Construction Management Plan

pro forma v2.0

Camden

Contents

Review

For Internal use only

Please initial and date in the relevant section of the table.

The **highlighted areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.

Pre app

Community liaison	
CLOCS	
Transport	
Highways	
Parking	
Environmental health	
Sustainability	*(attach appendix if necessary)*
Sign off	

Draft

Community liaison	
CLOCS	
Transport	
Highways	
Parking	
Environmental health	
Sustainability	
Sign off	

- INDICATES INPUT REQUIREMENT FROM MULTIPLE TEAMS THROUGHOUT DOCUMENT

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 to be a live 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 and **(CPG)** 8: Planning Obligations.

This CMP follows the best practice guidelines as described 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 in writing. 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.

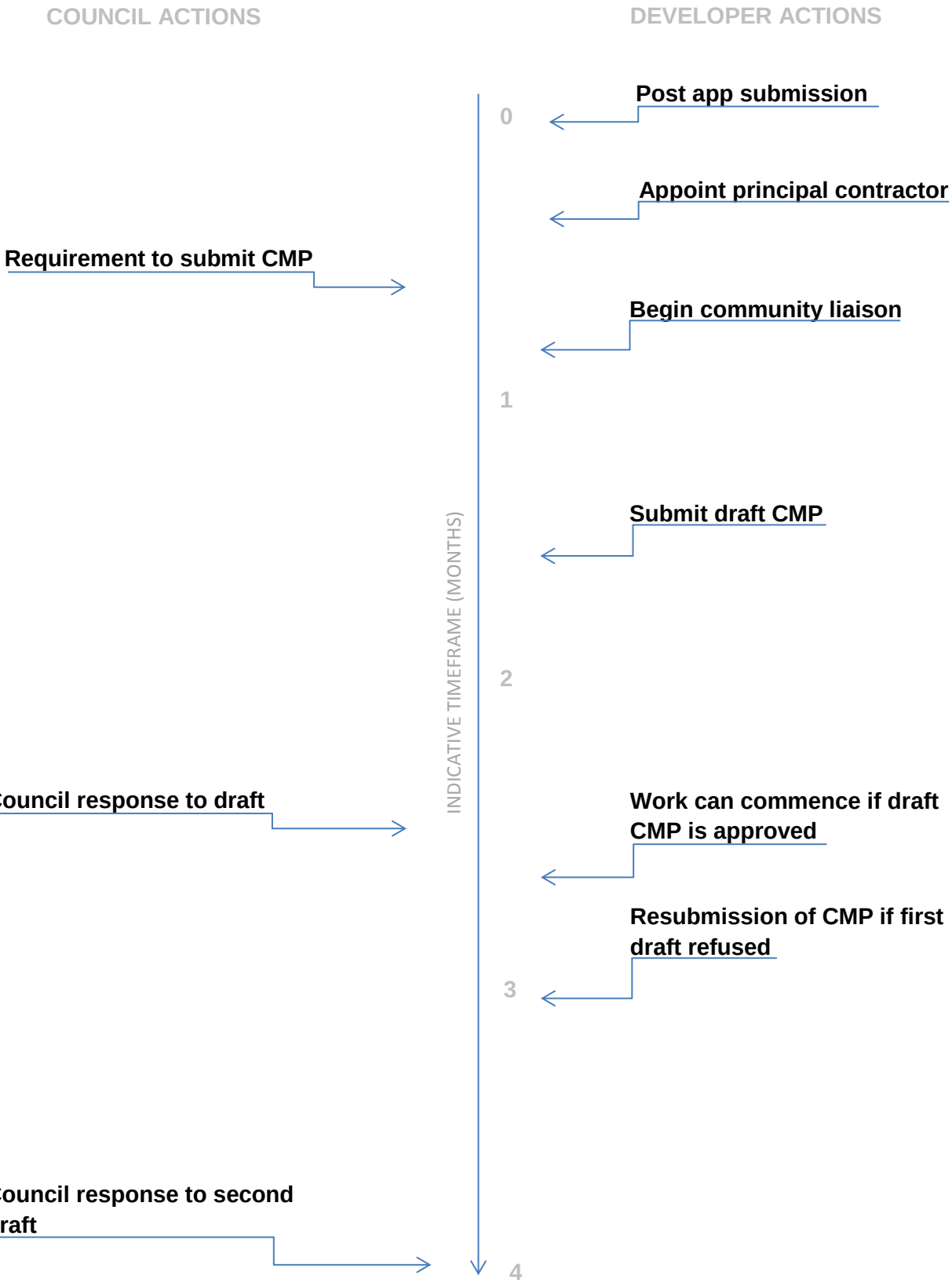
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "**Demolition Notice**"

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. It is preferable if this document is completed electronically and submitted as a Word file to allow comments to be easily documented.

(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.)

Revisions to this document may take place periodically.

Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Post app submission
0
Appoint principal contractor
Requirement to submit CMP
Begin community liaison
1
Submit draft CMP
INDICATIVE TIMEFRAME (MONTHS)
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft refused
3
Council response to second draft
4

Contact

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

Address: 25 -37 Parker Street, Holborn, London, WC2B 5PA

Planning ref: 2012/6132/P (amended by 2013/5872/P) and 2012/6143/C

Type of CMP - Section 106 planning obligation/Major sites framework: Planning Conditions 17 and 27, Legal Obligations contained within Clause 4.5 of S.106 Agreement dated 09.10.2015 insofar as it relates to the Demolition Stage only

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

Name: Shane Grealy (C/O Agent, Alan Hughes, DP9 LTD)

Address: DP9 Ltd, 100 Pall Mall, London, SW1Y 5NQ

Email: alan.hughes@dp9.co.uk

Phone: 020 7004 1700

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: Shane Grealy

Address: Keltbray Ltd, St Andrews House, Portsmouth Road, Esher, Surrey KT10 9TA

Email: shane.grealy@keltbray.com

Phone: 07966694581

Note – Above details for Demolition Stage only

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: As per question 3

Address:

Email:

Phone:

5. Please provide full contact details of the person responsible for community liaison/dealing with any complaints from local residents and businesses if different from question 3. In the case of **Community Investment Programme (CIP)**, please provide contact details of the responsible Camden officer.

Name: As per question 3

Address:

Email:

Phone:

6. 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: As per question 3 (demolition phase only)

Address:

Email:

Phone:

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 House is located at 25 Parker Street, Holborn, London. The project involves the re-development of a 3 block building and a number of low level buildings called the Aldwych workshops. The site is bound by Macklin Street to the North, Parker Street to the South, Newton Street to the East and Parker Mews to the West. There are a number of adjoining structures at each elevation including the boundary wall to St Joseph's primary school to the North of the Site.

Keltbray scope of works generally comprise of the asbestos removal , service isolation and termination, soft strip, hard demolition of the existing block of buildings known as Parker House and a number of low level buildings known as the Aldwych Workshops. The existing street façade is to be retained along Parker Street elevation with a façade retention scheme to be designed by Keltbray subject to the design intent for new build works. Temporary works to maintain the stability of adjoining structures will form part of Keltbray's enabling works to allow for hard demolition works to commence (Within specific areas on site).

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).

N/A – Demolition Only

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.).

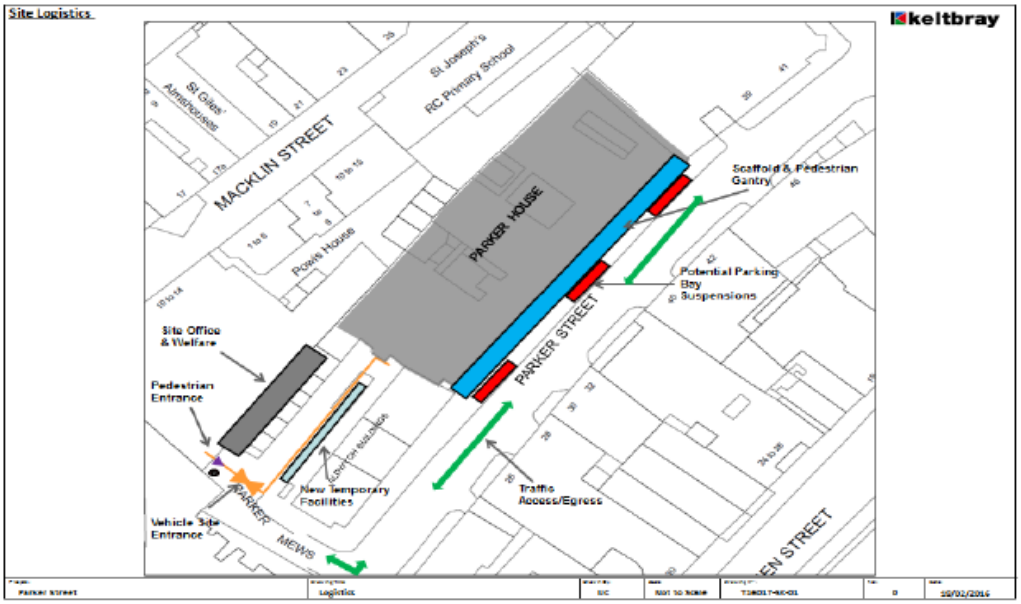
To the East of Site – Chambers & Partners , Business/Residents off Newton Street

To North of Site off Macklin St – St Joseph's Primary School, Residents at 21 Macklin Street, Business on Macklin Street,

To West of Site – Business on Drury Ln, New London Theatre and car park, Residents in Aldwych Buildings ,

Business and residents on Parker Street – opposite Parker House.

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.



The attached details our proposed site access/egress routes for Tippers and Artics. There are no cycle lanes along Parker Street. Temporary Parking Bay suspensions will be required along Parker Street for unloading Artic.

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).

For Demolition work

Start date – 11/07/16 – End date – 07/11/16 – 17 week period

See attached Keltbray Demolition 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

Working Hours are as per standard Camden working hours above

8:00am – 6:00pm Monday – Friday

8:00am – 1:00pm Saturday

No work permitted on Sundays and Bank Holidays

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.

Keltbray to isolate all incoming services to site boundary – New connections will be managed by others contractors

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft.

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off. This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements should consider establishing contact with other sites in the vicinity in order to manage traffic routeing and volumes. Developers in the Tottenham Court Road area have done this to great effect.

The Council can advise on this if necessary.

1. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. Details of meetings including minutes, lists of attendees etc. must be included.

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.

Please provide details of consultation of draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Initial drafts of Keltbray's construction management plan, noise, dust and vibration management plan, and waste management plans were submitted for consultation as part of the original planning application ref. 2012/6132/P. This has since been updated and submitted pursuant to Conditions 17 and 27, which themselves are available on the public register to view and comment upon. Keltbray have been discussing the planned demolition works with the neighbouring school, and a wider neighbour newsletter is to be issued towards the end of June 2016.

2. Construction Working Group

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, the way in which 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.

Prior to works commencing Keltbray's PM will issue a newsletter to the local community detailing Project information and site contact details. Contact details will also be displayed on the site hoarding.

A regular newsletter will also be issued thereafter detailing progress and a chance for local community to raise and Keltbray to address any concerns.

Meetings will be set up with concerned community members and Keltbray will form part of any Construction Working Group if deemed necessary

3. Schemes

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" also referred to as "Camden's Considerate Contractors Manual".

Keltbray will register the site with the Considerate Constructors Scheme. As a minimum Keltbray will achieve a score of 5 (compliance) in each section with the intention of scoring higher. Recently Keltbray has been achieved a Gold Award from the scheme recognising continual exceedance of the code of good practice for another project.

4. Neighbouring sites

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. The council can advise on this if necessary.

Keltray have met with Legendre Contractors, to discuss the Site Logistic & Traffic Management Plans (find attached) for the ongoing refurbishment works to 43-49 Parker Street. Keltbrays proposals have been worked up in collaboration with Legendre so as to minimise the impact of construction in the vicinity of the site, this is explained in more detail under Site Traffic Q4 a).

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.

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 contractors and 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 which details CLOCS requirements can be accessed here, details of the monitoring process are available here.

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

Please refer to the CLOCS Overview and Monitoring Overview documents which give a breakdown of requirements.

CLOCS Considerations

1. Name of Principal contractor:

Keltbray LTD

2. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our CLOCS Overview document in the appendix and CLOCS Standard point 3.4.7).

Keltbray are a certified member of the CLOCS Scheme and also hold FORS Gold. Checks are made on site. A Traffic Management Plan is produced stating access and egress and loading bays. Checks are made on the drivers licences to ensure correct for the task.

3. Please confirm that you as the client/developer and your principal contractor have read and understood the CLOCS Standard and included it in your contracts. Please sign-up to join the CLOCS Community to receive up to date information on the standard by expressing an interest online.

I confirm that I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers:

Keltbray certified member of CLOCS Scheme – Please see attached

CLOCS Champion.pdf

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

Site Traffic

Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

4. Traffic routing: *"Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur."* (P19, 3.4.5)

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (ie. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

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 (TLRN).

As per above map vehicles will access Parker Street Via A4200 Kingsway and access site by turning right onto Parker Mews. Due to the tight nature of the site, the vehicles will be reversed into site under the control of two Keltbray Traffic Marshalls at all times. Once vehicles enter the site, they will be briefed by marshalls and instructed to sign in

Upon leaving site vehicles will turn left onto Parker Street and then up to Drury Street junction where vehicles can ONLY turn right. From here vehicles will continue up Drury Street where they can access the A40 London.

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.

Prior to vehicles entering site a Traffic Management Plan including site contact details will be issued to all drivers entering site. It will be the responsibility of Keltbray Site team to manage this process. Keltbrays site manager have also liaised with the Project Team from Legendre Construction, the contractors behind the refurbishment works to 43-49 Parker Street, to ensure they are aware of Keltbrays proposals.

5. Control of site traffic, particularly at peak hours: "*Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries*" (P20, 3.4.6)

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*).

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.

Type of vehicles – 8 Wheel Rigid Tipper , 8 Wheel Rigid Skip/Bin Wagon, 8 wheel Rigid flat beds

Dimensions – 9.8L X 3W X 3.8 H – All GOLD FORS Standard

Times – All vehicle access will be between 9.30 and 3pm

Daily Number – Max 8 per day

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

To be discussed and agreed with Camden officers.

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

All drivers will be instructed to contact site prior to arrival, there will be only one access to site which via Parker Mews.

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. Please refer to question 5 if any parking bay suspensions will be required for the holding area.

Parking suspensions may be required for a period of time to unload steel during the installation of façade retention scheme. All deliveries will be carefully planned in allocated time slots to ensure prompt turn around and no backing up of deliveries.

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

On site crushed concrete is reused where possible for piling mats to eliminate the need for waste transport. Waste movement at peak congestion times is restricted, minimising time vehicles are kept running in stationary traffic, further reducing polluting effects of traffic emissions.

Waste management facilities used by Keltbray are predominantly located in the Thames Wharf area to again minimise distance travelled by waste removal Lorries from sites. From these facilities river transport is used for longer distances to other facilities, which reduces the overall CO2 and congestion impact of transporting the waste.

6. Site access and egress: *"Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles."* (P18, 3.4.3)

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 above map vehicles will access Parker Street Via A4200 Kingsway and access site by turning right onto Parker Mews. Due to the tight nature of the site, the vehicles will be reversed into site under the control of two Keltbray Traffic Marshalls at all times. Once vehicles enter the site, they will be briefed by marshalls and instructed to sign in

Upon leaving site vehicles will turn left onto Parker Street and then up to Drury Street junction where vehicles can ONLY turn right. From here vehicles will continue up Drury Street where they can access the A40 London.

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

Prior to vehicles entering site a Traffic Management Plan including site contact details will be issued to all drivers entering site. It will be the responsibility of Keltbray Site team to manage this process.

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).

See attached updated swept path drawings

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled.

Usually wheel washing facilities are not needed for the demolition phase of works, however if deemed necessary the wheels of vehicles leaving site will be cleaned using a high pressure jet wash. Any run off from this will be contained and re-used on site.

7. Vehicle loading and unloading: *"Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable."* (P19, 3.4.4)

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 outline in question 8 if any parking bay suspensions will be required.

In general all loading and unloading will be done from within the site. Parking suspensions may be required for a period of time to unload steel during the installation of façade retention scheme. This will be communicated with Camden Highways time in advance of works taken place.

Highway interventions

- **8. Parking bay suspensions and temporary traffic management orders**

Please note that a parking bay suspension should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, suspensions whose duration exceeds 6 months must apply for a Temporary Traffic Order (TTO). For parking bay suspensions of one year or longer, a Traffic Management Order (TMO) must be applied for.

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

Information regarding parking suspensions can be found here.

Parking suspensions may be required for a period of time to unload and install the steel façade retention scheme. This will be communicated with Camden Highways time in advance of works taken place.

9. Scaled drawings of highway works

Please note that 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.

- a. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).

Please refer to attached Façade Retentsion Scheme

b. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

All necessary safety signage will be displayed and project information will be clearly displayed on site hoarding and at site entrance. – This will be managed by approved contractors

10. Diversions

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 diversions, disruption or use of the public highway is anticipated during works.

11. VRU and pedestrian diversions, scaffolding and hoarding

Pedestrians and/or cyclist safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered, these include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

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.

A secure hoarding will generally be required to the site boundary with a lockable access

a. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

Pedestrian and cyclist safety will be maintained by the erection of a 2.4m hoarding around the site. There is only one proposed access to the site for vehicles which will be manned by trained gatemen/traffic marshals to ensure public safety.

b. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

A scaffold protection gantry with fixed hoarding will be erected along Parker Street Elevation. An application is currently with Camden CC structural department for approval. All additional hoarding will be erected within the site.

SYMBOL IS FOR INTERNAL USE

Environment

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

1. Please list all noisy operations and the construction method used, and provide details of the times that each of these are to be carried out.

Consented Hours

All works will be undertaken within the hours agreed within the Building License Agreement, as set out below:

Monday to Friday: 08:30 – 18:00 hours

Saturday: 08:30 – 13:00 hours

Sundays and Public Holidays: no works

Main Soft Strip

This will be carried out after asbestos removal and only once full asbestos clearance has been issued by the asbestos removal contractor.

Working from the highest floor downwards the following will be broken out/removed using hand tools: floors, walls, ceilings and electrical and mechanical services. Further details are provided below:

- Partitions and non-structural internal walls will be demolished/dismantled using hand tools such as mattocks bars and 7lb / 14lb hammers and progressively removed.
- Where it is deemed necessary to remove any non-structural flooring, this will be carefully uplifted and progressively removed from the upper floors down. Commencing at the furthest point from, and working towards the access stairs / ladders etc.
- Any floor joist that can be removed without affecting the structure of the buildings will cut from below in a "sit cut / drop cut fashion" by operatives using mobile towers.
- Once upper floor removals have been completed any stairs or other access will be removed or block off to prevent access to areas where floor are removed.
- A final sweeping of any concrete or non-removed floor will be undertaken on completion of the works at each level.
- Ceiling hangers, trunking, conduit, pipe work and other non-structural metalwork will be cut out using reciprocating saws.

Demolition

Removal of roof structures

- The roof(s) and mounted structures will require removing prior to the demolition of the structure to in order to minimise contamination of the hardcore.
- Only suitably trained operatives will undertake hot works or roof works.
- Where this is not possible operatives will remove the slates by hand prior to dropping the timber work to the floor below. A temporary access scaffold will be erected to enable the operatives to safely completing the above mentioned works. If possible other methods may also be implemented such as alloy towers and podium steps. All towers will be checked prior use by trained and qualified personnel. As a measure of last resort, the operatives will also wear suitable harness and lanyard kits secured at the correct height and level to a suitable anchor point such as the scaffold structure.
- The operatives will cut from below in a "sit cut / drop cut fashion" by using mobile towers the materials will be progressively cleared of the buildings or stock pilled in an appropriate location until a well hole is available.

Repetitive floor-by-floor demolition

This section describes the procedure by which the building is reduced top-down one floor at a time. This method utilises mini-excavators up to 3 tonne, fitted with hydraulic pneumatic breakers or other suitable attachments, and combined with the use of wheeled bobcat skid-steer loading shovels. The size of the demolition plant will be dictated by the structural investigation works and the slab load test results.

- The structures will be demolished using 360^0 excavators fitted with hydraulic breaker or other suitable attachments such as powered pulverisers.
- The machines will start breaking the slab from the agreed locations and tracking back on the existing slab.
- A Mobile Crane will lift the mini excavators and skid-steer loaders on to the working level.
- Machines will be transferred floor to floor at the end of each respective slab breakout via the ramp created around the main staircase core or by use of the mobile crane. Ensuring that only one 360^0 excavator is in any one bay at any time (a bay being a slab area between usually 4 columns or 2 beams).
- The debris will be broken down onto the floor below, processed and separated to increase the efficiency of debris removal.
- Wherever possible the use of hydraulic pulverising attachments will be used as opposed to hydraulic breaking attachments
- Once any concrete encased steal members have been severed from the structure any remaining concrete will be removed from the member utilising the above mentioned hydraulic attachments
- The removal of concrete encasing steal members will only be undertaken by hydraulic breakers where no other practical means are available

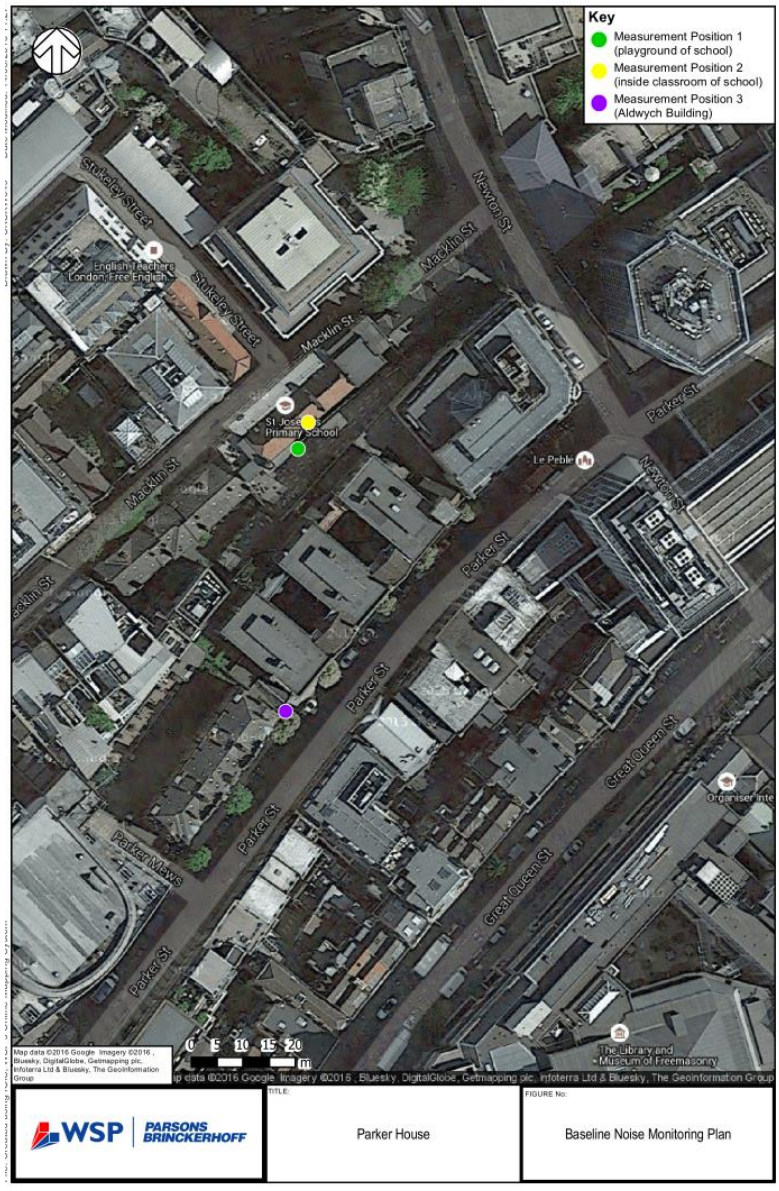
- Resultant demolition debris will be cleared using the skid-steer and deposited throughout the appointed well hole/drop zone onto a rubble mattress on the ground slab then transferred to basement level backfilling the basement areas.
- Steelwork will be removed from the workface by use of the same drop zone or by use of mobile crane. These will be segregated from the hardcore and loaded into skip to removal off site.
- At basement level waste materials will be cleared out of the building by an a mixture of an additional skid-steer loader / medium sized excavator, and fed to a larger 360° excavator for processing and/or loading away.
- The debris will be loaded into tipper wagons using a 20 tonne 360^0 excavator fitted with grapple and bucket attachments. Steel sections and salvageable materials will be loaded into skips.
- The cutting of any steel or concrete/rebar stanchions and beams will be carried out using oxy/propane burning equipment and accessed from alloy tower or standard scaffold.
- The external brickwork/stonework panels will be demolished in sections and folded onto the floor slab using the 360^0 excavators. The operation will be executed in a controlled manner, ensuring the stone work being pulled over is not excessive in size and weight.
- Once the external columns and panels have been demolished the working level slab will be broken out using 360^0 excavators fitted with hydraulic breaker attachments in a bay-by-bay sequence. The 360^0 excavator will demolish the penultimate structural bay and will allow sufficient core materials to create a ramp to enable relocating on the lower level. The final bay will be broken out from the floor below.
- The arisings will then be cleared from all floor areas to the drop zone using the skid-steer loaders.
- The building will be demolished down to the 1st /2nd floor level or until a larger 20 tonne 3600 excavator with extended or standard reach arm and pulverising/shearing attachment can be used safely to reach up and complete the works.
- A pulverising/shearing attachment will be used to remove all structures at all levels down to the ground floor slab level. Assistance will be given to the pulveriser by excavator with hammer attachment for structures at ground level and below.
- All static noise sources will be sited (as far as reasonable practicable) well away from Party Walls and neighbouring properties to prevent excessive disturbance.
- Where deemed necessary a separation cut between the building under demolition and neighbours building will be undertaken by hand to prevent vibration transfer. Monitoring and controlling of the exposure time for the operatives using vibration tools will be closely managed by Keltbray for the entire duration of the works. Monitoring for building vibration is not required for this stage of works.

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 baseline noise survey is currently being undertaken at three monitoring positions; the first within the St Joseph's Primary School playground, the second within the Year 3 classroom at St Joseph's Primary School and the third adjacent to the residential Aldwych Building to the south-west of the site. A map of the monitoring positions is included below.

A summary report of the measured noise levels will be provided to Camden Council upon its completion

Figure 1: Baseline Noise Monitoring Plan



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

Noise predictions and calculations have been carried out to determine the L_{Aeq} at the facades of surrounding sensitive receptors.

The programme of works has been reviewed to assist with quantifying the likely noise that will be generated through the demolition phase for each Block during Stage 1, and during Stage 2 (see Figure 2 for further details) of the demolition phase.

The demolition noise calculations are based on the noise source L_{Aeq} data from BS5228-1:2009+A1:2014.

The noise predictions follow the general procedure recommended in BS 5228 using CadnaA software. The source noise level of each item of plant is corrected for distance, screening (where applicable) and on-time , to predict the activity noise level at 1 metre from the facades of the nearest receptors .

The on-time correction is used to take into account the fact that most items of plant will not be in use continuously, but will be used in short bursts. So, for example, even if the hand tools are used throughout the working day, they are likely to be used for only a short period, then put down, so in practice they will only actually be used for a small percentage of the time.

Plant List

Plant	No. of	BS 5228 reference	L_{Aeq} at 10 metres (dB)	Sound power level (dB)	% on-time
20T excavator (bucket/pulverisor) (not in use for demolition of Block 1)	1	C6-9	76	104	50
Waste lorry	12/day	C4-21	77	105	-
Burner gear	1	C3-35	65	93	50
Skid steer loader	1	D3-84	82	110	50
3T excavator with hammer	2	D2-9	88	116	50
Hand tools	2	D7-80	79	107	10
Angle grinder	1	C4-93	80	108	20
Mobile crane	1	C3-30	70	98	50

Results of Noise Predictions

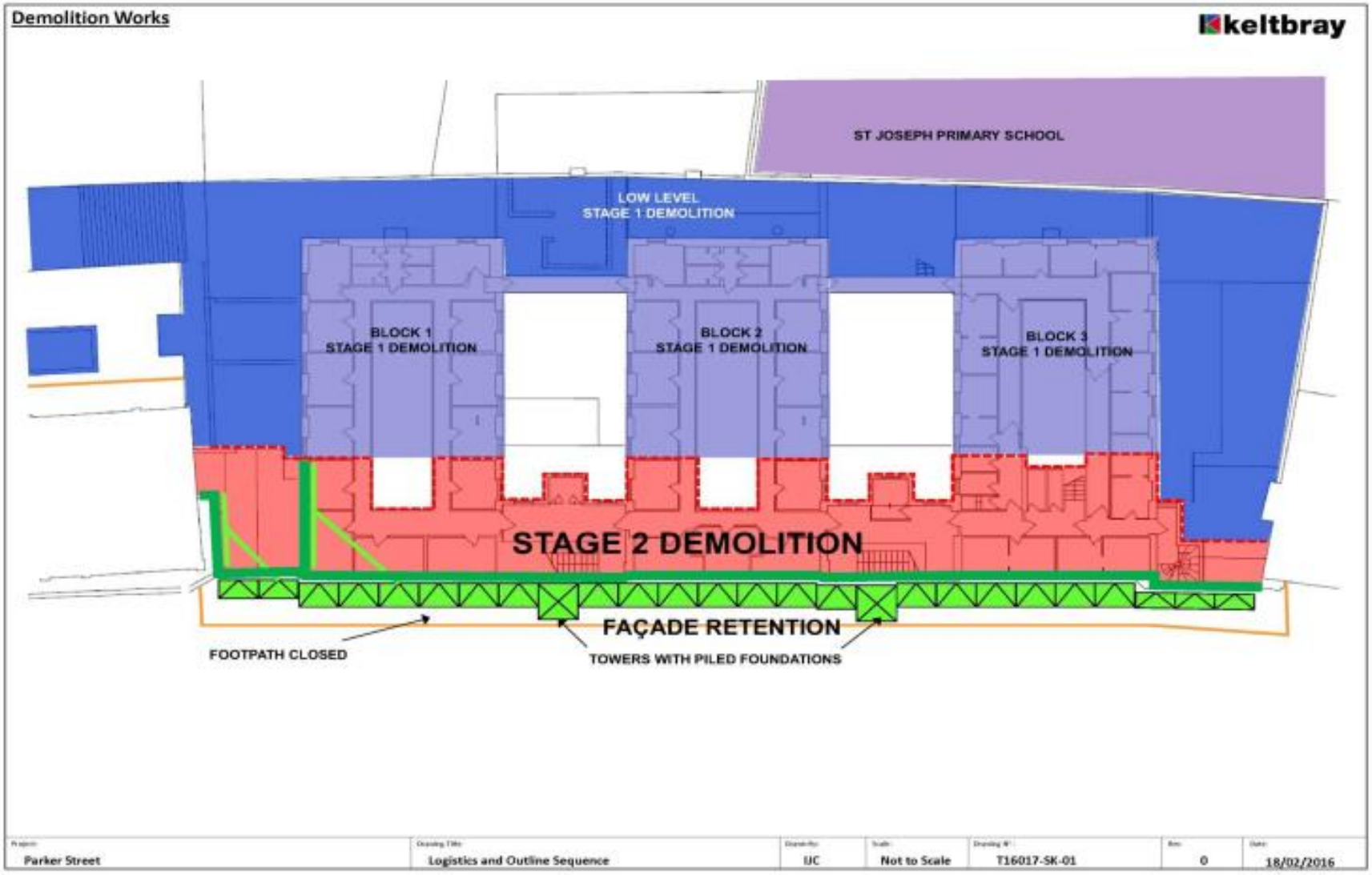
A summary of the predicted noise levels at the Aldwych Buildings, the school, the commercial building to the north of the site, and the commercial buildings on Parker Street is presented in the table below. These are the receptors clsoest to the site.

The range of levels (minimum – maximum considering diffierent storey heights) presented are predicted on the façade closest to/overlooking the site.

The predicted levels set out below are applicable over the 10-hour working day, but may also occur over a worst-case one hour period.

Receptor	Predicted façade noise level ($L_{Aeq,T}$ dB)			
	Block 1	Block 2	Block 3	Stage 2
Adwych Building	52 - 81	54 – 77	51 – 72	59 - 81
School	54 – 71	53 – 81	59 – 81	74 - 82
Commercial building to north	48 – 72	52 – 78	57 – 88	65 - 82
Commercial buildings on Parker Street	54 – 75	59 – 76	59 – 75	63 - 72

Figure 2: Location of each Block for Stage 1, and Stage 2 area



Camden

4. 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.

Best Practicable Means (BPM) (S72 of CPA 1974) will be employed to minimise noise and vibration. Keltbray Limited will retain full control and keep any responsibility for, any subcontractor working under their management on the site.

Site personnel will be instructed in environmental matters and BPM to reduce noise and vibration. They will be informed in the site induction into the surrounding environment.

The following specific measrues will apply:

- Stationary plant such as generators will be located as far as practicably away from the nearest sensitive receptor;
- All plant powered by combustion engines will be fitted with suitably maintained silencers;
- Electrical or LPG powered plant will be used, where practicable, rather than plant powered by combustion engine;
- Plant will be used in accordance with the manufacturers' recommendations;
- Plant such as mobile cranes which may be used intermittently will be shut down between work periods or throttled down to a minimum;
- Acoustic covers to engines will be kept closed when engines are in use;
- Appropriate screens or enclosures will be provided where practicable;
- At the working floor level, the scaffold encapsulation (i.e. acoustic blankets) will be installed at a height of at least 2 metres above the working floor. The striking of the perimeter scaffold will be once the demolition of first floor slab has been completed. The acoustic blankets will be installed to the scaffold.
- Crushed concrete mats utilised to absorb energy from demolition arisings;
- Pulverisers will be used when practicable (in lieu of pneumatic hammers);
- Loading of material into vehicles within designated bays only;
- Sensitive location of drop zones and loading areas;
- All deliveries to be scheduled to occur during daytime hours only and engines to be switched off when waiting;
- Wherever possible the use of hydraulic pulverising attachments will be used as opposed to hydraulic breaking attachments
- The removal of concrete encasing steal members will only be undertaken by hydraulic breakers where no other practical means are available
- All static noise sources will be sited (as far as reasonable practicable) well away from Party Walls and neighbouring properties to prevent excessive disturbance.
- Where deemed necessary a separation cut between the building under demolition and neighbours building will be undertaken by hand to prevent vibration transfer.
- All plant to comply with relevant national or international standards, directives and recommendations.

Site Personnel Briefings

Operatives will to be briefed on the requirements to keep noise and vibration to a minimum in their induction training and through method statement briefings.

To ensure that environmental standards are maintained, Keltbray considers it necessary that all personnel working on the site are aware of company and their personal environmental responsibilities.

Keltbray will aim to keep levels of noise, dust and vibration to a minimum from its activities on the site by ensuring that:

- Subcontractors are aware of and comply with the requirements of the this document and the full terms and conditions described on EMP;
- Resources (personnel and financial) are available to meet the environmental management requirements for this project;
- Corrective actions are implemented without undue delay and investigations carried out;
- Records and other relevant documentation are maintained;
- Continuous communication is kept with the adjacent occupiers and the local authority;
- Complaints and queries are to be addressed as soon as it is practicable; and
- Exclusion zones will be established if noise levels are perceived to be high, operatives will be provided with appropriate ear defenders.

Selection of Plant

Keltbray Limited will only use plant which complies with the relevant EU/UK noise limits applicable to that plant or is no noisier than would be expected from the noise levels quoted in BS 5228: 2009.

Community Liaison

The best available techniques and methodologies have been reviewed and assessed on their practical application on site and impacts on the environment – in particular with respect to the establishing sensitive receptors. Mitigation measures available will be reviewed and updated regularly at each project work-phase.

Critical to the success of the project is the effective and regular communication with the local tenants.

Project Manager will lead the demolition team in ensuring good community relations by means of regular communication via;

- Site walkabouts/interaction
- Newsletters – minimum monthly (giving information on current and forthcoming
- activities)
- Tennant Liaison meetings
- Email notification and updates to parties as agreed

Liaison with the Camden Council

Keltbray (who is undertaking the demolition works) will liaise closely with the Camden Council Pollution Control Team during all stages of the demolition contract. Camden's 'Minimum Requirements for Building/Construction/Demolition Sites' (CMRBC) has been adopted and will be followed by Keltbray team, aiming to minimise disruption to the surrounding properties and third parties.

Keltbray is a member of considerate constructors and actively liaises with third parties prior to and for the duration of works. This project will be registered with the Camden Council's Considerate Contractor Scheme showing our management's commitment towards achieving best environmental results at this project.

Incident Response Procedure

(Trigger levels and Action levels are defined under question 8)

Incidents where *trigger* levels are exceeded will be responded to as follows;

- If during site activities trigger levels are exceeded this will be reported to the project manager.
- Keltbray environmental manager will be contacted and updated on the incident/occurrence.
- He in cooperation with project management team will investigate the work being undertaken, to see if the correct plant and equipment is being used in accordance with the BPM.
- If the work, plant and equipment are not being used correctly the works will be stopped and corrective action taken.
- If high readings are being caused due to unforeseen circumstances and the correct methodology/plant and BPM is being carried out, Camden Council and neighbours will be notified and the reasons and timescales explained.
- The response procedure and outcome will be recorded by site personnel.

Incidents where *action* levels are exceeded will be responded to as follows;

- If during site activities action levels are exceeded works will be stopped and reported to the project manager.
- Corrective action will be taken such that noise limits will be achieved before works can re-start. Where this is not possible, Camden Council will be notified with a view to continuing the works in a controlled manner.

Incidents where complaints are received;

- All complaints received will be recorded, in a site complaints book retained in the site office, investigated, and any corrective action implemented and feedback given to the complainant.
- Camden Council will be advised of any complaint and actions taken to investigate the validity and any actions which have been put in place to rectify the situation if this is found necessary. This may include local monitoring.

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

Site personnel will be instructed in environmental matters and the meaning and implementation of BPM to reduce noise and vibration. They will be informed in the site induction into the sensitivity of the surrounding environment. Regular Tool Box Talks will be completed to further ensure awareness.

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

Erecting scaffolding and monarflex sheeting will confine the dust arisen during demolition works. Fine water spray techniques will be deployed for the duration of programme to keep the dust to a minimum. The wheels of vehicles leaving site will be cleaned using a high pressure jet wash.

The following mitigation measures will be considered to minimise dust and other emissions from site activities and disruption or nuisance to neighbouring occupiers:

- Maintaining solid 2.4m high hoardings.
- Use of existing buildings as screens as far as possible.
- Sheeted scaffolds to buildings to be demolished
- Spraying water at work faces, loading operations and site access roads;
- Dampening of exposed soil and stockpiles if necessary;
- The location of stockpiles of brick, concrete, soil and other materials away from dusts sensitive properties, taking into account prevailing wind, if necessary;
- Erecting windbreak netting around material stockpiles and vehicle loading/unloading areas,
- Regular inspection and cleaning of local highways and site boundaries for dust deposits;
- Loading of material into lorries within designated bays/areas;
- Hoarding around the site;
- Sheeting of lorries leaving site carrying loose deconstruction material;
- No unauthorised burning of any materials on site; and
- All site personnel trained in best practice for dust control by regular Environmental Toolbox talks.
- Keltbray are an accredited Gold FORS freight operator
- Low sulphur diesel lorries
- Keltbray only use plant and vehicles that are in good repair and conform to the manufacturer or legislative/British Standard emission standards. Plant maintenance and defect reports shall be held on site in designated file. Wherever possible, plant shall not be left running for long periods when not directly in use. Where appropriate electrically powered machinery and plant shall be used instead of petrol or diesel powered.
- Monitoring site perimeter

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.

The wheels of vehicles leaving site will be cleaned using a high pressure jet wash. Regular inspection and cleaning of local highways and site boundaries will be undertaken for dust deposits.

8. Please provide details describing arrangements for monitoring of noise, vibration and dust levels.

The results of the environmental monitoring will be reported on a monthly basis to relevant parties. These can be cross referenced against site activities as detailed in Site Diary records from the principal contractor or Keltbray, should this be deemed necessary.

The graphs provided in the regular monitoring report will show both the trigger and actions levels and measurement data taken during working and non-working hours. Where monitoring values have exceeded trigger and action levels, a brief description of the reason(s) for this will be provided, together with any available mitigation taken to prevent recurrence.

Noise – Monitoring and Action Levels

Noise monitoring is proposed to be undertaken at two external fixed Monitoring Positions around the site, and one internal fixed Monitoring Position within the Year 3 classroom (although the latter will have no trigger/action level set).

All noise monitoring equipment are Type 1 data logging sound level meters with outdoor weatherproof kits.

An accredited laboratory will calibrate the sound level meters every 2 years and the calibrators annually. Re-calibration will be considered if a sound level meter or calibrator has been subject to accidental damage. In addition, field calibration will be undertaken at regular intervals on site.

Email/SMS text alerting can be set up to notify site management and other stakeholders of an exceedance of pre-set threshold levels at each Monitoring Position, as set out below. Camden's Environmental Health team will be provided with a monthly summary report of any alerts received (maya.rhodes@camden.gov.uk).

The action levels have been set in line with CMRBC such that the action level is 3 dB higher than the predicted noise level at each monitoring position. Trigger levels have been set at the highest predicted noise level to prompt working practices to be reviewed.

Trigger/Action Level	Trigger/Action Noise Level $L_{Aeq,T}$ dB	
	Monitoring Position 1 (school)	Monitoring Position 2 (Aldwych Building)
Action Level	84 dB $L_{Aeq,1h}$	84 dB $L_{Aeq,1h}$
Hourly Trigger Level	81 dB $L_{Aeq,1h}$	81 dB $L_{Aeq,1h}$

Should Camden Council receive a noise complaint, a lower trigger level of 80 dB $L_{Aeq,1h}$ at 1 m from the nearest sensitive receptors will be adopted. On receipt of such a complaint, Keltbray will review and amend work methodologies where feasible and appropriate and review mitigation measures with a view to reducing noise levels at nearby sensitive receptors.

Vibration – Monitoring and Action Levels

No continuous vibration monitoring is proposed. However, should Camden receive a valid and reasonable complaint from an affected neighbour, works on site will be reviewed with a view to taking corrective action where feasible to minimise the potential for vibration to nearby sensitive receptors. In addition, attended short-term vibration monitoring may be undertaken at a representative location. A written summary will be submitted to Camden Council detailing what action has been taken to identify the source of the structure-borne noise, and any actions taken to minimise vibration levels.

Trigger and action levels are set out below, should any vibration monitoring be required.

Trigger/Action Level	(PPV mm/s)
Trigger Level	0.8
Action Level	1

Dust – Monitoring and Action Levels

Two realtime PM10 monitors will be installed for the duration of the demolition phase. The monitoring locations have been principally agreed with the LBC, however fixed positions are dependent up on obtain the relvant permissions, power supply and security (indicative monitoring locations are identified as RP1 and RP2 in Figure 10 below. The PM10 monitors are connected via mobile phone signal to an online weblogger, where email notifications and SMS text messages are issued in the event of an exceedance.

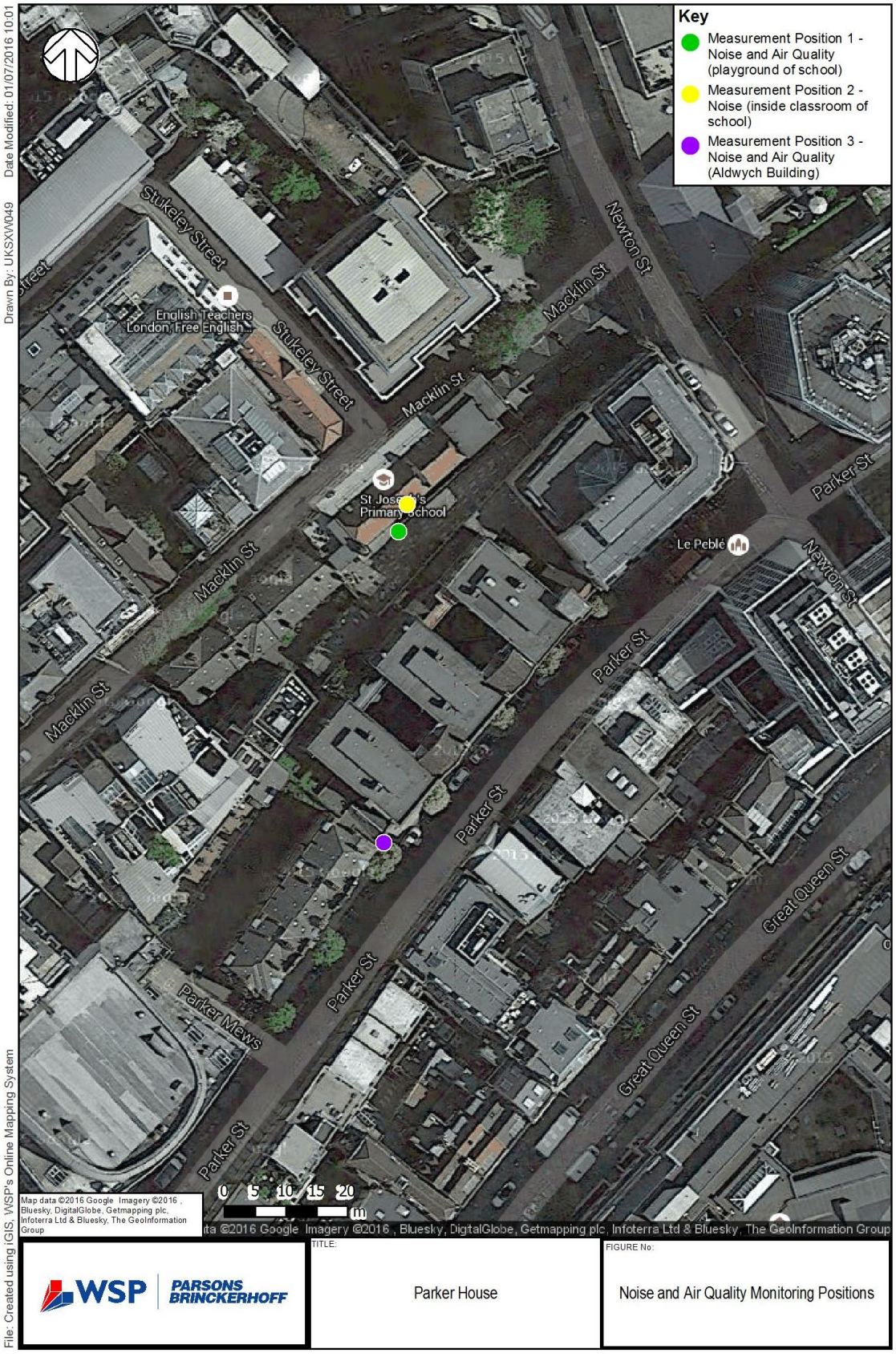
It is proposed that the monitoring will collect data every 15 minutes and two exceedance trigger levels are implemented. The first trigger level is 150ug/m^3 and the second is 250ug/m^3. The trigger level of 150ug/m^3 shall initate a review of site activities to enable the site management to implementthe necessary mitigation measures to ensure the second trigger level is not exceeded. If an exceedance of the second trigger level (250ug/m^3) occursin two consecutive 15 minute averaging periods, on site works will cease immediately, an investigation launched and the appropriate mitigation implemented. LBC will be given access to the real-time monitoring data, however any measured exceedances of 250ug/m^3 will be logged and LBC notified within 24 hours.

Monthly reports will be submitted to airquality@camden.gov.uk no later than two weeks after the monitoring for that month is complete. The monthly summaries must include data capture rates for each month assuming continuous operation and explanations for any exceedances and data loss.

All monitoring equipment will have the filters changed on a three monthly basis (or more if particularly dusty) and equipment will be serviced and recalibrated annually as per the suppliers recommendation.

Indicative monitoring locations for the noise, vibration and dust meters are presented below. These may be subject to change due to lack of security, access or power.

Figure 10: Indicative noise, vibration and dust monitoring positions during demolition



9. Please confirm that a Risk Assessment has been undertaken at planning application stage 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. Please attach the risk assessment as an appendix if not completed at the planning application stage.

The potential risk of dust impacts on receptors requires assessing to enable to gauge the level of required mitigation. The level of dust impact is associated with: The number, location and sensitivity of receptors; the type, location and frequency of site activity; the scale of the development.

Information and reference available from the Institute of Air Quality Management Guidance and the Mayor of London Control of Dust Supplementary Planning Guidance London Guidance were used to produce the following risk assessment.

Risk Assessment:

The number and degree of sensitive receptors in proximity to the proposal works are used to determine the level of risk.

Sensitivity of the Area to Demolition Impacts	
Receptor Sensitivity	**Distance from the source (m)**
	<20m
High	**High**

Notes:

- The sensitivity of the area has been derived for each of the four activities: demolition, construction, earthworks and trackout.
- Only the highest level of area sensitivity from the table has been considered.
- For trackout, the distances has been measured from the side of the roads used by construction traffic. Without site specific mitigation, trackout may occur from roads up to 500m from large sites, 200m from medium sites and 50m from small sites, as measured from the site exit. The impact declines with distance from the site.

Dust Emission Magnitude (SPG)

Activity	**Dust Emission Magnitude**
Demolition	**Large**

Assesment of the dust impact risk for LARGE proposals:

Sensitive Receptors	Total Number of Receptors	Distance from Source (m)		
		<20	<50	<100
High	>50	**Large**	**Large**	

The highest outcome is large, therefore the site is considered to be High Risk. A summary of the risk assessment has been provided below:

Project Description:	Contractor: Keltbray Limited		
	Client: Parker House Developments Ltd		
	Location: 25 Parker Street, London, WC2B 5PA		
Development Type:	Demolition, Piling and New Build		
Site Activities:			
Demolition ✓	Earthworks ✓	Construction ✓	Trackout (vehicle movements)✓
Activity Timescale:	Continuous (weeks, months, years) – 30 Weeks soft strip and demolition followed by earth works and new build		
	Intermittent (days, weeks, months, years) – No works on Sundays and bank holidays		
Scale			
Demolition:			Large
Earthworks:			Large
Construction:			
Trackout:			
Impact Risk Assessment			
Sensitive Receptors			High
Total Receptors			High
Mitigation Measure Listed for implementation			
Demolition:			Large
Earthworks:			Large
Construction:			
Trackout:			

10. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of risk identified in question 9 have been addressed by completing the GLA mitigation measures checklist. Please attach this as an appendix.

The outcome of the scaling and risk assessment has identified the level of likely impact on the local amenity and air quality as being “High”. The proposed mitigations are listed in the dust management plan for Parker House Redevelopment assessed to be a “High Risk” site are relevant to the demolition and associated operations taking place at this project.

Required Mitigation

MEASURES	Scale Large
Develop and implement a stakeholder communications newsletter drop and ensure necessary community engagement has taken place before work commences on-site.	✓
Display the name and contact details of Site Manager who will be accountable for air quality and dust issues on the site boundary.	✓
Display office contact information at site notice boards and site entrance and hoarding	✓
Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken. Make the log available to LBC if required.	✓
Record any exceptional incidents that cause dust and/or air emissions, either on- or offsite, and the action taken to resolve the situation in the log book.	✓
Undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked.	✓
Increase the frequency of site inspections by Site Manager (SM) and environmental advisor when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.	✓
Agree real-time PM10 continuous monitoring locations and daily/twice daily visible dust inspection with the Local Authority.	✓
Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible.	✓
Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site.	✓
Avoid site runoff of water or mud.	✓
Keep site fencing, barriers and scaffolding clean using wet methods.	✓
Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re- used on-site cover with netting and ensure damping down.	✓
Cover, seed or fence stockpiles to prevent wind whipping.	✓
Ensure all NRMM meet the highest emission applicable standards.	✓
Ensure all vehicles switch off engines when stationary - no idling vehicles.	✓

MEASURES	Scale Large
Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable.	✓
Impose and signpost a maximum-speed-limit of 5 mph on unsurfaced haul roads and work areas	✓
Implement a project personnel travel plan that supports and encourages sustainable travel (public transport, cycling, walking).	✓
Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.	✓
Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.	✓
Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.	✓
Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.	✓
DEMOLITION SPECIFIC	
Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).	✓
Ensure effective water suppression is used during demolition operations. Hand held sprayed water can be directed to where it is needed. In addition high volume water suppression systems, manually controlled, can produce fine water droplets that effectively captures dust particles to the ground.	✓
EARTHWORKS SPECIFIC	
Use netting to cover earthworks and exposed areas/soil stockpiles to prevent dust escaping	✓
Only remove the cover in small areas during work and not all at once. (Use continually water mitigation)	✓

Measure	Scale Large
TRACKOUT SPECIFIC	
Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being continuously in use.	✓
Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.	✓
Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable.	✓
Record all inspections of haul routes and any subsequent action in a site log book.	✓
Install hard surfaced haul routes, which are daily damped down with fixed or mobile sprinkler systems, or mobile water bowsers and regularly cleaned.	✓
Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).	✓
Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits. (Current road surfacing to be used)	✓

- 11. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the SPG. Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these 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 has been assessed to be "High Risk" as per SPG July 2014 due to number and type of receptors within 20 meters. Given the size of the site, and proximity to sensitive receptors (residential to the west, north/northeast and the St Johns Primary School to the northeast)it is proposed that two realtime PM10 monitors and one weather (wind speed and direction) station is sufficient. These monitors are located both upwind and down wind of the demolition site and consider and will take into account the potential dust impacts at the most sensitive receptors.

Approximately one month of baseline monitoring data will have been collected by the time hard demolition commences on site. As per point 8 detailed above, a monthly report will be issued to LBC identifying the exceedances (if any) of the trigger levels and the measures implemented to reduce the potential for any future exceedance.

12. 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 present copies of receipts (if work undertaken).

28 days Prior to commencing and during demolition works, Keltbray will ensure the site is routinely inspected for signs of rodents. The usual preventative measures will also be followed. Consisting of and not limited to, designated eating areas, strict rules on preventing food and drink from the working areas & around the site, regular cleaning of food areas, regular clearing of food cupboards and fridges, sealed general waste bins.
Using external specialist, bait boxes will be placed both within and external to the buildings, these will be maintained at regular intervals, to ensure if any rodents are present they can be quickly removed.

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

The asbestos survey for Aldwych Workshops & Parker House was conducted on 19/05/16. The R&D survey, attached, shows the key findings. The only asbestos in the Workshops was found in the electrics within the bin store.This section of the workshops will remain undisturbed until the electrical head has been decommissioned and the asbestos removed. In relation to the removal methodology and disposal, Keltbray will be putting together a plan of works and submitting an ASB5 notification to the HSE in w/c 04/07/2016, all identified asbestos will be removed by a licenced contractor.

The associated RAMS for the safe removal of asbestos, will be produced to Camden w/c 04/07/2016

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.

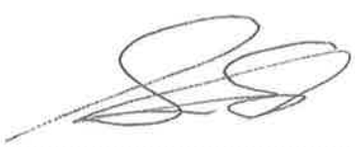
Keltbray will register the site under the Considerate Constructors Scheme. No swearing is allowed on site. Shouting and raised voices shall only be used to maintain safe working conduct. Designated smoking areas are provided on site to reduce negative visual impact on the public.

SYMBOL IS FOR INTERNAL USE

Agreement

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed in writing by the Council. This may require the CMP to be revised by the Developer and reapproved by 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 in writing 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: 01.07.16

Print Name: Sean Eels

Position: Construction Manager - Keltbray

Please submit to: planningobligations@camden.gov.uk

End of form.