

Construction Management Plan – 11-12 Grenville Street - Draft

pro forma v2.1

DRAFT

Contents

Revisions	3
Introduction	4
Timeframe	6
Contact	7
Site	9
Community liaison	12
Transport	15
Environment	25
Agreement	30

Revisions & additional material

Please list all iterations here:

27/07/16	1	Joe Kowalski

Additional sheets

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

21/05/14	790(01)001 Site Location Plan	Garnett + Partners LLP
27/07/16	Anticipated Traffic Route For Grenville Street Construction Vehicle	WSP Parsons Brinckerhoff

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.**

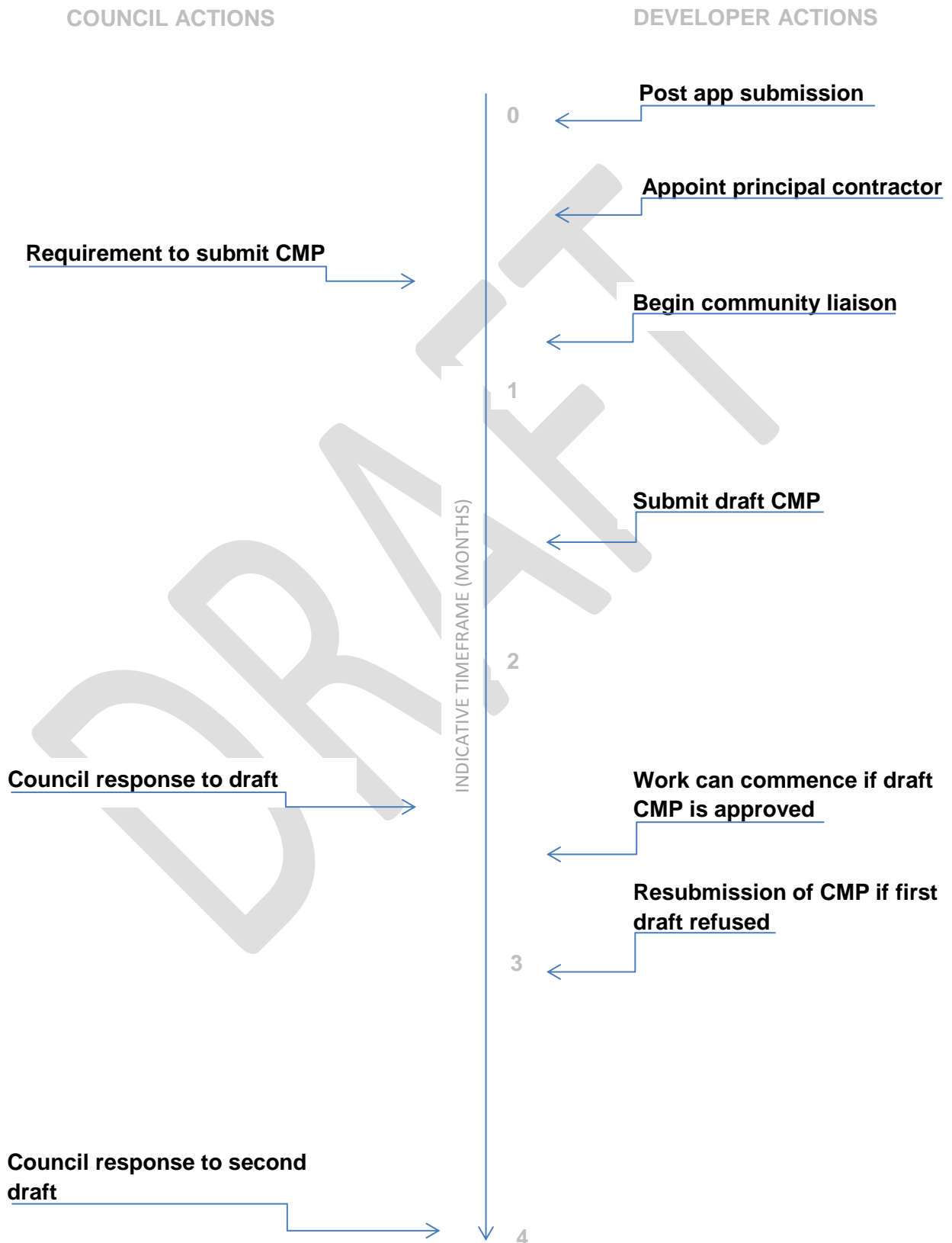
Please notify that council when you intend to start work on site. Please also notify the council when works are approximately **3 months from completion**.

(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.

DRAFT

Timeframe



Contact

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

Address: 11 & 12 Grenville Street, London WC1N 1LZ

Planning ref: TBC

Type of CMP - Section 106 planning obligation/Major sites framework: Planning Obligation

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

Name: Joe Kowalski

Address: WSP | Parsons Brinckerhoff, WSP House, 70 Chancery Lane, London, WC2A 1AF

Email: joe.kowalski@pbworld.com

Phone: 07583 148930

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: TBC when contractor appointed

Address: TBC when contractor appointed

Email: TBC when contractor appointed

Phone: TBC when contractor appointed

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: TBC when contractor appointed

Address: TBC when contractor appointed

Email: TBC when contractor appointed

Phone: TBC when contractor appointed

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: TBC when contractor appointed

Address: TBC when contractor appointed

Email: TBC when contractor appointed

Phone: TBC when contractor appointed

Site

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

The site is an existing building that is to be converted into residential flats and a refurbished café, on Grenville Street. The building is attached to the neighbouring buildings of Downing Court and on Grenville Street. 11-12 Grenville Street is part built above the Colonnade a Mews street entrance. There are parking bays on both sides of Grenville Street, which is a wide one way street.

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).

Complete conversion and refurbishment of a 4 storey office/cafe building to residential flats, a commercial ground floor unit, including a mansard extension and addition of a mews house to the rear of the building. There is a narrow street next to the rear of the main building which the building also straddles and residential buildings surrounding it. The site is constrained however the conversion works will be carried out within the existing building and the extension to the rear to create the mews house will be built from within the site boundary.

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.).

The neighbours in Downing Court, those on Grenville Street and the Colonnade would be impacted from initial demolition works and new construction elements. Traffic would be effected by deliveries, however parking bays are available and would be used either through pay and display or requested suspensions as the principal contractor would manage (when appointed). Disruption would be kept to as much of a minimum as possible. There is a university halls of residence on the opposite side of Grenville Street, however the demolition works would be to the rear of the property therefore the impact to the halls would be less.

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 attached location plan 790(01)001 Site Location plan, this is to be used as an indicative layout plan and once appointed the contractor will provide a detailed plan of the local highway network.

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).

This CMP has been written for submission with the planning application and further details will be developed when the contractor is appointed. At the time of submission a definite set of timescales is not known for the works, however if the application is approved we aim for the following rough timescales:

Contractor tender and appointment – Mid 2017

Construction start on site – Autumn 2017

Completion of all works – Autumn 2018

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

The standard working hours for the site will comply with Camden's standard working hours as shown directly above.

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.

The project requirements have not yet been defined therefore the service providers have not been contacted. Once the requirements are developed the project team will engage with the service providers.

DRAFT

Community Liaison

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

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. **The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off.** This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements should consider establishing contact with other sites in the vicinity in order to manage traffic routeing 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.

Consultation will be carried out as the project is developed post planning going forward and include the main contractor when they are appointed.

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 appointed contractor will be required to register with the considerate contractors' scheme and identify who will act as their community liaison officer along with any contact details. Newsletters at appropriate timescales will be issued to the local community. Notice boards will be displayed on the site hoarding identifying progress and upcoming works.

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 appointed contractor will be required to review the above and incorporate into their working methods.

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.

As project managers we are aware of UCL developments close to the proposed site. The CMP plan will be developed further by the contractor once appointed incorporating construction activity in the vicinity.

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:

Contractor yet to be appointed

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 develop proposals for checking operational, vehicle and driver compliance with the CLOCS Standard.

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:

Within the tender document the requirement to abide by the CLOCS standard will be included.

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).

The contractor will develop a detailed access and egress route to the site once appointed. However, it is envisaged that this could include vehicles accessing the site via Judd Street (B504) and egressing via Guildford Street (B502) to Russell Square and then along the A4200 to Euston Road A501.

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 CMP will be included within the tender documents for the contractor to develop. It is envisaged that a standard document will be developed by the contractor and issued to the supply chain and delivery vehicles.

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.

This will be developed in detail by the appointed contractor in line with the construction delivery programme. If appropriate the contractor will explore options for delivery vehicles to wait at an agreed point to remove stationary vehicles waiting for delivery slots around the site. To limit vehicles waiting the contractor will be advised to explore just in time delivery techniques.

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

To be developed by the contractor once appointed.

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.

As there is only one anticipated site entrance all deliveries will be to this point. The delivery driver will be required to provide the contractor with an anticipated delivery slot 24 hours' in advance to allow the contractor to schedule deliveries. In addition the delivery driver is to provide the site with 30 minutes' notice prior to delivering to the site.

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.

Given the size of the development it is unlikely that an offsite holding facility will be possible. To minimise disruption the contractor will be expected to manage the deliveries.

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).

This section will be developed with the contractor once appointed.

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

The contractor will develop a detailed access and egress route to the site once appointed. However, it is envisaged that this could include vehicles accessing the site via Jud Street (B504) and egressing via Guildford Street (B502) to Russell Square and then along the A4200 to Euston Road A501. Please see document titled Anticipated Traffic Route For Grenville Street Construction Vehicles.

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

This will be developed by the appointed contractor; however as a minimum it would be expected that banksmen would be employed to facilitate the safe access and egress for vehicles from the site.

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).

Swept path drawings will be developed by the contractor once appointed.

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.

The proposed development does not involve any large scale groundworks; therefore it is not envisaged that wheel washing facilities would be appropriate. This will be explored further by the contractor.

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.

A vehicle loading and unloading strategy will be developed by the contractor once appointed in line with the site layout drawings and anticipated site entrance and exit point. Any parking bay suspensions will be explored by the contractor if required.

DRAFT

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](#).

If required, any parking bay suspensions or temporary traffic orders will be managed by the 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).

If any highways, parking bay suspensions or pedestrian routes require closure for storage, site accommodation or welfare facilities the application will be managed by the contractor who will provide all necessary documentation.

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

At this stage safety signage, barriers and accessibility measures such as ramps and lighting have not been explored. Once appointed the contractor will be responsible for developing a strategy which minimises the impact on the surrounding area and stakeholders.

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).

The contractor will be responsible for developing and managing any diversions, at this stage there are no known diversions planned.

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.

Any works affecting the vulnerable road users, pedestrians or cyclists will be undertaken in a way which minimises any risks and disruption. The contractor will be responsible for developing this strategy and appropriate Risk Assessments and Method Statements.

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.

The contractor will be responsible for providing details of any temporary structures which could overhang the public highway. Details of any site hoarding will also be provided by the contractor.

• 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.

A list of noisy and disruptive activities will be developed by the contractor with appropriate mitigation strategies to minimise any excessive noise. The contractor will be required to comply with the standard Camden working hours.

29. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

A Plant Noise Impact Assessment has been carried out by Clarke Saunders and has been included in the planning application documents. This will be taken forward as appropriate by the appointed contractor.

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

Please see page 3 of the Clarke Saunders Plant Noise Assessment report.

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 contractor will develop and provide details of the mitigation strategies which are to be incorporated into the construction delivery and identify any processes which will be included to be taken if the predicted levels are exceeded.

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

The appointed contractor will provide details of staff who are trained to BS 5228:2009, as part of the tender documents the contractor will be asked to provide details of staff training.

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

The appointed contractor will develop strategies to minimise dust and nuisance from construction activities.

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 appointed contractor will be responsible for developing a strategy to minimise the amount of dust and dirt spread onto the public highway.

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

Once appointed the contractor will develop a strategy for monitoring noise, vibration and dust levels. This will take on board the Clarke Saunders Plant Noise Assessment report points.

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.

A risk assessment will be developed by the contractor once appointed.

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](#).

Once appointed the contractor will assess and develop an appropriate strategy.

- 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.

This will be developed further post planning and in due course with the appointed contractor.

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).

Rodent inspection details will be provided in a future development of this CMP. Details of how rodents will be controlled will be developed by the contractor; site inspections will be undertaken at regular intervals to assess the contractor's housekeeping.

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

An asbestos Refurbishment and Demolition Survey was carried out by Environtec in December 2010. The Report identified that asbestos was present in numerous parts of the building. Removal will be managed by the appointed contractor including the relevant notifications.

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.

Once a contractor has been appointed they will develop a strategy to minimise any disruption to the surrounding stakeholders as a result of the conduct of operatives working on their site. This will include the identification of smoking areas. The contractor will also be asked to comply with the Considerate Constructors Scheme.

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): anticipated to be between Autumn 2017 and Autumn 2018.
- b) Is the development within the CAZ? (Y/N): Yes
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): To be confirmed by the appointed contractor though envisaged that it will meet the standards.
- d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: To be completed by the contractor.
- 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: The contractor will be required to keep an inventory of all NRMM on site and regularly service all machinery with service logs maintained on site for regular 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: The contractor will be required to comply with the above and will develop a strategy to record details which will be made available to the local authority officers as required.

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:

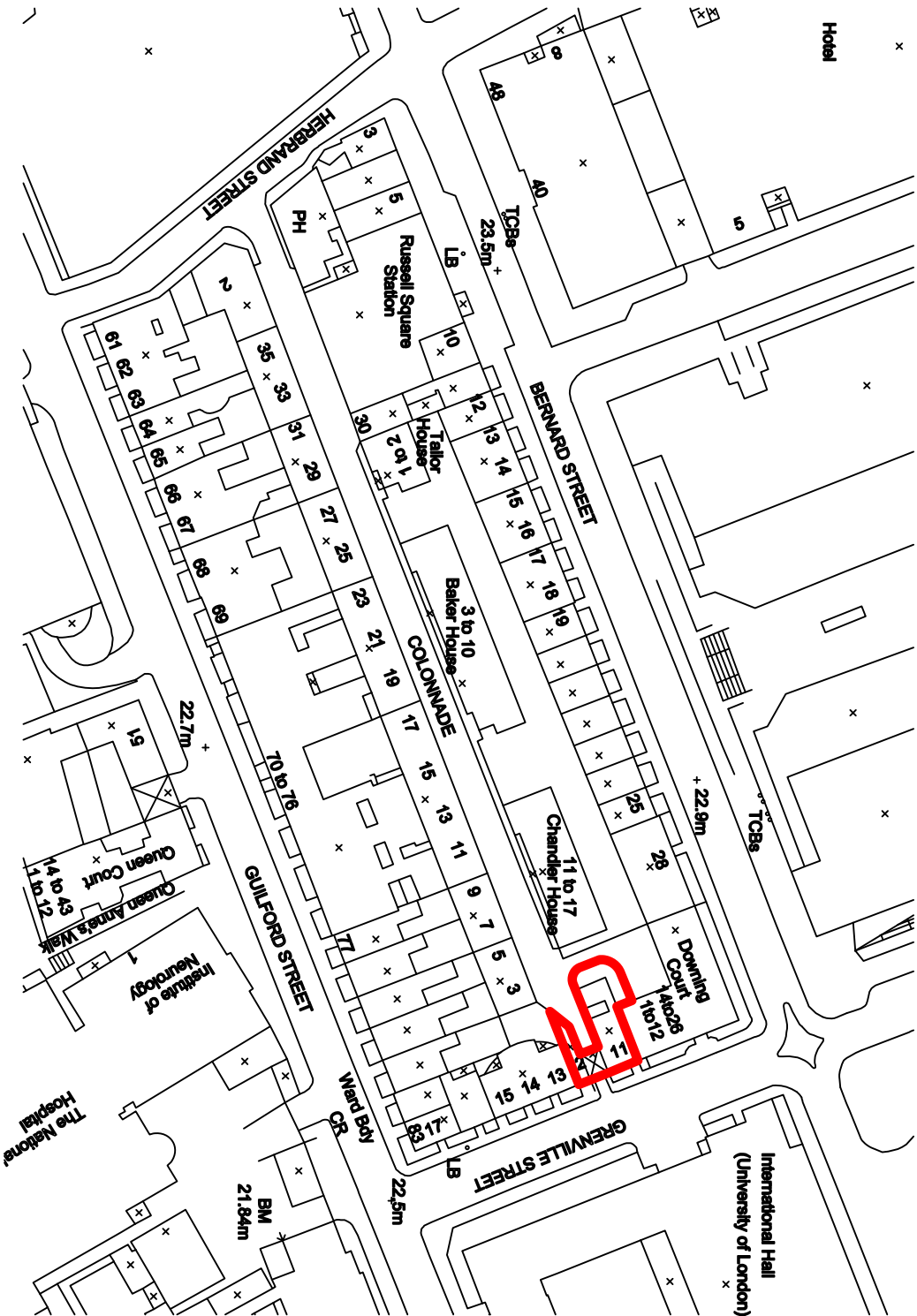
Date:01/09/16.....

Print Name:Joe Kowalski.....

Position:Project Manager – WSP | Parsons Brinckerhoff.....

Please submit to: planningobligations@camden.gov.uk

End of form.



01
(01)001

LOCATION PLAN

A		2014.05.21	Initial Issue
REV	ISSUE DATE	REVISION NOTES	

GENERAL NOTES

Do not scale. All written dimensions must be checked on site before work commences. Dimensions shown on drawings are for guidance purposes only. No responsibility is taken for their accuracy.

Any areas indicated on this drawing are for guidance purposes only. No responsibility is taken for their accuracy.

All work must be carried out in accordance with the Building Regulations and to the satisfaction of the Local Authority.

STATUS

PRELIMINARY

Garrett-Partners LLP
Holborn Hall
395 High Holborn
London WC1V 7BD
Tel: +44 (0)20 7404 7677
Fax: +44 (0)20 7404 5648
mail@garnetpartners.com
www.garnetpartners.com
architects / planners / designers

CLIENT
Calabar Properties Ltd

PRODUCT

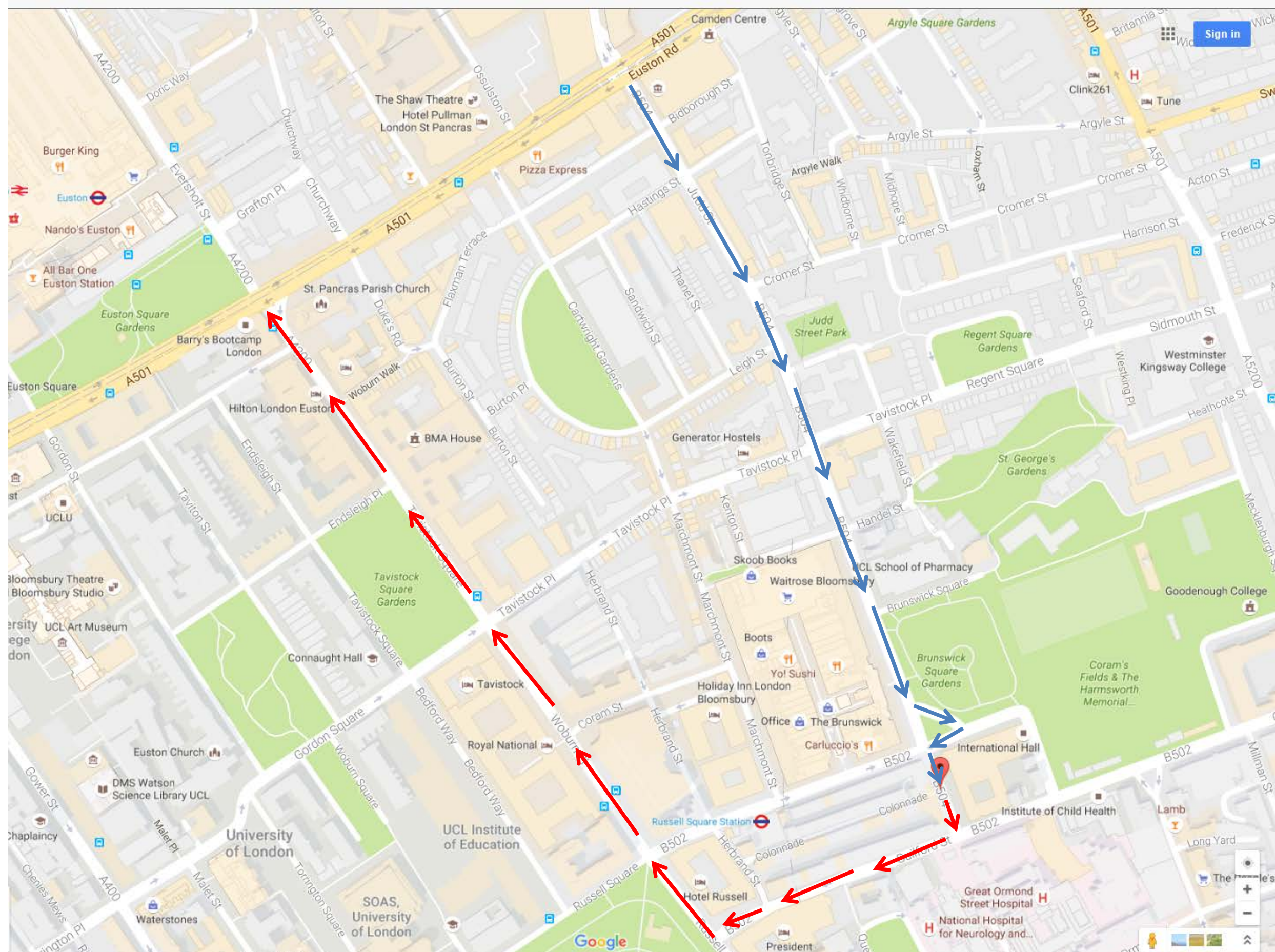
11-12 Grenville Street, WC1

DRAWING TITLE

Site Location Plan

SCALE	DATE
1:1250@A3	April 14
JOB NO.	FORWARD
790	(01)001
REC	A

Anticipated Traffic Route For Grenville Street Construction Vehicles, To Be Developed By The Appointed Contractor.



Key: Blue arrows represent suggested vehicle route to the site

Red arrows represent suggested vehicle route from site

Once appointed, the contractor will develop and finalise the vehicle routes to and from site taking into account all restrictions and constraints.