

Construction Management Plan

pro forma v2.1

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:

Date	Version	Produced by
11/11/2016	-	Chas Berger / Cardo
28/11/2016	A	Chas Berger / Cardo
04/01/2017	B	Chas Berger / Cardo
16/01/2016	C	Chas Berger / Cardo
24/01/2017	D	Chas Berger / Cardo

Additional sheets

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

Date	Version	Produced by
1 - Initial Noise Assessment	-	Ramsay Safety Solutions
2 - Noise Assessment Quote	-	Ramsay Safety Solutions
3 - Scaffold Drawing	C	
4 - Deliveries Access Plan	B	Cardo
5 - Site Plan – Road Use	B	Cardo
6 - Hoarding Plan	B	Cardo
7 - TP Clocs Certificate	-	Travis Perkins
8 - Pest Control Method Statement	-	Advanced Bird & Pest Control
9 - Plan of proposed National Grid Works	-	National Grid
10 - Quotation of prop National Grid works	-	National Grid
11 - Dust Mitigation Check List	-	Chas Berger
12 - Program Of Works	-	Chas Berger
13 – CB Letter to Neighbours – Trial Pits	-	Chas Berger
14 - CB Letter to Neighbours – Sound & Start Date	-	Chas Berger
15 – CB Letter & CMP issued 050117	-	Chas Berger
16 – 9737-001 Swept Path Analysis	-	Sanderson Associates

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**

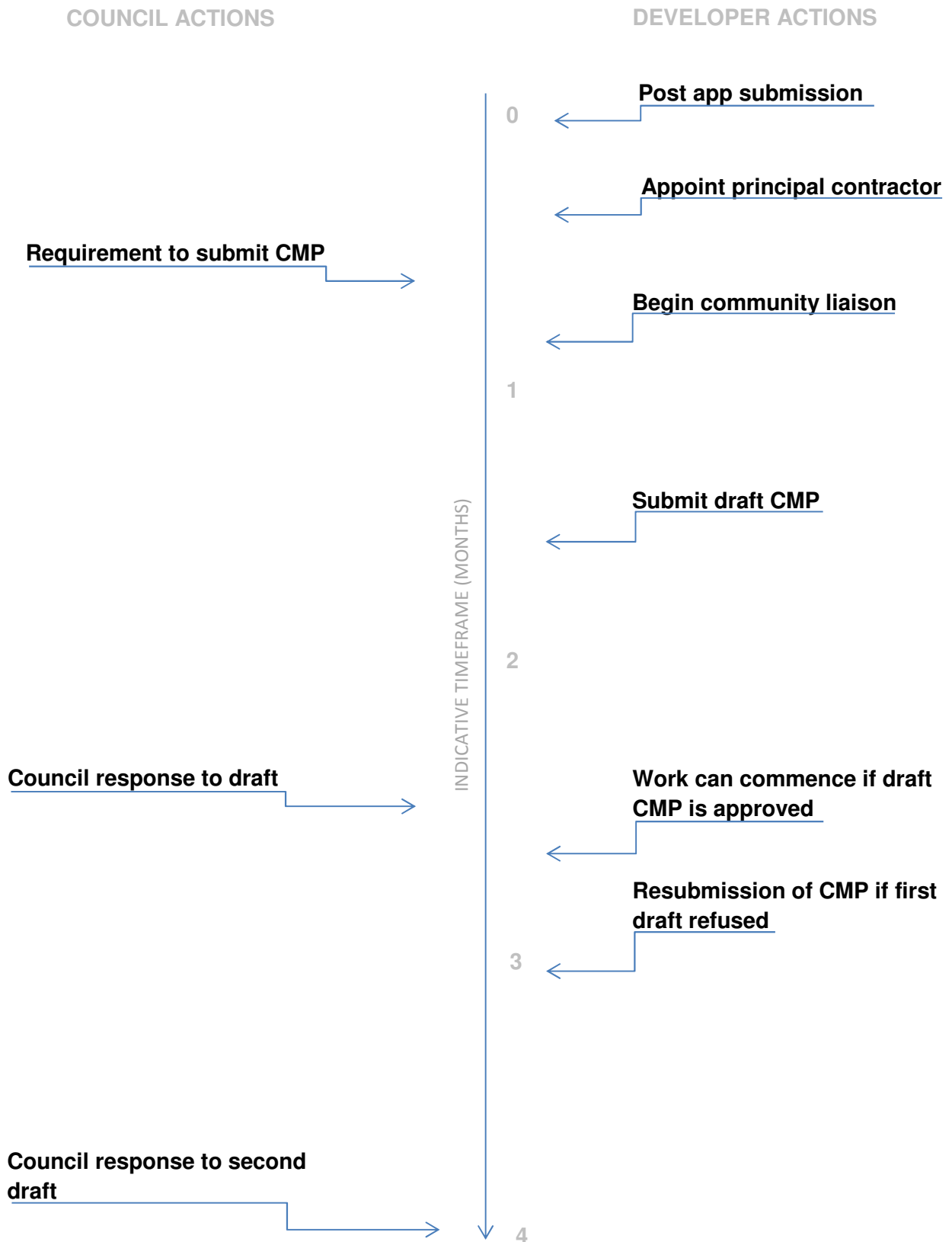
comments to be easily documented. These should be clearly referenced/linked to from the CMP.

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: 64 Grafton Way (Carlton House), London W1T 5DP

Planning ref: 2014/7742/P

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

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

Name: Gary Bidgeway. Project Manager Chas Berger Construction

Address: Power House Unit G Peak Business Park, Woodside, Dunmow Road, Bishops Stortford, Herts, CM23 5RG

Email: garybidgway@chasberger.co.uk

Phone: 0208 357 3600

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: Gary Bidgeway. Project Manager Chas Berger Construction

Address: Power House Unit G Peak Business Park, Woodside, Dunmow Road, Bishops Stortford, Herts, CM23 5RG

Email: garybidgway@chasberger.co.uk

Phone: 0208 357 3600

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: As above box 3

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: As above box 2

Address:

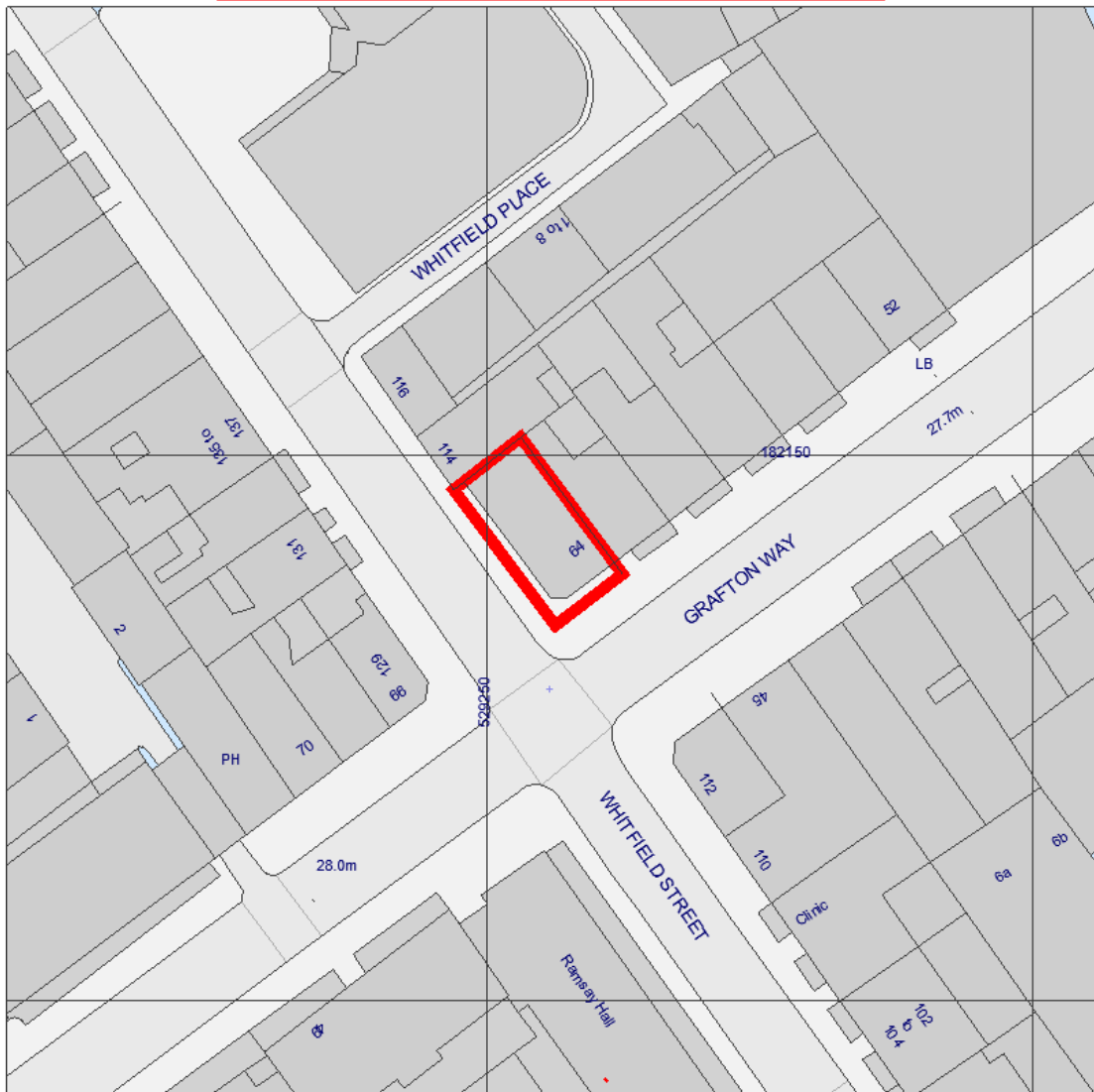
Email:

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.

Location Plan



The project is located at 64 Grafton Way, London WC1T 5DP, otherwise known as Carlton House, located on the junction with Whitfield Street, between Tottenham Court Road and Fitzroy Square, Camden.

The property occupies a corner site, with accommodation at basement, ground, first, second, third and roof levels. The building abuts properties on both sides, requiring two separate party wall agreements which are now in place. The development comprises the extension and alteration of the existing building to create two further flats, giving 5 number in total, and with a reconfigured retail premises to part of the ground and basement levels.

The neighbourhood comprises a mixture of retail, commercial and residential properties. Immediate neighbours along Grafton Way are typically commercial in nature, whilst those along Whitfield Street are largely residential.

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 is for the complete refurbishment & minor extension to the side and rear on Whitfield Street.

The construction contract has being placed with Chas Berger via a traditional tendered procurement route.

The works include the initial strip-out and demolition which will consist of the removal of the existing roof structures, defective masonry including stonework and chimney stacks and associated items, ceilings, walls & all floor joists etc, and at basement level the removal of existing screeds and tanking. In the area of the extension existing external walls will be cut back and at basement level existing slabs broken out to enable underpinning works.

The demolition stage will be in accordance with the City of London Code of Practice for Deconstruction and Construction Sites.

The main construction stage comprises underpinning and building up of external walls to the Whitfield Street end, the installation of new steels and upper floors, and the construction of new roofs to all areas. No piling is required. Minor in –situ casting of concrete floors is required to part of the basement slab and a small area of ground floor. Excavations will be hand dug.

Latter stages will comprise the installation of all new windows, the installation of new drainage, mechanical and electrical services, all fitting out and finishing of the works.

The works would include the protection of existing structures including party walls to both sides and the protection of pavements to the front and side of the property.

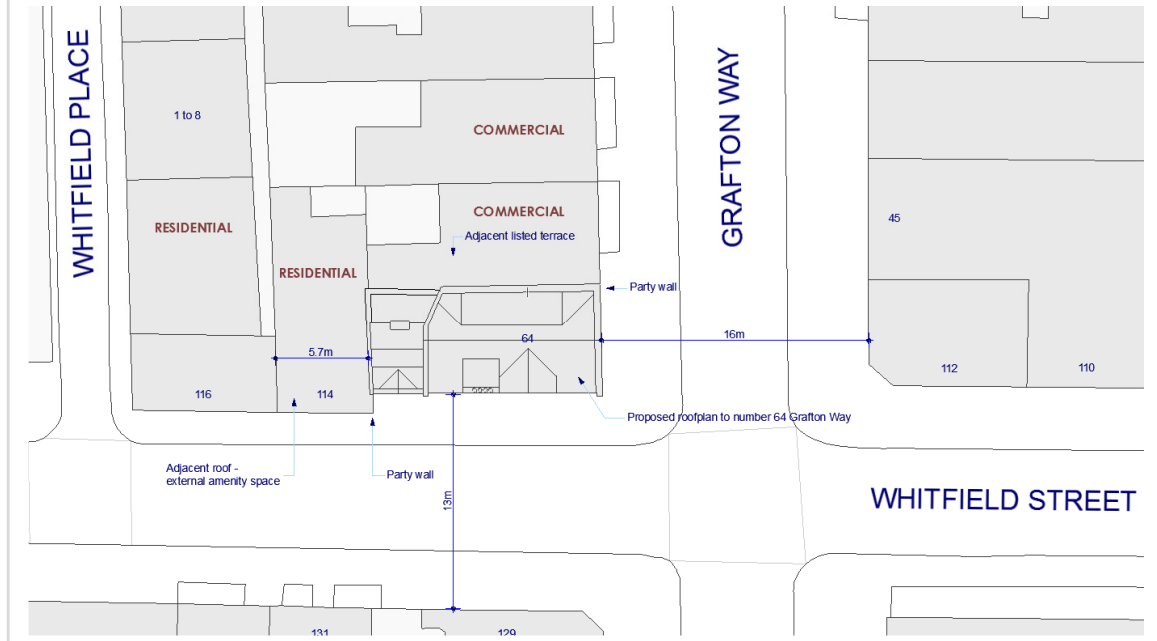
All rubbish will be stored within the site boundaries and a “wait and load” contractor will be employed to remove periodically from the site without affecting public areas.

A Banksman will be on site full time and this individual will be managing deliveries and waste movements.

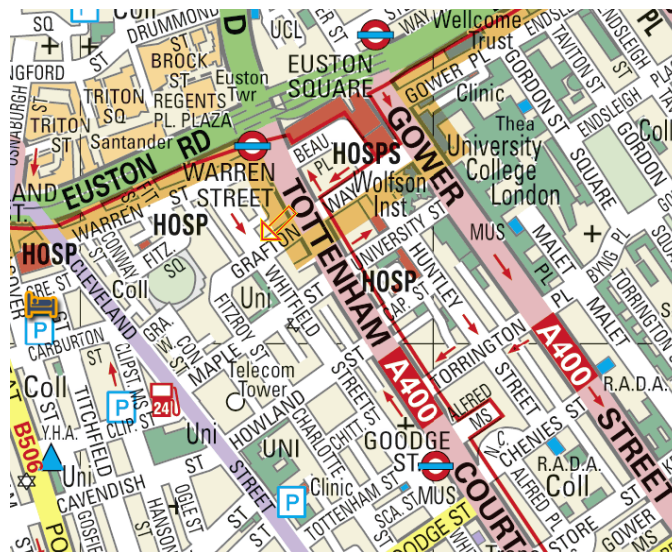
A hoarding license will be applied for to enclose and protect the site works and reduce the interaction with the public.

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 attached properties directly affected are 62 Grafton Way (commercial) and 118 Whitfield Street (residential – 2 units). The contractor has met with these parties to discuss the works and carry out sound tests between properties. Copies of this CMP will be issued to occupants of these properties 05/01/17.



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.





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).

Start Date will be **13th February 2017**, and will run for approximately 7 months until **August 2017**. There is only one phase to the construction program envisaged.

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

Chas Berger working hours will be:

- 08.00 to 17.00 on Monday to Friday - Deliveries 10:00 – 15:30
- 08.00 to 13.00 on Saturdays No Deliveries
- No working or deliveries on Sundays or Public Holidays

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.

Chas Berger will be using the existing services for the temporary power supply for the site works. All power will be metered so a clear record will be available

In respect of new services the National Grid have been contacted and the existing supply is to be upgraded from Grafton Way (drawing attached). Pedestrian flows should not be significantly affected as the entry point will be into vaults which extend to the kerb edge, and the pavement is very wide.

The existing electrical supply has been assessed as adequate.

The existing water supply has been assessed as adequate.

Telecoms to the site will be upgraded using existing ducts.

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.

The contractor has carried out several letter drops to local residents & office workers to date in relation to trial pits, sound testing & this CMP. The contractor has where possible spoken with neighbours regarding the proposed works.

Party wall agreements are in place for all immediate neighbours.

Sound testing of the immediate neighbours & discussions in relation to noise and other possible disruptions have been carried out. Copies of letters attached.

Discussions have been progressed in respect of the program of works, and carrying out noisy demolition works in a manner to minimise disruption to neighbours.

Copies of this CMP have been issued to all neighbours and the contractor has again visited door to door to discuss and invite comment.

Neighbours comments will be incorporated in later versions of this CMP, and this will be reissued / made available accordingly.

To date (after 12 days) neighbours have declined to comment specifically regarding the CMP. A liaison matrix is attached illustrating contacts made. All neighbours affected have being directly consulted.

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.

Construction manager's details will be posted on the hoarding to the site, and have been left with immediate neighbours.

The Construction Manager will letter drop residents regarding work progress and disruptive works on a fortnightly basis.

Refer to attached correspondence showing contact details & other information issued to date.

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 site will be registered for the Considerate Contractors Scheme. The contractor is aware of Camden's Guide to Contractors Working in Camden.

CCS Registration number is 00598. Paperwork can be provided once a start date is agreed with Camden.

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.

A small refurbishment site has just begun opposite on Grafton Way/corner with Whitfield Street. This should have no material effect on the proposed works.

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:

Chas Berger

Address: Power House Unit G Peak Business Park, Woodside, Dunmow Road, Bishops Stortford, Herts, CM23 5RG

Email: garybidgway@chasberger.co.uk

Phone: 0208 357 3600

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](#) and [Q18 example response](#)).

Operators of vehicles over 3.5t will be FORS Silver/Gold accredited, or Bronze accredited with assurances to you that their drivers have undertaken Safe Urban Driver training and are using vehicles with additional safety equipment. This will include Fresnel lens or nearside CCTV, and audible left turn alert as a minimum.

Periodic checks of FORS ID numbers will be carried out as per an appropriate risk scale. Results from these checks will be logged and retained, and enforced accordingly.

Where the contractors own vehicles and drivers are used the above approach will be modified accordingly. Collision reporting data will be requested from operators and acted upon when necessary.

The principal supplier to the site will be Travis Perkins who are registered CLOCS Champions & FORS Gold accredited.

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:

Confirmed

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

Site Traffic

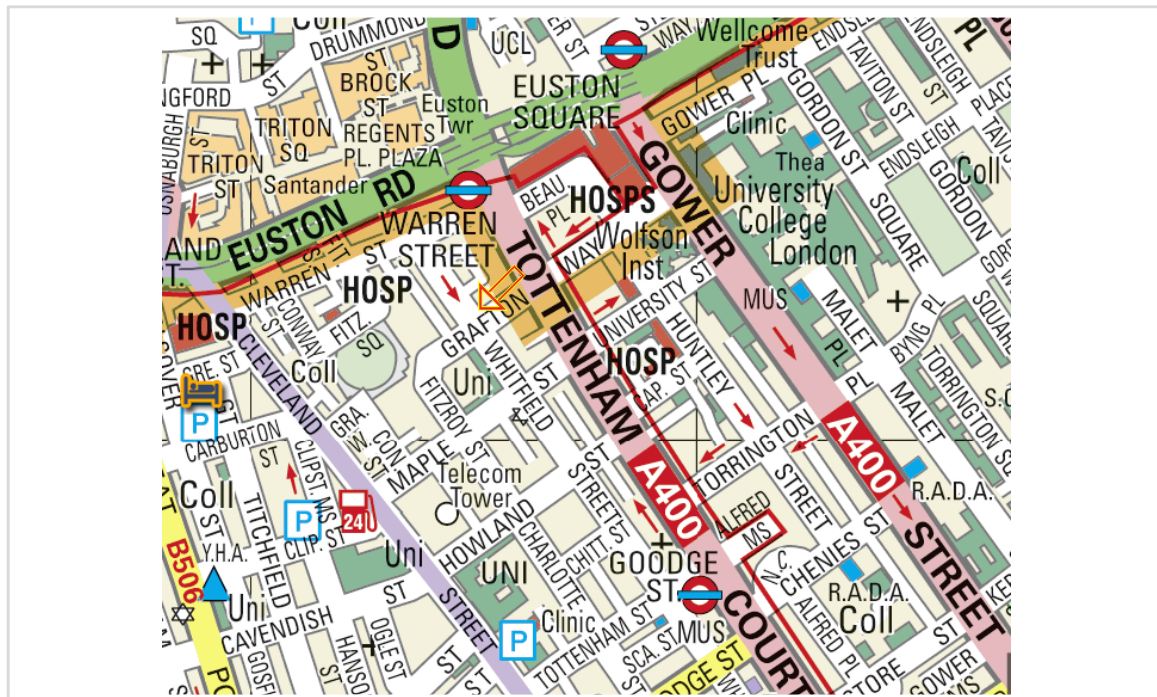
Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

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.

A standard email instruction based upon this documentation, outlining acceptable site access times, correct vehicular approach routes (refer Delivery Access Plan), loading and stopping areas, and site contact details will be provided to all suppliers.

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.

Construction vehicle movements will be between 10am to 3.30pm on weekdays.

Stage 1 Demolition - There will be a maximum of 1 "Wait and Load" vehicle per day. The loading bay to Whitfield Street will be used.

Stage 2 Deliveries of all other materials will be called off when needed. Multiple deliveries are not anticipated, and short dwell times anticipated. No holding area required.

Size of Vehicles will be 7.5Ton Lorries. Small Transit vans. Larger deliveries will be 13.5 Ton lorries. Max vehicle length 10m. Waste lorries will be 7.5Ton with a 12yrd skip

The maximum vehicle to be used is a 10m rigid HGV. In addition to the double suspended bays giving 14m long space there is a further space of approx 5m before the junction with Grafton Way, and there is a further 2m buffer beyond that created by parking bays "up steam" along Grafton Way. The 10m vehicle will enter forwards into the suspended bays, overrunning by approx 5m and then reverse back into the bays. There will be 2 banksmen available as needed on site. Exit from the site is straight forward south along Whitfield Street.



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

Delivery routes have been altered in order to minimise conflicts with significant developments in the immediate vicinity known at this time as follows:

- The West End Project – Further to the south so minimal impact
- Astor College (south of Howland Street) – This is difficult to avoid keeping to principal roads, but there should be minimal impact
- Saatchi & Saatchi on Whitfield Street - Further to the south and avoided
- UCLH in Grafton Way (east) – Now avoided
- Charlotte Street - Further to the south and avoided

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.

This site is too small for such considerations.

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.

Hoarding plan attached.

Site Road Use Plan attached.

Defined traffic management procedures are imperative for the efficient handling of materials and waste for the project, but also to ensure effective management of vehicles, passing traffic and pedestrians. The traffic management plan will be controlled by a Site Manager and reviewed regularly. The material deliveries and waste away will be within the controlled zone. Vehicles will turn off engines when delivering and will be turned away when the loading area is in use to ensure no localised waiting.

The Site Manager and banksman will manage the traffic and working within the unloading point on the road within the loading bay in-. All deliveries will be booked electronically in advance to ensure single delivery accommodation and co-ordination with waste removal.

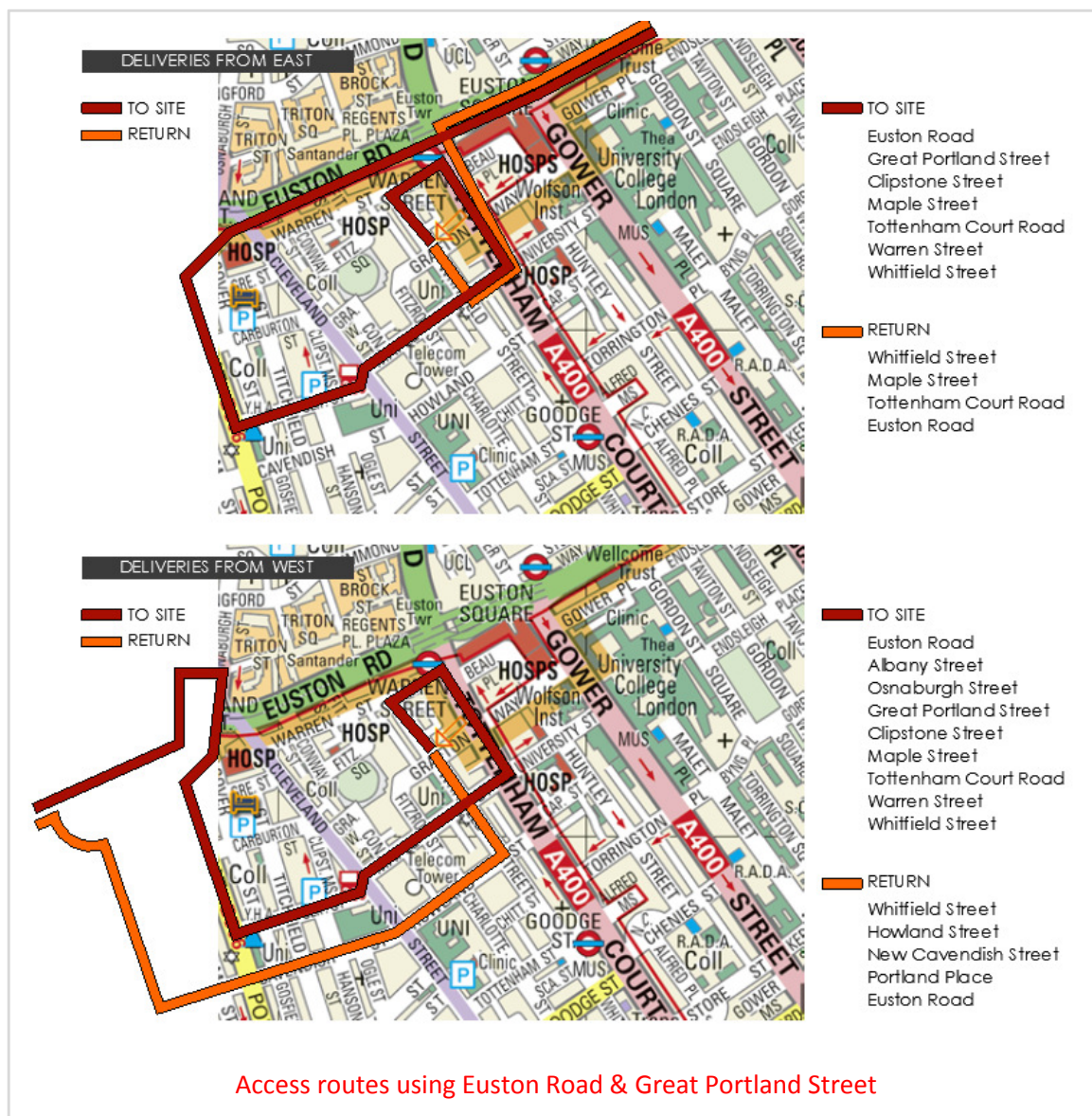
e. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).

N/A This site is too small to warrant further measures.

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.

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



The main access route via Euston Road and Great Portland Street are key. Since delivery bays are located in Whitfield Street, access has to be from the north heading south, having turned off Tottenham Court Road into Warren Street and then left into Whitfield Street. The exit from the site is south down Whitfield Street and then either east using Maple Street to Tottenham Court Road, or west using Howland Street and New Cavendish Street.

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

Sizes of deliveries will be restricted and kept to a 'just in time'. All suppliers and contractors will be given prior instruction for the route and procedure for deliveries and vehicle details.

Omitted

A lifting plan will be implemented in relation to all lifting operations involving lifting equipment. All lifting operations will be undertaken in accordance with Lifting Operations and Lifting Equipment Regulations 1998 (LOLER).

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).

No difficult access configurations are required.

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.

Chas Berger will ensure that the area around the site including the public highway is regularly and adequately swept to prevent any accumulation of dust and dirt.

Site operations are no so extensive as to require wheel washing etc facilities.

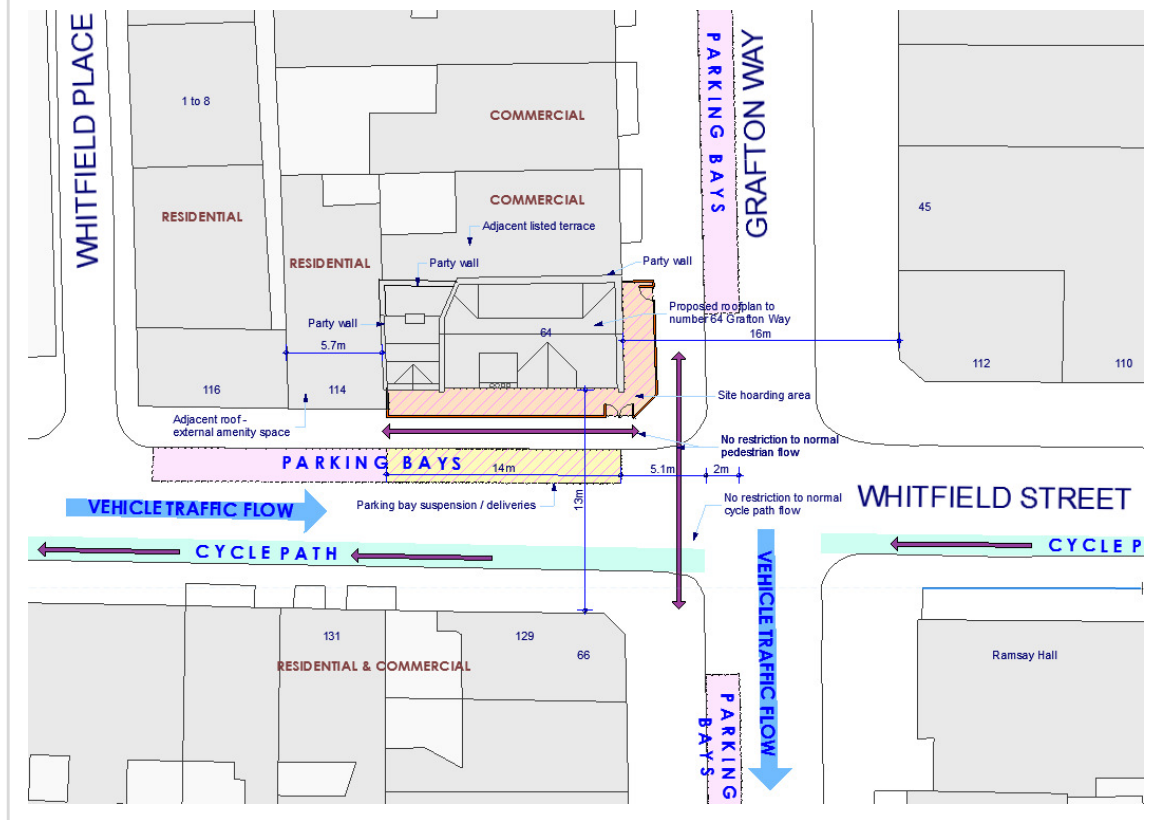
Burning of materials on site will not be permitted in order to prevent smoke emissions.

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.

This revised diagram shows vehicle, cycle & pedestrian movements around the site.



Highway interventions

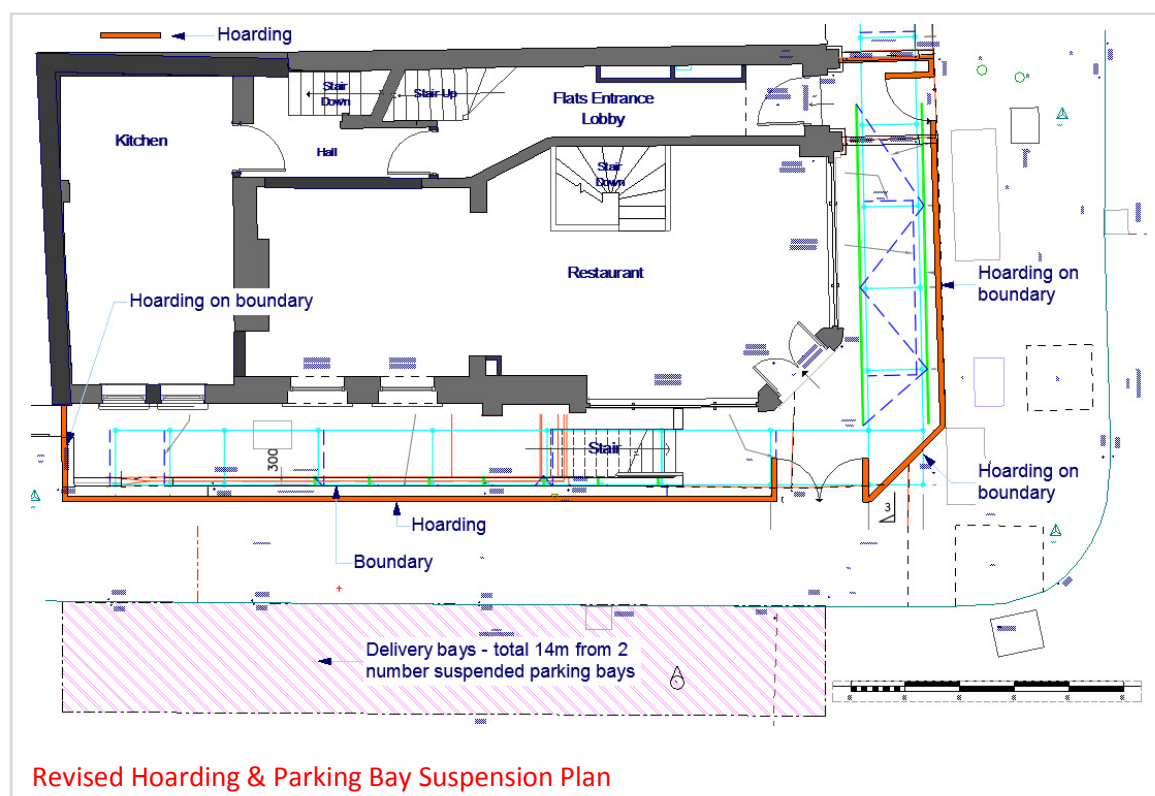
Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.

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](#).



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).

NA

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

NA

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).

NA

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 secure hoarding will be provided at the property edge.

The building will be scaffolded – but no scaffold will overhang the public highways.

Existing cycle lanes will be maintained.

Existing pedestrian routes will be maintained.

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 scaffold will no longer include a gantry to Whitfield Street & will not now therefore overhang the public highway or pavements. The hoarding will sit just outside the boundary line on the pavements sides – but due to the wide pavements a minimum dimension of 1.8m can be maintained to the pavement edge / kerbs.

• 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.

Noisy Operations as follows:

Stripout – Hand held tools – All day. Principally months 1&2 only.

Removal of screeds & tanking, slabs & masonry – Percussion drill / hammer – 2 hour on, 2 off – Max 4 hours per day. Principally months 1&2 only.

Demolition of masonry structures – Typically hand held tools -- All day. Principally months 1&2 only.

Excavation – Hand held tools – All day

Cutting, hammering, grinding – Hand held tools – All day

Structural Steel installation – Occasional disc cutting, hammering – All day. Principally months 1&2 only.

Roofing Work – Hand held tools – All day

Internal Fitting out – Hand held tools – All day

Plumbing – Hand held tools – All day

Electrical – Hand held tools – All day

Chas Berger employs Safety, Health and Environment Advisers who are trained and experienced in the use of noise monitoring equipment. We retain our own noise monitoring equipment and regularly carry out monitoring checks during the course of construction, to ensure noise levels adjacent to the works are within specified limits.

Levels will be monitored daily during the demolition phase both within the noisy period and in the respite periods on site - and periodically on request in adjacent properties to help with noise mitigation and control.

Specialist acoustic consultants have been retained to provide support and expertise notably during the demolition period. If difficulties arise with disruption to neighbours then additional unattended long term monitoring of the works will be undertaken, with SMS alert system. It is not currently envisioned however that this will be necessary.

We understand the limitations of noisy works within a residential environment and ensure all subcontractors are aware of the site restrictions on noisy work as detailed within subcontract orders and the site rules. Noisy work will be covered under our permit to work system which will identify the activity, its location, the duration and any applicable control measures necessary to mitigate its effect.

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

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

- In two time-slots for breaking out concrete – 2 hours on, 2 hours off - 9.00 to 16.00
- Cutting and high noise level will follow the same timing.

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.

28th October – Copy attached.

This survey was carried out with a Class 2 Datalogger Digital Sound Level Meter. Ongoing monitoring can be carried out if required with a Class 1 meter.

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

The principal noise nuisance will be from structure borne noise caused by the use of sledge hammer and or Kango. This work is programmed for the first phase of the project – comprising the demolition of part of the ground floor slab to form underpinning and new drain runs, and for the removal of screeds & defective tanking.

Noise levels measured at source were ave 85db(A) for the Kango on the basement slab / footings.

It was not possible to continue measuring within neighbouring properties but the predicted noise levels would be similar to those taken for the sledge hammer (actually a higher max value). Levels within the neighbouring properties for sledge hammer were ave 41.5db(A) within 116 Whitfield Street and ave 59.7db(A) within 114 Whitfield Street access corridor and ave 33db(A) within 62 Grafton Way.

Since it is anticipated that noise levels caused by this operation (largely structure borne sound) will exceed reasonable levels - 2 hours on, 2 hours off working will be employed for this phase of the work.

The most significant impact will be felt by the immediate neighbour occupying the lower floors at number 114 whose welfare will be monitored and who will be consulted during the demolition process. This process of consultation has already begun.

The extent of demolition requiring the use of mechanical breakers is however reasonably small. It is anticipated that this work would be completed within a couple of weeks.

Subsequent demolition at upper levels in particular will be monitored but will be largely carried out using hand held manual tools which will be much quieter.

All other operations are expected to fall within acceptable levels.

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.

Chas Berger will respect any reasonable request to reduce the duration of noisy activities further if required. Contractors will be required to have all plant and tools fitted with either silencers or dampers so far as is practical and working methods will be regularly reviewed to ensure that nuisance to adjacent properties and residents is mitigated wherever practical.

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

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

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

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

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

Should it be deemed necessary, contractors are to undertake noise and hand arm vibration monitoring and, dependent on the results, further control measures will be required. .

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

NA

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

Refer attached checklist.

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.

- Chas Berger will ensure that the area around the site including the public highway is regularly and adequately swept to prevent any accumulation of dust and dirt.

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

Chas Berger will action and establish communication, environmental site aspects and emergencies controls. We will hold environmental tool box talks, produce an environmental plan and review our sub- contractor's impacts and produce full assessments of each activity which involve noise levels which are above normal. We will also ensure that the demolition works will only be carried out within normal working hours.

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

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA policy. [The Control of Dust and Emissions During Demolition and Construction 2104 \(SPG\)](#), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

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

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

The materials disturbed by excavation activities are inert materials (principally crushed concrete and clay/gravel fill) and therefore the dust generated during their removal and transportation does not represent a hazard to either people or the environment. We will also add shielding to cutting equipment

When activities are being carried out that risk generating large volumes of airborne dust, Chas Berger will employ dust suppression measures. This will normally take the form of damping down and dust screens. Good site management will be strictly enforced to ensure work areas are kept clean and tidy at all times to prevent the migration of dust throughout the site.

We will be using water as dust suppressant where applicable and muck-away trucks will be covered to prevent wind effects on contents.

A site shower will be provided for the initial phases of the project.

Completed Checklist attached.

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](#).

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.

NA

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 buildings have recently become vacant. Initial site inspection has been carried out 09/11/2016. The site is known to have rodents and a program of pest eradication has been instructed to begin with immediate effect.

A specialist contractor has been appointed to carry out a site inspection, sort traps and to remove rodents periodically as they are found to prevent them from moving to other properties around the area. Other initiatives we will implement are as follows:

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

Refer to attached preliminary method statement.

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

Asbestos survey was carried out 26th April 2016 and also on the 3rd April 2016. This has come back with all areas being NADIS

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.

Chas Berger will provide a smoking area away from the main gate to ensure limited health risks to local residents. Interaction can take place with non-construction personnel. Site personnel will not be permitted to loiter outside the main gate.

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

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

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): December 2016 – July 2017
- b) Is the development within the CAZ? (Y/N): Yes – but breakers etc all electric
- 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:

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.