

**Wates House
22 Gordon Street
London
WC1H 0QB**



Principal
Contractor:

Gilbert-Ash Limited

Principal Contract
Reference:

John Davis

Approved By:

Status:

First Issue

Section 1 – Site Contacts

Q1. Please provide the full postal address of the site and the planning reference relating to the Construction works.

Site Address: **Wates House 22 Gordon Street wc1h 0qb**

Planning application reference:

Type of CMP – **Condition discharge / Section 106 planning obligation**

Q2. Please provide contact details for the person responsible for submitting the CMP

Name: **Tom Simons**

Address:

Tel: **0207303 3053**

Email: **tsimons@deloitte.co.uk**

Q3. Please provide the registered contact address details for the main contractor responsible for undertaking the works.

Name: **John Davies**

Address: **Gilbert- Ash, 47 Boucher Road, Belfast BT12 6HR**

Tel: **07968904736**

Email: **davis@gilber-ash.co.uk**

Q4. Please provide full contact details of the site and project manager responsible for day-to-day management of the works.

Name: **Aaron Coffey**

Address: **Gilbert- Ash, 47 Boucher Road, Belfast BT12 6HR**

Tel: 07736270895

Email: aaron.coffey@gilbert-ash.co.uk

Q5. Please provide full contact details of the person responsible for dealing with any complaint from local residents and businesses, etc. In the case of [Community Investment Programme \(CIP\)](#), please provide contact details of the responsible Camden officer.

Name: Aaron Coffey

Address: Gilbert- Ash, 47 Boucher Road, Belfast BT12 6HR

Tel: 07736270895

Email: aaron.coffey@gilbert-ash.co.uk

Q6. Please provide full contact details of the person responsible for community liaison if different to above.

Name: Ciaran Leahy

Address: Gilbert- Ash, 47 Boucher Road, Belfast BT12 6HR

Tel: +44 (0)7973 371085

Email: leahy@gilbert-ash.co.uk

Q7. 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: John Davies

Address: Gilbert- Ash, 47 Boucher Road, Belfast BT12 6HR

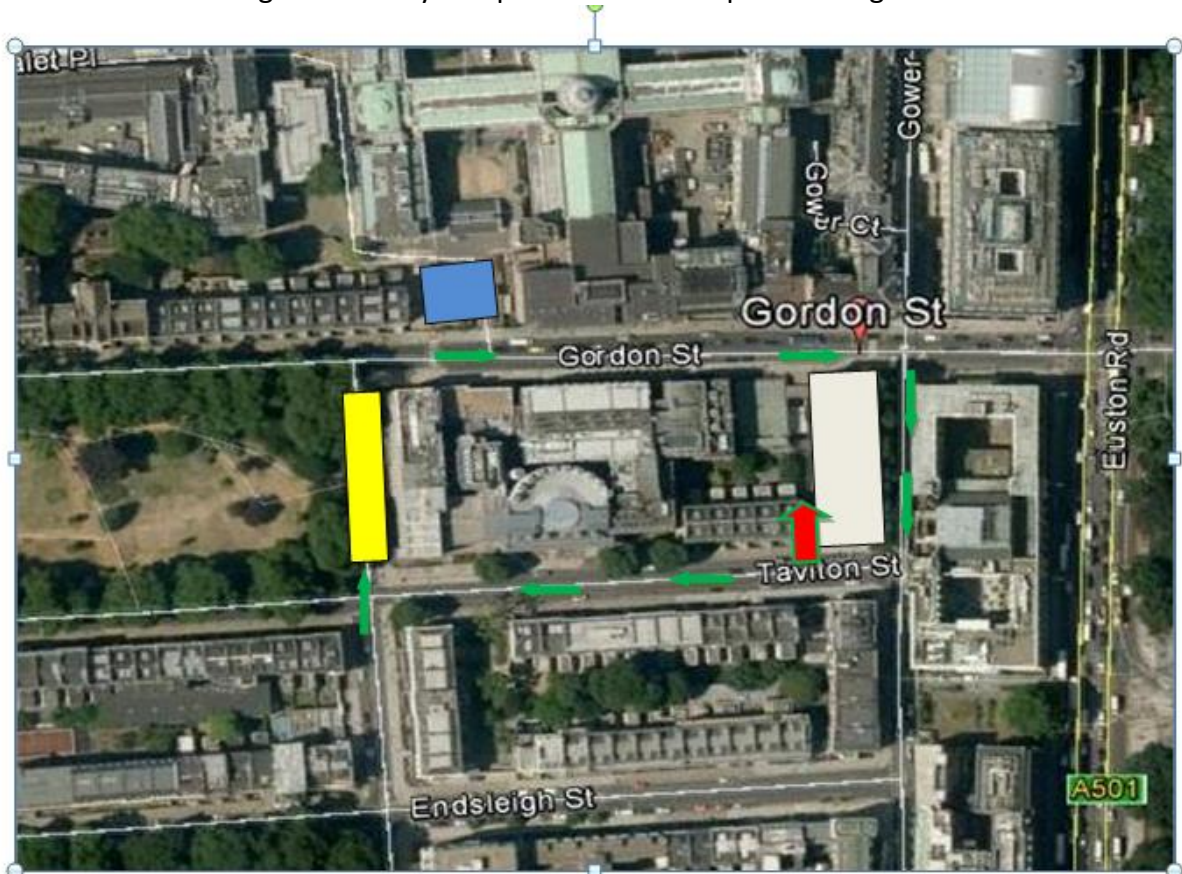
Tel: 07968904736


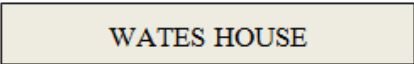


Email: davis@gilber-ash.co.uk

Section 2 – About the Site

Q8. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

Wates House is an existing 5 storey building constructed between 1970 & 1975 and is located at the junction off Gordon Street and Endsleigh Gardens.
 The site is owned by UCL and forms part of the campus re-generation.
 The surrounding area mostly comprises of UCL campus buildings.



Directional Signage 	All drivers to proceed with caution and comply with Speed Limits.
	G-A Construction Site
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	Site Traffic Access & Egress

Q9. 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).

The works include the enlargement and external alterations, including erection of new 6 storey plus roof plant and alterations at 6th storey level, expansion of building footprint, including a 6 storey side extension to the south, following substantial demolition of the building, in association with its complete refurbishment to provide university accommodation for The Bartlett School of Architecture for UCL.

- Demolitions
- Structural alterations including installation of structural steel works and alterations to concrete floors
- Installation of feature staircase
- Lift installations
- Facade works including curtain walling, glazing and roofing
- M&E services installations
- Internal fit-out

Main issues and challenges include-

- Noise
- Dust
- Logistical access and egress

Q10. 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.).

Main disruption will be for the UCL campus

Q11. 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 and proposed site access locations.

Please find attached Appendix A with plans located directly within the logistics information packs.

Q12. 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 useful).

Please find attached Appendix F containing the Construction Programme.

In Summary, the Contract Period is 84 weeks, commencing on 26th January and completing on 26th August 2016

Q13. Please confirm the standard working hours for this 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**

Working Hours on the Project

Working hours are 08.00 to 19.00 hours Monday to Friday and 08.00 to 13.00 on Saturday.

Noisy works are restricted to these hours. Noisy operations will be monitored to avoid unnecessary disturbance at all times

Q14. 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.

The building services will be served from UCL existing infrastructure however part of the works will involve a new substation within the building demise installed by UKNP.

This work is currently being coordinated by UCL and key dates are indicated on the appended programme.

Q15. Please confirm when an asbestos survey was carried out at the site and include the key findings.

An enabling contract was undertaken by UCL and during this period the building was stripped back to shell and core with all asbestos removed.

An H&S file has been provided to Gilbert-Ash on December 2015 detailing the documentation for the asbestos removed and air clearance certificates.

Section 3 – Transportation Issues Associated with the Site

- Q16. Please provide a brief description of the proposed working hours within which vehicles will service the site during the construction period (Refer to the [Guide for Contractors Working in Camden](#)). Construction vehicle movements are generally acceptable between 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 between 9.30am and 3pm on weekdays during term time. Construction vehicles must be managed and prevented from causing obstructions to the highway.**

All deliveries to the site will be made via the UCL Logistics Zone (LZ) in Gordon Square (document included in appendix A) and will be held until the site is ready to receive through Gordon Street entrance. Deliveries to the site from the LZ will be made between 0930 and 1600 on Monday to Friday and between 0800 and 1300 on Saturday.

In addition, there will be a requirement to take deliveries or access the site outside these hours. This will be required for the delivery of the piling rig and delivery and erection of the tower crane. For these operations a separate management plan will be developed and agreed with LBC prior to commencement.

An appointed person will be tasked with ensuring all reasonable measures are being taken to avoid traffic congestion occurring as a direct result of our site deliveries and/or demolition works being undertaken. A traffic marshal will also be appointed who will be tasked with controlling delivery vehicles arriving on site and to provide direction to both pedestrian and vehicular traffic as necessary whilst ensuring the safety of the general public is maintained at all times.

Such management arrangements will be closely monitored and subject to review and/or amendments where improvements to our procedures are considered appropriate.

- Q17. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures. You will need to consider whether the roads on the route(s) to and from the site are suitable for the size of vehicles to be used. Please provide details of other known developments in the local area or on the route.**

Various sized vehicles will visit site for deliveries and collections:

Small light-waste vehicles (3.5-ton tippers) for strip out works
Heavy skip wagons (20-ton Ro-Ro) for strip out works, rubbish and removal of demolition arisings
Heavy rigid flat-bed (10 to 20-ton) i.e. plant/material deliveries, scaffold and salvage collection

The type and frequency of the vehicles arriving at site will vary as work progresses.

For all vehicles over 3.5 tonnes must meet all of the following conditions:-

Operators must be a member of TfL's Fleet Operator Recognition Scheme (www.tfl.gov.uk/fors) or similar at the Bronze level.

All drivers must have undertaken cycle awareness training such as the Safe Urban Driver module through FORS or similar.

All vehicles associated with the construction of the Development must:

- Have Side Guards fitted, unless it can be demonstrated to the reasonable satisfaction of the Employer, that the Lorry will not perform the function, for which it was built, if Side Guards are fitted.
- Have a close proximity warning system fitted comprising of a front mounted, rear facing CCTV camera (or Fresnel Lens where this provides reliable alternative), a Close Proximity Sensor, an in-cab warning device (visual or audible) and an external warning device to make the road user in close proximity aware of the driver's planned manoeuvre.
- Have a Class VI Mirror.
- Bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.

UCL operate a Logistics Zone. The UCL Logistics Partner will establish and implement a Delivery Management System (DMS) to book all deliveries into the off-site consolidation centre and to call-off deliveries from the consolidation centre to site. Direct to site loads will also be booked in using the DMS. Refer to Wilson James logistics arrangements located in Appendix A.

Q18. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.)

Temporary structures include-

- Hoarding- License received
- Scaffold- All behind hoarding line
- Tower Crane

Please see appended plan detailing hoarding and crane contained within appendix E.

Q19. Please provide details of hoarding requirements or any other occupation of the public highway.

Please see appended plan (appendix E) and hoarding license agreement (appendix H)

Q20. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses). 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. You must submit a detailed (to-scale) plan showing the impact on the public highway including; the extent of hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. 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. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

Please see appended plan (appendix E) and hoarding license agreement (appendix H)

Q21. Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction. If construction vehicles cannot access the site, details are required on where they will wait to load/unload.

For daily operation Gilbert-Ash does not require any parking bay suspensions or temporary traffic management.

If required Gilbert-Ash will apply accordingly for approval via Camden.

Section 4 - Traffic Management for the Site

- Q22.** Please provide 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. You should supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted). Vulnerable footway users include wheelchair users, the elderly, people with walking difficulties, young children, people with prams, blind and partially sighted people, etc. A secure hoarding will generally be required to the site boundary with a lockable access. 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. Lighting and signage should be used on temporary structures/ skips/ hoardings, etc. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

Pedestrians and cyclists will have right of way along the public footpaths / highways within the immediate vicinity of the site.

The site entrance gates will be controlled to avoid any obstruction to the public footpath and kept shut when not in use to prevent any unauthorised persons entering the site.

All vehicles either accessing or egressing the site will be supervised by a banksman or traffic marshal to ensure full consideration and safety of pedestrians and cyclists within the immediate vicinity of the site are maintained.

No pedestrian or cyclist diversion arrangements are deemed necessary for this project.

Details of the Site Manager will be displayed on the site hoarding to enable any member of the public to make contact should an incident occur. Such incidents and/or complaints will be acted upon promptly, depending on the nature of the incident, with a review of our working procedures and traffic plan made if deemed necessary.

- Q23.** Please detail the proposed access and egress routes to and from the site, showing details of links to the [Transport for London Road Network \(TLRN\)](#). Such routes should be indicated on a drawing or diagram showing the public highway network in the vicinity of the site. Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. Consideration should be given to any major trip generators (e.g. schools, offices, public buildings, museums, etc.) on the route, and how any problems can be avoided or mitigated.

Please Refer to Appendix A documentation.

- Q24. Please describe how the access and egress arrangements for construction vehicles will be managed. Confirm how 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.**

Please Refer to Wilson James logistics arrangements located within Appendix A. Upon Gilbert-Ash appointment of supply chain working on the project, this document is explained in detail during pre-start meetings.

Ahead of any deliveries/collections from the project online booking must be undertaken.

- Q25. 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.**





As detailed in the Wilson James logistics arrangements located within Appendix A, all deliveries/collections will be booked in online.

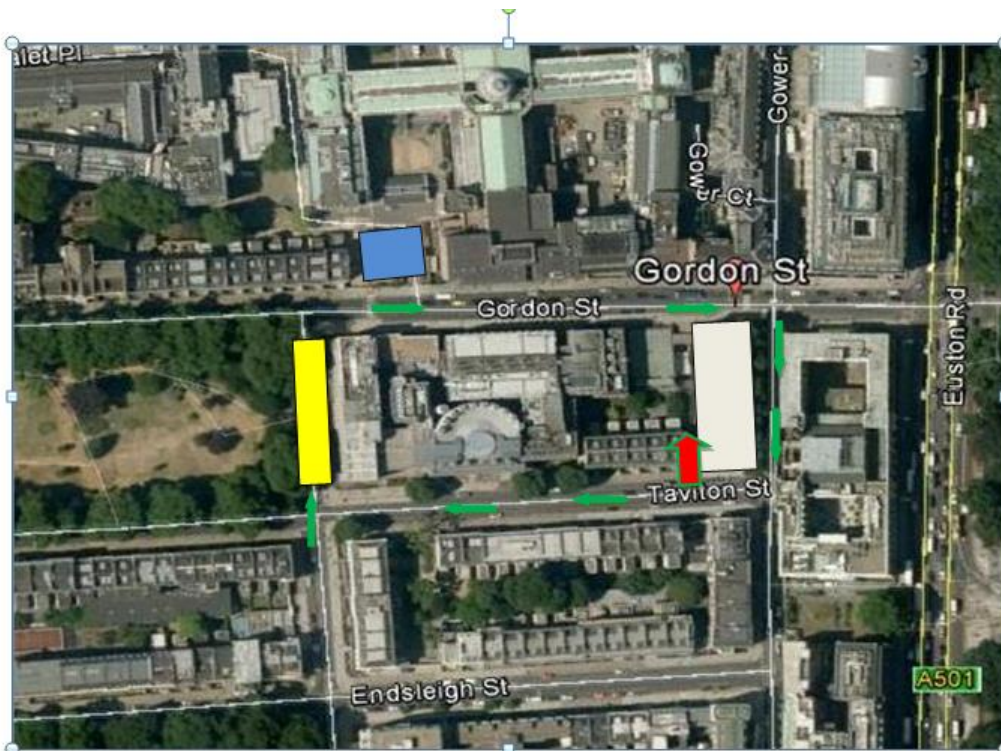
Once the deliveries/collections are booked in a specific number is provided to the driver.

The driver makes their way to the delivery holding area operated by UCL located on Gordon Square whereby the delivery is held. (highlighted in yellow)

For the delivery to be released to enter the site of Traviton Street Traffic Marshalls review the route and then the delivery is escorted to the site.

Within the site entrance behind the hoarding Gilbert-Ash have a controlled loading bay.

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	Site Traffic Access & Egress



Q26. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

Please refer to the Logistics Plan included at Appendix A.

Section 5 – Environmental Issues

To answer these sections please refer to the relevant sections of **Camden's Minimum Standards for Building Construction** ([CMRBC](#)).

Q27. Please provide details of the times of [noisy operations](#), outlining how the construction works are to be carried out.

There are no noise restrictions imposed upon site works other than those detailed below:

Noise will not be permitted on site outside the hours of 0800 and 1800hrs, Monday to Friday and 0800 and 1300hrs on Saturday.

Q28. 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.

Please find report from 22nd May 2014 located within Appendix G.

Noise surveys will be carried during the works. Noise monitoring will be undertaken using a combination of semi-permanent (continuous) and attended monitoring methods. The locations of the semi-permanent (continuous) and attended monitoring and the frequency of the sampling have previously been agreed with London Borough of Camden in writing.

Q29. Please provide predictions for [noise](#) and vibration levels throughout the proposed works.

The predicted noise levels and are not expected to exceed 73 decibels (dBA) at the closet sensitive facade.

Q30. 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.

The quietest and newest vehicles/plant machinery shall be used at all times.

All vehicles and mechanical plant used for the purpose of the works will be fitted with effective exhaust silencers, will be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions.

The Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise (including vibration) to a minimum, with reference to the general principles contained in British Standard BS5228: 2009 'Noise and Vibration Control on Construction and Open Sites'.

All noisy plant and machinery will be shut down during periods of non-use and will be fitted with noise bafflers where possible.

Noise screens will be erected around works carried out in close proximity to areas of increased public use where practicable. Any mobile screens will have sufficient mass so as to be able to resist the passage of sound across the barrier and to be free of significant holes or gaps between or under any acoustic panels or board materials as far as reasonably practical.

Alternative types of equipment that create less noise will be considered where possible e.g. using cutting torch instead of electric grinder.

Gilbert-Ash will provide suitable ear protection for operatives undertaking noisy works. Suitable noise barriers will be used at the working face where possible.

Gilbert-Ash will also provide general ear protection in the form of free issue disposable ear plugs for all site staff.

If noise levels exceed 3dB(A) of the predicted level, or there is a complaint, the works causing the elevated noise levels will cease and an investigation carried out to determine the causes and remedial measures.

Gilbert-Ash has carried out a prediction of vibration levels. The predicted vibration levels and are not expected to exceed 1mms-1 PPV.

Vibration surveys will be carried out during the works.

Measured vibration levels during the project will be compared to the criteria in BS5228 2009: 1mms-1 PPV residential and 2mms-1 commercial.

Similarly if vibration levels are exceeded, or there is a complaint, the works causing the elevated vibration levels will cease and an investigation carried out to determine the causes and remedial measures.

Q31. Please provide evidence that staff have been trained on BS 5228:2009

Gilbert- Ash are trained to carry out monitoring to best practice guidelines in line with BS 5228-2:2009.

Training to staff is delivered internally via our Integrated Management System which is Audited to I SO 9001 and 14001.

Gilbert-Ash are committed to training staff who are perceived at risk to vibration in line with Regulation 8 of the Control of Vibration at Work Regulations 2005 (2), which Requires employers to provide information and training where the risk assessment indicates a potential risk to health employees as a result of exposure to either hand-arm vibration or whole body vibration.

This training includes-

1. Gilbert-Ash organisational and technical measures to comply with the regulations;
2. the exposure limit values and action values set out in the regulations;
3. the significant findings of any risk assessments undertaken as deemed necessary;
4. why and how to detect and report any signs of injury;
5. entitlement to appropriate health surveillance under the Regulations;
6. safe working practices to minimise exposure to vibration.

Gilbert-Ash employ appropriate techniques to keep site vibration to a minimum and effectively supervise competent persons to ensure best working practices are followed.

Q32. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented.

The dusty operations will be:

- Demolish roof finishes, plant & lift motor rooms;
- Demolish external brickwork / blockwork cladding and aluminium windows;
- Break out 3 No. single storey annexes along north elevation;
- Break out rc canopy;
- Break out raised walkways, landing and stairs.

A monarflexed scaffold will be erected to all external elevations to contain dust and light debris within the site during the demolition of the roof finishes, plant & lift motor rooms, external brickwork / blockwork cladding and aluminium windows.

The monarflex attached to the scaffold will be heavy-duty, the purpose of which is to provide the necessary protection to the general public and neighbouring properties.

Dust will be controlled at the workface using a fine water spray. The materials will be damped down before deposited into a debris chute to a drop zone inside the building at ground level.

The materials at the internal drop zone will be damped down again prior to loading into a skip inside the site entrance.

The demolition of the 3 No. single storey annexes along north elevation, rc canopy and raised walkways, landing and stairs dust will be carried out within the hoarded site. Dust will be controlled at the workface using a fine water spray. The materials will be transferred

Wherever possible, work that creates dust will be avoided during periods of high-wind. Stockpiles of rubble will dampened down. Dust screens will be provided in pract near public areas.

When working in a dusty environment all operatives must wear suitable dust-masks (minimum FFP3), protective eyewear and gloves.

When loading away or moving materials using mechanical means, the material will be well soaked with water in advance of the operation. This will allow the water to soak through the material thoroughly. A fine spray of water will also be applied during the loading process.

Throughout the works, all areas including vehicular routes will be swept clear wherever possible to limit the sources of dust.

Dust levels outside the site will be regularly monitored by Gilbert-Ash during the works.

If dust levels are significant, or there is a complaint, the works causing the elevated dust levels will cease and an investigation carried out to determine the causes and remedial measures.

Effective preventative maintenance will be employed on all aspects of the construction/demolition works including all plant, vehicles, buildings and the equipment concerned with the control of emissions to air.

Areas where there is a vehicular movement will have a consolidated surface which will be kept in good repair.

Where there is evidence of airborne dust from the building construction/demolition activities on site, the contractor will make an inspection and assessment, and where necessary undertake ambient monitoring with the aim of identifying those process operations giving rise to the dust. Once the source of the emission is known, corrective action will be taken without delay.

Important management techniques for effective control of emissions include; proper management, supervision and training for process operations; proper use of equipment; effective preventative maintenance on all plant and equipment concerned with the control of emissions to the air; and it is good practice to ensure that spares and consumables are available at short notice in order to rectify breakdowns rapidly. This is important with respect to arrestment plant and other necessary environmental controls. As such, an audited list of essential items will be on prepared and kept on site.

Q33. 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.

Please see Q 32 response.

Q34. Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels.

Noise surveys will be carried during the works. Noise monitoring will be undertaken using a combination of semi-permanent (continuous) and attended monitoring methods. The locations of the semi-permanent (continuous) and attended monitoring and the frequency of the sampling have previously been agreed with London Borough of Camden in writing.

Vibration surveys will be carried out during the works.

Measured vibration levels during the project will be compared to the criteria in BS5228 2009: 1mms-1 PPV residential and 2mms-1 commercial.

Q35. Please confirm that a [Risk Assessment](#) has been undertaken in line with the [GLA's Control of Dust and Emissions Supplementary Planning Guidance \(SPG\)](#), and the risk level that has been identified, with evidence.

Please see attached appendix I

Q36. Please confirm that all relevant mitigation measures from the [SPG](#) will be delivered onsite.

Gilbert-Ash confirms all relevant mitigation measure will be delivered onsite.

Q37. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the [SPG](#). Please confirm that these monitors 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.

Gilbert-Ash confirms the site is not high risk.

Q38. 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 copies of receipts (if work undertaken).

Gilbert-Ash will carry out a visual survey of the site to determine the presence of rodents.

If rodent droppings, dead rodents or evidence of nests / gnawing the building fabric a rodent control specialist will be employed to place rodenticide bait such as an indirect anticoagulant: Vitamin K1 (phytomenadione).

The bait will be placed in tamperproof boxes.

The boxes are not traps and it is unlikely that rodents will die inside them.

The bait boxes will be left untouched.

During subsequent visits by the rodent control specialist may place additional baits in response to activity, which will be removed once the infestation has been resolved.

The rodent control specialist will make recommendations for additional proofing and housekeeping.

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

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

Q39. Please provide details describing how traffic associated with the development will be managed in order to reduce/minimise traffic congestion. Deliveries should be given set times to arrive, dwell and depart. Delivery instructions should be sent to all suppliers and contractors. Trained site staff must assist when delivery vehicles are accessing the site, or parking on the public highway adjacent to the site. Banksmen must ensure the safe passage of pedestrians, cyclists and motor vehicular traffic in the street when vehicles are being loaded or unloaded. Vehicles should not wait or circulate on the public highway. An appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected.


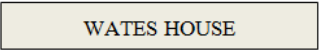


As detailed in the Wilson James logistics arrangements located within Appendix A, all deliveries/collections will be booked in online.

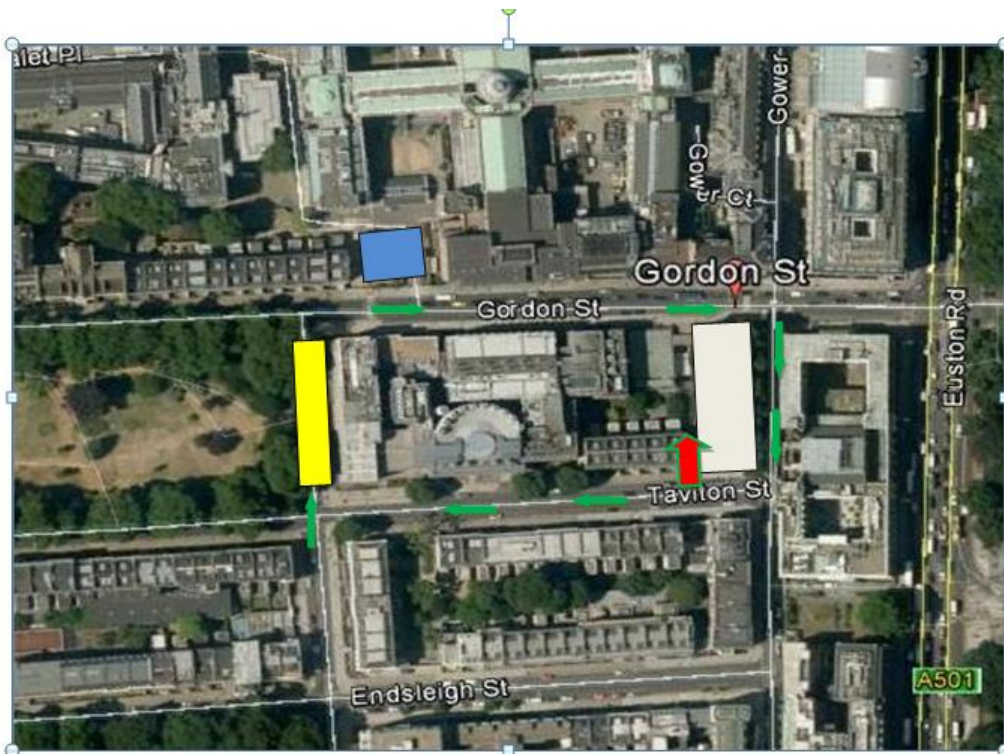
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	Site Traffic Access & Egress



Q40. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of [construction material consolidation centres](#)).

Please refer to the Wilson James logistics arrangements located within appendix A which details holding zones and consolidation centres.

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.

The area surrounding the site is characterised by education and institutional uses with UCL being the majority occupier. UCL have a campus-wide CMP in place which this site specific CMP is fully aligned with.

Extensive consultation has been carried out and is ongoing with students and staff at the university. Concerns over noise and vibration and how these might affect research activities have been raised by the Departments of Chemistry and Nanotechnology. These concerns have informed this CMP and are UCL are continuing to monitor them through regular one to one meetings. The installation of vibration and noise monitoring with amber and red warnings (derived from bench marking readings taken before works started) also directly addresses these concerns. There have been no other issues raised.

Meetings have also taken place with the Gordon Street neighbours, following the resolution to grant planning permission, most recently on:

- 18th September 2014;
- 2nd December 2014; and
- 3rd February 2015.

These meetings will continue to take place going forward.

In addition, pre-application consultation meetings took place with English Heritage (EH), the Bloomsbury Conservation Area Advisory Committee (CAAC) and the Commission for Architecture and the Built Environment Design Council (CABE). During these meetings, construction methods and timescales have been discussed.

Q42. Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works. Please confirm how the contact details of the person responsible for community liaison 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.

Gilbert-Ash has contacted the Kings Cross Construction Centre prior to works commencing. A poster for local employment has been located upon the site hoarding and job vacancies have been advertised locally within Camden borough.

Angela Clemo of UCL currently attends the Gordon Street construction meetings giving an update on the progress of works. Gilbert-Ash will attend the future meetings.

UCL have led on neighbours and stakeholders meetings advising them on programme – these include UCL Chemistry, Nanotec, Bloomsbury Theatre, UCLC, Drayton House.

Gilbert-Ash has registered the site with the Considerate Constructors Scheme prior to works commencing.

Gilbert-Ash has monthly letter drops issued to local residents which detail up and coming construction sequences and also has clearly displayed contact information located upon the hoarding to the site. Example documentation is located within appendix C.

Q43. Please provide 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. Note, the [CLOCS standard](#) should be adhered to and detailed in response to question 46. Such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the “[Guide for Contractors Working in Camden](#)” also referred to as “[Camden’s Considerate Contractors Manual](#)”.

As noted above, Gilbert-Ash has register the site with the Considerate Constructors Scheme prior to works commencing. All contractors will also be given the Guide for Contractors Working in Camden.

Q44. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of suitable smoking area, tackling bad language and unnecessary shouting.

Gilbert-Ash John Davis (07968 604736) as the point of contact who will inform neighbouring occupants / community of progress / forthcoming works (Letter drop / newsletter) and address any comments / complaints that may arise.

Gilbert Ash will keep residents and others informed about unavoidable disturbance such as from unavoidable noise, dust, or disruption of traffic. Clear information shall be given well in advance and in writing.

A Contact Board will be displayed prominently on the hoarding; this is to ensure that problems can be rectified quickly, and that residents and others can channel their questions and complaints to a member of staff who has the authority to take action.

The Contact Boards will include the following:

- (a) The title 'Considerate Contractor Contact Board'.
- (b) Name of the main contractor, address and person to whom correspondence should be addressed.
- (c) Name of the site manager. Mr Aaron Coffey
- (d) Month and year of completion of works. August 2016
- (e) Names and telephone numbers of staff who can take immediate action, so that contact can be made at any time.

Occupiers in the vicinity who may be affected by noise from these works will be notified of the nature of the works, a contact name, telephone number (including that to be used outside normal working hours), and address to which any enquiries should be directed. Such notification will take place, where possible within, 2 weeks but, in any event, at least a week prior to the works commencing.

Gilbert Ash will ensure that a staffed telephone enquiry line is maintained at all times when site works are in progress to deal with enquiries and complaints from the local community. The telephone number (and any changes to it) will be publicised widely in the local community affected by the works. It shall also be notified to the Noise and Licensing Enforcement Team on 0207 974 4444.

Should noise/vibration/dust complaints arise from the building construction/building works, these complaints will be recorded in a complaint's register and made available to the Local Authority, if requested. The complaint register will provide information on day, time, details of complaint, details of monitoring carried out and any additional mitigation works.

Should complaints be received concerning works/activities, then all works/activities being the cause of complaint will cease (Tasks in progress accepted due to structural integrity issues), until such time as further agreement to work is negotiated.

Gilbert Ash will meet residents face to face and explain the work and what will be involved, if required.

Q45. 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.

audible) and an external warning device to make the road user in close proximity aware of the driver's planned manoeuvre.

- Have a Class VI Mirror.
- Bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.

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

End of form