

**25 Old Gloucester Street, Holborn,
London, WC1N 3AN**

Construction Management Plan

November 2024

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Construction/ Demolition Management Plan

pro forma

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
02/08/2024	1	Caneparo Associates
30/08/2024	2	Caneparo Associates
04/09/2024	3	Caneparo Associates
02/10/2024	4	Caneparo Associates
10/10/2024	5	Caneparo Associates
30/10/2024	6	Caneparo Associates
05/11/2024	7	Caneparo Associates
07/11/2024	8	Caneparo Associates
08/11/2024	9	Caneparo Associates

Additional sheets

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

Date	Version	Produced by
30/08/2024	1	Appendix A – Consultation Letter
08/11/2024	4	Appendix B – Swept Path Analysis
08/11/2024	4	Appendix C – Construction Site Arrangement Plan
30/08/2024	1	Appendix D – Noise Risk Assessment
02/10/2024	1	Appendix E – CRM Addendum (Signed)
30/08/2024	1	Appendix F – Air Quality Risk Assessment

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](#)."

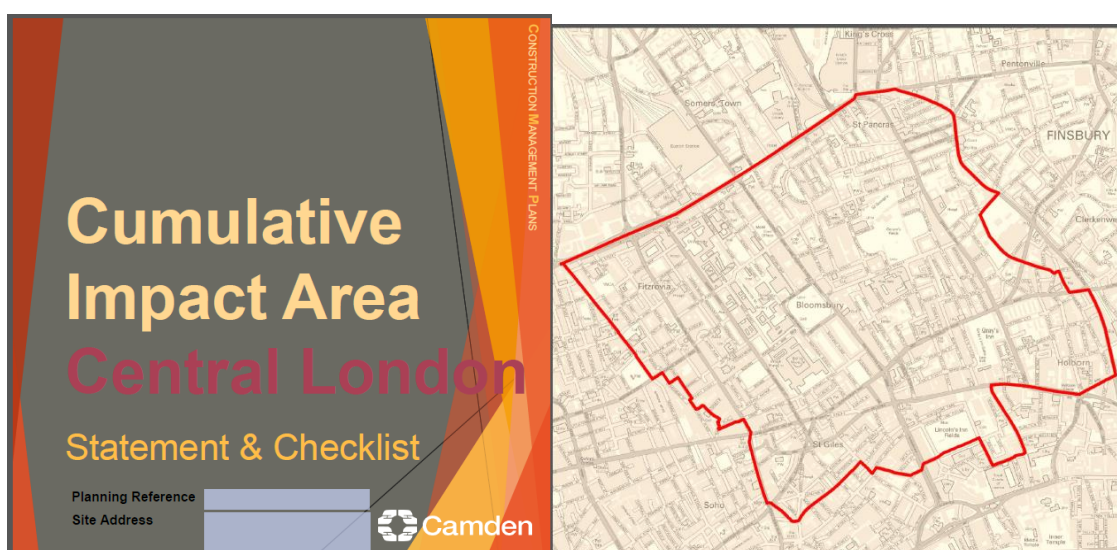
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically 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.

IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area (as of 03/02/2020 to 03/08/2020 there is only one established CIA for the Central London area) you are required to complete the CIA Checklist and circulate as an appendix to the CMP and included as part of any public consultation – a CMP submission will not be accepted until evidence of this has been supplied.

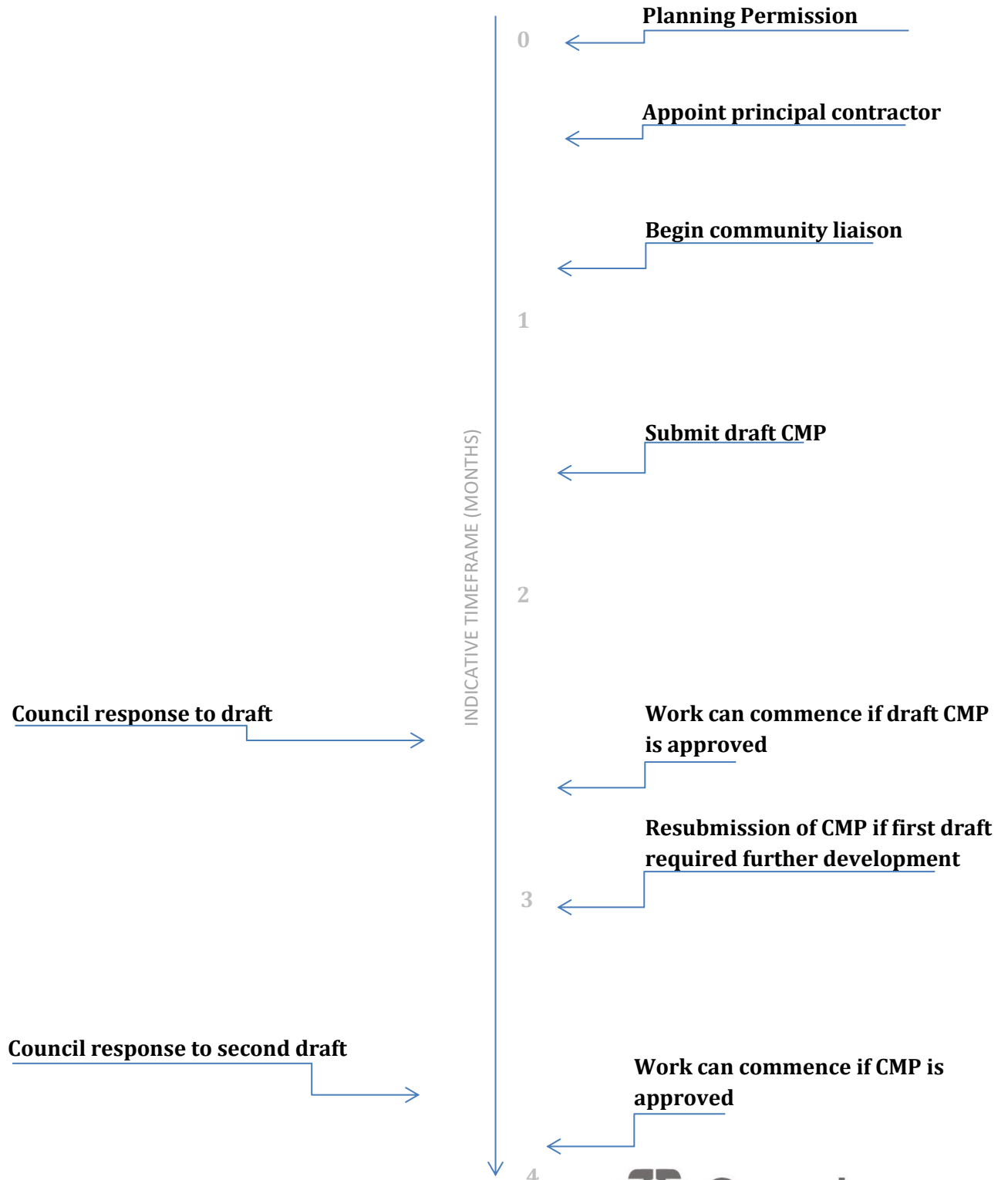
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans#sumf>



Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



Contact

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

Address: 25 Old Gloucester Street, Holborn, London, WC1N 3AN

Planning reference number to which the CMP applies: 2023/4384/P

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

Name: Caneparo Associates

Address: 21 Little Portland Street, London, W1W 8BT

Email: info@caneparoassociates.com

Phone: 0203 617 8200

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: John Ellis

Address: Patterson House, Canalside, London, W7 2BD

Email: john.ellis@pattersonconstruction.co.uk

Phone: 07876032675

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: John Ellis

Address: Patterson House, Canalside, London, W7 2BD

Email: john.ellis@pattersonconstruction.co.uk

Phone: 07876032675

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: Patterson Construction Ltd

Address: Patterson House. Canalside, London, W7 2BD

Email: info@pattersonconstruction.co.uk

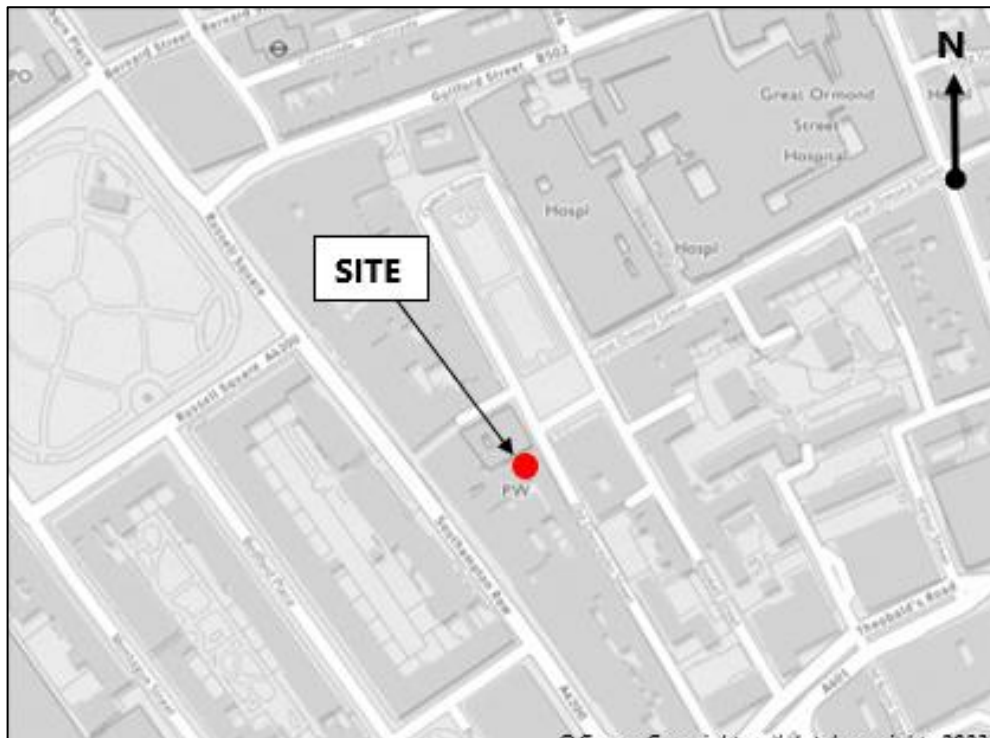
Phone: 0208 867 9010

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 is situated on the western side of Old Gloucester Street, which is a one-way street, bar a short section at the southern end of the carriageway. To the north is Queen Square providing green open space. The square is bordered by a number of neurological institutions, as well as Great Ormond Street hospital. Although Old Gloucester Street runs parallel with Southampton Row and situated between Russel Square and Holborn underground stations, it receives relatively low pedestrian activity and traffic flow.

The proposal seeks to create two residential units and an office, through extension at basement level, and therefore results in an approximate 50sqm decrease of F1 & F2 floor space.



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 construction will involve demolition, excavation and new construction that will present challenges in terms of limited space on site and the close proximity of neighbours, including residential. Issues of particular significance will be disposal of excavated material, access for large items of plant and machinery, prevention of nuisance due to noise, vibration, dust, etc and the location of temporary site facilities for contractors.

This version of the CMP covers scaffold installation whilst the TTR application is processed to deliver highways changes needed to create a loading area. Scaffold vehicles will stop in the loading area shown in **Appendix B** and **Appendix C**. Bay suspensions as shown in **Appendix C** will be used to ensure that access is maintained for general HGV traffic prior to the TTR taking effect.

Any other deliveries needed prior to the TTR taking effect will either use vehicles no larger than 6m x 2.3m 7.5t box van or will use bay suspensions as per the above to allow deliveries using vehicles up to 10m in length.

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).

- Substructure – Dec-24 to May-25.
- Super-structure – Feb-25 to May-25.
- Fit-out – Mar-25 to Aug-25.

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

Camden's standards working hours will be adhered to as set out above.

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 key affected receptors will be the residential properties adjacent to the site as outlined below. Notwithstanding this, there will be appropriate hoarding installed which will assist in reducing noise, vibrations and dust.



11. Consultation

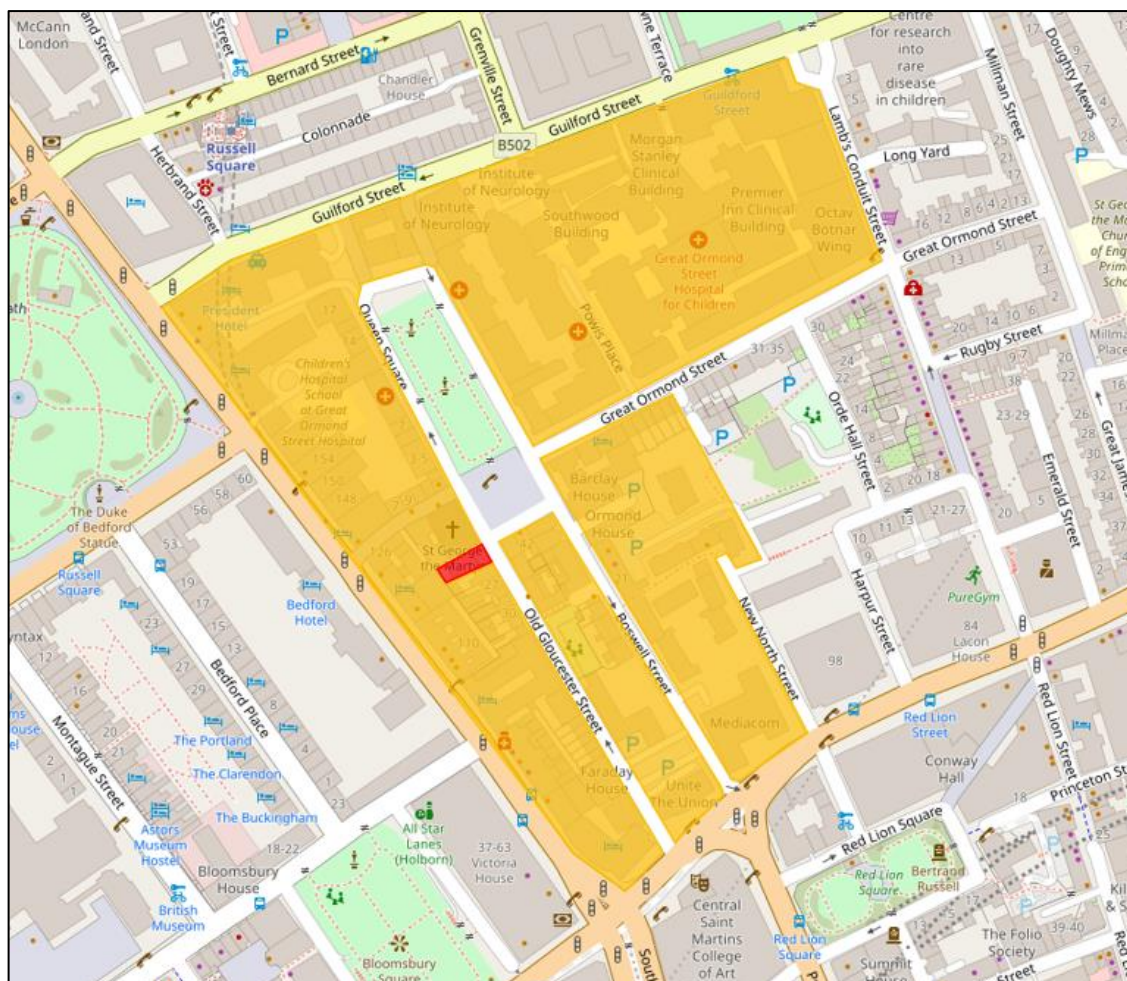
The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

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.

The below catchment area plan illustrates the range of residential addresses and business, in context of the site, that were approached as part of the consultation process.



A letter was posted to the above addresses on Monday 5th August 2024. This included a summary of the proposed works, whilst including a link to this document, with a copy of the letter attached at **Appendix A**.

Due to undertaking the consultation process during the summer holidays, an extended period of 24 days has been allowed for to receive any comments.

Comments were received from one resident within the Russell Square Mansions on Monday 12th August 2024, which can be summarised as follows:

- Concerned about the noise and vibration levels and that the proposals may need to resort to evening/night-time working.
- Requests that they receive regular updates on the programme of works.
- Queried further information on BS 5228:2009.

There were no other comments received from neighbouring properties.

This CMP document includes the above details and therefore the resident will be well informed of the construction works throughout the process.

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.

A construction working group will not be set-up for this scheme due to the small-scale nature of the proposals. Notwithstanding this, it is accepted that we would be willing to participate in an area wide Construction Working Group if needed.

Contact details of the Main Contractor will be provided at the site entrance Old Gloucester Street so that any local residents/businesses can get in contact to discuss any queries.

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.

This is acknowledged and agreed. The CCS registration certificate is provided below:



RAISING STANDARDS, BUILDING TRUST.
CCSCHEME.ORG.UK



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.

The planning portal will continue to be monitored and will be reviewed as part of the final CMP. The Contractor will discuss the proposed works with any other construction sites that may come forward in the vicinity of the site so that construction vehicle activity can be coordinated as far as possible.

At present, it is noted that the following sites will be taken into consideration throughout construction:

- Falcon Site.
- Richbell Site.
- GOSH CCC Site.
- Imperial Hotel Site.

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.

CLOCS Contractual Considerations

15. Name of Principal contractor:

Name: Patterson Construction Ltd

Address: Patterson House, Canalside, London, W7 2BD

Email: info@pattersonconstruction.co.uk

Phone: 0208 867 9010

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](#)).

The development works will be registered on the 'Considerate Contractors Scheme' in order to obtain the 'Exceptional' score. While FORS and CLOCS standards will also be adhered to.

Contracts

CLOCS Compliance will be included as a contractual requirement. The FORS Bronze accreditation will be the minimum contractual requirement, FORS Silver or Gold operators will be appointed where possible.

Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment (as per CLOCS Standard P13), and that all drivers servicing the site will have undertaken approved additional training (e.g. Safe Urban Driving + 1 x e-learning module OR Work Related Road Risk Vulnerable Road User training + on-cycle hazard awareness course + 1 x e-learning module etc.).

Desktop Checks

Desktop checks will be made against the FORS database of trained drivers and accredited companies as outlined in the CLOCS Standard Managing Supplier Compliance guide. These will be carried out as per a risk scale based on that outlined in the CLOCS Managing Supplier Compliance guide.

Site Checks

Checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale.

Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale. These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment. Results from these checks will be logged and retained and enforced upon accordingly.

Where the contractors' own vehicles and drivers are used the above approach will be modified accordingly.

Collision reporting data will be requested from operators and acted upon when necessary.

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:

The principal contractor will confirm that all contract orders for this project will include that all sub-contractors and suppliers will abide by the CLOCS Standard. Confirmation will also be provided for the formal sign up and registration for the CLOCS community.

It will be confirmed that all deliveries / vehicles accessing the site via A4200-A40, directly into Old Gloucester Street, or via A401 Theobalds Road – A40 Drake Street (one way system), A40 High Holborn back onto A4200- A40 and then directly into Old Gloucester Street. As illustrated in Question 18.

All deliveries / vehicles will egress the site via Queen Square on to Boswell Street and then onto Theobalds Road.

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.

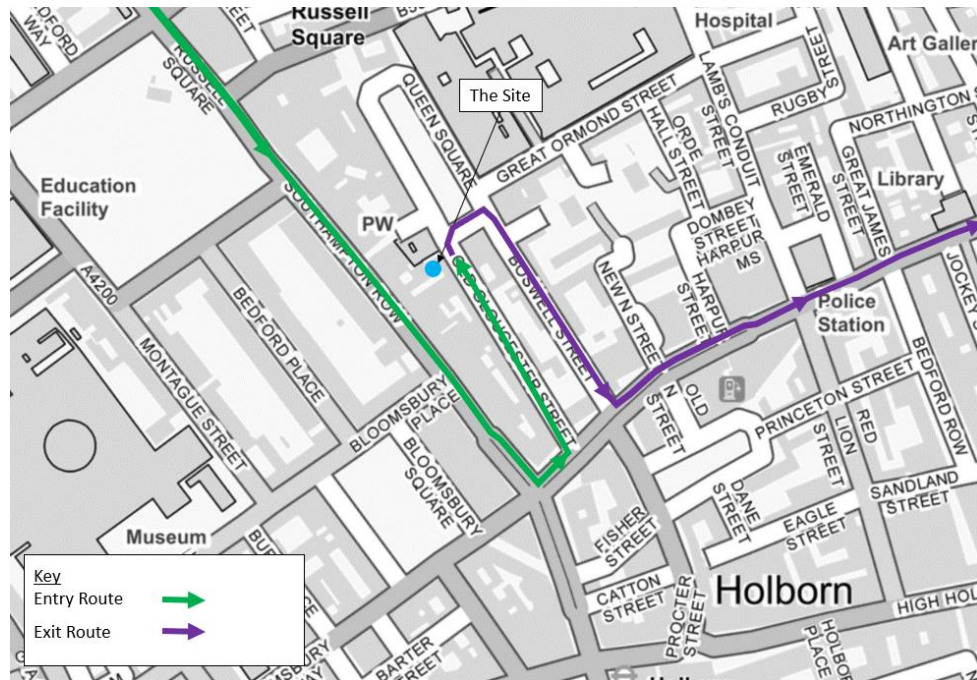
Please show vehicle approach and departure routes between the site and the Transport for London Road Network (TLRN). Please note that routes may differ for articulated and rigid HGVs.

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 proposed routing arrangement is illustrated in the image below, which can be summarised as follows:

Arrival Route = Southampton Row – Theobalds Row – Old Gloucester Street – Site.

Departure Route = Site – Queen Square – Boswell Street – Rosebery Avenue – St John Street – Angel.



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.

Suppliers and delivery companies will be made aware of the agreed access and egress routes, site restrictions in terms of time limits, maximum vehicle width, length and height, site contact details and any relevant information which we may impact the drivers and other road users. This will be regularly reviewed and monitored to ensure compliance.

Drivers will also be informed that there are vaults under the highway on Boswell Street which may be vulnerable to damage as a result of HGV overrun. They will therefore be instructed not to follow immediately behind any other HGV traffic on Boswell Street. This will be continually monitored by the Contractor.

The Contractor is aware that delivery vehicles no larger than 8m in length and 2.1m in width should be used for the majority of the construction process. This is to ensure that access is maintained for 10m rigids that may be requiring to turn right from Queen Square onto Old Gloucester Street. The parking bay and motorcycle bay opposite will be suspended for 6 months to ensure access is maintained when larger vehicles attend the site. After this period, smaller sized vehicles will be used and the parking bay will be suspended when necessary i.e. when larger construction vehicles arrive to the site.

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.

a. 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:

Plant and tower crane delivery at start of project

Articulated vehicles: 2 deliveries per day

Large Tipper: 40 deliveries per day during substructure and superstructure works

Concrete / Skip Lorries: 15 deliveries per day average

3.5t van: 5 deliveries per day average

It is anticipated the site will receive a maximum of 5 deliveries per day, Monday to Friday and a maximum of 4 deliveries on a Saturday.

Due to width of Old Gloucester Street the project manager will ensure that the majority of construction vehicles are no larger than 8m in length and 2.1m in width. Notwithstanding this, the parking bay and motorcycle bay will be suspended for 6 months through the TTR process which ensures access is maintained at all times for larger vehicles. After this period, smaller sized vehicles will be used as this will be the fit-out stage. Should a larger delivery vehicle be planned to arrive, a daily parking suspension would then be applied for.

In the event that a delivery vehicle or a Blue Badge holder is parking on the double yellow lines opposite the junction with Queens Square (i.e. where the proposed loading area is), the Contractor is willing to commit to an agreement whereby construction deliveries would therefore be rejected as there wouldn't be sufficient space for a vehicle to safely wait, in conjunction to a Blue Badge user or other delivery vehicle being stationed. This will ensure that traffic movements along Old Gloucester Street are not impacted.

Allocated time slots will be given 48 hours before planned delivery. All construction delivery movements will be controlled via a Logistics Framework / 'Booking In' system.

The project will adhere to the permitted construction vehicle hours of between 09:30 to 16:30 on weekdays and 08:00 to 13:00 on Saturdays.

b. Cumulative effects 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.

As set out in Question 14, it is apparent that there are no major works proposed nearby at present. Accordingly, coordination is not currently required. However, the planning portal will be regularly reviewed, prior to and throughout the program of works, in order for suitable mitigation measures to be implemented if / when necessary.

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

The Swept Path Analysis included at **Appendix B** shows the arrival manoeuvre for the largest anticipated vehicles expected to visit the site (albeit this will be ad-hoc), whilst also demonstrating that vehicles can still pass the loading area on Old Gloucester Street.

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.

Most vehicle activity will take place on-street, with space for one construction vehicle to wait within the proposed loading area. Banksman will be available to assist with all manoeuvres to ensure that safety is maintained.

The use of off-site holding areas or waiting points will be reviewed prior to and during the programme of works.

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 contractor will use their supply chain to identify the potential to use methods to reduce construction traffic on local roads, including the measures outlined above (e.g. consolidation centres, and/or delivery by water/rail if appropriate).

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).

Instructions will be issued to all contractors and subcontractors setting out the requirements they must abide by throughout their contract. This will include instructions to ensure that vehicles are not idling for any material length of time i.e. engines must be switched off when vehicles are stationary.

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.

All vehicles will enter / exit the proposed loading area on Old Gloucester Street in forward gear under banksmen control. The location of the loading area requires an extended covered walkway to allow materials to be transferred in/out of the site, whilst it also ensures that the remaining carriageway width is a minimum of 3m when a vehicle is in position.

The site arrangement plan is included at **Appendix C**.

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.

Traffic Marshalls will be provided to stop cyclists/pedestrians and bank the vehicle out during all vehicle movements. A total of 2 banksmen will be in position to assist with all manoeuvres.

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.

As outlined previously, swept paths of construction vehicles entering the loading area are included within **Appendix B**.

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.

Wheel washing facilities will be provided adjacent to the site by the loading area so that all vehicles leaving the loading area will be cleaned before doing so – this will be done via jet wash. This process will also be supported by continuous road sweeping to ensure that there is no impact on the local road network.

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.

All vehicles will load/unload from the proposed loading area on Old Gloucester Street, slightly to the north of the site to ensure that a 3m wide carriageway width is maintained. This requires an extended covered walkway, whilst also ensuring that access is maintained to the alley immediately north of the site.

See **Appendix C** of proposed site arrangement.

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.

No further details have been provided within this section in addition to Q20, as loading and unloading will occur on-street. The proposed covered walkway ensures that all pedestrian movements will be protected, with banksmen ensuring that cyclist safety is maintained.

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.

See **Appendix C**.

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](#).

The proposed works will require the use of a c.10 metre section of double yellow line road markings located on the western side of Old Gloucester Street for use as the site's construction loading bay. A dispensation from the existing loading duration of 40 minutes will be applied for to facilitate construction vehicle movements.

The parking bay to the north of the loading bay on Old Gloucester Street will need to be suspended ad-hoc when larger construction vehicles arrive to the site. This will be applied for in advance by the contractor.

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.

No occupation of the highway is proposed or anticipated, with all site facilities being accommodated within the site red line boundary.

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 external works are required on the existing highway to enable the proposed works to be undertaken.

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.

Pedestrian footways on both sides of Old Gloucester Street will continue to be available throughout the program of works. As shown in **Appendix C** vehicle movements currently available on Old Gloucester Street (i.e. northbound only) will be unhindered.

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.

The scaffolding will be set back 450mm from the front edge of the kerb so that no structure is within the carriageway. There will also be a retained carriageway width of a minimum of 3 metres to allow the free flow of traffic on Old Gloucester Street. These are illustrated in **Appendix B**.

All relevant lighting, signage, security measures and escape routes will be provided to the proposed structures in accordance with best practice standards.

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.

It is anticipated that the programme of works will be supported by hoarded scaffold. An employee welfare facility will be provided on-site.

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 utilities are anticipated to need to be diverted at this stage. This will be reviewed by the Contractor throughout the works.

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.

The basement excavation and demolition of rear structures will be the main noise-generating operations. The use of impact guns and wrenches will not be permitted at the site to reduce noise levels.

A programme of works and regular updates will be given to neighbouring properties as appropriate, including residents of no. 26 Old Gloucester Street with a focus on high impact activities (noise and vibration).

The Contractor will discuss with residents of no. 26 Old Gloucester Street regarding potential quiet periods (2 hours on/off) when breaking off / cutting structures are connected to the party wall, due to noise/vibrations.

A Noise Risk Assessment has been undertaken and is included at **Appendix D**.

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.

A noise survey will be undertaken prior to any construction works at the site.

30. Please provide predictions for [noise](#) and vibration levels throughout the proposed works.

As outlined previously, a Noise Risk Assessment has been undertaken.

Vibration levels throughout the proposed works are innately impossible to predict to any degree of certainty. Owing to the nature of construction works it is inevitable that a temporary increase in vibration will be experienced during this time. However, it is not anticipated that the vibration levels would have implications on nearby properties as there is no demolition involved and there is clearance between where the building will be positioned and any neighbouring properties. It is acknowledged that there will be a need to comply with the recommendations of BS 5228-1, in particular clause 7.3, to minimise noise levels during the execution of the works.

The CRM Addendum has been signed and is attached at **Appendix E**.

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.

Noise and vibration monitoring will be undertaken by the main Contractor.

Fit compressors, percussion tools and vehicles with effective silencers of a type recommended by manufacturers of the compressors, tools or vehicles. This will be prioritised by the main Contractor, whilst also the intensity of percussive breaking on site given priority.

Dust monitoring will also be undertaken by the main Contractor.

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

A copy of this is included within the Noise Risk Assessment, which is attached at **Appendix D**.
A copy of this will also be contained within the site office.

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

This is included within the Air Quality Risk Assessment, attached at **Appendix F**.

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 are included within the Air Quality Risk Assessment, whilst water spraying and road sweeping techniques will also be implemented at the site, as outlined previously.

35. Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels.

Baseline monitoring will be carried out prior to the works commencing. Following commencement of the works, Noise, Dust and Vibration monitoring will be carried out on a weekly basis at the sensitive receptors of the project.

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.

Mitigation measures are included within the Air Quality Risk Assessment report.

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](#).

This is captured within the Air Quality Risk Assessment report.

- 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.

The need for robust and appropriate dust management and monitoring is acknowledged and understood and has been accounted for within the Air Quality Risk Assessment.

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).

The appointed contractor will utilise bait traps to prevent rodents spreading out from the site.

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

An asbestos survey was undertaken on 25th October 2022. There were no results found for medium or high risk materials, with 3 areas within the main hall scored as a low risk which can be summarised as follows:

- Floor tiles and adhesive (very low risk) – recommendation to remove if likely to be disturbed by the refurbishment programme.
- Yellow tiles and adhesive (very low risk) – recommendation to remove if likely to be disturbed by the refurbishment programme.
- Floor tiles and adhesive (very low risk) – recommendation to remove if likely to be disturbed by the refurbishment programme.

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.

In the event of a complaint from a neighbour, a member of the public or Camden Pollution Control Team in relation to any site activity, it will be recorded in a designated logbook, stating the nature of the complaint, the cause and, where appropriate, the remedial action taken. Sub-contractors shall immediately notify the Main Contractor should they receive any complaints.

Should complaints about odour, noise, dust or vibration be received, they will be addressed directly by the Main Contractor to enable results at the time of the complaint to be reviewed, and where appropriate immediate actions employed to rectify the problem.

All complainants will be contacted by the Main Contractor or their representative for further discussion and identification of a mutually acceptable resolution if the problem persists. Where a valid grievance is raised, measures will be put in place where practicable to avoid recurrence of the complaint.

The Main Contractor will provide regular updates to the Project Manager with regard to complaints received and subsequent resolutions.

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 (12/24 - 08/25): To be confirmed following granting of planning permission and appointment of a Contractor.
- b) Is the development within the CAZ? (Y/N): Y
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Yes.
- 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: This information will be provided on-site.
- 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: This is confirmed.
- 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: This information will be provided when available.

• 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: CANEPARO ASSOCIATES

Date: 07/11/2024

Print Name: JAMES TAYLOR

Position: PRINCIPAL TRANSPORT PLANNER

Please submit to: planningobligations@camden.gov.uk

End of form.

APPENDIX A

5th August 2024

25 Old Gloucester Street, Holborn, London Borough of Camden, WC1N 3AN.

Construction Management Plan

Dear Neighbour,

I write on behalf of our client in relation to 25 Old Gloucester Street and the forthcoming submission of a Construction Management Plan (CMP) which has been prepared to discharge the relevant planning condition in relation to the approved development (LPA reference: 2023/4384/P).

The application proposals include the extension of basement to accommodate additional cultural centre accommodation (use class F1 and F2), replacement of second floor at rear to accommodate offices (class E) and conversion of front part of building at second and third floor levels to create 2 x studio dwellings.

As part of the CMP, we are undertaking a neighbourhood consultation to provide neighbours and local residents the opportunity to input into the final document for submission. I link a copy of the CMP for your information.

Due to the extensive consultation area and the volume of addresses captured within it, a link has been provided to a Dropbox folder which comprises the full CMP document and the necessary appendices. If there are any technical issues with the link or folder, or you would like a physical copy of the CMP, please contact tp@caneparoassociates.com.

Links to the CMP Document:

Shortened Web Link:

<https://shorturl.at/xgPXD>

Full Web Link:

https://www.dropbox.com/scl/fo/z54nm2etgxfusmjyuiq9/AHz9GNQpLkck1u4FuPQzu_M?rlkey=jshslkxbwlmn1jim1b9myuxyp&st=mh6mqm17&dl=0

If you have any comments on the document, I would be grateful if you could return them to me by email by Tuesday 27th August 2024, referencing code 4352 in the email for internal referencing purposes.

Kind Regards,

James Taylor

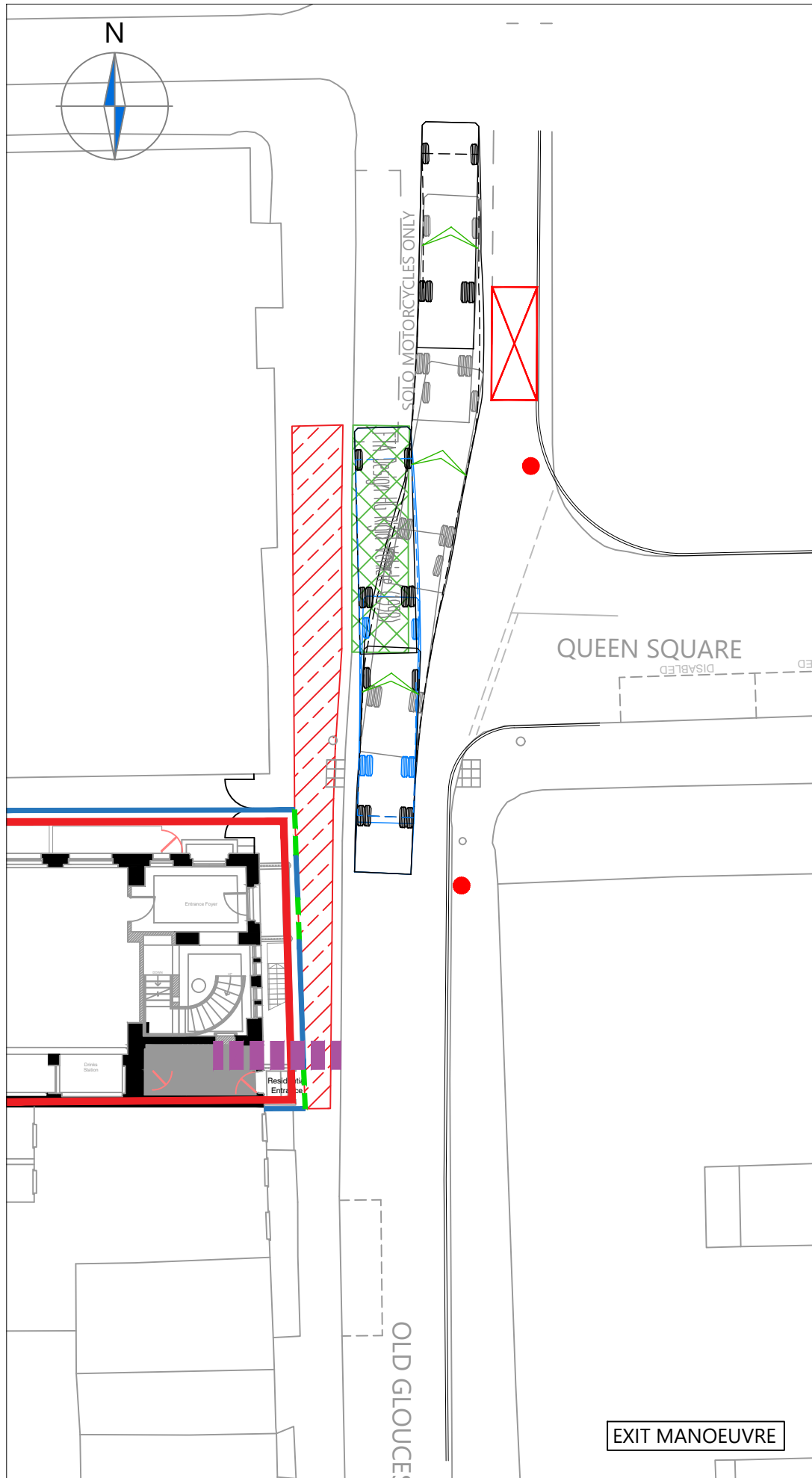
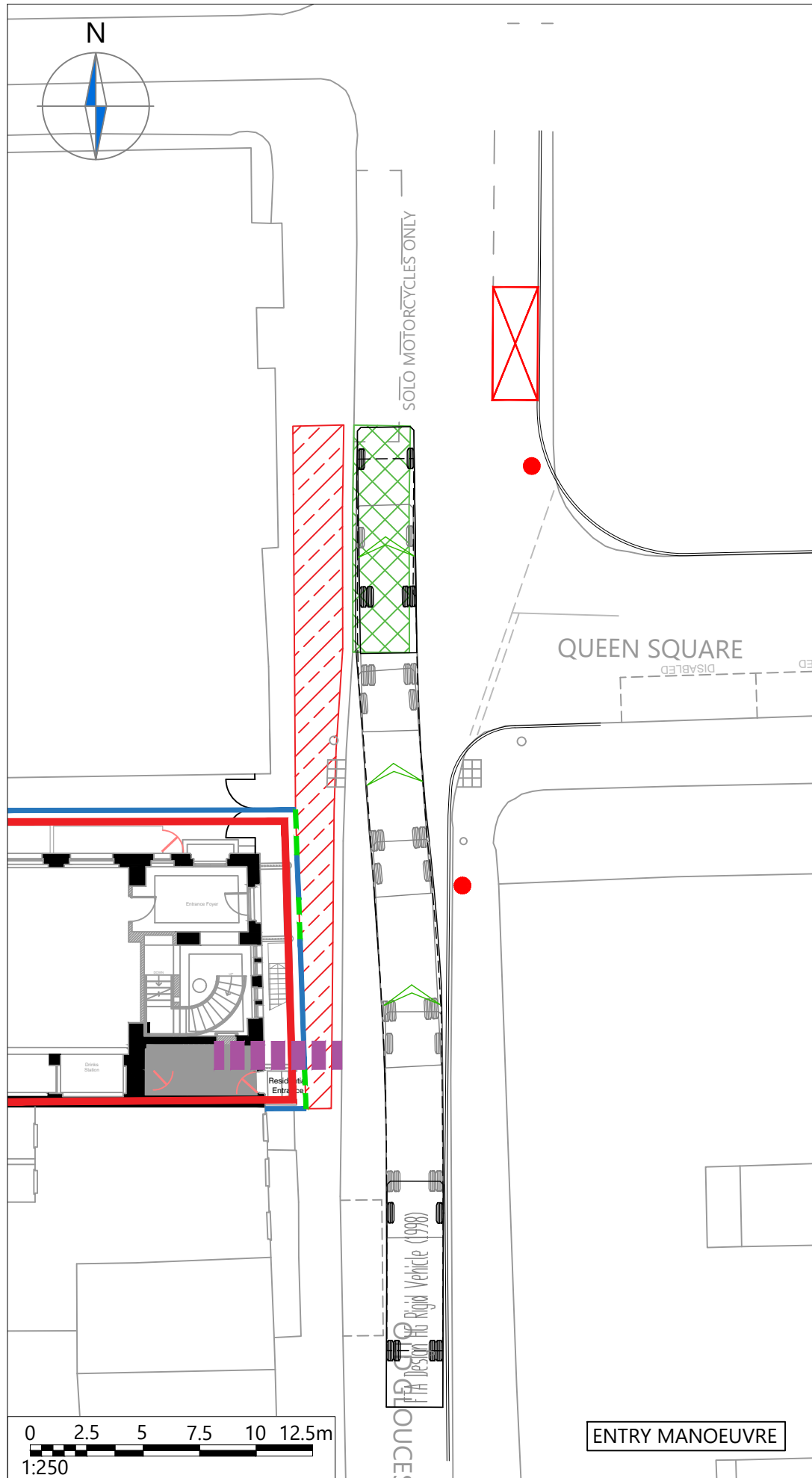
Principal Transport Planner

On behalf of: **Caneparo Associates**

Email: contact@caneparoassociates.com

Enc.

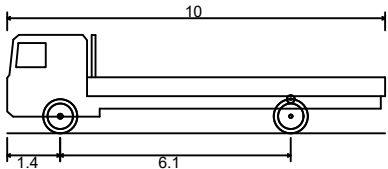
APPENDIX B



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

RIGID FLATBED



Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	2.602m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	11.000m

FORWARD MOVEMENTS ARE SHOWN
IN BLACK (*design speed - 5kph*)

REVERSE MOVEMENTS ARE SHOWN
IN BLUE (*design speed - 2.5kph*)

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G	Updated Tracking	COS	JT	30.10.2024
F	Updates following Teams Comments	COS	JT	22.10.2024
E	Updates following Teams Comments	RLM	JT	17.10.2024
D	Updates following Teams Comments	COS	JT	15.10.2024

Rev	Details	Drawn	Checked	Date
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Client:

Nilkanth Estates Limited

Project:

25 Old Gloucester Street

Drawing Title:

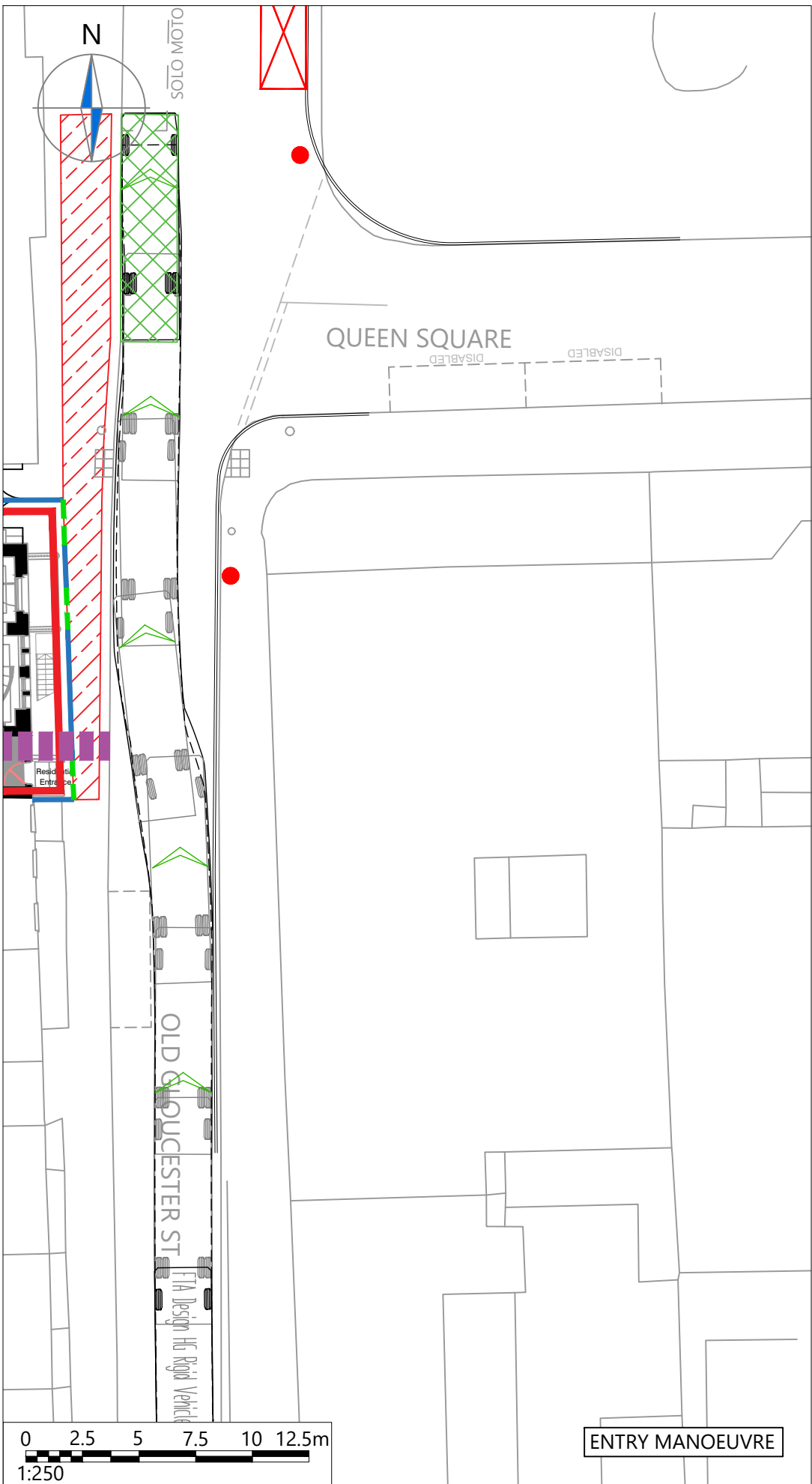
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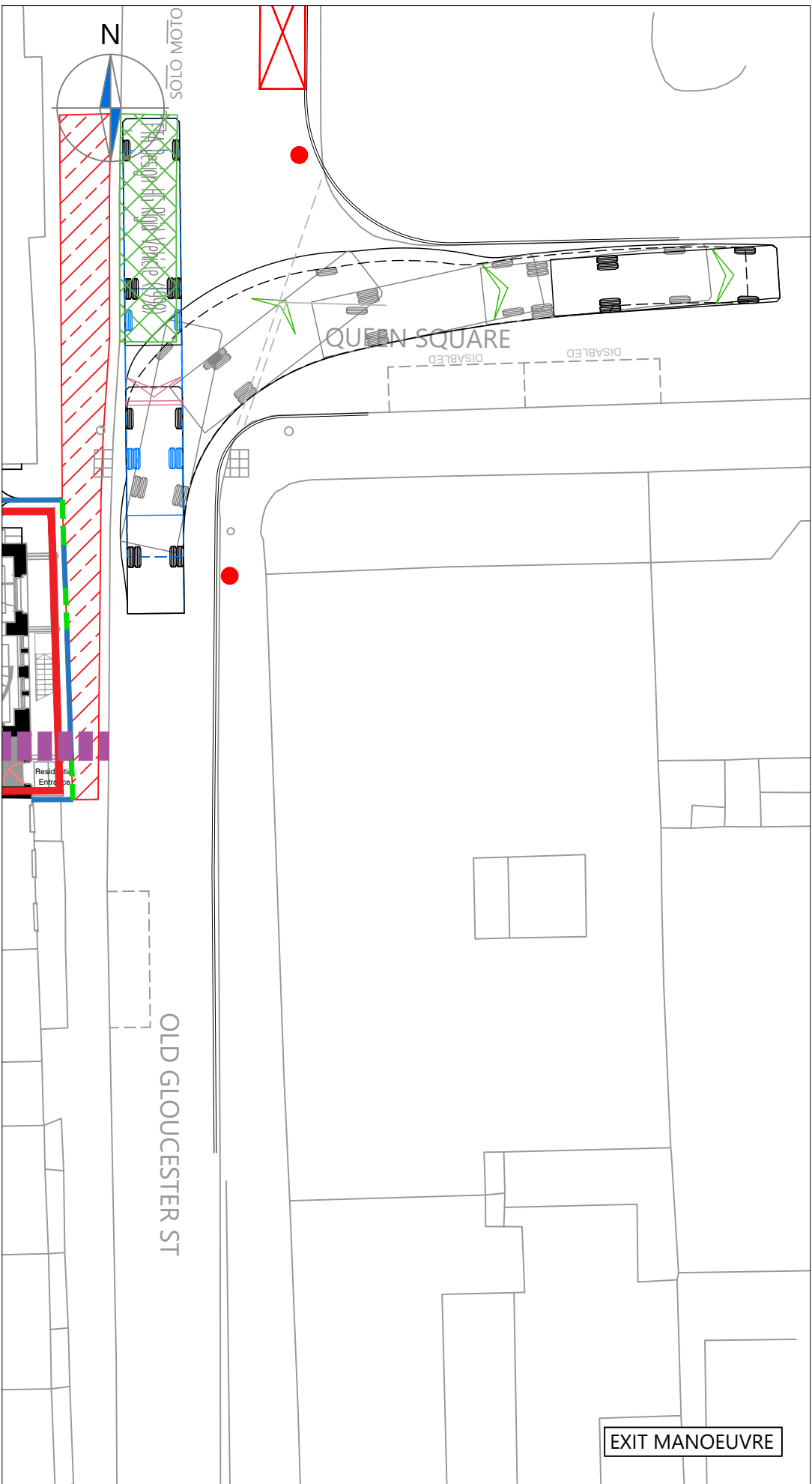
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CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref: 4352 Drawing No: 002 Sheet: 2 of 6 Rev: H



ENTRY MANOEUVRE

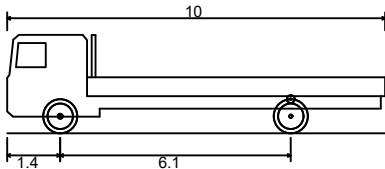


EXIT MANOEUVRE

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Rev	Details	Drawn	Checked	Date
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Client:

Nilkanth Estates Limited

Project:

25 Old Gloucester Street

Drawing Title:

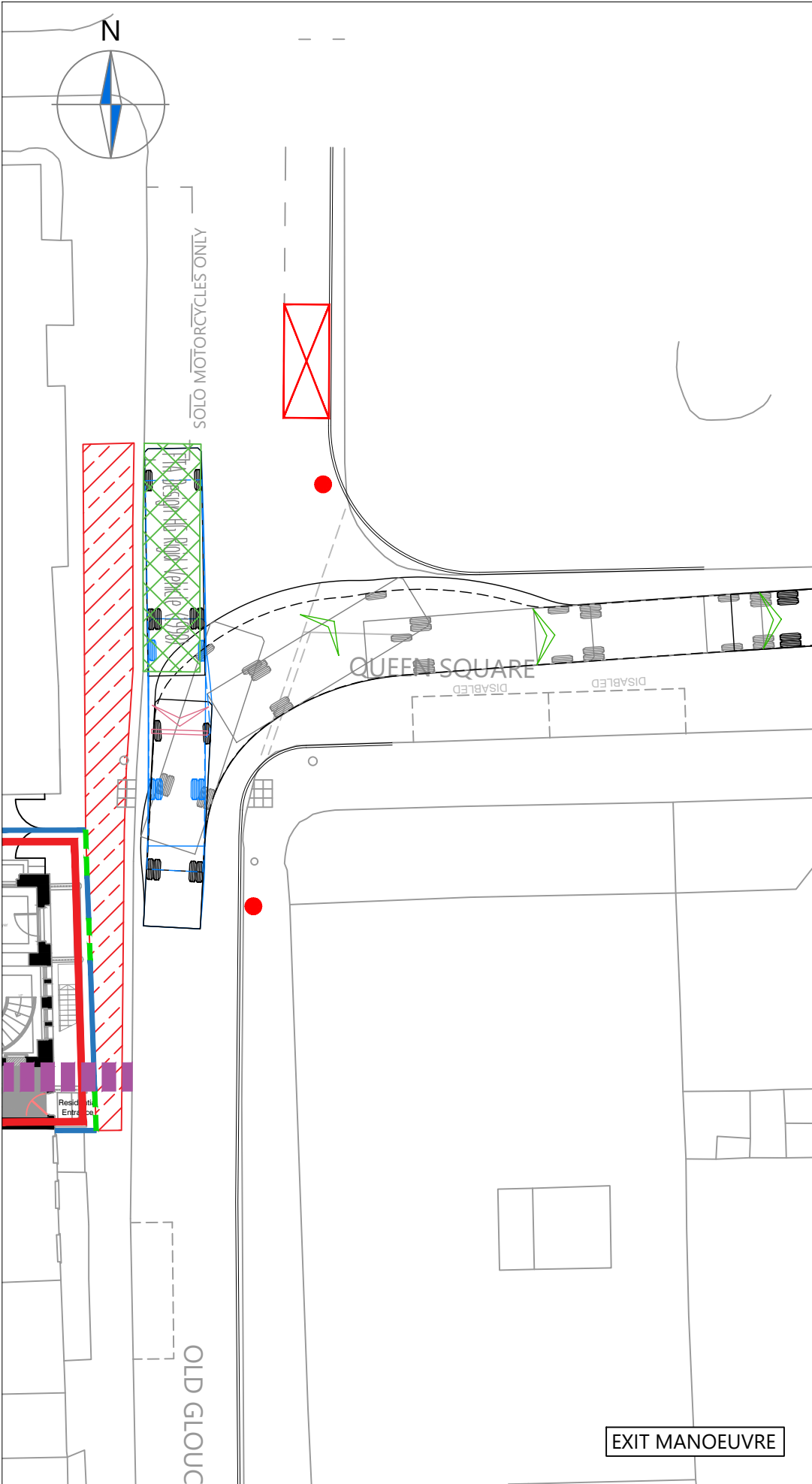
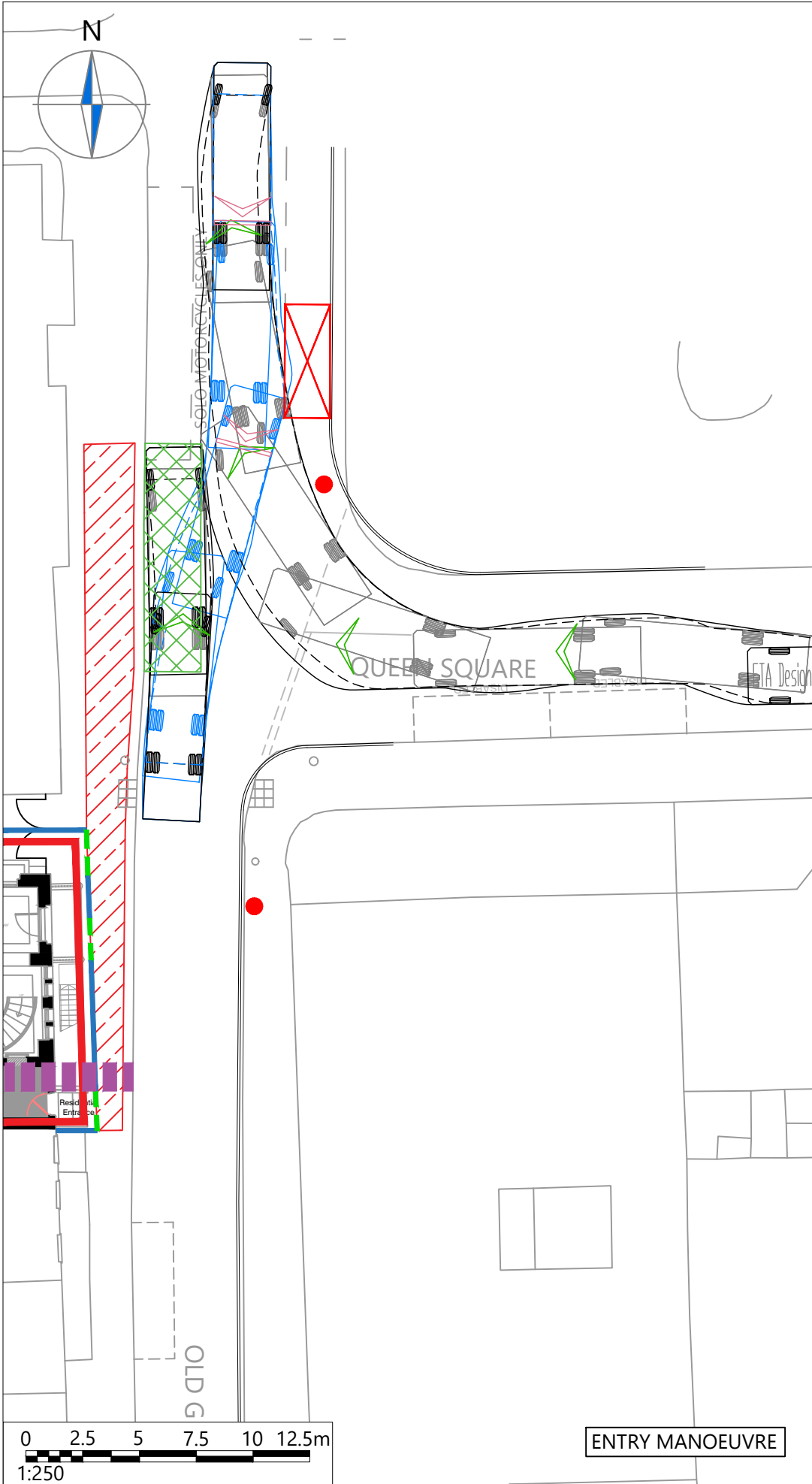
Proposed Construction Arrangement

Scale: 1:250 Size: A3

Drawn by: RB Checked by: LD Date: 08.07.2020

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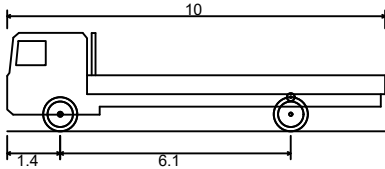
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4352	002	3 of 6	H



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REVERSE MOVEMENTS ARE SHOWN IN BLUE (design speed - 2.5kph)

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Rev	Details	Drawn	Checked	Date
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	<input type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built	

Client: Nilkanth Estates Limited

Project: 25 Old Gloucester Street

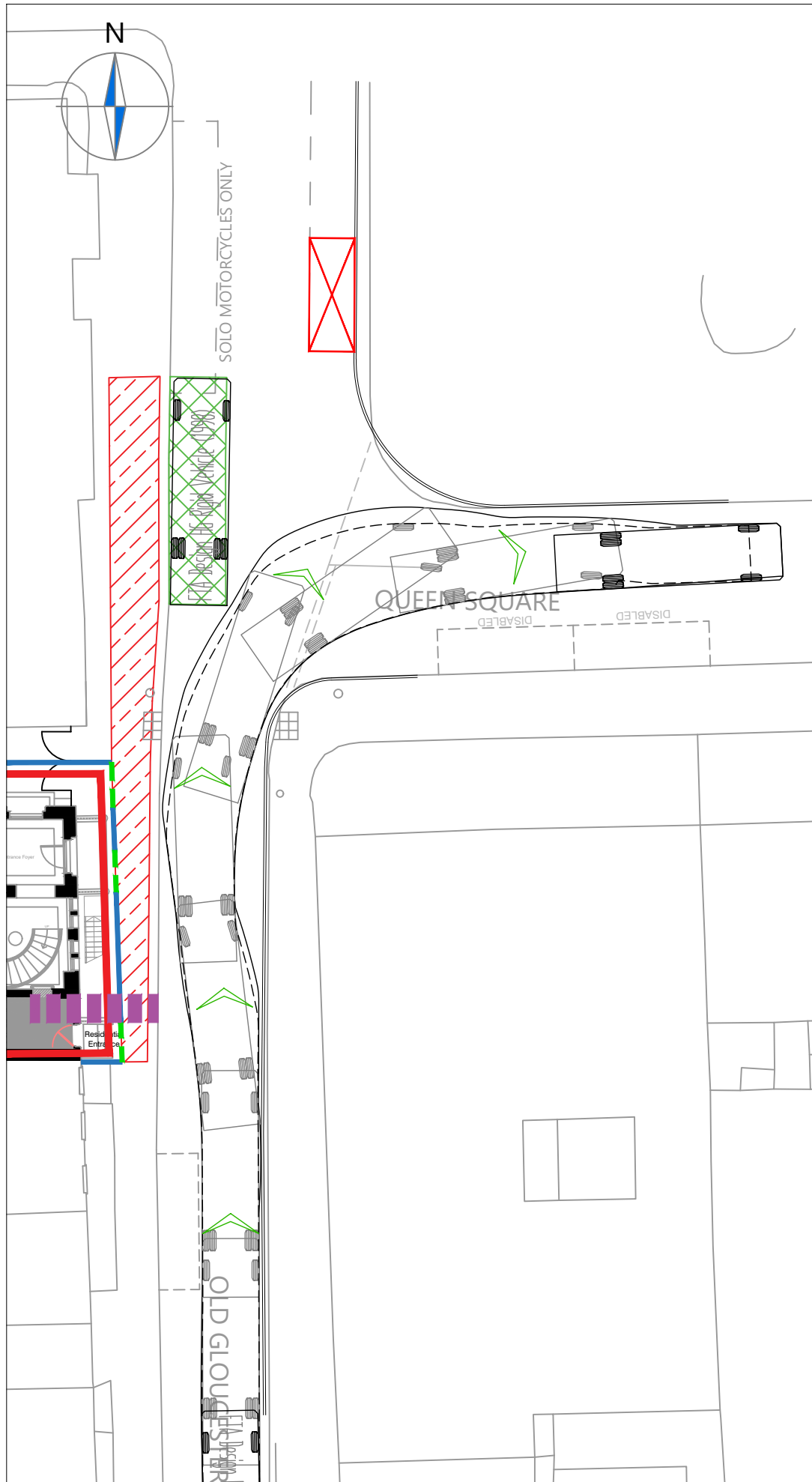
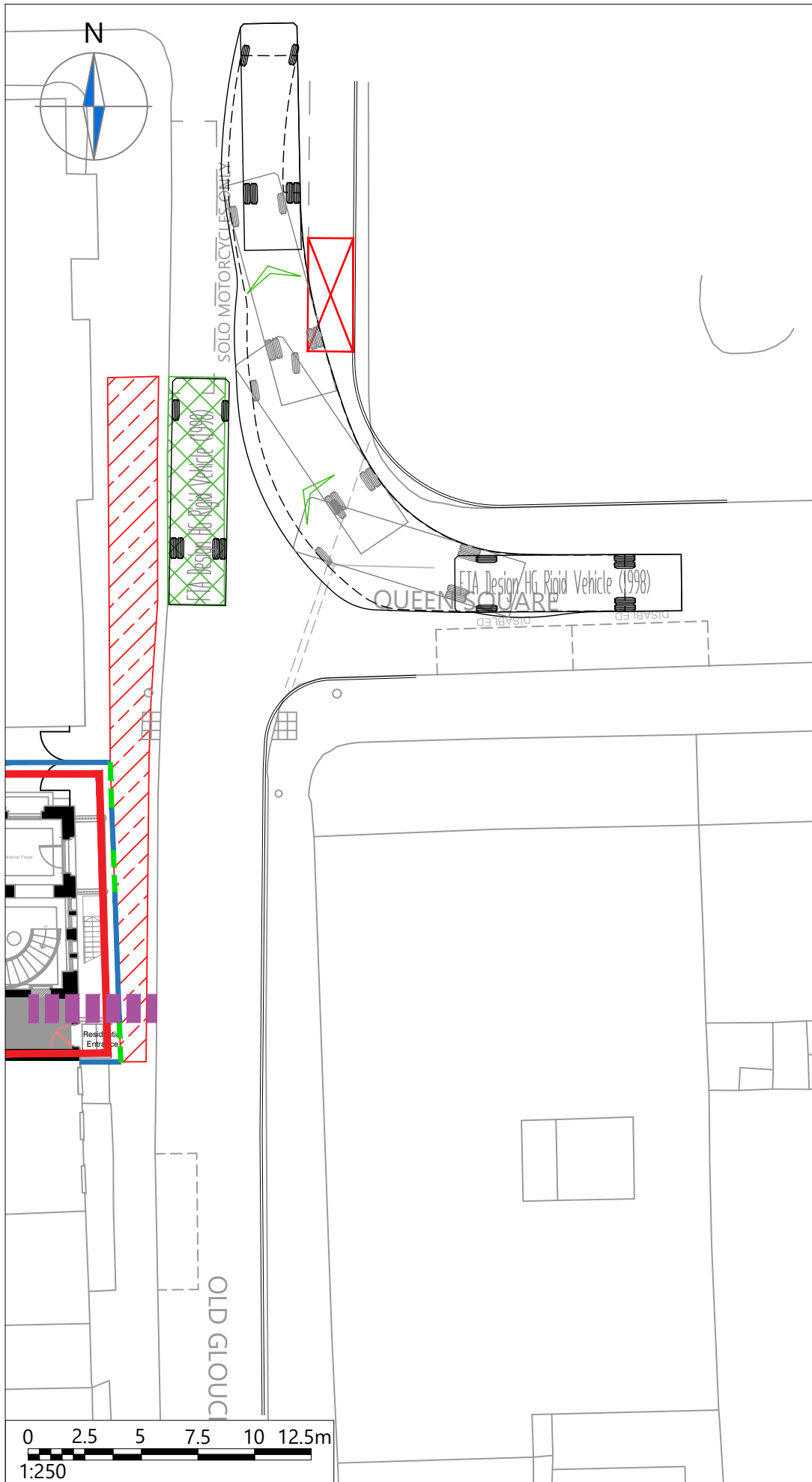
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Drawn by: RB Checked by: LD Date: 08.07.2020

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

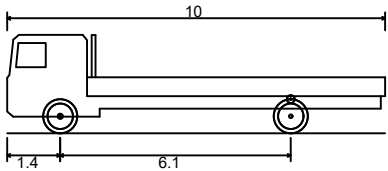
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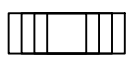
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Client: Nilkanth Estates Limited

Project: 25 Old Gloucester Street

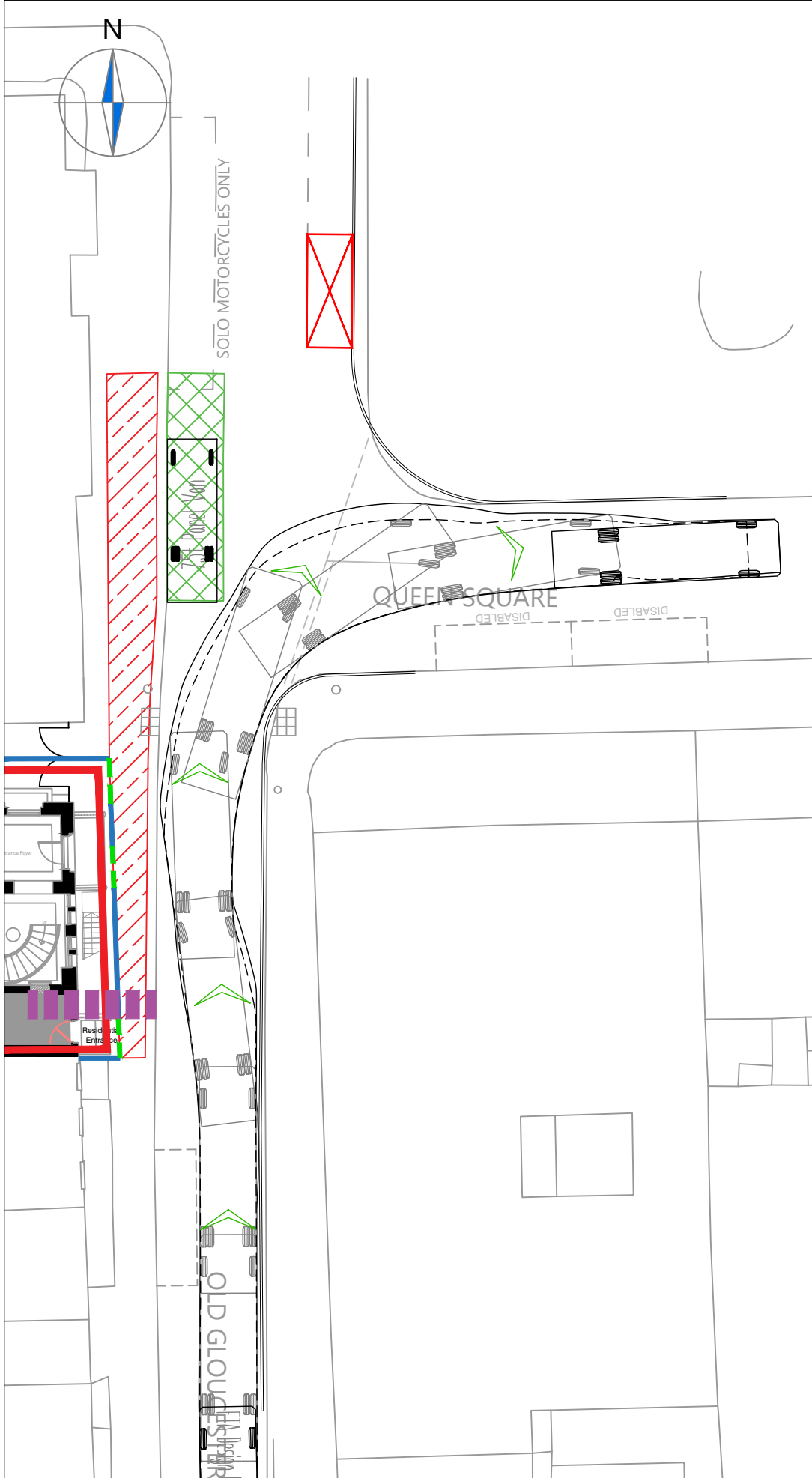
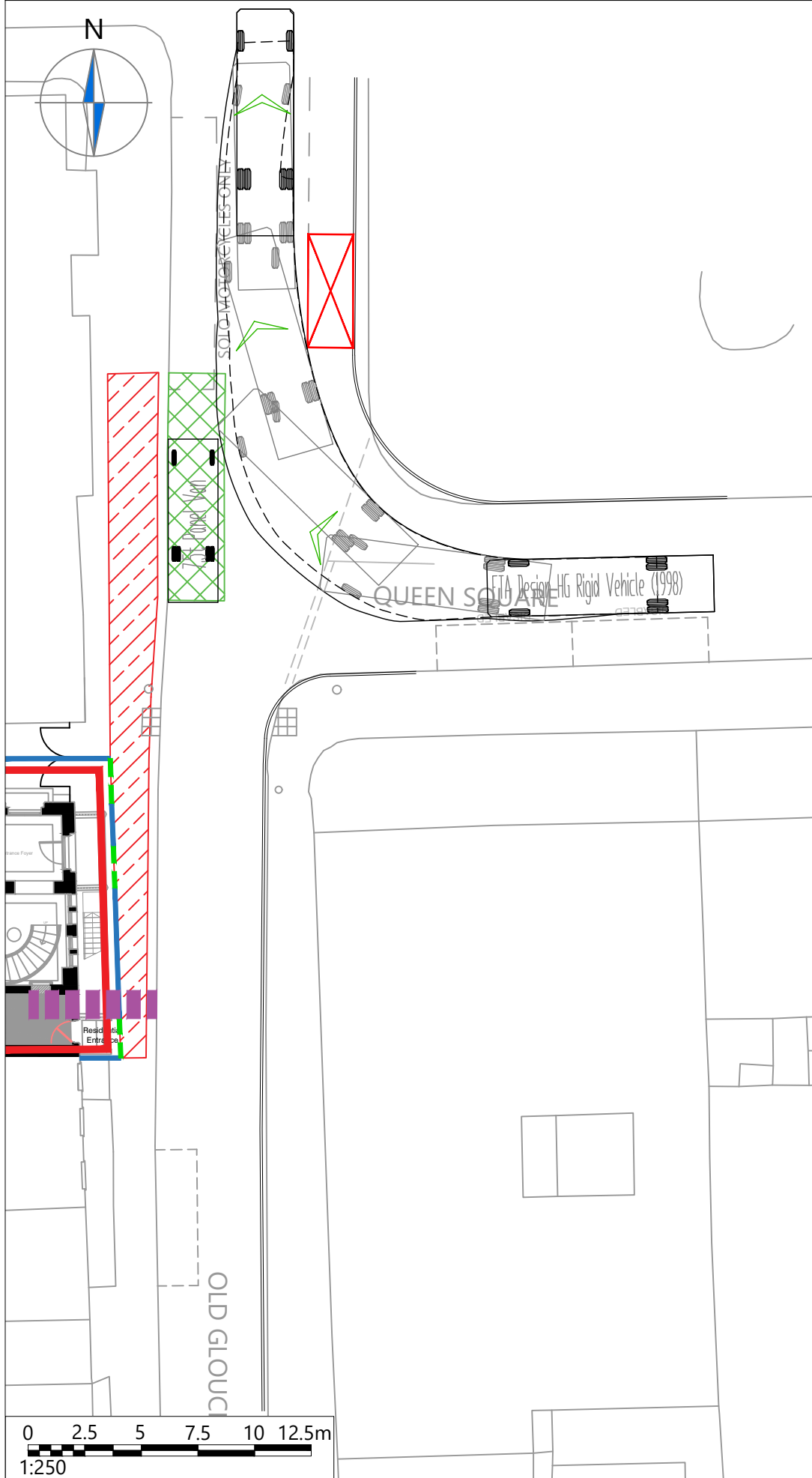
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Scale: 1:250 Size: A3

Drawn by: RB Checked by: LD Date: 08.07.2020

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Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

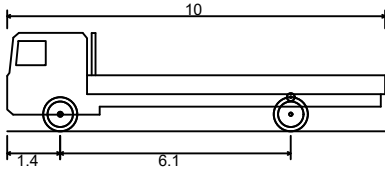
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Project: 25 Old Gloucester Street

Drawing Title: Proposed Construction Arrangement

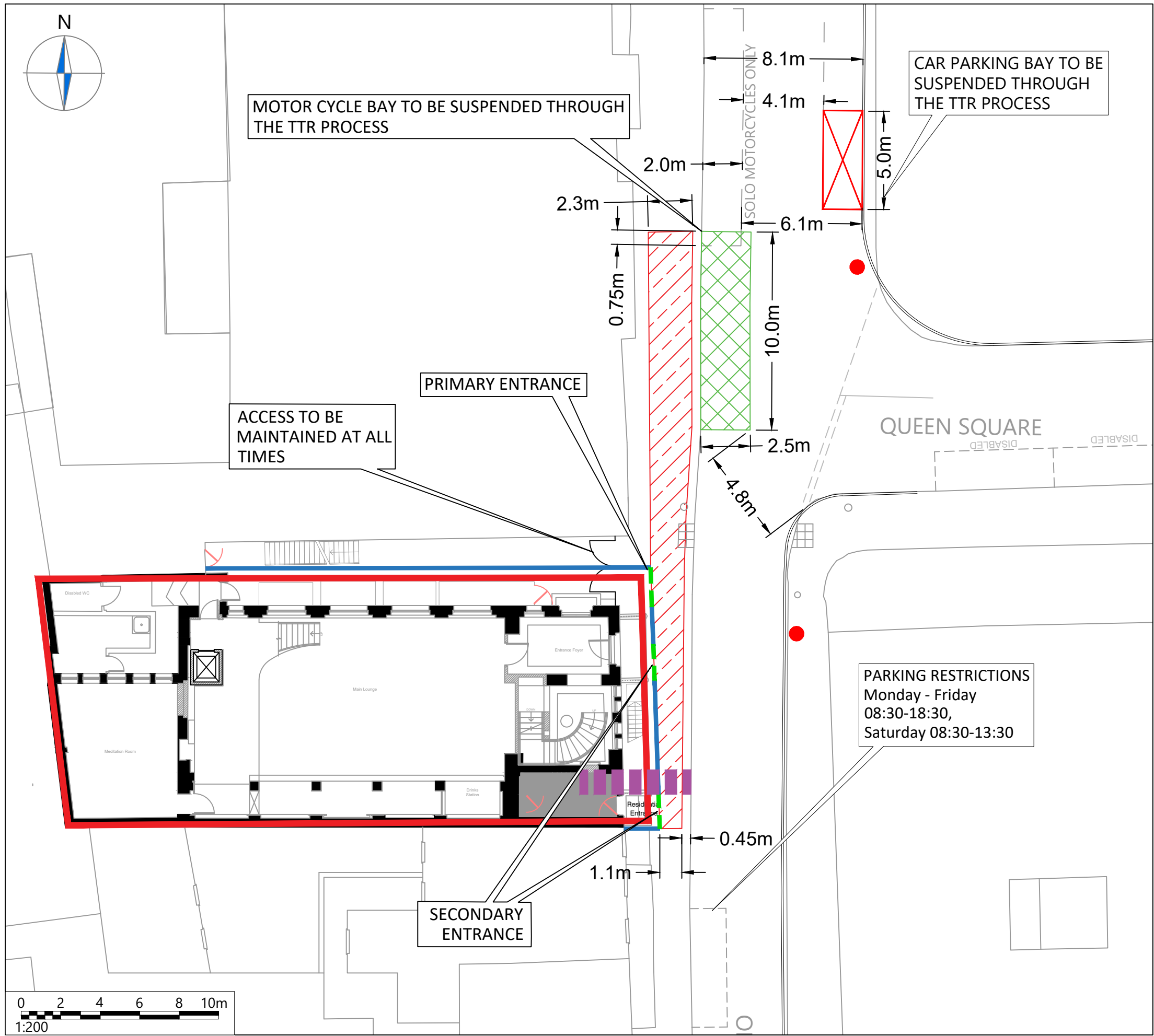
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21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref: 4352	Drawing No: 002	Sheet: 6 of 6	Rev: H
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APPENDIX C



NOTES

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KEY:

	SITE EXTENTS
	HOARDING
	CONVEYOR BELT (INDICATIVE LOCATION)
	GANTRY (INDICATIVE LOCATION) AND COVERED WALKWAY
	LOADING AREA
	BANKSMAN/ TRAFFIC MARSHALL
	SUSPENDED PARKING BAY (5m)

H	Updated Tracking	RLM	JT	08.11.2024
G	Updated Tracking	COS	JT	30.10.2024
F	Updates following Teams Comments	COS	JT	22.10.2024
E	Updates following Teams Comments	RLM	JT	17.10.2024
D	Updates following Teams Comments	COS	JT	15.10.2024
C	Updates following Teams Comments	COS	JT	14.10.2024
B	Updated loading bay position	AFG	JT	10.10.2024
A	Updated layout	RLM	JT	30.08.2023

Rev	Details	Drawn	Checked	Date
REVISION HISTORY				
Status:	<input checked="" type="checkbox"/> Preliminary	<input type="checkbox"/> For Approval	<input type="checkbox"/> For Construction	
	<input type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built	

Client: Nilkanth Estates Limited

Project: 25 Old Gloucester Street

Drawing Title: Proposed Construction Arrangement

Scale: 1:200 Size: A3

Drawn by: RB Checked by: LD Date: 08.07.2020

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
4352	002	1 of 6	H

APPENDIX D

Risk Matrix

The hazards and associated risks with this activity have been identified and given a scored rating using semi-quantitative risk assessment methodology.

The risk assessment ratings are a subjective estimate based on the knowledge of the assessor and identify the level of risk without controls and also the level of residual risk once the control measures have been implemented.

To calculate risk rating, and residual risk rating you should multiply the Likelihood (1-5) by the Potential severity of injury (1-5) as depicted below.

Likelihood of injury	4	Low risk	Proceed with caution with the task in accordance with the risk assessment and method statement.
	x		
Severity of injury	5	Medium risk	Task to be reviewed by the Company director and competent HSE Advisor prior to commencing with the task.
	□		
Risk/Residual risk	20	High risk	Task cannot commence without additional controls to reduce the overall level of risk.

Severity of injury	Likelihood of injury				
	1 Remote	2 Unlikely	3 Possible	4 Probable	5 Certain
Negligible injury such as bruises and abrasions	1	2	3	4	5
Minor Injury requiring first aid treatment	2	4	6	8	10
1-7-day absence from work injury	3	6	9	12	15
Regulatory reportable injury, disease, or event	4	8	12	16	20
Disability, fatality, or injury to the public	5	10	15	20	25

3.11 Noise

Hazard Description: 3.11.1 Area with ambient noise levels exceed 135db over an 8 hour period

Person at risk: Operative performing the work, Other Site Operatives

Risk	Risk Rating	Control measures	Residual Risk
Risk of:	4	A Health surveillance programme is in place for all operatives that are exposed to high levels of noise.	1
• Hearing damage	x		x
• Headaches	4	A selection of hearing protection is available for the user including ear plugs and ear defenders as required.	4
• Stress	16	All audible warning sounds are of sufficient volume and frequency to alert all Operatives working within the area of any potential danger.	4
		All operatives have been provided with information, instruction and training around working in noisy environments or operating noisy plant and equipment.	
		All Operatives within the area must wear protection provided within Hearing protection zones.	
		Exposure to noise will not exceed 87 dB (a) for daily or weekly personal noise exposure or 140 dB (a) for peak sound pressure.	
		Hearing protection provided shall not reduce the ambient noise levels to below 70 dB (a).	
		Noise risk assessment to be undertaken by a competent person to identify durations that Operatives can work within designated high noise areas.	
		Persons within areas where power tools are being used to wear hearing protection.	
		Screens, barriers, enclosures and absorbent materials erected to attenuate localised noise.	
		Where ambient noise levels cannot be controlled below 85 dB (a), hearing	

protection is provided, and the area classed as a mandatory Hearing Protection Zone.

Hazard Description: 3.11.2 Area with an ambient noise exceeding 120 db (a) but not exceeding 135 db (a) over an 8 hour period

Person at risk: Operative performing the work, Other Site Operatives

Risk	Risk Rating	Control measures	Residual Risk
Risk of:	4	A health surveillance programme is in place for all operatives that are exposed to high levels of noise.	1
• Hearing damage	x		x
• Headaches	3	A selection of hearing protection is available for the user including ear plugs and ear defenders as required.	3
• Stress	12	All audible warning sounds have sufficient volume and frequency to alert all Operatives working within the area of any potential danger.	3
		All operatives have been provided with information, instruction and training around working in noisy environments or operating noisy plant and equipment.	
		Exposure to noise will not exceed 87 dB (a) for weekly personal noise exposure; and 140 decibels for peak sound pressure.	
		Hearing protection provided shall not reduce the ambient noise levels to below 70 dB (a).	
		Noise risk assessment to be undertaken by a competent person to identify durations that Operatives can work within designated areas.	
		Where ambient noise levels cannot be controlled below 80 dB (a), hearing protection is available.	

Hazard Description: 3.11.3 Operation and use of tools, equipment and machinery which emit loud noise over a short period of time

Person at risk: Operative performing the work, Other Site Operatives

Risk	Risk Rating	Control measures	Residual Risk
------	-------------	------------------	---------------

Risk of:

- Hearing damage
- Headaches
- Stress

4	A selection of hearing protection is available for the user including ear plugs and ear defenders as required.	1
x		x
4	All audible warning sounds have sufficient volume and frequency to alert all Operatives working within the area of any potential danger.	4
<div>16</div>	<div><input type="checkbox"/></div> <p>All operatives have been provided with information, instruction and training around working in noisy environments or operating noisy plant and equipment.</p> <p>All Operatives within the area must wear protection provided when operating or using noisy tools, equipment or machinery.</p> <p>Always use hearing protection when using power tools.</p> <p>Exposure to noise will not exceed 87 dB (a) for weekly personal noise exposure or 140 dB (a) for peak sound pressure.</p> <p>Health surveillance programme in place for all operatives routinely exposed to high levels of noise.</p> <p>Hearing protection provided shall not reduce the ambient noise levels to below 70 dB (a).</p> <p>Noise risk assessment to be undertaken by a competent person to identify durations that Operatives can work within designated high noise areas.</p> <p>Persons within areas where power tools are being used to wear hearing protection.</p> <p>Screens, barriers, enclosures and absorbent materials erected to attenuate noise emitted from noisy plant and equipment.</p>	<div>4</div>

Extract from BS 5228:2009 on Training.

PCL have
conducted Risk
Assessment and
TBT briefings.

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BS 5228-1:2009+A1:2014

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5 Noise and persons on site

5.1 Training

NOTE Attention is drawn to Regulation 10 of the Control of Noise at Work Regulations 2005 [2], which requires all employees to be informed about the need to minimize noise and about the health hazards of exposure to excessive noise.

Operatives should be trained to employ appropriate techniques to keep site noise to a minimum, and should be effectively supervised to ensure that best working practice in respect of noise reduction is followed. All employees should be advised regularly of the following, as part of their training:

- a) the proper use and maintenance of tools and equipment;
- b) the positioning of machinery on site to reduce the emission of noise to the neighbourhood and to site personnel;
- c) the avoidance of unnecessary noise when carrying out manual operations and when operating plant and equipment;
- d) the protection of persons against noise;
- e) the operation of sound measuring equipment (selected personnel).

Special attention should be given to the use and maintenance of sound-reduction equipment fitted to power tools and machines. Persons issued with ear protection equipment should be instructed on its use, care and maintenance. Education programmes should be provided which draw attention to the harmful effects of noise and make it clear that there are several ways in which employees can help themselves to protect their hearing, for example:

- by using and maintaining measures adopted for noise control;
- by reporting defective noise control equipment to their superiors;
- by not damaging or misusing ear protectors provided and by immediately reporting damage to or loss of such items to their superiors.

A programme of monitoring should be implemented to ensure that condition limits are not exceeded and that all the relevant recommendations are met. Managers and supervisors can help by recognizing the need for employees to make proper use of equipment so that noise emission will be minimized, and to make proper use of ear protectors when required.

NOTE Attention is drawn to the Control of Noise at Work Regulations 2005 [2].

5.2 Protection from noise-induced hearing loss

Exposure to high noise levels for unprotected ears can be a serious hazard to health, causing permanent damage to hearing. The use of plant and/or power tools on site can create areas of potential noise hazard. The risk can be reduced by limiting the exposure (i.e. the combination of the quantity of noise and the duration of exposure). Noise exposure can be increased to a hazardous level by reverberation from reflecting surfaces and special care should be exercised when using equipment in confined spaces, e.g. in basements and between reflecting walls. Steps should be taken to reduce noise levels when

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several items of equipment, that might be relatively quiet when in use singly, are to be used simultaneously, to avoid hazard to the users and to persons working in the vicinity.

If persons that are on site but not engaged in noisy operations cannot be given quiet areas in which to work and noise from machines cannot be properly silenced, then noise screens should, whenever possible, be erected having due regard for safety considerations. (See also Annex B.) Certain operations, e.g. mechanical crushing, might necessitate the use of purpose-made acoustic cabins to afford proper protection to the operators.

Screens and barriers themselves reflect noise which can be reduced by covering their inner surfaces with noise-absorbent material to protect persons required to work on the noisy side. (See also Annex B.)

Plant from which the noise generated is known to be particularly directional should, wherever practicable, be orientated so that attendant operators of the plant can benefit from this acoustical phenomenon by sheltering, when possible, in the area with reduced noise levels.

Account should always be taken of the need to minimize noise and to protect quiet areas from its impact when the layout of plant and the phasing of operations are being considered. (See also Annex C and Annex D.)

Tools should be sound-reduced and the operator should be supplied with the appropriate hearing protection (see 5.3).

Noise in the cabs of machines can be reduced by damping of the cab walls, provision of a sound-absorbing lining and a well-sealed floor cover, as appropriate.

5.3 Ear protectors

Effective noise control at source should always be regarded as the prime means of affording proper protection to employees from risks to hearing. Circumstances might arise, however, where this is not reasonably practicable. On such occasions, employees should be provided with, and should wear, personal ear protectors.

It might be necessary for the tone and/or volume of warning signals to be modified or for additional steps to be taken to alert employees to hazards in areas where personal ear protectors are used. Checks will be necessary, when sound warning signals are used, to ensure that the signals can be heard and orientated by employees wearing ear protectors.

5.4 Noise-induced stress

Noise can interfere with working efficiency by inducing stress, by disturbing concentration and by increasing accident risk. Effects of noise on persons on site are similar to, albeit far greater than, the effects on nearby residents, and the benefits of good control measures will apply equally on and off site.

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Extract from BS 5228:2009 on Noise

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6 Neighbourhood nuisance

NOTE Example criteria for the assessment of the potential significance of noise effects are given in Annex E.

6.1 Disturbing effects of noise

The effects of noise on noise-sensitive premises (NSPs) are varied and complicated. They include interference with speech communication, disturbance of work or leisure activities, disturbance of sleep, annoyance and possible effects on mental and physical health. In any neighbourhood, some individuals will be more sensitive to noise than others.

6.2 Environmental noise descriptor

The A-weighted sound pressure level, L_{Aeq} , will give an indication of the loudness of noise at a NSP. However, some of the effects mentioned in 6.1 are dependent not only upon loudness, attitudinal and other factors are also important.

A measure that is in general use and is recommended internationally for the description of environmental noise is the equivalent continuous A-weighted sound pressure level, L_{Aeq} . The time period, T (e.g. 1 h, 12 h), involved (see 3.7) should always be stated.

When describing noise from isolated events that might not always be apparent from a longer period L_{Aeq} , it can be useful to use a short period (e.g. 5 min) L_{Aeq} . Alternatively, the maximum sound level, L_{Amax} or the one percentile level, L_{A10} , can be used.

Whichever measure is used to describe environmental noise, it should always be made clear to which period of the day any particular value of the measure applies.

Annex F deals with the estimation of site noise and Annex G is concerned with noise measurement and monitoring.

6.3 Issues associated with noise effects and community reaction

A number of factors are likely to affect the acceptability of noise arising from construction and open sites and the degree of control necessary. These are described as follows.

- Site location.** The location of a site in relation to NSPs will be a major factor. The nearer a site is to NSPs, the more control that might be required upon noise emanating from the site.
- Existing ambient noise levels.** Experience of complaints associated with industrial noise sources indicates that the likelihood of complaint increases as the difference between the industrial noise and the existing background noise increases. Some types of open sites, such as quarries and landfill sites, are usually assessed in this manner. For some large infrastructure projects that require an environmental statement to be prepared, construction noise is sometimes assessed by comparing the predicted construction noise (plus ambient noise) with the pre-construction ambient noise.

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However, it is generally assumed that a greater difference might be tolerated, than for an industrial source, when it is known that the operations are of short or limited duration, and the critical issues are likely to include interference with speech communication and/or sleep disturbance.

- Duration of site operations.** In general, the longer the duration of activities on a site, the more likely it is that noise from the site will prove to be an issue, assuming NSPs are likely to be significantly affected. In this context, good public relations and communication are important. Local residents might be willing to accept higher levels of noise if they know that such levels will only last for a short time. It is then important that construction activities are carried out in accordance with the stated schedule and that the community is informed of their likely durations. (See also 8.5.2.3.)
- Hours of work.** For any NSP, some periods of the day will be more sensitive than others. For example, levels of noise that would cause speech interference in an office during the day would cause no problem in the same office at night. For dwellings, times of site activity outside normal weekday and Saturday morning working hours will need special consideration. Noise control targets for the evening period in such cases will need to be stricter than those for the daytime and, when noise limits are set, the evening limit might have to be as much as 10 dB(A) below the daytime limit. Very strict noise control targets might need to be applied to any site which is to operate at night; this will depend on existing ambient noise levels. The periods when people are getting to sleep and just before they wake are particularly sensitive. (See also 8.5.2.4.)
- Attitude to the site operator.** It is well established that people's attitudes to noise can be influenced by their attitudes to the source or activity itself. Noise from a site will tend to be accepted more readily by local residents, if they consider that the contractor is taking all possible measures to avoid unnecessary noise. The attitude to the contractor can also be improved through good community liaison and information distribution and the provision of a helpline to respond to queries or complaints. The acceptability of the project itself can also be a factor in determining community reaction.
- Noise characteristics.** In some cases a particular characteristic of the noise, e.g. the presence of impulses or tones, can make it less acceptable than might be concluded from the level expressed in terms of L_{Aeq} . This is because these characteristics are likely to make the noise more disturbing than a noise with the same L_{Aeq} level that does not have these characteristics. Examples would be impulsive noise from driven piling, rattling type noise from vibratory rollers, machine reversing alarms, etc.

List item g) deleted

NOTE Information regarding the provision of mitigation is given in Annex E.

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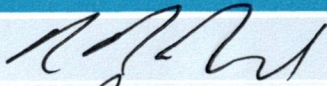
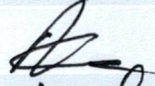
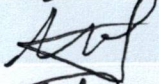



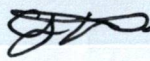
Overview This talk will cover: Hazards, controlling noise and ear protection.

- Some of the following things used on site can be harmful to your hearing: compressors, breakers, circular saws,
- concrete mixes, chainsaws, generators, vibrating rollers and excavators.
- Even if you are not using the noisy piece of equipment, you could be affected by someone using it close by.
- Look out for noise hazard signs on site and obey them.
- It's not only on site that you have to remember to protect your hearing but after work also – noisy clubs, hi-fis, etc.

- Use a less noisy process if possible.
- If shouting is necessary in order to be heard, the noise level is high and you should wear ear protectors.
- Keep compressor covers closed when in use.
- Ensure breaker mufflers are correctly fitted.
- Don't keep machinery running unnecessarily.
- Ensure you don't expose your workmates to your noise.
- Move the noise source away from the work area or move the work area away from the noise.
- If possible, shield noise processes. Work behind a wall or some other sound-absorbing material.

- Don't use cotton wool for ear protection, it is not effective.
- Ensure ear plugs are a good fit and correctly inserted.
- Regularly clean reusable ear plugs.
- Use disposable ear plugs once only.
- Clean your hands before touching all types of ear plugs.
- Ear defenders should fit the head all around the seal.
- Ensure that ear defenders are worn the correct way round.
- Ensure defender seals are always in a serviceable condition.
- Don't alter pressure of ear defenders by bending the head band.
- If you have difficulty in wearing ear defenders, report it.


REMEMBER: PROTECT YOUR HEARING

Name	Date	Signature
Ricay Parlard	1/8/24	
M. NADOR	1/8.24	
H. Gypski	1.8.24	
Gj. MDREJAJ	1.8.24	
Andis DUSHAJ	1.8.24	
Caro Gaus	18 24	
Gjoni Krasniqi		

APPENDIX E

- (k) A programme of community liaison will be carried out, including regular engagement meetings, notification of works and details of the complaints process.

Applicant: NB By signing this form you are confirming you are a person whose signature is recognised by your company.

Signed: 

Date: 2/10/24

Print Name: Conor Gaughran

Position: Operations Manager (Patterson Construction)

Note: This agreement shall be binding on, and ensure to the benefit of, the parties to this agreement and their respective personal representatives, successors and permitted assigns, and references to any party shall include that party's personal representatives, successors and permitted assigns.

APPENDIX F

Risk Matrix

The hazards and associated risks with this activity have been identified and given a scored rating using semi-quantitative risk assessment methodology.

The risk assessment ratings are a subjective estimate based on the knowledge of the assessor and identify the level of risk without controls and also the level of residual risk once the control measures have been implemented.

To calculate risk rating, and residual risk rating you should multiply the Likelihood (1-5) by the Potential severity of injury (1-5) as depicted below.

Likelihood of injury	4	Low risk	Proceed with caution with the task in accordance with the risk assessment and method statement.
	x		
Severity of injury	5	Medium risk	Task to be reviewed by the Company director and competent HSE Advisor prior to commencing with the task.
	□		
Risk/Residual risk	20	High risk	Task cannot commence without additional controls to reduce the overall level of risk.

Severity of injury	Likelihood of injury					
		1 Remote	2 Unlikely	3 Possible	4 Probable	5 Certain
	Negligible injury such as bruises and abrasions	1	2	3	4	5
	Minor Injury requiring first aid treatment	2	4	6	8	10
	1-7-day absence from work injury	3	6	9	12	15
	Regulatory reportable injury, disease, or event	4	8	12	16	20
	Disability, fatality, or injury to the public	5	10	15	20	25

3.1 ☐ Dusty environment ☐ including silica dust

Hazard Description: 3.1 ☐ 1 Construction Dust

Person at risk: Operative performing the work, Other Site Operatives

Risk	Risk Rating	Control measures	Residual Risk
Risk of:	4	All cutting of materials shall be undertaken in a specific location as instructed by the Site Manager and following CIS36 and INDG463.	1
• Lung cancer	x		x
• Silicosis			
• Chronic Obstructive Pulmonary Disorder	5	All designated cutting areas shall have sufficient extraction arrangements in place to protect Operatives on site.	5
• Occupational asthma	☐		☐
	20	All Operatives face-fit tested by a competent person before wearing respiratory protective equipment.	5
		All vacuums used to remove dust shall be H rated and fitted with HEPA filters for debris.	
		Health surveillance programme is in place for all Employees routinely exposed to silica dust.	
		Local exhaust ventilation (LEV) with a minimum Class H rating used to extract dust.	
		Materials and equipment are ordered to the correct size where possible to reduce the requirement for localised modification and cutting.	
		Water suppression used when alternative methods of suppression are not suitable.	
		Wear any additional Personal Protective Equipment (PPE) identified within the COSHH assessment as required.	
		Wear any additional Respiratory Protective Equipment (RPE) identified within the COSHH assessment as required.	
		Where possible, Operatives will use a less powerful tool that creates less dust.	

3.20 Dust and other airborne contaminants

Hazard Description: 3.20.1 Dust and other airborne contaminants

Person at risk: Operative performing the work, Other Site Operatives

Risk	Risk Rating	Control measures	Residual Risk
Risk of:	3	All Operatives face-fit tested by a Competent person if they are required to wear respiratory protective equipment.	1
• Respiratory irritation	x		x
• Lung damage			
• Eye damage	5	Ensure Local exhaust ventilation (LEV) and other forms of general mechanical extraction are in operation before commencing with work.	5
• Fire	☐		☐
• Explosion	15		5
		Health surveillance programme in place for all employees exposed to dust and airborne contaminants.	
		Naked flames and other ignition sources prohibited within the work area.	
		Smoking is only permitted in designated areas.	
		Stop the job if sufficient air quality cannot be maintained.	
		Stop the job if visibility is impaired.	
		Wear Respiratory protective equipment (RPE) when air quality cannot be maintained below WEL or OEL's.	
		Wear suitable eye protection manufactured to the relevant British standard within the work area.	

3.23 ☐ ood dust

Hazard Description: 3.23.1 Timber dust

Person at risk: Operative performing the work, Other Site Operatives

Risk	Risk Rating	Control measures	Residual Risk
Risk of:	4	All personnel required to wear respiratory protective equipment shall be face-fit-tested by a competent person.	1
• Exposure to Carcinogens	x		x
• Asthma			
• Fire	5	All wood dust to be cleared using a suitable vacuum cleaner fitted that (As a minimum) meets dust class M classification.	5
• Explosion	☐		☐
• Hand injuries	20		5
		Dry sweeping of dust is strictly prohibited.	
		Eyewash stations to be located nearby and clearly identifiable.	
		Health surveillance programme for all Employees.	
		Local exhaust ventilation (LEV) provided to extract harmful dusts and to be examined by a competent person at a period not exceeding 14 months.	
		Local exhaust ventilation used when wood cutting machinery is used.	
		Smoking and other naked flames prohibited within the work area.	
		Wear any additional Personal Protective Equipment (PPE) stated in the COSHH assessment as required.	
		Wear any Respiratory Protective Equipment (RPE) stated in the COSHH assessment as required.	
		Wear eye protection manufactured per the relevant British standard when cutting timber.	
		Wear level 5 cut resistant gloves when using hand tools to cut wood.	
		When cutting wood using mechanical or hand tools personnel should wear a suitable	