



**Best Court**  
**119 East Road**  
**London E15 3QS**

**Demolition, Construction &  
Pollution Management Plan**

Date	Revision	Notes
12/07/2021	PI	Planning Stage

# **Methodology sequence for demolition of the existing building and construction of 8no new build houses at Best Court, 119 East Road, London E15 3QS**

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## **I. Introduction**

New Wave London have been asked by Thomas-McBrien Architects to prepare a combined Demolition, Construction & Pollution Management Plan in order to satisfy alleviate concerns raised in the pre-application report (planning ref: 20/00994/PRE).

The purpose of this Demolition, Construction & Pollution Management Plan ("the Plan") at this planning stage is to outline our approach to managing the execution of the proposed works. The Plan has been formulated according to best practice methods as well as regulations for execution of similar building works that New Wave London has complied with over its extensive 25 years of contractor experience.

This document seeks to ensure that the works cause the minimum practicable disruption to residents by achieving a safe working and living environment.

The Plan forms part of the planning application proposal and serves as the main guide for its execution. Throughout the project, we will regularly review the plan and maintain a communicative relationship with the council by advising them of any changes and/or improvements to the Plan. The Plan's proposals shall enable third parties to understand the nature of the works and the various construction activities associated with the proposed development.

## **2. Scope of Works**

### **2.1 Existing Site & Building**

Best Court (119 East Road) is a back land site with an alleyway accessed via East Road, E15.

There is an existing block of flats on the site (granted planning in 2005 – planning ref: 05/1117). The building is 3storeys high and is located centrally on the rear portion of the site. The building is approx. 12.8m in length and approx 11.1m wide. The building is on a north-south axis and spans across the entire width of the site, sitting adjacent to rear boundaries of the East Road and Brooks Road residential terraces.

The existing building is constructed in facing brick (brick-block cavity assumed), with timber floor and roof structure. The roof is finished with a mix of slate and concrete cement tiles. uPVC doors and windows have been installed throughout with projected metal balconies at the rear. The front of the site (driveway and parking area) are covered in tarmac. The rear communal garden/terrace is completely covered with concrete paving slabs. A timber panel fence and concrete post system has been installed along the entire perimeter of the site. A metal gate has been installed at the site entrance and is controlled by an intercom system.

The property falls within the London Borough of Newham.

### **2.2 Proposed Works (Demolition & Construction)**

The proposed works is as follows:

- Demolition of the existing 3-storey building and external store building
- Construction of 8no. new 3-bed houses in a single terrace formation.

To the outline programme of –

June 2022	Site commencement
3 weeks	Site preparation, Building Regulations & Health and Safety Documentation
6 weeks	Demolition
3 weeks	Ground works & excavation
5 weeks	Substructure
12 weeks	Superstructure
6 weeks	Building envelope – Roof finish including installation of windows & doors
8 weeks	Internal finishes including electrical & plumbing works
6 weeks	Landscaping & external works
3 weeks	General finishing, commissioning and snagging

Commencement date: approx. June 2022

Duration of Works: approx. 52-weeks (1-year)

Completion date: approx. June 2023

This document is subject to review during the course of the works. The Site Manager shall be responsible for updating/revising the relevant parts.

Details of the Site Manager will be made available on the site hoarding and immediate neighbours will be informed prior to the construction works commencing.

### 3. Site Setup & Location

#### 3.1 Demolition Works

A secure gate will be erected at the entrance to the site. A site office will be located inside the confines of the site. 3-storeys of scaffolding will be erected both sides of the existing building and a temporary roof will be constructed over the entire building. The building and scaffolding will be wrapped in Monarflex protective scaffold sheeting. The temporary roof and protective sheeting will ensure minimal spread of dust and debris. It will also enable the demolition team to work continuously, even through unpleasant weather conditions.

Five of the eight car parking spaces will be retired as this area will be used for the storage of waste materials. Material which is intended to be reused or recycled will be storage under protective cover in the northern portion of the site. A delivery drop-off area will be dedicated and wheel wash facility setup in the entrance driveway. The existing building will be demolished from the top down. Soft strip on the interior will commence prior to the demolition of the main structure. Materials to be reused will be set aside. Materials to be recycled will be set aside also for collection. Refer to the 'Pre-Demolition Audit' for further details.

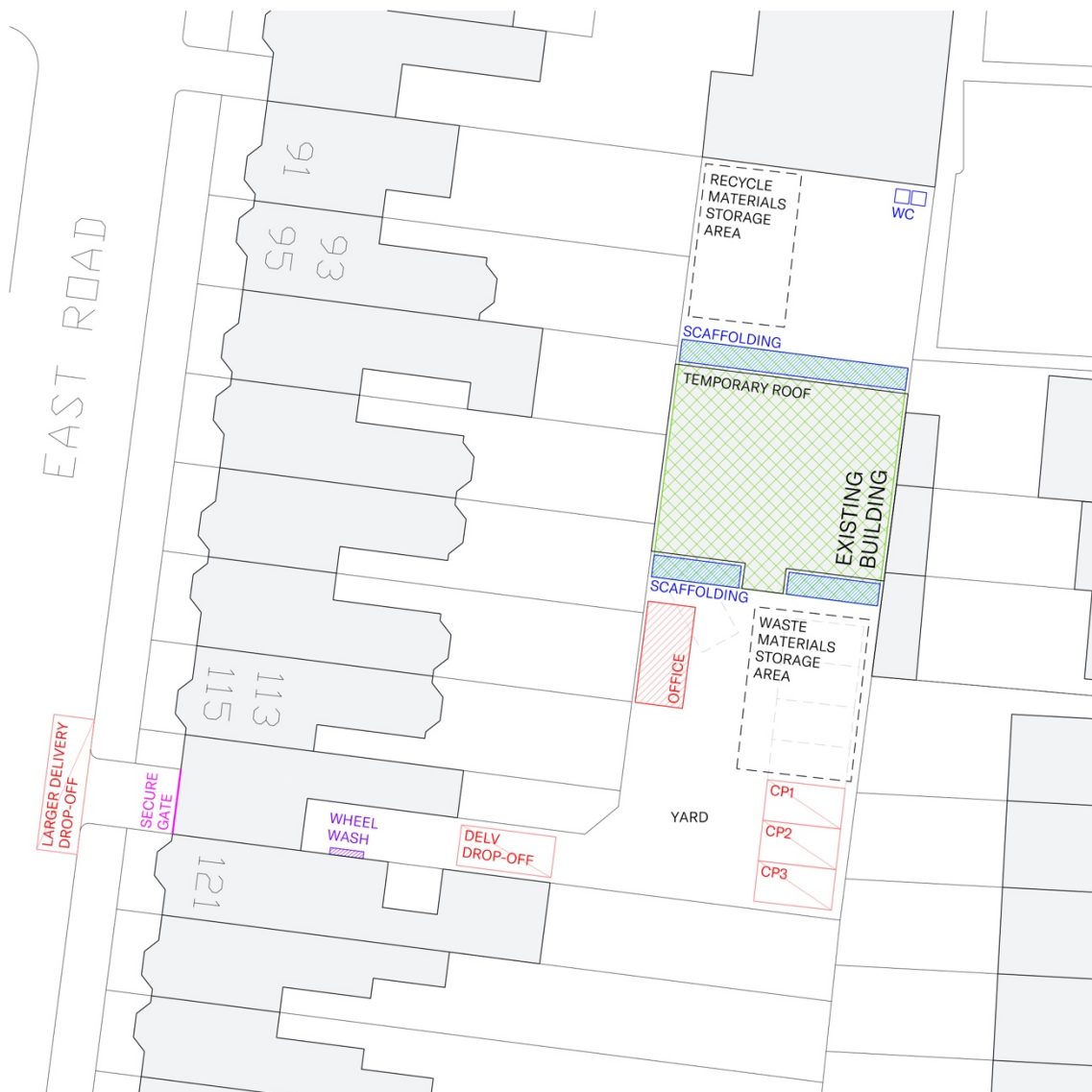


Fig 01: Best Court – Site Setup for Demolition Works

### 3.2 Construction Works

Once the existing building has been demolished, the site will be setup and prepared for construction of the new building (8n terrace houses). The site office will be relocated to the northern portion of the site to maximise a building and materials storage yard.

Once the ground works, substructure and initial stages of the superstructure works have commenced, scaffolding will be setup onsite. 3-storey scaffolding platform will be setup the entire length of the front building, with 3-storey scaffold towers setup in the proposed lightwells. A temporary roof will be installed over the entire new building structure. Just like the demolition works, Monarflex sheeting will be installed on the scaffolding to minimise the spread of dust and debris.

Due to the entrance under croft only cars, vans or small flatbed builders merchant trucks can enter the site. A delivery drop off area will be assigned and wheel wash facility setup in the entrance driveway. Larger vehicles will delivery kerbside, adjacent to the main entrance.



Fig 02: Best Court – Site Setup for Construction Works

### **3.3 Working Hours**

Working hours on site are shown overleaf:

- Between 08:00 and 18:00 Monday to Friday.
- Between 08:00 and 13:00 on Saturday.
- Not at all on Sunday, bank holidays and public holidays

Noise will be kept to an absolute minimum wherever possible and will not take place outside the above working hours without obtaining prior approval from Newham Council.

### **3.4 Parking & Travel**

There are an 8no car parking spaces onsite currently. A number of these will be used in the early stages of the works (demolition of the existing building) but in the longer term all spaces will be retired due to the siting and position of the proposed building. All visitors, operatives and subcontractors will be encouraged to commute via public transport as a way of limiting the overall carbon footprint of the project. The PTAL for E15 3QS is '4', so there is reasonable scope for using the London Underground as well as bus services to reach the site.

## **4. Liaison and Communication**

### **4.1 Communication with Regulatory Bodies**

*The Main Contractor* (New Wave London) will be responsible for communicating with Newham Council and other regulatory bodies as and when deemed necessary.

Any required reports or statements will be submitted to Newham Council as and when requested. All CDM / H&S documentation will be available in hard copy at the Site Office and in digital copy upon request from the relevant regulatory body.

### **4.2 Community Liaison Manager**

*The Main Contractor* will appoint an identified contact who will be responsible for fulfilling the role of Community Liaison Manager for the development as a whole. The Community Liaison Manager's responsibilities will include the following:

- Recording and responding to enquiries or complaints from the local community and the general public
- Communicating to the local community with regards to the nature of the construction work that will be carried out
- Communicating the programme of works to the local community, specifically highlighting any works that may result in complaints (e.g. noisy activities)
- Updating the local community of any changes to the nature of the works or programme of works as necessary
- Establishing and maintaining good relationships with local stakeholder groups.

### **4.3 Complaints Procedure**

The Community Liaison Manager (CLM) will inform stakeholders of the complaint's procedure as part of the communication programme. The complaints procedure must satisfy the following requirements:

- Publication of contact details for all relevant contacts, including their telephone and email contact details
- Implementation and maintenance of a complaints register which records all communications (whether verbal or written) received from the general public or stakeholders
- Classification of the nature of each communication (above) by category (e.g. complaint, enquiry, comment)
- If a piece of communication requires action, then the CLM will assign the task to an appropriate member of the Management Team
- Ensure completion of actions and ensure the complaints register is updated with a record of all actions and outcomes



## **5. Traffic Management**

### **5.1 Introduction**

The Traffic Management Strategy for the project is one of minimising the interface between third parties and site traffic and reducing the number of deliveries where practicable, including the staging of deliveries such that the volume of traffic is kept as even as possible, avoiding peaks and controlling vehicular movements on the project.

This document provides practical guidance on the planning of these issues, the control measures that will be implemented and highlights the points for consideration and necessary actions during the construction phase.

Avoiding hazards and controlling the risks arising from the use of the vehicles in construction work is essential.

- Planning and managing both vehicles and pedestrian routes
- Safe driving and working practices
- Protection of the public
- Adequate vision and lines of sight
- The provision of signs and barriers
- Adequate parking and off-loading storage areas

### **5.2 Main Objectives**

It is imperative that the safety of the general public and neighbours is treated with high priority at all times.

Relationships with neighbours are of utmost importance. Their enjoyment of the environment is paramount at all times.

Fire and emergency procedures for adjacent properties are not to be compromised.

### **5.3 Responsibilities**

*The Main Contractor* will manage the construction process and be responsible for –

#### **Contacts**

Telephone numbers for the Main Contractor, the Safety Advisor, and the Contracts Manager will be available 24 hours a day, provided on signs on the secure front entrance gate throughout the duration of the Works. A letter containing contact information shall also be sent to all neighbours prior to commencement on site.

#### **Communication**

The Site Supervisor will be responsible for communicating with all neighbours prior to commencement on site and periodically throughout the project at key work stages.

#### **Site Supervision**

The Site Supervisor will be responsible for traffic safety and shall ensure that all site operatives comply with the Traffic Management Plan and that any works that affect the public highway shall comply with the DfT Traffic Signs Manual: Chapter 8.

The Site Supervisor will be responsible for monitoring and policing the site entrance gate for all authorised vehicles and personnel.

#### **Site Administration**

The Site Supervisor will be responsible for the site management of all visitors and subcontractors, including all of the below responsibilities –

- Ensure that subcontractors and suppliers adhere to procedures set out in the plan by liaising with them and organising deliveries at suitable times
- Prevent unauthorised parking and the congestion of local traffic
- Ensure roads in the immediate vicinity are kept clean
- No "laying-up" in adjacent roads is allowed

#### 5.4 Traffic Management Plan & Traffic Routes

The Traffic Management Plan requires that the works will be organised in such a way that the traffic routes are suitable for the passage of vehicles using them with regards to locations and the width of lanes. Traffic routes shall not be approved unless:

- Vehicles can use the traffic route without causing danger to themselves or other road users.
- Pedestrian access or egress is sufficiently separated from vehicle routes as this will enable the pedestrians to see any approaching vehicle or item of plant.
- There is sufficient separation of vehicles and pedestrians or where this is not practicable or in an emergency there are other means for the protection of others.
- There are effective means of warning of the approach of any vehicles.

A route map, similar to the one below, will be circulated to all parties to show the proposed routes that all contractors and deliveries will be directed along to gain access to the site.

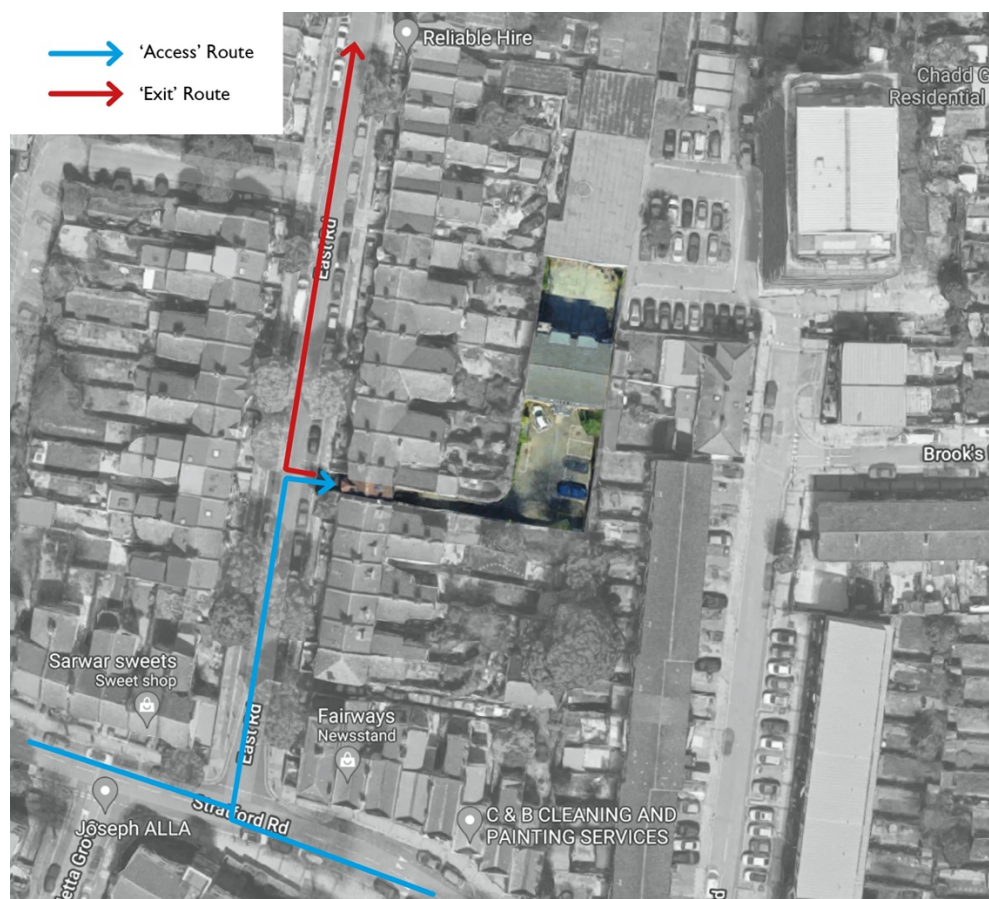


Fig 03: Best Court – Vehicle Route Map

East Road is a one-way road. All vehicles access site from the south via East Road. The entrance to the site is approx. 3metres wide with a max height of 2.9metres high so only cars, vans or small flatbed builders merchant trucks can enter the site. Larger delivery vehicles will park along kerbside adjacent to the site entrance to offload. They will be under strict instruction from trained banksmen. Arrangements for deliveries and for the collection of waste will be timetabled to ensure that only one vehicle will be visit at any one time. No road closures will be required.

Deliveries will be limited to non-peak hours (10am-3pm) i.e. not during times when parents are driving to or from school with their children and contractors will be reminded of this in their induction. Given the nature of the build, offloading large bulk items kerbside should be take no more than 20/30mins max. No road closures will be required.

We have been unable to determine when residential waste and recycling collections occur on East Road. Further investigation needs to be made to ascertain precise timings in order that these can be factored into determining suitable delivery slots.

#### General Site Traffic Access Arrangements:

- A route map (similar to the map on the previous page) will be issued to all subcontractors and suppliers with the specific Traffic Routes at the order stage.
- A delivery booking system will be instigated on site.
- The traffic procedures will be explained to all site personnel in the initial Site Induction when first starting work on site.
- General Health & Safety signage will be displayed around the off-loading area within the site and on the front gate.
- All plant and delivery vehicles will be guided onto site by qualified banksmen, all wearing appropriate Personal Protection Equipment including hi-visibility jacket/vests.
- Any discourteous behaviour or non-compliance of the site procedures will result in the drivers being removed and banned from future access to the site.
- Regular inspections of the road conditions will be carried out.
- Companies and lorry drivers will be contacted via mobile phone to control one lorry at any time outside the site.

### 5.5 Pedestrian Routes & Fire Exits

Regulation 37(2) of the Construction (Design & Management) Regulations 2007 states: "Suitable and sufficient steps shall be taken to ensure that, where any person may be endangered by the movement of any vehicle, the person having effective control of the vehicle shall give warning to any person who is liable to be at risk from the movement of the vehicle". This will be achieved by ensuring:

- Pedestrian routes and fire exits will be wide enough to safely accommodate the number of people likely to use them.
- Pedestrian routes and fire exits will be kept free from obstructions.
- Pedestrian routes and fire exits will be clearly and suitably signed.
- Pedestrian routes and fire exits will have a clear view of traffic movement at crossing points and at gates which lead onto traffic routes.

### 5.6 Site Security

A new secure entrance gate will be installed at the main entrance to the site. Given the main portion of the site is located at the rear, between the rear gardens of East Road and Brooks Road terraces we do not envisage installing any security hoarding onsite. All tools and specialist equipment will either be removed from site at the end of each day or stored in secure storage boxes within the site office.

## **5.7 Rubbish Removal**

The Site Supervisor shall check and ensure that the street is clean and a road sweeper will be hired if necessary. Concrete wash out will be controlled and carried out to a dedicated skip to prevent pollution and discharge to the local drainage system. A wheel wash area will be dedicated within the confines of the site to ensure wheel washing of vehicles take place before any vehicles leave the site.

## **6. Project Hazards / Risk Assessments / Method Statements**

The project shall comply with the latest CDM 2015 Regulations and therefore it will be notifiable to the HSE. A CDM Consultant shall be appointed as part of the Design Team to advise the Client and the Principal Designer in their roles. A 'Health and Safety File' containing the 'Risk Register' shall be kept since early design stage and updated as the project progresses on site. *The Principal Contractor* will fulfil and shall be responsible for the respective duties outlined in CDM 2015.

Prior to the commencement of their respective works on site, each subcontractor will be required to submit documentation of any known hazards, risk assessments and method statements to the Management Team.

Suitable and sufficient risk assessments and method statements will be produced to minimise the H&S risks to operatives and members of the public during site operations.

Subcontractors' method statements will be reviewed by the site manager to ensure that risks and safe working methods proposed are suitable to the activities defined within the project. When reviewing a subcontractor's method statement, a 'Method Statement Checklist' will be used, to ensure that the control & review procedure has been carried out and assessed. Appropriate amendments shall be made wherever necessary.

## **7. Noise, Dust and Dirt Control Measures**

### **7.1 Noise Monitoring**

During demolition works noise will be continuously monitored and this will be compared against the baseline survey carried prior to works taking place, with the following trigger levels:

**Green** if 5dB(A) or less above baseline – No action.

**Amber** if between 5dB(A) & 10dB(A) above baseline – Continue works but carry out works assessment and propose mitigation measures.

**Red** if above baseline by 10dB(A) or more – Immediate in-depth review of works and enforce changes to methodology, equipment to bring noise to acceptable levels.

The trigger levels described above will continue to be used during the entire duration of the Project. However, the monitoring regime will then reduce to bi-weekly measurements at strategic locations.

Noise levels from construction during the working day will be monitored against the recommended levels in BS5228-1: 2009 Annex E for a residential area.

Noise levels will be monitored during construction as follows:

- Noise and Vibration monitoring will be carried out regularly, as well as in response to requests/complaints or any new activities that have the potential to generate significant noise.
- Checks will be made on method statements to ensure that the best practice described in the standards is being applied in the method and site activities.

### **7.2 Noise Mitigation**

All hand-operated tools and equipment shall be effectively silenced and will bear the manufacturers guaranteed maximum sound level generated. The recommendations made in BS 5228-1: 2009 "Code of Practice for Noise and Vibration control on Construction and Open Sites" will be specified for adoption by the contractor and any subcontractors.

- Machines in intermittent use will be shut down in the intervening periods between works or throttled down to a minimum.
- The use of and noise from percussive tools will be limited as far as reasonably possible.
- Care will be taken when erecting or striking scaffolds to avoid impact noise from banging steel.
- No personal audio equipment will be allowed on site e.g. radio.

### **7.3 Sensitive Receptors**

Numerous construction activities have the potential to produce dust emissions, e.g. the movement and placing of granular materials and the excavation of foundations. Such activities have the potential to affect sensitive (local) receptors (e.g. local residents).

### **7.4 Dust Mitigation Measures**

Best Practice Means (BPM) will be used to ensure that dust does not cause nuisance. Where dust is considered to be a risk during a specific site activity, mitigation measures will be included in the task specific method statement for the relevant works. The controls listed in the method statement will be assessed on site to ensure they are adequately carried out and effective. The controls will be briefed to the engineers and operatives to ensure they are aware of mitigation measures and controls to be employed. The following controls will be implemented during demolition –

- Visual assessments on dust levels will be taken on a daily basis by the Site Manager and recorded in the site diary.
- Machinery and dust generating activities will be located within the development enclosure and away from any identified sensitive receptors
- Monarflex sheeting will be placed around the scaffolding to screen the demolition and construction works. Additional barriers will be provided around dust generating activities.
- A soft strip of materials will be carried out prior to structural demolition.
- Materials will be removed from site as soon as possible for appropriate recycling and disposal.
- Drop heights will be minimised as far as possible.
- A water spray will be used to control dust.
- Materials will be always covered to prevent wind whipping.
- Large stockpiles of materials will be avoided and are not anticipated due to the nature of the project.
- The use of dust screening where possible.
- Damping down the areas with water to suppress the dust whilst ensuring the application does not create excessive mud.
- Construction plant will be well maintained and operated to minimise emissions to air.
- Good housekeeping including the regular sweeping of the site will be maintained and debris disposed of in heavy duty bags.
- Equipment and techniques such as dust extractors will be used to minimise dust when using cutters and saws.
- The Environmental Advisor will brief operatives on good practice and will carry out regular inspections to ensure that BPM is employed across the project.
- Wind conditions will be taken account of when arranging activities that are likely to emit aerosols, fumes, odours and smoke.
- Construction materials will be prefabricated and pre-cut off-site where possible to minimise dust from cutting or grinding activities. If cutting and grinding cannot be mitigated off-site, then water suppressant systems and or local exhaust ventilation will be employed.
- Spillages can occur with a wide range of liquid and materials. The following measures will address this issue –
  - Use bunded areas wherever practicable
  - Regularly inspect the site area for spillages
  - Have spillage kits readily available
  - Vacuum or sweep regularly to prevent the buildup of fine waste dust material, which has spilled on the site and is designated as waste that is no longer fit for use
- Unpaved haul routes will be covered with hard surfaces or paving to minimise the generation of dust through movement of workers across the site.
- All vehicles carrying dusty materials will be securely covered before leaving the site to prevent dust spillage or debris being swept away by the wind.

## 7.5 Environmental Measures

- **Reducing emissions from vehicles**  
Emissions from vehicles associated with construction sites can significantly add to levels of local air pollution, so it is important that best practice is employed to reduce these.  
All mobile vehicles associated with the demolition / construction will comply with the standards of the London Low Emission Zone. For HGVs, the standard is Euro IV. For PM and for heavier vans & mini buses it is Euro 3.
- **Reducing vehicle idling**  
Site management will work with suppliers and other contractors to ensure that vehicles do not have to wait to park safely. If vehicles have to load/unload they will not stay idle unless required to safely operate the vehicle.
- **Chutes and conveyors**  
Chutes will be completely covered and, if necessary, completely enclosed to ensure that dust does not escape. Similarly, drop heights will be minimized to control the fall of materials.
- **Mitigation measures specific to demolition**

Demolition activities can generate significant dust and also cause re-suspension of dust currently within the building. We will carry out soft stripping to screen dust and prevent dispersion. Water suppression will be used to damp down dust and other debris that could generate dust, and, where practical, manual or mechanical demolition techniques will be used.

- **Measures specific to construction**

Cement, sand, fine aggregates and other fine powders will be sealed after use and if necessary stored in enclosed or bunded containers or silos. Some materials should be kept damp to reduce the risk of drying out.

## **7.6 Dirt control measures**

Measures to prevent mud and debris being taken onto areas adjacent to the project site and the public highway will be implemented. The measures implemented will be appropriate to the location of the construction work on site and the degree of mud and debris being produced. All drivers of vehicles leaving site should ensure that their vehicles wheels are clean. A pressure wash will be provided to enable wheel washing. All vehicles carrying dusty materials will be securely covered before leaving the site to prevent dust spillage or debris being swept away by the wind. Any debris or mud carried onto East Road will be monitored by site operatives and swept clear immediately.



## **8. Pollution Management**

### **8.1 General Guidance**

It is vital that surface water and effluent discharge are properly managed and controlled on-site to protect the environment. Any pollutants entering surface water drains could end up in nearby streams or rivers. Throughout the construction phase, the pollution prevention measures detailed below will be implemented. The measures detailed in the following sections will be protective of sensitive receptors and ensure compliance with the applicable regulations.

### **8.2 Site Drainage**

The proposal seeks to use the existing foul and surface water infrastructure which currently exists onsite. *The Main Contractor* will liaise with the appointed Design Team and Thames Water Development Team to discuss this matter further.

### **8.3 Materials Storage Area**

*The Main Contractor* will establish a dedicated hazardous material storage area within the site compound (e.g. for fuels and oils). The material storage area will be provided with appropriately segregated areas for storage of different materials, each of which will be provided with secondary containment, typically to 110% of the volume of material stored (or to meet the requirements of applicable regulations). Spill kits will be available in areas of material storage.

Material storage areas will be inspected on a regular basis, but at least once a week as part of the scheduled site audit. The following general principles shall be adhered to –

- Ensure that refuelling is carried out away from water sources and drains if possible.
- An emergency spill kit containing sand or suitable absorbent materials is to be kept readily available in case of spillage in the main fuel storage area.
- All bowzers must be equipped with an automatic cut-off mechanism.
- All refuelling operations must be supervised by trained personnel.
- Valves and taps must not be left open unattended and must be locked when not in use.
- Personnel carrying out refuelling are to be made aware of this code of practice and refuelling protocol and trained in the use of spill kits and emergency procedures.

### **8.4 Plant Maintenance Area**

Plant maintenance will, in general, be carried out off-site. Daily inspections of plant by the plant operator will identify whether maintenance is required. Routine minor maintenance such as refuelling and oil top up will be carried out on-site, with suitable precautions taken, e.g. away from surface water courses, on areas of hardstanding and in accordance with the refuelling principles detailed in Section 'Materials Storage Area'.

## **9. Waste Management**

### **9.1 The Waste Hierarchy**

Waste management starts with resource efficiency, using raw goods which have been purchased wisely. Waste management incorporates The Waste Hierarchy and prioritises all such measures to –

- Minimise the generation of waste and achieve Zero Waste to Landfill.
- Increase the use of recycled and recovered materials.
- Reuse materials on site, wherever possible.
- Segregate non-hazardous waste for recycling, wherever possible.
- Segregate hazardous waste.
- Ensure the waste collected on site is efficiently managed to enable recycling, recovery or the best disposal option.

In order to manage waste effectively on site, the *Main Contractor* also will –

- Order the correct amount of materials to be delivered when needed.
- Ensure that materials delivered to site are not damaged or unusable.
- Reduce the amount of packaging wherever possible.
- Ensure that waste is handled and stored correctly.

### **9.2 Segregation on site**

Where possible, the Project Team shall segregate non-hazardous waste material into separate waste streams on site. When segregating waste, the Project Team will –

- Use appropriate containers.
- Label containers clearly using appropriate signage.
- Allocate designated areas for containers in suitable locations.
- Empty containers regularly to prevent lack of space and possible contamination.
- Monitor waste containers to ensure that contamination of segregated waste does not occur.
- Train site personnel via toolbox talks and the site induction programme.
- Enforce the segregation scheme using appropriate personnel and a dedicated Waste Champion.
- No burning of any material is permitted on site.

If there is a lack of space on site to achieve segregation of non-hazardous waste, the Project Team shall work closely with the waste management contractor to ensure that the mixed containers are sorted for recycling at the waste facility and that high recycling rates are subsequently achieved.

There is no facility to have several skips on site which would give means of segregating. In order to ensure that all waste is recycled or reused, a recognised off-site waste management contractor shall be used. They will have both the facilities to take a mixed skip and segregate all waste items and recycle as many as possible.

Off-site Waste Management provides the alternative to landfill, delivering 100% recovery from waste to organisations across London and beyond. Providing this environmentally responsible approach, off-site Waste Management companies who provide responsibility to the environment and the local community have invested in maximising recycling and producing fuel for energy recovery from residual waste. They ensure traceability with virtually all materials remaining in the UK. As much of the waste as possible is recovered with the minimum building waste going to landfill. Recovery of materials as renewable fuels provide a sustainable recycling and waste management solution for the development.

All waste tickets will be kept and stored as per statutory requirements and logged upon issue from the waste management contractor. These will also be recorded in the Health & Safety Plan.

### **9.3 Hazardous Waste**

The Project Manager or Waste Champion will ensure that the hazardous waste is segregated, stored safely and that measures are implemented to avoid contamination of other waste.

No electrical equipment is to be disposed of directly on site. All electrical equipment, such as fridges, microwaves, computers and Visual Display Units (VDU) will be taken to a Consolidation Centre for testing and disposal according to the WEEE directive and current legislation.

The existing property has no hazardous materials stored.

## **10. Ecology**

The site works and arrangement shall comply with the report prepared by TSA Ecology. Should any ecology related complaints be received, the Site Manager must be informed and will then record all ecological incidents and any remedial action taken in an environmental incident logbook. Complaints received will be recorded and investigated by the Site Manager.

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