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11 February 2015

**By Email and Courier**

Dear Sirs

**49-56 Bayham Place London NW1**

We are instructed by Summer Butterfly Limited in connection with property related matters and enclose herewith a draft Construction Management Plan for your approval.

Kindly acknowledge safe receipt. We look forward to hearing from you with the necessary approval as soon as possible.

Yours faithfully

**Penningtons Manches LLP**

3402810/19588675

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## GUILFORD MANAGEMENT LIMITED

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# CONSTRUCTION MANAGEMENT PLAN

48-56 Bayham Place - London - NW1 0EU



Prepared for:

Revision Draft

9 February 2015

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## INTRODUCTION

This Construction Management Plan has been produced by Guilford Management for the demolition and the construction of new residential units while reconstructing the interior to accommodate the new layout.

This is a development proposal for the site known as 'Bayham Place Apartments' in Camden, North London. The proposal is for the internal demolition and redevelopment of the existing three storey office buildings on the site and to be redevelop it as a new residential (Class C3) unit comprising 29 x studio flats.

Guilford Management Limited is committed to undertaking the proposed development of the site at 48-56 Bayham Place London NW1 0EU in an environmentally responsible manner to current industry best practice standards and to meet the strict guidelines as set out by Camden Council in order to minimise disruption to the surrounding area.

This document comprises a Management Plan written specifically for this scheme, with the intent of providing a framework within which the environmental aspects of the works will be managed. It identifies and summarises particular issues relevant to the works to be undertaken on site and contains a set of procedures with the objective of minimising traffic disruption and avoiding dangerous situations for pedestrians and other road users.

This CMP has been prepared by Guilford Management Limited to assist with the execution of the works with due regard specifically to the site surroundings.

Guilford Management Limited is vastly experienced in working on various sites across London.

### **Proposed Programme**

#### *Enabling works*

- Commence: 2 March 2015
- Duration: approx 8 weeks

#### *Main Contract Works*

- Commence: 27 April 2015
- Duration: approx 16 weeks

The contents within this CMP will be complied with, unless otherwise agreed with the council. The person responsible for implementing the CMP shall work with the council to review this CMP should any problems arise in relation to the construction of the development. Any future revised plan will be approved by the council and complied with thereafter.

## Section 1 – Site Contacts

Site Address: **48-56 Bayham Place, London. NW1 0EU**

Planning application reference: **2014/6652/P**

Type of CMP: **Section 106 planning obligation**

Main Contact: **Attila Horvath**

Main Contractor: **Guilford Management Limited**

Address: **1 Princes Square, London W2 4NP**

Tel: **020 7229 1011**

Fax: **020 7229 1022**

Email: **attila@conceptlondon.co.uk**

## Section 2 – About the Site

### Site Description and Surroundings

The site is located at 48-56 Bayham Place, London, NW1 0EU and is within Camden Council's domain and sits in a Conservation area. The site falls within the ownership of the client and construction work is being procured via a traditional procurement route.

The site comprises two unoccupied buildings and is directly off Bayham Street. Bayham Place is a dead end/no through road itself, due to site access constraints and as shown in the swept path analyses undertaken, a temporary loading zone will have to be allocated, no suspended parking bays will be required as there are none.

The site is currently occupied by a brick structure and the building's use was for commercial/office purposes. The building is currently vacant and will be converted for residential use.



### Site Location and Access

The site is located within close proximity to office and residential properties in a built up area. Close liaison will be required with the adjacent stakeholders.

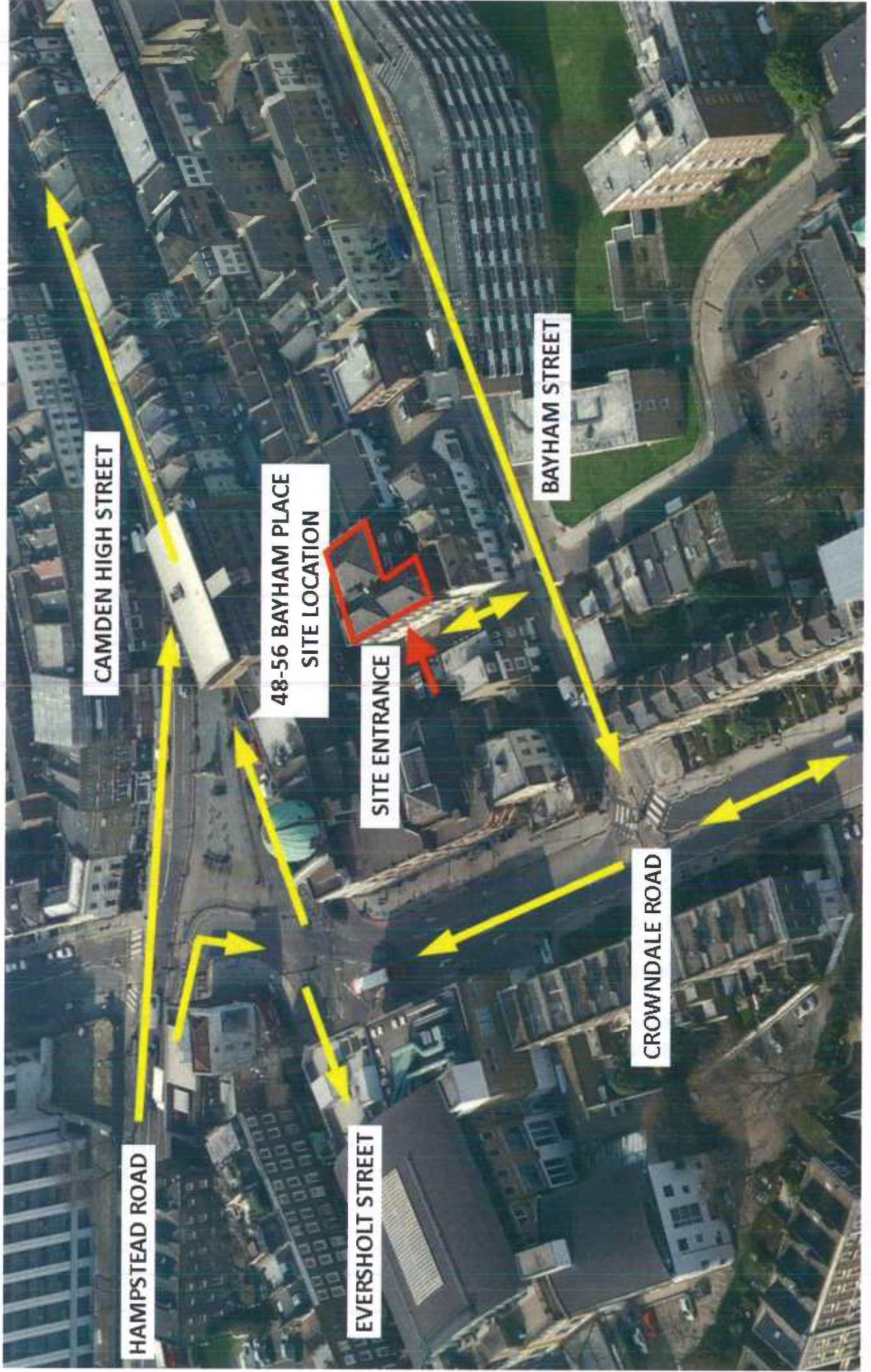
The site is in a predominantly mixed use with a residential area to the east and also facing rear yards to adjoining business premises on the west. It is anticipated that party wall awards will be in place at the time of construction commencement. After reviewing the route we confirm that there is no cycle route within our travel plan.

Local residents and general public/visitors pass close to the site along the main pedestrian walkway along Bayham Street. Hence, access to and from the site must take these, as well as nearby road capacities, into careful consideration.

An image overleaf shows the position of the site area. In Red is the secure site hoarding to prevent access to unauthorised personnel. The secure access gate is positioned as shown on Bayham Place which is the main access to the site and property.



SITE LOCATION





**Development description of the construction works and main issues/challenges**

The existing office building; 3 storey above ground level; will be refurbished and altered to accommodate a new layout suitable for residential use, consisting of new services installation, internal structural alterations and new internal partitions.

The works include the initial strip-out phase which will consist of the removal of non-structural elements, ceilings, walls, etc., followed by a localised demolition stage which will include the removal of some internal walls (with associated temporary works), the removal of roof coverings and protection of pavements to the front and side of the property. The project further includes the replacement of some windows, façade repairs and new roof covering,

In accordance with the City of London Code of Practice for Deconstruction and Construction Sites, the project can be described as a Medium size development from Fig 2.2 and Category 2 Site from Fig 2.3 in terms of Scope.

This CMP covers the construction works and internal fit out of the proposed property, works to include:

- Some underpinning of existing foundations if required
- Soft strip, localised demolition and structural alterations with some concrete pours
- New internal layout including services, partitions, roof works and some new floor slabs
- Finishing works e.g: carpentry/joinery/window replacements etc.
- Landscaping
- Façade repairs where required.

**Site constraints:**

The site sits in a small and narrow dead-end road whereby access is restricted and sharing the single access and narrow road with neighbouring properties would have an impact on deliveries be.

Access to and from Bayham Place at the junction with Bayham Street will have to be considered in terms of vehicle access.

Although there are no residential properties along Bayham Place there are some residential properties nearby and noise impact would be a consideration point.



NEIGHBOURING PROPERTIES



scale 1:500 @A1	title NEIGHBORING PROPERTIES	<b>GUILFORD MANAGEMENT LIMITED</b> 1 Princess Square London W2 4NP t: 0207 229 1011 info@conceptlondon.co.uk
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**Nearest potential receptors likely to be affected by site activities**

See attached plan showing adjacent properties.

Offices: no's 7a & 7b Bayham Street, 65 Bayham Place and no's 2, 4, 6, 8 & 10 to 12 Camden High Street, NW1

Liaising with neighbouring office building regarding access to their private parking areas and deliveries will be important – steps will be taken to co-ordinate site activities with stakeholders at these offices.

Night club: 1a Camden High Street, NW1

Nearby night club or live venue Koko is diagonal opposite the site that operates regular events at the property. Steps will be taken to liaise and co-ordinate the works on site with the venue's management.

Dwellings: 1, 3, 5, and 7 Bayham Street, NW1

Nearest residential properties are along Bayham Street no's 1, 3, 5 & 7 Bayham Street; careful consideration should be made in avoiding unnecessary inconvenience to these properties. Advance warning to neighbours of potential noisy or potential disruptive work would be included in the strategy.

Potential future works by others: 74 Crowndale Road, NW1

It has been noted that the nearby Hope & Anchor Public House is vacant and that it benefits from a recent planning consent to develop the property. Future development by others is not excluded and the status would be monitored and steps will be taken to co-ordinate any future development of the site.

In order to address any adverse effects on neighbouring properties, the following methodology will be used as a central control strategy to mitigate this. A hierarchy process to control the emissions of dust and other emissions and reduce human exposure through the following steps:

1. Prevention
2. Suppression
3. Containment.

These steps are embodied within this document to mitigate any unnecessary adverse effects on neighbouring properties.

Noise generated by the construction process will be considered and its impact on neighbouring properties mitigated. Suitable mitigation measures to be used include:

- Standard construction hours.
- The use of quieter alternative methods or mechanical plant, where reasonably practical.
- Locating plant, equipment, site offices, storage areas and worksites away from neighbouring properties where reasonably practical.
- Machines and equipment, in intermittent use will be shut down or throttled down to a minimum when not in use;
- The use of site hoardings or portable acoustic enclosures/screens where practical.
- Maintaining and operating all vehicles, plant and equipment such that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.
- All temporary site lighting will be faced into the site, and not directed towards any neighbouring properties.
- During works the main air pollution emissions are the dust generated when building materials are broken up and the fumes from machinery. Guilford will use high pressure hoses to saturate all bulk materials with water during the process and whilst loading the waste materials for disposal. Machinery exhaust emissions will be kept as low as is practical by using well maintained vehicles and machinery at all times.
- Hoarding will be erected around the site. Along with reducing the visual impact and providing protection for the construction workers and public, this will also act as a barrier for dust and dirt originating from within the site.
- All HGV's removing spoil from the site will be fully sheeted to minimise the risk of any mud over spilling onto the highway. A wheel-washing facility will be provided, as required, for the duration of the construction works to ensure the levels of soil on roadways near the site are minimised. The wheel-washing facilities will be in the form of a hose down point located adjacent to the entrance. The excavation is being loaded directly from conveyors into a lorry. So the wheel washing requirement is minimised, any overspill will be washed off the road surface.
- Guilford will ensure that the area around the site including the public highway is regularly and adequately swept to prevent any accumulation of dust and dirt.
- Burning of materials on site will not be permitted in order to prevent smoke emissions.

The site plan shows parking bay locations and no suspensions are required.

There are no cycle lanes within the immediate vicinity of the site.

The footpath (in red) will not be closed and this will be for the duration of the project.



See attached scaled plan showing the local highway network layout, on-street parking bay locations, footway and the proposed site access location.



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title

**TRAFFIC AND PARKING**

Proposed Programme

Enabling works

- Commence: 2 March 2015
- Duration: approx 8 weeks

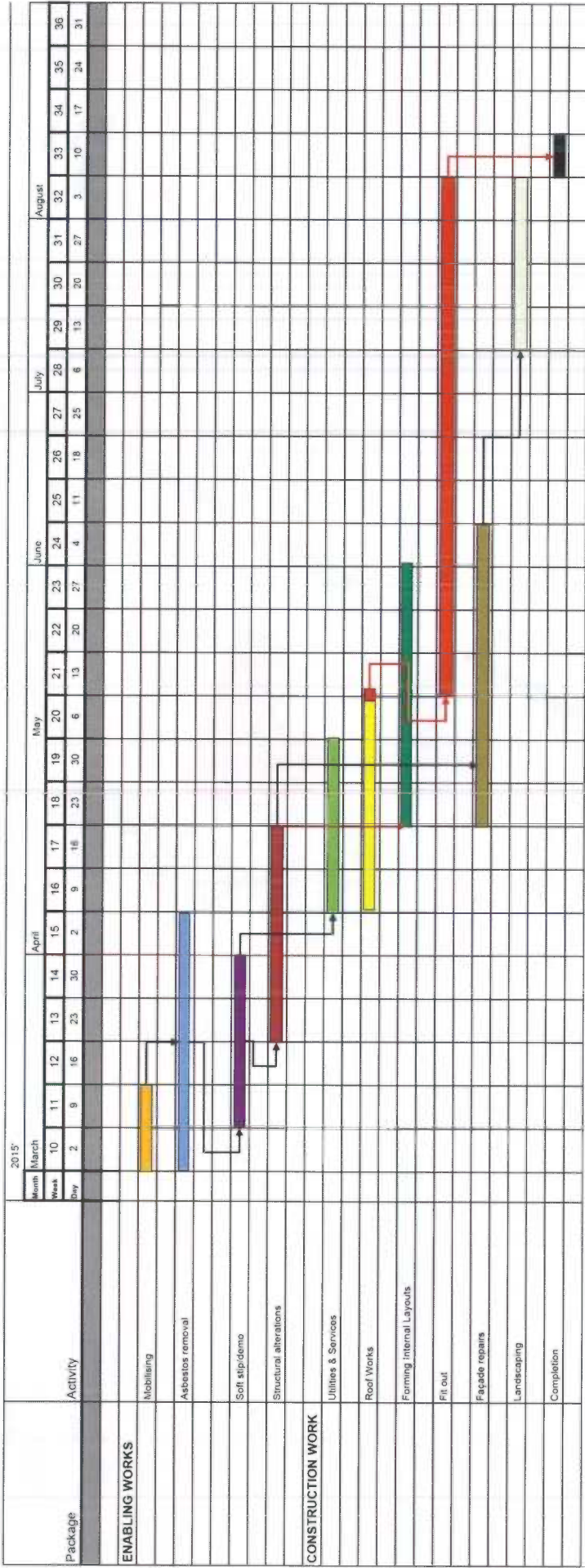
Main Contract Works

- Commence: 27 April 2015
- Duration: approx 16 weeks

PROPOSED GROSS PROGRAMME: 48-56 Bayham Place, London. NW1 0EU

DATE: 9 February 2015

REVISION: 00 (DRAFT)



**Services:**

No major changes to services are proposed to the site and currently discussions have commenced with some utility companies such as Thames Water, National Grid, UKPN and BT. Any potential excavations or works beyond the site will be co-ordinated to fall under the same traffic management proposal.

Thames Water, National Grid, UKPN and BT – Guilford intend to discuss installation dates with the utilities suppliers, agree trenching details with them and coordinate installation dates. UKPN have already indicated that the main power supply coming into the site might be sufficient but tests to the power supply still need to be done. Confirmation on the pathway of main power supplies still need investigation and confirmation on route. After this information has been received a full drawing will be issued as addendum to this CMP.

**Working hours on site:**

We confirm that standard working hours for this site will follow Camden's prescribed working hours for construction sites as follows:

- 8.00am to 6pm on Monday to Friday
  - 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays

**Asbestos survey**

An asbestos refurbishment survey was carried out by Maple Surveys Ltd onsite on 7 November 2014 with a subsequent report dated 20 November 2014.

The presence of any asbestos and the removal of this will be carried out by a specialist company and disposal of the material will be in accordance with the most recent HSE standard practises.



### Section 3 – Transportation Issues Associated with the Site

#### **Proposed working hours within which vehicles will service the site during the construction period**

In general the hours in which vehicles could arrive and depart will coincide with site hours which are 8.00am to 6.00pm during working weekdays. However delivery vehicle times would be restricted to avoid peak hour times and deliveries would be advised between 10am – 3pm from site during weekdays and between 10am-1pm on Saturdays. All in accordance with Camden's Guide for Contractors Working In Camden.

Vehicles should only arrive and leave the site from approved points and along haulage routes. These will be agreed with the local authority's Highway Department prior to works commencing.

Defined traffic management procedures are imperative for the efficient handling of materials and waste for the project, but also to ensure effective management of vehicles, passing traffic and pedestrians. The traffic management plan will be controlled by a Logistics Manager and reviewed regularly.

- The material deliveries and waste away will be within the controlled zone.
- Vehicles will turn off engines when delivering and will be turned away when the loading area is in use to ensure no localised waiting.
- The Project Manager and Logistics Manager will manage the traffic and working within the unloading point on the road within the loading bay in-front of the Site.
- All deliveries will be booked electronically in advance to ensure single delivery accommodation and co-ordination with waste removal.
- Sizes of deliveries will be restricted and kept to a 'just in time'.
- All suppliers and contractors will be given prior instruction for the route and procedure for deliveries and vehicle details.
- All materials will be delivered and offloaded into the building.
- Vehicle crane or forklift deliveries will be onto the ground floor area and moved into the ground floor hoarding entrances. A lifting plan will be implemented in relation to all lifting operations involving lifting equipment. All lifting operations will be undertaken in accordance with Lifting Operations and Lifting Equipment Regulations 1998 (LOLER).

**Details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site.**

Guilford Management Limited will assess all possible haulage routes around the site to take into account current restrictions and road closures introduced in recent months.

**Stage 1 Enabling Works**

Soft strip/demolition/structural alterations - There will be a maximum of 5 lorry movements per day.

**Stage 2 Main Construction Works**

Fit out - there will be a maximum of 3 lorries per day.

Deliveries of material for core fit out.

**Size of Vehicles**

Numerous types of delivery vehicles will be used to bring materials to and from the site. These include:

- Debris/ rubble/ waste 8 yard skip or load skip lorries. These will include roll on/roll off skips for demolition works/soil removal (approx size 7.5m long and 2.4m wide) and standard 8 yard skips for waste (approx size 7m long and 2.4m wide. (Dwell time 30min per load)
- Ready mix concrete Lorry 9m x 2.5m ( Dwell time 20min per delivery )

Flat bed delivery vehicles for the delivery of various materials including scaffolding, steelwork, reinforcement, bricks/blocks, timber, roofing materials, plaster, joinery etc.

- Delivery vehicle type 1: 5m x 2.15m (Dwell time 20min to 1hour)
- Delivery vehicle type 2: 7m x 2.15m (Dwell time 20min to 1hour)
- Delivery vehicle type 3: 8.5m x 2.45m (Dwell time 20min to 1hour)

It will not be necessary for a vehicle larger than an 8 wheel flat-bed or 8 wheel roll on off lorry to attend site.

We have reviewed all deliveries and will maintain a clear path down Bayham Street.

We have reviewed the traffic route and are not aware of any other known developments in the immediate vicinity occurring within our construction phase.

The projected vehicle movements are approximately twice to three times per week, mid-morning, to avoid rush hour and school traffic, therefore causing as least disruption as possible.

The drawing on the following page shows the intended traffic route. Details of agreed access/egress routes will be issued to all our suppliers and subcontractors. This will be monitored as far as practical but it must be recognised that we have no jurisdiction over the vehicles once they have left our site.

It is proposed to allow short stay vehicle parking directly adjacent to the site entrance for the duration of the project in order to facilitate delivery vehicles, concrete and waste lorries may utilise this area without disruption to the highway. A photograph of the proposed parking bays in relation to the site entrance is shown below.





All vehicles should be regularly maintained in accordance with the manufacturer's specifications. Copies of vehicle maintenance records should be held on site in a designated file.

#### **Swept path drawings for tight manoeuvres into the site**

Please see swept path diagram

#### **Control of dirt and dust**

Measures must be taken to prevent dirt, mud and debris being transferred onto the public highways/pavements, for example, regular sweeping of site access roads and the highway.

Mud and debris on the road is one of the main environmental nuisance and safety problems. In the event that dirt is spread on to the highway from traffic movement related to site activity, a road-sweep will be employed to clean all possible debris produced. We will insist on all muck away lorry's be fully sheeted to minimise the risk of any mud over-spilling onto the highway.

#### **Liaising with Neighbours and Other Construction Projects on the road**

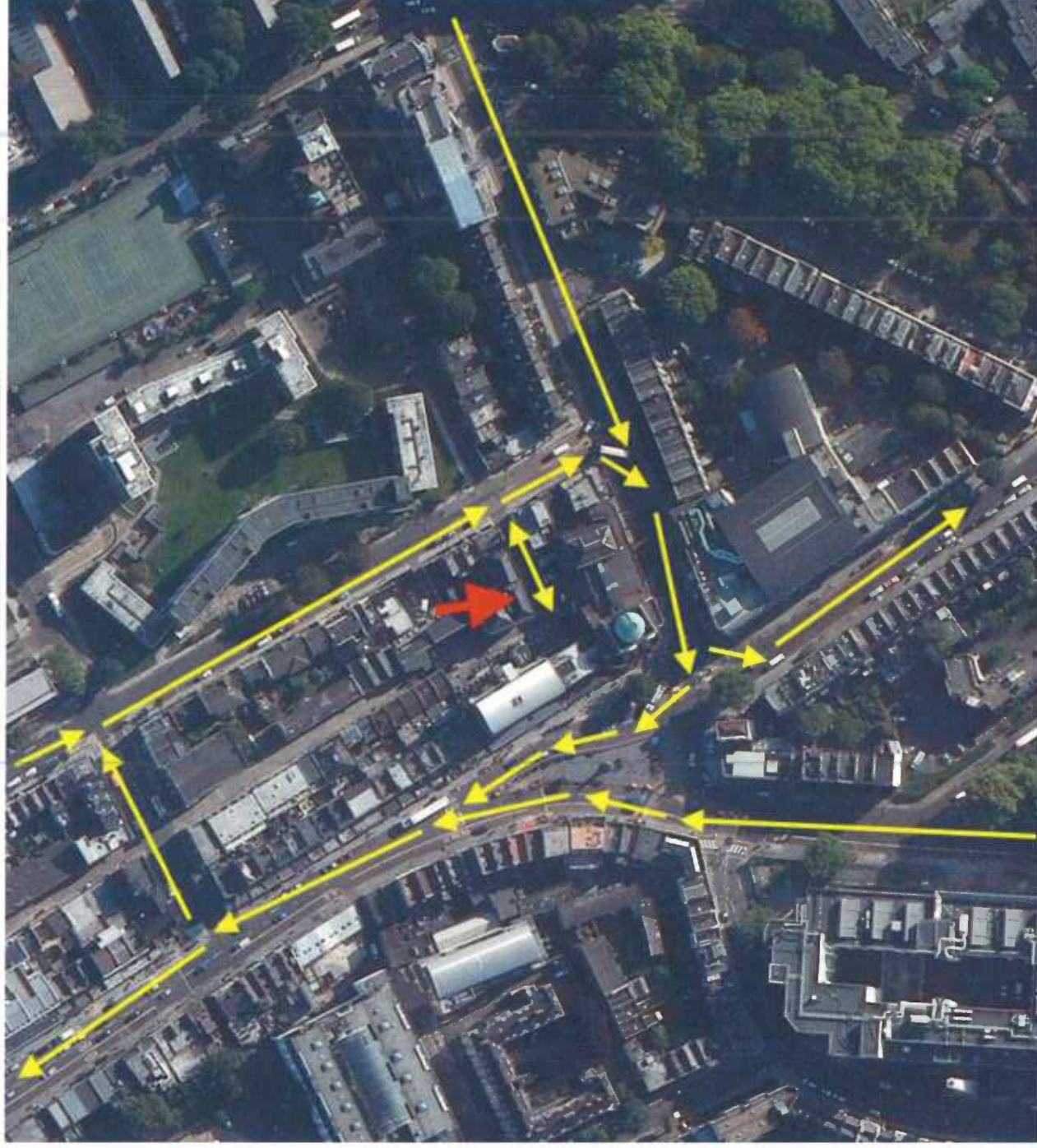
In order to prevent any adverse traffic impact of construction vehicles, plant and skips on Bayham Place; we will communicate and liaise directly with occupants to neighbouring properties and especially to the offices and entertainment space.

We will aim to arrange schedules deliveries staggered and not to coincide at the same times to avoid any traffic congestion and minimise any disruption.

Proposed routes for Vehicles between the site and TFL Network Details of agreed access/egress routes will be issued to all our suppliers and subcontractors. This will be policed as far as practical but it must be recognised that we have no jurisdiction over the vehicles once they have left our site.



DESIGNATED TRAFFIC ROUTE MARKED IN YELLOW





title

**TURNING CIRCLE**

scale

**1:500 @A1**

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**Details of any temporary structures**

Due to the site location and scale of the development, there will be no temporary structure overhanging the public highway.

**Details of hoarding requirements or any other occupation of the public highway**

Due to the site location and scale of the development, there will be no hoarding or any other occupation of the public highway.

It will not be necessary to use the public highway for any storage, site accommodation or welfare facilities. During the construction programme it also won't be necessary to close off the public footways.

**Details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction.**

Due to the site location and scale of the development, there will be no requirement for bay suspension or temporary traffic management orders.



## Section 4 - Traffic Management for the Site

Details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Banksman and/or Traffic Marshall arrangements.

### Access arrangements for Vehicles

In all cases, access/egress for delivery and removal of materials will be planned, scheduled and coordinated by our logistics manager, and all vehicle movement both on and around the site will be controlled by competent and certified banksmen. This should not affect pedestrian and cyclist safety, we do not envisage that it will be necessary to close off the public footpath permanently.

We propose that at such times that a delivery is present, qualified banksmen will stand on the walkway and re-route pedestrians to the opposite side of the road, aiding with traffic management also. Temporary signage will be erected either side of the delivery vehicle, and the materials can be off-loaded by hand.

In the same instance, banksmen will be present and qualified traffic marshall for all road traffic movements.

### Banksman/Road Marshall – a Key Role:

- A strict delivery procedure will be implemented to ensure that Bayham Place is not overrun with site and delivery vehicles. Our banksmen will ensure that traffic flow on connecting roads is maintained at all times.
- The Road Marshall will act as banksman when vehicles arrive to the site (in forward gear and should the need arise in reversing).
- All sub contractors and suppliers will be required to give 48 hours notice of deliveries. The movement of materials will also be controlled by our Road Marshall. He will be responsible for the coordination and control of all aspects of material deliveries and movement

Guilford will install all safety signs on hoarding and on foot paths to show clear and safe access routes to site.

The access route to divert pedestrian to the footpaths/pavement will all be pre-agreed with Camden and meet the traffic act code of practice. We have taken into account the existing drop-down curbs to allow access for wheelchair users, individuals with walking impairment, young children, prams, blind and partially sighted people.

**Proposed access and egress routes to and from the site**

See diagram above showing vehicle routes. Site delivery times are restricted and frequency of deliveries will be minimal due to the small scale of the development.

Guilford has reviewed weight restrictions on our traffic route and do not foresee any issues with deliveries to and from site. I.e. low bridges etc.

**Managing access and egress arrangements for construction vehicles.**

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

In general the hours in which vehicles could arrive and depart will coincide with site hours which are 8.00am to 6.00pm during working weekdays. However delivery vehicle times would be restricted to avoid peak hour times and deliveries would be advised between 10am – 3pm from site during weekdays and between 10am-1pm on Saturdays.

All in accordance with Camden's Guide for Contractors Working In Camden.

Vehicles should only arrive and leave the site from approved points and along haulage routes.

On a weekly basis the Logistics Manager will evaluate details of the daily profile of deliveries proposed for the upcoming week.

Hauliers will be required to contact the site on a daily basis and indicate their delivery schedule for the following day. The proposed deliveries will be checked against the weekly delivery schedule. This will be overseen by the Logistics Manager to ensure deliveries are controlled and vehicles are not waiting on local roads, thereby ensuring that there is always space at the site to accommodate the necessary plant and deliveries.

Sufficient time will be given between deliveries to allow for any delays as a result of the delivery vehicle getting stuck in traffic or the loading/unloading taking longer than expected and to avoid any vehicles waiting on the surrounding highway network.

Use of the agreed vehicle routes shall be included as a contractual requirement of the Sub Contractors and will be communicated to all individuals associated with the works. It is envisioned that this information will be communicated in the form of a leaflet or email and will include information with regard to times of operation, delivery routes, the call up procedure and delivery slot information. Visitors to site will be made aware of local transport trains, buses and the main route if driving. We will endeavour to stress that they use public transport to prevent any added traffic to the local area.

These will be agreed with the local authority's Highway Department prior to works commencing.

## Section 5 – Environmental Issues

This section takes note of relevant sections of **Camden's Minimum Standards for Building Construction (CMRBC)**.

### **Details of the times of noisy operations and how the construction works are to be carried out.**

We understand the limitations of noisy works within a residential environment and ensure all sub-contractors are aware of the site restrictions on noisy work as detailed within subcontract orders and the site rules.

Noisy work will be covered under our permit to work system which will identify the activity, its location, the duration and any applicable control measures necessary to mitigate its effect.

Guilford is sensitive to the requirements of working alongside existing occupied premises. We recognise the importance of working closely with the Client's management team to ensure that they are informed in advance of any noisy or disruptive activities that we may be undertaking and to allow time for the agreement of any reasonable mitigation measures that may be required.

In general construction activities would coincide with site opening hours which are 8.00am to 6.00pm during working weekdays, 8am-1pm on Saturdays and the site will closed on Sundays and Bank holidays.

However we will restrict noisy activities within our operations to the following times:

- In two time-slots for breaking out concrete – 10.00 to 12.00 and 14.00 to 16.00
- Cutting and high noise level will follow the same timing.

In addition delivery vehicle times would be restricted to avoid peak hour times and deliveries would be advised between 10am – 3pm from site during weekdays and between 10am-1pm on Saturdays. All in accordance with Camden's Guide for Contractors Working In Camden.

### **Noise survey**

No noise survey was carried out to date and if a survey is required a copy of the survey will be supplied to Camden.

### **Predictions for noise and vibration levels throughout the proposed works.**



Due to the moderate scale of the development, the noise levels that could be generated would not be considered to be significant.

However within the first phase; termed as the Enabling works; the noise and any vibrations could be at a peak for a small scale development. Guilford will respect any reasonable request to reduce the duration of noisy activities further if required.

Contractors will be required to have all plant and tools fitted with either silencers or dampers so far as is practical and working methods will be regularly reviewed to ensure that nuisance to adjacent properties and residents is mitigated wherever practical.

Should noise levels reach 80dB (A) operatives will be informed of the risks to their hearing and supplied (if requested) with either appropriately attenuated ear defenders or earplugs.

Should noise levels reach 85dB (A) or above operatives will be informed of the risks to their hearing and supplied with appropriately attenuated ear defenders or earplugs and instructed to wear them during noisy operations. The contractors are to ensure compliance by carrying out regular active monitoring.

Our Health and Safety advisor will undertake noise surveys during their regular site inspections. However, operatives will be informed that as a general rule, if they need to raise their voice when standing 2 metres away from a noise source, it is too loud and hearing protection must be worn. It is a standard policy of Guilford to ensure that the noise and vibration produced by work equipment is considered together with the price when new purchases are made with a view to lowering the risk when equipment is used.

Contractors are encouraged to purchase equipment that is advanced in technology and equipped with vibration absorbing features.

To ensure that operatives are aware of the effects of hand arm vibration they will be provided with adequate information on the hazard and controls and given information in order to reduce the risk. Should it be deemed necessary, contractors are to undertake noise and hand arm vibration monitoring and, dependant on the results, further control measures will be required.

Below are some examples of maximum usage for tools in order to prevent injury and ill health.

Tool	Hand Vibration (m/s <sup>2</sup> )	Maximum usage period in 8hrs (Minutes)
2- stroke breaker	10	38
Electric breaker (7kg)	9	46
Rotary/hammer drill (4kg)	10	38
Rotary/hammer drill (9kg)	14	19
Rotary drill	2.5	480
7/9" Grinder	5.5	124
Circular saw 6" – 9"	2.5	480
Wall chaser (twin) blade)	4	235

**Details describing mitigation measures that could 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.**

Where the potential for noise exists, 'Best Practicable Means' will be used to reduce the noise to achieve compliance consistent with the recommendations of BS5228 and may include:

- Careful selection of plant items, construction methods, programming, implementing a 'noise and vibration protocol', which outlines monitoring frequency and action levels etc.
- Design and use of site hoarding and screens/noise barriers to provide acoustic screening at the earliest convenience;
- Choice of routes and programming for the transport of construction materials

Guilford will action and establish communication, environmental site aspects and emergencies controls.

We will hold environmental tool box talks, produce an environmental plan and review our subcontractors impacts and produce full assessments of each activity which involve noise levels which are above normal. We will also ensure that the demolition works will only be carried out within normal working hours.

Our health and safety advisor will carry out noise level checks throughout the demolition to maintain the correct noise levels. Most of the demolition will be done within the building with windows and roofs left on. This will lower the impact of noise. Guilford will carry out a full pre-qualification check on all sub-contractors along with statements on their environmental policies to ensure compliance on maintaining noise levels and mitigation measures are met.

**Evidence that staff have been trained on BS 5228:2009**

Guilford will ensure that the demolition sub-contractor meets all statutory requirements, and is fully competent to carry out these types of work. The correct training will be in place to cover all aspects expected of this standard.

**Details on how dust nuisance arising from dusty activities, on site, will be prevented.**

The principle construction activities that will generate dust are typically demolition, excavation, foundations and external works.

The materials disturbed by excavation activities are inert materials (principally crushed concrete and clay/gravel fill) and therefore the dust generated during their removal and transportation does not represent a hazard to either people or the environment. We will also add shielding to cutting Equipment When activities are being carried out that risk generating large volumes of airborne dust, Guilford will employ dust suppression measures. This will normally take the form of damping down and dust screens. Good site management will be strictly enforced to ensure work areas are kept clean and tidy at all times to prevent the migration of dust throughout the site.

We will erect a full site boundary, keeping away from sensitive receptors, and there will be a fully trained Manager on site throughout the construction period. We will be using water as dust suppressant where applicable and muck-away trucks will be covered to prevent wind effects on contents.

The following principal measures will be employed:

- Appropriate handling of equipment and plant
- Damping down surfaces during dry weather
- The use of dust screens

**Control of dirt and dust that may be spread onto the public highway will be prevented and/or cleaned**

Mud and debris on the road is one of the main environmental nuisance and safety problems. In the event that dirt is spread on to the highway from traffic movement related to site activity, a road-sweep will be employed to clean all possible debris produced. We will insist on all muck away lorry's be fully sheeted to minimise the risk of any mud over-spilling onto the highway.

Steps to be taken:

- Hose and pressure washer at the entrance to prevent any dirt/dust leaving from the site.
- Employ a road sweeper on a day-to-day basis, as required to maintain a clean road surface. The main time where the roads will need to be cleaned within the project will be when ground works commence i.e. removal of soil /clay etc. We will monitor this carefully. However this may not be the case for this project.



**Details describing arrangements for monitoring of noise, vibration and dust levels.**

While noisy level of activity's are in operation we will monitor noise level to make sure the levels are within specified limits. Noisy work will be covered under our permit-to-work system which will identify the activity, its location and duration, and any applicable control measures necessary to mitigate its affect.

Sub-contractors are encouraged to purchase equipment that is advanced in technology and equipped with vibration absorbing features.

To ensure that operatives are aware of the effects of hand arm vibration they will be provided with adequate information on the hazard and controls, and given information in order to reduce the risk.

We will also be looking at Method Statements/ Risk assessments to ensure that they are reviewing all aspect of the tools be used to complete each section of the of the works requirement.

**Risk Assessment**

An Air Quality Assessment has been undertaken and has focussed on the impact of construction dust and emissions. This assessment has been prepared taking into account all relevant local and national guidance and regulations.

The risk levels of Dust Soiling and PM10 effects have both been assessed and identified.

**All relevant mitigation measures from the SPG will be delivered onsite**

The mitigation measures, emanating from the risk assessment, will be delivered on site via communication, a dust management plan, site management, waste management and monitoring and measures specific to earthworks, construction and track-out.

**The site is a High Risk Site?**

This is not a high risk site

**Rodents prevention and spreading out from the site**

The buildings have recently become vacant therefore no site inspections have been carried out to date. A specialist contractor will be appointed to carry out a site inspection and remove rodents if they are found on site prevent them from moving to other properties around the area. Other initiatives we will implement are as follows:

- No waste on site
- No eating or drinking on site other than canteen area
- Capping of drains
- Traps installed

## Section 6 – Monitoring, Compliance, Reporting and Consultation about Traffic and Activities related to the Site

We have taken note of [Tfl best practice guidance](#) and [\(CMRBC\)](#) sections: [noise operations](#), [abatement techniques](#), [noise levels](#), [vibration levels](#), [dust levels](#), [rodent control](#), [community liaison](#), etc.

**Details describing how traffic associated with the development will be managed in order to reduce/minimise traffic congestion.**

Please refer to site plan and traffic management above. We also outline a loading area and note traffic flow, pedestrians, cyclists.

A routed plan to and from site for construction for delivery vehicles are provided above. For personnel: public transport via underground is within 200m from site.

We will have controlled deliveries to prevent the congestion of construction traffic to and from the site. A schedule will be produced allowing time slots for sub-contractors and day-to-day deliveries due to the space available on site.

We will also employ a logistics manager to oversee all deliveries schedules, they will work closely with sub-contractors and day-to-day delivery personnel to ensure deliveries are keeping to the pre-agreed schedule.

**Details of any other measures designed to reduce the impact of associated traffic**

Due to the nature of this project, and the construction phasing schedule, we will not require off-site material storage areas.

Guilford has programmed the project to run in conjunction with the deliveries and installation schedules. The site will not allow for over-loading with materials. Scheduling of deliveries is the most reasonable way in which to prevent any logistical issues and prevent congestion.

- Q41. Please provide details of consultation on a draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors. Details should include who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. In response to the comments received, the CMP should then be amended where appropriate and where not appropriate a reason should be given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying it out.**



**Details of consultation on a draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.**

Local stake holders have been issued with letters proving a website whereby they are able to leave comments on the Draft Construction Management Plan. Once the consultation period has expired we will collate all comments and demonstrate that we have amended the CMP where appropriate.

**Details of community liaison proposals**

Guilford will provide a detailed newsletter 7 days prior to construction commencement on site. We will also provide a newsletter every 8 weeks after the first newsletter has been produced. We will also attend meetings with the residents and business associations, as appropriate.

**Details of any schemes such as the 'Considerate Constructors Scheme', the 'Freight Operators Recognition Scheme' or 'TfLs Standard for construction logistics and cyclist safety – CLOCS scheme' that the project will be signed up to**

Guilford will be registering the project with Considerate Construction Scheme, CLOCS, and Guide for contractors working in Camden.

**Complaints often arise from the conduct of builders in an area**

Guilford will provide a smoking area away from the main gate to ensure limited health risks to local residents.

Interaction can take place with non-construction personnel. Site personnel will not be permitted to loiter outside the main gate.

Within Guilford's Health and safety plan we state 'No personnel shall indulge in fighting, horseplay, tomfoolery or practical jokes including wolf whistling etc.'

We will work on a red card system, therefore any personal found to be acting within a manner we deem unacceptable, will be removed from site and consequently barred from working on any Guilford site within the UK.

**Plan of existing or anticipated construction sites in the local area**

Guilford has reviewed the area in conjunction with our traffic management plan. We have not identified any construction sites within our vicinity; therefore we do not anticipate having any impact on construction sites within a 1 mile radius of the Bayham Place site.

**OPERATIONS:**

- **Quality operation:** accreditation via an approved fleet management audit scheme e.g. [Fleet Operator Recognition Scheme \(FORS\)](#) or equivalent.
- **Collision reporting and analysis:** of any collision involving injury to persons, vehicles or property, ideally including use of the [CLOCS](#) Manager collision reporting tool.
- **Traffic routing:** any route specified by the client is adhered to unless otherwise specified.

**i. [VEHICLES:](#)**

- **Warning signage:** warning cyclists of the dangers of passing the vehicle on the inside
- **Side under-run protection:** fitted to all vehicles over 3.5 tonnes which are currently exempt
- **Blind spot minimisation:** front, side and rear blind-spots completely eliminated or minimised as far as is practical and possible
- **Vehicle manoeuvring warnings:** enhanced audible means to warn other road users of a vehicle's left hand turn or other manoeuvres

**ii. [DRIVERS:](#)**

- **Training and development:** approved progressive training and continued progressive training especially around vulnerable road users (including for drivers excluded from Certificate of Professional Competence requirements)
- **Driver licensing:** regular checks and monitoring of driver endorsements and that drivers hold the correct licence for the correct vehicle

**STANDARD FOR CONSTRUCTION CLIENTS**

- **Construction logistics/management plan:** is in place and fully complied with – as per this document.
- **Suitability of site for vehicles fitted with safety equipment:** that the site is suitably prepared for vehicles fitted with safety equipment to drive across.
- **Site access and egress:** should be carefully managed, signposted, understood and be clear of obstacles.
- **Vehicle loading and unloading:** vehicles should be loaded and unloaded on-site as far as is practicable.
- **Traffic routing:** should be carefully considered, risk assessed and communicated to all contractors and drivers.
- **Control of site traffic, particularly at peak hours:** other options should be considered to plan and control traffic, to reduce traffic at peak hours.
- **Supply chain compliance:** contractors and sub-contractors throughout the supply chain should comply with requirements 3.1.1 to 3.3.2.

**Details to confirm that all contractors and sub-contractors operating large vehicles over 3.5 tonnes will meet all of the following conditions**

Guilford has reviewed and confirm that all of the aforementioned conditions will be met prior to start on site or will be ongoing throughout the project.



The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed with 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 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: .....

**Submit:** [planningobligations@camden.gov.uk](mailto:planningobligations@camden.gov.uk)