


Demolition Management Plan



CONTENTS	PAGE NO.
Introduction	Page 1
Section 1 – Site Contacts	Page 2
Section 2 – About the Site	Page 4
Section 3 – Transportation Issues Associated with the Site	Page 7
Section 4 – Traffic Management for the Site	Page 9
Section 5 – Environmental Issues	Page 11
Section 6 - Monitoring, Compliance, Reporting and Consultation about Traffic and Activities related to the Site	Page 14
Queries: planningobligations@camden.gov.uk	
 Camden	

CONSTRUCTION MANAGEMENT PLAN

INTRODUCTION

A Construction Management Plan (CMP) should help developers minimise the impact of their construction on the surrounding community, both for the construction on site and the transport arrangements for servicing the site.

The completed and signed CMP should address how any impacts associated with the proposed works will be mitigated and manage the cumulative impacts of construction in the vicinity of the site. The level of detail included in a CMP will depend on the scale and kind of development. Further policy guidance is set out in Camden Planning Guidance [\(CPG\) 6: Amenity](#) and [\(CPG\) 8: Planning Obligations](#)

This CMP follows the best practice guidelines in [Transport for London's](#) (TfL's Standard for [Construction Logistics and Cyclist Safety \(CLOCS\)](#) scheme) and [Camden's Minimum Requirements for Building Construction \(CMRBC\)](#).

The approved contents of this CMP must be complied with unless otherwise agreed with the Council. The project manager shall work with the Council to review this CMP if problems arise in relation to the construction of the development. Any future revised plan must also be approved by the Council and complied with thereafter.

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as for road closures or hoarding licences.

If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "[Demolition Notice](#)"

Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary.

(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction, etc.)

Section 1 – Site Contacts

Q1. Please provide the full postal address of the site and the planning reference relating to the Construction works.

Site Address: 79 Fitzjohn's Avenue, London NW3

Planning application reference: 2014/7851/P

Q2. Please provide contact details for the person responsible for submitting the CMP

Name: Chris Guyatt

Address: Squibb Group Limited, Squibb house, 62 River Road, Barking Essex IG11 0DS

Tel: 0208 594 7143 or 07826926 380

Email: chris.guyatt@squibbgroup.co.uk

Q3. Please provide the registered contact address details for the main contractor responsible for undertaking the works.

Name: Squibb Group Limited

Address: As above

Tel: As above

Email: As above

Q4. Please provide full contact details of the site and project manager responsible for day-to-day management of the works.

Name: Barry Fisher

Address: Squibb Group Limited, 62 River Road, Barking Essex IG11 0DS

Tel: 07736 018 469

Email: barryf@squibbgroup.co.uk

Q5. Please provide full contact details of the person responsible for dealing with any complaints from local residents and businesses, etc. In the case of [Community Investment Programme \(CIP\)](#), please provide contact details of the responsible Camden officer.

Name: Barry Fisher

Address: Squibb Group Limited, 62 River Road, Barking Essex IG11 0DS

Tel: 07736 018 469

Email: barryf@squibbgroup.co.uk

Please see complaints procedure attached at **Appendix I**.

Q6. Please provide full contact details of the person responsible for community liaison if different to above.

As above although the client has employed a community liaison officer to supplement Barry Fisher
Details below:

Name: Barry Fisher

Address: Squibb Group Limited, 62 River Road, Barking, Essex, IG11 0DS

Tel: 07736 018 469

Email: barryf@squibbgroup.co.uk

Q7. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: Barry Fisher

Address: Squibb Group Limited, Squibb House, Barking Essex IG11 0DS

Tel: 07736 018 469

Email: barryf@squibbgroup.co.uk

Section 2 – About the Site

Q8. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

The site is located at 79 Fitzjohn's Avenue, London NW3 and contains the former Arthur West Building and associated annex structures. The site is located within the Fitzjohn's and Netherhall Conservation Area and is bounded to the east by Fitzjohn's Avenue and to the South by Prince Arthur Road.

The local area is mainly residential and also has a number of schools close by namely the Devonshire House Preparatory School, Fitzjohn's Primary School and North Bridge House Senior School.

Vehicular access to the site is currently gained from Prince Arthur Road. Please see attached in **Appendix A** a location plan.

Works include the demolition of all structures to and including foundations.

Q9. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings).

Works involve securing the site with solid ply hoarding to the perimeter and subsequent structural demolition of all structures down to and including lowest slab.

The main issues / challenges will be the management of the access and egress route to and from site and minimising the interface / impact of construction vehicles with the general public.

The other key issue will be the control of noise dust and vibration to neighbouring residential dwellings throughout the works and passers-by.

Surrounding environmental consideration will be the protection of trees and their roots.

Q10. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting, etc.).

81 -87 Fitzjohns Avenue (immediate residential neighbours on the same side of the road)

102 Fitzjohns Avenue (Henderson Court) -112 Fitzjohns Avenue; residential properties on the opposite side of the road.

16 Prince Arthur Road – (Neighbouring residential site on same side of road)

1-13 Prince Arthur Road – (All residential properties; opposite side of road)

Q11. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.

Please see existing and proposed arrangements at **Appendix B**.

Q12. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be useful).

Proposed commencement of enabling works; surveys, scaffold erection etc 13th July 2015;
Proposed commencement of structural demolitions 10th August 2015.
Proposed completion of demolition phase of work 1st November 2015.

Please see detailed demolition programme attached in **Appendix C**.

Q13. Please confirm the standard working hours for this site, noting that the standard working hours for construction sites in Camden are as follows:

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays

As above but Squibb Group Limited will work voluntary section 60 noisy working hours throughout the demolitions; ensuring 2 number 2 hour quiet periods are adhered to between 10-12noon and 2-4pm.

Q14. Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT, etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

Early on within the demolition phase, services will be terminated at the boundary. These services currently only serve the properties which are earmarked for demolition.

Q15. Please confirm when an asbestos survey was carried out at the site and include the key findings.

An asbestos R & D survey was carried out by Eton Group Limited.

Summary of findings – Asbestos cement debris in boiler room basement;
Asbestos cement roof tiles to Arthur West House
Asbestos Cement Gaskets to plant room 46Nr.
Asbestos fire breaks within electrical components

Generally the building is too modern for 14 day notifiable asbestos. However low risk cement products exist as outlined above.

Section 3 – Transportation Issues Associated with the Site

- Q16. Please provide a brief description of the proposed working hours within which vehicles will service the site during the construction period (Refer to the [Guide for Contractors Working in Camden](#)). Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. Construction vehicles must be managed and prevented from causing obstructions to the highway.**

Vehicles will access the site between 9.30am and 4.30pm on weekdays (out of term time) and during 9.30am -3.00pm within term time due to the proximity of the three schools. No vehicle movements are proposed for Saturdays.

All vehicles will be loaded within the footprint of the site.

Construction vehicles will be managed with banksmen available to assist with all arrivals and departures.

- Q17. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures. You will need to consider whether the roads on the route(s) to and from the site are suitable for the size of vehicles to be used. Please provide details of other known developments in the local area or on the route.**

Arisings will be removed via 8 wheeled tipper lorry carrying a net weight of 18 ton. 10 vehicles per day will access / egress site and will be undertaken by three drivers on return load driven by Squibb Group drivers to ensure there is not a build up.

Demolition arisings will be cleared from within the centre of the site once initial demolitions of the four storey central section has been completed to enable a route in.

Access routes will be agreed with Camden Council prior to the start of all works. All necessary parking suspensions will be applied for by the Project Manager. The proposed routes at this stage are as follows:

Enter the site

Each lorry will turn from Fitzjohns Avenue into Prince Arthur Road and reverse back into the site entrance escorted by trained banksmen. Vehicles will take 10 minutes to load within the footprint of the site. Prior to the vehicle crossing the public footway a heras panel will be placed across the footpath for a minute to ensure safety of pedestrians. Each side of the footway will also be manned as the vehicle enters through the gates.

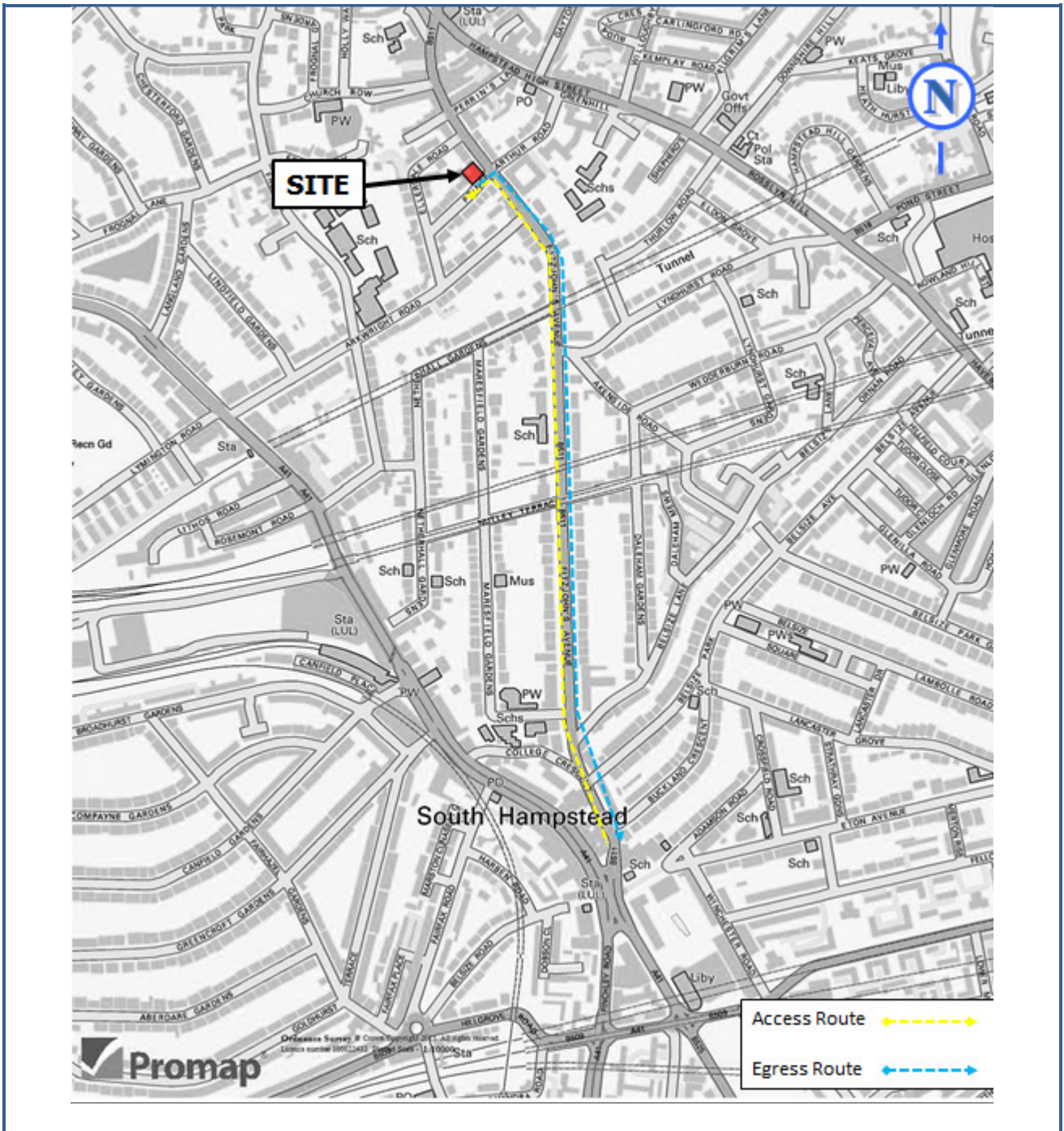
Exiting

Loaded vehicles will exit the site in forward gear, turning left onto Prince Arthur Road and then right onto Fitzjohn's Avenue.

Vehicles will arrive from and depart to the south via Swiss Cottage.

8 Wheeler – 20 tonnes – 9.63m long x 2.5m wide x 3.5m high

Skip Lorry – 18 tonnes – 6.72m long x 2.13m wide x 3.5m high



Q18. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.)

No temporary structures will overhang public highways during the demolition phase of the works. All scaffolds will be based out within the footprint of the site.

Q19. Please provide details of hoarding requirements or any other occupation of the public highway.

Hoardings will be 2.4m high constructed of 18mm solid ply and supported via barrels to avoid surface penetration. Hoardings will not extend into the footway and will follow the line of existing boundary walls.

See **Appendix D** – Hoarding Design

Q20. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses). Use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway including; the extent of hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

The existing vehicular access will be used for construction vehicles. All storage requirements will be accommodated on-site.

Demolition arisings will be cleared from within the centre of the site once initial demolitions of the four storey central section has been completed to enable a route in.

Q21. Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction. If construction vehicles cannot access the site, details are required on where they will wait to load/unload.

Haulage Vehicles will drive past the site entrance and reverse into the site entrance escorted by trained banksman. 2 vehicles per hour 9.30am – 3pm will access and egress site to facilitate the works and clearance of the site.

All necessary parking bay suspensions will be applied for by the Project Manager, similar to those shown at drawing 2014-1955-DWG-102, provided at **Appendix B**.

Section 4 - Traffic Management for the Site

- Q22.** Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Banksman and/or Traffic Marshall arrangements. You should supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted). Vulnerable footway users include wheelchair users, the elderly, people with walking difficulties, young children, people with prams, blind and partially sighted people, etc. A secure hoarding will generally be required to the site boundary with a lockable access. Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/ skips/ hoardings, etc. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

All Squibb Haulage vehicles are FORS silver accredited (see attached Appendix E) and are fitted with 360degree cameras to ensure cyclists are always in view. All vehicles will slow to a speed of 5 mph when entering and exiting Prince Arthur Road. All vehicles will be escorted by trained banksman / traffic marshalls when entering and exiting site to ensure the interface with the public footway is continually managed.

Prior to the vehicle crossing the public footway a heras panel will be placed across the footpath for a minute to ensure safety of pedestrians. Each side of the footway will also be manned as the vehicle enters through the gates.

- Q23.** Please detail the proposed access and egress routes to and from the site, showing details of links to the [Transport for London Road Network](#) (TLRN). Such routes should be indicated on a drawing or diagram showing the public highway network in the vicinity of the site. Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. Consideration should be given to any major trip generators (e.g. schools, offices, public buildings, museums, etc.) on the route, and how any problems can be avoided or mitigated.

All site traffic is to approach, and access Prince Arthur Road via Fitzjohns Avenue. Vehicle times avoid rush hour and school times and be limited to 10 per day for demolitions (9.30am-3pm). Loading will take place within the footprint of the site and will access via Prince Arthur Road. Vehicles will drive past and reverse into site where they will subsequently drive out and turn left to return to Fitzjohn's Avenue.

All vehicle routes will be agreed with the Council prior to works starting.

Q24. Please describe how the access and egress arrangements for construction vehicles will be managed. Confirm how contractors, delivery companies and visitors will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

All waste will be removed by Squibb Group in house haulage. The same 3 drivers will be assigned to the site. Vehicle trackers will be placed on the lorries to ensure that speed limits set around the site 5mph are not compromised and that access / egress routes are adhered to.

Verbal briefings of the vehicle route will be given to all contractors, delivery companies and visitors. Warnings will be issued in the event a vehicle route is not adhered to.

Q25. Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site.

All vehicles will park on site / be unloaded on site within the footprint. There will be no holding area throughout demolition.

Any relevant parking suspensions will be applied for by the Council.

Q26. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

Swept path analysis showing the vehicular access into the site is shown at **Appendix F**.

Section 5 – Environmental Issues

To answer these sections please refer to the relevant sections of **Camden’s Minimum Standards for Building Construction (CMRBC)**.

Q27. Please provide details of the times of noisy operations, outlining how the construction works are to be carried out.

Works which will cause excessive noise will be the removal of the lowest slab and foundations. To minimise vibration transmission through the slab to neighbouring properties, chase separations will be made along neighbouring boundaries prior to these works commencing. Works will be undertaken using 40 ton excavators with a variety of attachments. Where slabs are shallow in depth; the slabs will be lifted and processed. Where foundations are reinforced they will need to be broken with an impact hammer.

All works will be undertaken in voluntary section 60 noisy working hours.
Noisy works 8-10am; 12-2pm and 4-6pm

Q28. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

Background noise readings have been taken to all corners at both ground and roof level. The readings range from 62dB to 73dB along. It would be fair to assume that the average background noise reading for all elevations will vary between 60dB and 75dB which is average for this busy part of London. These were undertaken between 8.30am and 10am.

A copy of the noise survey will be provided.

Q29. Please provide predictions for noise and vibration levels throughout the proposed works.

Vibration predictions at boundary 5mm p/s

Noise predictions To minimise noise output levels the following plant will be deployed.

Plant to be used on site (all 2007 or newer) Sound Power Level

Plant	Sound Power Level	Location
50 ton long reach & 20 ton excavator	(104 Db level)	Centre of site
Bobcat 463 by Bobcat	(101 Db level)	Working Level

Chicago Pneumatic 9 gun	(104 Db level)	Demolition Working level
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(2Nr.)

8 wheeler – lorries DAF85 8x4’s – 380hp engine size (92 Db level) Perimeter Roads Ground floor level

40 yarder – Scania 4 series 8 x 4 – 380hp engine size (92 Db level) as above
Atlas Copco XASS120DD- 4 tool compressor (98 Db level) Demolition Working level
Super silenced Generator
SSDP70 - 70KVA - Stephill (88 Db level) Ground Level – at location acoustic quilt

Plant to be used on site Estimated Db at boundary

Plant

50 ton & 20ton long reach excavator (23m from boundary to comply) 104Db-20log23 75Db
Bobcat 463 by Bobcat 91Db-20log20 65Db

Chicago Pneumatic 9 gun 104 Db-20log23 75Db
(can only be used within 23m of adjacent building to comply)
8 wheeler – lorries DAF85 8x4’s – 380hp engine size (92 Db level) Perimeter Roads Ground floor level

40 yarder – Scania 4 series 8 x 4 – 380hp engine size 92 Db-20log20 66Db
Atlas Copco XASS120DD- 4 tool compressor 88 Db-20log20 62Db
Super silenced Generator
SSDP70 - 70KVA - Stephill 88 Db-20log20 62Db

Formula : Sound Ouput Level – (20logx distance to boundary from activity; average at 20metres – note above allows – 10Db for acoustic quilt)

The above predicted actual noise levels are for those noisy activities during the structural demolitions.

Noise predictions during hours of non-structural works (quieter works).

Plant to be used on site (all 2007 or newer)	Sound Power Level	Location
20 ton excavator (required for trial pits)	104 Db level	Centre of site
Bobcat 463 by Bobcat	101 Db level	Working Level

40 yarder – Scania 4 series 8 x 4 – 380hp engine size (92 Db level) Perimeter Roads Ground Level (for removal of soft strip)Ground Level – at

Super silenced Generator SSDP70 - 70KVA - Stephill (88 Db level)

Scaffold Erection 75Db level Perimeter Roads
 Soft strip Works 75Db level internally – hand held tools (non - mechanical)

Noise predictions during hours of non-structural works (quieter works).

Plant to be used on site (all 2007 or newer)	Sound Power Level	Predicted Level
20 ton excavator (required for trial pits)	104 Db level – 20log 23	75DB Level
Bobcat 463 by Bobcat	101 Db level 20 log 20	75DB Level

40 yarder – Scania 4 series 8 x 4 – 380hp engine size (92 Db level – 20log 20) Predicted level 66Db (for soft strip removal)

Super silenced Generator SSDP70 - 70KVA - Stephill (88 Db level)

Scaffold Erection 75Db level Perimeter Roads
 Soft strip Works 75Db level internally – hand held

Q30. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](#) works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

See attached **Appendix G**.

In addition to Appendix G and to lessen noise migration from the site the site boundary scaffolds will be enclosed by an acoustic rubber matting at working levels – this lessens the noise emission by as much as 10dB.

Q31. Please provide evidence that staff have been trained on BS 5228:2009

As part of the CCDO / CPCS and in house training all operatives are trained to meet the requirements of BS5228:2009. As a standard practise Squibb Group ensure a detailed site specific induction is given to all parties on site. This reiterates the Code of Practise and gives clear precise information on the project specific noise and vibration levels that must be adhered to.

Please find attached at **Appendix H** copies of relevant CCDO, CPCS and In House Certification.

Q32. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented.

1. Prevention

Structural Demolitions will commence from the centre of the site working outwards using the perimeter elevations as a natural screen

The high rise structures will be enclosed with sheeted monarflex with acoustic quilt to provide visual barrier and an added layer of protection from dust.

To minimise the emission of exhaust particulates all site plant will be planned to minimize any unnecessary plant and lorry movements.

At no time will demolition materials be burnt on site.

At no time will substances or chemicals be used on site which are likely to produce offensive odours

All contained refrigerant gases or other hazardous substances having an adverse impact will be removed by a specialist licensed sub-contractor for disposal in accordance with the hazardous waste

To minimise the emission of exhaust particulates all site plant will be post 2007.

All plant and vehicles will be fully serviced to ensure that there are no smoke emitting exhaust pipes

2. Suppression

Those demolition work areas generating dust will be liberally damped down using dust busters (see below)



All demolition debris prior to being loaded on to conveyors or waste lorries will be damped down by controlled use of water sprays whilst being loaded.

3. Containment

All demolition lorries will be auto sheeted prior to leaving site

Any rubble stockpiles will be kept to a height below the height of the perimeter 2.4m hoardings to prevent dust blowing off of stockpiles out of demolition working hours.

Q33. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

Public Highway

When leaving the site, vehicles will be checked to ensure that wheels are clean and washed and that vehicles are appropriately loaded and sheeted if necessary.

Provision will also be made for cleaning of the access routes by an approved road sweeper as and when necessary.

Wheel Washing

All lorries will be kept on hard standings where loaded to prevent wheels contacting the mud.

Prior to site vehicles leaving the site grounds they must pass through our wheel washing facilities. Our operatives will assess the vehicles, and if required the vehicle will be cleaned using a jet washing hose, in order to remove any dirt, debris or mud from the wheels or undercarriage of the vehicle. Once we are satisfied the vehicle is clean it will be able to leave site.

Epi filters will be installed the local surface water drain covers in order to ensure that the run off from Jet washing is filtered prior to the entering the drainage system.

Q34. Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels.

Current proposals are to use daily hand held monitors whilst the works are being executed to ensure that target levels are not breached. In the event of complaints the methods will be revised and real time monitors placed in the location of the complaint.

Q35. Please confirm that a [Risk Assessment](#) has been undertaken in line with the [GLA's Control of Dust and Emissions Supplementary Planning Guidance \(SPG\)](#), and the risk level that has been identified, with evidence.



Dust

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Dust suppression in the form of a fine water spray is to be used during the demolition and loading activities.

Dust monitoring Options.

- **Visual assessment of dust release** - simply involving a representative to provide a visual survey and visual assessment of the dust released from the demolition activities.
- **Monitoring of visible surface soiling** – There will be areas around the demolition area or boundary of the site where it should be obvious to see if dust is being generated.
- **Air Quality monitoring** – Regular background air quality surveys shall be undertaken in and around
- the demolition areas as well as surveys undertaken at all site boundaries. The results of the surveys are to be documented within the site files, a copy of which shall be filed within the site office.

A dust boss machine will also be utilised during the high reach demolition works. The dust boss produces a liquid cloud which can be accurately directed toward the dust producing area, encapsulating the dust clouds.

Dust Boss

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Only operatives that have received familiarisation training by the manufacturer or supplier are to operate the equipment. The operating manual is to be fully read and understood by all operatives involved in the use of the dust boss.

The dust boss is to be surrounded by physical barriers with signage posted warning of the equipment in order to ensure that no unauthorised personal approach the equipment.

Risk Matrix

5.

A: EXPECTED SEVERITY OF UNPLANNED INCIDENT	C: EQUALS RISK RATING					
MUITLABLE FATILITY (6)	6	12	18	24	30	36
FATILITY (5)	5	10	15	20	25	30
MAJOR INJURY (4) (AS RIDDOR)	4	8	12	16	20	24
NOTIFIABLE INJURY (3) (F2508)	3	6	9	12	15	18
MINOR INJURY (2)	2	4	6	8	10	12
NEGLIGIBLE (1) (NEAR MISS)	1	2	3	4	5	6
B : MULTIPLIED BY FREQUENCY OR LIKIHOOD OF THAT OUTCOMEACTUALLY OCCURRING	VERY RARE (1)	REMOTE (2)	UNLIKELY (3)	REGULAR (4)	FREQUENT (5)	ALMOST CERTAIN (6)
1-8 LOW RISK	RISK CONSIDERED ADEQUATELY CONTROLLED					
10-16 MEDIUM RISK	WORK MAY PROCEED WITH CAUTION, BUT FUTURE PLANNING AND MANAGEMENT REVIEWS SHOULD LOOK TO REDUCING THE RISK.					
18-25 HIGH RISK	DO NOT UNDERTAKE ANY ACTIVITIES WITH THESE SCORES UNTIL APPROPRIETE CONTROLS ARE IN PLACE AND THE RISIDUAL RISKS HAVE BEEN REASSESSED.					
30-36 VERY HIGH RISK	SERIOUS AND IMMINANT DANGER EXISTS					

Q36. Please confirm that all relevant mitigation measures from the [SPG](#) will be delivered onsite.

Confirmed.

Q37. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the [SPG](#). Please confirm that these monitors will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

We consider this site low risk due to the control measures being deployed.

Q38. Please provide details about how rodents, including [rats](#), will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and copies of receipts (if work undertaken).

Rodent Infestation and Pest Controls

Prior to commencement 5 number bait boxes will be placed in and around site to survey and assess the potential for rodent infestation to neighbouring properties during demolition. These will be monitored daily, and after 7 days; each station will be photographed and assessed by Environment Pest Control Limited. If it is decided that a problem exists then the rodents will be terminated by the specialist company prior to demolition over the following 21 days. Throughout the works on site the following control measures will be implemented to ensure that risk of attracting rodents is minimised.

To minimise the adverse impacts from pests and rodents the following control measures will be implemented on site in the following order

- ❖ All drainage systems and access points will be kept secure to prevent rodent access
- ❖ All generated rubbish particularly food waste will be cleared as it is generated and placed into secure containers and removed off site for disposal on a continuous basis
- ❖ A high level of good housekeeping will be maintained on site and in all facilities
- ❖ Site rules will be implemented to prevent the feeding of such pests as pigeons and seagulls
- ❖ All food stuffs brought on site will be within storage containers
- ❖ Where all other control measures have been actioned then pest control management will be implemented on site.

Section 6 – Monitoring, Compliance, Reporting and Consultation about Traffic and Activities related to the Site

(Refer to [Tfl best practice guidance](#) and [\(CMRBC\)](#) sections: [noise operations](#), abatement techniques, noise levels, vibration levels, [dust levels](#), rodent control, community liaison, etc.)

Q39. Please provide details describing how traffic associated with the development will be managed in order to reduce/minimise traffic congestion. Deliveries should be given set times to arrive, dwell and depart. Delivery instructions should be sent to all suppliers and contractors. Trained site staff must assist when delivery vehicles are accessing the site, or parking on the public highway adjacent to the site. Banksmen must ensure the safe passage of pedestrians, cyclists and motor vehicular traffic in the street when vehicles are being loaded or unloaded. Vehicles should not wait or circulate on the public highway. An appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected.

All site traffic is to approach, and access Prince Arthur Road via Fitzjohns Avenue. Vehicle times will avoid rush hour and school times with the number of vehicles limited to 10 per day for demolitions (9.30am-3pm). Loading will take place within the footprint of the site with access provided via Prince Arthur Road. Vehicles will drive past and reverse into site where they will subsequently drive out in forward gear and turn left before returning to Fitzjohn's Avenue.

The client has requested that some materials be crushed on site with a crushing bucket to minimise vehicle movements and congestion to the area. This will be stockpiled to enable formation of batters.

All traffic movements will be escorted into and out of the site via trained traffic Marshalls from the junction with Fitzjohns Avenue.

Site logistic and vehicle movement's plans will be displayed at the entry point cabin and also form part of the site specific induction.

Early strip out works will be cleared via the first floor into skips sited in the hardstanding areas within the site off of Prince Arthur Road (and parallel to it).

Demolition arisings will be cleared from within the centre of the site once initial demolitions of the four storey central section has been completed to enable a route in.

The traffic marshal will be used at all times to coordinate all vehicle movements into and out of the loading area.

Once the full hand over procedures have taken place and Squibb Group Security personnel have taken control of the site works, at no point will access be allowed into the site demise without prior arrangement and pre-planning with the site team.

No vehicles will wait on the public highway.

All vehicles will be booked in and allocated a time-slot.

Q40. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of [construction material consolidation centres](#)).

All vehicles will take waste to the nearest recycling depot (Kings Cross or Wembley depending on capacity) to minimise carbon footprint. Our project manager will liaise with adjoining sites and co-ordinate vehicle movements as far as possible to minimise the impact on Camden.

Q41. Please provide details of consultation on a draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors. Details should include who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. In response to the comments received, the CMP should then be amended where appropriate and where not appropriate a reason should be given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying it out.

The CMP is a live document and will be amended as necessary. Extensive discussions have been held with neighbours in respect of the development as a whole. An initial CMP was submitted with the planning application which has been developed further. Consultation with local residents, businesses, local groups and Councillors will be ongoing in respect of construction in regards to vehicle routes, programmes, suspensions, etc.

The Project Manager will regularly liaise with neighbours and provide updates.

Two neighbourhood meetings occurred on site this week 06.07.15 (11am) and 08.07.15 (11am).

Q42. Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works. Please confirm how the contact details of the person responsible for community liaison will be advertised to the local community and how the community will be updated on the upcoming works i.e. in the form of a newsletter/ letter drop, or weekly drop in sessions for residents.

Regular newsletters will be issued to all neighbours throughout the programme.

Discussions with neighbours have already begun with 2 initial meetings held on the week beginning 6th July 2015. In addition, a Construction Working Group will be formed for the development site.

Residents will be informed of the project commencing and contact numbers established. This will be additionally displayed in 2 locations on the perimeter hoarding.

The newsletter will be updated monthly and communicated as above. All contact details will be clearly highlighted in the case of complaint. Barry Fisher will act as the neighbourhood liaison officer / first point of contact.

Barry Fisher will also personally visit all neighbours prior to commencement; introduce himself, and agree a timetable for regular visits for each neighbour. Please see complaints procedure attached at **Appendix I**.

Q43. Please provide details of any schemes such as the 'Considerate Constructors Scheme', the 'Freight Operators Recognition Scheme' or 'TfLs Standard for construction logistics and cyclist safety – [CLOCS scheme](#)' that the project will be signed up to. Note, the [CLOCS standard](#) should be adhered to and detailed in response to question 46. Such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the "[Guide for Contractors Working in Camden](#)" also referred to as "[Camden's Considerate Contractors Manual](#)".

Squibb group will be signing up to the considerate contractors scheme and the CLOCS scheme. All squibb group vehicles are FORS Silver accredited.

FORS silver

Squibb Group Ltd has been assessed and has met the silver level requirements of the Fleet Operator Recognition Scheme (FORS). This certificate is valid from 03/02/15 to 02/02/16 and remains valid as long as FORS requirements continue to be maintained.

Ian Wainwright
Head of Freight and Fleet, Transport for London
FORS ID : 003305
FORS silver
Scope of accreditation for:
Squibb Group Ltd

Valid from 03/02/15 to 02/02/16

Total number of vehicles 23

Vans <= 3.5T 2
LGV/HGV >= 3.5T 21
Fleet cars 0
Coaches 0
Minibuses 0

Total number of operating centres 2

Operating centre post code/s
FORS ID : 003305

All contractors will adhere to the Manual for Contractors Working in Camden.

Q44. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of suitable smoking area, tackling bad language and unnecessary shouting.

Squibb Group will ensure a level of courtesy is maintained by all site personnel at all times to all local residents, site visitors and the passing public particularly females.

This will also relate to any member of the ethnic communities as any form of racial discrimination, verbal abuse, or incitement will be viewed as a serious breach of this company's policies

The company will ensure that at no time will any site personnel will be allowed in any public area wearing tee shirts with offensive slogans on them

At no time will any site personnel be allowed to sit outside the site in any public area.

The company will ensure that no site personnel will be allowed to leave site and in particular travel on public transport wearing site clothing. All site clothing shall be changed to domestic clothing prior to leaving site.

All persons working on site will be advised that the highest priority relating to environmental impacts will be to maintain the quality of life to the highest level for all site neighbours and local community at all times

The following Site Rules will be implemented throughout the works:

Site Rules

1. All personnel shall be properly and correctly trained for the work on which they are employed;

2. Comply with safe systems of work and refer to risk assessments
3. Personal protective equipment appropriate to the task being carried out shall be worn at all times;
4. No drugs or alcohol shall be allowed on the site, or any person who is considered to be under the influence of drugs or alcohol;
5. Smoking is not permitted within the site
6. All dust, noise and pollution shall be kept to a minimum and all measures are to be taken to prevent any nuisance to residents or adjoining owners arising from the carrying out of the works.
7. Work With or Disturbance of Asbestos
Personnel are not permitted to undertake any work on asbestos products, or asbestos insulation. This work must only be undertaken by licensed asbestos removers (i.e. those who hold a current licence issued by the Health and Safety Executive).
In order to avoid unintentional disturbance of asbestos personnel are required to avoid any actions which would disturb such asbestos. If personnel working on site identify material during the works, which is suspected of containing asbestos, the individual must immediately stop the work and contact the CDM Co-ordinator.
8. No use of explosives.
9. Radios, cassette players, personal stereos or similar are prohibited;
10. Radio transmitters are not permitted;
11. There are restrictions to the use of percussive, hammer action tools or other tools or plant that may cause vibrations to adjacent buildings;
12. Any machinery used must be in good condition, with dangerous parts effectively guarded.
13. No personnel, including visitors, are to have access to the site without fully complying with site access permit requirements. Visitors must be accompanied at all times;
14. There is to be no unauthorised advertising or publicity unless permission has first been obtained in writing from the client;
15. Parking for vehicles is not permitted
16. Any person using abusive language, wolf whistling or similar will be expected to be removed by the Principal Contractor from the site;
17. No fires on site; the Principal Contractor must comply with the Joint Code of Practice Fire Prevention on Construction Sites.
18. Lone working on site is not permitted;
19. All site operatives and personnel, including visitors, shall be aware of the evacuation procedures in the case of an emergency;
20. All communal corridors must be kept clear of plant, tools, materials and rubbish at all times. Corridors or emergency exits must not be obstructed.

21. Mobile phones must not be used on site when working
22. Both visitors and operatives are to wear - Safety boots, hardhat, hi-vi vests, safety glasses and appropriate gloves whilst on site.
23. All meals to be taken in specified areas only.
24. All access and escape routes are to be kept clear at all times
25. All deliveries to be booked in 48 hours in advance with the construction/site manager
26. All unsafe conditions must be reported to the appropriate manager immediately
27. All accidents must be reported to the appropriate manager immediately
28. Dispose of all waste materials in the correct manner.
29. Enter and exit ONLY via main gate and sign in and out.

Q45. Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site.

Squibb Group do not have any other projects within the London Borough of Camden.

The closest projects currently being executed are in the following neighbouring Boroughs;

London Borough of Hackney :- Woodberry Down Estate, London N4 2NW – Demolition Works ongoing to Dec 15

Client : Berkeley Homes

London Borough of Islington :- Coleville Estate; London N1 5NL - Demolition Works ongoing to Dec 15

Client : London Borough of Hackney

London Borough of Brent : College of North West London NW10 2XD - Demolition Works to complete July 2015

Client : College of North West London

To mitigate impact of the above sites on the London Borough of Camden all waste arising from Islington and Hackney is being transported east to tips in East London. The arisings from the College of North West London is being transported via the North Circular A406 away from the London Borough of Camden.

Q46. Please provide details to confirm that all contractors and sub-contractors operating large vehicles over 3.5 tonnes will meet all of the following conditions, as outlined in the [CLOCS Standard](#)

OPERATIONS:

- **Quality operation:** accreditation via an approved fleet management audit scheme e.g. [Fleet Operator Recognition Scheme \(FORS\)](#) or equivalent.
- **Collision reporting and analysis:** of any collision involving injury to persons, vehicles or property, ideally including use of the [CLOCS](#) Manager collision reporting tool.
- **Traffic routing:** any route specified by the client is adhered to unless otherwise specified.

i. VEHICLES:

- **Warning signage:** warning cyclists of the dangers of passing the vehicle on the inside
- **Side under-run protection:** fitted to all vehicles over 3.5 tonnes which are currently exempt
- **Blind spot minimisation:** front, side and rear blind-spots completely eliminated or minimised as far as is practical and possible

- **Vehicle manoeuvring warnings:** enhanced audible means to warn other road users of a vehicle's left hand turn or other manoeuvres

ii. **DRIVERS:**

- **Training and development:** approved progressive training and continued progressive training especially around vulnerable road users (including for drivers excluded from Certificate of Professional Competence requirements)
- **Driver licensing:** regular checks and monitoring of driver endorsements and that drivers hold the correct licence for the correct vehicle

STANDARD FOR CONSTRUCTION CLIENTS

- **Construction logistics/management plan:** is in place and fully complied with – as per this document.
- **Suitability of site for vehicles fitted with safety equipment:** that the site is suitably prepared for vehicles fitted with safety equipment to drive across.
- **Site access and egress:** should be carefully managed, signposted, understood and be clear of obstacles.
- **Vehicle loading and unloading:** vehicles should be loaded and unloaded on-site as far as is practicable.
- **Traffic routing:** should be carefully considered, risk assessed and communicated to all contractors and drivers.
- **Control of site traffic, particularly at peak hours:** other options should be considered to plan and control traffic, to reduce traffic at peak hours.
- **Supply chain compliance:** contractors and sub-contractors throughout the supply chain should comply with requirements 3.1.1 to 3.3.2.

Agreed

Q47. Please provide details of any other relevant information with regard to traffic and transport (if appropriate).

N/A

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed with the Council. The project manager shall work with the Council to review this Construction Management Plan if problems arise in relation to the construction of the development. Any future revised plan must be approved by the Council and complied with thereafter.

It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.



Signed:

Date:10/07/2015.....

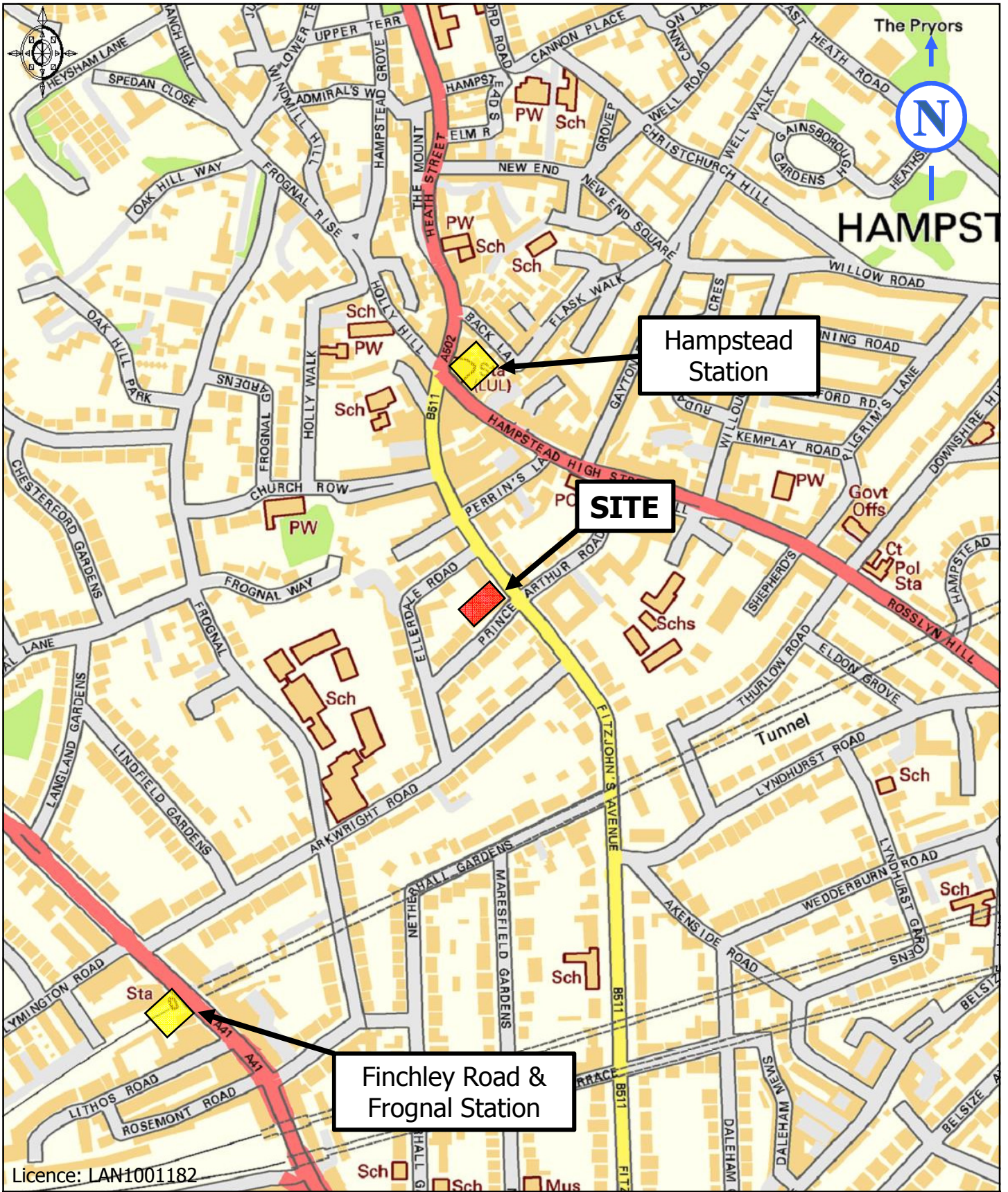
Print Name:Chris Guyatt....

Position: ...Demolition Contractor

Submit: planningobligations@camden.gov.uk

End of form

Appendix A



Licence: LAN1001182

TITLE:
Site Location Plan

PROJECT:
Arthur West House, 79 Fitzjohn's Avenue

CLIENT:
Pegasus Life



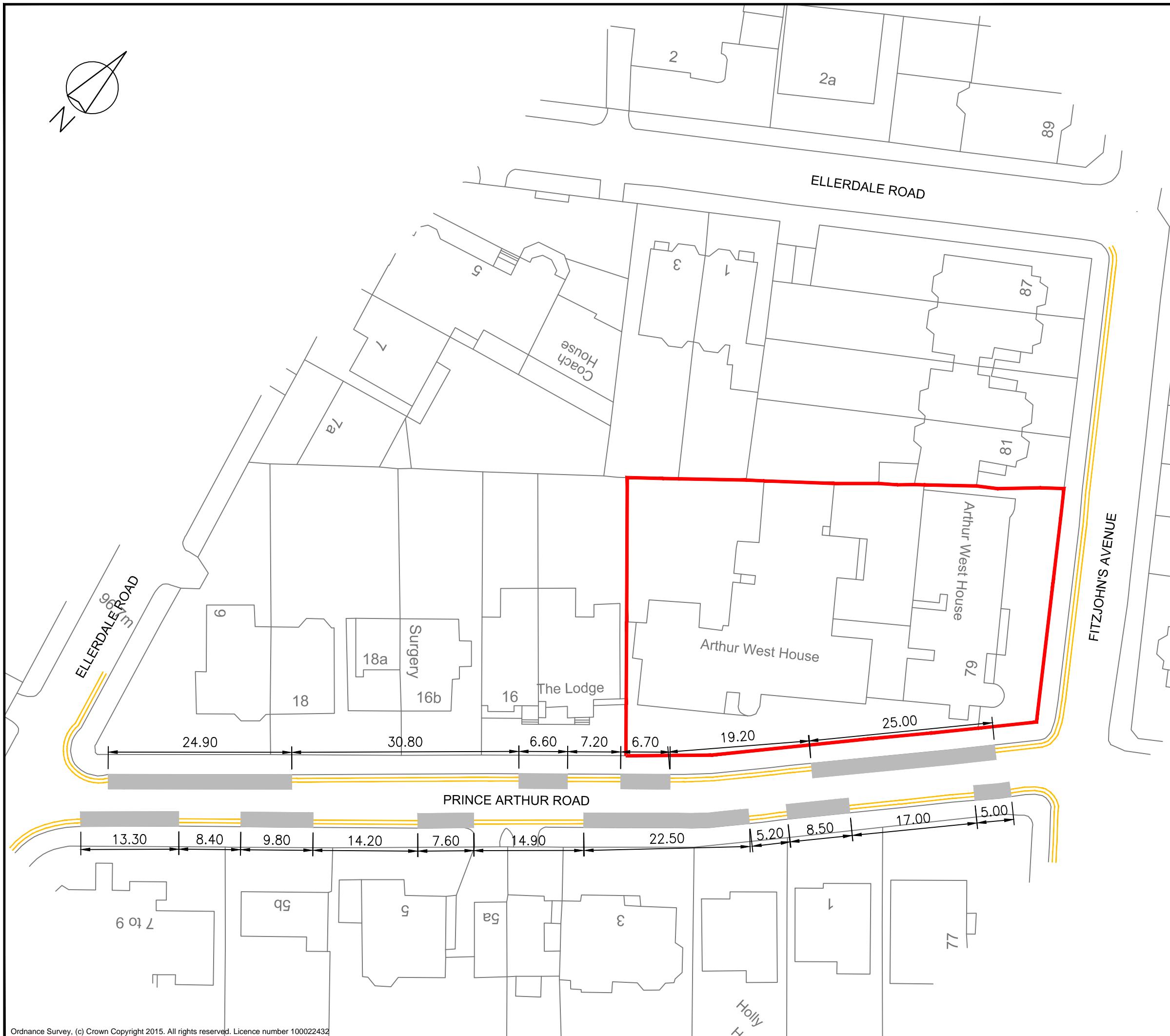
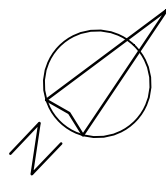
ttp consulting
 transport planning specialists

111-113 Great Portland Street
 London W1W 6QQ
 Tel: 020 7100 0753
 www.ttp-consulting.co.uk
 Registered in England: 7441800

DRAWN: D.P CHECKED: P.C DATE: 06.10.14 SCALE: N.T.S.

DRAWING REFERENCE: **Figure 1** REVISION: .

Appendix B



Rev	Details	Drawn	Checked	Date
...

KEY:

	SITE BOUNDARY
	EXISTING DOUBLE YELLOW LINES
	RESIDENTIAL PERMIT HOLDERS ONLY MON - SAT ZONE CA-H 09:00 - 20:00

NOTES:

- Do not scale from this drawing.

Client
Pegasuslife

Project
79 Fitzjohn's Avenue, London

Drawing Title
**Existing on street parking
Prince Arthur Road**

Scale	1:500	Size	A3
Drawn	AS	18.03.2015	
Checked	JP	19.03.2015	



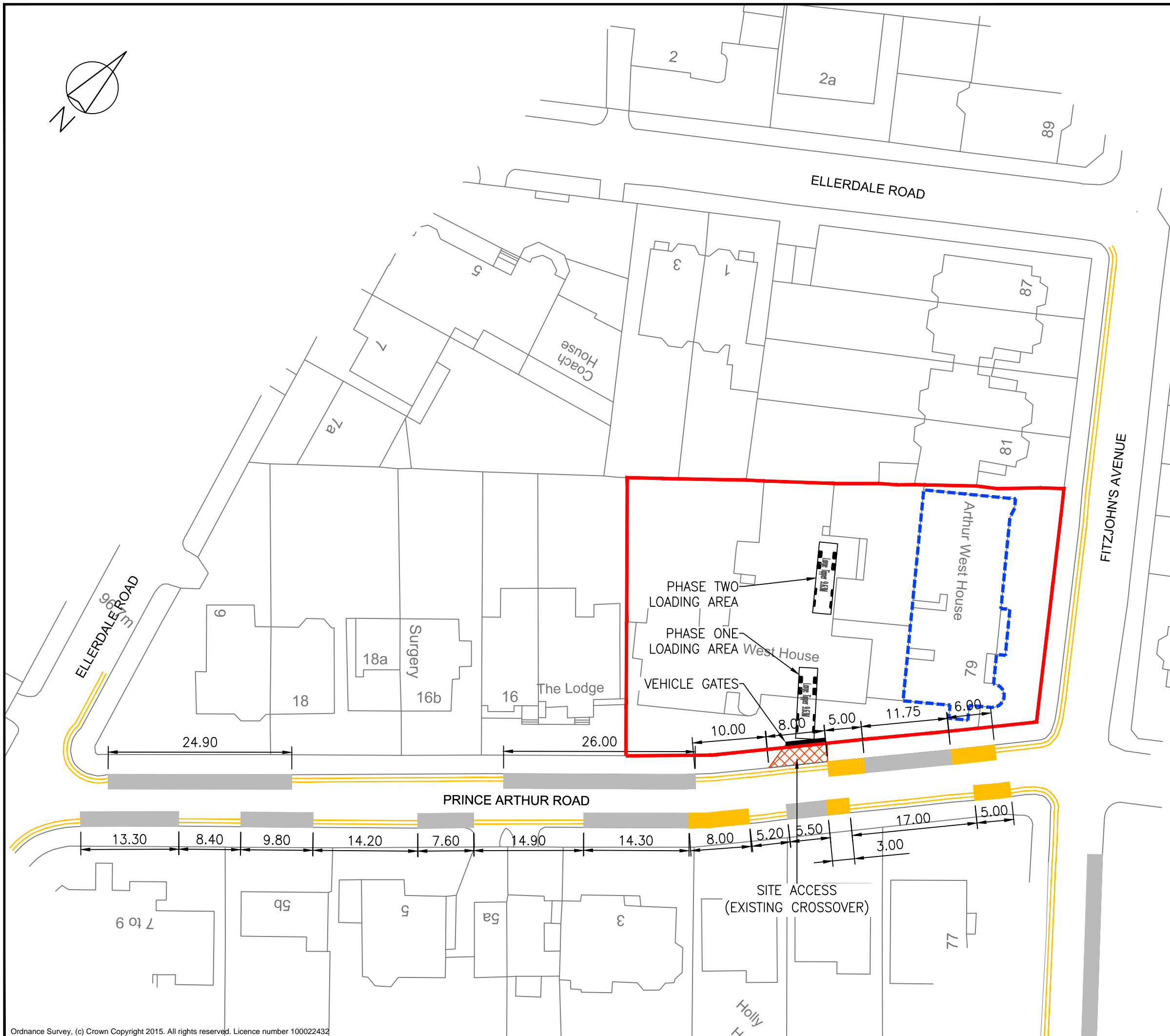
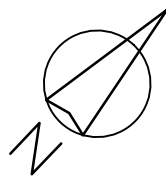
111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number	2014-1955-DWG-101	Rev	...
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D:\CAD\PRECISION\LD BOX FILES\DATA\0400499\458-TTP\1955 79 FITZJOHN'S AVENUE, LDN\2014-1955-DWG-101.DWG



Rev	Details	Drawn	Checked	Date
A	Additional bay suspended	AS	DF	10.07.15

KEY:

	SITE BOUNDARY / HOARDING
	PROTECTIVE SCAFFOLDING
	EXISTING DOUBLE YELLOW LINES
	RESIDENTIAL PERMIT HOLDERS ONLY MON - SAT ZONE CA-H 09:00 - 20:00
	SUSPENDED PERMIT PARKING BAYS

NOTES:

- Do not scale from this drawing.

Client
Pegasuslife

Project
79 Fitzjohn's Avenue, London

Drawing Title
Proposed Demolition Arrangement (Option 1)

Scale	1:500	Size	A3
Drawn	AS	24.03.2015	
Checked	JP	24.03.2015	



111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

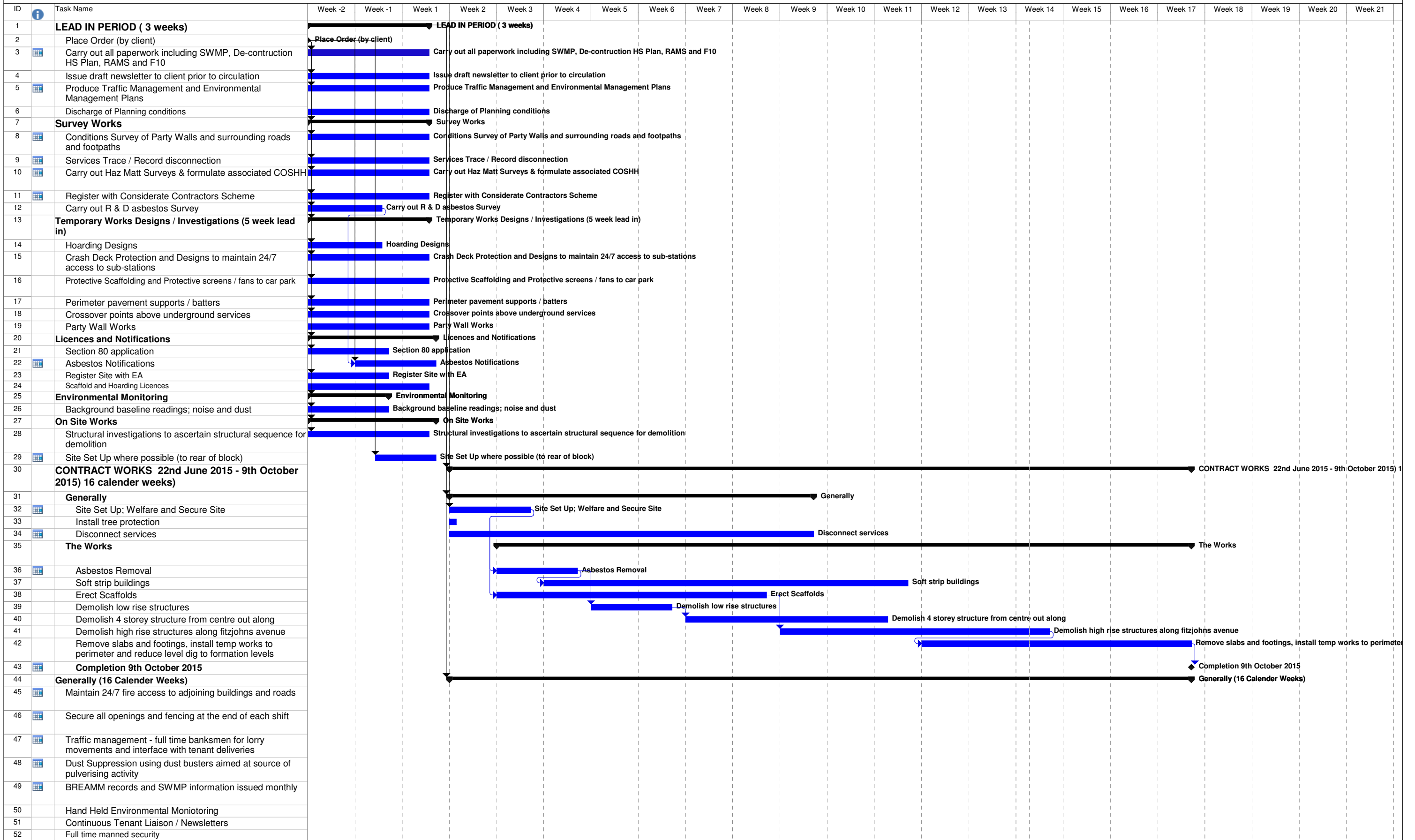
Drawing Number	2014-1955-DWG-102	Rev	A
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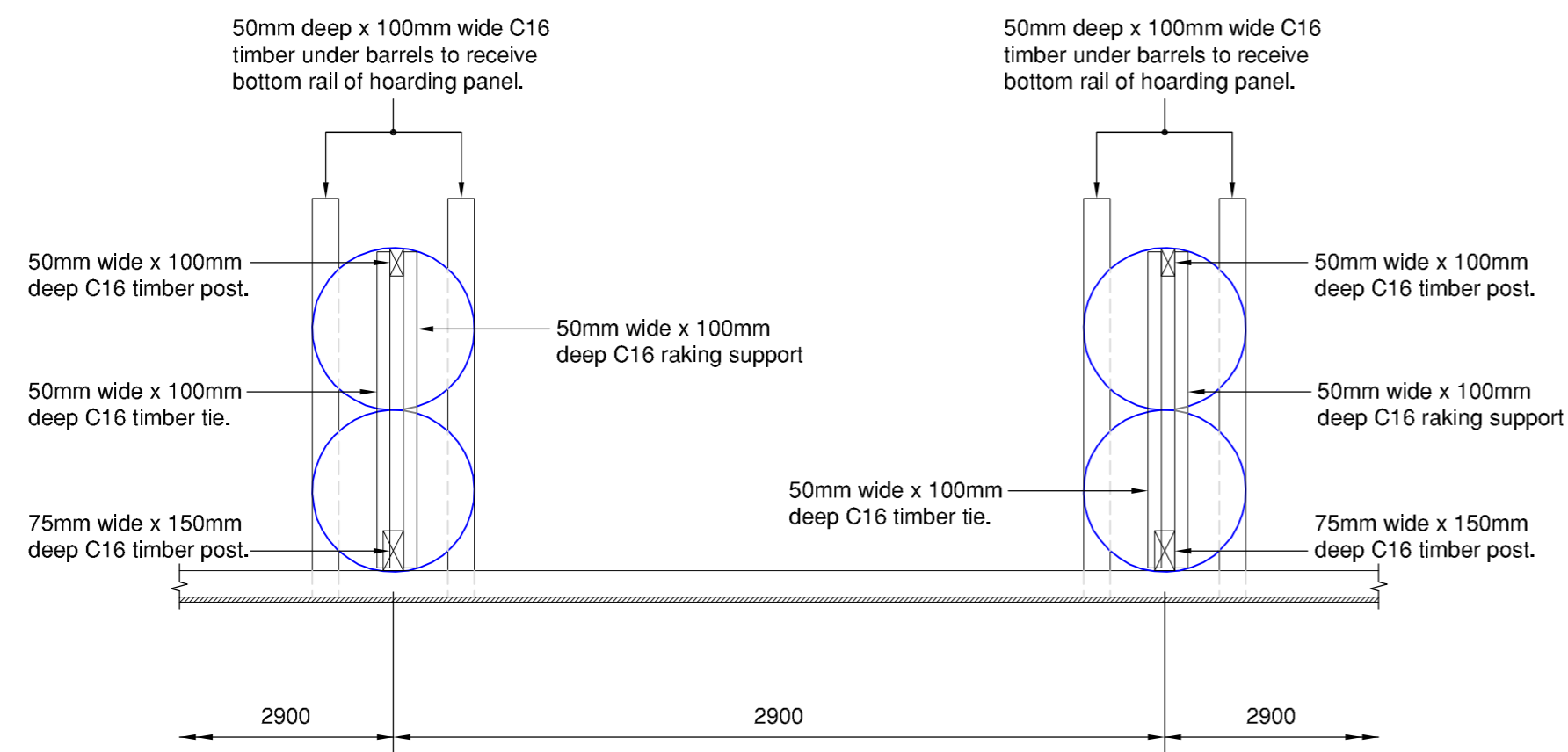
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Appendix C



Project: Fitzjohns Avenue Tender Prog Date: Wed 27/05/15	Task	Summary	External Milestone	Manual Task	Manual Summary	External Tasks	Deadline
	Split	Project Summary	Inactive Milestone	Duration-only	Start-only	External Milestone	
	Milestone	External Tasks	Inactive Summary	Manual Summary Rollup	Finish-only	Progress	

Appendix D



PLAN ON HOARDING SUPPORT FRAME

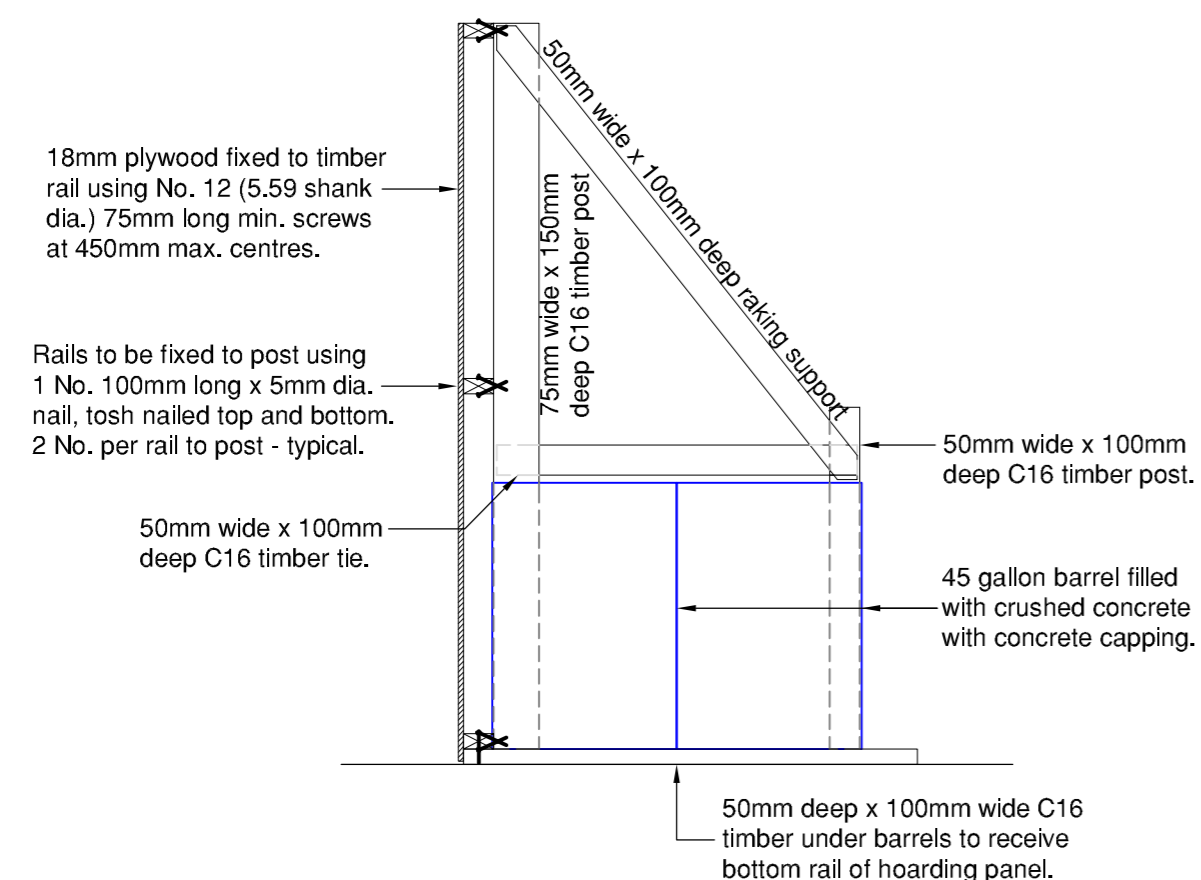
(1:25)

MAIN TIMBER MEMBER SIZES

- Post in front barrel - 75 x 150 grade C16
- Post in rear barrel - 50 x 100 grade C16
- Rails - 50 x 100 grade C16
- Raking support - 50 x 100 grade C16
- Timber tie - 50 x 100 grade C16
- Timbers under barrels - 50 x 100 grade C16

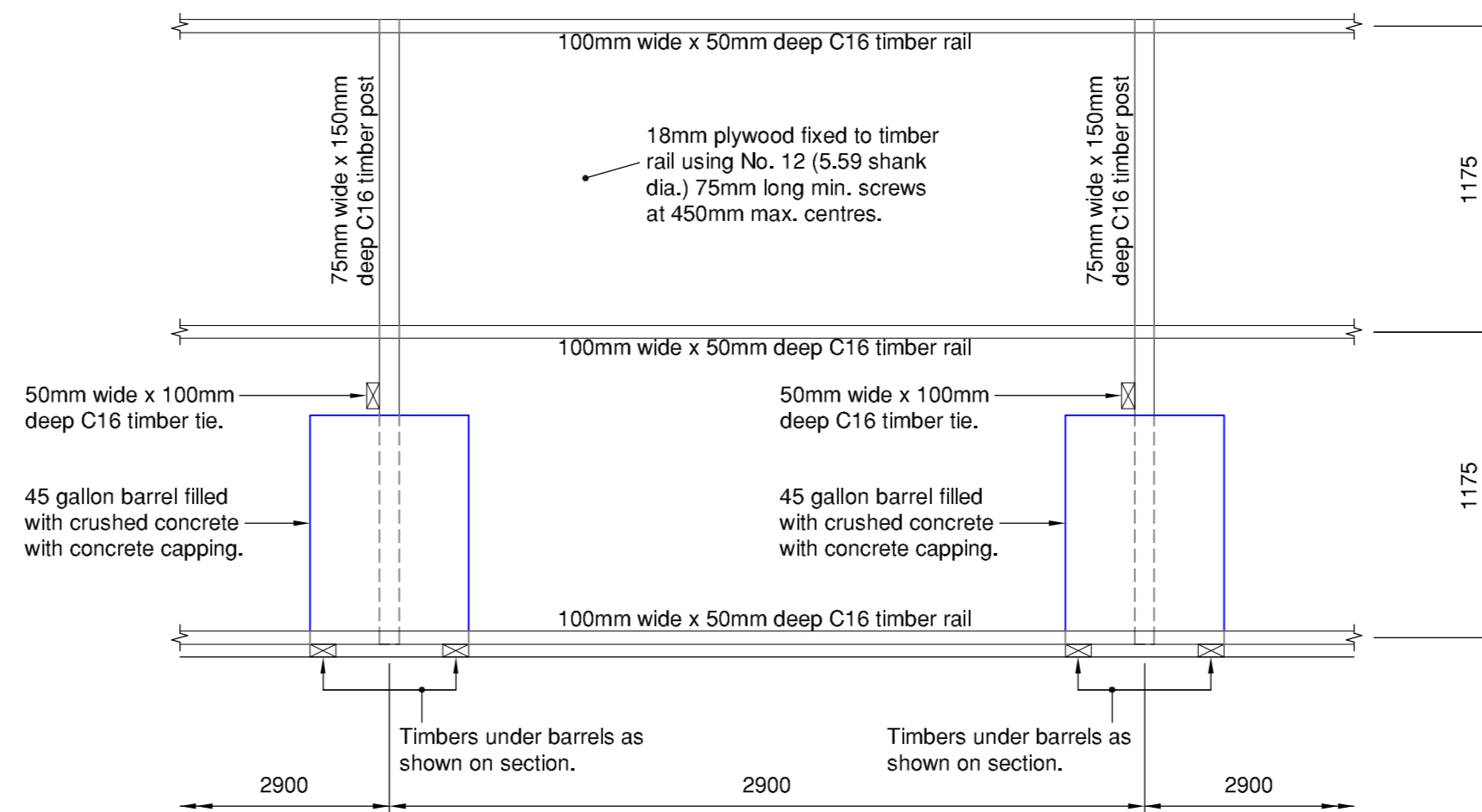
FIXINGS

Minimum fixing requirements for timber rails to posts to be 100mm long x 5mm dia. screws or nails unless noted otherwise.



SECTIONAL ELEVATION ON HOARDING SUPPORT FRAME

(1:25)



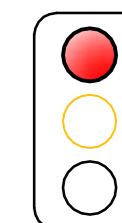
ELEVATION ON HOARDING SUPPORT FRAME

(1:25)

GENERAL NOTES

1. This drawing is to be read in conjunction with all relevant Architect's, Engineers and Specialists drawings, together with all relevant documents.
2. DO NOT SCALE. Work to figured dimensions only. All dimensions, setting out and levels are to be confirmed prior to the commencement of any site works.
3. Timber to be minimum grade C24 unless noted otherwise.
4. Barrels to frames to be founded on firm, stable ground and positioned to avoid all public utility access and inspection covers.
5. 45 gallon barrels are to be filled with crushed material with concrete cap.

Preliminary Drawing Only



DATE	DESCRIPTION	BY	REV
Consulting Civil & Structural Engineers 62a River Road, Barking, Essex, IG11 0DS Tel: 020 8591 1927 Fax: 020 8591 2352 e-mail address: <name>@pgcspartnership.com			
CLIENT			
SQUIBB GROUP			
JOB TITLE			
GASCOIGNE ESTATE - PHASE 1 BARKING, LONDON.			
DRG. TITLE			
HOARDING WITH CRUSHED MATERIAL WITH CONCRETE CAP IN TWIN 45 GALLON BARRELS AT 2.9M CENTRES: PLAN, SECTIONAL ELEVATION AND FRONT ELEVATION.			
DRAWN	CHK'D	THIS DRAWING IS THE COPYRIGHT OF PGCS PARTNERSHIP AND MAY NOT BE REPRODUCED WITHOUT PERMISSION.	
BC	JS		
SCALE	1:25 @ A2	DATE	06.02.2015
JOB No.	DRG. No.	REV	
15 017	02	-	

Appendix E



FORS silver

Squibb Group Ltd

has been assessed and has met the silver level requirements of the Fleet Operator Recognition Scheme (FORS).

This certificate is valid from 03/02/15 to 02/02/16 and remains valid as long as FORS requirements continue to be maintained.

A handwritten signature in black ink, appearing to read "IAN WAINWRIGHT".

Ian Wainwright
Head of Freight and Fleet, Transport for London

FORS ID : 003305





FORS silver

Scope of accreditation for:

Squibb Group Ltd

Valid from 03/02/15 to 02/02/16

Total number of vehicles **23**

Vans <= 3.5T	2
LGV/HGV >= 3.5T	21
Fleet cars	0
Coaches	0
Minibuses	0

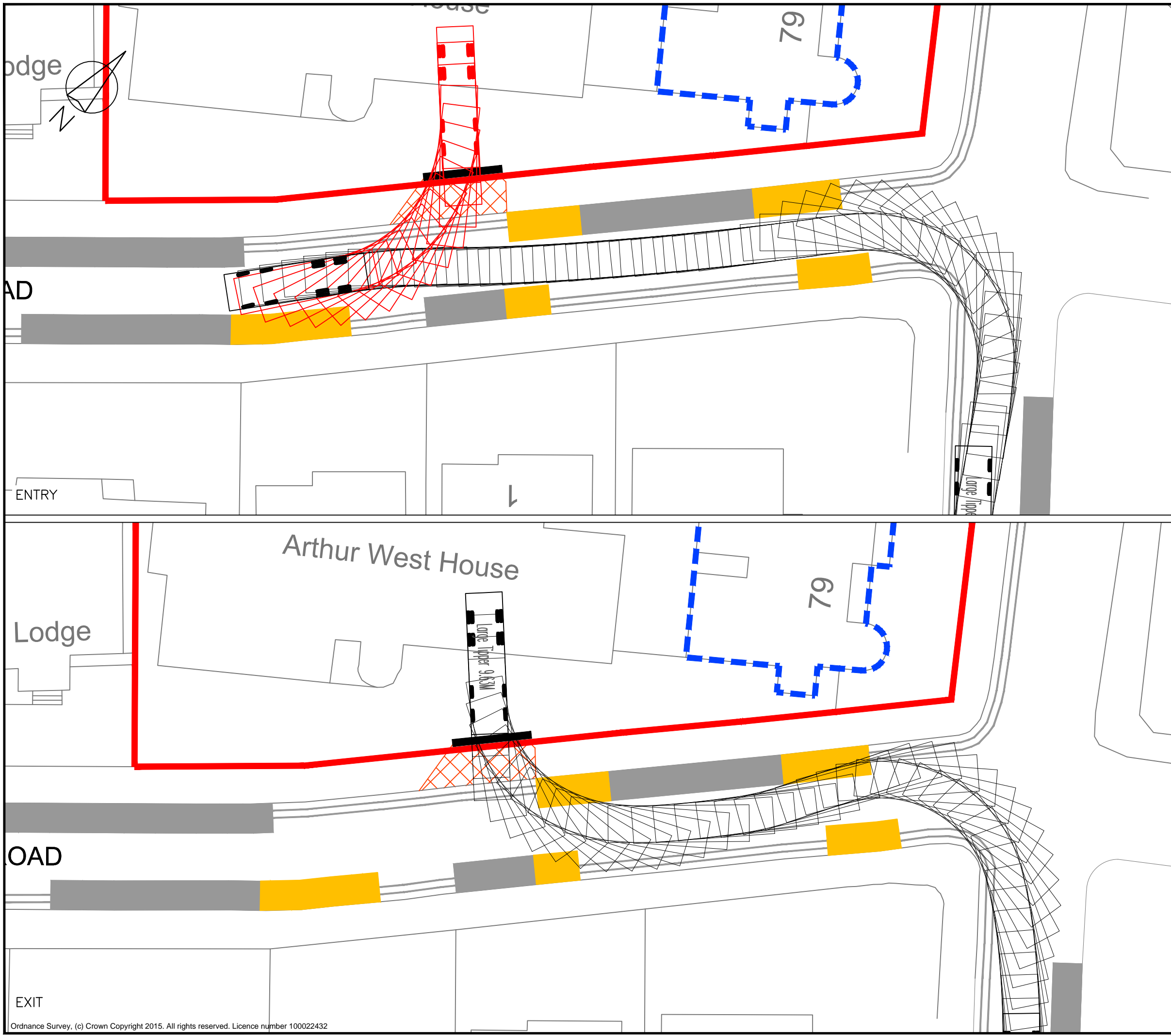
Total number of operating centres **2**

Operating centre post code/s

FORS ID : 003305

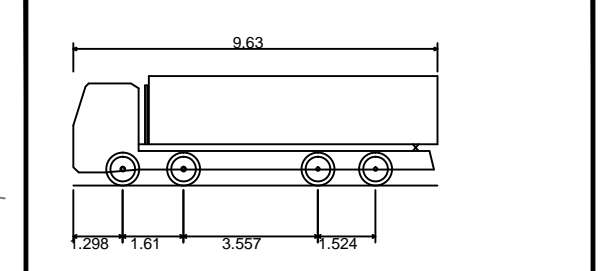


Appendix F



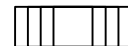
Rev	Details	Drawn	Checked	Date
A	Additional bay suspended	AS	DF	10.07.15


VEHICLE DETAILS:



LARGE TIPPER

Overall Length	9.63m
Overall Width	2.50m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	11.550m

 FORWARD MOVEMENTS ARE SHOWN IN BLACK
(design speed for all forward movements - 5kph)

 REVERSE MOVEMENTS ARE SHOWN IN RED
(design speed for all reverse movements - 2.5kph)

NOTES:

- Do not scale from this drawing.

Client
Pegasuslife

Project
79 Fitzjohn's Avenue, London

Drawing Title
Swept Path Analysis using a Large Tipper (Option 1)

Scale **1:250** Size **A3**

Drawn	AS	22.06.2015
Checked	DF	22.06.2015



111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number	Rev
2014-1955-DWG-103	A

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Appendix G

Question 30

The Squibb Group propose to undertake demolition methods in order to reduce noise, vibration by utilizing pulverizing attachments in lieu of percussive hammers wherever possible.

In order to reduce noise and vibration the following control measures will be adopted and the effectiveness monitored with real time monitors :-

Q30 Noise Management

Due to the sensitivity of the location it will be necessary to record noise levels prior to and throughout the project.

Daily hand held noise monitors will be placed at the perimeter at sensitive locations to ensure target levels are not breached from the chosen method of demolition.

These will gauge the effectiveness of the control measures. If the measures are considered unacceptable, then revised methods / timings for the contravening demolition activity will be developed and proposed. Noise levels will be taken on a regular basis using hand held noise monitoring equipment at selected locations around the site where various items of plant are working.

The target noise level for the demolitions at the receptor points is 75 DbLAeq over the 2 hour noisy period. All efforts via best practical means to beat this level will be made .

Background noise readings have been taken to all corners at both ground and roof level. The readings range from 62dB to 73dB along. It would be fair to assume that the average background noise reading for all elevations will vary between 60bB and 75dB which is average for this busy part of London. These were undertaken between 8.30am and 10am.

Note : -All plant will meet the European stage111B emission criteria – as all plant to be used on this site will not be older than 2007; manufacturer’s had to comply with European Legislation which prevented anything being constructed that did not comply with Stage 111B from this date. All serial numbers and manufacturer’s information will be held on site to demonstrate compliance.

10b(ii) Noise Control Measures

To ensure the previously described environmental impacts are kept to a minimum the following control measures will be implemented for the duration of the project:

- All demolition works will use 'quiet' hydraulic powered demolition pulverising attachments where possible. The structure for demolition is a concrete framed structure.
- Where the above is not possible (for thicker sections of ground floor slab and footings); impact hammers will be used (their use will be minimised and be in accordance with voluntary noisy working hours 8-10am; 12-2pm and 4-6pm) and includes the use of percussive impact breakers
- Where possible loading operations will be at times so as to avoid rush hour periods. All loading operations will be attended by a banks man. Where possible loading will be co-ordinated with local school run times to eliminate interface. All lorries will be sheeted prior to leaving the site and will be loaded within the footprint of the building via an aperture in the first floor.
- Each section of the project will be planned to ensure all noisy working requirements are identified along with the timescales so such information can be advised to all concerned parties. There will be no site working during any anti social hours
- Consideration will be given to all adjoining neighbours. At the start of each week each neighbour will be visited to see if there are any particular / sensitive times (for example – a particularly important meeting etc to see if noisy works can be re-scheduled to accommodate. Our Public Liaison Officer; Mr Barry Fisher 07736018469 will meet and discuss the works on a weekly basis with the surrounding residents and businesses and if possible programme additional 'one off' noise restriction hours to assist.
- The use of fully serviced plant with fully operational exhaust systems
- Ensuring all plant engine covers are kept closed at all times
- All site plant not in use will be shut down and not left idling on site
- All provided site generator plant will be of the new 'whisper' operational type
- The shouting out of instructions on site will be strictly forbidden, all site management and supervisors will be issued with site communication radios
- There will be no noisy working during any 'anti social' hours or hours determined by the contract or in liaison with the local business and residential communities.

- The playing of radios etc on site will be strictly forbidden at all times
- The sounding of vehicle hooters on site or in any adjacent street will be strictly forbidden at all times
- No commercial vehicles will be allowed to park in the adjacent streets waiting for access to the site, particularly with engines left 'ticking over'
- Where possible all site plant will be effectively silenced and located in such areas of the site so as to cause the minimum amount of noise migration to areas beyond the site boundary.
- Maximum noise generation levels will be determined for each major item of plant from such information as supplied by manufacturers or company noise monitoring records. This will enable the potential level of noise generation to be anticipated.
- Where appropriate to minimise noise emissions from within the building work areas all glazing will remain in place for as long as possible
- There will be no site activities or plant engines started or lorry movements to and from the site made before 8am and not after 6pm
- All plant deliveries and collections plus all waste management requirements will be coordinated to ensure the noise impact from all such vehicle's movements on the community is kept to a minimum and is within agreed times.

10b Vibration Management

Vibration Control Measures

To ensure these impacts are kept to a minimum, the following control measures will be implemented for the duration of this demolition project:

- Prior to the demolition commencing, where required debris pads can be constructed around the work areas to enable rubble to drop onto the pad, and not onto any slab which will act as a conductor of vibration to many adjacent areas.
- Slabs will be chased to minimise transference of vibration along the slab
- Where achievable all operating demolition plant e.g excavators will operate standing on constructed debris pads
- No demolition materials will be allowed to fall from any height which may result in the generation of vibration. Materials will be chuted internally through the concrete lined lift shafts so as to enclose noise and dust.

- All waste lorries will be loaded by excavators operated by competent plant operators with the debris placed into the vehicle and not dropped in.

Anticipated levels 5mm p/s

If complaints are received with regard to vibration then real time monitors will be deployed.

Appendix H

Squibb Group *Limited*

This is to certify that

Paul Morris

Of

Squibb Group Limited

*Has competently completed the following in house
awareness training:*

*Code of practice for noise and vibration control on
construction and open sites.*

BS 5228-1:2009+A1:2014

BS 5228-2:2009+A1:2014

*This certificate is valid for a period of 3 years from the
date of completion of training.*

Date of training: 18/06/14 Certificate Number: 0112

Signed: 

Training Provider

Squibb Group Ltd
Squibb House
62 River Road
BARKING
United Kingdom
IG11 0DS



Processing Unit
Bircham Newton
King's Lynn
Norfolk
PE31 6RH
Tel: 0844 826 8385

Dear Cardholder

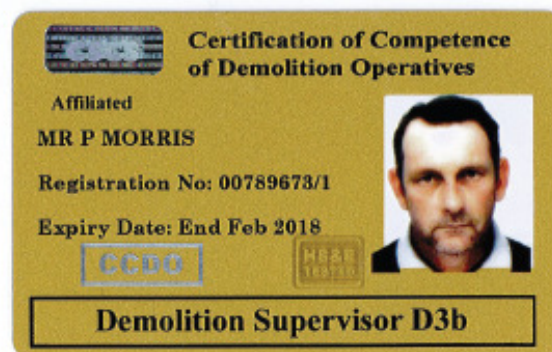
Please find enclosed your Certificate of Competence of Demolition Operatives (CCDO) card. Please check the details carefully to ensure they are correct. In the event of details being incorrect please advise the ConstructionSkills Processing Unit in writing, returning the card within 14 days of receipt.

If this card is lost/stolen or you have any queries regarding the card a Helpdesk is operational Monday to Thursday 9.00am to 5.00pm and Friday 9.00am to 4.00pm. Out of hours voicemail is operational. You must quote your ConstructionSkills Registration number when calling/writing.

If you change address please let us know by writing to us at the address shown above or by calling the telephone number shown.

If you are replacing, renewing or upgrading your card you may notice some changes in the card design on your new card, however the front of the card still indicates the level of card you hold. These changes are in accordance with Scheme Rules and are effective from 1 August 2007.

Processing Unit
ConstructionSkills



12062013
MR P MORRIS
00789673/1
KH-



The authenticity of this card can be checked by telephoning: 0844 8157214

Registration No: 00789673

PLANT OPERATOR

CATEGORIES

- Dump Truck - Articulated Chassis - All sizes
- Dump Truck - Rigid Chassis - All sizes (Wheeled)
- Dump Truck - Rigid Chassis - Tracked
- Excavator 360 below 10 tonnes - Tracked
- Excavator 360 below 10 tonnes - Wheeled
- Excavator 360 above 10 tonnes - Tracked
- Excavator 360 above 10 tonnes - Wheeled
- Skid Steer Loader
- Slinger/Signaller

This card is issued in accordance with the terms laid out in the CPCS Booklet

Appendix I

Complaints Procedure (Appendix to Question 5)

Prior to commencement all neighbours will be contacted by newsletter and also by Barry Fisher on 07736 018 469; and provided with his mobile as a site contact number.

If contacted, Barry will immediately cease the noisy activities or contravening site activity and record the nature of the activity being undertaken. He will then visit the neighbour in question and listen and record their complaint.

All complaints will be recorded - time, date, and nature of complaint, and proposed action with immediate effect. Works will resume once the cause has been identified and an alternative implemented (where possible). Feedback will be provided to the person(s) making the complaint.

The following personnel will be responsible for the safety and environmental management of this project

❖ Mr Wes Squibb	Project Director
❖ Mr Barry Fisher	Contracts Manager
❖ Mr John Fisher	Site Manager
❖ Mr Jim Crabtree	Site Transport Coordinator
❖ Mr Richard Parcell	Group Safety & Environmental Manager (Visiting)

Contact Details

❖ Mr Wes Squibb	07770238317
❖ Mr Barry Fisher	07736018469
❖ Mr John Fisher	07736018459
❖ Mr Jim Crabtree	07736018466
❖ Mr Richard Parcell	07736018456

Environmental Issues

Where an environmental issue occurs on site or is raised as a concern by adjacent properties or passing people, the following actions will be implemented by the Project Management team

- ❖ The issue will be recorded in the site diary and investigated
- ❖ Where required the appropriate actions will be implemented
- ❖ Then monitor those actions
- ❖ Close out the issue