Construction Management Plan

pro forma

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
03-12-2021	Draft 1.0	Phil de Jongh

Additional sheets

Please note – the review process will be quicker if these are submitted as Word documents or searchable PDFs.

Date	Version	Produced by

Introduction

The purpose of the Construction Management Plan (CMP) is to help developers to minimise construction impacts, and relates to all construction activity both on and off site that impacts on the wider environment.

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 nature 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 the Construction Logistics and Community Safety (CLOCS) Standard and the Guide for Contractors Working in Camden.

Camden charges a fee for the review and ongoing monitoring of CMPs. This is calculated on an individual basis according to the predicted officer time required to manage this process for a given site.

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 during construction. 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 road closures or hoarding licences.

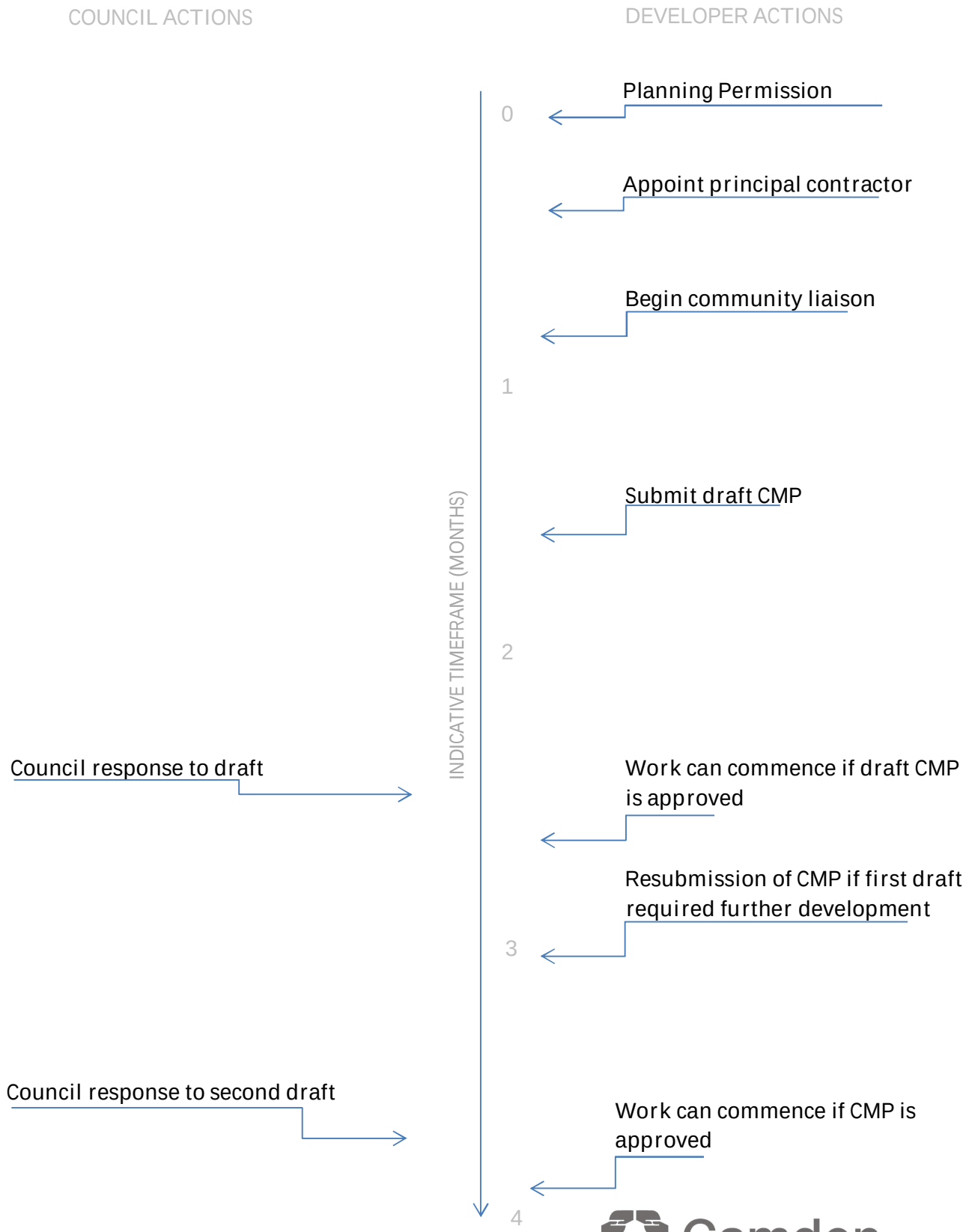
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "Demolition Notice."

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, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP. Please only provide the information requested that is relevant to a particular section.

(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
Planning Permission
0
Appoint principal contractor
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 required further development
3
Council response to second draft
Work can commence if CMP is approved
4

Contact

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

Address: Tavis House, 1-6 Tavistock Square, London, WC1H 9NA

Planning reference number to which the CMP applies: TBC

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

Name: Phil de Jongh

Address: Motion, 84 North Street, Guildford, ...

Email: pdejongh@motion.co.uk

Phone: 01483 531300

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: To be provided by the contractor following appointment.

Address:

Email:

Phone:

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. In the case of Community Investment Programme (CIP), please provide contact details of the Camden officer responsible.

Name: To be provided by the contractor following appointment.

Address:

Email:

Phone:

5. 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: To be provided by the contractor following appointment.

Address:

Email:

Phone:

Site

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

The site fronts onto the A4200 Tavistock Square is located to the north east of Tavistock Place and lies within a largely built up area of London. The A4200 to the north provides a link to the A501 which routes to east London and merges to the A40 and further on to the M40 and Oxford/ Birmingham. To the south the A4200 links to the A40 and continues into Central London. The figure provided in Appendix A presents the location of the site in relation to the local network.

7. 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 etc).

The proposals seek to refurbish the Tavis House office building and to extend building to increase the B1 floor area. The site is bounded by a restricted highway network and the majority of delivery and servicing access will need to be from the eastern side of the site on Tavistock Square.

The available loading/unloading space within the site is very limited since the access can only accommodate vehicles upto 7m (assuming the area to the site is vacant). It is recommended that the appointed contract seeks to introduce an on-street delivery zone on the western side of Tavistock Square in front of the building. The arrangement will need to be agreed with Transport for London and will be subject to a lane rental arrangement.

8. 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).

The provisional construction programme is to commence works in September 2022 – November 2023. A programme will be provided following appointment of contractor.

9. Please confirm the standard working hours for the 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

The above working hours will be adhered to.

Community Liaison

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

This consultation must relate to construction impacts, and should take place following the granting of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

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 and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

The Council can advise on this if necessary.

10. Sensitive/affected receptors

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

The nearest receptors will be the adjoining offices and residential properties on Tavistock Square to the north of Tavis House.

11. 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 should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason 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.

Consultation will be undertaken by the contractor following appointment and in advance of the commencement on site. This will include the adjoining offices, residential dwellings and relevant local residents' association.

12. Construction Working Group

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of construction activity, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this 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.

Details to be provided by contractor prior to commencement.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires enhanced CCS registration that includes CLOCS monitoring. Please provide a CCS registration number that is specific to the above site.

Contractors will also be required to follow the Guide for Contractors Working in Camden. Please confirm that you have read and understood this, and that you agree to abide by it.

Details to be provided by contractor prior to commencement.

14. 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.

Details to be provided by contractor prior to commencement.

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 CCS monitors as part of your enhanced CCS site registration, and possibly council officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section.

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

15. Name of Principal contractor:

Details to be provided by contractor prior to commencement.

16. 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 and Q18 example response).

Details to be provided by contractor prior to commencement.

17. 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.

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

Details to be provided by contractor prior to commencement.

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.

18. 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, stations, public buildings, museums etc.

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.

Please show vehicle approach and departure routes between the site and the Transport for London Road Network (TLRN). Please note that routes may differ for articulated and rigid HGVs.

Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.

The main route for access for construction vehicles will be the A501 Euston Road and Tavistock Square for access to all areas of London. A construction vehicle routeing plan for inbound and outbound movements is presented on Figure 2 and 3 respectively provided in Appendix B.

A temporary vehicle loading area will be created on Tavistock Place adjacent to the front of the building (see site set up plan Figure 4 presented in Appendix C).

b. Please confirm how contractors and delivery companies will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

All contractors, delivery companies and visitors will be advised, if required, to adhere to the specified route and all other measured detailed in this plan prior to journeys being undertaken. All contractors and visitors to the site will be advised to undertake travel to the site by public transport, foot or cycle. The Construction Project Manager will provide all site personnel with details of local public transport services.

19. 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 should be restricted to the hours of 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 the hours of 9.30am and 3pm on weekdays during term time.

Vehicles may be permitted to arrive at site at 8.00am if they can be accommodated on site. Where this is the case they must then wait with their engines switched off.

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.

Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

For Example:
32t Tipper: 10 deliveries/day during first 4 weeks
Skip loader: 2 deliveries/week during first 10 weeks
Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project
18t flatbed: 2 deliveries/week for duration of project
3.5t van: 2 deliveries/day for duration of project

As a contractor is yet to be appointed, an indicative list of likely vehicle types and sizes expected to be utilised is provided, along with expected daily vehicle movements. This will be reviewed and updated by the contractor, once appointed.

- Flatbed truck

  These vehicles are typically 8 -10 metres in length with a width of 2.4 metres. Flatbed vehicles will be used to deliver various materials including scaffolding, steelwork, timber, reinforcement, brick and block work, plaster etc. Deliveries are likely to be expected on average once per day during site setup and structural work phases of the programme with a maximum dwell time of 40 minutes.

- Box van

  This will be a vehicle with length of up to 8 metres and a width of 2 metres. It is anticipated that approximately 1-2 deliveries per day during the setup and fit out phases of the project will be undertaken by box van with a maximum dwell time of 40 minutes.

b. Cumulative affects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

We are not currently aware of other developments in the area, should this change all reasonable effort will be made to minimise disruption.

c. Please provide swept path analyses for constrained manoeuvres along the proposed route.

The A4200 is a main road connection to A501 Euston Road. The vehicles (including buses) currently using the local roads and junctions are no larger than existing vehicles on the network.

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue 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.

Please identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.

Please refer to question 24 if any parking bay suspensions will be required to provide a holding area.

There is a section of yellow line on the northern side of Tavistock Square where a vehicle may wait if required. This is identified on Figure 5 in Appendix D.

e. Delivery numbers should be minimised where possible. Please investigate the use of construction material consolidation centres, and/or delivery by water/rail if appropriate.

The Construction Project Manager will investigate the feasibility use of consolidation centres and prefabrication of materials to assist in reducing deliveries to the site.

f. Emissions from engine idling should be minimised where possible. Please provide details of measures that will be taken to reduce delivery vehicle engine idling, both on and off site (this does not apply to concrete mixers).

Drivers visiting the site will be advised to turn the vehicle engines off as part of delivery instructions. Where feasible, zero/low emission vehicles will be used for deliveries.

Plant and vehicles will be carefully selected prior to use at the development. All plant used on the site will be sound attenuated and will be regularly serviced/maintained to ensure it is operating correctly. The site induction for plant operators will cover the issue of noise specifically and they will be warned against over revving of plant and the operation of horns in all but necessary situations. Machine operatives will be advised to isolate plant/ equipment during idle periods reducing not only noise levels but encouraging efficient running of equipment and reduced fumes

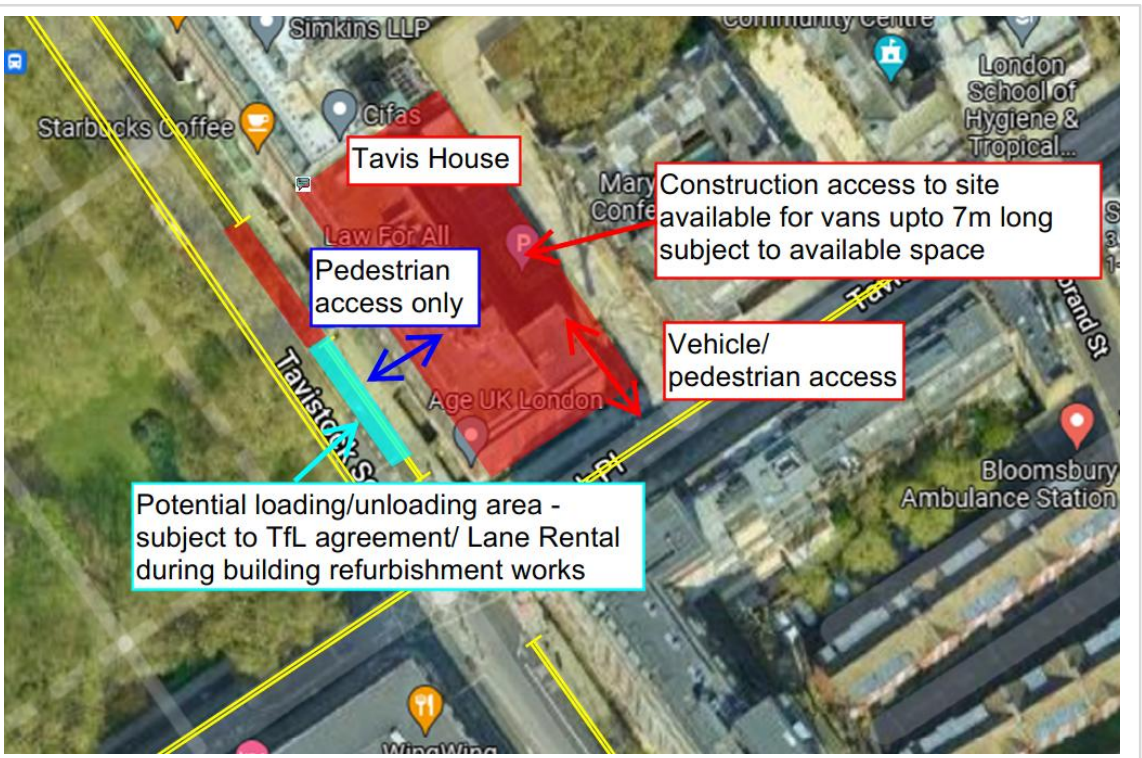
20. Site access and egress: "*Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles.*" (P18, 3.4.3)

This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please skip this section and refer to Q23.

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

a. Please detail the proposed site access and egress points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.



b. Please describe how the access and egress arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

All vehicle movements to and from the loading area will be supervised by trained banksmen in order to manage the interaction between pedestrians, cyclists and other road users.

Full details will be provided by the appointed contractor.

c. Please provide swept path drawings for vehicles accessing/egressing the site if necessary. If these are attached, use the following space to reference their location in the appendices.

Motion drawings presented in Appendix E shows swept path analysis of the anticipated construction vehicles accessing the temporary vehicle loading area and within the site where feasible. These include:

- Motion Drawing 2105012-TK101 - 10m rigid HGV in/out of Tavistock Square loading area
- Motion Drawing 2105012-TK102 - 7m panel van in/out of site compound to rear of the site
- Motion Drawing 2105012-TK103 - 8m skip lorry to the rear of the site

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. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

The proposed development will not create any waste that will require wheel washing facilities. Any materials for site from internal changes/demolition will be dry waste.

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

This section is only relevant if loading/unloading is due to take place off-site on the public highway. If loading is taking place on site, please skip this section.

a. 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 this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

As no vehicular access to the site is provided, it is considered that all loading activity will need to take place on A4200 Tavistock Square. A temporary loading area will be created in front of the bus stop subject to agreement with TfL. There will not be any need to suspend existing on-street parking bays.

b. Where necessary, 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 detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 b.

A Banksman/traffic marshall post will be provided within the compound to the rear of the site. Vehicle access and loading/unloading in the Tavistock Square loading area will include banksmen / traffic marshall to ensure pedestrian, cycle and driver safety.

Street Works

Full justification must be provided for proposed use of the public highway to facilitate works. Camden expects all options to minimise the impact on the public highway to have been fully considered prior to the submission of any proposal to occupy the highway for vehicle pit lanes, materials unloading/crane pick points, site welfare etc.

Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.

Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.

22. Site set-up

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, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.

The general site details are provided on Figure 5 in Appendix D and on Motion Drawing 2105012-GA101 (Appendix D)

23. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and these are permitted for a maximum of 6 months only. For exclusive access longer than 6 months, you will be required to obtain a Temporary Traffic Order (TTO) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in

months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

Information regarding parking suspensions can be found here.

No parking suspensions will be required.

24. Occupation of the public highway

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. 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 justification of proposed occupation of the public highway.

It is proposed to locate site offices within part of the existing car park to the rear of the building. As identified in the response to Q20 a, it is proposed to provide a temporary on-street servicing bay on A4200 Tavistock Square subject to agreement with TfL.

The use of a short section of A4200 Tavistock Square is the only space available to service the site during construction,. The proposal will not impact on the operation of the local highway or local bus services.

b. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses, removal of street furniture etc). If these are attached, use the following space to reference their location in the appendices.

No highway works are required. A temporary on-street loading area on A4200 Tavistock Square will need to be agreed with TfL

25. Motor vehicle and/or cyclist diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion signs on drawings or diagrams. If these are attached, use the following space to reference their location in the appendices.

No diversions will be required.

26. Scaffolding, hoarding, and associated pedestrian diversions

Pedestrians 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 ramps 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, and hoarding should not restrict access to adjoining properties, including fire escape routes. Lighting and signage should be used on temporary structures/skips/hoardings etc.

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

a. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

A lockable site hoarding will be installed along the frontage of the site, all relevant licences will be applied for by the Construction Project Manager and the requirements will be confirmed once a contractor has been appointed. The approximate location of the hoarding is presented on Figure 5 in Appendix D.

b. Please provide details of any other temporary structures which would overhang/oversail the public highway (e.g. scaffolding, gantries, cranes etc.) If these are attached, use the following space to reference their location in the appendices.

No temporary structures will be required.

27. Services

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.

No diversions or changes to services will be required.

Environment

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

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

Details to be provided by the contractor prior to commencement.

29. 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.

Details to be provided by the contractor prior to commencement.

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

Details to be provided by the contractor prior to commencement.

31. 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.

Details to be provided by the contractor prior to commencement.

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

Details to be provided by the contractor prior to commencement.

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

Details to be provided by the contractor prior to commencement.

34. 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.

Details to be provided by the contractor prior to commencement.

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

Details to be provided by the contractor prior to commencement.

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA policy. The Control of Dust and Emissions During Demolition and Construction 2104 (SPG), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

Full Details to be provided by the contractor prior to commencement. An initial risk assessment has been prepared in accordance with the GLA Guidance this is provide with appended to this document (Appendix F).

37. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of risk identified in question 36 have been addressed by completing the GLA mitigation measures checklist.

Details to be provided by the contractor prior to commencement. An initial risk assessment has been prepared in accordance with the GLA Guidance this is provide with appended to this document (Appendix F).

- 38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), 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.

Details to be provided by the contractor prior to commencement.

39. 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).

Details to be provided by the contractor prior to commencement.

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

Details to be provided by the contractor prior to commencement.

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

Details to be provided by the contractor prior to commencement.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions.

From 1st September 2015

(i) Major Development Sites – NRMM used on the site of any major development will be required to meet Stage IIIA of EU Directive 97/68/EC

(ii) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IIIB of EU Directive 97/68/EC

From 1st September 2020

(iii) Any development site - NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC

(iv) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IV of EU Directive 97/68/EC

Please provide evidence demonstrating the above requirements will be met by answering the following questions:

a) Construction time period (mm/yy - mm/yy): Approx. 09/22 – 11/23

b) Is the development within the CAZ? (Y/N): No

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): To be confirmed prior to commencement

d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: To be confirmed prior to commencement

e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: To be confirmed prior to commencement

f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: To be confirmed prior to commencement.

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: ……..

Print Name: ……

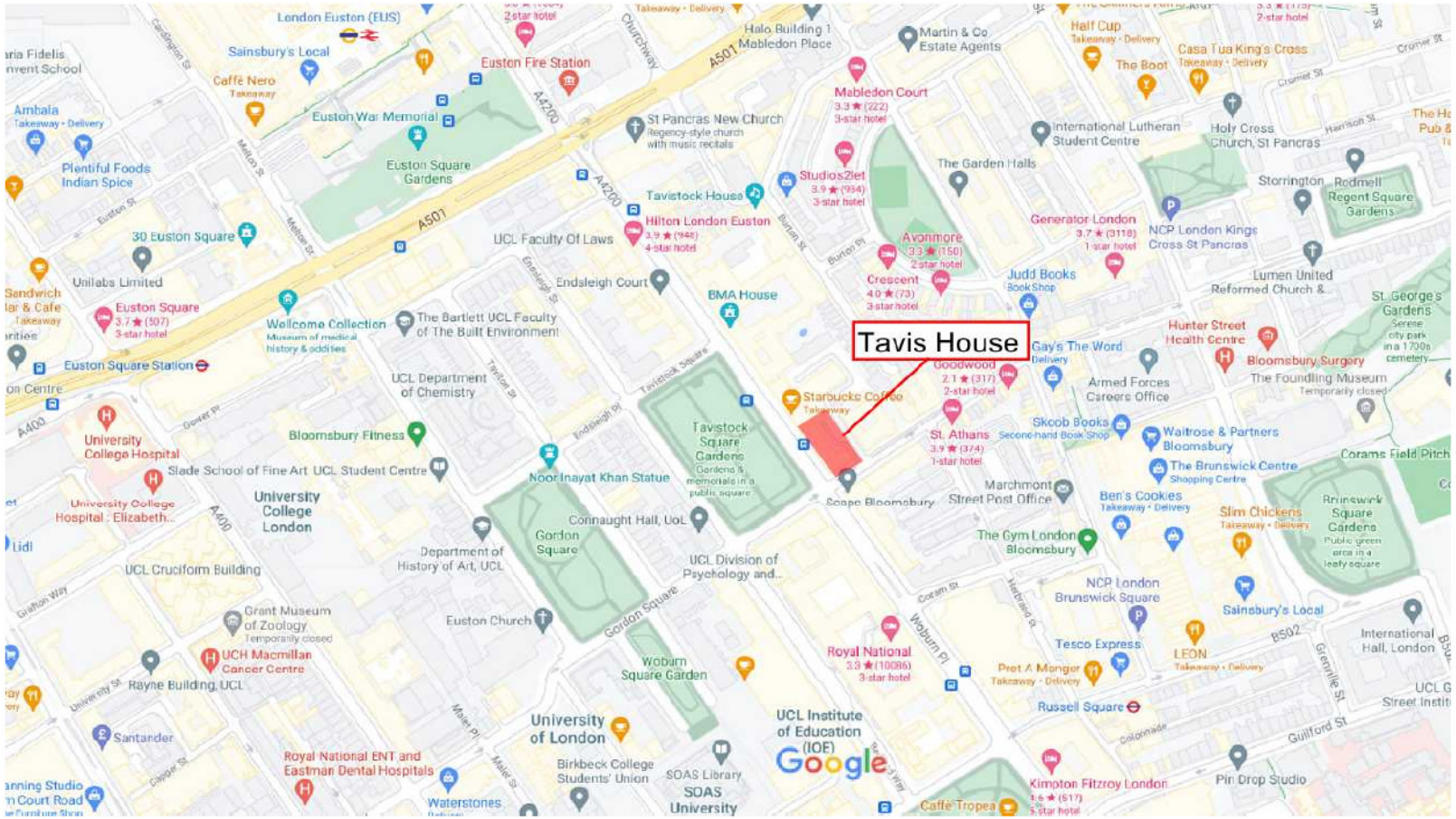
Position: ……

Please submit to: planningobligations@camden.gov.uk

End of form.

Appendix A

Site Location Plan



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Project:
Tavis House, Camden

Title:
Site Location Plan

Scale: NTS

Revision:

Figure 1

Drawing2.dwg

Appendix B

CIA Checklist

CONSTRUCTION MANAGEMENT PLANS

Cumulative Impact Area

Central London

Statement & Checklist

Planning Reference

Site Address

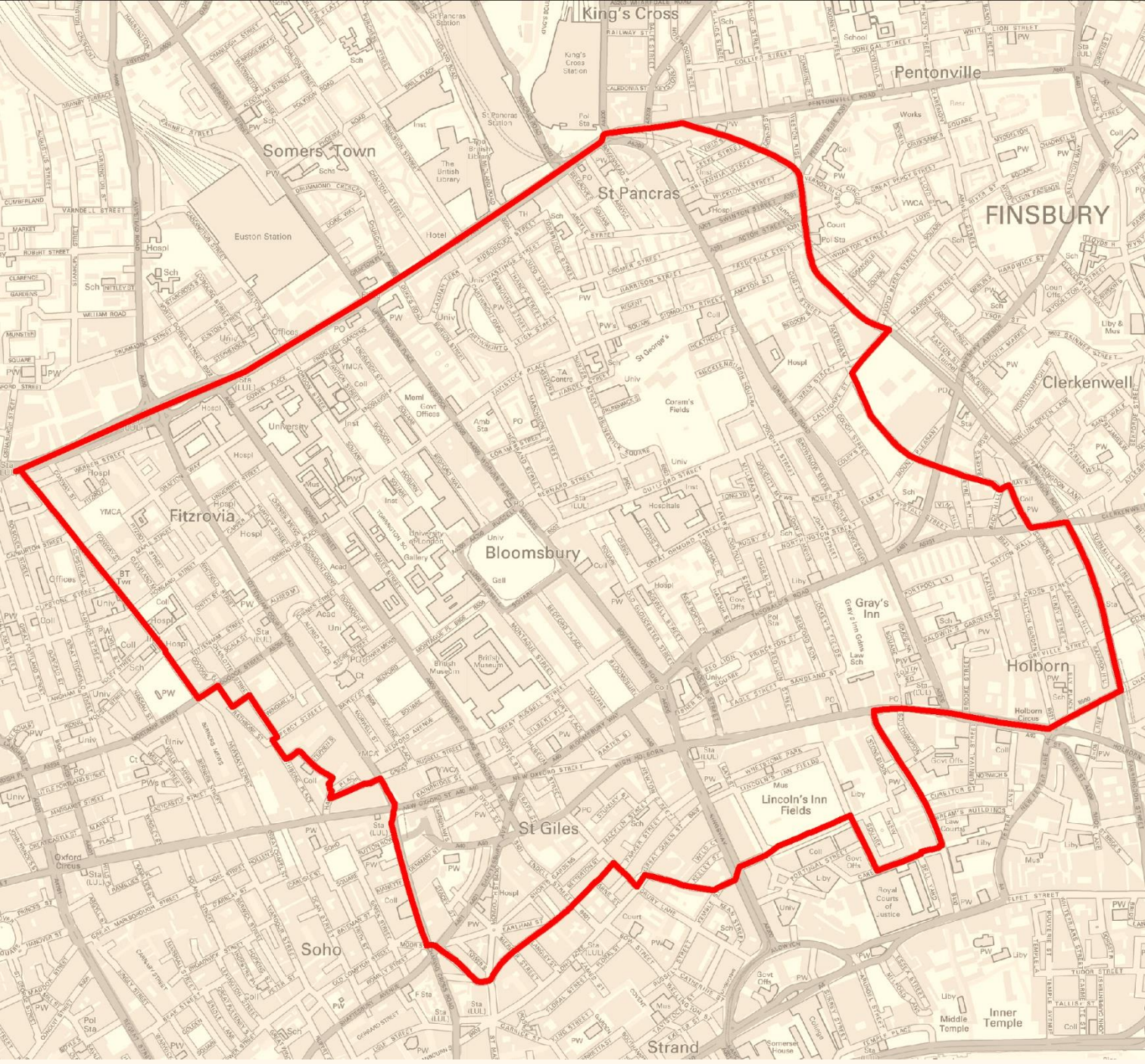
Camden

Statement

The Central London area represents just under a quarter of the total planned development activity in the borough despite only representing 13% of the geographical area. In addition to activity related to the redevelopment of sites, there is a significant amount of commercial buildings that undertake refurbishment works that have similar impacts but are not controlled by planning consents. The interaction of high levels of construction and construction traffic with established business/residential travel patterns is giving rise to heightened community concerns and mean that there is an increased need for careful management of construction activities and their potential impacts

The area is characterised by historic buildings with narrow streets alongside high density modern developments, with residential and commercial operations sitting side by side - the area also attract a lot of tourism, and as such the movement of people is much greater than just residents and employees. The busy nature of this area means that even the smallest redevelopment may give rise to complications with traffic and reports of public nuisance.

Noise and vibration from construction sites has the potential to give rise to significant adverse effects on health and quality of life. Based on our experience we know that some of these impacts can be effectively managed. However, this potential is affected by the challenges posed by Cumulative Impacts where the impacts of various construction sites create effects of greater significance than or different to that of each individual construction site. Managing the impacts of various sites in one area and ensuring a consistent approach to noise and vibration mitigation can be a major challenge in its own right.


King's Cross
Pentonville
Somers Town
St Pancras
FINSBURY
Euston Station
Clerkenwell
Fitzrovia
Bloomsbury
Gray's Inn
Holborn
Lincoln's Inn Fields
St Giles
Soho
Strand
Middle Temple
Inner Temple

Statement

Redevelopment proposals need think carefully how a site will be delivered, considering issues well beyond the site boundary, in particular:

- The proximity of properties, in particular the potential for structure borne noise and dust control
- Co-ordination with neighbouring sites, considering both construction traffic and business that require deliveries
- Communication and availability of data to a wider audience who may not be in close proximity to the development but nonetheless will be impacted, such as those who work in the area.
- The area is a designated Air Quality Management Area (AQMA) and the Council has made a commitment to reduce particulate air pollution to levels recommended by the World Health Organisation. In response, all sites in the Central London area will be required to undertake the following additional obligations as part of their Construction Management Plan. Developers/ Contractors will be required to justify (and for such justification to be made public) why any of the following elements cannot be achieved:-

WORKS

- Assumption of no working at weekends – any proposals for weekend working will be considered on a case by case basis and communicated to local residents 14 days in advance of works
- Prior to proposing any road closures, weekend working or oversize deliveries (to which all require express approval from the Council) the contractor must provide evidence that they have approached neighbouring sites and attempted to coordinate any proposals with those of the neighbouring site.
- Prior to connecting a site to utilities (Gas, Water, Electric, Telecoms) the contractor must provide evidence that they have approached neighbouring sites (and the utilities providers) and attempted to coordinate connection between neighbouring sites and the various utilities.

COMMUNICATION

- CMPs will be made available online (both prior to approval and post approval) such as on a dedicated webpage
- All logs (accident, complaint) will be made available online and a physical copy made available for residents to use and view
- Where there are neighbouring site or sites in close proximity that effect the local highway network, joint communication (i.e. Newsletters) will be required.
- Construction Working Groups will be conducted jointly with neighbouring sites
- All environmental monitoring data to be made available on-line and on site boards

DELIVERIES

- A delivery log, specifying the type of vehicle, its purpose, registration number and time on site must be maintained online and updated at least on a weekly basis.
- Contractors will be required to provide evidence that they have communicated their proposed deliveries with neighbouring construction sites and any other business, and have coordinated the deliveries where possible.
- No deliveries shall be scheduled that will require the driver to wait outside the site before 8.00am (and vehicles will not be permitted to circulate the highway to avoid this requirement)
- A pre-booking system for managing deliveries must be operated. All deliveries must contact site at least 20min before arrival to allow the necessary checks to be undertaken

Statement

MITIGATION AND RESPITE

- Adoption of localised mitigation measures such as washing the windows of neighbouring properties.
- Developments will be required to pay a Construction Impacts Bond to the Council to support the cost of Council officers addressing matters that should have been addressed by the contractor
- Dedicated wheel washing with rumble grids must be utilised unless agreed otherwise by the Council
- Green infrastructure, such as green screens/hoarding, should be utilised. Installation of filtration units, particularly where the site is near (within 250m) vulnerable receptor facilities (such as schools, nursing homes and hospitals)

SITE CONDUCT

- A firm disciplinary policy, such as a two strike warning before removal from site must be operated
- Contractors must attain the Considerate Contractors Scheme ‘Exceptional’ score
- Contractor must employ an enforcement process to ensure that contractors vehicles do not idle
- A plan and process to encourage site operatives to arrive at the site by sustainable methods (including car sharing / pooling) must be presented and communicated
- CLOCS compliance monitoring results need to be reported to council
- All sites must ensure that Traffic Marshalls /Banksmen are appropriately trained, and that there is at least one operative on duty at any given time that has at least has 1+ year of experience in that role.
- The site must be kept damp at all times, proposed equipment for this purpose must first be agreed to by the local authority.
- Weekly ‘toolbox talks’ should be conducted with all site operatives to advise of the requirements expected by the Council.
- Site operatives should be identifiable by the public to the site, such as using a uniformed colour of work jackets or branding.

MACHINERY AND EQUIPMENT

- All heavy goods vehicles (HGVs) are required to be Euro VI standard or better, and light duty vehicles (LDVs) are required to be Euro 4 petrol or Euro 6 for diesel, or better. Preference should be for zero to low emission equipment
- NRMM should be to stage IV of EU Directive 97/68/EC as a minimum, and an up-to-date NRMM log must be kept on-site and shared with Camden officers
- The site must connect to mains prior to works commencing to remove the need for diesel generators
- At least four real-time PM10 monitors (certified to MCERTS standard) must be used on site in continuous operation for the duration of the build (from three months prior to implementation of planning permission through to completion on site), at locations and to thresholds approved by the Council. Camden officers must be provided access to the raw data via an online platform, and automated exceedance alerts should be sent to AirQuality@camden.gov.uk in addition to the contractor/developer on-site representatives
- Web-enabled monitoring equipment, allowing real time information accessible by the public should be deployed – including the use of emerging technologies.
- Environmental monitoring summary reports should be sent to Camden officers on a monthly basis

CHECKLIST

All development sites in the Cumulative Impact Area which are required to submit a Construction Management Plan (CMP) or Demolition Management Plan (DMP) are required to complete this checklist.

The checklist will need to be presented for comment to the local community as part of the pre-submission CMP/DMP. The Council will not accept the submission of the CMP/DMP unless it receives both the completed CIA checklist . If a particular requirement cannot be met, stipulate the reason why and propose an alternative solution to achieve the objective

	Requirement	Response
WORKS	No noisy working at weekends – any proposals for weekend working will be considered on a case by case basis and communicated to local residents 14 days in advance of works	LB Camden standard working hours will be adhered to, any change to these will be communicated to local residents by the Construction Project Manager. The CPM will further be responsible for coordinating with neighbouring sites in relation to any road closures and with regard to connecting utilities.
	Prior to proposing any road closures, weekend working or oversize deliveries (to which all require express approval from the Council) the contractor must provide evidence that they have approached neighbouring sites and attempted to coordinate any proposals with those of the neighbouring site	
	Prior to connecting a site to utilities (Gas, Water, Electric, Telecoms) the contractor must provide evidence that they have approached neighbouring sites (and the utilities providers) and attempted to coordinate connection between neighbouring sites and the various utilities	
COMMUNICATION	CMPs will be made available online (both prior to approval and post approval) such as on a dedicated webpage	The CPM will be responsible for all communications including accident logs, coordinating with neighbouring sites and environmental monitoring. In addition, the CPM will be responsible for setting up a Construction Working Group to work jointly with neighbouring sites.
	All logs (accident, complaint) will be made available online and a physical copy made available for residents to use and view	
	Where there are neighbouring site or sites in close proximity that effect the local highway network, joint communication (i.e. Newsletters) will be required	
	Construction Working Groups will be conducted jointly with neighbouring sites	
	All environmental monitoring data to be made available on-line and on site boards	

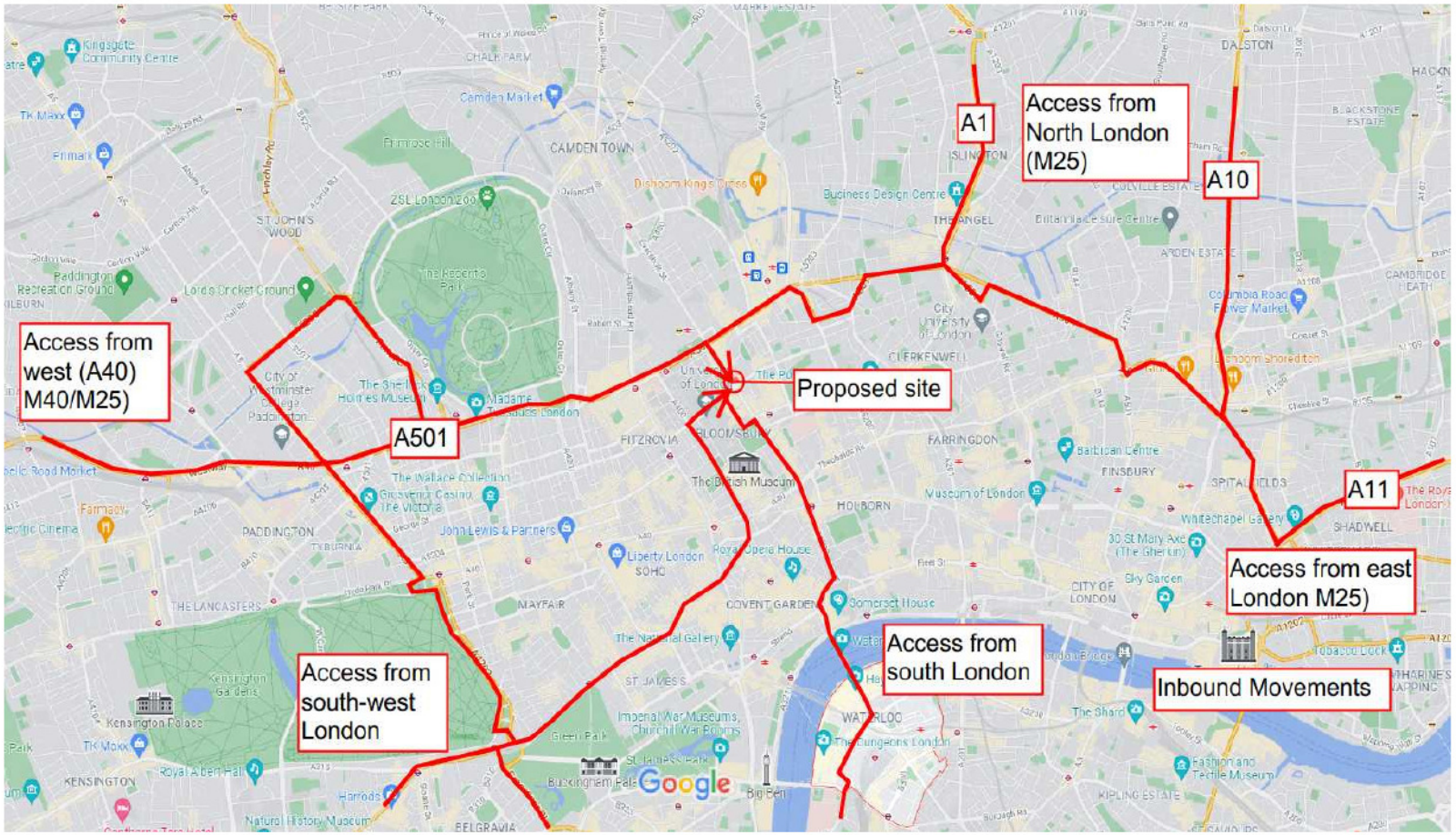
	Requirement	Response
DELIVERIES	A delivery log, specifying the type of vehicle, its purpose, registration number and time on site must be maintained online and updated at least on a weekly basis	The CPM will set up a delivery log for all vehicles accessing the loading area. The CPM will be responsible for coordinating with neighbouring sites, local residents and local businesses with regard to scheduling deliveries. No deliveries will be undertaken prior to 0800 and subsequently no vehicles will be waiting in the area prior to 0800. The CPM will be responsible for a booking system for all site deliveries.
	Contractors will be required to provide evidence that they have communicated their proposed deliveries with neighbouring construction sites and any other business, and have coordinated the deliveries where possible	
	No deliveries shall be scheduled that will require the driver to wait outside the site before 8.00am (and Vehicles will not be permitted to circulate the highway to avoid this requirement)	
	A pre-booking system for managing deliveries must be operated. All deliveries must contact site at least 20min before arrival to allow the necessary checks to be undertaken	
MITIGATION AND RESPITE	Adoption of localised mitigation measures such as washing the windows of neighbouring properties	The CPM will be responsible for investigating any mitigation measures that may be required.
	Developments will be required to pay a Construction Impacts Bond to the Council to support the cost of Council officers addressing matters that should have been addressed by the contractor	
	Dedicated wheel washing with rumble grids must be utilised unless agreed otherwise by the Council	
	Green infrastructure, such as green screens/hoarding, should be utilised. Installation of filtration units, particularly where the site is near (within 250m) vulnerable receptor facilities (such as schools, nursing homes and hospitals)	

	Requirement	Response
SITE CONDUCT	A firm disciplinary policy, such as a two strike warning before removal from site must be operated	The CPM will be responsible for monitoring site conduct. Further information will be provided by the contractor, once appointed.
	Contractors must attain the Considerate Contractors Scheme 'Exceptional' score	
	Contractor must employ an enforcement process to ensure that contractors vehicles do not idle	
	A plan and process to encourage site operatives to arrive at the site by sustainable methods (including car sharing / pooling) must be presented and communicated	
	CLOCS compliance monitoring results need to be reported to council	
	All sites must ensure that Traffic Marshalls / Banksmen are appropriately trained, and that there is at least one operative on duty at any given time that has at least has 1+ year of experience in that role.	
	The site must be kept damp at all times, proposed equipment for this purpose must first be agreed to by the local authority.	
	Weekly 'toolbox talks' should be conducted with all site operatives to advise of the requirements expected by the Council.	
	Site operatives should be identifiable by the public to the site, such as using a uniformed colour of work jackets or branding.	

	Requirement	Response
MACHINERY AND EQUIPMENT	All heavy goods vehicles (HGVs) are required to be Euro VI standard or better, and light duty vehicles (LDVs) are required to be Euro 4 petrol or Euro 6 for diesel, or better. Preference should be for zero to low emission equipment	Further information regarding machinery and equipment will be provided by the contractor, once appointed.
	NRMM should be to stage IV of EU Directive 97/68/EC as a minimum, and an up-to-date NRMM log must be kept on-site and shared with Camden officers	
	The site must connect to mains prior to works commencing to remove the need for diesel generators	
	At least four real-time PM10 monitors (certified to MCERTS standard) must be used on site in continuous operation for the duration of the build (from three months prior to implementation of planning permission through to completion on site), at locations and to thresholds approved by the Council. Camden officers must be provided access to the raw data via an online platform, and automated exceedance alerts should be sent to AirQuality@camden.gov.uk in addition to the contractor/developer on-site representatives	
	Web-enabled monitoring equipment, allowing real time information accessible by the public should be deployed – including the use of emerging technologies	
	Environmental monitoring summary reports should be sent to Camden officers on a monthly basis	
	The use of powered, percussive breaking equipment should be avoided. Where this is considered not possible early discussions with the Council.	

Appendix C

Construction Vehicle Routeing Plan (inbound and outbound)



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www.motion.co.uk

Project: Tavis House, Camden

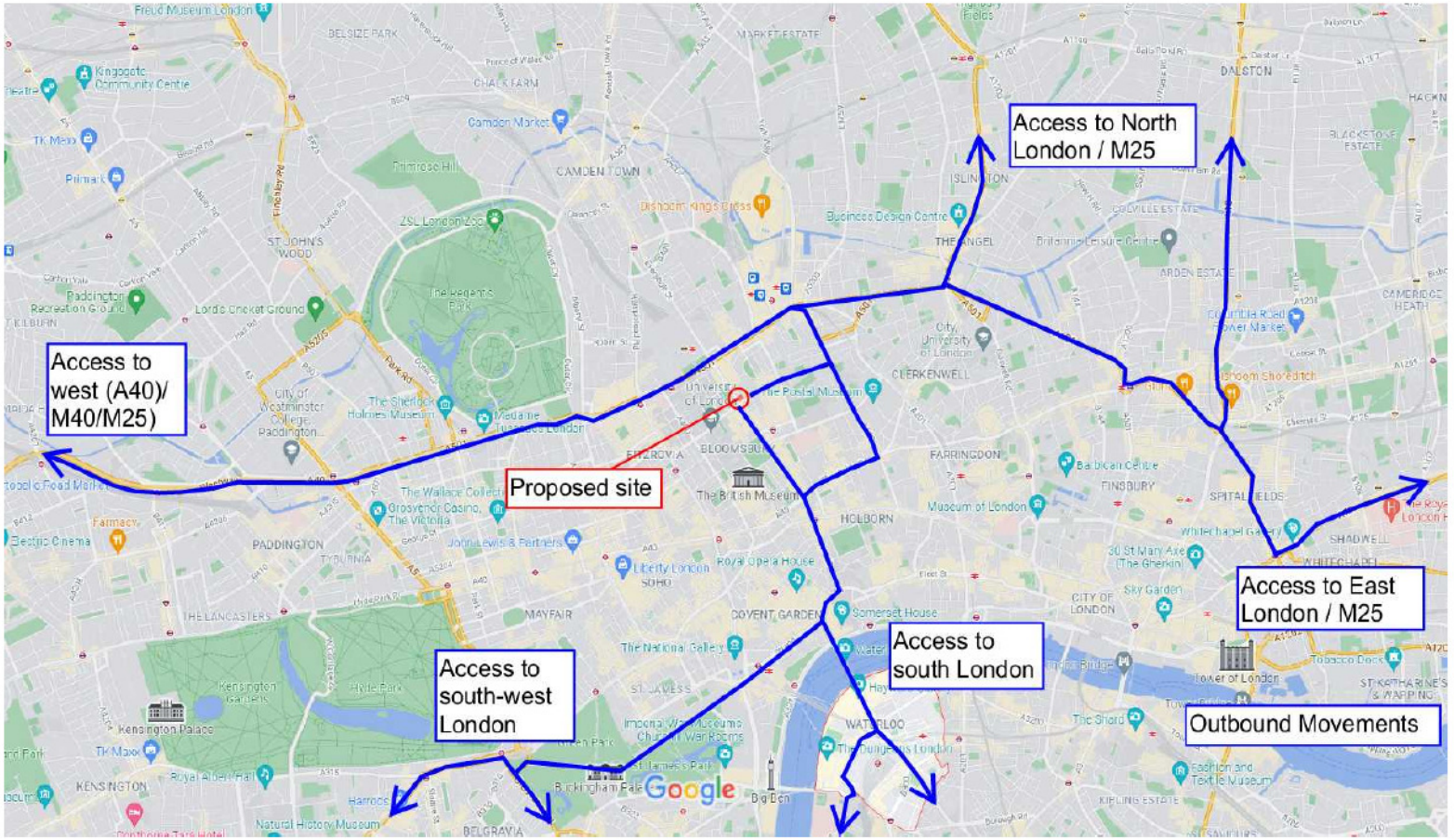
Title: Construction Vehicle access - inbound

Scale: NTS

Figure 2

Revision:

Drawing2.dwg



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Project:
Tavis House, Camden

Title:
Construction Vehicle access - outbound

Scale: NTS

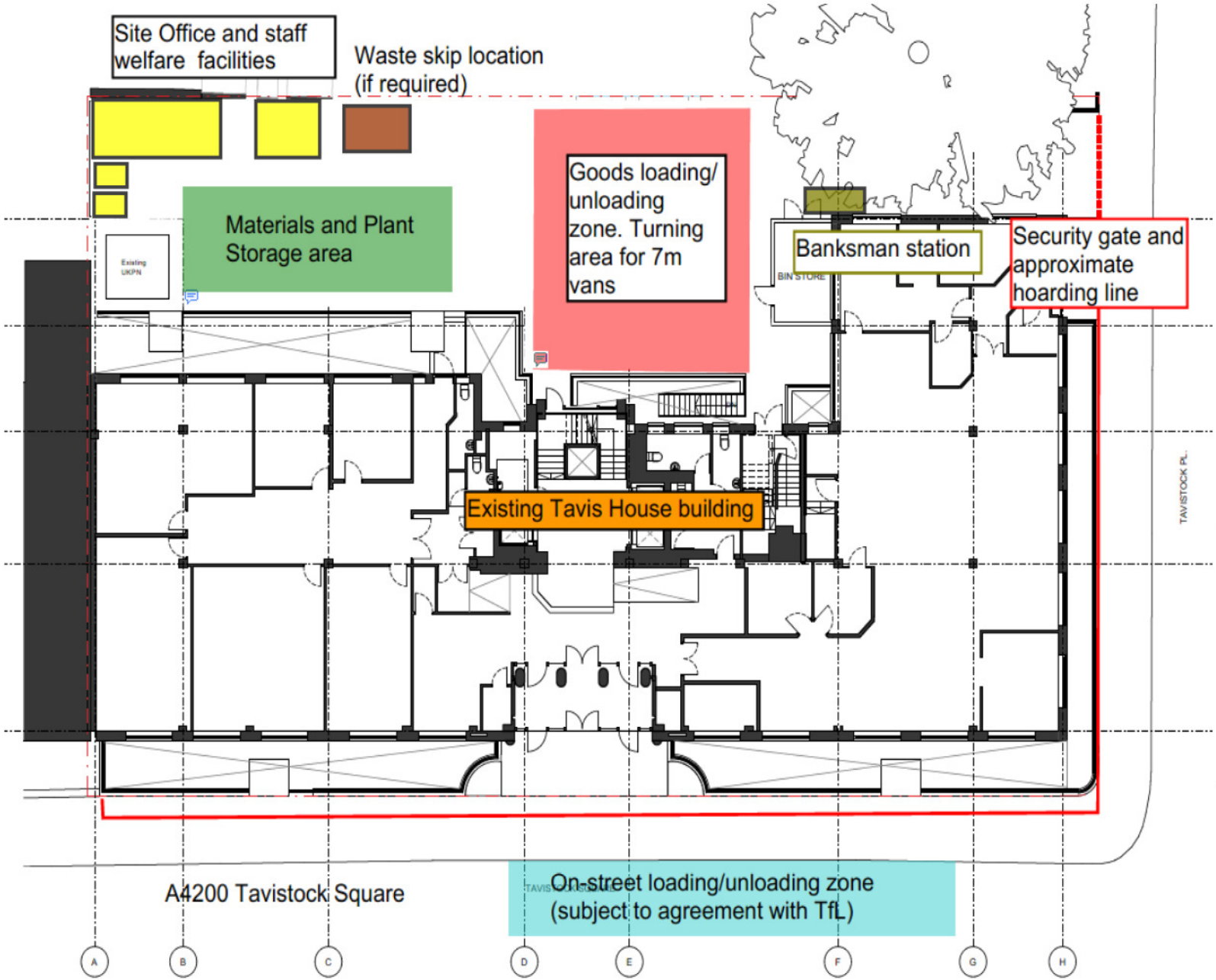
Figure 3

Revision:

Drawing2.dwg

Appendix D

Site set up arrangements



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Project:
Tavis House, Camden

Title:
Illustrative Site Set up plan

Scale: NTS

Figure 4

Revision:

Drawing2.dwg

Appendix E

Proposed off-site construction vehicle waiting location

north

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Project:
Tavis House, Camden

Title:
Off-site HGV Waiting area

Scale: NTS

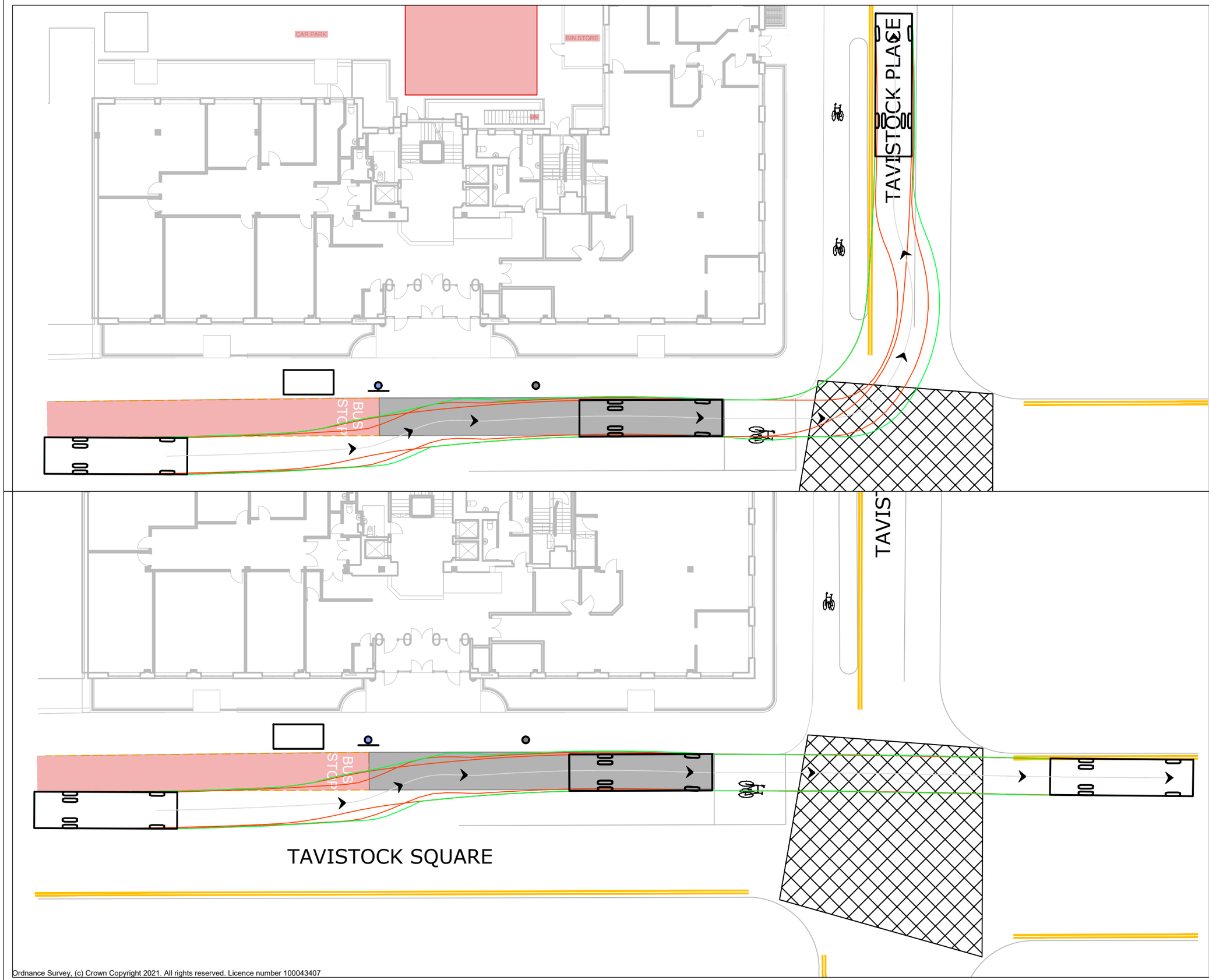
Revision:

Figure 5

Drawing2.dwg

Appendix F

Swept Path Analysis



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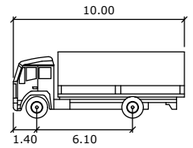
north



Large Truck

	meters
Width	: 2.55
Track	: 2.55
Lock to Lock Time	: 6.0
Steering Angle	: 37.7

motion

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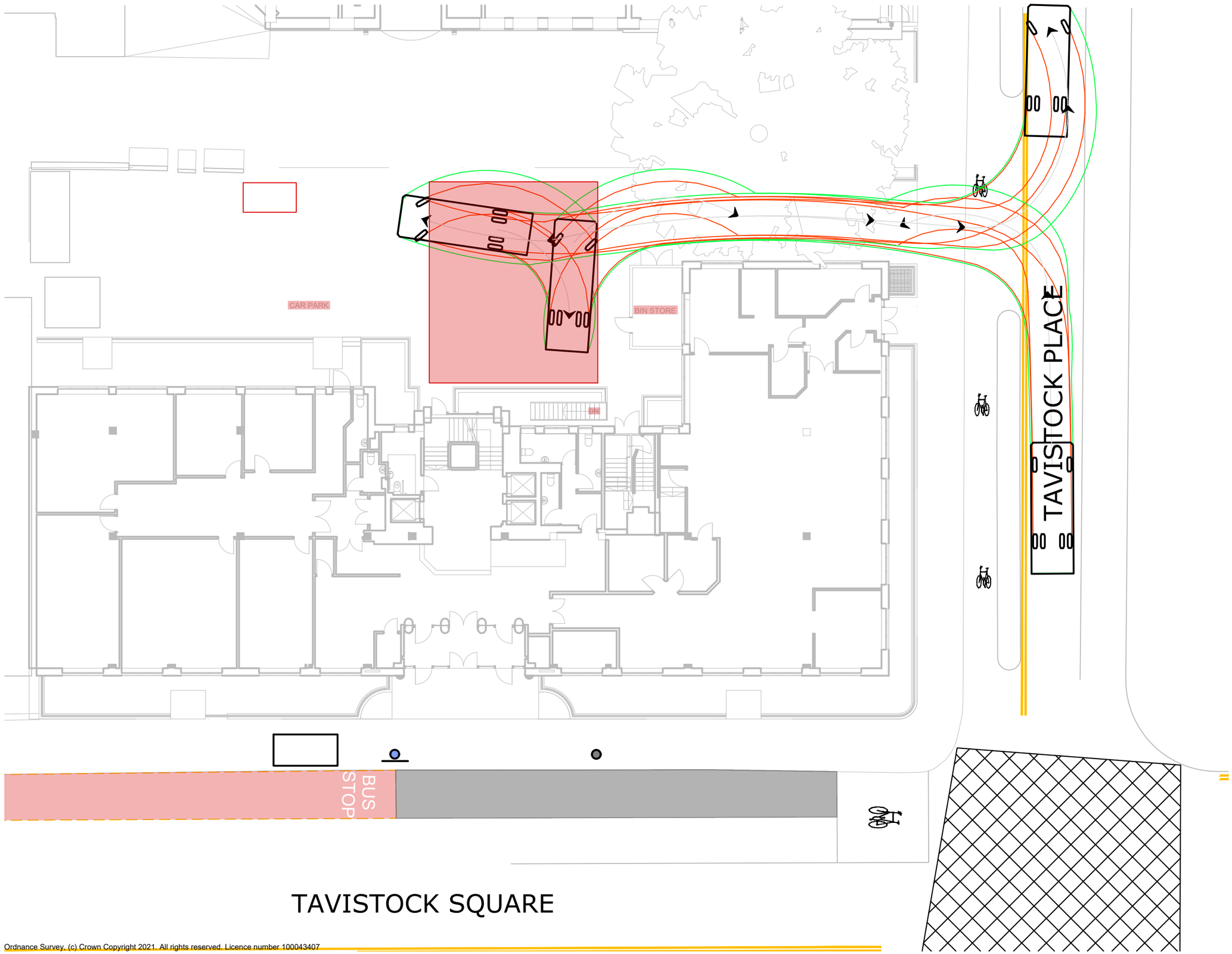
Project:
Tavis House, Tavistock Square

Title:
Swept Path Analysis
10m Rigid HGV

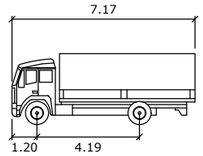
Scale: 1:200 (@ A3)

Drawing: 2105012-TK101

Revision:



north



Small Rigid

	meters
Width	: 2.30
Track	: 2.12
Lock to Lock Time	: 6.0
Steering Angle	: 42.7

motion

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www.motion.co.uk

Project:
Tavis House, Tavistock Square

Title:
Swept Path Analysis
7m Panel Van

Scale: 1:200 (@ A3)

Drawing: 2105012-TK102

Revision: -

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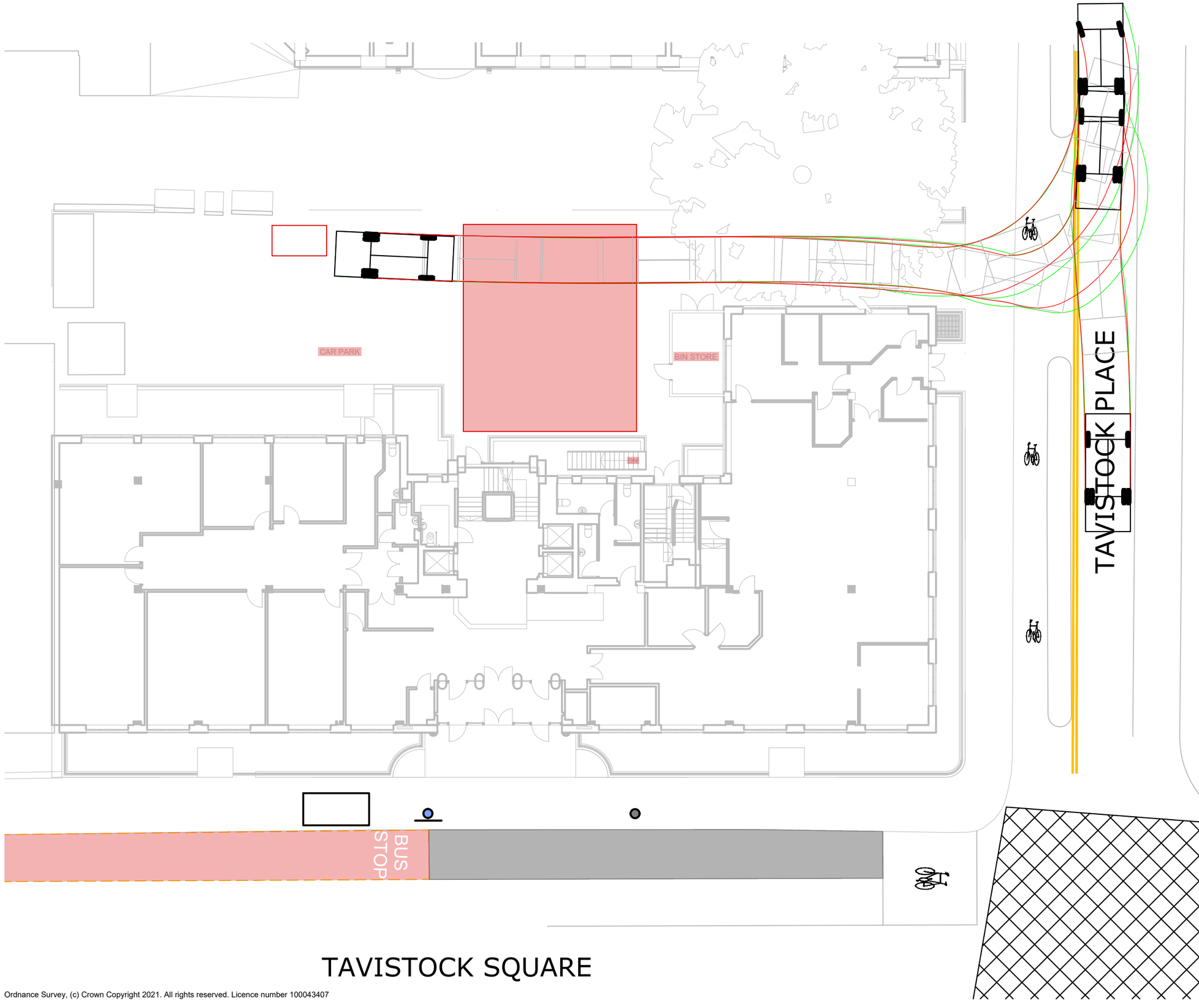

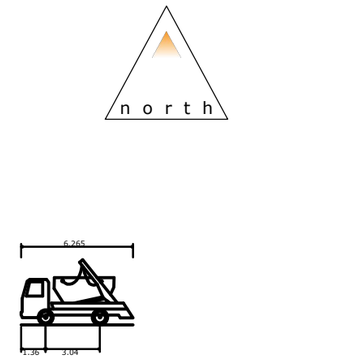

Small Skip Lorry	
Overall Length	6.265m
Overall Width	2.390m
Overall Body Height	3.650m
Min Body Ground Clearance	0.396m
Max Track Width	2.435m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.340m

motion

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Project:
Tavis House, Tavistock Square

Title:
Swept Path Analysis
Skip Lorry

Scale: 1:200 (@ A3)

Drawing: 2105012-TK103

Revision: -

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Appendix G

Air Quality Risk Assessment

The Control of Dust and Emissions During Construction and Demolition - GLA Checklist - DRAFT

Site - Tavis House, Tavistock Square, London Borough of Camden

Ref: GLA SPG

Appendix 5 - Local Authority Pollution Prevention and Control

Mobile Crushing Plant

Source of Dust	Relevant to development	Level of Risk	Control Technique to be employed	Comments
Loading and unloading of materials	No	Low/Zero		No concrete crushing on site Any material to be removed from site
Double handling transfer point	No	Low/Zero		
Stockpiles	No	Low/Zero		
Crushing, grinding, screening	No	Low/Zero		
Conveyors and transfer	No	Low/Zero		
Blending and packing	No	Low/Zero		
External Operations	No	Low/Zero		
Vehicles	No	Low/Zero		

ref: Defra Process Guidance Note 3/14 (04)

Cement Concrete Batching Activites

Source of Dust	Relevant to development	Level of Risk	Control Technique to be employed	Comments
Loading and unloading of materials	No	Low/Zero		Very limited cement concrete production required
Double handling transfer point	No	Low/Zero		
Stockpiles	No	Low/Zero		
Crushing, grinding, screening	No	Low/Zero		
Conveyors and transfer	No	Low/Zero		
Blending and packing	No	Low/Zero		
External Operations	No	Low/Zero		
Vehicles	No	Low/Zero		

ref: Defra Process Guidance Note 3/14 (04)

The Control of Dust and Emissions During Construction and Demolition - GLA Checklist - DRAFT

Site - Tavis House, Tavistock Square, London Borough of Camden
Ref: GLA SPG

Appendix 7 - Air Quality Control (1 of 3)
Measures relevant for demolition, construction and track-out

	Mitigation Measure	Relevant to development	Level of Risk	Comments
	Site management			
1	Develop and implement a stakeholder communications plan	Yes		Make initial contact with neighbours prior to demolition/construction works Details to be provided by appointed contractor
2	Develop a Dust Management Plan	Yes		Use dust supressing equipment and water sprays during cutting/grinding Control dust from on-site concrete batching when required Outline methods to control dust from vehicles (loading and delivery) Full document to be prepared by appointed contractor
3	Display name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary	Yes		Details to be provided by appointed contractor
4	Display head office or regional office contact information	Yes		Details to be provided by appointed contractor
5	Record and respond to all dust and air quality pollutant emissions complaints	Yes		Full document to be prepared and maintained by appointed contractor
6	Make a complaints log available to the local authority when asked	Yes		Full document to be prepared and maintained by appointed contractor
7	Carry out regular inspections to monitor compliance with air quality and dust control procedure	Yes		To be carried out by appointed contractor
8	Increase frequency of inspections when dust related activities with a high potential occur	Yes		To be carried out by appointed contractor
9	Record any exceptional incidents that cause dust and air quality pollutant emissions issues	Yes		To be carried out by appointed contractor
10	Hold regular liasion meetings with other high risk construciton sites within 500m of site boundary	Yes		To be carried out by appointed contractor
	Preparing and maintaining the site			
11	Plan site layout machinery and dust causing activities should be located away from receptors	Yes	Low	To be carried out by appointed contractor Small amount of external works - low impact
12	Erect solid screens or barriers around dust activities or the site boundary	No		No stockpiles proposed on site
13	Fully enclose site or specific operations where there is a high potential of dust production	Yes	Low	To be carried out by appointed contractor Small amount of external works - low impact
14	Install green walls, screens or green infrastructure to minimise impact of dust/pollution	Yes	Low	To be carried out by appointed contractor as required
15	Avoid site run off of water or mud	Yes	Low	Small amount of external works - low impact
16	Keep site fencing, barriers and scaffolding using wet methods	Yes	Low	To be carried out by appointed contractor Small amount of external works - low impact
17	Remove materials from site as soon as possible	Yes	Low	To be carried out by appointed contractor Limited space for waste material storage
18	Cover, seed or fence stockpiles to prevent wind whipping	No		Limited space for waste material storage
19	Carry out regular dust soiling checks of buildings within 100m of site and clean if required	Yes	Low	To be carried out by appointed contractor as required
20	Provide showers and ensure a change of shoes and clothes are required before going off-site to reduce transport of dust	Yes	Low	Low chance of dust from building being transferred off site Mats and containment measures to be provided as required
21	Agree monitoring locations with the Local Authority	Yes		To be carried out by appointed contractor
22	Where possible commence baseline monitoring at least three months before phase begins	Yes		To be carried out by appointed contractor
23	Put in place real-time dust and air quality pollutant monitors across the site and ensure these are checked	Yes		To be carried out by appointed contractor

The Control of Dust and Emissions During Construction and Demolition - GLA Checklist - DRAFT

Site - Tavis House, Tavistock Square, London Borough of Camden

Ref: GLA SPG

Appendix 7 - Air Quality Control (2 of 3)

Measures relevant for demolition, construction and track-out

	Mitigation Measure	Relevant to development	Level of Risk	Comments
	Operating vehicle/machinery and sustainable travel			
24	Ensure all on-road vehicles comply with the requirements of the London Emission Zone	Yes		This will be a requirement for all vehicles. Appointed contractor to inform all vehicles accessing the site
25	Ensure all non-road mobile machinery (NRMM) comply with the standards set within the GLA guidance	Yes		No space on site for NRMM Appointed contractor to assess when required
26	Ensure all vehicle switch off engines when stationary - no idling vehicles	Yes		Appointed contractor to manage
27	Avoid the use of diesel or petrol powered generators use main electricity or battery power where possible	Yes		Appointed contractor to manage
28	Impose and signpost a maximum speed limit of 10 mph	No		N/A
29	Produce a Construction Logisitics Plan to manage the sustainable delivery of goods and materials	Yes		To be carried out by appointed contractor
30	Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking etc)	Yes		To be carried out by appointed contractor
	Operations			
31	Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques	Yes	Low	Appointed contractor to manage
32	Ensure an adequate water supply on the site for effective dust / particulate matter mitigation	Yes	Low	Appointed contractor to manage
33	Enclose chutes, conveyors and covered skips	Yes	Low	Appointed contractor to manage Extension to top of building - low impact
34	Minimise drop heights from conveyors, hoppers and loading equipment	Yes	Low	Appointed contractor to manage
35	Ensure equipment is realily available on site to clean any dry spillages, and clean up spillages asap after an event	Yes	Low	Appointed contractor to manage
	Waste Management			**To be carried out by appointed contractor**
36	Reuse and recycle waste to reduce dust from waste materials	Yes	Low	Appointed contractor to manage
37	Avoid bonfires and burning of waste material	Yes		Appointed contractor to manage - no bonfires to be permitted

The Control of Dust and Emissions During Construction and Demolition - GLA Checklist - DRAFT

Site - Tavis House, Tavistock Square, London Borough of Camden

Ref: GLA SPG

Appendix 7 - Air Quality Control (3 of 3)

Measures specific for demolition

	Mitigation Measure	Relevant to development	Level of Risk	Comments
38	Soft strip inside of buildings before demolition (retaining wall and windows in place to screen dust)	Yes	Low	Appointed contractor to manage Limited soft strip works involved
39	Ensure water suppression is used during demolition operations	Yes	Low	Appointed contractor to manage Limited demolition required
40	Avoid explosive blasting, using appropriate manual or mechanical methods	No	N/A	None proposed
41	Bag and remove any biological debris or damp down such material before demolition	Yes		Appointed contractor to manage

Measures specific for construction

	Mitigation Measure	Relevant to development	Level of Risk	Comments
42	Avoid scabbing if possible	Yes	Low/Zero	To be carried out by appointed contractor Extension to top of building - low impact
43	Ensure sand and agreggates are stored in bunded areas and are not allowed to dry out	No		Limited space on site for storage of sand No sand to be stored on site due to type of development
44	Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos	No		Limited space on site for storage of bulk cement No cement to be stored on site due to type of development
45	For small supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust	Yes	Low	Appointed contractor to manage Goods to be stored inside as required