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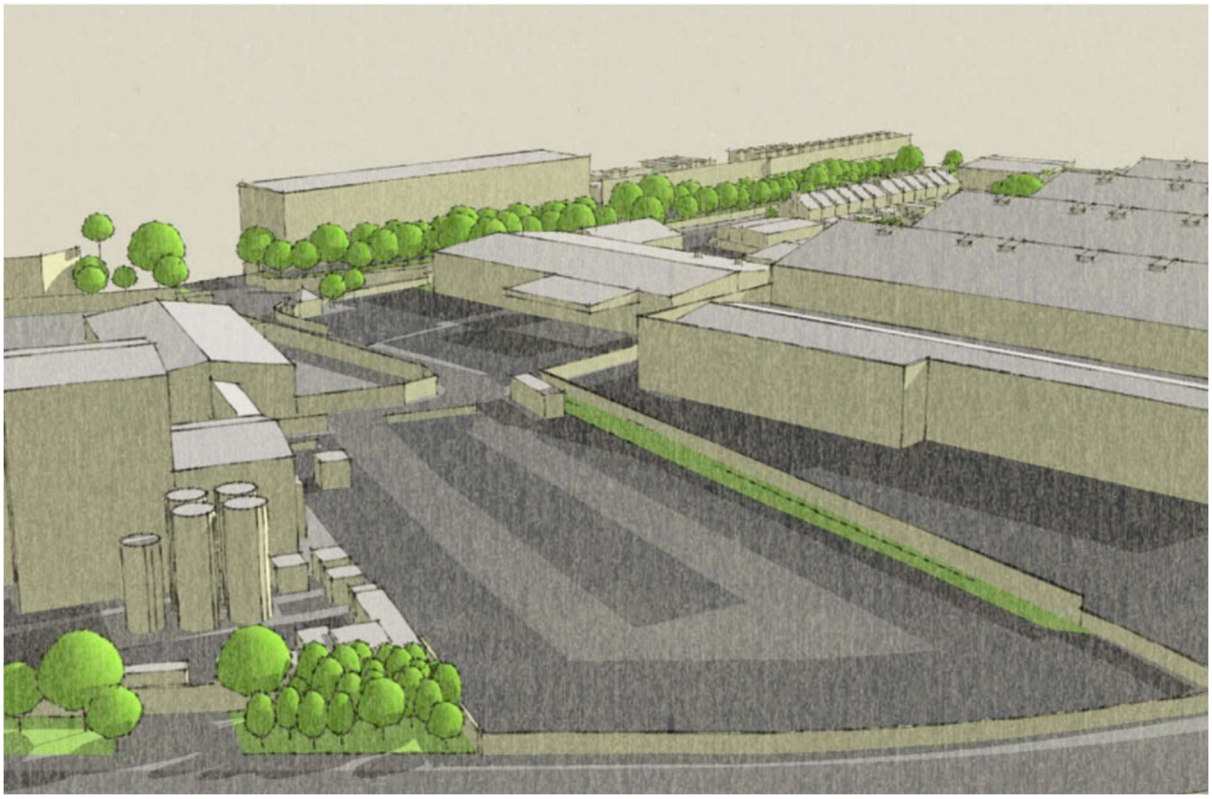

Construction & Environmental Management Plan

(Version 001)

CEMP

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1. INTRODUCTION

The purpose of this document is to set out the Construction and Environmental Management Plan for the construction of the Therapia Lane Depot refurbishment scheme to support the planning application and to serve as pre-start information to contractors and suppliers working on the project.

This plan sets out Willmott Dixon Construction's proposed measures to ensure the safe execution of the works with the minimum impact on the environment and local ecology. This will include elements of how we minimise our waste and manage the waste segregation process.

We aim to minimise disruption to the residents and surrounding community to ensure that the works are effectively and safely segregated, programmed, and phased to achieve completion without breaching the mandatory regulations.

In advance of starting the works on site a detailed Construction Phase Health and Safety Plan will be prepared in accordance with the Construction Design and Management (CDM) Regulations 2015. The site will also be registered with the Considerate Constructors Scheme to demonstrate our positive impact on the local community.

This plan will be progressively refined and developed as trade package contractors and specialists are appointed, and more specific and detailed methods, techniques and requirements are established. These will include the refinement and development of our waste management strategies.

This will minimise any disruption to residents, businesses, the general public and workforce employed during the construction process.

1.1. Overview of the project

Existing Site:

The site is located on Therapia Lane in the London Borough of Sutton, approximately 2.5km from Croydon town centre. The building was previously an MOT testing station under planning permission 93/38112/34FR in 1994.

The site is split into two parts; the north area is a car park extending to Coomber Way used for commercial vehicle parking and has an existing fuel storage tank. The southern area comprises an industrial unit with a vehicle maintenance workshop, two floors of general office space and a hardstanding area currently used for commercial vehicle parking.

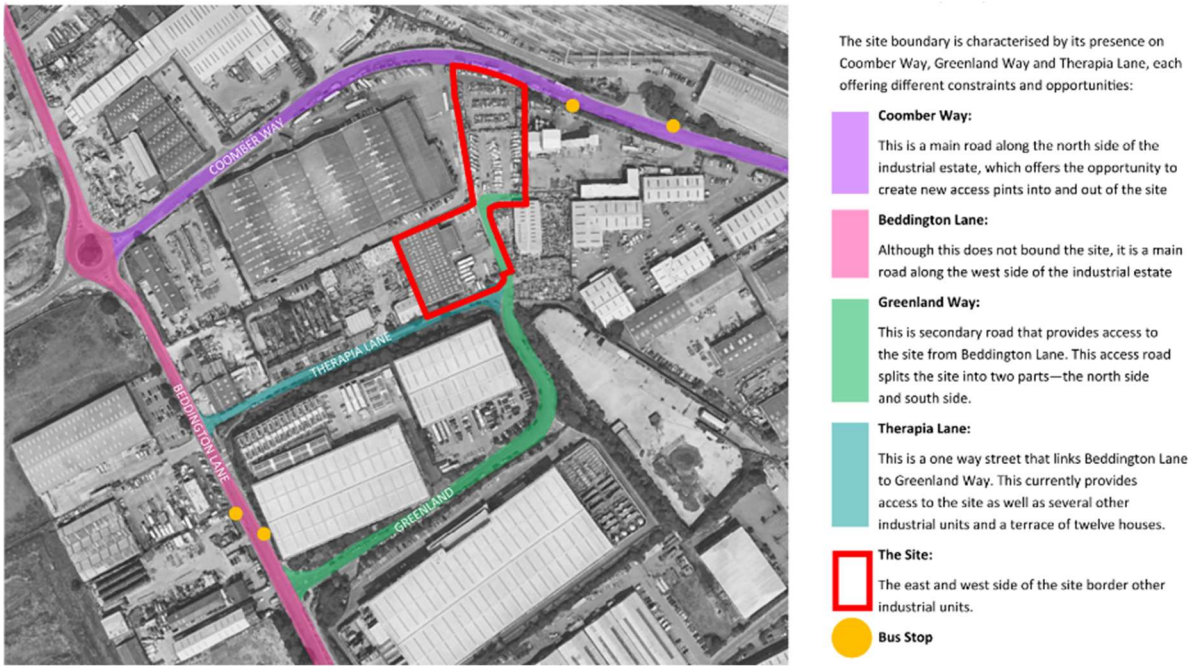
Project Brief:

The purpose of the project is to re-clad and refurbish the existing Waste Depot including fenestration alterations, installation of PV panels, provision of new vehicular access from Coomber Way, landscaping and erection of new boundary fencing, for Sutton Borough Council's waste collection and street cleansing management operations.

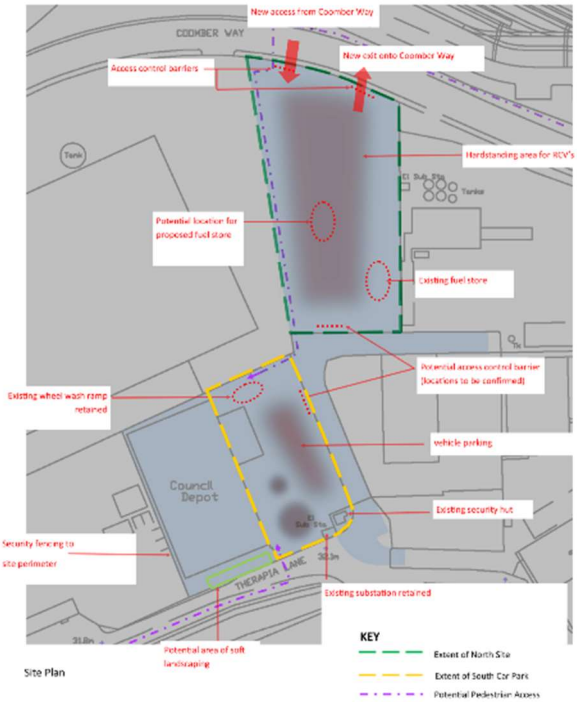
The industrial unit is to provide office space and operations accommodation for the waste collection and street cleaning services. This will include a workshop area for vehicle maintenance.

The external areas will provide staff car parking and a hub for cleaning, refuelling, and re-charging vehicles.

The main construction period is to be carried out over a 46-week programme.



Location of the site & surrounding areas.



The above plan shows the proposed layout for new external areas.

2. CONSTRUCTION & ENVIRONMENTAL MANAGEMENT PLAN

2.1. Security and Site Establishment

Our site hoardings will provide security to both the main internal site work areas and the local community. The boundary will consist of timber hoarding, heras fencing and in places utilise the existing permanent fencing. Willmott Dixon will place safety signage and lighting on the hoarding as required. Exact locations of hoarding are TBC and will generally follow the boundary lines on the logistics plans – Appendix B.

Typical Willmott Dixon site accommodation and main access gates/secure hoarding.

Further security will be by means of CCTV cameras, positioned to ensure all vulnerable areas are fully protected. The CCTV is monitored Out of Hours (nights and weekends) by a remote monitoring station who will direct communication with the police, if required.

2.2. Vehicle Movements

Vehicle routing

Construction vehicle access to the site will be routed via the A232 to access the B272 and onto Greenland Way. Alternatively, via the A23 to access Ampere Way > Coomber Way > the B272 and onto Greenland Way. **Strictly no construction vehicles will utilise Therapia Lane, to avoid the residential areas**. Please see Construction traffic routes Appendix – E

Vehicle Management

Delivery vehicles will enter the site via controlled access gates manned by a dedicated traffic marshal following the one-way system into designated off-loading areas promptly and engines switched off to reduce noise and airborne pollution.

- Deliveries generally will be by rigid & articulated vehicles.
- All deliveries will be controlled strictly in advance with an agreed and managed delivery schedule.
- All Sub-Contractors and Suppliers will receive a copy of the agreed strategy as part of their sub- contract or supply orders.

Following offloading vehicles will continue to follow the one-way system to leave the site via the designated access routes.

Willmott Dixon will employ a full-time Traffic Marshal, whose duties will be as per the below list, to ensure that all delivery vehicles can access and egress our site safely.

A detailed traffic management plan will be implemented and issued to all sub-contractors and managed by our Traffic Marshall / Logistic Manager, whose duties will include:

- Managing and collating the delivery and booking of all site delivery vehicles and waste management vehicles.
- Ensure the compliant waste stream documentation and identification is adhered to and recorded on our online systems.
- Ensure vehicle engines are switched off once parked .
- Banking & reversing vehicles where necessary.
- Ensuring vehicle wheels are clean prior to leaving the construction area.

Willmott Dixon will ensure that the public highway is kept clear of any waste arisings from the construction site. We will provide a jet wash facility to clean vehicles wheels as they are leaving the site and will also manage any potential surface water run-off.

We will liaise with the local authority highways team/officer to ensure that, if we are required to clean the local highway, it will not impact the adjacent public highways or stakeholders.

The table below provides an estimate on the number of delivery vehicles anticipated to the site on a weekly basis. The below figures are based on deliveries only, they do not include vehicles parking on site of the employees and is based on one vehicle entering and leaving site being one trip. The figures are an estimate and are based on numbers of projects that Willmott Dixon has completed of a similar size and nature.

Activities on site	**Examples of vehicles anticipated**	**Estimated number of vehicles per week**
Enabling works -	• Demolition	25
Envelope –	• Cladding • Scaffolding • Windows • Mobile plant	20
Internal finishes –	• Material deliveries • Waste management vehicles	10
External Works -	• Waste management vehicles • Material deliveries	5

To minimise the impact of the development on local traffic, deliveries will be managed on a 'just in time' basis through an online booking system, and in line with current Transport for London (TFL) requirements and regulations. This will enable our supply chain partners to book timed slots in advance. The booking will allocate times, unloading locations and method of offloading required. Through the system we can ensure that the site-specific instructions are passed on to haulage companies and we have full details of the delivery:

- Vehicle type (size, FORS registration)
- Journey details
- Delivery information (supply chain contact, nature of load and destination)
- Offloading requirements (crane, forklift etc).
- Lorry drivers will have completed the safer urban driving course & vehicles should have sensors and relevant signage.
- Adhere to the council's transport planning about what cycle training drivers should have, regarding hauliers serving the development.

Neighbours and communications

Willmott Dixon are aware of the neighbouring residential housing on Therapia Lane and various industrial facilities. Careful consideration is to be given regarding deliveries and any events / activities that our neighbours may have planned in order to avoid congestion and possible impact to their function. The Willmott Dixon site team will maintain communications with these venues during the build phases to promote coordination and minimise congestion and the impact to the local community.

2.3. Site Accommodation

Willmott Dixon will be installing accommodation units as per the logistics plan.

The welfare and office space will be double stacked, installed on the southern site hardstanding area outside the industrial unit offering segregated access from construction vehicles and site activities. Pedestrian access for Site personnel and visitors will be available at the end of Therapia Lane by the depot (not the Beddington lane end), and alternatively site personnel may access a segregated walkway off Coomber way through the northern site to provide convenient access via public transportation routes and minimise pedestrian traffic via the industrial estate.

These cabins will be utilised throughout the construction period which will comprise of double stacked modular units incorporating site management offices, meeting rooms, induction room, canteen and welfare facilities.

We propose to set up a temporary metered building supply for the electrical and water supplies to service our main welfare facilities.

Temporary site lighting will be installed and utilised during the construction works. The external lights will be on timers to only turn on when required and will be installed in such a way as to eliminate disturbance to neighbouring properties.

2.4. Number of operatives

Willmott Dixon always seek to minimise the travel distances involved with their operatives' journeys to/from site. Our procurement strategy emphasises 'local spend'

and 'local procurement' where possible and when placing supply and sub-contractor orders. This where possible promotes that deliveries and operatives are from the local area, which in turn assists in minimising traffic movements, congestion and pollution.

We anticipate the maximum number of operatives working on the project to be approximately 70 no. This will vary, according to the phase of construction work. There will be limited parking available on site and Willmott Dixon staff and operatives will be encouraged to use public transport and car share. During site inductions for all staff we will highlight that no parking is permitted on Therapia Lane.

2.5. Excavations

If, during site works, contamination is encountered on site that has not previously been identified, no further works will be carried out until a site investigation has been completed. This investigation will characterise the level of risk associated with the contamination whilst also assessing the extent of the contamination. Recommendations for remediation will be submitted to and approved in writing by the Council's Environmental Protection Team before further works can proceed.

Waste transfer notes (WTNs) will be received for every collection of excavated material from the site (as well as every other waste removal). Willmott Dixon will ensure that contractors have valid waste carriers' licences and waste disposal site addresses to eliminate the risk of fly-tipping. Where possible (and safe from contamination) spoil will be re-used on site to reduce the number of vehicle movements to site.

2.6. Silt Run Off

As the works are re-utilising existing hardstanding areas, the industrial unit's concrete slab and main steel structure, excavation activities are extremely limited so it is not envisioned that silt run-off will be an issue. However, to avoid silt pollution, Willmott Dixon will use various methods of work to reduce the risk of contamination of surface water e.g. drain gulley protectors that allow water to filter through into the drainage but acts as a filter for silt.

A hand-held jet-washing system will be used for wheel washing facilities as required.

A full time trained traffic-marshal will be employed to ensure that haul roads are kept clean and to reduce unwanted deposits.

2.7. Storage & Handling

Material deliveries will be organised so that they are delivered just in time for the construction programme and can be incorporated promptly into the works. Where possible prefabricated off site manufactured materials will be utilised to reduce on site waste.

Holding areas within the site boundary will be set up for materials delivered to site to be stored in a neat and safe fashion.

All Supply Chain partners will be encouraged to engage their material suppliers to collect reusable timber pallets etc, to avoid placing in waste skips.

2.8. Waste Management

A waste elimination and management strategy will be developed during the pre-commencement period, in collaboration with the highest waste producing contractor partners. This strategy will be incorporated within all trade contractor orders.

All waste and resource management procedures and Duty of Care information will be included within the Project Environmental Plan and the Willmott Dixon online environmental risk management system, Mi|Risk. The Construction Manager will appoint a waste Co-ordinator from amongst the Building Managers to ensure best practice for waste reduction, and that segregation and record keeping etc, are all maintained for the contract duration. All waste removed from the site will be fully compliant with Duty of Care legal obligations and will be logged on our online database, MiProject.

Waste skips will be provided within the contractor's site area. All trade contractors will be required to transport and deposit their rubbish within this provision. It is also important that no waste is blown into neighbouring properties / roads, so therefore covering nets will be utilised to any open skips during periods of high winds. Tarpaulins will be used to protect plasterboard waste from rain etc.

The working site is to be always kept clean and in good order. Surplus materials and rubbish will not be allowed to accumulate on the site or spill over into the surroundings.

Packaging, whilst used where necessary, will also be kept to a minimum.

2.8.1. Asbestos

Specialist surveys have been carried out during the pre-construction phase which has identified existing Asbestos materials in the cement roof sheets. These are low risk materials that will be removed from the site as part of the demolition works. Appendix – F TLVD-FCC-XX-XX-RP-O-0001

Throughout the demolition works Willmott Dixon will comply with the Control of Asbestos at Work Regulations and only our licensed specialist Asbestos removal contractor will carry out any removal and disposal.

2.9. Noise Control

Regulatory Overview

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

Section 72 of the Control of Pollution Act 1974 requires that 'Best Practicable Means' (BPM) is employed at all times when controlling noise and vibration on construction sites. This means that the measures must be taken to control environmental

impacts and the recommendations and good practice that is outlined in British Standard 52281&2:2009+2014 Code of practice for noise and vibration control on construction and open sites shall be followed. It is the responsibility of Willmott Dixon Construction that all activities adhere to current codes of practice and environmental law.

Willmott Dixon will regularly monitor air quality, dust and noise and follow the Mayor of London's "The control of dust and emissions from construction and demolition" and the BRE Pollution Control Guides "Controlling particles and noise pollution from construction sites".

WDC's early involvement in the design process has served to inform the build methodology/sequencing with a view towards keeping any disruptive site activities to a minimum.

The site will be opened for personnel at 07:30 however all noisy construction works will only be carried out within the permitted hours of Monday – Friday 08:00 – 18:00 and (on rare occasions) Saturdays 08:00 – 13:00.

General

Noise assessments will be carried out as per Control of Noise at Work Regulations 2005.

There will be careful selection of the plant to be used to reduce noise.

On site noise assessments will be carried out and recorded.

All supply chain partners will provide full risk assessments and method statements.

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

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

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

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

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

All WDC staff have access to noise meters, and trigger, exposure and control limits will be strictly monitored and adhered to.

Any necessary localised noisy operations will be positioned to minimise disruption and screening utilised as appropriate to control noise at source.

Should a need ever arise to work past the specified site operating hours due to unforeseen circumstances, Willmott Dixon will inform the council immediately and

the surrounding community by form of a letter drop.

2.10. Air Quality & Dust Management

Dust is an unwanted waste product of our construction activities and is treated as such within Project Environmental Plan.

The Institute of Air Quality Management (IAQM) has produced guidance on assessing the risks of dust arising from site activities and this guidance and risk assessment methodology will be followed by Willmott Dixon.

Willmott Dixon will also follow the guidance as stipulated in the London Council's Best Practice Guidance, which provides detailed methods to mitigate emissions of dust and other pollutants and follows a risk assessment approach as to the level of monitoring and mitigation required.

Willmott Dixon will comply with all regulations introduced under The Clean Air act 1993.

All activities that create dust will be strictly controlled and risk assessed whilst considering the following:

Site Planning

- No bonfires / burning of any materials on site.
- Plan site layout – machinery and dust causing activities away from sensitive receptors.
- All site personnel are to be fully trained.
- Hard surface haul routes where practical.

Construction Traffic

- All vehicles to switch off engines.
- Ensure vehicles and plant comply with CLOCS or NRMM standards (see further details in sections 2.12 and 6.)
- Effective cleaning and wheel washing on leaving site.
- All loads entering the site are to be covered.
- No runoff of site water or mud.
- All plant on site to be regularly maintained with appropriate filters in place.
- Regulate movement of construction traffic onsite with vehicle speed limits
- Ensure that onsite haul routes are effectively maintained and kept clean.

Site Activities

- Minimise or remove dust generating activities where possible.
- Dust suppression via water jetting.
- Suitable extraction attached to tools feeding to sealed containers.

2.11. Urban Ecology

Willmott Dixon will comply with the provisions of the current Wildlife and Countryside Act; and according to the specific requirements of any planning permission and related conditions.

There are currently no TPO's in place. Further information can be found regarding the classification of the various trees on the site be referring to the Arboriculture assessment 1329.bjh.Nov23 - Appendix - E

2.12. NRMM (Non-Road Mobile Machinery)

All non-road mobile machinery (NRMM) will be registered and managed in line with the requirements of the London "Low Emission Zone", with anticipated details of on-site plant/machinery submitted to and approved by the Local Planning Authority. All NRRM and plant will be registered online as detailed within the current guidance set-out by the Mayor of London.

Records will be kept on site and all machinery will be regularly serviced and service logs kept on site for inspection. Data will also be kept on engine types / proof of emission limits for all equipment. This documentation should be made available to any auditing NRMM officers as required.

2.13. Demolition

All works will be undertaken in accordance with the public protection measures as required in British Standard BS 6187:2011: Code of Practice for Demolition.

Haulage / deliveries

We recognise that there is a necessity to manage the volume of traffic arriving to and leaving the site in such a way as to reduce the impact of this traffic on the local infrastructure and the community. As such the following shall apply:

- No deliveries to site shall be permitted prior to 08:00
- All deliveries shall be pre-booked and allocated set arrival times.
- Delivery instructions shall be sent to all suppliers and contractors.
- The engines of contractors' vehicles shall not be kept idling – to minimise noise and air pollution.

All vehicle routes will utilise the existing access roads and hardstanding surfaces of the site - and demolition operatives shall always adhere to the traffic management plan.

The demolition area will become a designated exclusion zone and physical segregation of vehicles and pedestrians will be achieved by a mix of solid timber hoarding and full height Heras type fencing with gates and / or pedestrian barriers as appropriate.

Access into restricted areas will be controlled by the site supervisor whose contact details will be prominently displayed, to enable access to be arranged.

Vehicles are not permitted to reverse onto the site without guidance from a competent Banksman. A traffic marshal along with suitably qualified banksman shall be always present, to coordinate the access and egress of vehicles.

Plant

- All plant to be used on site should have a valid Certificate of Thorough Examination.
- Daily pre-use inspections shall be undertaken and recorded by plant operators ensuring that any defects are reported immediately.
- Flashing amber warning beacons shall be switched on whenever plant is in use
- Plant/vehicles must only be used on suitable ground, in adequate lighting conditions.
- Where required, provision shall be made for suitable and sufficient task lighting.
- All plant/vehicles will have additional mirrors where necessary to ensure that operators have 360° visibility from the driver's seat.
- When not in use, plant/vehicles must be secured, and keys removed to prevent unauthorised access and use.
- All plant shall be inspected weekly by a competent person as required under both LOLER 1998 and PUWER 1998 with the inspection being recorded on the site plant register.

Demolition environmental control

Consideration for the protection of the environment is paramount. Start and finish times will be regulated to take into consideration the residents of neighbouring properties and to comply with any local authority implied restrictions. Noise from plant/machinery will, so far as is reasonably practicable, be kept to the lowest level possible. To restrict the production of dust arising from demolition, contractors will use means such as water mist spraying and hoses to suppress dust within the area during demolition and to stockpiles of materials.

Storage of fuel

The storage unit provided will be double bunded and have a trigger nozzle fitted to minimise the potential for spillages, there will be a suitable spill kit located within the storage area and a drip tray/plant nappy will be utilised whilst refuelling is undertaken. In the event of a spillage our demolition contractor will take immediate action to contain the spill by employing their emergency spill control procedure specified in their Risk Assessment and Method Statement.

Our site supervisor will carry out a weekly check of the environmental issues on the site via our environmental site weekly audit / inspection report.

3. CONSTRUCTION METHODOLOGY

A full condition survey of neighbouring buildings and surrounding infrastructure will be completed prior to any construction works being undertaken and any damage caused as a direct result of the construction process will be repaired as required.

An indicative programme of works included as Appendix - A.

3.1. Initial Site Set Up

Initial construction activities will commence with the erection of site safety hoarding / fencing including gated access points and segregated walkways. The establishment of the site compound and offices will be instated as shown in Appendix B.

3.2. Enabling works and demolition Phase (Weeks 1-12)

Upon completion of the site setup demolition works will be carried out initially involving the removal of general rubbish, existing plant and machinery, fixtures and fittings, internal mechanical and electrical services, internal blockwork walls, internal finishes, internal steelwork, external vegetation, fuel storage, cabins & storage containers.

Finally, the demolition works will progress onto the removal of the Asbestos roofing sheets and external wall cladding.

3.3. Construction Phase (Weeks 13-46)

Generally, the construction period will follow the below sequence of works:

- Refurbishment and coating of existing steel frame
- New roofing installation (Aided using a mobile tower crane)
- New vertical cladding installation
- Roller shutter doors
- Window & Door installation
- PV Panel installation
- Internal office space mezzanine steelwork
- Internal M&E services installation
- Internal office space fit out.
- Internal workshop fit out.
- External drainage modifications
- External EV charging points
- Section 278 works for instatement of new crossovers
- New fuel storage tank
- External surface repairs
- New fencing lines
- De-mobilise from site and removal of WDC welfare & site setup.

4. CONSTRUCTION LEGISLATION

Willmott Dixon will be working on this project under the below Environmental regulations and legislation.

- The Control of Pollution Act
- The Environmental Protection Act
- The Highways Act
- The Road Traffic Act
- The Control of Asbestos Regulations 2006
- Asbestos Essentials Task document
- HSG 189/2 Working with Asbestos

- The Hazardous Waste Regulations 2005
- The Waste Electrical / Electronic Equipment Regulations
- The Control of Pollution (Oil Storage) Regulations 2001
- The Provision and Use of work Equipment Regulations 1999
- The Control of Noise at Work Regulation

5. CONSIDERATE CONSTRUCTORS SCHEME (CCS)

The project will be registered with the Considerate Constructors Scheme, which is the Industry Leading Benchmark of professional construction standards. Willmott Dixon Construction prides itself on regular high scoring in scheme audits and achieving award winning status across many sites.

Willmott Dixon will always seek to work with our neighbours, and the wider community to ensure that our site operations cause the very least amount of impact and disturbance during the build phase.

Willmott Dixon also seek to work in the wider community during our projects to use the project to benefit worthy causes, and as a springboard for recruitment and education in the immediate locality.

We do not condone using foul language on site and smoking within the construction area is not permitted - only in designated smoking shelters. We expect all Personal Protective Equipment (PPE) to be left at the site offices and not worn away from the site.

Our Supply Chain Partners are long established and share the same values as all Willmott Dixon staff.

6. FORS/CLOCS

Willmott Dixon will be mandating the CLOCS Standard across all our construction operations and compliance throughout our Supply Chain. This standard is applicable to all vehicles over 3.5 tonnes gross vehicle weight. Complying with the CLOCS Standard and adopting an 'All Safe on the Move' culture will enable a fair and consistent approach to managing safety beyond the site gate and boundary.

The CLOCS Standard compliance can be met by demonstrating Fleet Operators Recognition Scheme (FORS) Silver Accreditation or above.

In line with our commitment to both CLOCS and FORS, we require that all of our supply chain now achieve the following:

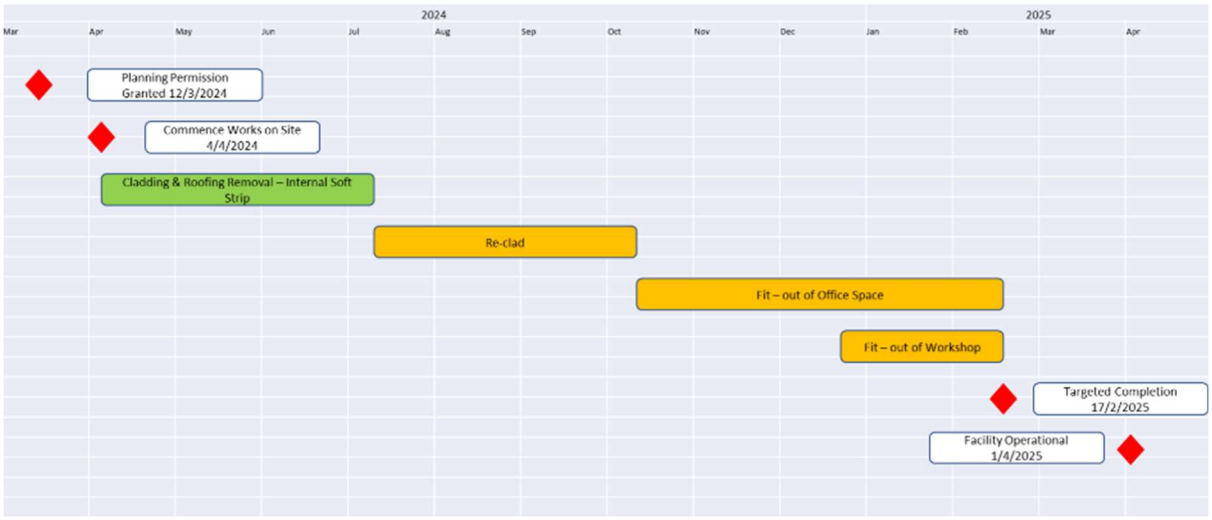
1. FORS Silver Accreditation for vehicles (over 3.5T)
2. FORS Silver accreditation to be gained for all UK operating centres

7. LOCAL COMMUNITY

Communication will be ongoing during the works, with neighbours being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters and meetings and will be delivered via the London Borough of Sutton. A public drop-in session has been carried out jointly with WDC and the London Borough Sutton.

Contact details for key members of the site team will be displayed on the hoarding and any members of the public welcomed to make contact should they have any concerns.

Appendix A – Draft Programme



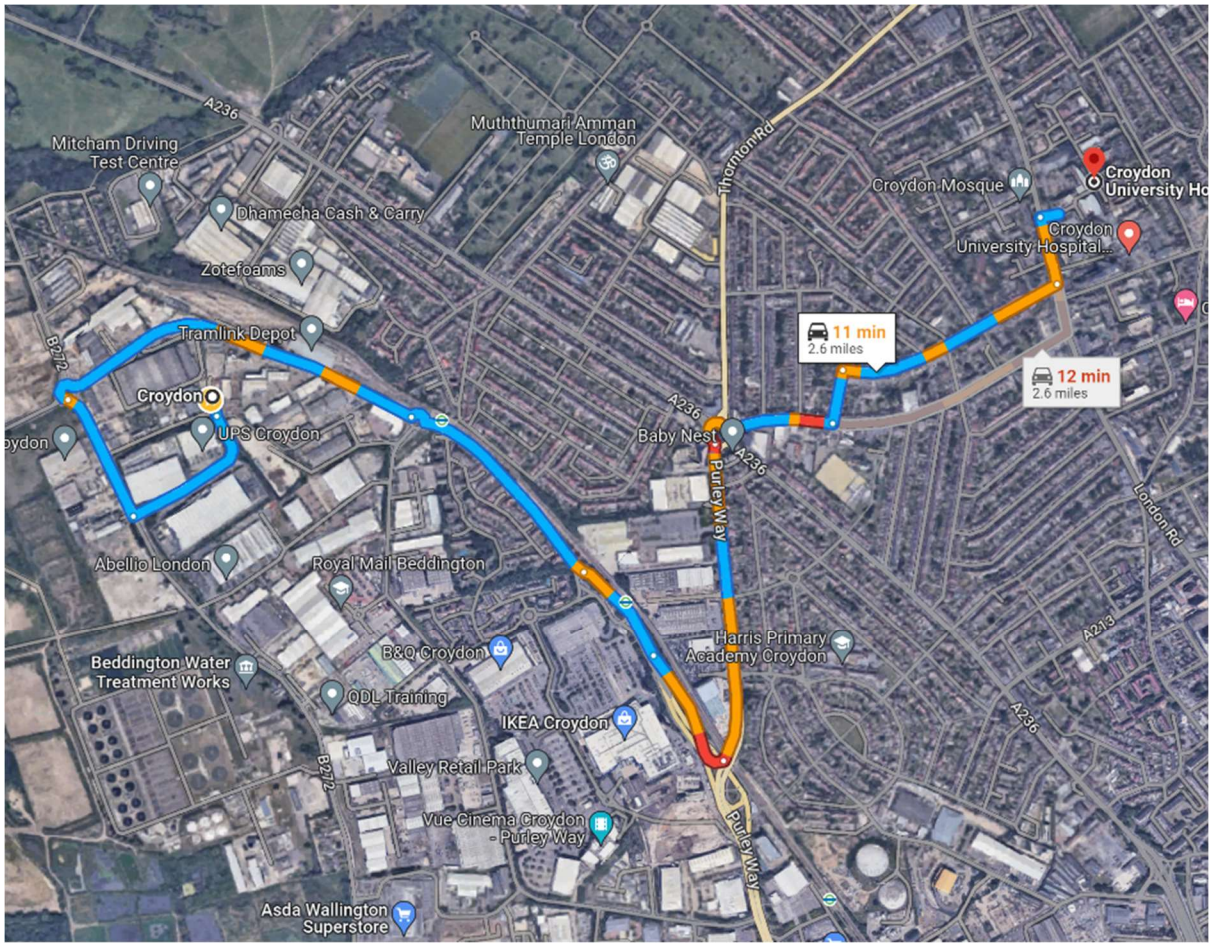
Appendix B – Logistics Plan (Indicative to be developed up to construction)

Appendix C – Emergency Hospital route

The nearest Accident & Emergency Hospital is located at.

Croydon University Hospital. Entrance on Mayday Road, Croydon, CR7 7HP

Tel: 0208 401 3015



The site management team will familiarise site personnel with directions to Croydon University Hospital during the site induction briefing. Copies of these directions will also be available at the first aid point on site.

Appendix D – Construction traffic routes

Appendix E - Arboriculture Survey "1329.bjh.Nov23"

Appendix F - Asbestos Survey "TLVD-FCC-XX-XX-RP-O-0001"