**Construction/**

**Demolition Management**

**Plan**

**pro forma**

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**Introduction**

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

It is intended as a living document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites, will be mitigated and managed. The level of detail required 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](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-policy/supplementary-planning-documents/camden-planning-guidance.en) and [**(CPG)** 8: Planning Obligations](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-policy/supplementary-planning-documents/camden-planning-guidance.en).

This CMP follows the best practice guidelines as described in [Transport for London’s](https://www.tfl.gov.uk/info-for/freight/safety-and-the-environment/improving-construction-safety) (TfL’s Standard for [Construction Logistics and Cyclist Safety](http://www.clocs.org.uk/standard-for-clocs/) (**CLOCS**) scheme) and [Camden’s Minimum Requirements for Building Construction](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=3245385) **(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 CMPdoes 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**](http://www.camden.gov.uk/ccm/content/environment/building-control/file-storage-items/demolition-notice---the-building-act-1984-section-80-notice-bc104-.en)”

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.)

**Contact**

1. Please provide the full postal address of the site and the planning reference relating to the construction works.

Address: Parker Tower, 43-49 Parker Street, London, WC2B 5PS

Planning ref: 2014/0176/P

Type of CMP - Section 106 planning obligation/Major sites framework:

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

Name: Mark Bishop

Address: Syd Bishop & Sons (Demolition) Ltd, Waldens Depot, Waldens Road, Orpington, Kent, BR5 4EU

Email: mark.bishop@sydbishop.co.uk

Phone: 01689 820315

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

Name: Tony Moore

Address: Syd Bishop & Sons (Demolition) Ltd, Waldens Depot, Waldens Road, Orpington, Kent, BR5 4EU

Email: info@sydbishop.co.uk

Phone: 07961 422 658

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3.

Name: Mark Bishop

Address: Syd Bishop & Sons (Demolition) Ltd, Waldens Depot, Waldens Road, Orpington, Kent, BR5 4EU

Email: info@sydbishop.co.uk

Phone: 01689 820315

Name: Jessica Stewart

Address: 34/35 Berwick Street, London W1F 8RP

Email: jessicas@commcommuk.com

Phone: 020 7125 0421

**Site**

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

Parker Tower is an existing 13 story office building located within Covent Garden, London. The site is located in Parker Street off of the main road Kingsway in close proximity to Holborn Station. The adjacent properties will remain fully occupied and operational for the duration of the works. The adjacent uses include:-

* Residential
* Commercial
* Retail
* Entertainment
* Educational

A southbound contra flow cycle lane is adjacent to the site on Newton Street and is highlighted on the Local Highway Network Layout this is also a two way street for cyclists.

2. 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).

The proposed works are for the demolition of the two storey building at the base of the tower, the clearance of the internal finishes and walls as detailed on the architectural drawings. The demolition works also include the removal of the exterior cladding and glazing to the tower and the demolition and removal of the thirteenth floor.

3. 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.).

The nearest potential receptors are Residential and Commercial.

27 Newton Street, Thurstan and Holland Dwellings, and Secrets Night Club 43 Parker Street

4. 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 attached Local Highway Network Layout Plan

5. 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 ideal).

Please see attached Programme

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

Following on from the consultation with the residents only the following works will be carried out on a Saturday:

Strip out works; internal to the Tower building without the use of mechanical tools, only hand tools permitted.

BNP Paribas commits to instructing SBS to cease potentially noise significant works on Saturdays if the 1hr noise level exceeds the ambient noise level by more than 3dB or complaints are received. Following a trigger alert or complaint SBS will investigate the audio from the noise monitors or visit a complainants property and if noise from SBS activities is intrusive BNP Paribas will instruct SBS to cease works until suitable mitigation measures are put in place so that the noise from the Saturday works are no longer intrusive.

7. 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.

Existing services to be utilised for the demolition works.

8. 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 them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

BNP Paribas is undertaking consultation on the Draft DMP in the following ways:

* Uploading DMP to scheme website, www.parkertower.co.uk
* Publicising DMP consultation meeting on 18 November on site and presence on web through a letter drop to local addresses and emails sent to those already engaged during the planning process, including ward councillors, Covent Garden Community Association, Dragon Hall Trust and St Joseph’s School as well as local residents and businesses
* Holding a meeting to discuss Draft DMP and taking on board feedback before finalising the DMP.
* Updating all consultees once the final DMP is published.

Please see attached Parker Tower Mtg 181115 for the resident consultation meeting minutes.

9. 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.

BNP Paribas and its contractor, Syd Bishop and Sons are committed to working closely with the local community, and ensuring that residents, businesses and other neighbours and stakeholders are well informed about the progression of the demolition programme. Comm Comm UK, a specialist communications agency, will undertake ongoing communications with the local community throughout demolition, working closely with Syd Bishop and Sons.

Newsletters will be delivered to properties in the vicinity of the site, updating recipients on demolition work. These will be uploaded to the website and emailed to those who have registered for updates online.

Special notices will be sent out in advance of any special works that may cause disruption to residents, businesses or users of the local area. Syd Bishop and Sons endeavors to ensure that works do not unnecessarily cause disruption to the local community, and looks to mitigate any adverse impacts.

A monthly Drop-in Session will take place to provide a forum for local residents to pop in and meet the project team, see how demolition is progressing, ask any questions and raise any concerns face-to-face with the people who can help.

In the site establishment phase the supervisor will carry out an audit to determine the busiest times on the surrounding streets to assist in the planning of plant movement and deliveries to avoid causing unnecessary disruption during the peak rush hour periods. All deliveries will be allocated a time slot to prevent any backup of vehicles waiting to enter the site.

Phone numbers for both onsite enquiries (Contractor contact) and general enquiries (Comm Comm UK) will be publicised on all materials and on the site hoardings.

10. Please provide details of any schemes such as the ‘Considerate Constructors Scheme’, 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](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)” also referred to as “[Camden’s Considerate Contractors Manual](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)”.

The site was registered with the Considerate Constructors Scheme on 30/01/16.

11. 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.

There will be no ongoing construction works in the immediate vicinity of the site. Works to adjacent properties will be finished prior to demolition works commencing.

**Transport**

**This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.**

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the [CLOCS Standard.](http://www.clocs.org.uk/wp-content/uploads/2014/09/CLOCS-Standard-v1.2.pdf)

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor’s responsibility to ensure that all sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material is available here [TBC]. Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

Name of Principle contractor: Syd Bishop and Sons (Demolition) Ltd

**1. Traffic routing**: should be carefully considered and risk assessed, taking into account the need to avoid were possible any major cycle routes and trip generators such as schools, offices, public buildings,museums etc. Where appropriate, routes that use high risk junctions (ie. those that attract high volumes of cycling traffic) may consider installing Trixi mirrors at junctions.

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 also be given as to whether the roads on the route(s) to and from the site are suitable for the size of vehicles to be used.

This should then be communicated to all contractors and sub-contractors servicing the site and not deviated from unless unavoidable.

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of links to the [Transport for London Road Network](http://www.lscp.org.uk/lrsu/engineering_tlrn.html) (TLRN).

Please see attached Public Highway Network Plan as well the Logistic Plan indicating the proposed routes.

b. Please 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 contractors, delivery companies and visitors will be made aware of the route and will be sent a detailed vehicle transport plan prior to starting on site. All deliveries will be allocated a delivery time slot.

All drivers will be receiving a site induction before arriving on site and this will take place at the haulage companies head office. All induction sheets will be stored on site for record purposes.

**2. Control of site traffic, particularly at peak hours**: Traffic servicing the site should be controlled using a delivery booking system to manage site traffic. 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. (Refer to the [*Guide for Contractors Working in Camden*](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)).

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors**.** Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

a. 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.

The typical size of vehicle as shown below and will have a maximum of 32 tonne gross weight when loaded.



All deliveries will be kept within 0930 and 1500 hours with the frequency varying depending on the works happening at the time. The maximum vehicles will be 10 with the average being 5 all adequately spaced throughout the day to prevent any potential bottlenecking. The dwell time will be a maximum of 30 mins. Any vehicle arriving at site before or after the hours of delivery will be turned away.

The deliveries will be scheduled for weekdays avoiding Saturdays.

b. Please provide details of other developments in the local area or on the route.

The building next door above Secrets nightclub is currently being refurbished with the works completing on the 25th January 2016.

c. Please outline the system that is to be used for booking system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

All vehicles will be booked in with the site manager in advance and will be allocated with a 30 minute time slot. All internal lorries are tracked and the site manager will have an app for his phone to track them to see the location and will be able to communicate with the driver.

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for necessary compliance checks.

The main depot for the Waste Haulage is based on the A2 with vehicles being held back if there is a problem with deliveries on site. No requirement for offsite holding areas.

**3. Site access and egress:** Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and other traffic when vehicles are entering and leaving site, particularly if reversing.

a. Please detail the proposed access and egress routes to and from the site

As per the attached Logistic plan

b. Please describe how the access and egress arrangements for construction vehicles will be managed.

As per the attached Logistic plan

All vehicle movements will be supervised by Banksmen/Traffic Marshalls with no vehicles waiting on the public highway.

c. 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).

A trial run has taken place on 12/11/15 and as a result we will need to suspend the first two bays adjacent to the site entrance on Newton Street. See attached correspondence with pictures.

d. Provision of wheel washing facilities should be considered if necessary.

It is not anticipated to have wheel washing facilities due to no groundworks on site to create dirt but if required Jetwash facilities will be made available if required. The highway will be kept clean and tidy at all times with regular sweeping and road washing to take place.

**4. Vehicle loading and unloading:** vehicles should be loaded and unloaded on-site as far as is practicable. If this is not possible, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

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. If loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please refer to Q4 under the Highways section if any parking bay suspensions will be required.

As per the attached logistics plan

All vehicles will be unloaded within the site boundary with no vehicle waiting on the public highway and will be assisted with Banksmen/Traffic Marshalls.

5. Where one is assigned, please submit your principal contractor’s proposed method for checking vehicle and driver compliance.

All vehicles used for the demolition are owned by the Principal Contractor Syd Bishop and Sons (Demolition) Ltd. All vehicles and drivers are to standard as per the companies FORS Gold accreditation. Certificate attached

6. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of [construction material consolidation centres](http://www.tfl.gov.uk/cdn/static/cms/documents/building-on-the-benefits-of-consolidation-centres.pdf)).

No applicable for the demolition phase of the project, full loads to be cleared from the site.

7. Please sign-up to join the CLOCS community to receive up to date information on the standard by expressing an interest online: www.clocs.org.uk/clocs-community/.

I confirm I have registered to receive information on the CLOCS standard

Please see attached confirmation of registration email.

8. Please confirm that you as the client/developer and your principal contractor have read and understood the CLOCS Standard [link].

Yes we have read and understood the CLOCS Standard and hold the FORS Gold accreditation

Please contact CLOCS@camden.gov.uk for advice on any aspect of this section.

**Highways**

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

Scaffolding on the corner of the building to Parker Street will overhang the public footpath.

The scaffolding will be in accordance with the TG20:13

The scaffold will have the following to protect the footpath;

* Adequate signage and lighting
* Double boarded with polythene membranes on pedestrian gantries
* Standards to have red and white tape and foam protection
* Scaffold to be set back 450mm from the pavement kerb

Please see attached scaffold overhang plan highlighting the location

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

Public footpath closure on Newton Street as shown in the hoarding plan attached.

Due to the close proximity of the Newton arms to the public footpath it is in the interests of Health and Safety to shut the path when demolishing the structure.

3. 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 that includes the extent of any 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.

Not applicable to the demolition works.

4. Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction.

The first two parking bays adjacent to the site entrance on Newton Street and the loading bay on Parker Street will have to be suspended for the duration of the demolition programme.

The loading bay will be suspended to allow continuous safe access to the footpath to protect the pedestrians. Temporary barriers will be installed to the loading bay to prevent vehicles from stopping with adequate signage stating the loading bay closure. Parker Street currently has two operating loading bays;

1. 2 bay loading bay at the entrance of Parker Street adjacent to Parker’s Wine Bar & Restaurant
2. 2 bay loading bay outside Parker Tower (to be suspended)

Footpath closure as detailed in question 5 below.

5. Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted).

No road closures required only the footpath to Newton Street as highlighted in the Pathway Closure Drawing.

Due to the close proximity of the Newton arms to the public footpath it is in the interests of Health and Safety to shut the path when demolishing the structure.

6. If pedestrians and/or cyclists are diverted, Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements. 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.

Please see Pathway Closure drawing attached.

The correct signage will be in place as per Chapter 8 of the Traffic Signs Manual with Banksmen/Traffic Marshalls at the main entrance to assist with any problems caused by the diversion.

All vehicles will be required to be seen in and out of site by trained banksmen. Two Banksmen to be used for site vehicles access and egress to ensure vehicle and cyclist safety. Cones with retractable barrier tape will be used when vehicles are reversing to prevent cyclists and vehicles from attempting to pass the vehicle.

The cycle path will remain open for the demolition works.

The pathway to Newton Street in front of the Newton Arms pub will be closed for the demolition works with the existing crossing points on the street being utilised as identified in the Pathway closure plan. Due to the close proximity of the Newton arms to the public footpath it is in the interests of Health and Safety to shut the path when demolishing the structure.

The Parker street footpath will remain open with only the land owned by Parker Tower being hoarded off due to the demolition works. The width of the pavement will be consistent along Parker Street.

A secure hoarding will be in place with lockable access points to prevent unauthorised access.

**Environment**

To answer these sections please refer to the relevant sections of **Camden’s Minimum Requirements for Building Construction (**[**CMRBC**](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=3245385)**).**

1. Please provide details of the times of [noisy operations](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2), outlining how the construction works are to be carried out.

Noisy operations will be in operation throughout the demolition process and will be across the whole working day. The main noisy actions will the machine demolition of the Podium and the Newton Arms pub where demolition excavators\robots will be in operation. This is shown on the programme attached. Noisy operations will take place on Monday – Friday 08:00 -18:00 and there will be no noise significant works on Saturdays.

2. 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.

A noise survey was conducted in 2012, to inform the planning application. Details of the noise survey are below. These noise levels will also be supplemented by analysis of the LAeq,10hr during the period 08:00-18:00 once the noise monitors are installed.





3. Please provide predictions for [noise](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2) and vibration levels throughout the proposed works.

Refer to section 6 in attached Noise, Dust, & Vibration Management Plan

The predicted noise levels for the days in that week with breaking and cutting for days where there is no breaking or cutting it is anticipated noise levels would at or below 75dB. It is proposed to use 75dB as a trigger for the days when breaking and cutting are not taking place and 85 dB (or 79-81 dB for the tower roof demolition) for the days when the concrete separation or breaking is taking place

4. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](http://www.camden.gov.uk/ccm/navigation/environment/building-control/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.

Refer to section 4 in attached Noise, Dust, & Vibration Management Plan

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

The demolition supervisor has received environmental training within the CCDO Gold supervisor’s course and the operatives have also received training on environmental management.

Please see attached certificates.

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

Refer to section 4 and 9 in attached Noise, Dust, & Vibration Management Plan

7. 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.

No groundworks or slab removal is taking place reducing the likelihood of dirt/dust spreading onto the highways.

* All structures will be dampened down during demolition
* Dampening down when loading lorries/skips
* Fully cover scaffold with monoflex to contain the dust

All highways will be kept clean and tidy at all times with the road being hosed down and swept at regular intervals.

8. Please provide details describing arrangements for monitoring of [noise](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2), vibration and dust levels.

A real-time web enabled monitoring system is proposed for airborne particulates (3 x monitoring systems, 1 with anemometer), noise x 3 and vibration x2. There will be alerts when the site action levels and other triggers are exceeded and we will also be issuing a monthly report to BNP Paribas to summarise the monitoring and include site narrative on exceedances of the trigger levels and details of remedial actions taken.

Noise

* display of live data direct to a secure website;
* alarm emails when pre-set limits are exceeded;
* can be set with dual threshold alarm;
* audio playback functionality;
* real-time comparison with Leq limits using cumulative Leq and effective remaining noise level, to help avoid exceedances of the site action levels through management of the works; and
* server data back-up and data security.

Vibration during the podium demolition to ensure thresholds are not exceeded

* display of live data direct to a secure website;
* continuous measurement of Peak Particle Velocity (PPV) values in three orthogonal axes (refreshed on the website in 5 minute intervals);
* can be set with dual threshold alarm levels;

Dust/Particulates

The continuous measurement of airborne PM10 concentrations will be undertaken using systems capable of the following:

* display of live data direct to a secure website;
* continuous measurement of PM10 particles using light scattering method;
* can be set with dual threshold alarm levels and comparative alarms;
* automatic data storage on remote server, where the data can be analysed; and
* server data back-up and data security.

9. Please confirm that a [Risk Assessment](http://www.hse.gov.uk/risk/controlling-risks.htm) has been undertaken in line with the [GLA’s Control of Dust](http://www.london.gov.uk/thelondonplan/guides/bpg/bpg_04.jsp) and Emissions Supplementary Planning Guidance (SPG), and the risk level that has been identified, with evidence.

Please see Air Quality Risk Assessment.

10. Please confirm that all relevant mitigation measures from the [SPG](https://www.london.gov.uk/priorities/planning/supplementary-planning-guidance) will be delivered onsite.

Yes all the relevant mitigation measures from the SPG will be delivered on site.

11. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the [SPG](https://www.london.gov.uk/priorities/planning/supplementary-planning-guidance). 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.

The site is a High Risk Site and three dust monitors will be installed three months before with reports being provided to the council as agreed in the s.106 agreement. The baseline dust monitoring has been completed and an site action level or 150µgm-3 and a red site action level of 250µgm-3 put in place. Dust will be monitored throughout the demolition phase.

12. Please provide details about how rodents, including [rats](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/pest-control/about-the-pest-control-service.en), 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).

Visual surveys will be undertaken on site to highlight the presence of rats and will then set the appropriate pest controls to prevent them from spreading out from the site.

A canteen area will be provided and no food will be allowed to be consumed outside of this area with all rubbish being collected and disposed of on a regular basis to prevent the attraction of rodents.

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

The Asbestos Demolition Survey was carried out on 21st May 2015.

Asbestos items were identified in the form of insulating board throughout the public house areas, floor tiles & adhesive to the pub and engineer’s room, gaskets within the chiller room and a cement pipe within the pub cellar / basement. Asbestos has also been presumed to exist in the form of flash guards to the fuse boxes, brake pads within the lift motor room and insulating board to various safes within the public house.

14. 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.

A suitable area for smoking will be made available on site.

The site induction will cover items such bad language, shouting etc and will not be tolerated on site. For such behaviour a penalty system will be in operation Verbal Warning, Yellow card and Red Card.

**Agreement**

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:** 04/12/2015

 **Rev1:** 23/02/2016

**Print Name:** Mark Bishop **Position:** Manager

Please submit to: planningobligations@cemden.gov.uk

End of form.