

Construction Environment Management Plan. Planning Condition 5.

No development shall take place, including any works of demolition, until a construction method statement in respect of construction environment management plan has been submitted to, and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for;

Procedures for maintaining good public relations including complaint management, public consultation and liaison.

Appointment of dedicated Engagement Consultant: The PG Group (PGG) has appointed Jenny Gee of Jenny Gee Communications (JGC) to provide community and neighbour liaison during the life of the development.

Communications Plan: The Communications Plan involves working closely with local residents and the Carriageworks Action Group (CAG) to establish a working relationship that builds trust. PGG/JGC are already working with CAG to fulfil appropriate Planning Conditions in which the community group is involved. The communications with immediate neighbours and businesses will involve sharing both the overall build plan and daily on-site activity. This is intended to be an on-going relationship during the life of the site. JGC will provide a local point of contact for stakeholders, contact details will be made easily accessible and a commitment to responding to questions/concerns by the end of the next working day will be made. In an extreme emergency, requiring immediate action, JGC/PGG and the Contractor will have a defined action plan in place.

Resident communications: Prior to commencement of any work on site, immediate neighbours will be contacted by letter which will provide contact details and an outline quarterly plan. The same will apply to immediate local residents groups. Communications will be updated quarterly during the life of the site. Additionally a web site will be established to provide a platform to immediately share information with local residents/stakeholders regarding demolition and building activities on site. This is not the scheme sales platform. The web service enables JGC/the contractor to post daily bulletins as required, to alert registered residents by email, records any comments/feedback and enable further communications to take place. All feedback is immediately emailed to designated members of staff within JGC and the Contractor for internal review and further action/response. Further channels of communication will be researched and added with public approval, e.g.: SMS alerts/reminders for specific on site activities if required.

Wider Public Communications: Working with CAG, PGG/JGC are involved in organising public meetings to keep the wider community up to date with activities and on-site developments. The contractors will be party to these meetings as appropriate.

Complaint Management: Complaints will, in the first instance, be submitted in writing via the web site. In the absence of web access, in writing to the engagement consultant. Complaints will be dealt with promptly, committing to an immediate online acknowledgement of the complaint receipt and an electronic or telephone response outlining the course of action to be taken by the end of the next working day. The complaint will be reviewed with the Project Manager and a response made to the complainant. If this

does not meet the complainant's needs, an escalation procedure will be triggered involving a member of the Contractor's senior management team.

On-Site signage: Web and contact details will be posted prominently on site.

Timing: Communications with CAG have already commenced and the first public meeting took place on 13/6/17. The engagement will continue until the scheme is complete.

Procedure for the sensitive relocation of the existing occupants of the site.

The PG Group's contract to acquire the Westmoreland House site is subject to vacant possession. The sensitive relocation of existing occupants of the site is a matter that rests with the site owners Opecprime Properties Ltd and /or their application partners Fifth Capital London. Therefore the sensitive relocation of existing occupants will have been addressed prior to any works (including demolition) can take place.

Arrangements for liaison with the Council's Pollution Control Team

The Bristol City Council web site lists a number of departments which are involved in pollution control ie noise, air etc. However, the phone number 0117 9222500 appears to deal with reporting pollution in general. Before the contract starts on site, we propose to contact BCC and obtain the name and contact details of one individual who could liaise with a nominated member of staff in our site team on all potential pollution matters.

Hours of operation/work.

The site is in a residential area. It is proposed to work 8am to 6pm Monday to Friday and 8am to 1pm on Saturdays. See below for Sundays and Bank Holidays.

Deliveries to and removal of plant, equipment, machinery and waste from the site must only take place within the permitted hours.

The road network around the site is particularly busy whilst children are going to school and later returning home. It is, therefore, proposed to prevent major vehicle movements into and out of the site when school children are in the vicinity. Actual time periods to be agreed with Bristol City Council Planners in advance of demolition works starting on site. The temporary closure of the Ashley Road footpath immediately along the site frontage will help considerably towards pedestrian safety in the area. Please refer to the sketches accompanying this text.

There will be an expectation that no work will take place on Sundays or Bank Holidays.

Limiting working hours to avoid the site being open on Sundays and Bank Holidays is expected and forms part of the constraints placed on our Subcontractors in their Subcontract Orders. If a need should arise to work on the occasional Sunday (ie for the erection/dismantling of a tower crane) permission would be requested from Bristol City Planning Department well in advance of any such operation taking place.

We are very well aware that The Salvation Army are next door to the site and they will be treated with the greatest of respect.

Procedures for emergency deviation of the agreed working hours.

A procedure is to be agreed with Bristol City Planners before work commences on site. We suggest this procedure will involve sharing of emergency contact names and mobile telephone numbers. However, we would hope that forward planning and good communication will negate the need for emergency measures to be put in place.

Control measures for dust and other air-borne pollutants.

The majority of dust will be created during demolition and crushing operations at the start of the project. The demolition contractor will ensure that dust-suppressing techniques are adopted, such as damping down (sprayed water) of work areas at the point of demolition and as part of the crushing operation. Spraying will be carried out prior to and during demolition. Furthermore;

- Sheeting/screening. The part of Westmoreland House fronting onto Stokes Croft will be screened with suitable debris screens and sheets.
- Chutes and skips will be enclosed.
- Stockpiles of crushed material will be dampened down and covered, if required, during dry and windy conditions.
- Regular watering of haul routes will be carried out.
- Burning of waste materials will be strictly prohibited.
- Vehicles removing demolition materials will have their loads effectively sheeted.
- The crusher will be sited as far away as practicable from neighbouring properties.

Both dust and noise will be controlled in line with the Government's current Environmental legislation.

Method of prevention of mud being carried onto highway.

All vehicles will have their wheels washed before leaving the site into Ashley Road. With a very restricted site entrance area, we have found through previous experience that the only effective means of cleaning wheels is using a hand operated jet wash. An operative will be positioned at the site exit and all vehicles stopped and cleaned. Water and mud from the cleaning operation will be prevented from running onto the highway and be collected into a sediment settling tank before discharge into the drainage system. Wessex Water will be consulted with these proposals.

Vehicles will not be able to access the site off of Stokes Croft.

Measures for controlling the use of site lighting, whether required for safe working or for security purposes.

We are conscious of the need to avoid light spillage onto the neighbouring residential properties. Consequently, we propose to develop the following strategy;

- Only use temporary lighting where absolutely necessary.
- Utilise localised / directional lighting rather than area / flood lighting.
- Limit lighting to low power and low level wherever practicable.
- Sensor controlled (where possible) for security purposes.
- Programming of work / hours of operation
- Provide physical barriers / screening.

Security lighting will be designed by a specialist. Temporary external lighting proposals can be sent to Bristol City Planners for comment should this be required.

Parking of vehicle of site operatives and visitors.

There will be limited onsite parking available once new construction works start. Operatives will be expected to park legally in the surrounding areas. Site visitors will be advised to park in the NCP St James Barton car park and walk up Stokes Croft to the site.

Proposed temporary traffic restrictions, pedestrian and cyclist protection measures.

Bray and Slaughter had a site meeting with Bristol City Highways Department (BCHD) on the 27th July 2017 to discuss the following;

- Site access.
- Traffic and pedestrian management/safety.
- Hoarding lines.
- Temporary pavement and road closures.
- Mains drainage connection in Ashley Road.

Attached are sketch numbers 1 to 5 inclusive which pictorially demonstrate what has been agreed in principle with BCHD for managing traffic and members of the public during the following phases of the Project;

Phase 1. Erection of a temporary façade support system to the frontage of the Grade 2* listed Carriageworks Building. (Dismantling the temporary structure will follow the same logistical procedure.)

Phase 2. Demolition.

Phase 3. Construction works until the new internal structure of the Carriageworks has been completed and the façade support system is then able to be removed.

Phase 4. Construction works following removal of the temporary façade support structure to the Carriageworks.

Mains Drainage connection. Involves the construction of a new manhole over the existing Wessex Water combined sewer in Ashley Road, very close to the traffic light controlled junction with Stokes Croft. This will, in all likelihood, be a deep excavation which will

necessitate a temporary road closure (see SK5). This has been discussed in principle with BCHDH and would be timed to take place during a school holiday period. It may also be necessary to close Ashley Road for 1 day for the erection (and 1 day later for dismantling) of a tower crane.

Road closures will be planned with Bristol City Highways Department well in advance of the activity taking place.

Arrangements for turning vehicles.

The project will have a full time "Gateman" throughout the demolition and construction period. He will be located at the main entrance to the site off of Ashley Road and be responsible for controlling all vehicle movement in and out of the site.

During demolition and the earlier phases of the project, vehicles will be turned within the confines of the site as space will permit this. Turning vehicles on site will always be the default position. However, as the building superstructures gradually develop, the amount of space for vehicles to turn on site will be reduced. In this situation, it is proposed for the Gateman to control the traffic in Ashley Road so vehicles can reverse into the site and "drive out".

T Hodges Bray and Slaughter. 2nd August 2017