

Sparkle Street Demolition Works

Demolition Environmental Management Plan



16/06/2023

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16/06/2023

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1. Review & Amendments

The Project Manager will be responsible for reviewing the construction stage safety and health plan on a quarterly basis and recording any changes made. (Record “no changes” if no amendments are made).

Review Date	Revision Number	Page Numbers	Comments/ Amendments	Name
16.06.23	0	All	Initial	AM
23.08.23	1	All	Initial	AM

This Demolition Logistics Plan is to be read in conjunction with;

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1.0 INTRODUCTION

This Demolition Management Plan has been developed to demonstrate the logistical feasibility of the project. Its purpose is to provide foundation principles, for the method of demolition and the protection of neighbouring facilities. A demolition programme indicating anticipated works periods has been generated to run alongside this plan

Its main purpose is to ensure the project is undertaken in an environmentally responsible manner and to current industry best practice and standards. It also seeks to ensure works are carried out with minimal disturbance to neighbouring properties, highways and members of the public by setting out a methodology within which the demolition works will be carried out.

Where appropriate options have been identified and assessed in accordance with relevant selection criteria.

The key elements reviewed include:

- Site Security and Access Control
- Programme
- Pedestrian and Vehicular Traffic Management
- Materials Delivery Co-ordination
- Material Distribution
- Waste Management
- Good Neighbour Policies / Environmental Impacts

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2.0 PROJECT PLANNING

2.1 Environmental Management System

JRL Group's environmental policy has been developed in accordance with the nature, scale and environmental impacts of the company's activities. This policy provides a broad framework for setting environmental objectives and targets and delivering sustainable development and has the full support and commitment of the Board of Directors. Our environmental policy includes a commitment to continual improvement in the prevention of pollution and to compliance with the relevant environmental legislation, regulations and requirements. The Policy is updated annually and forms part of the EMS, which is certified to ISO 14001: 2015 standard.

It is the responsibility of the Project Manager to ensure effective implementation and understanding of the environmental management system. This should be undertaken with the support of environment manager, advisor, specialists and other suitably qualified personnel. It must also be made clear to all site personnel that each individual has a responsibility to ensure no environmental incidents occur.

The following outlines the processes and plans to be implemented on site to ensure all environmental aspects and impacts are identified and sufficient measures are put in place to reduce risks associated with the works.

2.2 Aspects & Impacts Register

In line with JRL Group Ltd. procedures, an Aspects and Impacts Register and Risk Assessment has been completed for the project in order to reduce the environmental impact of our site activities. This register also includes the control measures which will be put in place to minimise our environmental impacts. The Project Manager is responsible for ensuring that the control measures are fully implemented and monitored. The Risk Assessment is scored by analysing whether the aspects are regulated by legislation, are a contractual requirement and according to the likelihood and severity of the aspect occurring.

The Significant Environmental Aspects which have been identified for this project are:

- Dust
- Noise
- Vibration
- Vehicle movements

2.3 Working Hours

Site Working Hours will be 08:00-18:00 Monday to Friday and 08:00-1300 Saturdays. There will be no working on Sundays or bank holidays

We will also be using the 2hrs on 2hrs off for noisy works.

Noisy works will be carried out between

08:00-10:00, 12:00-14:00, and 16:00-18:00

Work outside these hours will be subject to advance notice given by JRL Demolition to Manchester City Council and agreement obtained as well as neighbouring occupants affected, furthermore the works are to ensure that they do not conflict with the Authority's laws, i.e. noise levels and labour laws restricting abnormal work hours. There are at the time of writing no intended plans to do so.

2.4 Scope of Works

Scope of Works	Programme Date
Progressive dismantling and demolition of the site Buildings	06.04.24
Ground Slab Removal	06.06.24
Site Demobilisation	06.07.24

2.5 Project team Roles and Responsibilities

All members of the Project team are responsible for the effective planning, implementation, management, monitoring and review of all environmental control measures identified in this plan.

It is the responsibility of the Project Manager to ensure that team members are aware of their environmental responsibilities and that they are suitably trained as necessary.

Role	Responsibilities
Project Manager	To write and maintain the CEMP. To complete the Environmental Aspects and Impacts Register. To inform subcontractors and suppliers of significant environmental impacts and control measures required to minimise them. To request, review and comment on the subcontractors' method statements. To manage and control all of the environmental documentation produced on this project
Environmental Manger	To carry out monthly SHE 8E site inspections To carry out formal environmental management system audits. To advise the project team on environmental queries To champion and promote environmental best practices on site.
Environmental Advisor	To collate monthly environmental data provided by the Environmental Champion To assist the site in preparation for Considerate Contractor Audits. To assist the site with maintaining a good relationship with local residents. To arrange events with local charities, schools etc. To champion environmental best practices and the Considerate Contractor Scheme on site
Environmental Champion	To sign the 'Environmental Compliance Letter'.

	To carry out weekly SHE 6E environmental inspections. To check waste transfer notes are compliant and collate in the site file. To check timber delivery notes are compliant and collate in the site file. To collate material delivery notes in the site file. To provide water and electricity meter readings and photos of meters to the Environmental Coordinator. To provide fuel consumption figures to the Environmental Coordinator. To provide the NRMM details for all plant on site to the Environmental Coordinator. To promote awareness of the RMP among the workforce. To enforce waste segregation on site (i.e. separate hazardous waste streams in separate Hazibags). To conduct a monthly environmental toolbox talk to raise environmental awareness amongst the workforce. To conduct on-site training with the workforce (e.g. spill kit training) when advised by the Environmental Team.
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3.0 Demolition Works

3.1 Pre – Start

Visual surveys will inform the method and confirm the nature of the structure and the Temporary Works required. Alongside the surveys record and archive drawings will assist and develop the method and confirm the assumptions made. Such results will be made available to the project team.

During this period applications for licenses and agreements are made while designs are informed for Temporary Works and the protection of the retained services.

3.2 Site Establishment and Facilities

On receipt of the Instruction to Proceed, the primary objective will be the establishment of office and welfare facilities. Our proposal in this respect is during the early stages of the works, to set up an Oasis Unit within the site boundary. The facilities will comprise drying room, canteen, office and toilets.

The facilities will comply in all respects with current HSE guidelines including the provision of mains water and electrical services and have a dedicated PPE free safe access to them at all times. There will be no parking on site. Operatives will be encouraged to use public transport to access the site.

The facilities will have dedicated cleaning staff to ensure they are maintained to the highest standard.

3.3 Fire Safety

JRL Group will produce a fire plan which will be displayed on site notice boards and included in the site induction. Any Fire Safety duties performed by personnel will be undertaken in accordance with the Fire Plan.

Fire marshalling duties will be undertaken by appropriately trained and certified operatives.

Additionally, JRL Group will carry out regular reviews / updates of the Fire Plan to ensure it remains current.

JRL Group will provide fire points, which will be strategically located throughout the work areas. Fire points will include, as a minimum, fire point stand, fire extinguishers (1No Co₂ and 1No water), sand bucket, rotary hand bell and back panel for fixing appropriate signage (evacuation route, emergency procedures, etc.).

Appropriate signage will be positioned around the demolition area to effectively communicate the plan to the operatives. Emergency escape routes and exits will also be prominently signed.

In addition, the existing fire escape routes will be kept clear and maintained at all times. These will be indicated on the fire plan and briefed to all operatives during the induction.



3.4 Emergency Contact Details

Name	Contact Details
Operation Director	Andy Moore 07825 563093
Contracts Manager	Mick King 07557 369296
Project Manager	Graham Beekmeyer 07714164215
Emergency Services	999/112 Local Hospital: Manchester Royal Infirmary 0160 276 1234
Environment Agency	0370 850 6506
BREEAM Assessor	Alice Dear 07776071560
Head of Sustainability	Andrew Berry 07825 561 657

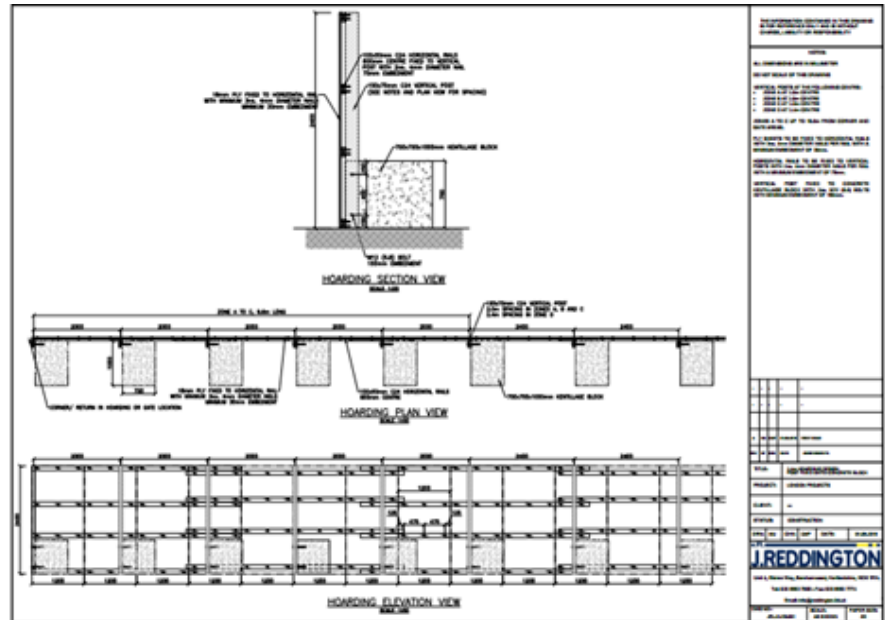
3.5 Demolition Works

3.5.1 Temporary Heras Fencing Layout

As part of the site set up works a heras fence will be installed on water filled barriers to secure the site and prevent access whilst the hoarding is erected

3.5.2 Hoarding erection

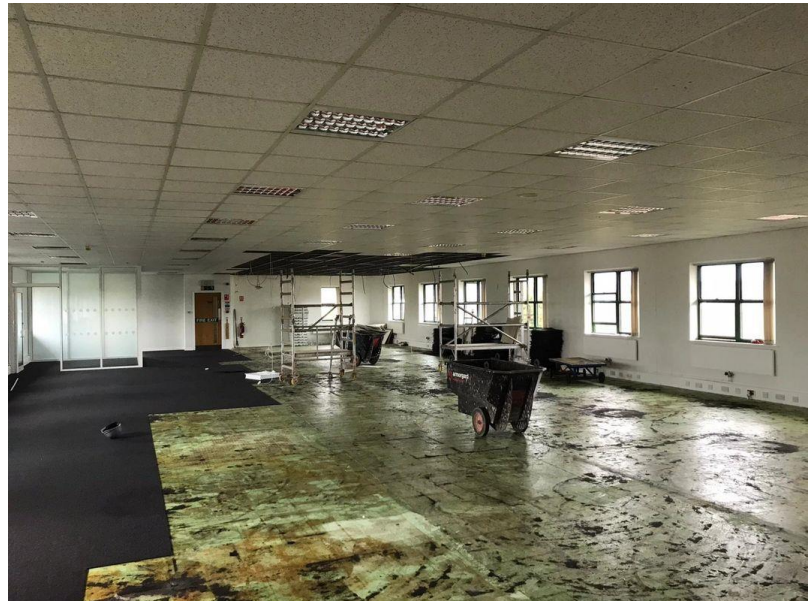
A 2.4m high timber hoarding will be erected on precast concrete blocks along the agreed boundary line with the retained building. The hoarding will be erected, painted and completed prior to moving removing the heras fencing on water filled blocks.



3.5.3 Soft Strip

Initially a small element of pre-strip will be required to facilitate any asbestos removal. Once complete and the asbestos materials have been removed releasing critical zones or complete floors the soft strip removal will progress. Soft strip will comprise the removal of carpets, ceilings, fixtures, fittings, tenant's rubbish, non-load bearing partitions and mechanical and electrical installation.

The soft strip will be carried out in two phases by operatives skilled in works of this type. Phase One will comprise all combustible materials and be completely removed prior to the commencement of Phase Two. Phase Two will be predominantly the mechanical and electrical installation, which will involve the use of 'hot works'. Phase Two will be carried out under a strict 'Hot Works Permit Regime'.



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

- Joinery, doors, architraves, skirtings, etc. will have nails, screws and ironmongery removed and sent to the Particle Board Industry.
- Glass, where suitable, will be sent for Cullet Merchants.
- Plasterboard will be sent for recycling by British Gypsum.
- Ferrous and non-ferrous materials will be sent to scrap metal merchants for recycling.

Material will be deposited vertically through the building utilizing the existing lifts and well holes down to ground floor. Material from ground and basement will be loaded via the existing access points at ground floor along the front elevation at an early stage to avoid clashes with the facade retention construction

All waste is further segregated and sorted off site prior to recycling in order to achieve the minimum amount of material sent to landfill. We are currently achieving 97% or better.

3.5.4 Asbestos Removal

A full Pre-Demolition and Refurbishment survey will be completed for site. We expect that this will locate mainly AIB paneling and Asbestos cement sheeting

The existing buildings that require soft stripping pre-demolition may contain previously unidentified asbestos containing materials.

A detailed 'Working Method Statement' and HSE ASB5 Notice will be issued for licensable asbestos materials.

Removal of any asbestos containing materials (ACM's) will be done in accordance with the pre-demolition / refurbishment reports in accordance with Control of Asbestos Regulations 2012 and prior to the demolition work commencing.

Any asbestos identified will be double bagged. All bagged ACM will be placed in to a fully lined skip with 1000-gauge polythene and once full the polythene will also cover the top. The work area will be cordoned off with appropriate signage posted and only operative with the correct additional PPE will be permitted to enter i.e.: disposable overalls and half masks with P3 filters. A decontamination unit will be plumbed in to the site welfare area and a safe transit route established from the work area to the DCU.

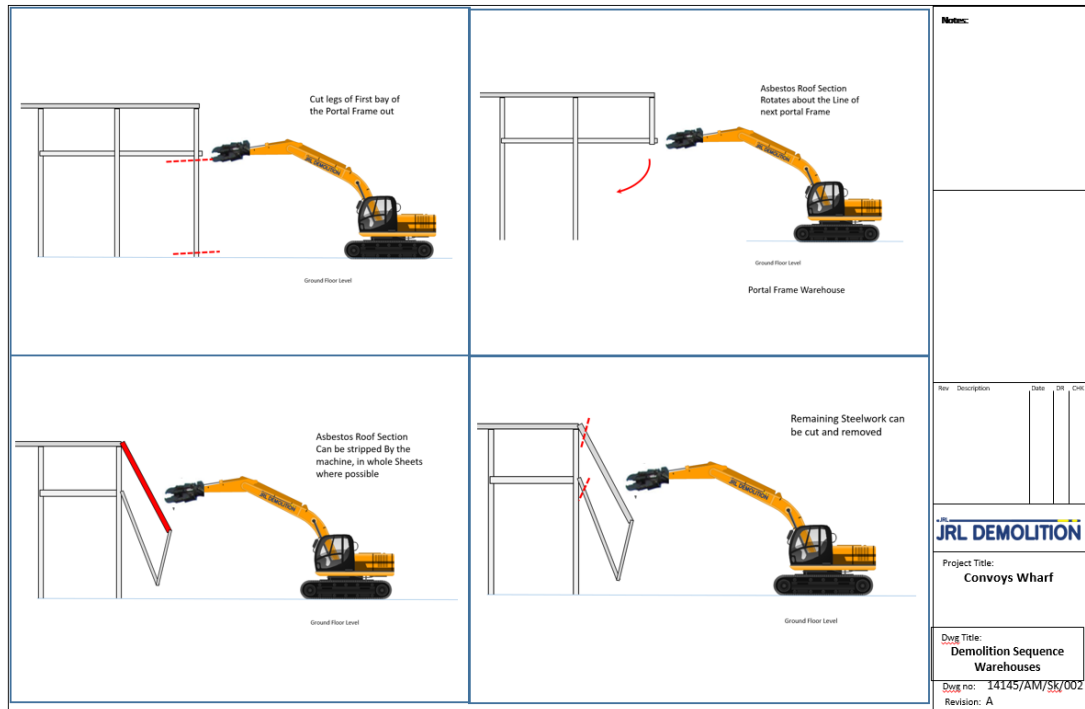
All asbestos work will have full time supervision and JRL's Asbestos Manager will make regular visits and inspections. All employees are asbestos awareness trained and all asbestos will be identified on site following the completion of the pre-demolition survey with asbestos stickers and/or spray paint as appropriate ensuring all operatives are aware of the potential hazard.



3.5.5 Demolition Works

The buildings once stripped of accessible asbestos will be demolished using a demolition excavator. The walls and infill. The demolition works will be carried out using a 30t demolition excavator with various attachments. The main demolition excavator will cut down the buildings and place the material behind it where a 20t demolition excavator will process the materials for recycling and removal. Panels will be removed to expose the frame of the structure and internal columns will be folded into the structure to ensure that the demolition is carried out within the footprint of the building. Once the internal area is clear the infill walls will be pulled into the centre of the structure and

cleared away. This will leave the frame to be removed. The legs of the frame will be cut allowing the roof to “sit down” so the asbestos roof can be stripped off using the attachments to the excavator. The debris caused by this operation will be cleared from the slab and sent away in the relevant waste streams.



3.5.6 Crushing and Processing

Demolition arisings from the site will first be processed using 360 excavators with muncher attachments. Re bar collected from this process will be bundled into bails and loaded into 40 yard steel bins, processed concrete will then be moved to a designated crushing area on site. The crusher will be established in the area and connected to a mains water supply to run the integral dust suppression system. This can be supplemented by other dust suppression if required. Dust and noise will be minimised by good practice, such as minimising the distance that material drops and rewetting of the stockpile to be crushed

3.5.7 Load Away Arisings & Processing

We will have a water supply at hand for dust suppression to ensure that dust impact on the environment is reduced to a minimum.

Material will be loaded away as work proceeds in order to maintain a clean and unobstructed work environment. A road sweeper will be on call at all times to ensure the public highway is kept clean. In addition vehicles will have the wheels washed as they exit the site.

All soft strip material and other hazardous materials will be removed off site in a timely fashion to minimise the risk of fire and contamination.

3.5.8 Waste

The project team will be committed to maintaining the highest environmental standards and demand the same standards throughout the supply chain. In conjunction with the logistics provider, regular audits will be conducted or preferred waste carriers, transfer stations and landfill sites. These audits are intended to confirm compliance with legislation and to ensure every effort is being made to maximise the recycling of waste generated from site. Best practice dictates that waste segregation should be undertaken at source. This does not simply mean 'on site' but actually at the point of waste generation at the workplace. Segregation at source is the only methodology that does not require a secondary process to sort collected mixed waste.

Mixed waste collected from site will be segregated side at a local waste transfer station where all materials will be processed through a MRF (Material Recycling Facility). Materials will be handpicked and into various categories ready for onward transportation to recycling depots. Materials that are deemed to be recyclable will then be sent through a trommel to be pulverised and used for fines, any materials remaining from the process will be sent to landfill. It is estimated that at least 96% of non-

hazardous construction waste generated on the project is recyclable. The project team will agree a target benchmark for waste reclamation (i.e. waste diverted from landfill). This target will be published in the Site Waste Management Plan. On a regular basis, or on demand as quantities dictate, our roll on/off vehicles will attend site to remove all collected rubbish. The waste is transported from site and deposited at a licensed transfer station where it will be segregated for onward transportation to various recycling houses. Residual waste is sent to landfill. Waste segregated on site will be collected by other registered carriers and transported either to a licensed transfer station for bulking or directly for recycling / reuse.

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3.5.9 Site Waste Management Plan

A project waste champion will be appointed to ensure procedures are kept relevant and up to date and also to ensure waste materials leaving site are recorded for project benchmarking purposes. The client shall appoint a waste 'champion' to be responsible for the development of the Site Waste Management Plan and subsequent implementation and compliance. This may be the principal contractor but an alternative appointment may be made to ensure design and pre-construction activities are incorporated.

3.5.10 Post Demolition.

On Completion of the demolition the site will be made safe for the works which follow on the removal of the Ground and Basement slabs. All pits and voids will be filled with suitable material and all slab edges ramped down to avoid trip hazards. Where edges cannot be safely ramped fencing will be secured to the slab around the hazard. All treatment of Hazards will be noted in the H&S File.

3.5.11 Load Away Arisings & Processing

We will have a water supply at hand for dust suppression to ensure that dust impact on the environment is reduced to a minimum. Material will be loaded away as work proceeds in order to maintain a clean and unobstructed work environment. A road sweeper will be on call at all times to ensure the public highway is kept clean. In addition vehicles will have the wheels washed as they exit the site. All soft strip material and other hazardous materials will be removed off site in a timely fashion to minimise the risk of fire and contamination.

3.6 Water Management

Gullies that are within the demolition zone will be sealed to prevent the ingress of debris to the sewer system. This will be by use of a gully guard or similar system. Where gullies are outwith the demolition debris zone they will be cleaned about and filled with sandbags to prevent debris from being able to access the drainage system. The gullies will continue to drain water through the sandbags to maintain surface water drainage and prevent a build-up of surface water that can run off. At the end of the demolition the sand bags will be removed from the gullies and the gullies re-cleaned out as required.



3.7 Health & Safety

Health & safety is an integral part of the planning process for each project. Implementation of comprehensive Health & Safety System and Procedures ensures every facet of the construction process is planned, managed and monitored. This also ensures compliance with statutory obligations.

Designers and contractors engaged on the project will be competent and adequately resourced. This will be achieved by:

- Completion of prequalification health & safety questionnaire
- Interviews to ascertain compliance with their legal duties
- Review of existing health & safety policies and procedures
- Review of their health & safety performance and site visits

As Principal Contractor we will produce the Construction Phase Plan based on the current information and the pre-tender plan. The plan will set out the arrangements for managing and monitoring the project. Contractors engaged to carry out works on the project will be issued with this Health & Safety Plan so that they can integrate this management philosophy into their health & safety plans. The project team will implement the plan assisted by specialist health & safety advisors.

All persons will be encouraged to express their views and concerns about health & safety. This is achieved by the formulation of various routes. These include:

- Project Health & Safety committees
- Safety representatives from each contractor
- Toolbox talks including a feedback process
- Discussion and briefing on method statements and risk assessments

An 'open door' policy will be employed whereby any individuals can discuss health & safety issues with any member of the project team. Site notice boards, toolbox talks and posters are used to convey relevant information to persons on the project.

3.8 Party Walls

There are party walls to the buildings to be demolished

4.0 SITE SECURITY & ACCESS CONTROL

4.1 Introduction

All security operations shall be developed and implemented in accordance with the latest British Standards applicable to the security industry i.e. BS 7858:2006 and BS 7499:2007 and full compliance with the Private Security Industry Act 2001.

4.2 General

The general security of the site falls into three main categories:

- a) Maintaining a secure perimeter
- b) Preventing unauthorised access
- c) Deterring acts of theft and vandalism

This protection is provided by a combination of physical and manned security.

4.3 Physical Security

Physical security of the site will be afforded by the erection of perimeter hoarding and fencing erected in accordance with BS6187 Code of Practice for Demolition

Hoardings will incorporate a number of lockable gates to effect access and egress for both pedestrians and vehicles. Proposed barriers are identified on the logistics plan. Further measures including alarms to scaffolding (when installed at the perimeter of the site) and floodlighting to security sensitive areas during the hours of darkness will also be considered. To maintain the security of the works, the working area will be enclosed a 2.4m minimum height hoarding constructed with suitable concrete foundations and sub framing fully designed to temporary works code of practice 2008 BS5975 to withstand wind or minor impact load. The hoardings will be clad with marine quality plywood which will be decorated using good quality paint products with lighting and clear signage for pedestrian routes installed to the hoarding. Regular inspections of the security hoarding will be carried out at the start of every shift, to ensure that their condition has not deteriorated and will also be inspected weekly to ensure that they are secure and fit for purpose.

During working hours, access gates to the site will be kept closed, except in emergency. The Site access / egress points will operate a security system, and access to the Site will only be granted after a Site induction has been



undertaken. Site entrances and exits will be clearly marked with fixed warning signs at the entrance / exit and around work perimeters which will detail the potential hazards of the area. Segregated access for pedestrian and vehicle entrances will be provided.

5.0 PEDESTRIAN ACCESS

5.1 Maintaining Site Security

In order to maintain site security it is important to provide the minimum practicable number of pedestrian access/egress points. In this instance a single access point into the project is proposed. Access into the site will be managed to ensure only authorised personnel gain access. The primary control point will be located at the designated pedestrian access. This control point shall be permanently manned to process visitors and non-inducted personnel.



5.2 Security Access Control

All personnel and visitors arriving on site should immediately report to the project security reception within the project accommodation. All personnel entering the site will be required to log in and out of the site this point, this attendance information being essential should there be an emergency site evacuation.

5.3 Site Layout

Pedestrian access / egress points and primary circulation routes are depicted on the site logistics plan. Vehicles making deliveries to the site or demolition material will travel via the designated routes.

Operatives will attire themselves with appropriate PPE within the site welfare before proceeding onto site. When passing between the welfare compound and the working site all personnel will be required to pass through a security control point. Within site, pedestrian routes will be delineated, segregated from vehicular construction traffic. These shall be classified as site walkways and the wearing of PPE in these areas shall be mandatory.

5.4 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 regard to locations and width of lanes.

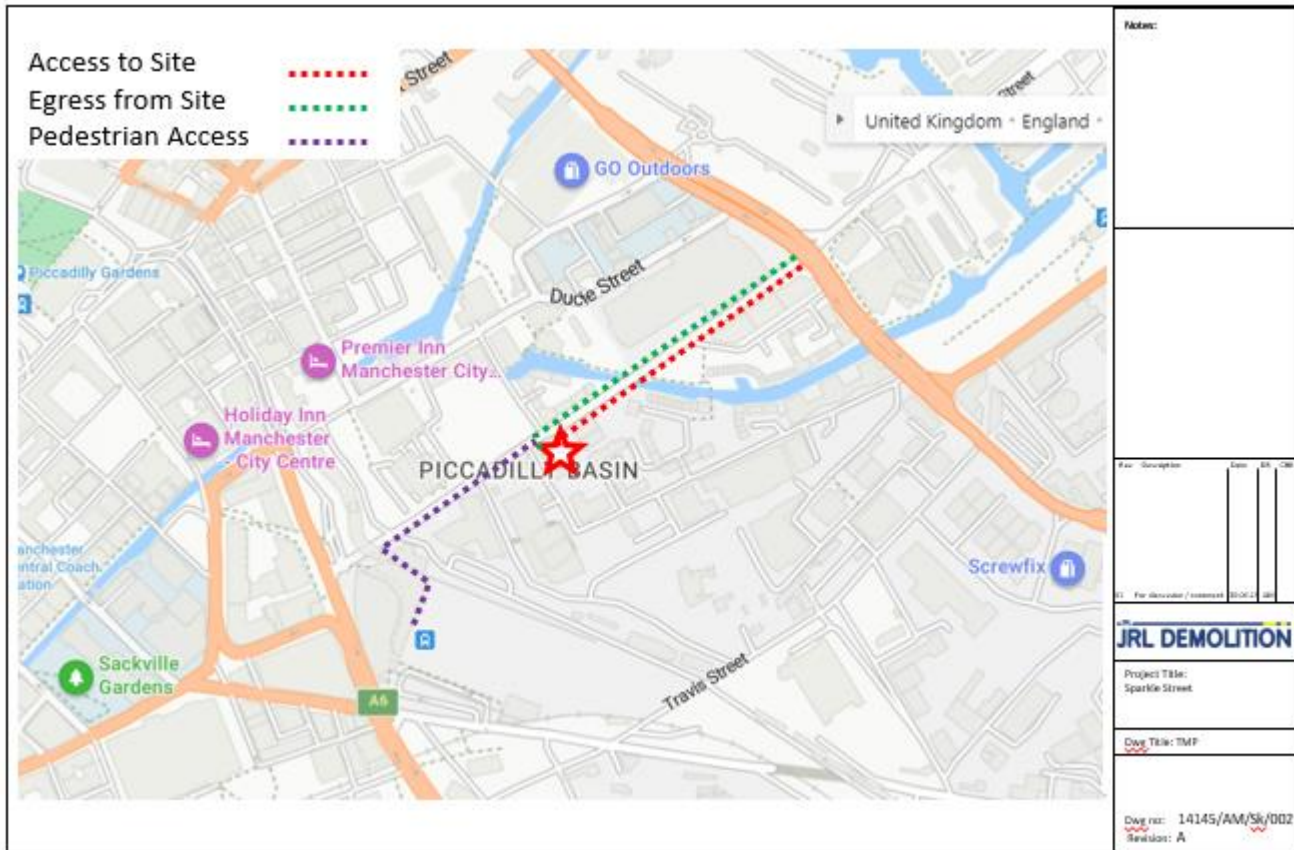
Traffic routes will not be approved unless:

Vehicles can use the traffic route without causing danger to themselves or other road user.

Pedestrian access or egress is sufficiently separated from vehicle routes as will enable the pedestrian to see any approaching vehicle or plant.

There is sufficient separation between vehicles and pedestrians, or where this is not reasonably practicable or in an emergency there are other means for the protection of pedestrians;

There are effective means of warning of the approach of any vehicle.



Site Access Routes for all Vehicles

5.5 Construction Worker's Travel Plan

A robust, realistic and achievable travel plan is considered crucial in encouraging sustainable travel choices by those visiting the site. The aims of the Construction Worker's Travel Plan are to consider the safety and travel patterns of other road users and pedestrians and ensure the environmental and highway capacity impact is minimised. Reducing single occupancy private vehicle trip will support the mitigation of potential impact on the temporary increase in the number of traffic movements on the local road network during construction.

It is expected at peak, there will be 15 workers on site who in large will be travelling during the peak hours of 6:30 to 8:30 and 17:00 to 19:00 Monday to Friday. JRL are committed to encourage our employees to utilise active travel methods and to not travel via private car to work. There is no parking available on site or in the nearby roads (adjoining the site) for any construction traffic related to the site.

6.0 VEHICULAR ACCESS

6.1 Introduction

When considering vehicular access the four primary issues to consider are:

- Maintaining site security
- Segregation of pedestrian and vehicular traffic
- Manoeuvring of vehicles

d) Delivery co-ordination

6.2 Maintaining Site Security

In order to maintain site security it is important that vehicle areas provide access to vehicular traffic only. Pedestrian access should be prohibited at these points. Vehicle access gates should be kept closed, opened only to receive or disperse vehicles. Vehicle access will be manned during site operational hours.

6.3 Vehicular / Pedestrian Segregation

Vehicles and pedestrians should, wherever practicable, not share access / egress or circulation routes and vehicles shall enter/exit the site at a separate location to pedestrians. Protected pedestrian routes will be established within the site to ensure segregation from vehicles.

6.4 Delivery Co-ordination

Site access / egress for all materials and waste will require tight control, and daily Liaison with neighbouring businesses. Early Doors deliveries will be utilised for large deliveries. All delivery vehicles will drive into site with the assistance of the traffic marshal to the designated loading/unloading area. Traffic Marshalls will halt pedestrians and cyclists if necessary while vehicles are entering and leaving the site. Once the vehicle is unloaded or loaded, the vehicle will leave site under the Traffic Marshall's guidance.

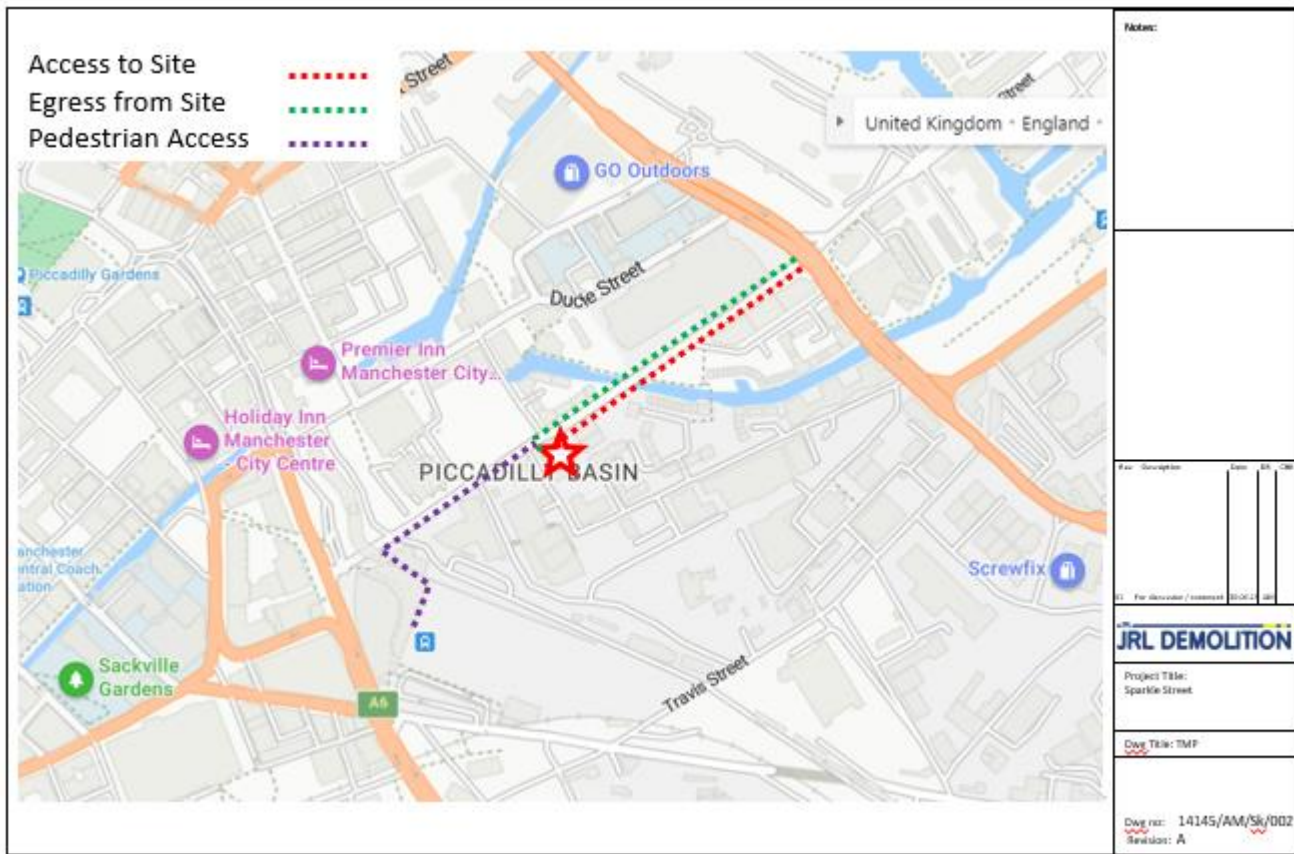
The development of a scheduling system will provide an efficient and effective means of controlling all deliveries. The implementation of pre-agreed delivery schedules and programmes will ensure that all deliveries arrive at the right time with materials being efficiently despatched to the correct offloading and storage zone. Daily delivery schedules should be provided at all gate posts/offloading points. Regular delivery meetings between all trade contractors should be implemented to ensure that the delivery schedules are pre-agreed with all. All suppliers will be required to service the site utilizing FORS members.

6.5 Manoeuvring of Vehicles

In order to promote safe manoeuvring in and around the site it is recommended that reversing of vehicles is excluded wherever possible. This is most commonly achieved by the implementation of one way systems and / or drive through delivery zones. Where reversing of vehicles is unavoidable, such manoeuvres should be kept to a minimum and due consideration given to, amongst others, the space required to complete such manoeuvres, the exclusion of personnel from this area and the supervision, direction and control afforded to the manoeuvre

6.6 Vehicle Arrival and Dispersal

There is one access onto the site down Store Street. Vehicles will approach from the south along Store Street and following this round to the site. Directed by prominent signage and controlled by attendant banksmen, vehicles shall enter and exit the site in accordance with the current traffic management plan. Deliveries will be booked in 24hr in advance with Security.



Access Routes to Sparkle Street Site

Vehicles exiting the site will exit back onto Store Street for dispersal back onto the road network.

6.6.1 Site Entrance



The site is such that there will be one main entrance on Store Street. The pedestrian entrance is as close as possible to the welfare facilities to allow a safe access to these facilities for the operatives to change and ensure they have the correct Personal Protective Equipment on prior to entering the site itself.

At the site entrances any visitors will be ushered through a safe segregated walkway to the site offices to meet with the site management for a site induction.

The gates will be controlled all the time via the Gatemen/Traffic Marshals. When the Gate is not in attendance then the gates shall be closed.

6.7 Vehicle Access & Egress

Vehicles

Any vehicle being used for construction work will:

- Be driven in a manner that is safe.
- Be loaded in a way that it can be driven, operated or towed safely.
- Have suitable steps taken to prevent unintended movement of the vehicle.
- Have the person in control of the vehicle the capability to give adequate warning to any person liable to be at risk from the movement of the vehicle.
- Be fully aware of weight restrictions and exclusion zones on the site.
- Be fully aware of the TM plan speed restrictions on approach to the site and speed restriction on site - 5mph.

To that end no person shall;

- Be allowed to ride on, or in a vehicle unless a proper place has been provided for that purpose.
- Be required or permitted to remain on any vehicle during the loading or unloading of any loose material, unless a safe place has been provided for that purpose.
- Where any vehicle is being used in the proximity of any excavation, edge of ramp or embankment, suitable and sufficient measures will be taken to prevent the vehicle overrunning the edge

Where any vehicle is being used in the proximity of any excavation, pile-bores, edge of ramp or embankment, suitable and sufficient measures will be taken to prevent the vehicle overrunning the edge or falling in the bore. All vehicles will comply with the rules of London's Ultra Low Emission Zone. Vehicles which don't meet the criteria will be charged. All JRL vehicles will comply with the following criteria:

- Diesel – Euro 6 (VI) standard or better (roughly end of 2015 onwards);
- Petrol - Euro 4 standard or better (roughly 2006 onwards);
- Gas – Euro 6 (VI) standard or better;
- Fully electric or hydrogen fuel cell – all are compliant and avoid CAZ charges;
- Hybrid electric – the diesel/petrol engine must meet the relevant criteria above.



Vehicles delivering to site should be a minimum of FORS Silver.

Anticipated traffic movements will vary throughout the programme period, as will the size and type of vehicle.

As a general rule the number and size of vehicles will be greater during the earlier phases of the project whilst our scope of the ground and structural works are underway. Traffic will decrease as the internal and finishes works are carried out.

6.8 Site Entrances

There is only one site access on the site. The gate off Store Street, the pedestrian access to the site is via a separate entrance gate also on Store Street. The pedestrian entrance will always be as close as possible to the welfare facilities to allow a safe access to these facilities for the operatives to change and ensure they have the correct Personal Protective Equipment on prior to entering the site itself.

There will be no waiting on the shared access road. Access and egress for construction vehicles may vary according to the particular stage of works but generally will follow the logistics plan Deliveries will be phased and controlled on a 'just in time' basis all being clearly marked to show their destination. This will minimise transport around the site and any associated noise.

Local waiting areas will be used to stack vehicles and call them in as appropriate. This will be particularly important for the Tippers first thing in the morning.

At the site entrances any visitors will be ushered through a safe segregated walkway to the site offices to meet with the site management for a site induction.

The gates will be controlled all the time via the Gatemen/Traffic Marshals. When the Gate is not in attendance then the gates shall be closed. Loading and unloading arrangement – Site deliveries/collection activities

All delivery vehicles will drive/reverse into site with the assistance of the traffic marshal to the designated loading/unloading area. Traffic marshals will halt pedestrians and cyclists while vehicles are entering and leaving the site. Once the vehicle is unloaded or loaded, the vehicle will leave site under the TM's guidance.

As a general rule, construction vehicles will only be allowed to park on site for the purposes off loading and unloading. All sub-contractors are to inform site management of any deliveries coming to site.

6.9 Details of how pedestrian and cyclist safety will be maintained

When vehicles are entering or leaving the site, these will be supervised by a Traffic marshal. The general public/pedestrians will have right of way along the pathways that surround the site. The construction site gates will be kept closed and monitored by site security, only when deliveries are made to the site will they be opened to allow vehicles onto the site, at which time barriers will be put across the pavement to prevent access by pedestrians. These barriers will be manned by our site security. All delivery vehicles will be supervised/controlled by a banksman. The Project Manager will also ensure that the external perimeter of the site is regularly patrolled (twice a day) to ensure that any debris is kept clear of the pavements. With regard to cyclist safety, our banksman will pay special attention to any pedestrians or cyclist when vehicles are moved onto or off the site.



6.10 Control of Dirt Noise and Dust on the Public Highway

Mud and debris on the road is one of the main environmental nuisance and safety problems arising from construction sites. JRL Demolition will make provisions to minimise this problem.

In the early stages of the project when ground works are being carried out, the area outside the vehicle gates will be constantly swept and washed down. If necessary jet washers will be used to wash down all vehicles that enter/leave the construction site.

We will also make provision for cleaning the adjoining roads daily and/or as required by an approved road sweeper. We will insist on all muck away lorries be fully sheeted to minimise the risk of any mud over-spilling onto the highway.

6.11 Traffic Management Operatives

All vehicle entrances and exits shall be manned by security traffic marshals responsible for receiving and dispersing vehicles. Duties will include checking that vehicles arrive in accordance with the planned delivery schedules, advising drivers of site rules, issuing vehicle passes and directing to the appropriate off-loading zone. When leaving, marshals will collect passes, confirm



the legitimacy of any plant or materials being removed from site and check vehicles' cleanliness before finally dispersing back onto the public highway. Marshals will also be responsible for directing and banking vehicles to ensure that manoeuvres are executed safely, minimising the risk to the general public.

6.12 Plant Movements

Plant movements are to be managed by the JRL supervisors and managers in the following way:

All plant movements on site wherever possible shall operate a one-way system

Whenever there is a need to reverse a vehicle then a fully competent 'Traffic Banksman' will be in attendance.

The driver is to adhere to the Traffic Banksman instructions.

If the driver cannot see the traffic banksman then the driver is to stop.

All onsite vehicles are to have 'Flashing Amber Beacons' and an all-round vision aids such as extra mirrors like Frizzle mirrors [convex], reversing cameras or banks-men.

All site personnel are to wear yellow hi-viz vest or coat unless they are traffic marshals/banksman where the hi-viz is to be orange with the words in black stating what they are (e.g. Traffic Marshall).

The segregation of the pedestrian on site will be by a segregated walkway running from the gate to the site facilities.

The walkway will be constructed from fixed scaffold tubes and combi-safe panels.

Trained competent operators will only operate mobile plant. Plant Operators will be identified by wearing a grey hard hat and a yellow hi visibility vest with 'Plant Operator' written on the back.

7.0 WASTE AND MATERIAL MANAGEMENT

7.1 Introduction

Waste management can be considered under three broad headings:

- Collection and transportation from the workface
- Removal off site and disposal
- Environmental issues (segregation, recycling etc.)

7.2 Material Management

Material distribution has been reviewed and assessed in line with the following key considerations:

- Off-loading materials close to their final location where practicable (minimise distribution around the site).
- Distribution directly from off-load to workface ("just in time" deliveries to minimise storage and double handling).
- Use of materials handling equipment to transport materials around site and to each level within buildings (minimise manual handling).
- Once the tower crane is erected this will be used to pick material from the street and load away waste

7.3 Collection and Transportation

A sufficient number of 240/660 litre wheeled bins will be delivered to site and distributed up / down to and across all floors by the logistics operatives manually. As operatives fill the bins, logistics labour will be deployed to exchange full bins for empties. Once emptied wheelie bins will be returned back to the floors for refilling. Where practicable and economically viable, waste streams will be segregated on site and separate arrangements made for removal / disposal.

7.4 Removal and Disposal

On a regular basis, our roll on/off vehicles will attend site to remove all collected rubbish. The waste is transported from site and deposited at a licensed transfer station where it will be segregated for onward transportation to various recycling Facilities. Waste segregated on site will be collected by other registered carriers and transported either to a licensed transfer station for bulking or directly for recycling / reuse.

7.5 Demolition Wastes

All waste will be segregated on site into the various waste streams and using the relevant EWC codes. Wastes will be divided into the following categories

Recyclables

- Metals-Structural members and services
- Glass-Windows and Partitions
- Concrete/Brick -from the main structure
- Timber- Various
- Plasterboard- partitions

Non recyclables

- Asbestos wastes
- Bitumen roofing

7.6 Waste Operatives

Waste operatives from the logistics team will undertake bin distribution and removal as described above but, in addition, will also undertake the following tasks:

- Maintaining and keeping clear emergency escape routes and exits.
- Maintaining access routes.
- General cleaning of unallocated rubbish.
- General site cleanliness (litter picking)

7.7 Segregation & Recycling

As indicated above, on-site segregation, where practicable, will be promoted. However, any mixed loads will still be subject to off-site segregation to maximise reuse, recycling or recovery.

7.7.1 Onsite Segregation

Segregation of waste on site is subject to certain constraints i.e. available space.

On site segregation will only be performed on wastes which are deemed to be in recyclable condition i.e. uncontaminated and where we believe there is sufficient volume of a single waste stream to warrant a dedicated container. Best practice dictates that waste segregation should be undertaken at source. This does not simply mean



'on site' but actually at the point of waste generation at the workplace. Segregation at source is the only methodology that does not require a secondary process to sort collected mixed waste. Onsite segregation relies

on the support of all site management to ensure unauthorised use of dedicated containers for general builder's rubbish is prohibited. Loads found to contain over 5% diversity are deemed as contaminated and subject to increased transport and handling costs of waste transfer stations.

7.7.2 Offsite Segregation

Mixed waste collected from site will be segregated off site at a local waste transfer station where all materials will be processed through a MRF (Material Recycling Facility). Materials will be handpicked and sorted into various categories ready for onward transportation to recycling depots. Materials that are deemed to be recyclable will then be sent through a trommel to be pulverised and used for fines, any materials remaining from the process will be sent to landfill. It is estimated that at least 96% of non-hazardous construction waste generated on the project is recyclable.

7.8 Reclamation Performance

The project team will agree a target benchmark for waste reclamation (i.e. waste diverted from landfill). This target will be published in the Site Waste Management Plan. Waste reclamation includes:

- Reuse on site
- Reuse on other sites
- Salvaged for reuse
- Return to supplier via a 'take back' scheme
- Collected from site by an approved licensed waste management contractor who shall segregate waste streams for recycling, recovery or reuse.

7.9 Site Waste Management Plan

A project waste champion will be appointed to ensure procedures are kept relevant and up to date and also to ensure waste materials leaving site are recorded for project benchmarking purposes. The client shall appoint a waste 'champion' to be responsible for the development of the Site Waste Management Plan and subsequent implementation and compliance. This may be the principal contractor but an alternative appointment may be made to ensure design and pre-construction activities are incorporated. The Site Waste Management Plan shall include the following:

- Identification of the waste champion (the nominated individual responsible for implementation of the plan).
- The target benchmark for resource efficiency (the minimisation of waste generated).
- The target benchmark, by weight or volume, for waste reclamation (i.e. diversion from landfill through reuse, recycling or recovery). This target has been set at 98% non-hazardous recycled, 96% demolition waste.
- Procedures and commitments for minimising hazardous and non-hazardous waste to achieve or exceed the target benchmark.
- Procedures for monitoring, measuring and reporting hazardous and non-hazardous waste to identify and record the type and quantity of waste produced.
- Procedures for sorting waste generated into defined waste streams for subsequent reuse, recycling or recovery (either on site or off site at a licensed facility).
- Procedures for monitoring, measuring and reporting hazardous and non-hazardous waste to identify and record where and how each waste stream is disposed and the quantity reclaimed.
- Procedures for communicating the plan to management and operatives including appropriate targeted training.

- A review process to monitor the success of the foregoing procedures and promote continuous improvement during the project and for future projects.

7.10 Duty of Care

As a waste producer, the client has a duty to ensure that any contractor who removes waste from the site is registered with the Environment Agency. We shall be required to provide documentary evidence that all waste carriers and waste brokers employed in connection with the project are appropriately licensed. Site records including transfer notes and conveyance notes shall be collected and retained.

7.11 Environment

The project team will be committed to maintaining the highest environmental standards and demand the same standards throughout the supply chain. In conjunction with the logistics provider, regular audits will be conducted or preferred waste carriers, transfer stations and landfill sites. These audits are intended to confirm compliance with legislation and to ensure every effort is being made to maximise the recycling of waste generated from site.

Monthly newsletters will be issued to the local community and neighbours as well as being discussed at the monthly liaison meetings and will include details of any proposed major traffic management changes.

8.0 MANAGING ENVIRONMENTAL IMPACTS

8.1 Minimising Impacts on Surrounding Areas

Daily visual and audio checks are carried out to determine if the site could be considered a nuisance.

- 🕒 Is the site and surrounding area tidy and free of visual intrusion?
- 🕒 Are footpaths and roads kept clean and free of obstruction?
- 🕒 If you were a local resident is there anything that would annoy you?
- 🕒 Are measures being implemented to keep the air clean i.e. reduce dust?
- 🕒 Are there areas close to the site at higher risk such as flora, fauna and water courses?
- 🕒 Can noise be limited or eliminated?

Noise monitoring will be carried on a number of different occasions and locations across the Site. Baseline vibration monitoring will be undertaken at the Site. The surveys will be undertaken to establish the potential for perceptible vibration and structure-borne noise effects.

8.2 Mitigation Measures

The following mitigation measures should be implemented by all contractors at all times to minimise noise and vibration generated from Site activities and disruption to any sensitive receptors:

- 🕒 Hoarding and sheeting to public boundaries, with sensitive receptors.
- 🕒 Controlled lorry movements.
- 🕒 Use of modern plant with inherent noise suppression (e.g. Exhaust silencers) where available.

- Use equipment that crushes bursts or “nibbles” concrete in preference to percussive tools where practicable.
- Use of screens around static plant, and other temporary acoustic barriers where appropriate.
- Shutting down or throttling down machines in intermittent use.
- Appropriate handling of storage materials.
- Restrictions on working hours, for particularly noisy activities. 2hrs on 2 Hrs off for example.
- Regular maintenance in accordance with manufactures’ instructions.
- Trigger levels will be set and monitored daily and if they are exceeded then a revised method of working will be used.
- Reviewing techniques, especially in response to exceeding of the action level and / or complaints.

During phases that have the potential to generate excessive noise and / or vibration, continuous monitoring is likely to be required. During quieter periods, monitoring may be undertaken once or twice per week.

During quieter activities, sample noise and vibration monitoring using portable equipment once per day by the Demolition Contractor is likely to be suitable. Dust and noise monitoring record sheets will be completed.

Trigger levels should be set and monitored daily and if exceeded then a revised method of working will be used.

The residential properties within the vicinity of the site will be particularly sensitive receptors but are more likely to be impacted.

Measures will be taken to ensure that vehicles will be switched off and left without engines idling unnecessarily. Consultations will be held with the residents, and the existing receptors and baseline monitoring figures will be used to establish whether there is a need to take any additional measures to screen the works from the residents.

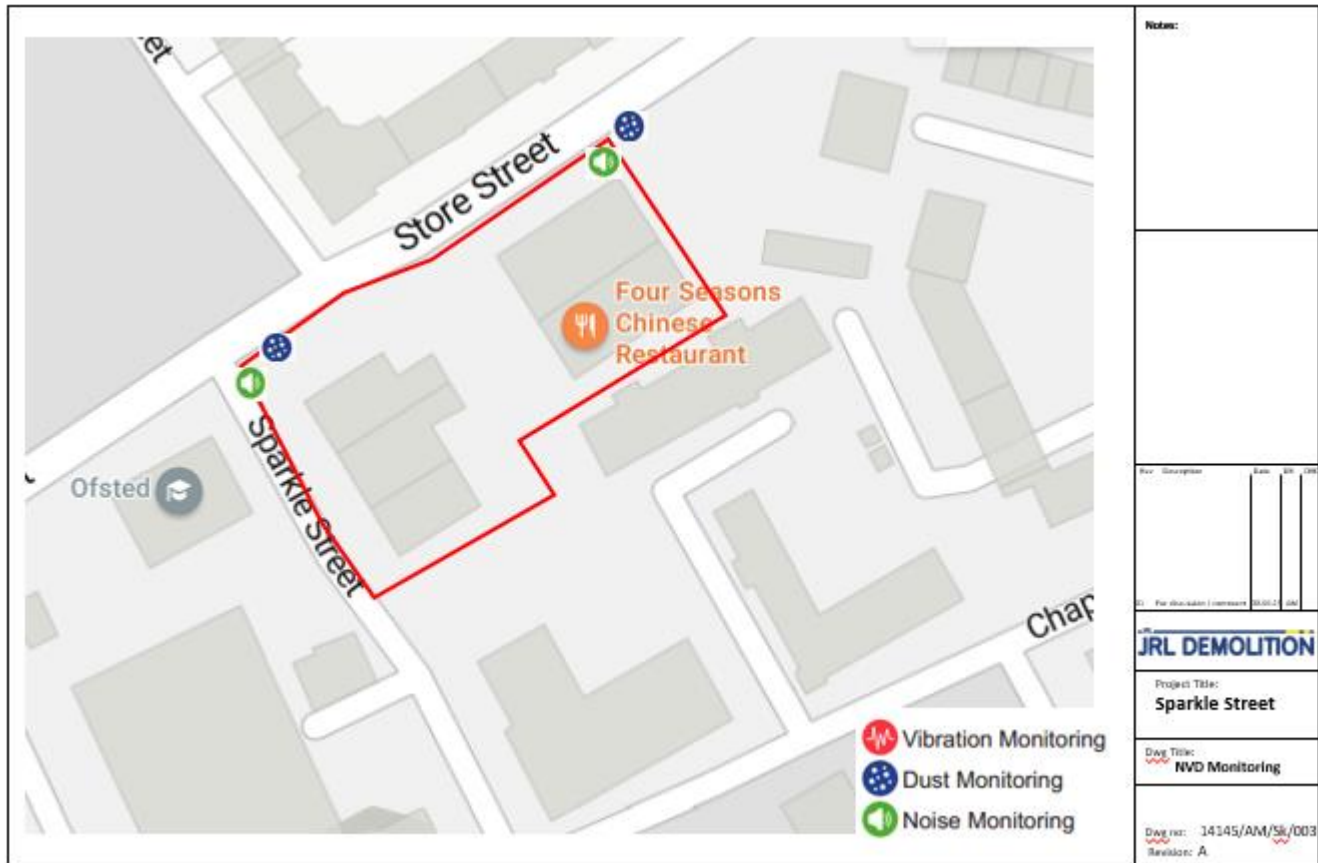
Where the results of the monitoring exercises indicate that the noise levels have been exceeded, the following actions should be undertaken:

- The activity or activities causing the Action Levels to be exceeded will be identified through discussions with the Environmental Monitoring Co-ordinator.
- Investigations will be made to determine whether the activities could be easily changed or other simple actions taken to substantially reduce noise levels.
- If simple and effective remedial measures are not identified, consideration will be given to the implementation of alternative techniques and / or additional mitigation measures.
- In all cases where Action Levels are anticipated to be exceeded, neighbourhood liaison will be carried out to the degree that is appropriate for the levels likely to be reached and their estimated duration.

8.3 Monitoring Site Impacts

As noted above construction activity has the potential to cause nuisance, or even harm, from environmental disturbance such as noise, vibration and dust. Such issues are often a cause for concern to the Local Authority, the project’s neighbours and the public at large. Whilst mitigation measures can be adopted to minimise nuisance, it is also important to conduct environmental monitoring to measure site performance in relation to

baseline data and to ensure noise limits are met.



NVD Monitoring Layout

8.4 Noise

JRL Demolition will work towards an average noise level of 85 dB LAeq,T in line with best practice during the demolition phase. Monitoring will be done using suitable equipment which satisfies local authority requirements. Noise: (Class I Integrating Logging Sound Level Meter calibrated (before and after) with a Class I Acoustic Calibrator. LAeq and LAFmax, noise levels)

‘Standard’ hours permitted for noisy work will normally be the following:

- 08:00 - 18:00 hours (Monday to Friday);
- 8:00 - 13:00 hours (Saturday);
- No noisy working is permitted on Sundays, Bank or Public Holidays.

Work outside standard hours

Outside ‘standard hours’ the following noise generating activities will not usually be permitted where the activities are likely to cause disturbance:

- Cutting using power tools;
- Breaking out using power tools;
- Other noise generating activities, depending on the specific location of site and neighbours.

- The use of impact fasteners;
- The loading of heavy materials;
- Other noisy activities, depending on the specific location of site and neighbours, deemed unacceptable by Environmental Health Officers.

Compliance reporting will be carried out and included in the Progress Reports.

All machinery will be modern and in good repair to minimise noise. Where a silenced option exists it will be used as a preference to non-silenced machinery

Acoustic mats and hoardings will be used between the site and the retained building to limit the transmission of noise.

Acoustic mats will also be used around machinery where practicable to further reduce sound levels

A system of quiet times will be utilised as is common practice during the day to allow respite from the noisier elements of works.

8.5 Vibration

The methods chosen by JRL Group, as our proposal for the execution of this project, is specifically geared to minimising the impact of our works on the adjacent neighbouring buildings and the wider environment. Our predictions are that we will remain comfortably <5mm/sec PPV during the works. In terms of the wider environment, we would expect these numbers to be below 1.0mm/sec PPV.

8.6 Dust and Air Quality

PM10 Concentrations: <250 µg/m³ averaged over a 15-minute period (as per Institute of Air Quality Management)

If any trigger levels are exceeded, then any dust producing activities will cease until a revised methodology and/or further mitigation measures are approved.

Dust will be measured on a continuous real time dust meter in agreed locations. SMS text alerts will be set up to nominated individuals. Should the dust levels exceed the stated limit then a red trigger will be generated. JRL will cease dusty operations on receipt of this trigger until measures are put in place to bring the dust below the Red Trigger Level.

Minimising dust is the best way to avoid any issues arising and this can be done by simply employing a vigorous housekeeping regime that uses an absorbent sweeping compound such as Dusmo. The use of water, wet vacs, equipment fitted with direct dust suppression attachments (for e.g. cut off saw) mechanical sweepers and Hoovers may also be used as an effective way of keeping dust to a minimum.



8.7 Light Disturbance

The surrounding vicinity to the site currently creates a significant amount of light pollution. Any further task

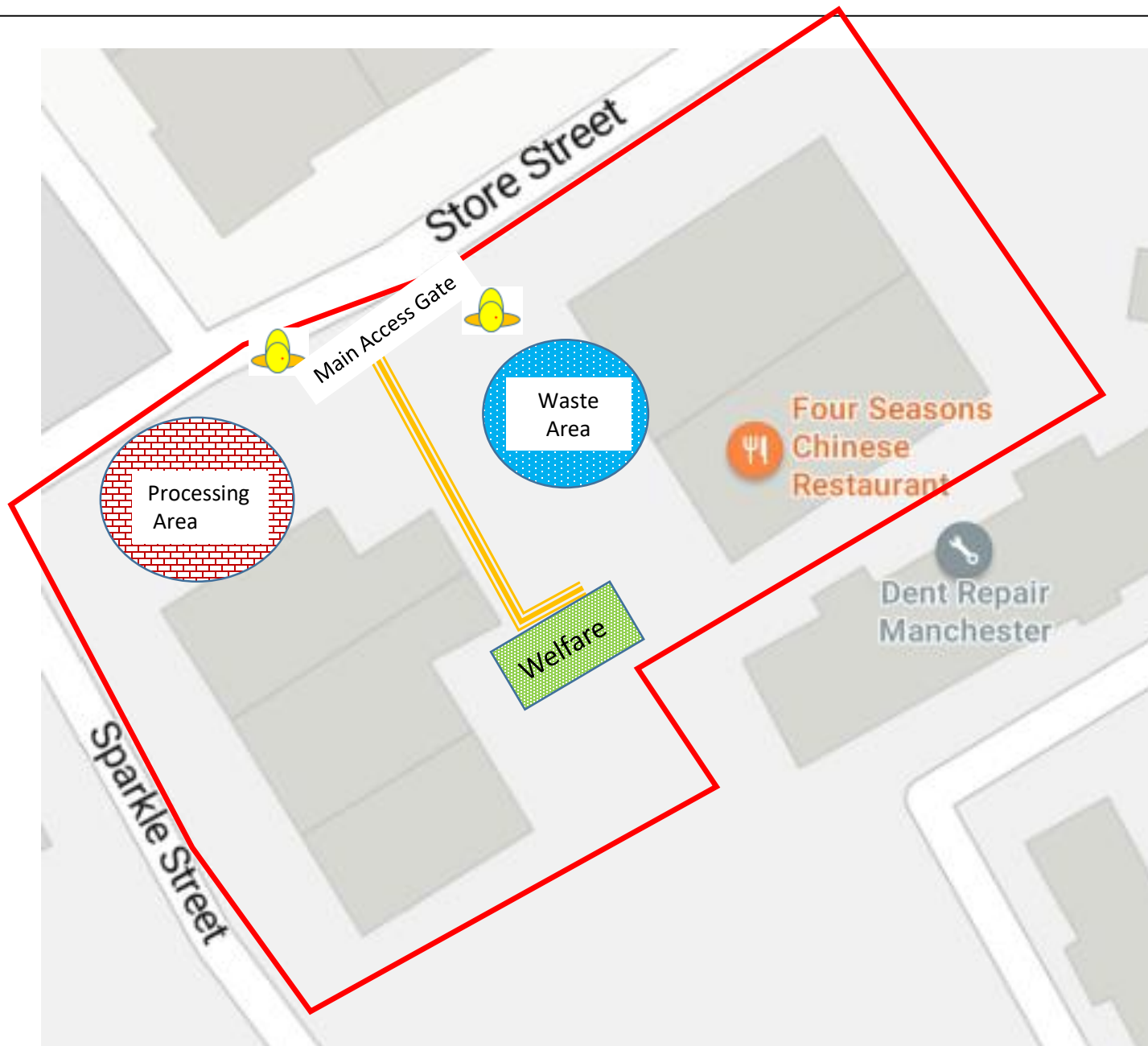
lighting required on the project is not expected to cause a nuisance. All task lighting, however, will aim to minimise the impacts of light spillage on adjacent retained habitats as far as reasonably practicable by ensuring any security lighting that is left on overnight is kept to a minimum and away from any sensitive receptors. Lighting will be timed to be off outside of normal working hours.

8.7 Managing Site Impacts

Controls for day to day issues affecting the local environment will include:-

- Dust Suppression – stand pipes with shower head hoses should be available around critical areas of the project. Hose heads should be spring loaded to ensure that water cannot be left running whilst unattended.
- Maintaining road cleanliness – during early works the use of a pressure washer to be used by gatemen should be considered to clean vehicle wheels upon exit from site. A visiting road sweeping service should also be considered to help upkeep the surrounding roads.
- Cleanliness of the site perimeter – hoardings should be cleaned regularly to help maintain the site's tidy image. This should be achieved with neighbours in mind and executed within a cordoned area during off peak periods
- Provisions for inclement weather – grit bins should be available and positioned at the site gate and be filled with brown salt grit which can then be used for the purpose of snow clearance and frost preparation.
- Pest control – the provision of adequate means into which canteen and office waste can be deposited will greatly reduce the possibility of attracting vermin but will not entirely negate the need for a suitable pest control regime.
- Spill kits – spill kits for use on site in the event of a spillage should be readily available. These kits should be located at areas of the project which post the most significant risk. In this instance we recommend that they be placed at the vehicle gate plus the nominated fuel storage zone and the main vehicle unloading area.

Appendix A Demolition Layout



Notes:

 Fire Point

 Muster Point

 Traffic Marshal

 Walkway

Rev	Description	Date	DR	CHK
01	For discussion / comment	30.06.15	AM	

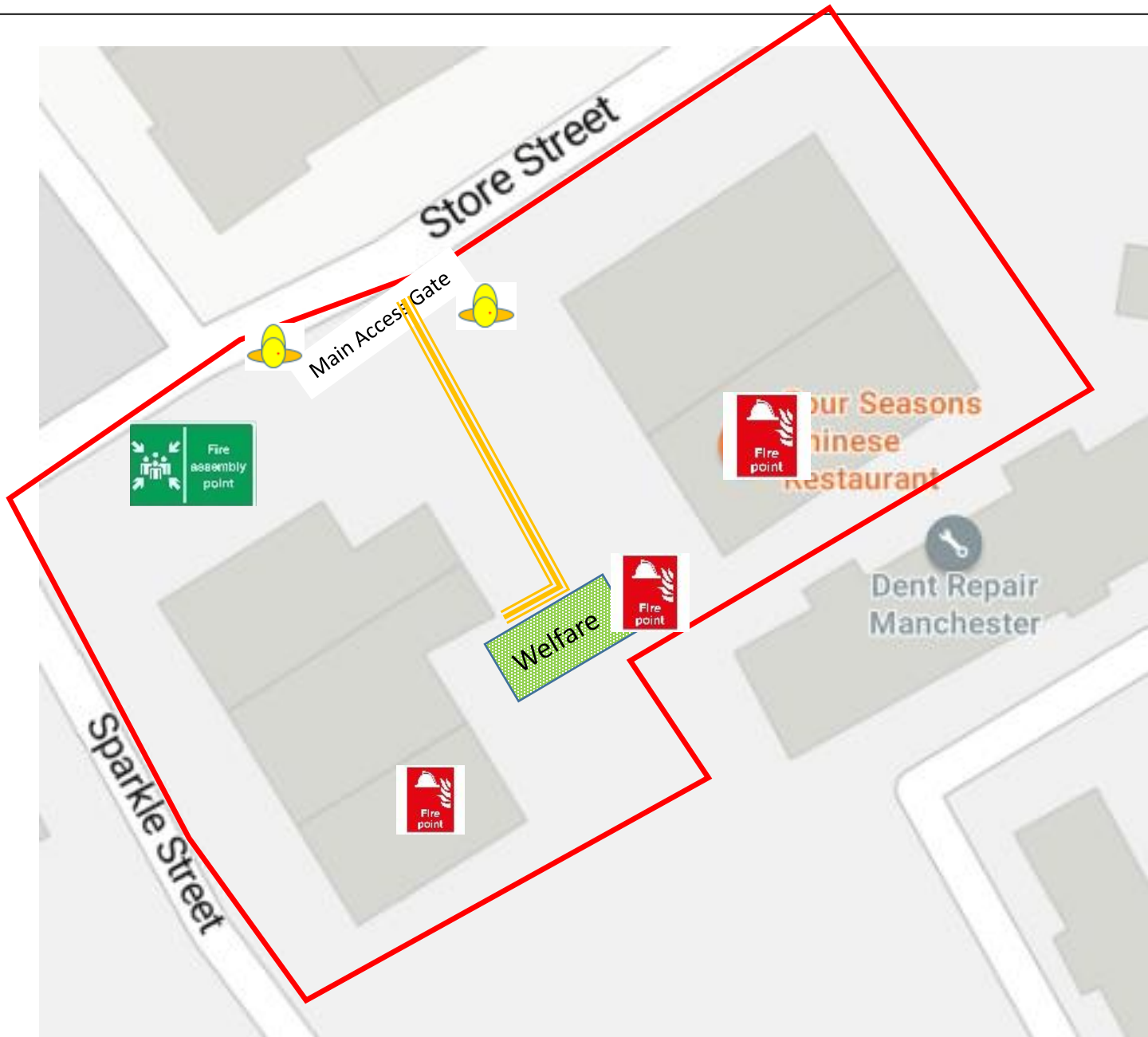
 **JRL DEMOLITION**

Project Title:
Sparkle Street

Dwg Title:
Demolition Layout

Dwg no: 14145/AM/Sk/003
Revision: A

Appendix B Demolition Logistics Layout



- Notes:
-  Fire Point
 -  Muster Point
 -  Traffic Marshal
 -  Walkway

Rev	Description	Date	DR	CHK
01	For discussion / comment	30.06.15	AM	

JRL DEMOLITION

Project Title:
Sparkle Street

Dwg Title:
Logistics Layout

Dwg no: 14145/AM/Sk/003
Revision: A