Maksimas Draciovas BSc(Hons), MCIOB, Chartered Construction Manager

18th March 2019

Proposed Existing Building Demolition and New Residential Development

Panda House, Commercial Rd, London E14 7HS

Demolition and Construction Management Plan

Date	18th March 2019
Organisation	Rooms and Studios, 73 Maygrove, London, NW6 2EG
Prepared by	Maksimas Draciovas BSc(Hons), MCIOB, Chartered Construction Manager
Revision	2a

Contents

1.0 Introduction

The proposed project comprises demolition of existing building and erection of a building up to five-storeys and two set back floors plus a lower ground floor to provide 109 rooms for short-term hostel and large HMO accommodation. The mix of hostel and HMO units are 31 and 78 respectively. This document has been prepared to outline the proposed project demolition and construction phases, a main responsibilities distribution, potential impacts on environment and effect on local community. The Demolition and Construction Management Plan (DCMP) is to be read as a part of planning application documents and used as suggested framework and not as a formal DCMP for actual works on site. Due to early project stages the DCMP has not been formally adopted and it will be revised and amended by the appointed Main Contractor before commencement of the works. The DCPM is designed to be "live" document and to be amended according to the final approved scheme of works and to suit statutory requirements. Before commencing the works on site the Main Contractor should review, amend/modify DCPM ensuring that legal and operational requirements are incorporated and followed.

2.0 Project Organisation and Responsibilities

2.1 Applicable Act, Regs and Codes

The government has vast amounts of laws, acts, regulations and codes of practices. It is important to identify the ones are applicable to the proposed project and incorporate the DCPM document. The main aims of the laws is to ensure that proposed development does not injure the local environment, protecting heritage & historical values as well as ensuring that internal site operations are lawful. The environmental acts are concerned to protect the species, plants and people from potential pollution and worst destruction. The heritage & historical concerning laws are set out to protect the important buildings and monuments. Whilst site operations concerned laws are set out to protect the worker and provide safe workplace and public safety. This document is aiming to incorporate the most relevant laws, however it is not limited to the ones discussed in the document.

The proposed project is going through the planning application process and according to "Design and Access Statement- February 2019" by Create the existing building is in within the St Anne's Church Conservation area but the proposed to be demolished building is not listed and has no any historical value.

The existing site does not have any protected trees, but it is advisable to carryout separate survey for the existing building to establish if there are any potential nests of protected species, or the would be any adverse effect from new development to the local flora or fauna.

There are a number of regulations which might be applicable to the project. The most common regulations (eg Asbestos regs, Workplace regs, Building regs, Waste and Recycling regs etc) are focused on specific elements and these shall be identified before construction begins and applied during construction phases. The Works will be undertaken in accordance with the following legislative requirements:

- The Health and Safety at Work etc Act 1974 and associated guidance
- The Construction (Design and Management) (CDM) Regulations 2015
- The Work at Height Regulations 2005
- The Lifting Operations and Lifting Equipment Regulations 1988 and Safe use of lifting
- The Personal Protective Equipment at Work Regulations 1992
- The Provision and Use of Work Equipment Regulations 1998 and Safe Use of Work
- The Electricity at Work Regulations 1989
- The Control of Asbestos Regulations 2006
- The Control of Noise at Work Regulations 2005
- The Confined Spaces Regulations 1997
- The Control of Lead at Work Regulations 2002
- The Building Act (England and Wales) 1984
- The Environmental Protection Act 1990
- The Landfill Regulations and the Site Waste Management Plan Regulations 2008
- The New Roads and Street Works Act 1991
- The Highways Act 1980

2.2 CDM and Health & Safety

According to CDM everyone has responsibility for Health and Safety (H&S) and the Client's main responsibility is to enable H&S by appointing competent parties, allowing funds and monitoring throughout the project duration. For this project the Client will appoint Management Consultancy to oversee the process and the project will be completed by employing competent Professionals for the design and appointing competent Demolition Contractor and Construction Contractor to carry out the works. The CDM coordination will be delegated to the main Design and Build Contractor and Client will be monitoring Contractor's H&S procedures and performance. A below Chart 1 is demonstrating Client contractual relationships with some of the project parties.

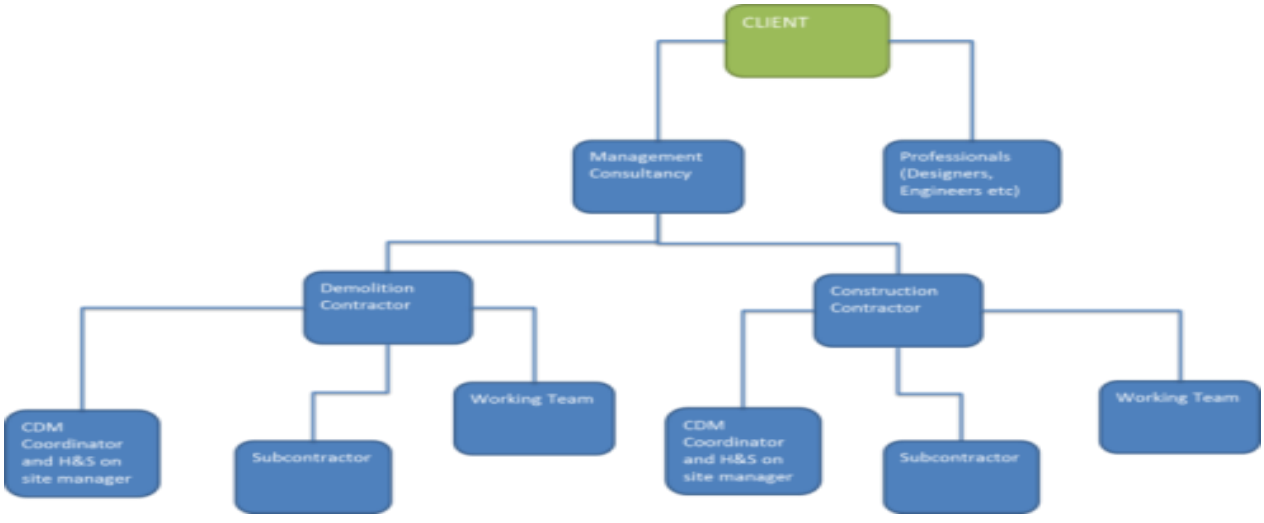

Chart 1 (Larger Chart please see Annex 1)

It is employer's responsibility to ensure safe work place for the worker. The Health and Safety at Work Act is a primary piece of legislation setting out the framework to ensure H&S at work. Furthermore a number of regulations focused on specific areas with the requirement to comply (eg Control of Asbestos regs, Workplace regs etc), and CDM regs provides the distribution of responsibilities as well as guidance for carrying out the construction project to comply with H&S (access 24/08/2016 http://www.hse.gov.uk/pubns/priced/l153.pdf). The construction works are considered as dangerous and require careful planning to ensure a safety of a general public and workers. According to CDM regs the Health and Safety is everyone's responsibility with some distribution of responsibility to everyone who is involved to the process. The main Client responsibilities are to enable and ensure H&S, whilst Designers must make design provisions for safe installation and maintenance, the Main Contractor is responsible to identify, eliminate or/and control foreseeable risks. The workers shall be consulted about the matters which affects their H&S, take care of own H&S and cooperate with achieving H&S aims.

2.3 Demolition and Construction Phase

After the planning scheme has been established the Management Consultants and Main Contractor will submit Demolition Notice, Waste Plan, Construction Phase Plan etc on a Client's behalf. The Demolition Phase will require similar arrangements to Construction Phase, therefore below are discussed together.

2.4 Site Security

The Main Contractor will provide the gated hoarding to ensure site security. The site will require hoarding with a restricted entry arrangements preventing any unauthorised entry. As per HSE guidance the hoarding has to meet minimal height of 2.4m, with bulkhead lights if there is poor light and has uniform paint applied as necessary. It will require a segregated entrances and exits for the pedestrians and site serving vehicles ensuring H&S and that only authorised people enter and leave the site. The security has to be ensured during and out of operational hours. The provisions have to be made to prevent any theft, tress passing or acts of vandalism. The contractor might require to employ a site security, sensor lights and close monitoring system to ensure site security.

2.5 Emergency Plan

The contractor will prepare Emergency Contacts and Set of Procedures as a part of Construction Phase Plan as well as to cover statutory requirement to appoint 1st Aider on site. The Set of Procedures is important part of managing H&S on site providing a framework and responsibilities in case of an emergency. Normally the Site Manager or H&S Manager is responsible for setting out the site so it is accessible for emergency services, and site procedures are carried out so there is reporting system enabling implementation of Set of Procedures.

Some emergency contacts below:

Ambulance (emergency)	999
NHS (urgent care)	111
Eye Hospital (Moorfields)	020 7377 7000 (Moorfield Eye Hospital, Bancroft rd E1 4DG)
Fire Brigade	02085551200
Police	101
HSE (to report injury)	0345 300 9923

2.6 Project Communication, Coordination and Monitoring

As shown in the Chart 1 (Page 4) the Client will employ project team professionals to design, advice and manage the project. Communication and smooth information flow will be ensured by Managing Consultants engaging other project parties on the Client's behalf. Before the project starts on site the notifications has to be served to Authorities and Local Community (eg HSE, Council, neighbours etc). The Notifications to concerned parties will be served once the scheme of proposed works has Planning approval.

The project Demolition and Construction phases will to be monitored on the intervals of achieving milestones. The project will follow traditional approach: design will be completed before construction phase. The main milestones have been identified as in below project outline.

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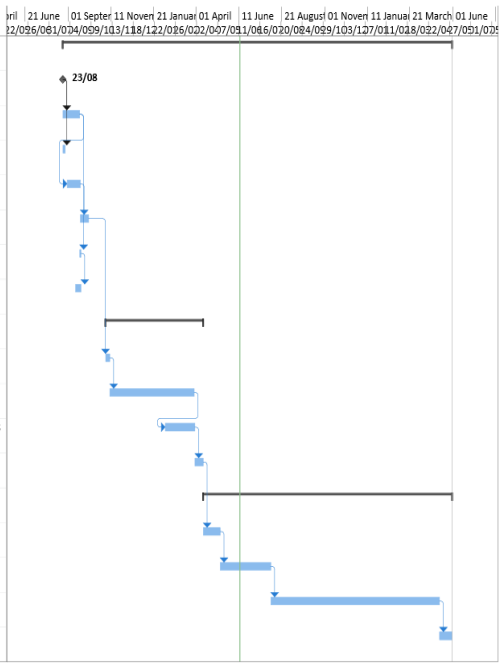


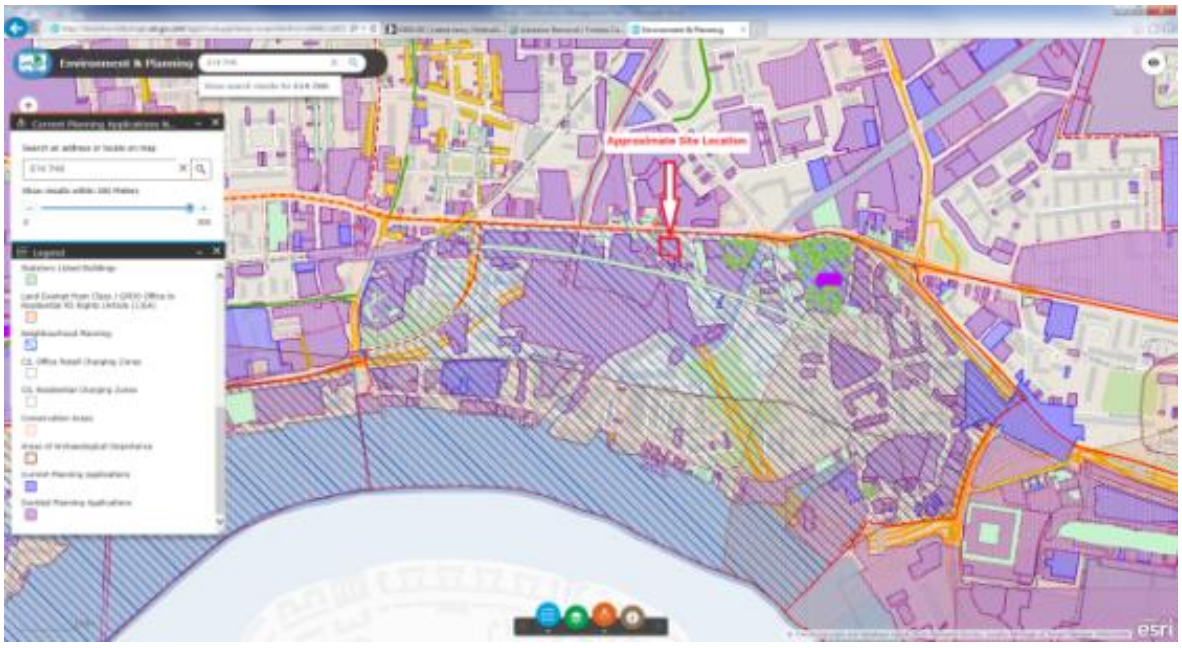
Chart 2 (Larger copy available Annex 5)

3.0 Environmental

3.1 Highways and Traffic Management

Map 3 below suggests that the vehicles traffic to site will be managed to minimise the disruption to the normal traffic flow by suggesting "left" entrance and exit route to site from A13 with the assistance of the Traffic Marshal. The Map 4 suggests to allocate a segregated (from vehicles) safe entrance and exit to site for the pedestrians, whilst minimising impact on the pedestrian pavement. The section 3.3 is concerned about the cyclist safety and recommends signage and Traffic Marshal involvement to control the site traffic to minimise potential of a collision and injury to cyclists.

The demolition and construction traffic may potentially might be clashing with other nearby construction sites traffic. It is not feasible to foresee potential traffic clashes at this stage due to uncertain demolition and construction phase start date. Below map is showing current applications, however further investigation will be required once the planning has been approved and potential start dates are established.



Map 1 (Larger Map available Annex 6) (accessed 24/08/2016 http://towerhamlets.maps.arcgis.com/apps/webappviewer/index.html?id=b0448c3d9f254bf683e200174fc3f729)

3.2 Development Impact on Bus Shelter and Red Route

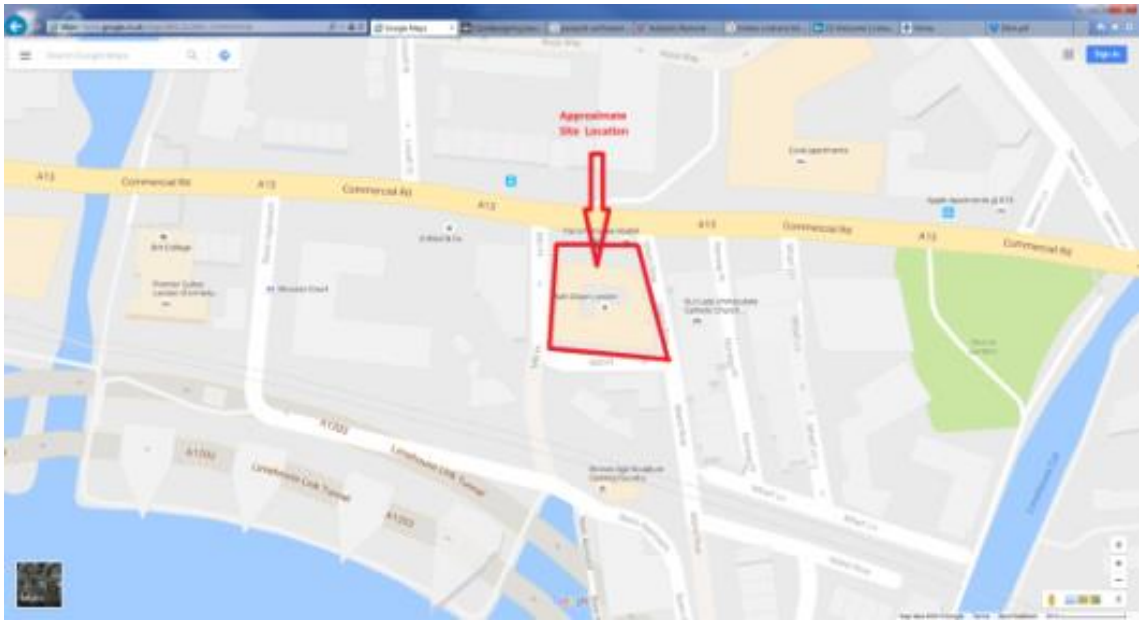
The Main Contractor shall maintain the H&S through the duration of the works and not to obstruct the A13 traffic and pedestrian flow. The Main Contractor shall make a provision to allow current Bus Stop use by controlling Construction Site servicing vehicles and workers circulation routes. The suggested arrangements for servicing the site are discussed in point *3.3 Transport Arrangements for Servicing Site*. The Main Contractor shall not stop or park near development on a A13 Red Route or Bus Stop bay. Any site servicing vehicles shall be directed by the temporary signage clearly showing entry and exit points as well as employing a Traffic Marshal. The site servicing Vehicles traffic will have to be coordinated by having deliveries at allocating times, avoiding multiple vehicles obstructing the traffic flow.

To avoid adverse impact on the Bus Stop Shelter users the contractor shall erect a hoarding with strategically positioned away from the Bus Stop Shelter and allocated entry and exit points for the workers (suggested entry/exit point as per Map 4). The hoarding shall be positioned away from the Bus Stop Shelter and not encroaching onto the pavement or obstructing pedestrian route. The hoarding shall meet requirements by having minimum 2.4m height, lights for the dark periods maintained through the duration of the works.

For any site activities a full H&S assessment RAMS will be required to be provided by the Main Contractor ensuring all the works are carried out safely as well as ensuring pedestrians and bus stop users safety.

3.3 Transport Arrangements for Servicing Site

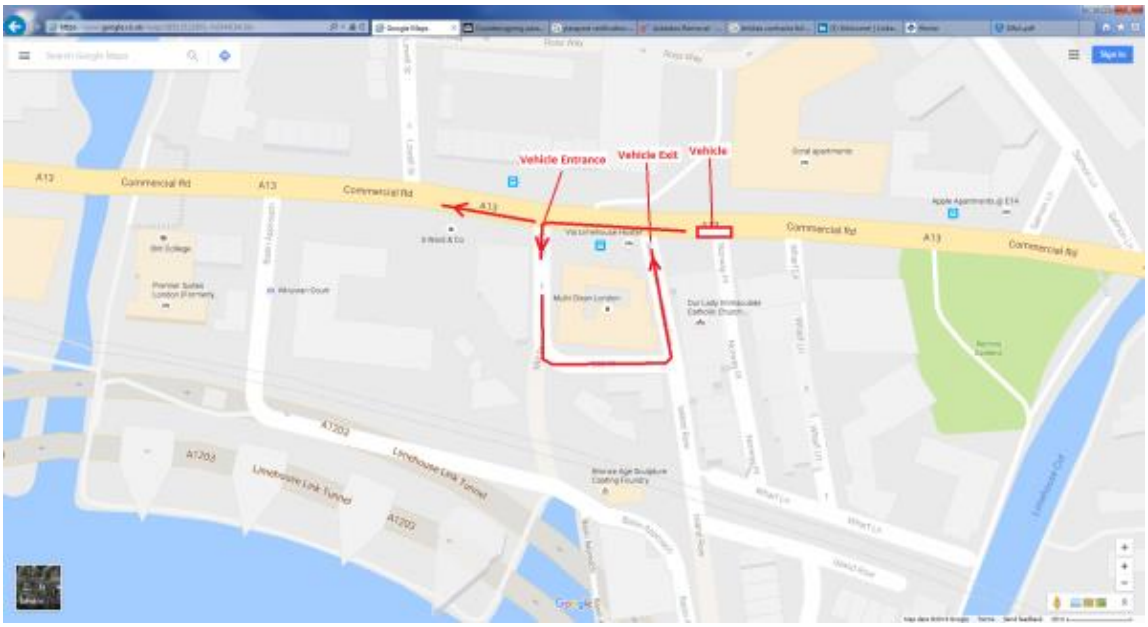
The project will be completed in two major phases: Demolition and Construction. The site is located in London along of A13 Commercial Rd E14 7HS, between Island Row and Mill Place.



Map 2 (Larger Map please see Annex 2) (accessed 24/08/2016
https://www.google.co.uk/maps/place/Commercial+Rd,+London+E14+7HS/@51.5121335,-0.0369715,17z/data=!3m1!4b1!4m5!3m4!1s0x487602cd83a13e41:0xc8cd8d515cf0f0ee!8m2!3d51.5121976!4d-0.0346867)

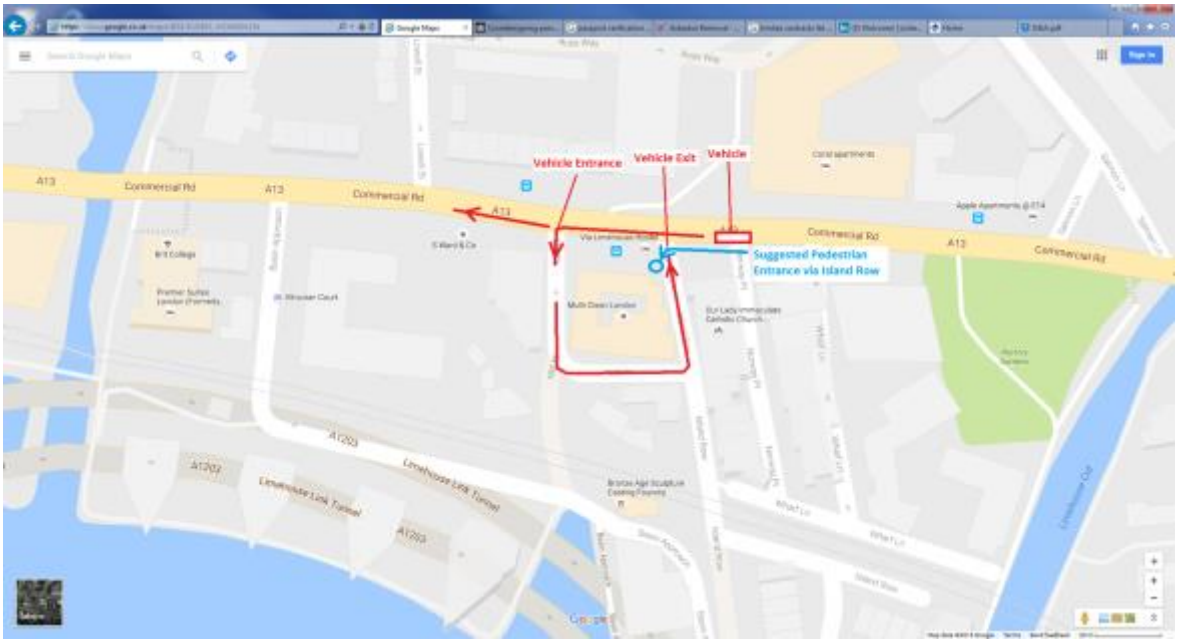
The suggested route for the vehicles servicing the site is to arrive via A13 Westbound and turn left to the Mill Place. The suggested exit from the site is via Island Row turning left on A13 Westbound. The vehicle route is thought to avoid turning right which might be difficult with oncoming traffic and crossing pedestrians. Note that the Mill Place and Island Row are narrow which means that vehicles must be assessed for feasibility to service the site. According to TFL the parking on the side of the site from A13 is not be feasible due to red route (double red) as well as a bus stop. The Main Contractor shall make a provision not to stop or park on A13 at any time due to red route (double red) restrictions

….Vehicles are not allowed to stop at any time on double red lines. They operate every day, 24 hours a day, 365 days a year and do not require a time plate (sign)… ***(accessed 13/06/2017***
https://tfl.gov.uk/modes/driving/red-routes/rules-of-red-routes/red-lines-and-no-stopping#on-this-page-1)



Map 3 (Larger Map please see Annex 3) (accessed 24/08/2016
https://www.google.co.uk/maps/place/Commercial+Rd,+London+E14+7HS/@51.5121335,-0.0369715,17z/data=!3m1!4b1!4m5!3m4!1s0x487602cd83a13e41:0xc8cd8d515cf0f0ee!8m2!3d51.5121976!4d-0.0346867)

The suggested pedestrian access is from Commercial Rd near on the Island Row side. This route is thought to allow access and avoiding oncoming traffic as well as away from bus stop shelter.



Map 4 (Larger Map please See Annex 4) (accessed 24/08/2016
https://www.google.co.uk/maps/place/Commercial+Rd,+London+E14+7HS/@51.5121335,-0.0369715,17z/data=!3m1!4b1!4m5!3m4!1s0x487602cd83a13e41:0xc8cd8d515cf0f0ee!8m2!3d51.5121976!4d-0.0346867)

3.4 Construction Logistics and Cyclist Safety

During construction and demolition phases there will be increased number vehicles accessing the site. Increased vehicle traffic and especially whilst turning will require taking extra care to allow smooth vehicle movement without causing an injury to cyclists.

…..heavy goods vehicles (HGVs) present a particular danger for cyclists, especially in London where around 20% of cyclist fatalities occur involve an HGV. These often occur when an HGV is turning left at a junction'. About one quarter of accidents resulting in serious injury to a cyclist involved an HGV, bus or coach 'passing too close' to the rider…. (accessed 23/08/2016 http://www.rospa.com/road-safety/advice/pedal-cyclists/facts-figures/)

The suggested method to minimise the possibility of accident with a cyclist is to clearly display the signs warning about "live" construction site and warning about turning vehicles. The signs must be placed in the critical locations well in advance and clearly where vehicles are turning at the site location. The main contractor must make provision of employing Traffic Marshal helping to coordinate safe vehicle entrance and exit from the construction site.

3.5 Pollution Control

According to Tower Hamlets (http://www.towerhamlets.gov.uk/Documents/Consumer-affairs/Investigation,-inspections-and-monitoring/Monitoring/cocp.pdf) the main pollution from the construction sites are omission/spillage from machinery/vehicles (oil, fuel, smoke etc) construction materials (cement, adhesives etc) and omission of physical nature whilst executing the task (eg dust, smoke etc). It is the Contractors responsibility to ensure that the pollutions from construction sites are controlled by introducing alternative methods or introducing measures to eliminate or minimise pollution. As statutory requirements the Contractor shall prepare RAMS for individual tasks and identify and Eliminate-Reduce-Isolate-Control (ERIC) potential harmful omissions and pollutants.

The main nuisance pollution whilst construction is operational is noise. The noise is usually caused by the vehicles, machinery and tools. The best approach is to target individual causes of noise pollutants. The methodology of ERIC would help the Contractor to identify which method is most appropriate. The most preferred option is to eliminate any noise pollution if possible eg to carry out manufacturing off site or use less noise techniques or tools/machinery, followed attempts by isolating the noise eg noise absorbing screens for the generators. Although some of the operations noise pollution is unavoidable such as vehicle traffic to remove waste and deliver materials, the provision has to be made to minimise the effect by adhering to noise levels and suggesting restricted 8am to 6pm work hours.

Whilst removing rubbish and delivering materials to site it might be require to employ wheel wash to prevent contamination of local environment and roads.

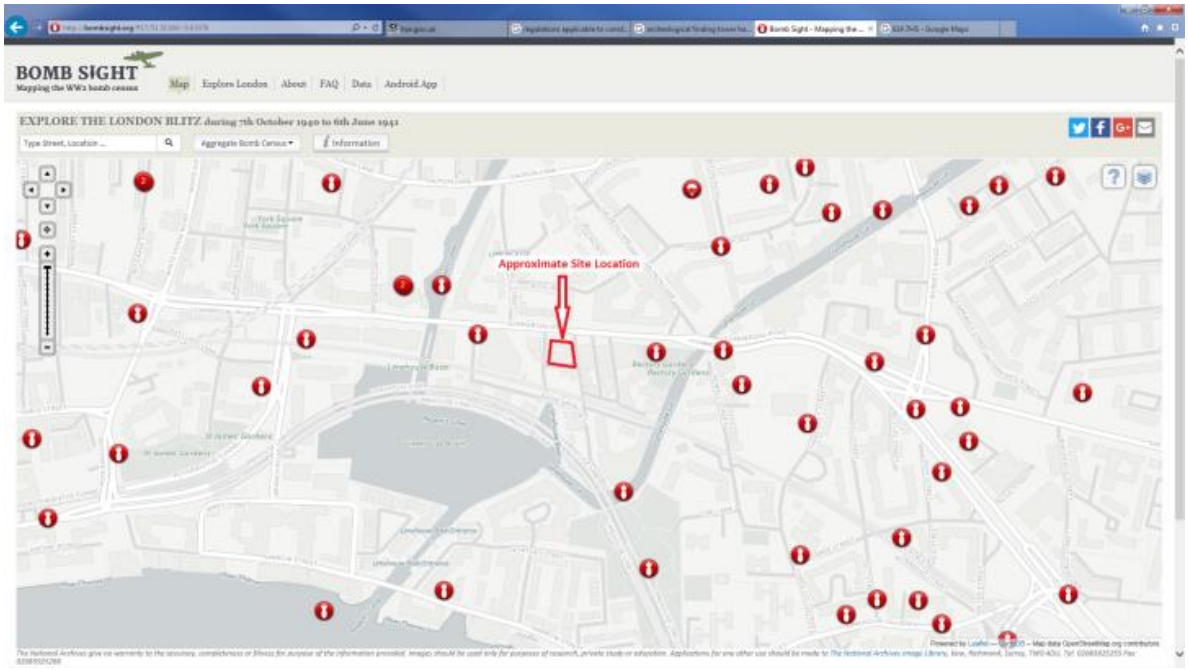
3.6 Recycling and Contaminated Waste

The Environmental Protection act imposes duty of care to the person producing waste. It is a statutory requirement that the waste is disposed of correctly with a registered waste carrier, and some of the waste may require special arrangements and cannot be disposed as a general waste. It is legal requirement for the construction over £300k to produce Site Waste Management Plan. The appointed main contractor will have to introduce the process which would identify the produced waste, how much of it can be reduced, reused or recycled and who will be removing the waste off site and disposing it correctly. Due to increased landfill tax the SWMP will identify potential cost saving solutions eg recycling scrap metal, concrete hardcore or reclaim bricks.

Any waste identified as Hazardous will have to have separate arrangements. The examples of Hazardous waste include Asbestos, chemicals, car oils, solvents etc. A comprehensive Asbestos Demolition Survey has been undertaken (Asbestos Report Available on Request). The Asbestos report identifies the presence and location of asbestos, which will be used as the basis for identifying and managing the removal of hazardous materials during the works. Prior to contract award, the results of the waste related ground investigation survey are to be made available to identify any potential contamination within the soils upon the site. The Contractor undertaking the works will be expected to allow for appropriate removal methodologies for the asbestos materials on the site. A full and heavy air monitoring regime is to be implemented during the asbestos removal process with 4 stage clearance testing certification to be undertaken by an independent UKAS Approved Laboratory. The Contractor is expected to dispose of Asbestos at a licensed facility and waste transfer tickets etc to be included within the Site Waste Management Plan and the Health and Safety File.

3.7 Proposed Development Impact on Wildlife, Appearance and Excavation

After the existing building has been demolished the will be some excavation and it might require some further investigation to establish if there is any potential discoveries during the dig (eg bomb shells or archaeology findings). The Map 5 Below is showing the bombs dropped during 2nd World War. A potential bombshell finding cannot be confirmed or eliminated at this stage.



Map 5 (Larger copy available Annex 7) (accessed 24/08/2016 http://bombsight.org/#17/51.51168/-0.03376)

There is not known of any historical events which could suggest that the site might be having some archaeological finding during excavation. However further research can be carried out to confirm it.

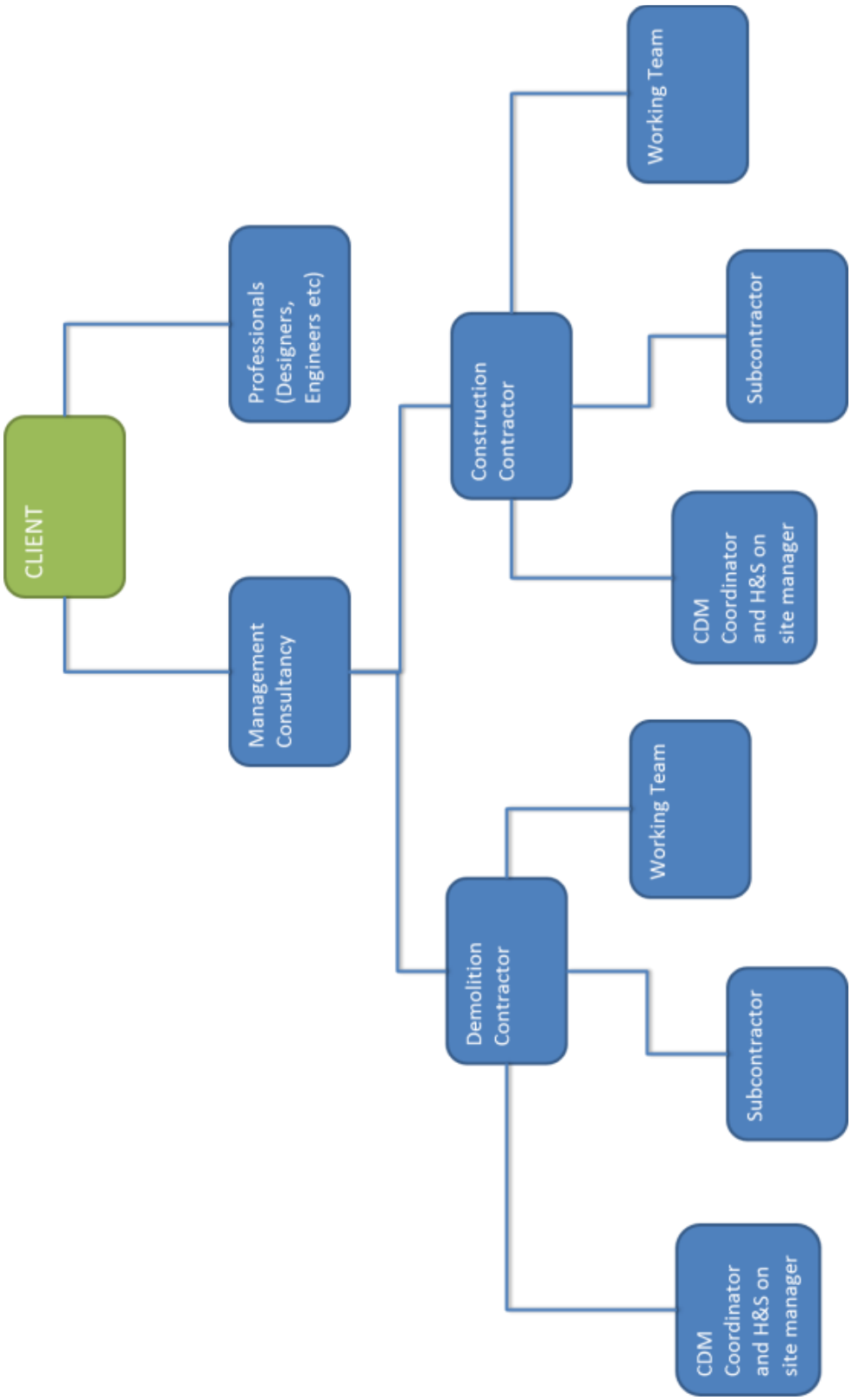
The separate site survey will be required to carried out to establish if the site has any protected species shelters or nests. There aren't any trees or plants on the site perimeter.

According to the Create report (Design and Access Statement – June 2015) the building has no record of Heritage or is under any protection.

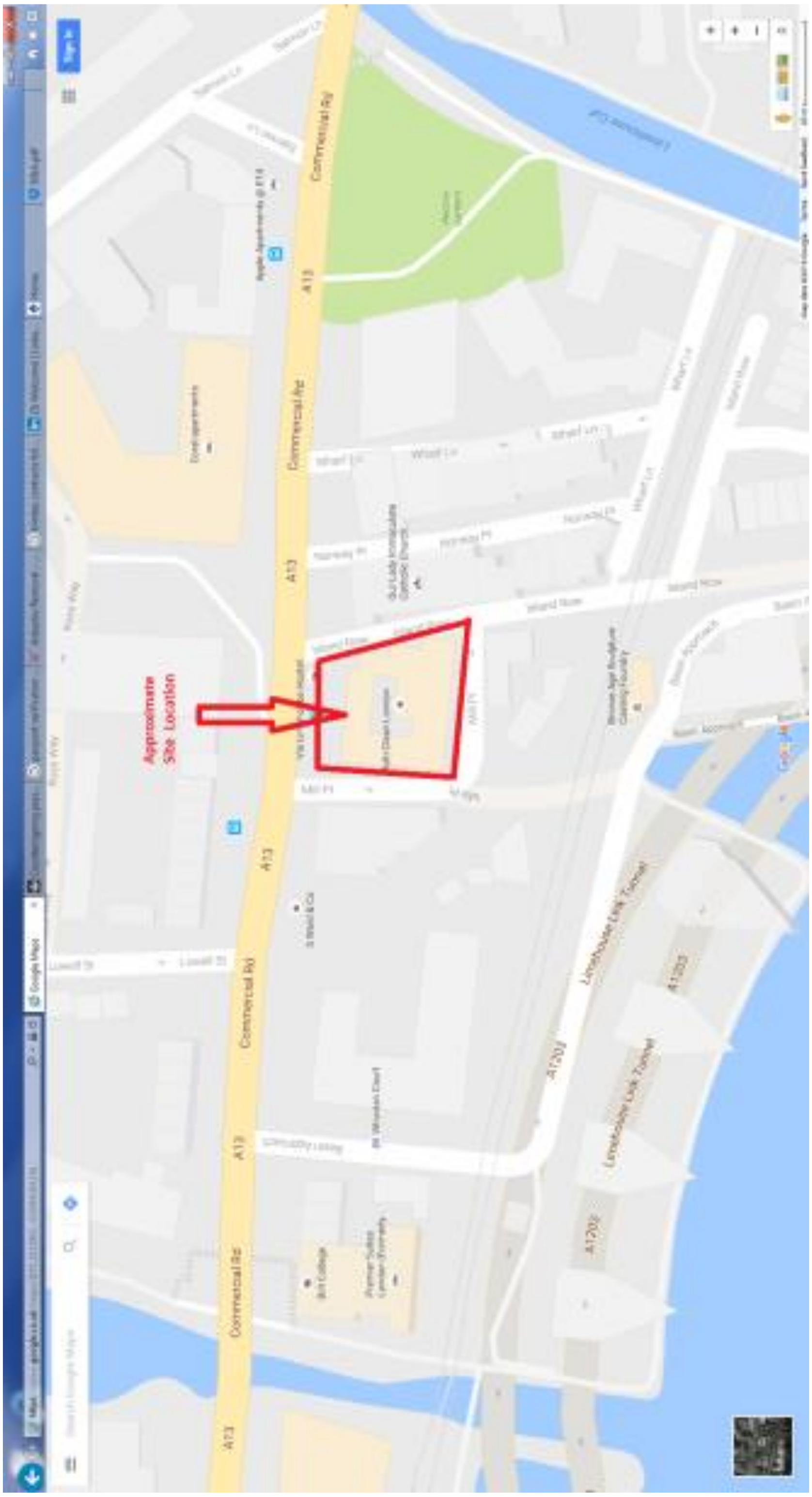
4.0 Summary

This document is to be read as part of overall planning application and not as a separate document. For the current project stages DCMP is not final and will be revised by the Main Contractor. This document is to be revised by the appointed Main Contractor according circumstances and to the requirements on site. The Main Contractor is to ensure that all the relevant surveys are carried out and all relevant laws have been incorporated to the DCMP and later followed in the processes.

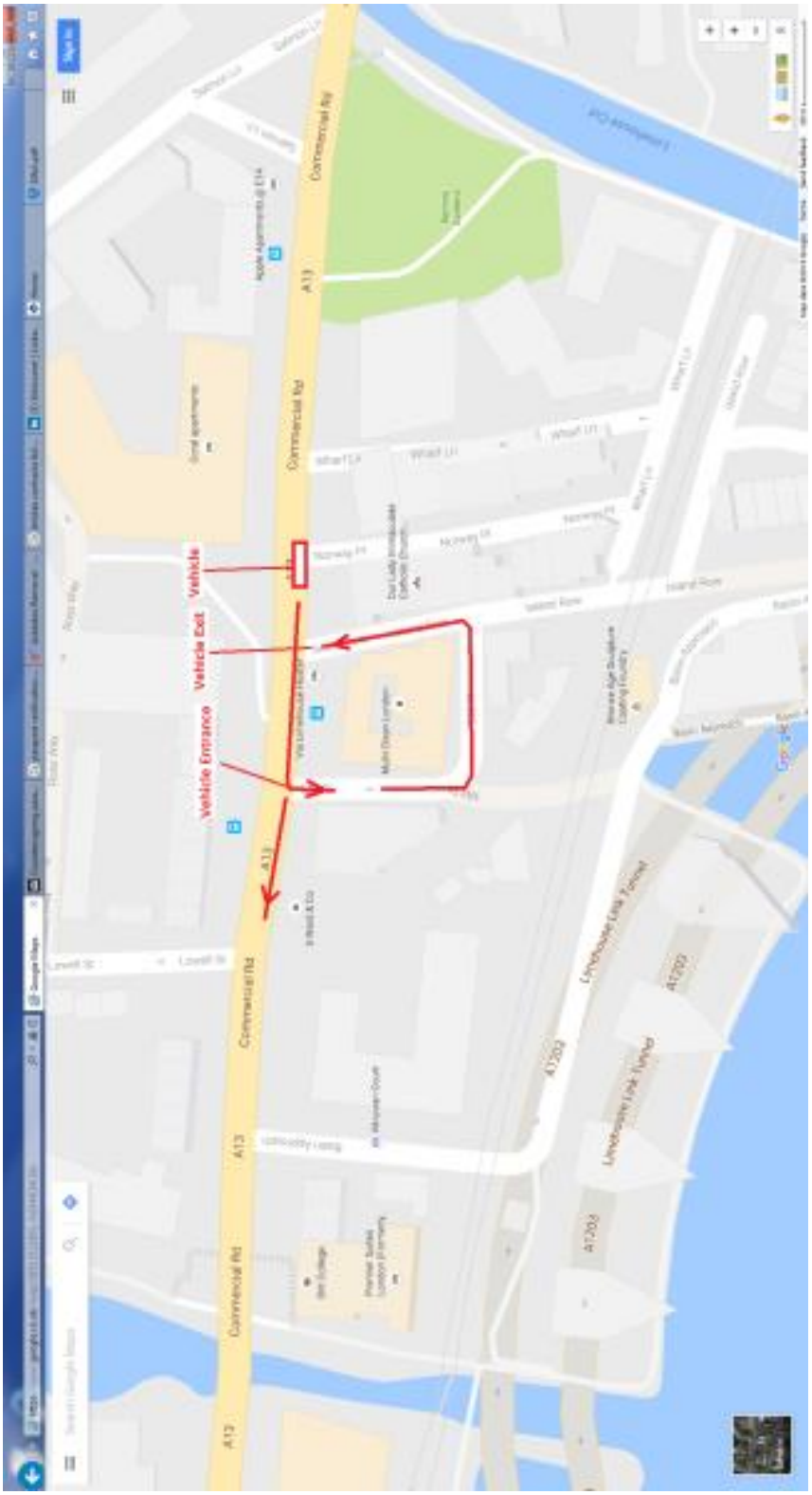
Annex 1


CLIENT
Professionals (Designers, Engineers etc)
Management Consultancy
Construction Contractor
Working Team
Subcontractor
CDM Coordinator and H&S on site manager
Demolition Contractor
Working Team
Subcontractor
CDM Coordinator and H&S on site manager

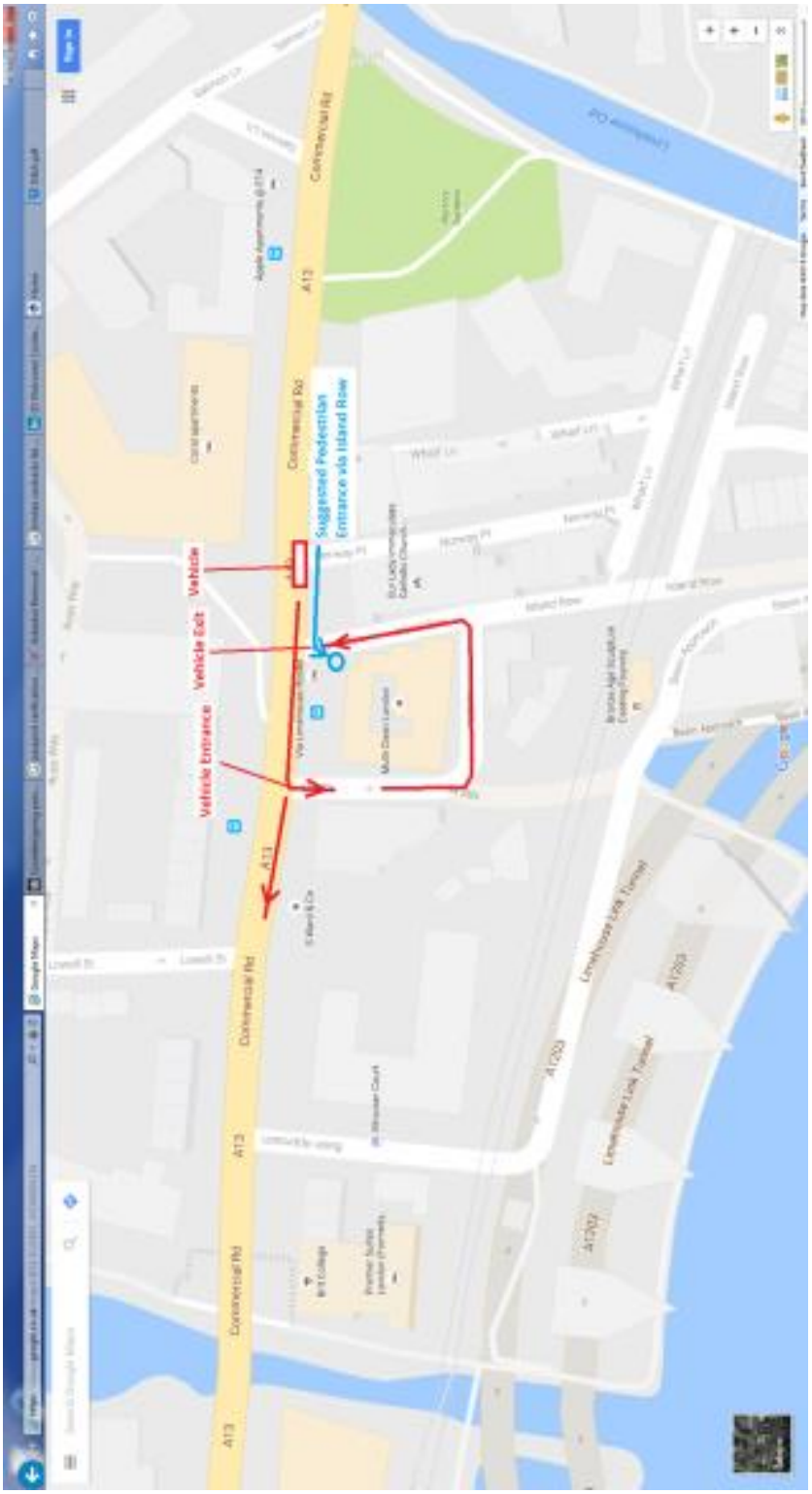
Annex 2


Approximate Site Location
Commercial Rd
A13
Limehouse Link Tunnel
A1203

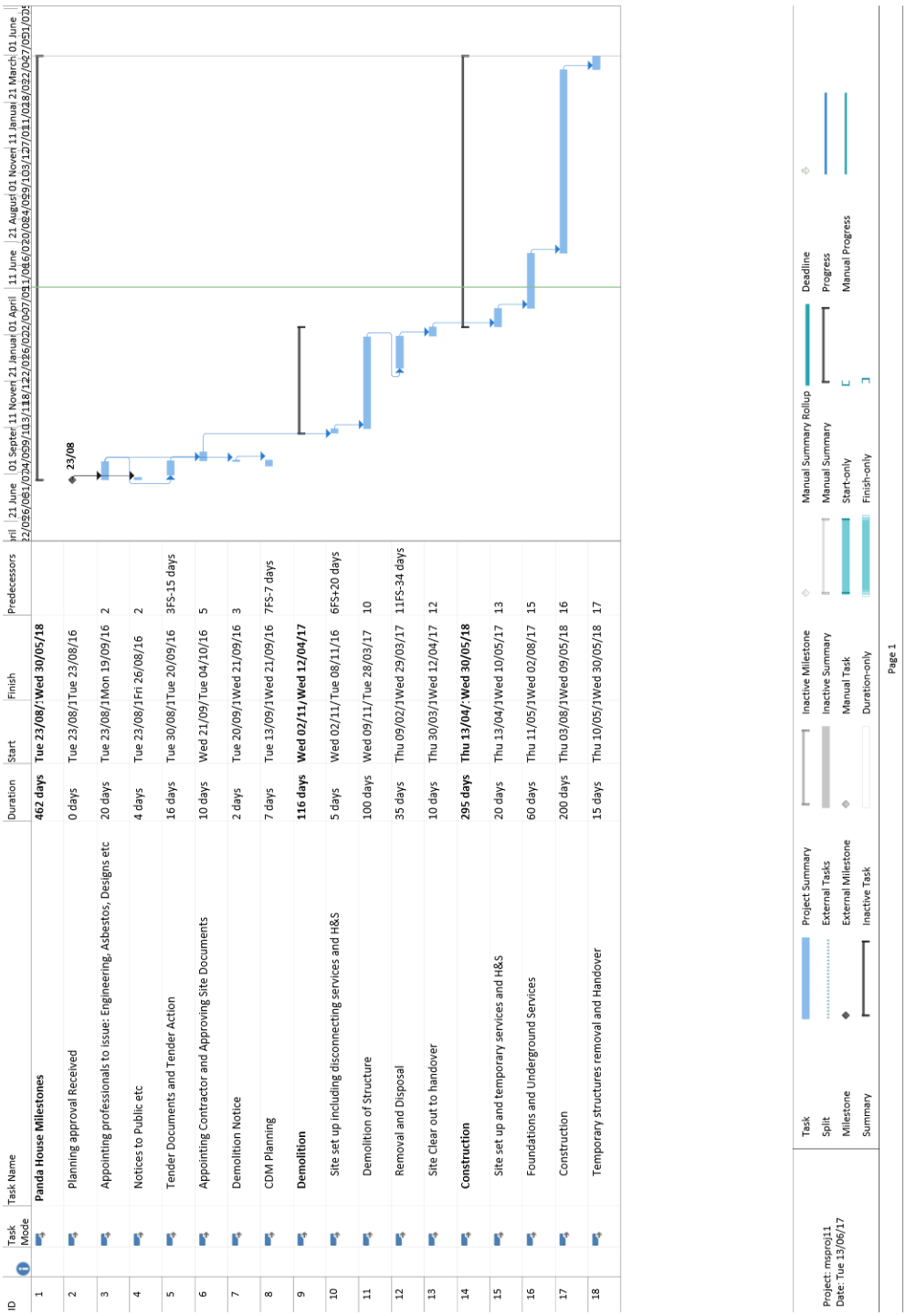
Annex 3


Vehicle
Vehicle Exit
Vehicle Entrance
Commercial Rd
A13
A200

Annex 4


Suggested Pedestrian Entrance via Island Row
Vehicle
Vehicle Exit
Vehicle Entrance
Commercial Rd
A13
A1203

Annex 5



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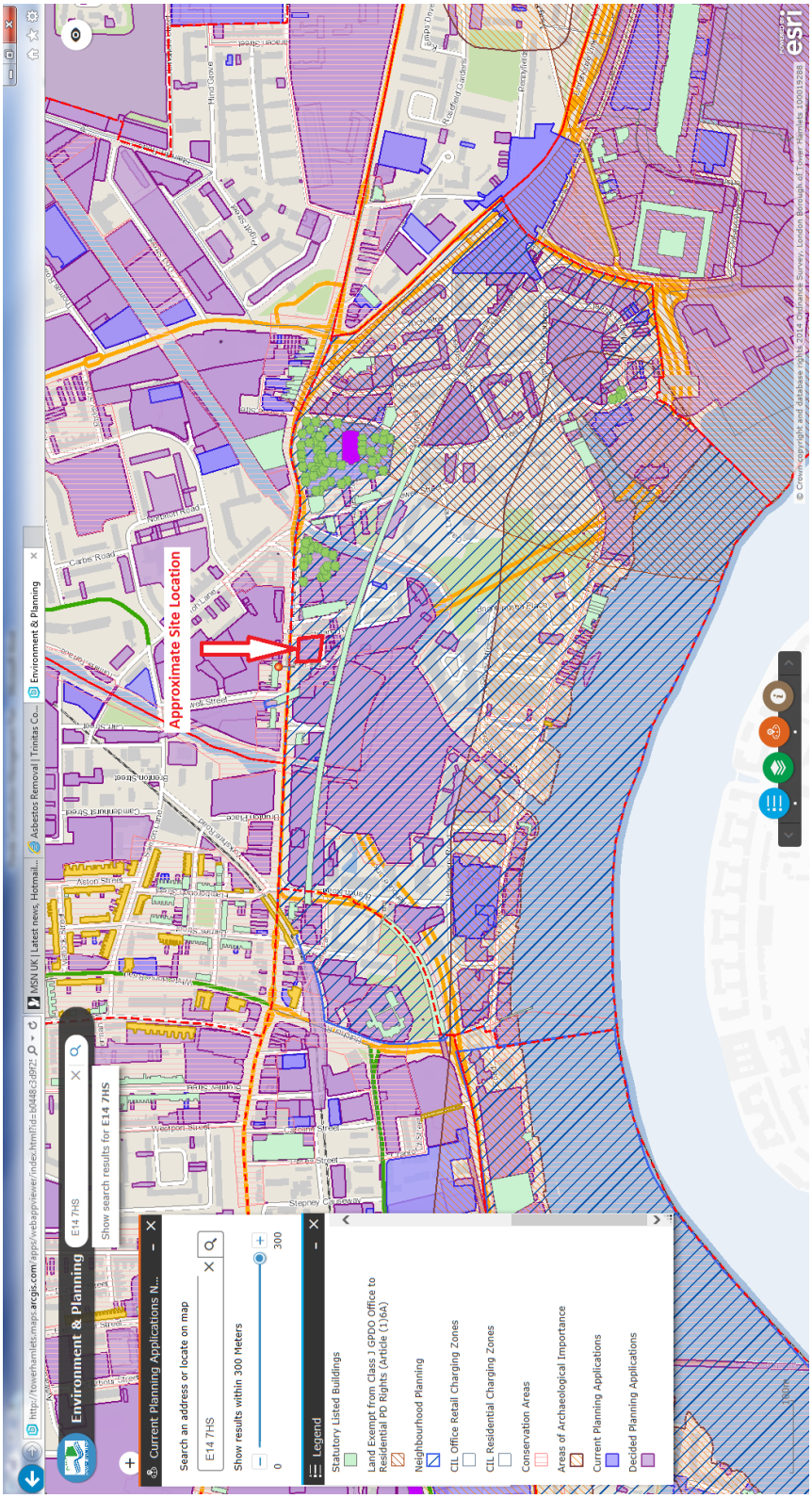
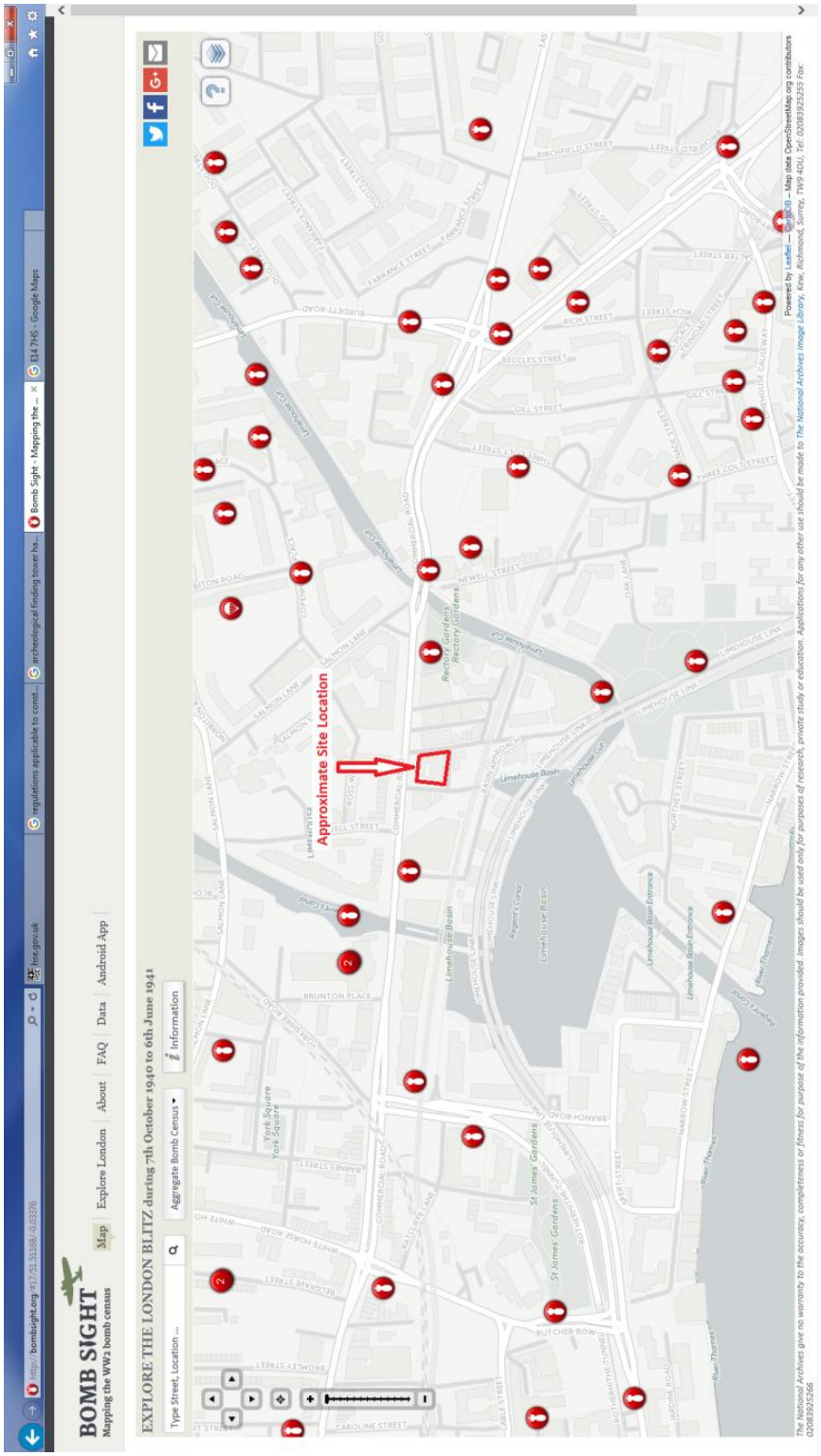
Annex 6


Approximate Site Location
Environment & Planning
Current Planning Applications N...
Search an address or locate on map
E14 7HS
Show results within 300 Meters
Legend
Statutory Listed Buildings
Land Exempt from Class J GPDO Office to Residential PD Rights (article (J)(a))
Neighbourhood Planning
CIL Office Retail Charging Zones
CIL Residential Charging Zones
Conservation Areas
Areas of Archaeological Importance
Current Planning Applications
Decided Planning Applications
esri

Annex 7


BOMB SIGHT
Mapping the WW2 bomb census
Map
Explore London
About
FAQ
Data
Android App
EXPLORE THE LONDON BLITZ during 7th October 1940 to 6th June 1941
Type Street, Location ...
Aggregate Bomb Census
Information
Approximate Site Location
Limehouse Basin
Rectory Gardens
St James' Gardens
York Square
Powered by Leaflet — Map data OpenStreetMap.org contributors
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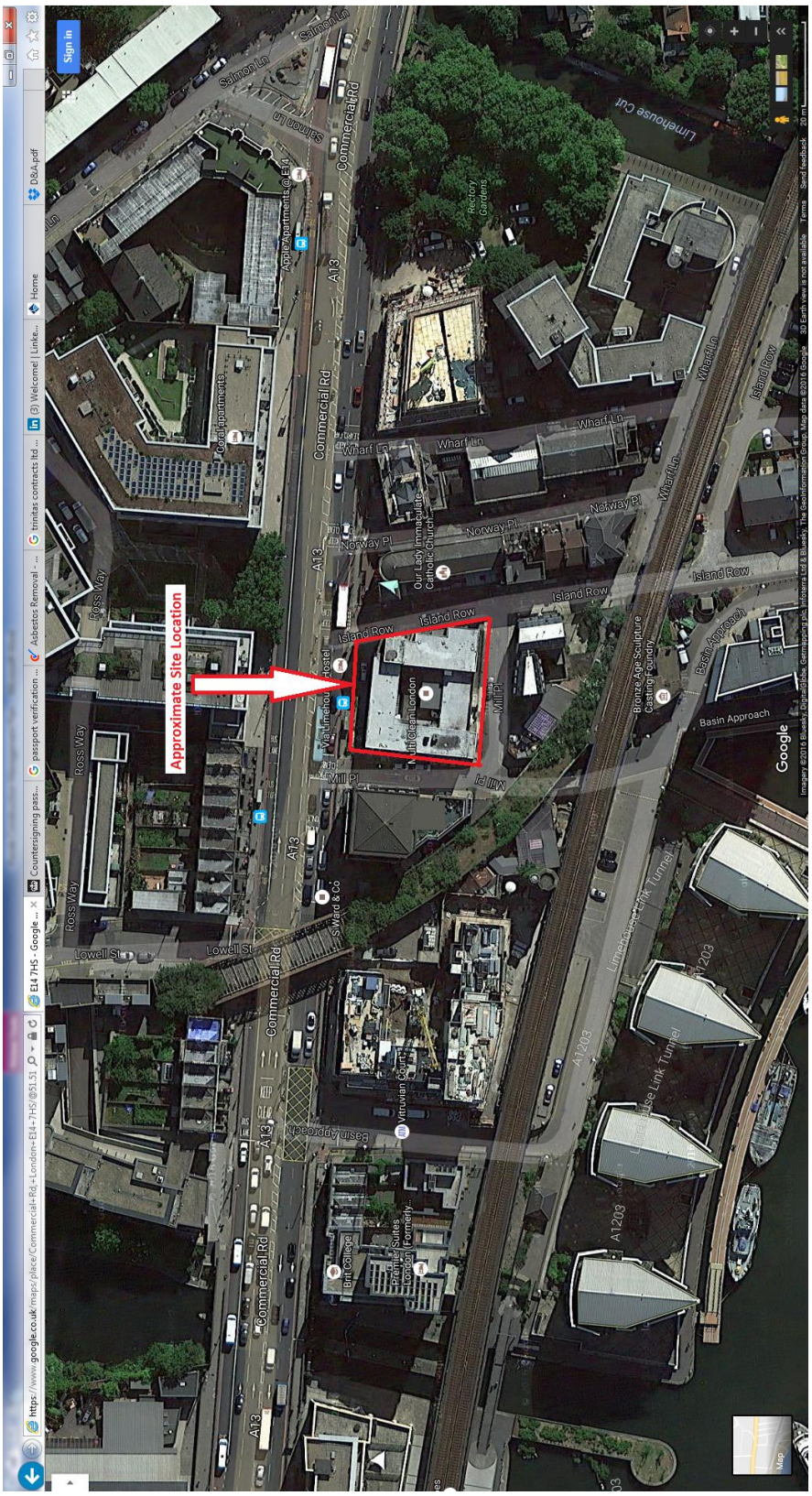
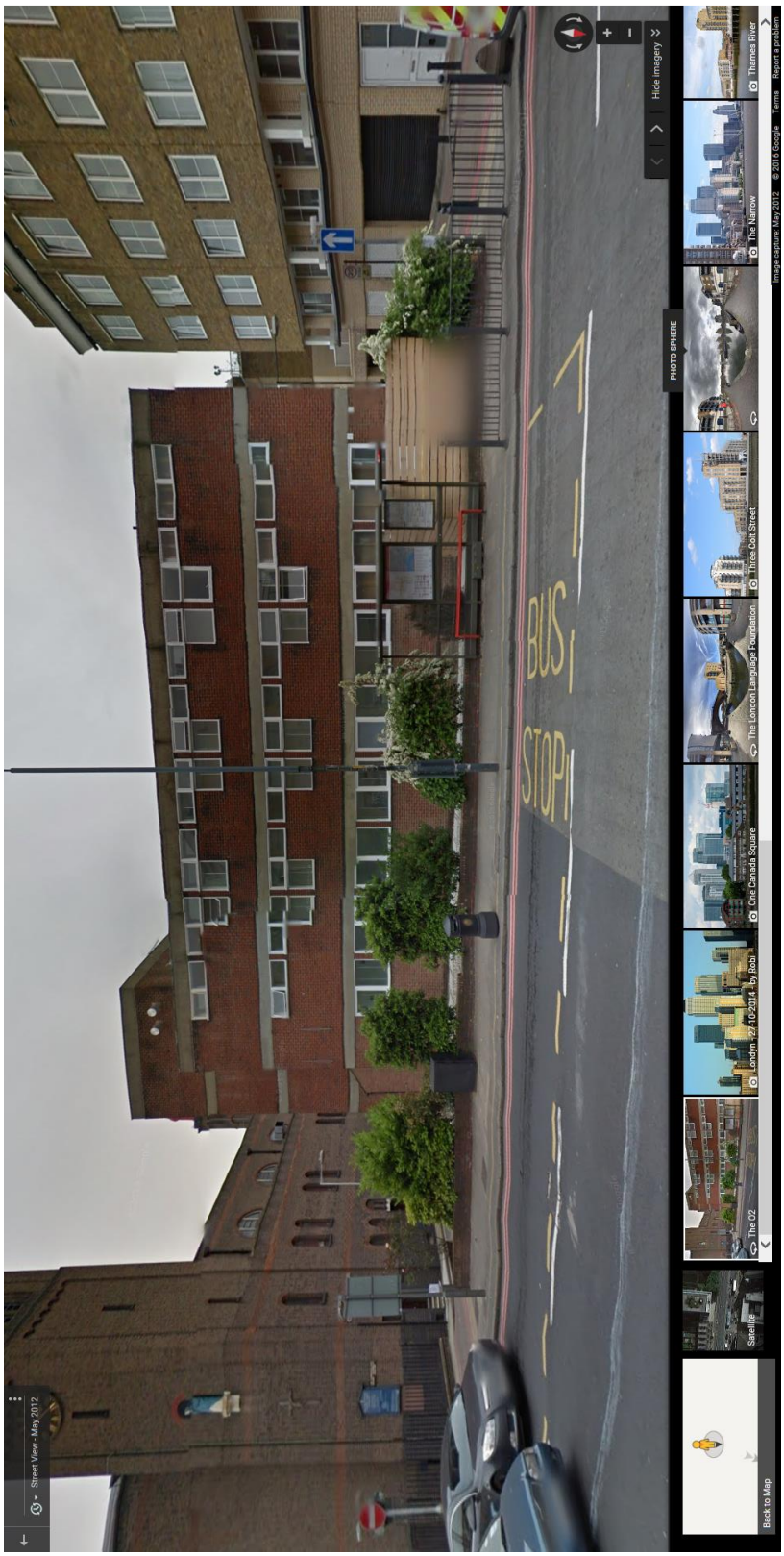
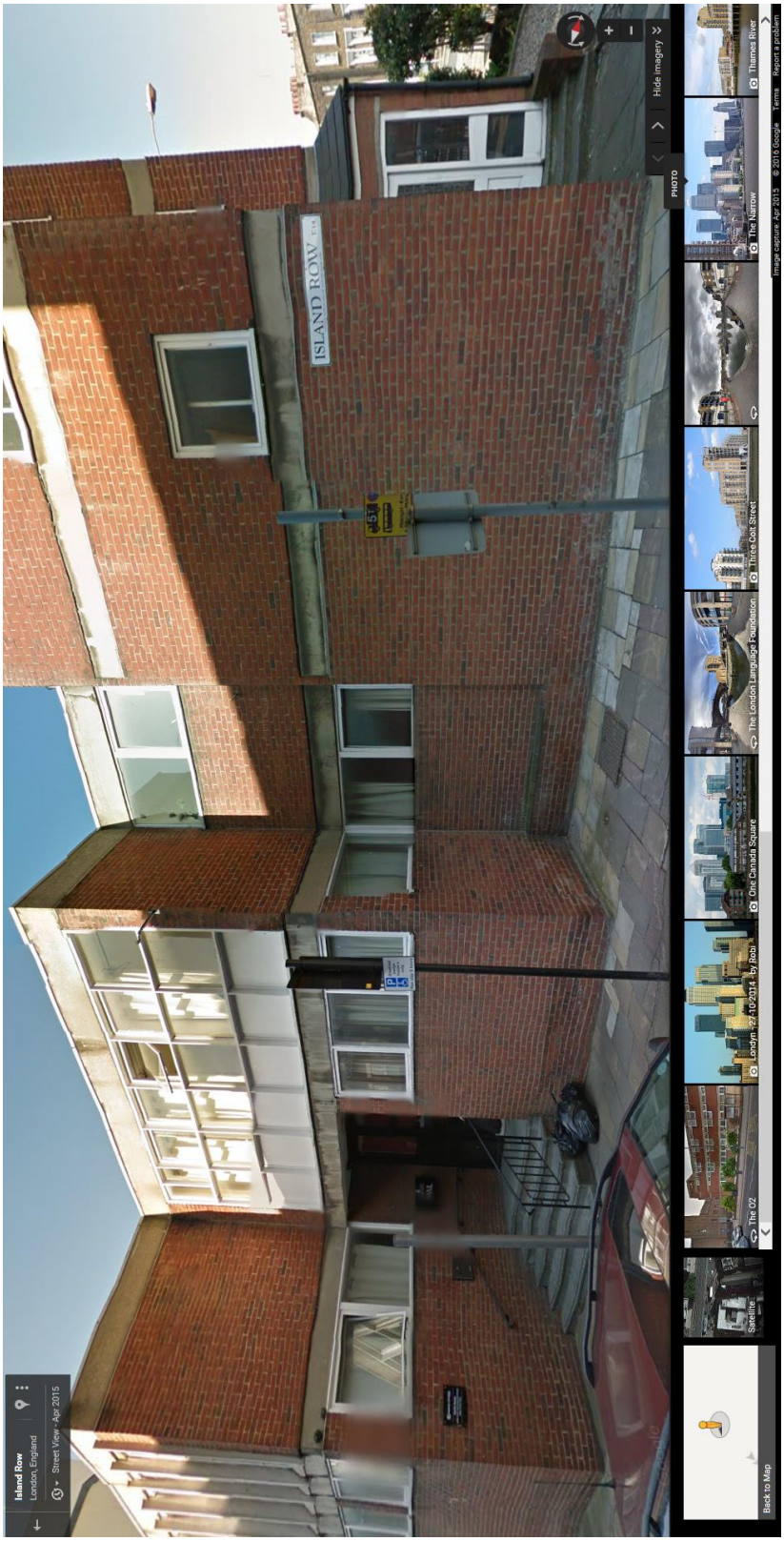
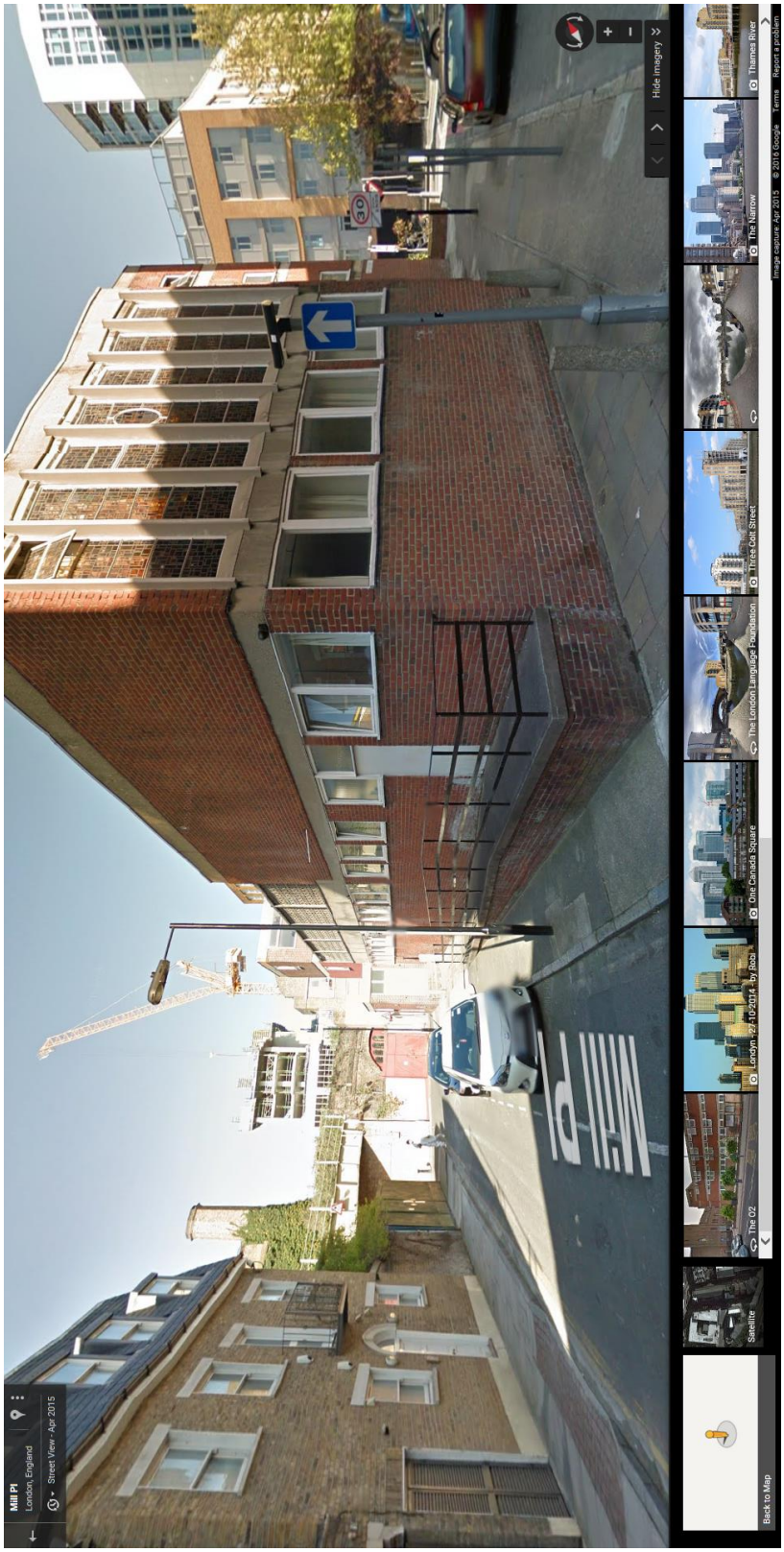
Annex 8


Approximate Site Location
Commercial Rd
A13
Island Row
Wharf Ln
Norway Pl
Mill Pl
Ross Way
Lowell St
Basin Approach
Limehouse Cut
A1203
Google


BUS
STOP
Hide imagery
PHOTO SPHERE
Thames River
The Narrow
Three Oak Street
The London Language Foundation
One Canada Square
The O2
Satellite
Back to Map
Street View - May 2012


ISLAND ROW
Island Row
London, England
Street View - Apr 2015
Hide imagery
PHOTO
Thames River
The Narrow
Three Colt Street
The London Language Foundation
One Canada Square
The O2
Satellite
Back to Map


Hide Imagery
Mill Pl
London, England
Street View - Apr 2015
Thames River
The Narrow
Three Colt Street
The London Language Foundation
One Canada Square
The O2
Satellite
Back to Map


Hide imagery
Thames River
The Narrow
Three Colt Street
The London Language Foundation
One Canada Square
London, 27-10-2014 - by Bob
The O2
Satellite
LIMEHOUSE
A13
Back to Map
London, England
Street View - Apr 2015

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