

Construction Management Plan

pro forma v2.1

200 Gray's Inn Road

2012/6889/P

DRAFT - 01

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Revisions & additional material

Please list all iterations here:

| Date | Version | Produced by |
|----------|------------|-------------|
| 04/04/15 | 01 - Draft | GTMS - AZ |

Additional sheets

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

| Date | Version | Produced by |
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Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

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 kind 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 [Transport for London's](#) (TfL's Standard for [Construction Logistics and Cyclist Safety \(CLOCS\)](#) scheme) and [Camden's Minimum Requirements for Building Construction \(CMRBC\)](#).

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 in relation to the construction of the development. 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 for 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](#)."

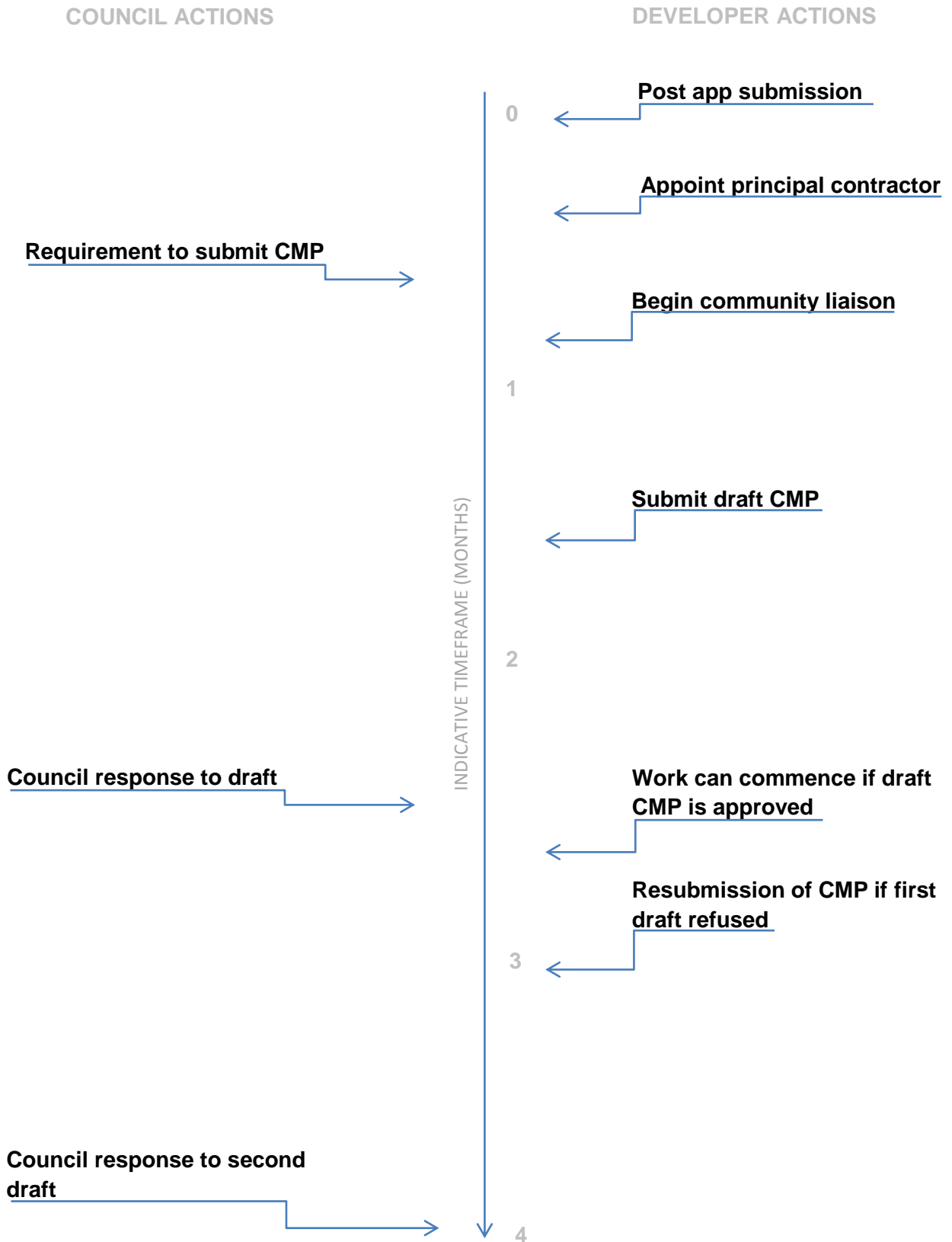
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP.**

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately **3 months from completion**.

(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction, etc.)

Revisions to this document may take place periodically.

Timeframe



Contact

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

Address: 200 Gray's Inn Road, London, WC1X 8XZ

Planning ref: 2012/6889/P

Type of CMP - Section 106 planning obligation

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

Name: Jon Kirkham

Address: Gardiner and Theobald LLP, 10 South Crescent London, WC1E 4BD

Email: J.Kirkham@Gardiner.com

Phone: 020 7209 3000

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: As above

Address:

Email:

Phone:

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3. In the case of [Community Investment Programme \(CIP\)](#), please provide contact details of the Camden officer responsible.

Name: To be confirmed. We expect to appoint the Primary Contractor by the end of May 2016.

Address:

Email:

Phone:

5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: To be confirmed.

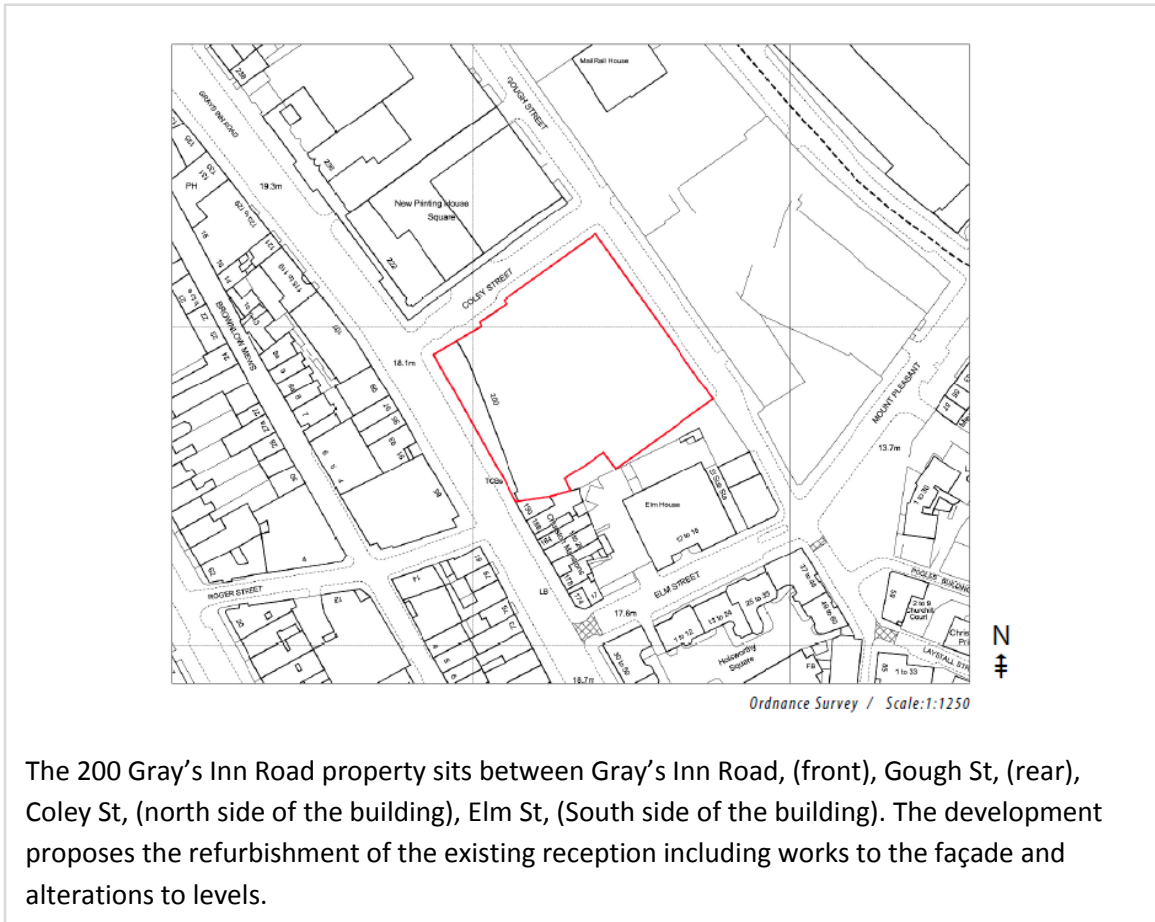
Address:

Email:

Phone:

Site

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



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 project involves the strip out and refurbishment of part of the ground floor and first floor at 200 Gray's Inn Road, (approximately 15,000 square ft.), including the installation of a new glazed front façade and general finishing works to the building entrance as well as the removal of the existing planter at the front of the building and the removal of a section of stone flooring to bring the entrance down level with the pavement.

The main issues have been identified to be:

- Management of site traffic and deliveries
- Protection of pedestrian walkways/crossings
- Management of the building occupants
- Dust from construction activities
- Proximity to Commercial and Residential properties

8. 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.).

Properties on Grey's Inn Road

- 222 Gray's Inn Road
- Charles Darwin House 2, 107 Gray's Inn Road
- Fanz House, 99 Gray's In Road
- 95 – 97 Gray's Inn Road
- 91 – 93 Gray's Inn Road
- 85 Gray's Inn Road
- Churston Mansions, 186 Gray's Inn Road
- 190 – 188 Gray's Inn Road
- 79 – 81 Gray's Inn Road
- Medical Practice – 77 Gray's Inn Road

Other local/Community

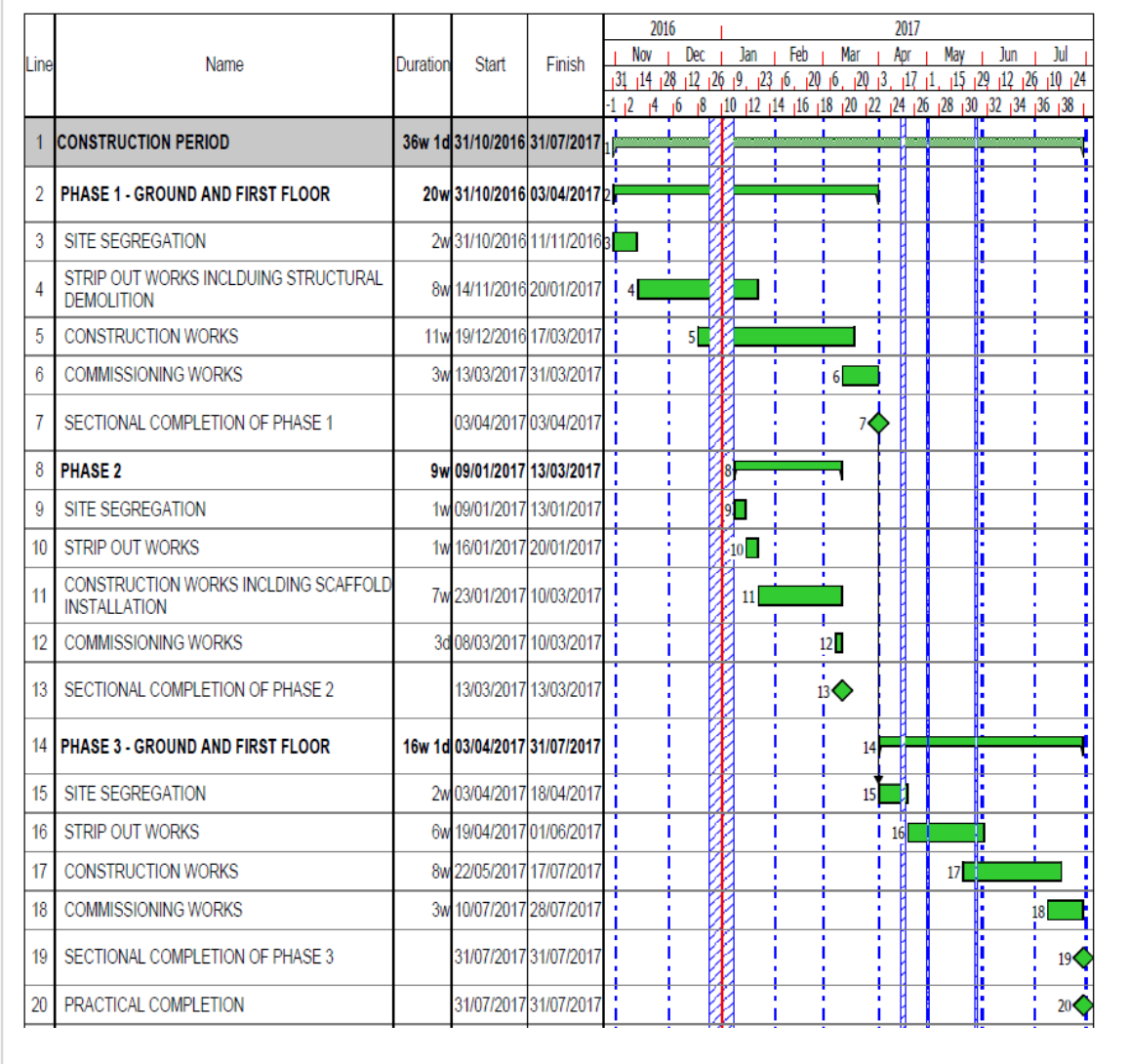
- City Academy Dance school
- Christopher Hatton Primary School, 38 Laystall Street
- 1A Children's Centre, 1A Rosebery Avenue

9. 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 see appendix A showing local highway network and proposed site access locations.

10. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

The proposed development period between 31st October 2016 and the 31st July 2017 is 36 weeks. Please see proposed programme below.



11. 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

Although the regular site opening hours will be between 08:00 and 17:00, vehicles will only make deliveries after 09:30 and before 15:00 to avoid the times associated with local school opening and closing times. We also believe that this will minimise the impact of traffic during the rush hour periods.

12. 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.

All services alterations will take place within the site demise. No statutory services are affected by the development works.

Community Liaison

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

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 should consider establishing contact with other sites in the vicinity in order to manage traffic routing and volumes. Developers in the Tottenham Court Road area have done this to great effect.

The Council can advise on this if necessary.

13. 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. Details of meetings including minutes, lists of attendees etc. must be included.

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 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 developer has an relationship with the local community having completed a number of projects within at Elm House, 214 Gray's In Road and 200 Gray's Inn Road over the past 3 years and would look to maintain and improve relationships at all phases of these proposed works.

The contractor will continue the consultation on a regular basis and hold a residents meeting prior to commencement of works.

The developer and contractor will communicate the contents of the construction management plan to local residents and businesses via a mail drop to include an open cover letter summarising the outline plans. In addition, they will provide monthly updates in the form of a newsletter which again would be mail dropped and emailed to local businesses and residents.

14. Construction Working Group

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, the way in which 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.

The contractor will appoint a community liaison manager in charge of neighbourly and community consultation. Communication will be via a mail drop to include an open cover letter summarising the outline plans. In addition, we will provide fortnightly updates in the form of a newsletter which again would be mail dropped and emailed to local businesses and residents

15. Schemes

Please provide details of any schemes such as the 'Considerate Constructors Scheme', 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](#)".

The contractor will sign up to the Considerate Contractors Scheme as part of this project and each of our subcontractors and suppliers will be expected to follow and promote the requirements and values promoted under this scheme. They will also confirm that they will closely follow the 'Camden Considerate Contractors Manual'.

16. 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.

There are no other building projects in the immediate vicinity to 200 Gray's Inn Road. The closest building sites are on:

- Guildford Street
- Charterhouse Street
- Great Ormond Street

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 the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed [here](#), details of the monitoring process are available [here](#).

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

Please refer to the CLOCS Overview and Monitoring Overview documents referenced above which give a breakdown of requirements.

CLOCS Considerations

17. Name of Principal contractor:

To be confirmed

18. 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 in the appendix and CLOCS Standard point 3.4.7).

The contractor will ensure that any sub-contractors or suppliers operating HGV's close to site would met all of the following conditions:

- a. Operators will be a member of TFL's Fleet Operator Recognition Scheme or similar at Bronze level.
- b. All drivers must have undertaken cycle awareness training such as safe urban driver module through FORS or similar.
- c. All Vehicles associated with the project must:
 - i. 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 were fitted.
 - ii. Have a close proximity warning system fitted comprising of a front mounted, rear facing CCTV camera, (or a Frensel Lens where this provides a reliable alternative, a close proximity sensor, an in-cab warning devise, (visible or audible), and an external warning devise to make the road user in close proximity aware of the drivers planned manoeuvre.
 - iii. Have a glass VI mirror
 - iv. Bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.

19. 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. Please sign-up to join the [CLOCS Community](#) to receive up to date information on the standard by expressing an interest online.

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

Contractors contact to be confirmed.

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

Site Traffic

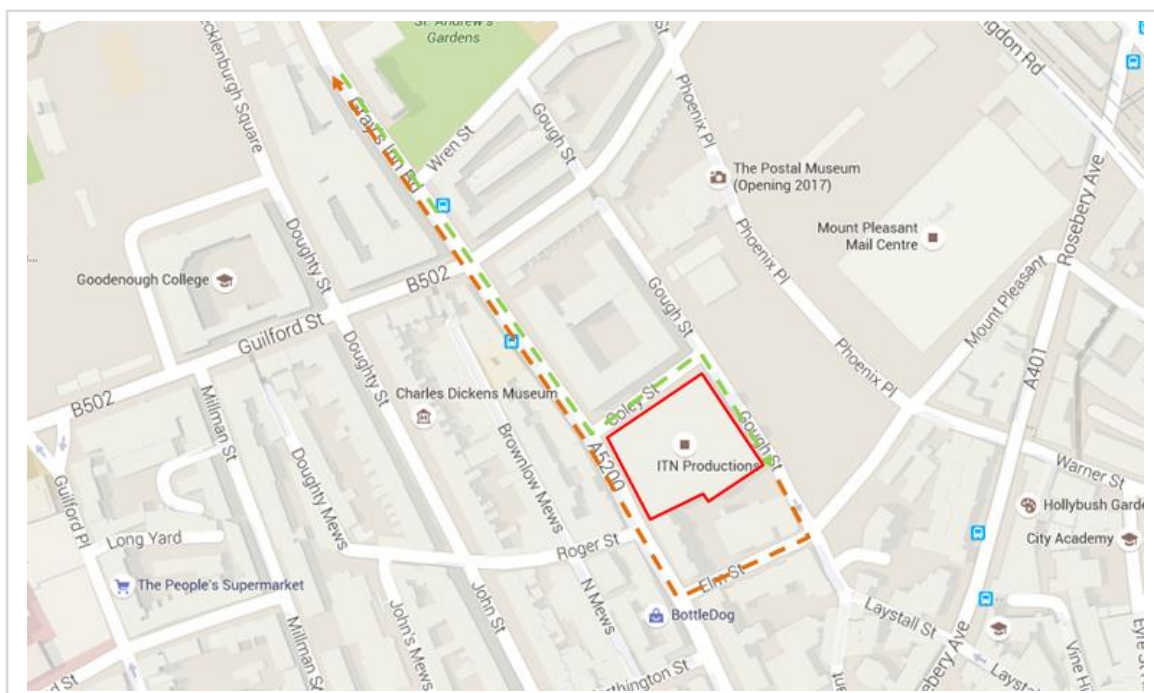
Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

20. 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, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (i.e. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

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.

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of links to the [Transport for London Road Network \(TLRN\)](#).



b. Please 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.

The contractor will ensure that all workers, suppliers and sub-contractors will be briefed on appointment. Where possible compliance with this CMS will be included in contract documents, all project appointment briefings and site inductions.

21. 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 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. (Refer to the [Guide for Contractors Working in Camden](#)).

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. Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait 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.

a. 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.

Typically delivery vehicles will vary in size but most will be small vans to long wheel based transit vans. Some lighting and mechanical plant will be delivered using a 7.5 tonne lorry. The Façade framework and glazing will most likely be delivered using an articulated lorry. We would also look to use a standard sized compactor vehicle to collect our waste from site. We would expect an average of 6-10 deliveries a week and as detailed in section C, we would ensure they arrive between the hours of 09:30 and 15:00. The larger deliveries associated with the glazing would be programmed to happen on a Saturday from approximately 08:00 when the building is largely unoccupied and there are far fewer pedestrians. We anticipate that the glazed façade would be split over approximately 4-5 deliveries. As such, we believe that the deliveries planned for 200 Grays Inn Road will have a negligible effect on the congestion to the surrounding roads and will certainly ensure that traffic associated with this project is kept well within the capacity of the surrounding highway infrastructure.

b. Please provide details of other developments in the local area or on the route.

The proposed route takes delivery vehicles along Euston Road the turn onto the A501. There are no current restrictions or developments on either the A501 or the A5200. The size and type of construction & delivery vehicles proposed will have minimal impact on additional traffic and disruption.

c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

The Primary Contractor will be responsible for the management of deliveries and advise all contractors that no parking will be provided within the loading bay at 200 Gray's Inn Road for operatives involved with the works in line with the protocol of building management. Arrangements for off-site parking and bussing in of the operatives will be the responsibility of the contractor.

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

We do not foresee the requirement for any off site holding areas.

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

We do not foresee the requirement for any construction material consolidation centres.

22. 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)*

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and other traffic when vehicles are entering and leaving site, particularly if reversing.

a. Please detail the proposed access and egress routes to and from the site

From the vehicle drop off point on Gough St. deliveries will then enter the building via the loading bay and come into the site demise via the goods lift. The deliveries associated with the glazing, will be dropped off at the proposed delivery drop off point on Coley St. From there they will be taken round the corner to the site entrance within the proposed site hoarding. The provision of the Coley St. drop off point is based upon the suspension of the parking space and ‘solo motorcycles’ bay adjacent what will be the site entrance:

Please refer to Appendix A for a marked up plan showing the proposed delivery drop off point for both Gough St. and Coley St.

b. Please describe how the access and egress arrangements for construction vehicles will be managed.

The site deliveries and access will be managed by the Primary Contractors site manager. Delivery times will be specified and allocated according to the programme of works and will be strictly enforced.

c. 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).

Not applicable.

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.

As delivery and personal vehicles will be unable to access the site wheel washing facilities will be isolated to checks upon departure of the site vicinity and clean as necessary. It should be noted that nature of the development involves minimal demolition and no excavation of open ground.

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

If this is not possible, 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 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 loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 24 if any parking bay suspensions will be required.

The loading and offloading of materials and removal of waste will primary occur of the highway off Gough Street. For the installation of the glazed façade the contractor will temporary suspend the car parking space and bike spaces on Coley Street (pictured below). Please see appendix B, logistics plans.



Highway interventions

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.

24. Parking bay suspensions and temporary traffic orders

Please note, parking bay suspensions should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, requirement of exclusive access to a bay for longer than 6 months you will be required to obtain [Temporary Traffic Order \(TTO\)](#) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and TTO's which would be required to facilitate construction. **Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.**

Information regarding parking suspensions can be found [here](#).

The provision of the Coley St. drop off point is based upon the suspension of the parking space and 'solo motorcycles' bay adjacent what will be the site entrance. The programme and duration of the suspension will be confirmed by the Primary Contractor.

25. Scaled drawings of highway works

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. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any 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.

- a. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).

No Highway works required.

- b. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

No Highway works required.

26. Diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted).

No diversions are foreseen for the development works.

27. VRU and pedestrian diversions, scaffolding and hoarding

Pedestrians and/or cyclist 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 ramping 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. 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. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

A hording will be erected on the site boundary to completely enclose the site. In this way the pedestrians on the streets around the development will not be affected. There are no above ground floor works adjacent the highway. For the deliveries and site access points the contractor will manage using a Traffic Marshall and any necessary banksmen required.

b. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

No temporary structures to overhang the public highway.

● SYMBOL IS FOR INTERNAL USE

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 noisy operations of the site are predicted to be:

- Demolition and breakout of the barrier and planter within the site demise.
- Demolition of paving and reduction of levels within the site demise.

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.

The client carried out a noise survey connected to a neighbouring site in July 2015, this will be updated for the proposed development prior to commencement on site in the coming months.

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

The project requires the localised breaking out of the existing concrete structure. Where this is required best practice will be used including:

- Where suitable using cutting rather than breaking
- Dust control measures
- Acoustic barriers and enclosures

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.

The site and works will be enclosed in a solid timber hoarding barrier up to the soffit of the existing building overhang. The contractor will liaise with the local residents and commercial properties throughout the development. The contractor will assign a manager to be the contact for neighbourly issues including noise, vibration and dust complaints. Should a complaint be made the contractor will identify the cause of the nuisance and seek to ensure that an agreement or consideration can be arranged. The contractor will ensure that a best practicable means approach is undertaken at all times.

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

To be confirmed by the primary contractor.

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

As above the contractor will appoint and site manager to act as the liaison for dust. Should a complaint be made the contractor will identify the cause of the nuisance and seek to ensure that an agreement or consideration can be arranged. The contractor will ensure that a best practicable means approach is undertaken at all times.

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.

The contractor will use all reasonably practical measures avoid the deposition of dust / dirt outside of the site boundaries. We would ensure that the routes between the material drop off points and the site / loading bay, would be cleaned following any deliveries after which debris / dust / dirt are left on the pavement and road. The cleaning would be done using a pressure washer and the area in question would be barriered off using 'chapter 8'. barriers during the cleaning process. Furthermore, during the construction works we would make use of tools that utilise a dedicated hoover extract to minimise the dust at source, (orbital sanders / skill saws etc). In addition we would use 'dust cubes' as a measure of keeping the quality of air within the construction site as high as possible.

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

The developer will arrange for a revised acoustic and air quality report to identify any arrangements for noise, vibration and dust monitoring.

36. Please confirm that a [Risk Assessment](#) has been undertaken at planning application stage 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 attach the risk assessment as an appendix if not completed at the planning application stage.

To be confirmed

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](#).

To be confirmed

- 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.

To be confirmed

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 building is occupied and has a preventative management solution for rodents and vermin. Should the contractor identify that further measures are required they will seek to expand the current measures proportionally.

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

There is an existing asbestos management survey available for the building. This will be upgraded to a Refurbishment and Demolition survey prior to commencement on site.

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.

Due to the sensitivity of the buildings activity and the neighbouring area all contractors and workers will be briefed on acceptable site conduct upon induction. The contractor will assign a suitable location for site welfare and smoking area.

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

From 1st September 2015

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

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

From 1st September 2020

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

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

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

- a) Construction time period (mm/yy - mm/yy):
- b) Is the development within the CAZ? (Y/N):
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):
- 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:
- 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:
- 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:

 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.

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately 3 months from completion.

Signed:

Date:

Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

End of form.