health, Safety and Welfare Regulations 1992*

## 20. Site Hours

The site working hours are restricted to the following;

### Demolition

Monday – Friday: 8am – 6pm

### Construction

Monday – Friday: 8am – 6pm

Saturday – 8am -1pm

Sunday & Bank Holidays: *No Construction activities*

All operators of construction vehicles visiting Higgs Estate will be made aware of these hours and the booking & scheduling system in order to prevent any nuisance issues for the local community. Any work to be carried outside of these hours will have prior authorisation from London Borough of Southwark.

## Management and Control of Significant Environmental / Neighbourly Issues

In order to mitigate significant environmental effects and to account for the close proximity of the live residential blocks / church and businesses, a detailed set of control and mitigation measures have been detailed in the subsequent sections.

a. **Consultation with Local Residents** – Our Resident Liaison Service will provide comprehensive assistance both during the logistics planning stage and throughout the project. Consultation will be on a one to one basis as required, and via resident / community / specific meetings as required. See also Durkan detailed RLO guidelines / policy.

b. **Good Neighbours Policy** – to be developed and agreed at the early stages, and used as a charter giving residents clear understanding of our agreed policies – the charter will form part of the induction requirement for all site staff / workers, and all will need to sign up to its requirement. Non-compliance will not be tolerated.

A Durkan Community Liaison Officer will be appointed to communicate with to mitigate and resolve any issues and difficulties in the local community. See section 3. A key aspect of the successful management of this project will be establishing and maintaining a good relationship with all surrounding neighbours. This CLP has prepared a strategy for preventing potential issues, however any difficulties encountered during construction will be reported/recorded in a full log and resolved through the use of a 24 hour-manned direct response telephone line. A weekly newsletter and bi-monthly community gatherings will deal with issues such as late night works, site boundaries and hoardings, construction vehicle congestion and general community disruption.

c. **Noise & Vibration Control** – set parameters / levels / methods will be developed in conjunction with industry / safety guidelines, and these will be monitored regularly for compliance. Radios will be banned on site.

Excessive noise and vibration can cause significant disturbance and health impacts, destroy residential amenity and cause inconvenience to neighbours. In some circumstances vibration can cause building damage. The following approach will be adopted to manage potential noise and vibration impacts during demolition and construction of this project, which is in conjunction with relevant industry and local authority guidelines.

Durkan Limited will comply with The Control of Noise at Work Regulations 2005 in order to protect on site personnel.

### Section 61 Consent

Durkan Limited will apply for prior consent to conduct noisy construction works using Section 61 of the Control of Pollution Act 1974. The application shall be made to Southwark's Environmental Protection Team a minimum of 28 days before works commence on site.

### Noise and Vibration Control Measures:

Best Practicable Means (BPM) as defined in Section 72 of the CoCP Part A shall be employed at all times to reduce noise and vibration to a minimum and will be consistent with the recommendations of BS 5228 - 1:2009+A1:2014 and Section 7.1.6 of Southwark's Technical Guidance for Demolition and Construction (Sept 2016). In particular, the following measures will be employed as far as reasonably practicable:

- All employees will be provided with an appropriate induction, ongoing briefings and Tool box talks regarding management of environmental issues i.e. noise and vibration mitigation measures required for the work they are carrying out.

- Choice of methodology / technique for noisy operations will be considered in order to eliminate or reduce noise.
- Whenever possible fabrication will be undertaken off site.
- Timing, duration and phasing of construction activities will be programmed to minimise the effects of noise and vibration on sensitive receptors.
- Plant will comply with the European Commission Directive 2000/14/EC (The EU Directive on Noise Emission by Outdoor Equipment). United Kingdom Statutory Instrument (SI) 2001/1701;
- Noisy static plant will be positioned as far away as reasonably practicable from sensitive areas and enclosed or screened with sound absorbent material where possible.
- Noise from reversing alarms will be controlled or limited. This will be undertaken through following a hierarchy of techniques:
  - the site layout will be designed to minimize reversing;
  - banksmen will be utilised to avoid so far as reasonably practicable the use of reversing alarms; and
  - reversing alarms will incorporate features such as broadband signals to reduce the level of noise.
- All plant and equipment will be maintained in good working order and operated in a way that minimizes noise and vibration
- Demolition and other breaking out activities: consideration will be given to using alternatives to percussive or impact breaking methods. Where practical, pulverisers (munchers) will be used to carry out the bulk of the demolition work.

Standard noisy working hours in Southwark:

- Monday – Friday: 8am – 6pm
- Saturday – 9am -2pm
- Sunday & Bank Holidays: *No Construction activities*

Excessively noisy works<sup>[1]</sup> to take place on a 2 hours on/off basis, for instance:

- ON: Monday to Friday 8am to 10am, 12pm to 2pm and 4pm to 6pm
- ON: Saturday 11am to 1pm only

[1] Where plant and/or equipment is used continuously and cannot meet the noise limits (below) even with BPM employed

Outside of agreed working hours there will be no construction noise audible at the boundary of the site unless a prior agreement has been confirmed with the local authority.

Noise and Vibration Limits

The following noise and vibration limits apply to all demolition and construction sites within the borough of Southwark:

Noise:

Parameter :	TRIGGER (AMBER)	ACTION (RED)
Noise level :	75 dB(A) $L_{eq}$ 15min (short term) 70 dB(A) $L_{eq}$ 10hr (08:00-18:00)	80 dB(A) $L_{eq}$ 15min (short term) 75 dB(A) $L_{eq}$ 10hr (08:00-18:00)

Vibration:

- 1mm/sPPV at occupied residential and educational buildings
- 3mm/sPPV at occupied commercial premises where work is not of an especially vibration sensitive nature or for potentially vulnerable unoccupied buildings
- 5mm/sPPV at other unoccupied buildings

## Baseline

Durkan will conduct baseline monitoring prior to the commencement of works to ensure that any potential changes during the works are identified and correctly attributable to the construction works. Should baseline noise and vibration conditions necessitate higher triggers than those stated above, alternative limits will be proposed and for agreement with Southwark.

## Noise and Vibration Monitoring

In accordance with Southwark's Technical Guidance for Demolition and Construction (Sept 2016), a programme of continuous noise and vibration monitoring will be implemented. Noise and vibration shall be continuously measured at agreed locations. The position of the monitors can be reassessed periodically to fully represent the works at the time. Different or additional locations can be discussed and agreed with Southwark.

Construction works will be monitored to ensure compliance with BPM and of the S61 consent. Where measured noise levels exceed the Red Trigger by more than 3 dB  $L_{Aeq,t}$ , and the exceedance is due to construction noise, this will be highlighted and investigated. The procedure for investigations is as follows:

1. Review the noise monitoring results to;
  - i. Determine the activities / plant responsible for the exceedance;
  - ii. Ascertain if there is a means of reducing the construction noise or vibration levels;
  - iii. Determine if it is reasonably practicable to implement mitigation and ensure that such measures are implemented as soon as is reasonably practicable.
2. Notify Southwark of the exceedance and provide details of the investigation and the outcome.

Alert levels will be set and automatic alert messages will be distributed to relevant members of the construction team each time the trigger is exceeded. Noise monitors will be used that are compliant with requirements for 'Class1' instruments from BS EN 61672-1:2003 electroacoustic, sound level meters, specifications, or (for instruments produced after 2013) BS EN 61672-1:2013. All monitors will be calibrated in accordance with BS EN 60942:2003 electroacoustic, sound calibrators.

Monthly monitoring reports will be issued to Southwark and include a summary of the measured levels, and analysis against relevant assessment criteria, as well as basic commentary/interpretation of any trigger exceedances.

- d. **Construction Lighting** – Safety lighting will be provided in public areas (eg hoarding lights / temporary street lights), and on site lighting selected and managed sympathetically – turned off out of hours / not to effect local property with glare.
- e. **Air Pollution, Dust and Dirt Control** - set parameters / levels / methods will be developed in conjunction with industry / safety guidelines, and these will be monitored regularly for compliance.

The following approach will be adopted to manage potential dust impacts, which is in conjunction with relevant industry and local authority guidelines including that of the GLA, IAQM and Southwark's Technical Guidance for Demolition and Construction, which states:

## 7.2.2 Dust Guidance

All major developments in Southwark are considered 'high risk'. The highest level of dust control, including continuous monitoring of dust deposition, will be required to be employed at all times

### Dust and Air Pollution Control Measures:

Work will be undertaken in accordance with the Control of Dust and Emissions during Construction and Demolition (SPG, GLA July 2014) ensuring that Best Practice Quality Assurance and Quality Control procedures are in place.

In particular, the following measures will be employed as far as reasonably practicable:

- Choice of methodology / technique for dust emitting operations will be considered in order to eliminate or reduce dust.
- Site activities will take into account, wind conditions to minimise air borne hazardous, odorous or dust emissions from the site drifting into surrounding areas.
- Whenever possible fabrication will be undertaken off site.
- Plan the site layouts to ensure that machinery and dust causing activities are located away from sensitive receptors.
- Dust producing plant will be kept as far away as possible from sensitive receptors (and may be screened).
- All employees will be provided with an appropriate induction, ongoing briefings and Tool box talks regarding management of environmental issues i.e. Dust mitigation measures required for the work they are carrying out.
- All vehicles will hold current MOT certificates and will comply with exhaust emission standards for their class.
- Hard surfacing and effective cleaning of haul routes, along with an appropriate speed limit around site.
- The movement of delivery materials outside of normal working hours will be kept to a minimum and handled in a manner that minimises dust production and disturbance.
- During operations creating potential dust, regular dampening down will take place to reduce air borne particles.
- If dust becomes a major nuisance, Durkan will include the use of chemical additives within water to act as "binders" to limit dust nuisance. The parameters for use of binders will be in accordance with CIRIA C650 guidance notes.

All measures will comply with the provisions of, *the Control of Pollution Act 1974 Part IV*; *the Health and Safety at Work Act 1974*, *the Clean Air Act 1993* and *the Environmental Protection Act 1990*.

- f. **Control of Emissions** - set parameters / levels / methods will be developed in conjunction with industry / safety guidelines, and these will be monitored regularly for compliance. Plant and equipment to be well maintained and meet with current immissions / pollution requirements.
- g. **Storage of Materials** – designated storage / off-loading areas to utilized / managed. These will be in secure compounds, kept tidy / be well organized, and provided with weather protection as required.
- h. **Site Drainage** – The drainage works incorporate the ongoing requirements of the overall site and accordingly detailed planning for each section of works will be required. A qualified engineer and

experienced groundworker will provide a detailed method statement, works sequence and quality control procedures to ensure that the systems stays live throughout the project, and that no health risks are encountered (live sewerage). Works will be controlled by a permit to dig regime, and inspected under Durkan QA procedures.

- i. **Waste Management** – A full Site Waste Management Plan (SWMP) will be developed to meet waste transfer / contamination report guidelines. This will be managed / checked monthly via our site team.
- j. **Mud on Roads** – Wheel wash facilities will be provided at the exit points from the site with hard standing and silt traps. As required road sweepers will be utilised in wet or prolonged periods of poor weather. Daily inspections to be completed / signed off / recorded by the Durkan Site Team.
- k. **Sensitive Sites**– Network Rail will be contacted due to the live railways bordering the site, parameters will be agreed for works and an agreed method of monitoring and reporting.

## 21. Specific Controls to be Incorporated

### Noise and Vibration

Procedures will be put in place to ensure that noise caused by construction traffic and construction activities are minimized. This will include assessments of predicted noise levels with reasonable measures taken to reduce noise levels to prevent nuisance to the local community. Class1/Class 2 Integrating Logging sound level meters will be used throughout the construction period enabling simultaneous measurements and logging. All plant being used on site will be compliant to the relevant standards and emission regulations EU Stage 3, all compressors, breakers and percussive tools will be fitted with mufflers or attenuators in accordance with the manufactures recommendations. Where possible, mains electrical power will be supplied to minimise the use of generators. Radios will be banned on site. Tool box talks will be given to identify activities which may cause nuisance and occupational exposure limits as outlined in the: *Health & Safety at work Act 1974, HSE guidance notes: EH 40/97 Annex C and Annex D of BS 5228- 1: 2009 Noise and Vibration Control on Construction and Open Sites. Control of Pollution Act 1974, Noise at work Regulations 1989, The Control of Noise order 2002*

### Water Quality

A survey will be carried out to identify Water courses, ground water and the past use of the site. Procedures will be pre-planned before construction works commence where reasonable mitigating the likelihood of pollution to the watercourses. This will include the monitoring of site activities. Fuels, oils and chemicals will be sited away from any water course and stored in lockable impervious bunded tanks, positioned on drip trays to avoid spillage while refueling. Surface water drains will be protected to prevent pollution including silty water. Suitable provision will be taken to ensure concrete and cement is not allowed to flow into any drain or water course. Plant and wheel washing facilities will be used and effluents contained for proper disposal. Roads will be regularly cleaned mechanically and manually and kept free from dust and mud deposits. Dampening down measures will operate in dry weather. Procedures taken will include the training of site operatives in identifying activities and conditions that might give rise to water pollution.

All construction activities will be undertaken in accordance with *control of pollution Act 1974 and the Environment Agency Pollution Prevention Guidance (PPC) and other relevant documents, in particular:*

*PPG 1: Understanding your Environmental Responsibilities ( 2013);*

*PPG 2: Above Ground Oil Storage Tanks (2011);*

*PPG 3: Choosing and using oil" separators: prevent pollution (2006);*  
*PPG 5: Works in, near or over watercourses: prevent pollution (2007);*  
*PPG 6: Construction and Demolition Sites: prevent pollution (2014);*  
*PPG 7: Safe Operation of Refuelling Facilities (2011);*  
*PPG 13: Vehicle washing and cleaning: prevent pollution (2007);*  
*PPG 26: Drums and Intermediate Bulk Containers ( IBCs)*

## **Dust Reduction**

Dust levels will be monitored during the course of the works in accordance with the planning condition and the mitigation measures detailed in The Control of Dust and Emissions during Construction and Demolition SPG Appendix 7 will be implemented (see appendix 4).

It is accepted that dust during the construction process cannot be eliminated but reasonable steps will be taken to mitigate the potential interference to occupied premises on and surrounding the site. All plant being used on site will have engines compliant with Emission *regulations EU Stage 3*, Site activities will take into account, wind conditions to minimise air borne hazardous odorous or dust emissions from the site drifting into residential areas. And in operations creating potential dust, regular dampening down will take place to reduce air borne particles. Tool box talks will be given to identify activates and conditions that might give rise to dust pollution. All measures will comply with the provisions of, *the Control of Pollution Act 1974 Part IV; the Health and Safety at Work Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990.*

## **Hazardous Substances**

Materials used in the construction process such as oil, fuel, solvents, paints etc. have the potential to cause serious pollution incidents. Therefore, the *Environment Agency's PPG's, BHET's* sustainable management system procedures, and other relevant guidance will be followed during the handling and storage of such materials. For each hazardous substance or process identified the Trade Contractor responsible shall produce a task specific COSHH Assessment and issue a Material Data Sheet for the substances. These will be maintained within the project office. Each COSHH assessment and Material Data Sheet shall be reviewed by BHET. Where possible alternative solutions will be offered to minimise and reduce the risk to health and the environment. Location of the COSHH store is shown on our Logistic Plan. All operatives on-site will be made aware of potential contamination issues based on findings from the Phase II Geo-Environmental survey. The operation of construction vehicles and the handling, use and storage of hazardous materials will be undertaken as follows: Construction vehicles and plant (static and mobile) will be regularly maintained and supplied with spill kits and drip trays to reduce the risk of hydrocarbon contamination.

Refuelling will be undertaken in specified areas where there is non- permeable hardstanding. Drip trays will be installed to collect leaks from diesel pumps; adequate bunded and secure areas with impervious walls and floors, with a capacity of 110% of substance volume, are to be provided for the temporary storage of fuel, oil and chemicals on site during construction. Drums and smaller containers will be stored in containers providing a minimum of 25% volume capacity. The location shown on the Logistic Plan.

Development of site pollution control procedures in line with Environment Agency's PPG's, and appropriate training for all construction staff. Provision of spill containment equipment such as absorbent material on site is kept in COSHH store. Hazardous materials already present on-site, or proposed to be used during the construction works will be identified and an appropriate Control of Substances Hazardous to Health Assessment carried out.

## **External Artificial Lighting**

Should lighting be required during winter months then the use of external artificial lighting for our works will be reviewed ahead of works. Addendum will need to be made to our H&S working documents.

## **Waste and Materials Management**

A project specific Site Waste Management Plan (SWMP) will be prepared prior to any activity commencing on site. Durkan Ltd will, monitor, update and amend it through the construction phases. All waste streams will be monitored under the site waste management plan all waste to be removed from site by nominated licensed waste management company with all necessary waste carriers licences to carry all types of waste being produced.

All Skip exchanges will be scheduled and recorded as per the requirements of the Project booking and scheduling system. More detail of the waste management requirements for Higgs Estate can be found in the Construction Environmental Plan, Section 8 and the Site Waste Management Plan.

Durkin Ltd is committed to using a Project Waste Management Plan (PWMP) on each development site, regardless of value or locality. This exemplifies good practice following the government's decision to revoke the legislative requirement for Site Waste Management Plans in December 2013

The objectives of the SWMP are to: Manage the waste materials generated on site as is reasonably practical, in accordance with the waste hierarchy and in accordance with regulation. Waste will be separated on site to facilitate reuse and recycling wherever possible. Plasterboard will be separated on site in order that it does not contaminate other materials and to allow for it to be recycled offsite. The logistics manager will monitor skip utilization on site to deter wasteful practices at source.

All hazardous waste will be segregated and stored in a COSHH area on site. A specialist waste contractor will be employed to dispose of any hazardous wastes found on site and disposed of in accordance with regulations;

Durkan Ltd waste management system follows the hierarchy:

- Minimise waste production through technical, procurement, and construction decision- making processes
- Reuse or recycle a minimum of 90% of the waste that will be removed from site.
- Reuse and/or recycle the materials within the project.
- Reuse and/or recycle the materials for beneficial use on other projects.
- Dispose of materials at a suitably licensed site.

All waste leaving site will be recorded in a separate 'Waste Data Tool'. This records the identity of the waste carrier and their registration number, a written description of the waste, the name of the disposal site and a record of the permit/ exemption for the disposal site. Updates to the Waste Data Tool will occur at least monthly to ensure the regular monitoring, measuring and reporting of non- hazardous and hazardous wastes leaving site.

In accordance with the *Waste Duty of Care under in section 34 of the Environmental Protection Act (1990) and the Environmental Protection (Duty of Care) regulations 1999.*

## **Commitment to the ICE Demolition Protocol**

When undertaking demolition works at Glengall Road, Durkan will fully commit to the requirements of the ICE Demolition Protocol and ensure that our demolition contractor's method statements takes due consideration of the waste hierarchy contained within the protocol and the approach to Material Resource Efficiency that is to be followed when recycling waste materials generated by the demolition activities.



**Considerate Constructors Scheme (CCS)** <https://www.ccscheme.org.uk/>

Durkan are a partner of the CCS scheme, and register and operate / monitor to the CCS code of practise on all projects. The scheme provides a process that enables us to maintain high levels of presentation, Health and Safety and Communications with our neighbours.



**Ecology, Protected Species**

There are numerous potential effects that construction activities can have on ecology. These are generally classified as either having a direct or an indirect effect on ecology. Direct effects are considered at the site level, such as pollution of on-site watercourses, removal of habitats or the destruction of flora or fauna. Indirect effects can arise as a result of construction process or activities in other locations to the site, such as deforestation for timber materials or the downstream water pollution of a habitat.

**and Habitat**

**Direct Effects** - An ecological site survey has been undertaken as part of the planning approval process in order to identify any ecological features and associated constraints. Management will be in accordance with the recommendations made

By the ecologist including awareness raising of any sensitive areas to site staff. While on site operatives will be required to report observations of any protected species (including but not limited to dormice, bats, reptiles, great crested newts, breeding birds, otters, water voles, and badgers). Works will be completed in compliance with *BS5837:2012* — Trees in Relation to Construction.

**Indirect Effects** - Although not surveyed directly, are considered in BHET environmental policies or legislative requirement - for example, timber to be FSC or PEFC accredited.

Further surveys are required to confirm the pre-existing ecological value of the site, however we are expecting the reports to confirm that, due to its current use as warehousing and light industrial status, the development areas has a low ecological value with no specific overriding ecological constraints.

**22. Communication and Training**

All Durkan site staff will receive sustainability and environmental training, relevant to their level of responsibility for sustainability and environmental matters on site.

Environmental consideration will be incorporated into the method statements and risk assessments. Regular tool box talks on relevant environmental and sustainability matters will be undertaken with all staff on site.

Posters and Information sheets will be up around site, reminding staff of sustainability and environmental matters.

**23. Control of Sub-Contractors**

All sub-contractors to be involved in the project are vetted by our Health, Safety and Sustainability team to demonstrate compliance with the Company's health & safety, environmental & quality requirements, prior to being accepted onto our approved list of contractors/suppliers. Each contractor is then assessed on their ability to complete the job within the health, safety and environmental requirements on a project by project basis. In addition, signing up to our call of contract the contractor signs up to the Sustainability Standard for Contractors: Sustainability Management on Construction Sites which details the sustainability and environmental requirements that all contractors working on a Durkan site must adhere to.

## **24. Sustainability Assessments**

All Durkan construction projects receive regular site sustainability visits and assessments from the sustainability manager. The following is monitored as a part of these visits;

- Waste Management
- Ground and Water Pollution Prevention
- Fuel/ COSHH Storage and Handling
- Materials Storage and Housekeeping
- Energy and Water Efficiency
- Noise
- Dust including water suppression and covered skips
- Air Pollution including monitoring stations to record daily pm levels
- Ecology
- Transport Management
- CCS and Community Involvement
- Sustainability Paperwork

During these visits the sustainability manager monitors the sites performance against these criteria and advice's the site management team on improvements or innovative ideas.

## **25. Compliance with Client / Local Authority Objectives**

In addition to our own policy and procedures, we will adopt any requirements of the local authority and/or any requirements identified as a result of planning conditions and any environmental impact surveys.

## **26. Legal Requirements**

For each significant environmental aspect the relevant applicable environmental legislation and regulations will be identified from, but not limited to the list provided in Appendix A. The list of relevant legislation and its applicability to the Site and the construction works will be reviewed and updated where necessary.

## **27. Townscape and Visual (effect of Residents / surrounding areas)**

The following measures may be considered during the construction works to ensure protection of the existing townscape setting and views to the Site: Temporary screening to sensitive visual receptors through the implementation of solid 2.4m high construction hoardings; Use of attractive hoardings to screen low-level 'clutter'. Tidy site management will be incorporated to reduce the visual clutter associated with building works. Cranes, batching plants and similar large plant should be located away from the most sensitive receptors, where there are viable alternative locations.



## 28. Vehicle Deliveries

All delivery drivers must report to the traffic marshal based on Glengall Road and Bianca Road, and when on site must wear safety helmet, safety footwear and hi-visibility clothing. Deliveries will be booked in in advance and will call ahead 1 hour prior to arrival on site. Gate 1 will be located back from the bellmouth with sufficient space for an artic delivery vehicle to pull off the site and wait to be signed in and then brought in to site. This is to avoid vehicles blocking the road.

**Deliveries shall be refused if drivers do not conform.**



Once all relevant checks have been completed, ALL vehicles must be escorted to their offloading or loading area at all times by the traffic marshal. All Trade Contractors are responsible for ensuring all of their suppliers, operatives and visitors are aware of and comply with these restrictions.

### Loading / Unloading

Working from vehicles shall, where applicable, be treated as working at height and appropriate precautions taken. Suitable access and fall prevention equipment must be provided and used, where necessary

**Deliveries shall be refused if drivers do not conform**

### Access and Egress

There will be no public access on site

	Yes	No
Is the site within the London Congestion Charge zone?		No
Are there any sensitive areas (schools, hospitals, houses)?	Yes	
Are there any railways, rivers, and canals?	Yes	
Do deliveries need to be outside of school hours or outside peak traffic times?		No
Are there any road restrictions through either through narrow roads, bridges with height/weight restrictions, road works?	Yes	
Is permission required for a road closure from the highways division of the local authority?		No
The terrain of this site will present no abnormal risks of vehicles overturning		No
<b>If the answer is YES to any of the above, use the notes to explain</b>		
<b>Notes:</b>		

### Checks

- ✓ Are traffic routes wide enough
- ✓ Are traffic routes firm, level and well-constructed
- ✓ Are traffic routes free from obstructions and other hazard
- ✓ Reinstate excavations as quickly as possible/fence off those that need to remain open with rigid barriers

## Pedestrian segregation

The following measures will be put in place in order to protect pedestrians from construction traffic and segregate pedestrians and the public from construction activities:

	Yes	No
Can designated walkways be provided on and around the site?	Yes	
Provide <b>YELLOW</b> plastic mesh barrier fencing to direct personnel to safe routes throughout the site and <b>BLUE</b> plastic mesh barrier fencing to safe zones around the compound.	Yes	
Can clearly marked crossing points be established?	Yes	
<b>Notes</b>		

## Vehicle loading, unloading & securing of loads

	Yes	No
Do delivery vehicles need to queue outside the site boundary?		No
Do delivery vehicles need to be loaded / unloaded outside the site boundary?		No
Will a holding area be required (see <b>Site Layout Plan</b> ) where vehicles can wait	Yes	
On site only Loading/unloading of vehicles will be by: a) Crane b) Telescopic Handler c) Excavator d) HIAB e) Manual Labour f) Other	Yes Yes Yes Yes YES Yes	
Will all loaded vehicles leaving the site be sheeted?	Yes	
Can sheeting be carried out in safe parts of the site, away from passing pedestrians and traffic?	Yes	
Can vehicle edge protection/fall prevention be used? If yes, explain which type below. Refer to Durkan <b>Best Practice Note No 5</b> Prevention of Falls from vehicles	Yes	

## Checks

- ✓ Any delivery to site that doesn't have a fall protection system will be turned away from site by the Site Manager
- ✓ No person to remain on a Dumper when it is being loaded
- ✓ Ensure that loads are secure and arranged so that they cannot move about
- ✓ Ensure that vehicles are not loaded beyond their capacity
- ✓ All engines must be off while waiting to load/unload
- ✓ Do not park adjacent to excavations

- ✓ Pallets should be stacked no more than 2 high

## Vehicle movement

	Yes	No
Can vehicles entering the site stop, and report to the traffic Marshal/Site Manager who will direct them to the required place for loading/unloading?	Yes	
Are all vehicles to be switched off while waiting to load/unload?	Yes	
What Site Speed limits are to be established?	5mph	
Is there scope for introducing one-way systems on routes to reduce the need for reversing manoeuvres?		No
Can non-essential workers be excluded from areas where reversing is common?	Yes	
Is there a need for a banks-man to direct reversing vehicles?	Yes	
Is a wheel wash required for vehicles leaving the site to prevent mud being spread on surrounding roads	Yes	
Is regular road sweeping required of site roads or on the highway?	Yes	
All drivers must ensure before reversing that there are no obstructions or people behind the vehicle		
<p><b>Note</b></p> <p>All vehicles will be asked to turn engines off whilst waiting to be unloaded</p> <p>All workers can be excluded from the unloading area with the exception of banksman</p> <p>Banksman is required for reversing lorry's and unloading of lorry's by cranes</p> <p>Wheel wash requirements are a planning condition and will be maintained by Sub-Contractor</p> <p>Road Sweeping is within Sub-Contractors Package</p>		
<p><b><u>Predicted Vehicle Movements Across the Programme</u></b></p> <p>The site will operate over a 5 day working week.</p> <p>It is predicted (tender stage) that an average of 10 vehicles per day will deliver to site, totalling 50 vehicles per week. Project run time at 125 weeks, equates to a prediction of 11,400 vehicle movements across the programme.</p>		
<p><b><u>Swept Path Analysis</u></b></p> <p>After reviewing the road network and identifying the strategic traffic route, it was felt a detailed swept path analysis will not be a requirement during the tender stage. The site generally planned with access from the North and accordingly this will not have any effect. Bespoke access arrangement will be required for the Glengall Road and Bianca Road entrances, and this will need specific liaison / agreement with the LA Highways Department. As required. Additional swept path analysis will be completed, and permits applied for.</p>		

## Site Vehicle Checks

A wheel wash system will be in place at the site exit to ensure no mud leaves the site and contaminates the surrounding Road network. The proposed method will be an operative using a jet hose to wash down the wheels before vehicles leave site, this will be performed on a hard standing with a silt trap which will be cleaned regularly. Additionally, a road sweeper will be used on the surrounding road network to ensure any accidental contamination is cleared up without any undue delay.

The following checks shall be made on all site vehicles and with relevant operatives: -

- ✓ Do drivers carry out basic safety checks before using vehicles
- ✓ Check that vehicles have reversing alarms and external side mounted and rear view mirrors for optimum all round visibility.
- ✓ Do they have screens with wipers, and suitable external mirrors to provide optimum all-round visibility
- ✓ Are they provided with horns, lights, reflectors, reversing lights and other safety features as necessary
- ✓ Do they have seats, and where necessary, seat belts that are safe and provide driver comfort
- ✓ Are there guards on dangerous parts of the vehicles
- ✓ Is there a need for driver protection against injury in the event of overturn, or from being struck by falling objects
- ✓ Do drivers need protection against bad weather conditions or an unpleasant working environment

## Checks

- ✓ All plant should be immobilised and switched off out of hours
- ✓ Remove all keys and store them in a secure area
- ✓ Cab covers make vehicles more difficult to enter
- ✓ Place excavator buckets, lift truck forks on the ground at the end of each day

## Signage

State whether there is a need for direction signs, speed limit signs, and information boards.

Detail these on the **Site Layout Plan**.

	Yes	No
Site Speed Limit state below and on plan		No
Give Way	Yes	
No Entry	Yes	
Width/Height Restrictions		No
STOP	Yes	
One-Way Directional Arrows		No
Parking	Yes	
Chapter 8 Road off-site works	Yes	
<b>Notes:</b>		

## Communication

All drivers and pedestrians entering a site shall to be informed of the site transport hazards and relevant site rules,

Including the correct traffic routes to use. The Durkan signboards shall be used for this purpose:



The amount and detail of information given will reflect the changing requirements of the site as the project develops and different site hazards are present.

Information will be provided by:

- a) Verbal instructions on arrival at site
- b) Site induction
- c) Issue of site maps to drivers
- d) Giving site-specific delivery instructions when ordering materials from suppliers
- e) Displaying maps and gate numbers at entrance site points and elsewhere on site
- f) All Durkan supplier orders have statements on PPE to be worn and safe unloading requirements.

Any changes made to site traffic routes will be communicated to site workers and visiting drivers.

**Workers, and their safety representatives, should be consulted on any changes that may significantly affect their health and safety.**

#### 29. Associated Third Party Accreditation for this Project

NHBC Registration No; 24251

CCScheme ID: 61615

Road Haulage Association (RHA) registration No: 0030490-000

FORS ID: 004447