Construction Management Plan

pro forma v2.1

Camden

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
10th August 2016	**1**	**R Weston**
25th August 2016	**2**	**R Weston**
9th September 2016	**3**	**R Weston**
19th September 2016	**4**	**R Weston**
8th November 2016	**5**	**R Weston**
3rd March 2017	6	**R Weston**

Additional sheets

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

Date	Version	Produced by

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.**"

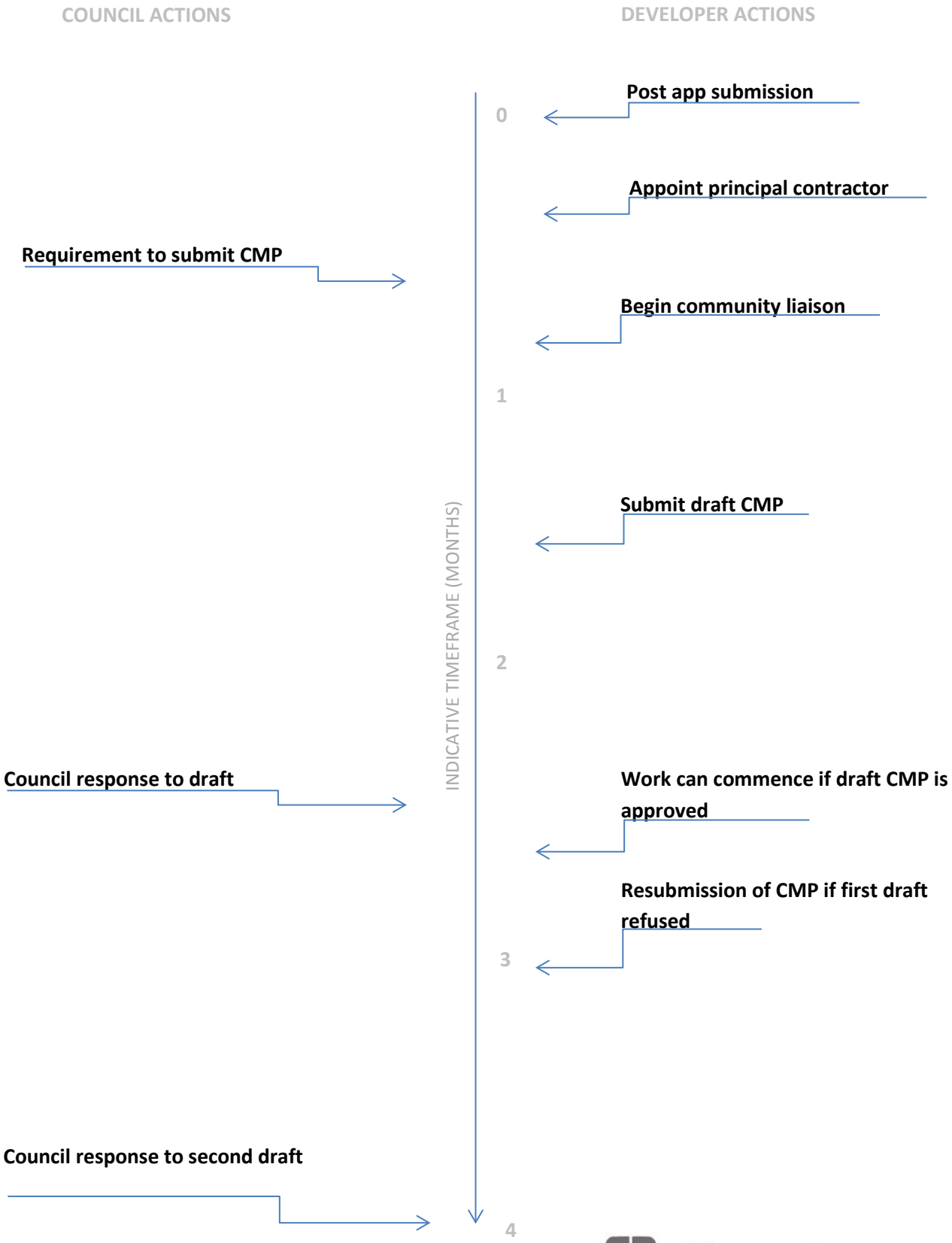
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically 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


COUNCIL ACTIONS
DEVELOPER ACTIONS
Post app submission
0
Appoint principal contractor
Requirement to submit CMP
Begin community liaison
1
Submit draft CMP
INDICATIVE TIMEFRAME (MONTHS)
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft refused
3
Council response to second draft
4

Contact

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

Address: 81 Bayham Street, Camden, London NW

Planning ref:

Type of CMP - Section 106 planning obligation/Minor

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

Name: Lucía Seco Bartolomé

Address: Sprunt, First Floor, 20 Northdown Street, London N1 9B

Email: <LSeco@sprunt.net>

Phone: +44 (0) 20 7833 3555

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: Mohammed Patel

Address:
Goldsmith (London) Ltd
Progress House
Powder Mill Lane
Dartford, Kent, DA1 1NT

Email: Mohammed@thegoldsmithgroup.co.uk

Phone: 07805 300678

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: Mohammed Patel

Address:
Goldsmith (London) Ltd
Progress House
Powder Mill Lane
Dartford, Kent, DA1 1NT

Email: Mohammed@thegoldsmithgroup.co.uk

Phone: 07805 300678

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:

Goldsmith (London) Ltd

Address:

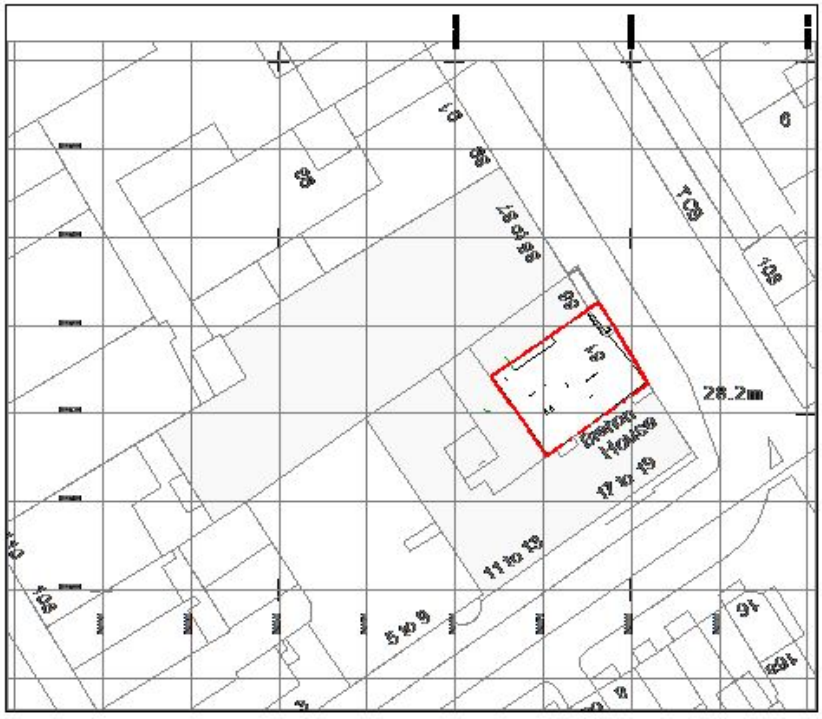
Progress House
Powder Mill Lane
Dartford, Kent, DA1 1NT

Email: accounts@thegoldsmithgroup.co.uk

Phone: 01322 222333

Site

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



7. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings etc.)

The proposed works include the Construction of a five storey building comprising commercial A3 ground floor accommodation with 6No flats over. The residential element comprises 2No studio, 2No 2 bedroom flats and 2No duplex apartments on the upper 2 floors.

The construction comprises bored piled foundations, reinforced concrete ground beams and ground floor slab with concrete columns and reinforced concrete first floor slab to receive 4 floors of timber framed construction.

The external envelope will be faced with facing brickwork and colour coated aluminium double glazed shopfronts to the ground and opening windows to the residential floors.

The commercial accommodation will be finished internally to a basic shell finish for fit out by the occupier and the upper floors fully finished, plastered and decorated with gas fired central heating systems and electrical installations.

The site is flanked on three sides by existing structures and has a crossing with zig – zag lines directly to the front. The building on the left is a commercial property with dwellings on the upper floors facing on to Bayham street. The building on our right is an apartment block facing onto Pratt street at the junction of Bayham Street.

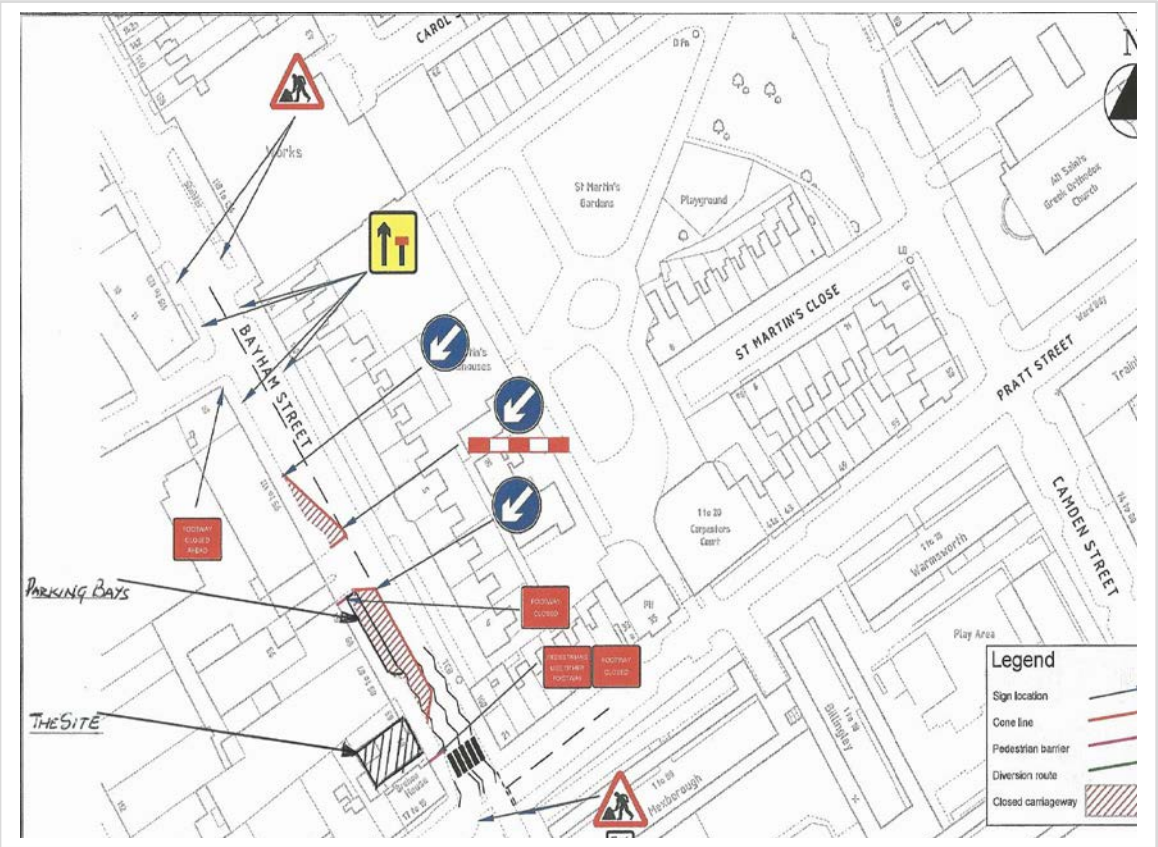
This plan is a live document and subject to change as the project progresses.

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.).

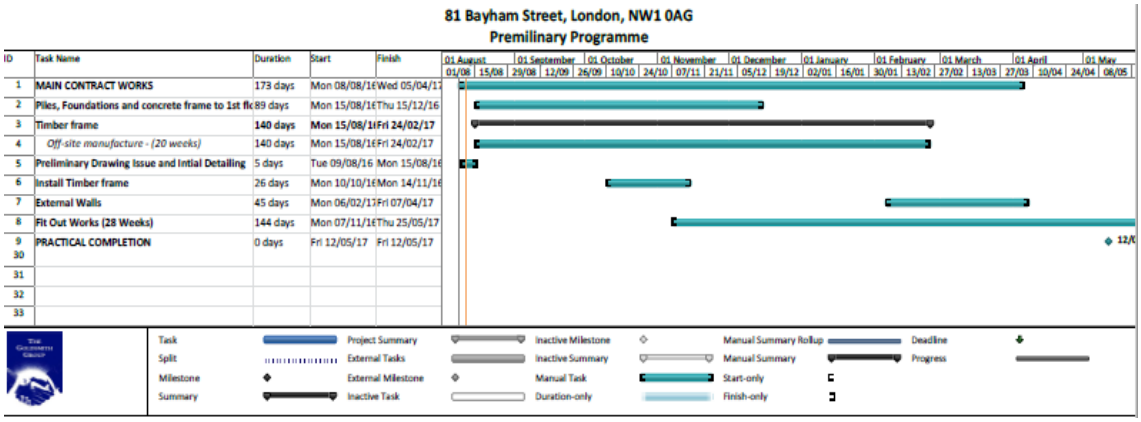
Apartments described above fronting onto Pratt Street and apartments above the adjacent "Daphne" restaurant. Below is a table of addresses and names of receptors, date of initial correspondence and dates of liaison/meetings.

Address	Freehold / Leasehold	Owner Information	Correspondence	Liaison
83 Bayham Street	FH	Mr Nicholas Lymbouris	12.10.15	7.1.16
85-87 Bayham Street	FH	Adoptplan Properties	18.10.15	14.1.16
85-87 Bayham Street	LH	Boon & Sons	6.1.16	14.1.16
15 Pratt Street	FH	Messrs Kyriakidou, Papadouris, Lois and Lois	12.10.15	8.1.16
17-19 Pratt Street	FH	Central and Cecil Housing	12.10.15	8.1.16

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).



Enabling works

- Commence: 15th August 2016
- Duration: 5 Days

Main Contract Works

- Commence: 29th August 2016 - Complete 30th May 2017
- Duration: 41 weeks

Subject to approval and commencement

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

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working 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.

Services required,

Water, Electric, BT & cable.

Water: Existing connections retained and to be utilised, a manifold to provide 7 services should be installed.

BT and Cable: A pavement access cover is located within the site curtilage and hoarding and subject to consultation with the statutory authorities we do not envisage difficulties pavement disruption with this connection.

Electricity, we have not yet agreed a provider but this should be re-established with a single connection for the building within the pavement and distributed from a head within the structure.

Our consultations with the utility companies will endeavour to coordinate both services in the pavement at the same time. Our contract programme has been timed accordingly.

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.

At Goldsmith London Ltd, we are aware of how important liaison with the community is the mutual benefits this can have. We are in the early stages of establishing contacts and have had informal introductions with our neighbours on both sides. The Party Wall agreements are currently being finalised and we will be utilised accordingly. Our company protocols also require introduction and information letters to be sent to the surrounding neighbourhood and theses will issued shortly.

In item 8 above we have noted the neighbours / “receptors” names, location and details of liaison correspondence started by the appointed Party Wall Surveyors Walker Management.

Party Wall matters have been successfully ongoing for since the beginning of the year and will be concluded shortly.

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.

As this is a relatively small project, our Site Manager Mohammed Patel and myself Bob Weston will be responsible on behalf of Goldsmith London ltd for Community relations.
The site team will have direct responsibility for promotion good community relations with all neighbouring residents and businesses.
We will ensure that any particularly sensitive works or issues are dealt with in a professional and accountable manner, with the public and local community kept informed at all times. This could include things like out of hours' delivery of large items of plant such as piling rigs etc.
Should any complaints arise these will be logged, all actions tracked and each item closed out to the satisfactory agreement of all parties.
Goldsmith (London) Ltd work within the requirements of the Considerate Contractors Scheme and will adhere to is inspection requirements for good practise.
Before work commences we will send out letters to the neighbours informing them of what will be happening and giving them our contact name and telephone number.
We will also maintain full and regular communications with affected neighbours regarding site activity, deliveries and traffic.
Should there be any complaints, as we have stated earlier, local residents will be able to call personally to the site offices. A record will be kept of all comments/complaints.

Other points that we will action:

- Ensure that site lighting does not affect neighbours.
- We will ensure that our workforce maintain a respectable standard of dress code.
- Encourage operatives not to leave site in their dirty work clothes.
- Register the project with the Considerate Constructors Scheme.
- Provide ID cards/badges for all operatives

GOLDSMITH
(LONDON)
LIMITED

September 2016

Dear Local Resident,

81 Bayham Street, Camden, London NW - a five storey building with commercial A3 ground floor accommodation and six apartments over.

We are Goldsmith (London) Ltd, a Main Contractor commissioned to build the new building on the site of 81 Bayham Street, formerly Andy's Restaurant.

We are responsible for building the project from foundations through to a watertight structure. We anticipate that the structure will be approximately 38 weeks in duration and should be completed in May 2017.

The Goldsmith Group are members of The Considerate Constructors Scheme and we take our membership seriously. We will endeavour to carry out this project with the least impact on your neighbourhood as we can. As with most construction projects there will be some elements of noisy work, however we will do our best to keep this to a minimum and to carry out these works at a respectable time.

If you would like more information, or have comments regarding the project, then please do not hesitate to contact us on the following numbers:

Head Office: 01322 222 333
Site Manager: 07805 300678
Project Manager: 07852 522 678

Alternatively, please email info@thegoldsmithgroup.co.uk

Yours Sincerely,

On behalf of Goldsmith (London) Ltd

A Member of the Goldsmith Group

Progress House
Powder Mill Lane
Dartford, Kent. DA1 1NT
Tel: 01322 222 333
Fax: 01322 294 444
www.thegoldsmithgroup.co.uk
Registered No. 7413083 VAT No. 156 8668 59

Letter distributed to all local neighbours

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".

Goldsmith London Ltd are established members of the Considerate Contractors Scheme and have been recognised for our contribution to the scheme by achieving Gold Awards in consecutive years. **Goldsmith London Ltd Considerate Contractors Scheme registration number is C0224**

CONSIDERATE CONSTRUCTORS

Performance Beyond Compliance

Presented to

Bob Weston

Of

Goldsmith (London) Ltd

For

Stonegrove Community Centre

When visited by the Considerate Constructors Scheme's Monitor, this site performed beyond compliance by scoring at least 7 points in each of the following five sections of the Scheme's Code of Considerate Practice:

Care about **Appearance**	Respect the **Community**	Protect the **Environment**	Secure everyone's **Safety**	Value their **Workforce**

Mike Petter
Chairman, Considerate Constructors Scheme

Issue Date: 11 September 2015 Site ID: 86596

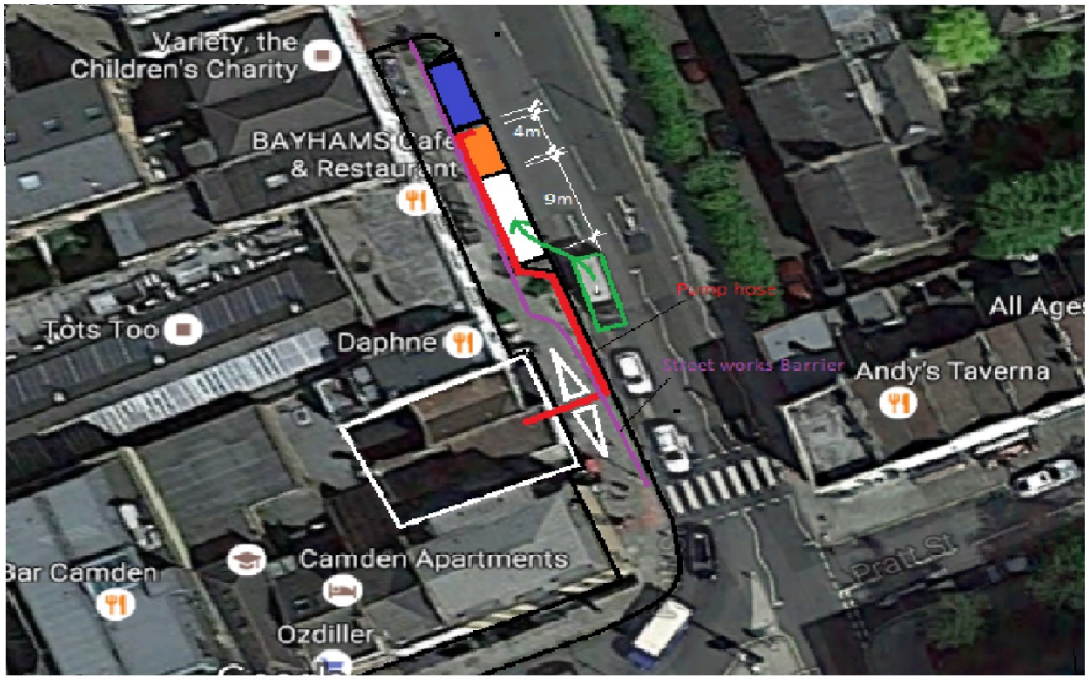
Improving the image of construction

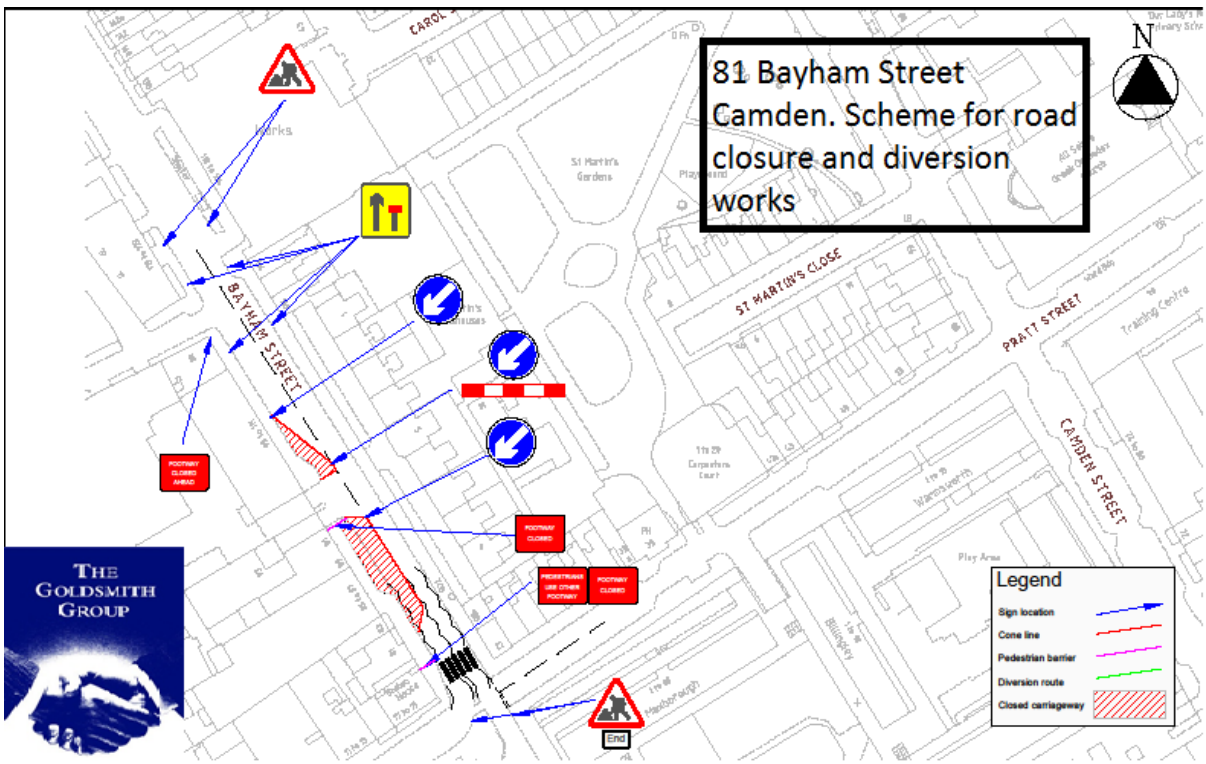
16. Neighbouring sites

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.

Although Bayham Street is busy artery thoroughfare through Camden and due to the nature of our works, the project will be restricted to Bayham Street only and serviced from suspended parking bays in front of the adjoining offices, taking the impact off of the main highway.

The building has been designed for construction by prefabrication of the main structure in “timber frame” panels and components. This provides that manufacture is taken off site for this for a period of 9 weeks thus reducing the onsite construction time. To facilitate this there will be 5 programmed crane lifts to deliver and position the structure on site. These will be on Saturdays to further lessen the impact of the road disruption during the busy working week. We have had positive and helpful meetings with Camden Highways Department to formulate this plan. Attached is the traffic management plan formulated with CHD and layout with reference to deliveries.


Variety, the Children's Charity
BAYHAMS Cafe & Restaurant
4m
9m
Pump hose
Street works Barrier
Tots Too
Daphne
Andy's Taverna
All Ages
Bar Camden
Camden Apartments
Ozdiller
Pratt St


81 Bayham Street
Camden. Scheme for road closure and diversion works
N
BAYHAM STREET
ST MARTIN'S CLOSE
PRATT STREET
CAMDEN STREET
THE GOLDSMITH GROUP
Legend
Sign location
Cone line
Pedestrian barrier
Diversion route
Closed carriageway
End

Camden

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.

17. Name of Principal contractor:

Goldsmith (London) Ltd
Progress House
Powder Mill Lane
Dartford, Kent, DA1 1NT

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).

As part of our relationship with The Considerate Constructors Scheme, our audits with their assessors include our participation in the CLOCS scheme.

Our site and procurement policies and deliberation will be in accordance with guidance issued in the CLOCS scheme to determine vehicle deliveries. We currently use CLOCS "Champions" such as Lynch Plant Hire and O'Donovan in our responsible contractors lists.

Contracts

FORS Bronze accreditation as a minimum will be a contractual requirement, FORS Silver or Gold operators will be appointed where possible. Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment (as per CLOCS Standard P13), and that all drivers servicing the site will have undertaken approved additional training (eg. Safe Urban Driving + 1 x e-learning module **OR** Work Related Road Risk Vulnerable Road User training + on-cycle hazard awareness course + 1 x e-learning module etc.). CLOCS Compliance will be included as a contractual requirement.

Desktop checks

Desktop checks will be made against the FORS database of trained drivers and accredited companies as outlined in the CLOCS Standard Managing Supplier Compliance guide. These will be carried out as per a risk scale based on that outlined in the CLOCS Managing Supplier Compliance guide.

Site checks
Checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale.

Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale. Results from these checks will be logged and retained, and enforced upon accordingly.
Where the contractors own vehicles and drivers are used, the above approach will be modified accordingly.

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:

Goldsmith London Ltd use the CLOCS in the procurement processes.

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

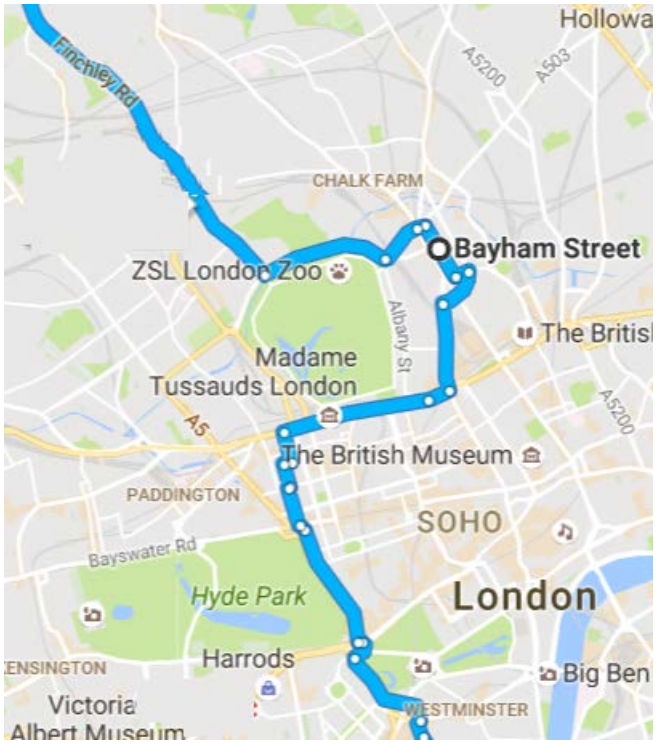
The transport delivery routes are shown below. Access To Bayham Street will be from the north end of Bayham Street for all deliveries and not via Greenland Road.

Substantily all deliveries will from the north, please refer to bottom sketch for southern routes.

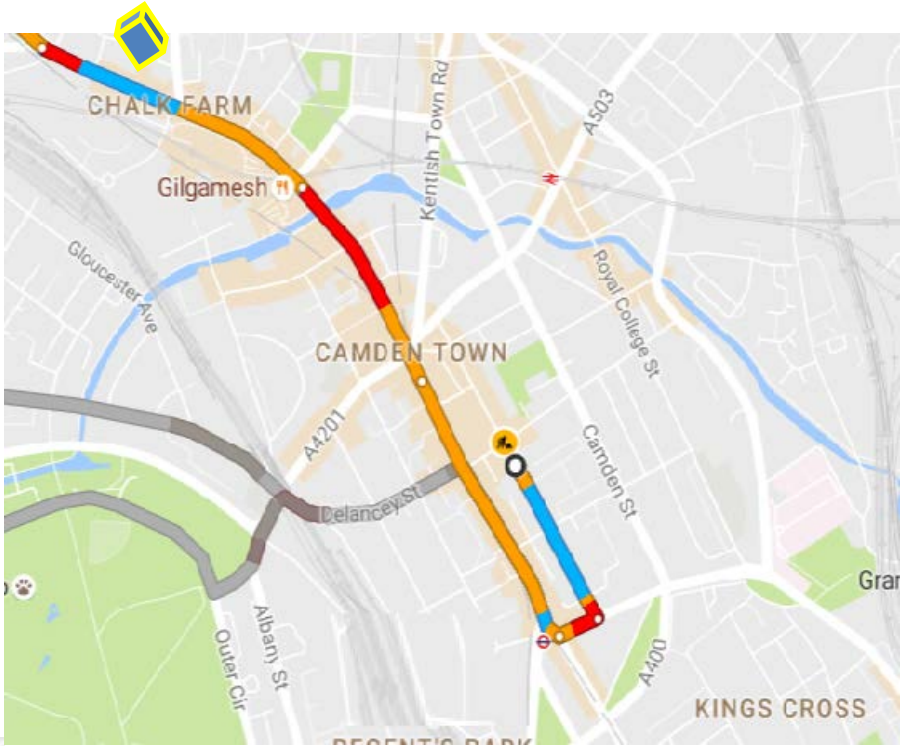
Apart from the initial formation of piling stage during week 2 and week 4 **there will be no vehicles entering site**. The site has no site roads. The site will have a pedestrian entrance for

personnel and materials only. As discussed in the sections above **deliveries are to the suspended parking bays** and then material is taken to and from site manually.

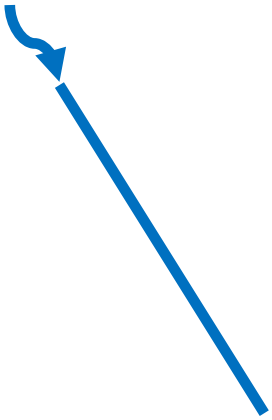
Delivery routes from north and south London are shown on the attached map. With the final routes to the parking bays shown on street diagrams below.



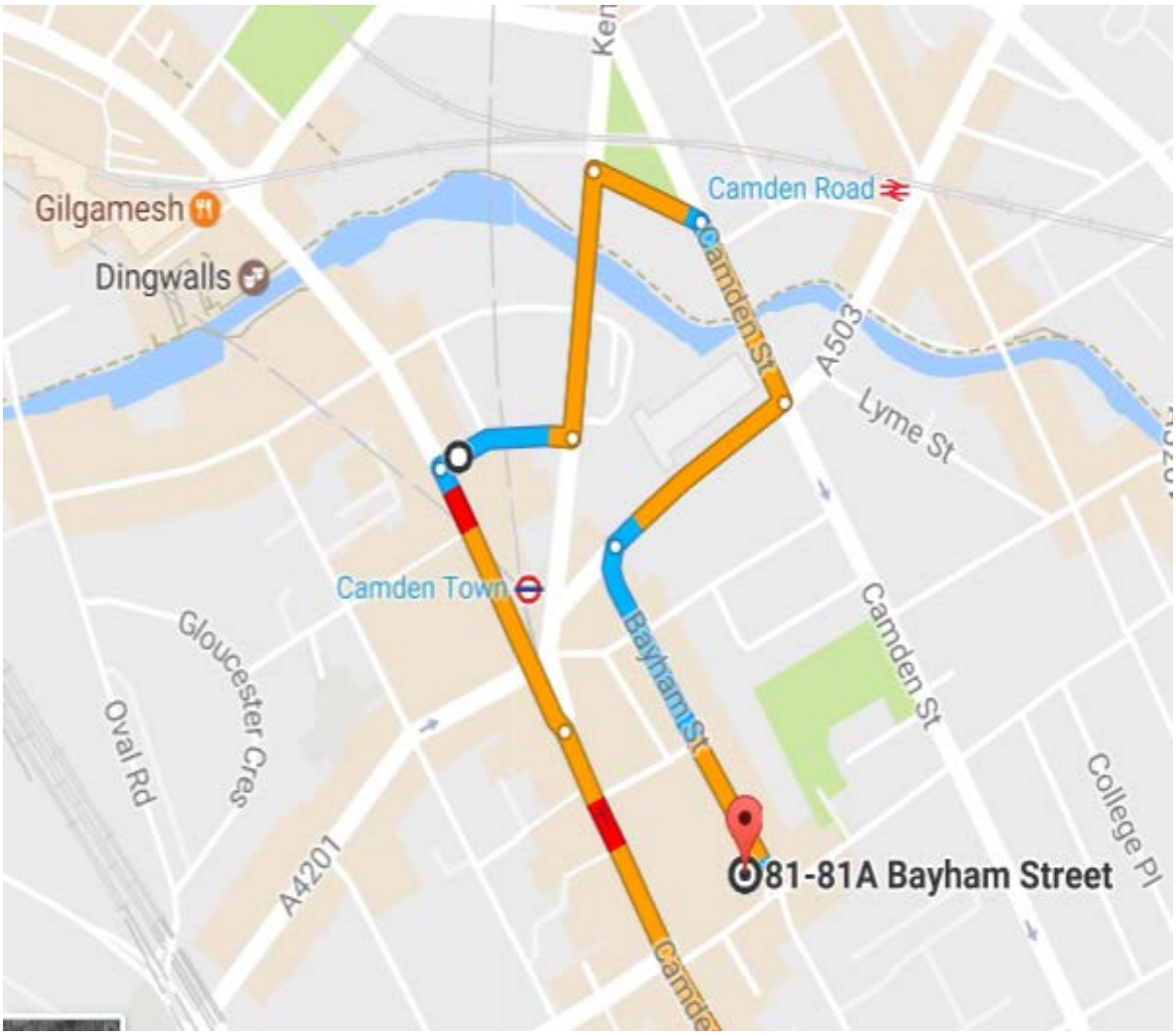
Routes to North and South



Preferred A road route to the North



Route from South
Route away from site



Route from South London Providers

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 delivery companies will be consulted at time of order and then at requisition to site.
All subcontractors and suppliers will be required to give 48 hours' notice of deliveries.
The movement of materials, particularly in the main contract works stage, will also be controlled by our road marshals. They will be responsible for the control and coordination of all aspects of material deliveries and movement.
Vehicles will pull into the Bayham Street suspended bays, generally a direct labour gang will facilitate easy and quick unloading of a delivery.
The planned mobile crane lifts will be incorporated in to the road closure agreements discussed with Camden Highways Department. Offloading of the panels will be from vehicles within the road closure zone.
No parking will be permitted on site and all sub-contractors will be informed at the pre order meeting that the surrounding area is for resident parking only. All subcontractors will be encouraged to use public transport. The directly employed banksman will ensure that the public highway is kept clean form any dirt made as a result of deliveries or removal of material from site.

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.

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

- Ready mix concrete lorries. (approx. size 8.25m long and 2.45m wide).
- Flatbed delivery vehicles for the delivery of various materials including scaffolding, steelwork, reinforcement, bricks/blocks, timber, roofing materials, plaster, joinery etc. (approx. size 8.5m long and 2.45m wide.
- Articulated Lorries, for delivery of cladding components.

The projected vehicle movements are will be 2 per day or less, during the enabling works and main contract works period.

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

We will assess this requirement.

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.

All subcontractors and suppliers will be required to give 48 hours' notice of deliveries. The movement of materials, particularly in the main contract works stage, will also be controlled by our road marshals. They will be responsible for the control and coordination of all aspects of material deliveries and movement.
Vehicles will pull into the Bayham Street suspended bays, generally a direct labour gang will facilitate easy and quick unloading of a delivery. Only one vehicle will be permitted to deliver to the site at a time.

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.

There will be no foreseen requirement for any off-site holding areas

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

Due to the size and nature of this project we do not foresee the requirement for this facility.

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

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

Due to the location of the site at the junction of Bayham Street, Pratt Street and the parking road crossing restrictions, there will not be any day to day vehicles entering the site. Deliveries will be made to the suspended parking bays at 81 to 91 Bayham Street and off loaded there by hand from. Arrangements for concrete pumping will be similarly arranged from the bays at 81 to 91 Bayham Street. A vehicle required for drain pumping and survey work will be used on site during the enabling works. We will be making arrangements for the delivery and removal of the piling rig and this will be again in coordination with Highways department and the Police if required. All vehicles will be controlled by a trained banksman.

A strict delivery procedure will be implemented to ensure that Bayham Street is not overrun with site and delivery vehicles. Our banksmen
will ensure that traffic flow is maintained at all times.
deliveries. The movement of materials will also be controlled by our Road Marshall. He will be responsible for the coordination and control of all aspects of material deliveries movement and to keep the pavement clean and clear.

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).

Logistic details of piling rig to be confirmed

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.

Any wheel washing will be carried out by the direct labour team within the site boundary. We are aware that mud and debris on the road is one of the main environmental nuisance and safety problems arising from construction sites. GLL will make provision to minimise this problem.
In the early stages of the project when ground works are being carried
out, we will be loading lorries by hand and will ensure that any debris is kept within the site boundary.
We will insist on all debris clearance vehicles be fully sheeted to minimise the risk of any mud over-spilling onto the highway. The directly employed banksman will ensure that the public highway is kept clean form any dirt made as a result of deliveries or removal of material from site.

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.

Vehicles will pull into the Bayham Street suspended bays, generally a direct labour gang will facilitate easy and quick unloading of a delivery.
The planned mobile crane lifts will be incorporated in to the road closure agreements discussed with Camden Highways Department. Offloading of the panels will be from vehicles within the road closure zone.
No parking will be permitted on site and all sub-contractors will be informed at the pre order meeting that the surrounding area is for resident parking only. All subcontractors will be encouraged to use public transport.

All vehicles will be controlled by a trained banksman.

A strict delivery procedure will be implemented to ensure that Bayham Street is not overrun with site and delivery vehicles. Our banksmen
will ensure that traffic flow is maintained at all times.
deliveries. The movement of materials will also be controlled by our Road Marshall. He will be responsible for the coordination and control of all aspects of material deliveries movement and to keep the pavement clean and clear.

When vehicles are entering or leaving the site, these will be supervised by our road marshal. Where vehicles are unloading in Bayham Street parking bays, this will be supervised by our road marshals or banksman.
The general public/pedestrians will have right of way along the pathways that surround the site. The construction site gates will be kept closed and monitored by site staff, only when deliveries are made to the site will they be opened to allow vehicles / material access onto the site, delivery vehicles will be supervised/controlled by a banksman. The directly employed banksman will ensure that the public highway is kept clean form any dirt made as a result of deliveries or removal of material from 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.

Due to the location of the site at the junction of Bayham Street, Pratt Street and the pedestrian road crossing restrictions, there will not be any day to day vehicles entering the site. Deliveries will be made to the suspended parking bays at 81 to 91 Bayham Street and off loaded there by hand from. Arrangements for concrete pumping will be similarly arranged from the bays at 81 to 91 Bayham Street.

Suspension of parking bays will be kept to an absolute minimum. (Meeting required with LBC to discuss).

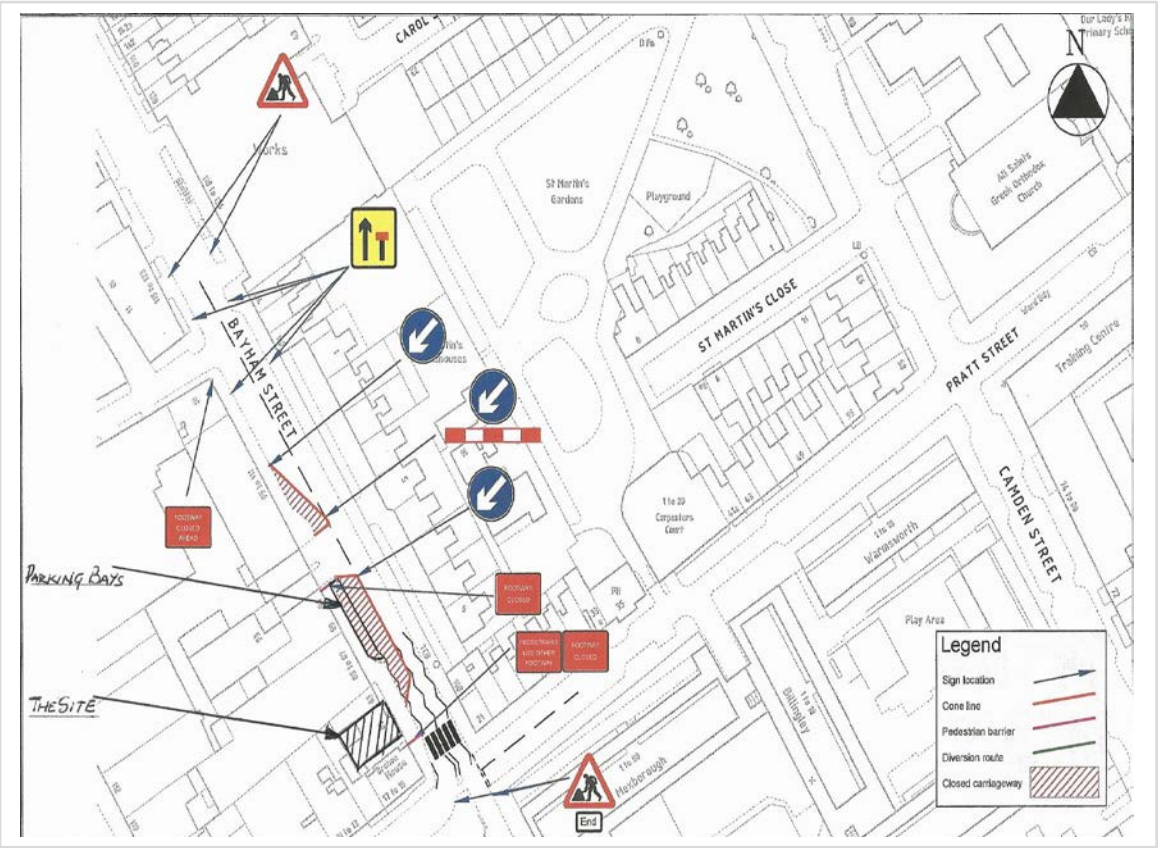
Four Bays have been necessary to carry out the works safely and have been suspended for the duration of the envelope works.

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).

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



. There are concerns that pedestrians will not be able to cross back onto eastern side of Bayham Street due to the lack of crossing and dropped kerbs to the north of the proposed pedestrian diversion. Highways to comment.

We have discussed the proposed site works with Mr Hamilton of CHD and he as commented accordingly on our plans. He has found no major issues with our proposals apart from noting that the appropriate signage is used and we must be aware of trip hazards. Our last correspondence was on 26/08/16 and all other meetings have been informal, held at site or by telephone.

<u>Correspondence with Highways</u>

Bob

Do not see any major issues with your plan, say except trip hazard with the pipe. (good signage will be needed) has this job had a Construction Management Plan discharged

Regards

Gordon Hamilton
Streetworks Coordinator-Streetworks Authorisation and Compliance Team

Telephone: 020 7974 3404

From: *Bob Weston [mailto:bob@thegoldsmithgroup.co.uk]*
Sent: *25 August 2016 15:07*
To: *Hamilton, Gordon*
Subject: *FW: 81 Bayham Street - Materials access.*

From: *Bob Weston*
Sent: *25 August 2016 15:04*
To: *'Gordon.hamilton@camden.go.uk' < >*
Subject: *FW: 81 Bayham Street - Materials access.*

From: *Bob Weston*
Sent: *25 August 2016 15:02*
To: *'Gordon.hamilton@camden.go.uk' <Gordon.hamilton@camden.go.uk>*
Cc: *John Goldsmith (jcg@thegoldsmithgroup.co.uk) <jcg@thegoldsmithgroup.co.uk>; Colin Bailey <colin@thegoldsmithgroup.co.uk>*
Subject: *81 Bayham Street - Materials access.*

Hi Gordon, (further to our telephone conversation, this is the email I had just drafted)

I believe you have spoken to my MD John Goldsmith recently about the new project at 81 Bayham Street. John recommended I speak to you as the best point of contact for matters relating to the highway.
I'm having great difficulty in planning how we can get concrete into the project in line with Street Works and Pedestrian Safety. Could you let me have any guidance or could we meet to discuss the project access requirements due to the location of the site entrance and the pedestrian crossing at the Pratt street junction.

The issue I have at present is getting concrete into the project on a daily basis without contravening roads or pavement policy, as we understand them.
I need initially to place concrete in two concrete "piles" per day for approximately a 2 week period. Each pile will need 2.5m cube of concrete and therefore a 6m lorry load each afternoon. I am

proposing to pump the concrete from a ready-mix lorry from the suspended parking bays. Could you comment on the feasibility of this or could we meet to discuss.

I have attached a sketch for your information of the pump location, pipe runs, ready-mix delivery point and barriers etc.

I look forward to meeting with and discussing the project.

Thank you.

Regards

Bob Weston

Mobile: 07852 522678
Goldsmith (London) Ltd
Progress House
Powder Mill Lane
Dartford, Kent, DA1 1NT
Tel: 01322 222333
Email: bob@thegoldsmithgroup.co.uk

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).

Diversions have been discussed with the Camden Highways Department and the above scheme for the road partial closure will not require diversions. Now that the procurement for the project is underway we have been able to discuss matters with specialist subcontractors and will now commence formal applications for road closures and formal agreements with Highways.

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.

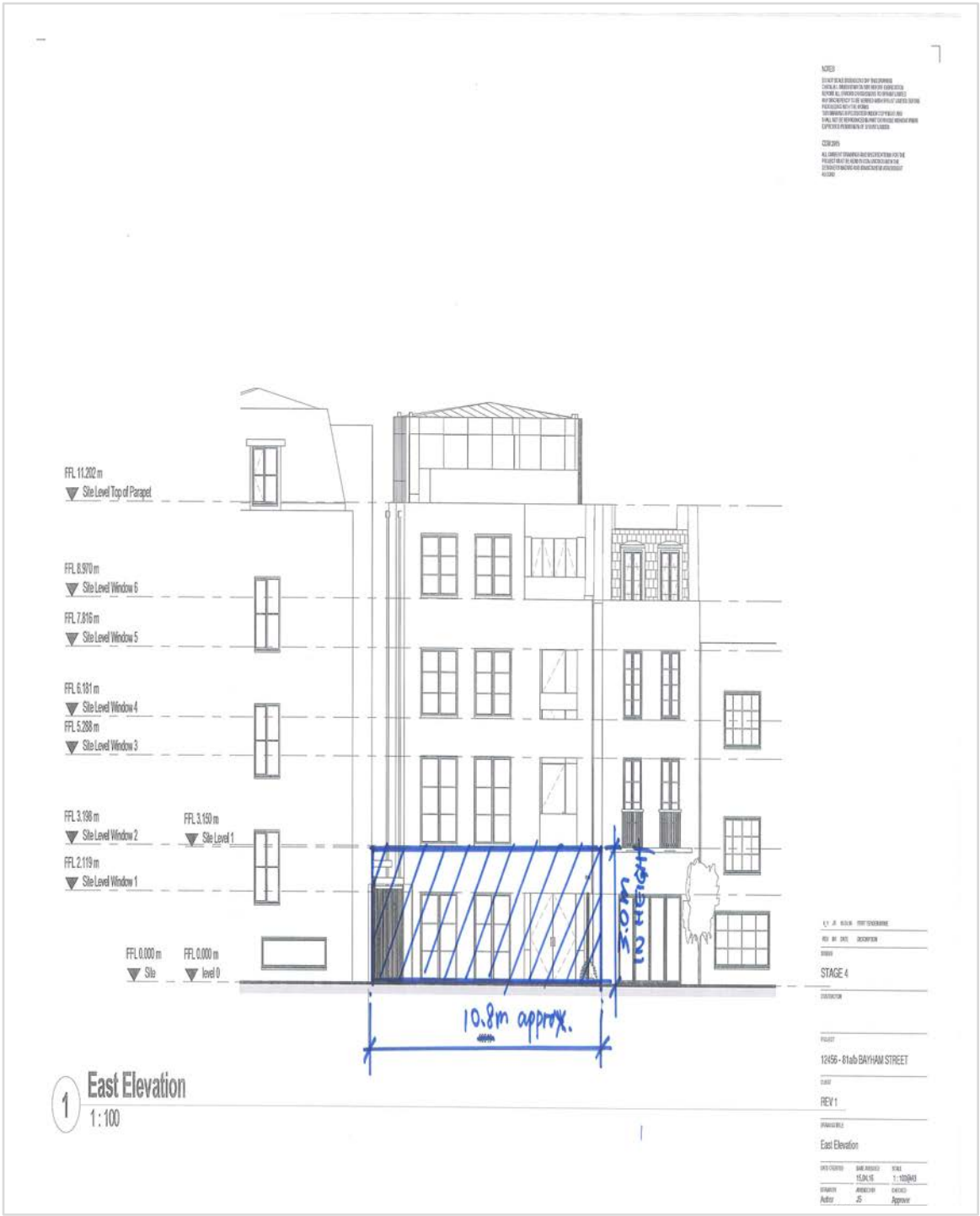
A secure hoarding will generally be required at the site boundary with a lockable access.

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.

. Where vehicles are unloading in Bayham Street parking bays, this will be supervised by our road marshals or banksman.
The general public/pedestrians will have right of way along the pathways that surround the site. The construction site gates will be kept closed and monitored by site staff, only when deliveries are made to the site will they be opened to allow vehicles / material access onto the site, delivery vehicles will be supervised/controlled by a banksman.

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.

- SYMBOL IS FOR INTERNAL USE


FFL 11.202 m
Site Level Top of Parapet
FFL 8.970 m
Site Level Window 6
FFL 7.816 m
Site Level Window 5
FFL 6.181 m
Site Level Window 4
FFL 5.288 m
Site Level Window 3
FFL 3.198 m
Site Level Window 2
FFL 3.150 m
Site Level 1
FFL 2.119 m
Site Level Window 1
FFL 0.000 m
Site
FFL 0.000 m
level 0
3.0m to Height
10.8m approx.
1 East Elevation
1 : 100
STAGE 4
12456 - 81ab BAYHAM STREET
REV 1
East Elevation

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.

GLL employs Safety, Health and Environment Advisors who are trained and experienced in the use of noise monitoring equipment. The advisors retain 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.
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.
GLL is sensitive to the requirements of working alongside existing occupied premises. We recognise the importance of working closely with the Client's management team to ensure that they are informed in advance of any noisy or disruptive activities that we may be undertaking and to allow time for the agreement of any reasonable mitigation measures that may be required.
We will restrict noisy activities within our operations to the following times:
• In two time-slots for breaking out concrete – 10.00 to 12.00 and 15.00 to 17.00
• 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.

We note the noise levels discussed: High ambient levels = a 10hr LAeq >65 and Low ambient levels = a 10 LAeq <65

We have appended below a recent noise report commissioned for the adjacent property at 29 Bayham Street and carried out by KP Acoustics 12 November 2012

30. Please provide predictions for noise and vibration levels through the proposed works.

The following sources of guidance on noise and vibration issues have been referenced where appropriate:

British Standard 5228-1:2009 '*Noise and vibration control on construction and open sites* (Ref. 12.3) provides noise source levels for typical construction equipment and calculation methods to determine construction noise levels at distance.

British Standard 5228-2:2009 '*Noise and Vibration Control on Construction and Open Sites.* (Ref. 12.4) provides vibration source levels for typical construction equipment and calculation methods to determine construction vibration levels at distance.

This proposal assesses the effect of the proposed development on the surrounding noise sensitive receptors. The proposed area includes the closest affected noise sensitive dwellings situated around the boundary of the proposed development. For construction related noise and vibration, the study area extends to the closest affected properties within a 10m radius of the site boundary.

Measures to be incorporated to protect residents from noise during the construction and operational phases of the development.

During the construction phase temporary increases in noise levels at nearby residential properties will be inevitable. This will be controlled as far as is reasonably practicable through use of Best Practicable Means, as defined in the Control of Pollution Act. For example, this will include the selection and location of equipment taking noise into consideration, and limitation of operational hours. Proposed operational hours are still to be confirmed with the local authority but would typically be 07:30 – 18:00 Monday to Friday and 08:00 – 13:00 on Saturdays.

The development has been planned so as to minimise the need for onsite construction of the main structure of the building. The ground floor commercial unit will be constructed as a concrete frame on a traditional piled foundation. The pile design has been limited to only 20 piles limiting the time needed for their construction. The main structure of the building will be manufactured off site into component parts reducing the full onsite construction time of the structural element to be erected over 5 weekends. The main frame is timber and the onsite fabrication is restricted to fixings in timber. The external cladding of the building is glass and traditional masonry. The glass elements again being prefabricated off site and the brickwork elements requiring some lifting but generally low noise manual handling.

BS 5228:2009 Part 1 Noise and Part 2 Vibration provides guidance on the measurement and prediction of construction related noise and vibration. Of particular relevance to this assessment are the calculation procedures set out in Annex F to BS 5228-1 and Annex E to BS 5228-2 as these have been used to quantify the likely noise and vibration levels from specific construction activities.

Plant noise will be predicted and controlled during the procurement stage so as to ensure that the $L_{Aeq,T}$ noise level of any plant is at least 5 dB below the existing background noise.

Other aspects of construction noise, such as that from deliveries, will be controlled by planning conditions, best practise, the procurement of material form know sources and site management to ensure no significant effect.

Based on the construction described above, the construction phase works have been divided into three specific activities:

- site clearance and preparation, including site access;
- sub-structure works
- frame construction

Within each of these phases, a variety of plant is assumed to operate. The plant and assumed sound power level are given in the table below, along with the origin of this source of information.

Note: Information provided for prediction of noise on construction site taken from BS5228-1:2009. The works are generally construction tasks related to minor works, Site Clearance, Substructure, frame construction / timber frame and fit out general loading and offloading operations.

Works generating noise would be typically: Piling operations with Concrete pumping 20 days

RC Concrete pumping, less than 10 days. Crane operations 6 days

Plant	**(dBA)**
Site clearance and preparation	
Backhoe mounted breaker	80
Tracked excavator	85
Articulated dump truck	85
Sub-structure works	
Track mounted CFA rig	80
Concrete delivery truck and pump	82
Poker vibrator	76
Tracked excavator (13 tonne)	85
3 tonne dump truck (tipping fill)	85
Air Compressor	81
Frame construction	
Concrete delivery truck and pump	82
Skill Saw	76
Mobile crane (100 tonne)	99
Delivery lorry (unloading)	88
Scaffolding (dismantling)	108
Angle grinder (grinding)	80
Diesel generator	94
Hoist	80

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.

GLL note Camden's recommendations for the CMP, to be found acceptable, the contractor is required to provide specific forms of noise mitigation to regulate noise to keep within acceptable levels. This can include, but is not be restricted the following:

Temporary acoustic enclosures/screens shall have sufficient mass so

as to be able to resist the passage of sound across the barrier and to

be free of significant holes or gaps between or under any acoustic

panels. Where practicable, acoustic blankets shall be used around noisy plant (level of attenuation afforded by screens should also be states).

For structure borne noise, where required, the contractor can

incorporate 2hr on/off respite periods to reduce impact to nearby

sensitive receptors. Any other proposals offered by the contractor to

mitigate noise and vibration is encouraged.

Action plan – the contractor shall establish an action plan based on the

exceedance of predicted levels/limits.

GLL 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. While noisy levels of activities are in operation we will monitor noise level to make sure the levels are within specified limits. Noisy work will be covered under our permit-to-work system which will identify the activity, its location and duration, and any applicable control measures necessary to mitigate its affect.
Sub-contractors are encouraged to purchase equipment that is advanced in technology and equipped with vibration absorbing features.

During the construction phase of the development, noise from activities associated with ground works and construction all have the potential to cause disturbance to existing noise-sensitive receptors. Based on the guidance set out in BS 5228-1:2009 and the existing noise environment, the following scale of significance criteria has been adopted. It has been assumed that works will take place during the daytime 10 hour period between 8am and 6pm weekday, and the 5 hour period between 8am and 1pm on Saturdays. It is not anticipated that construction noise will be generated in evening or night-time periods.

Significance criteria applicable to construction noise

Noise Level	Effect	Significance
<65 dB $L_{Aeq,10hor/5hour}$	Likely to be perceptible, but bearable	Negligible
65 – 70 dB $L_{Aeq,10hour/5hour}$	Clearly perceptible, but bearable given sufficient warning/information	Minor
71 – 75 dB $L_{Aeq,10hour/5hour}$	Clearly perceptible, but bearable for short periods given sufficient warning/information	Moderate
>75 dB $L_{Aeq,10hour/5hour}$	Complaints likely	Major

Vibration generated from construction activities also has the potential to cause disturbance. Cases of damage are very rare, however.

Accordingly, an assessment of ground borne vibration associated with typical on-site construction activities has been conducted, drawing upon guidance contained within BS 5228-2:2009. Predictions have been made to determine the likely levels of vibration produced by typical construction activities at varying distances from the activity in question. Such predictions have been performed based upon the collection of historic measured data contained within BS 5228-2:2009 and employing the empirical prediction methods also detailed within this Standard.

The significance of vibration effects has been assessed drawing upon the guidance criteria contained within BS 5228-2:2009.

Significance criteria applicable to construction Vibration

Vibration Level (PPV)	Effect	Significance
<0.3 mm s-1	Unlikely to be perceptible in residential environments	Negligible
0.3 – 1 mm s-1	Onset of perceptibility in residential environments.	Minor
1.1 – 10 mm s-1	Onset of complaints in residential environments	Moderate
>10 mm s-1	Vibration is likely to be intolerable for any more than a very brief exposure to this level.	Major

The lowest guide value for cosmetic damage to buildings given in BS 5228-2:2009 is 15 mm s^{-1} for transient vibration. For continuous vibration, such as may occur during the use of vibratory equipment, the guidance in the Standard is that the levels for transient vibration be reduced by 50%. Accordingly, damage is taken to be highly unlikely, regardless of the type of vibration, below levels in the order of 7.5 mm s^{-1}.

Mitigation

Additional proposed mitigation and control measures.

In addition, it is recommended that the following 'best practice' measures are employed to minimise any negative effects:

- GLL and their sub-contractors should at all times apply the principle of Best Practicable Means as defined in Section 72 of the Control of Pollution Act 1974 and carry out all work in such a manner as to reduce any disturbance from noise and vibration to a minimum;
- unless otherwise agreed with Camden Council, hours of construction would be limited to 07:30 to 18:00 hours Monday to Friday and 08:00 to 13:00 hours on Saturday. No work should be audible at the Site boundary at any other time; As a part of the timber frame erection and limiting the total time required for traditional construction GLL in partnership with the client and Camden is proposing to erect the timber element over 5 Saturdays, mitigating time, noise and disruption to the surrounding commercial premises and dwellings, working to the hours of 07:30 – 17:00 on the specific 5 dates.
- all plant brought on to the Site should comply with the relevant EC/UK noise limits applicable to that equipment or should be no noisier than would be expected based on the noise levels quoted in BS 5228-1:2009. Plant should be properly maintained and operated in accordance with manufacturers' recommendations;

- electrically powered plant should be preferred, where practicable, to mechanically powered alternatives. All mechanically powered plant should also be fitted with suitable silencers, as appropriate;
- items of plant on-site operating intermittently should be shut down in the intervening periods between use;
- where feasible, all stationary plant should be located so that the noise effect at all occupied commercial and residential properties is minimised and, if practicable, every item of static plant when in operation should be sound attenuated using methods based on the guidance and advice given in BS 5228;
- use of pneumatic breaking will be limited or, better still, alternative techniques should be investigated and utilised;
- whenever possible, deliveries will be programmed to arrive during daytime hours only and care should be taken when unloading vehicles to minimise noise. Deliveries should be routed so as to minimise disturbance to local residents and delivery vehicles should be prohibited from waiting within or near the Site with their engines running

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

GLL will be procuring subcontract packages for differing elements of the projects, these are subcontracted for their specialised skills and training, as part of the procurement process will vet contractors on their recorded training and training requirements. GLL direct employees are participants in regular and direct on-site training and regular tool box talks. Such training will and has included the requirements of BS5228:2009 where we note that training operatives should be trained to employ appropriate techniques to keep site noise to a minimum, and should be effectively supervised to ensure that best working practice in respect of noise reduction is followed. all employees should be advised regularly of the following, as part of their training: the proper use and maintenance of tools and equipment; a) the positioning of machinery on site to reduce the emission of b) noise to the neighbourhood and to site personnel; the avoidance of unnecessary noise when carrying out manual c) operations and when operating plant and equipment; the protection of persons against noise; d) the operation of sound measuring equipment (selected e) personnel). Special attention should be given to the use and maintenance of sound-reduction equipment fitted to power tools and machines. Persons issued with ear protection equipment should be instructed on its use, care and maintenance. Education programmes should be provided which draw attention to the harmful effects of noise and make it clear that there are several ways in which employees can help themselves to protect their hearing, for example: by using and maintaining measures adopted for noise control; • by reporting defective noise control equipment to their superiors; • by not damaging or misusing ear protectors provided and by • immediately reporting damage to or loss of such items to their superiors. a programme of monitoring should be implemented to ensure that condition limits are not exceeded and that all the relevant recommendations are met. Managers and supervisors can help by recognizing the need for employees to make proper use of equipment so that noise emission will be minimized, and to make proper use of ear protectors when required.

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

The principle construction activities in this project that will generate dust are typically 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, GLL will employ dust suppression measures. This will normally take the form of damping down and dust screens. Good site management will be strictly enforced to ensure work areas are kept clean and tidy at all times to prevent the migration of dust throughout the site.
We will erect a full site boundary, keeping away from sensitive receptors, and there will be a fully trained Manager on site throughout the construction period. We will be using water as dust suppressant where applicable and muck-away trucks will be covered to prevent wind effects on contents.

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.

GLL will have a hose and pressure washer at the main entrance to prevent any dirt/dust leaving the site. Our direct labour base will sweep the area, on a as required and daily basis, to maintain a clean pavement and road surface. The main time when the roads will need to be cleaned within the project will be when ground works commence i.e. removal of soil /clay etc. This will be carefully monitored.

35. Please provide details describing arrangements for monitoring of noise, vibration and dust levels.

While noisy level of activities are in operation we will monitor noise level to make sure the levels are within specified limits.
Sub-contractors are encouraged to purchase equipment that is advanced in technology and equipped with vibration absorbing features.
To ensure that operatives are aware of the effects of hand arm vibration they will be provided with adequate information on the hazard and controls, and given information in order to reduce the risk. We will also be looking at Method Statements/ Risk assessments to ensure that they are reviewing all aspect of the tools be used to complete each section of the of the works requirement The CPM provides a (Section 30) façade prediction noise level (limit) on which to measures actual construction noise to demonstrate best practicable means of work in accordance with section 72 of the Control of Pollution Act 1974.

Vibration

In the case of vibration, the measured vibration levels shall be

compared with the criteria BS 5228: 2009 part 2 (i.e. 1mms^{-1} PPV for

potential disturbance in residential and using a suggested trigger

criteria of 2mms^{-1} for commercial). Lower limits must be agreed with the

Council if there is a risk that vibration levels may interfere with vibration

sensitive equipment or other vibration sensitive objects.

Noise monitoring options

Short term (hand held) noise monitoring the CMP shall confirm the following:

- Who will carry this out? GLL Site Manager.
- How often will they make them? Twice daily when plant is in operation.
- What time period will they measure for? During 15
- Provide a site map indicating NML's
- GLL to ensure Class 1 sound level meter is used.

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 has been provided for the project by Sprunt Architects.

For the control of dust Sprunt have advised of the risks and suppression. Please see the attached Risk Assessment.

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.

As noted above.

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 existing buildings have been recently demolished and the drain access chambers are covered. If any rodents are found a specialist contractor will be appointed to carry out a site inspection and remove the rodents 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.
• Capping of drains.
• Traps installed.

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

A survey was carried out on 7th January 2016 by Clearway Environmental and they have confirmed that no Asbestos were found in samples tested.

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.

Our Site Rules work within the requirements of the Considerate Constructors scheme and are monitored by the management team and outside assessors to maintain a professional workmanlike culture.

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 (08/16 - 05/17):

b) Is the development within the CAZ? (Y/N) :No

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): TBC

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:

Additional - Light Pollution:

GLL confirm that site lighting will be positioned and

directed so as not to intrude unnecessarily on adjacent buildings and

land uses. It should not cause distraction or confusion to passing

drivers on adjoining public highways

- SYMBOL IS FOR INTERNAL USE

Agreement

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed in writing by the Council. This may require the CMP to be revised by the Developer and reapproved by the Council. The project manager shall work with the Council to review this Construction Management Plan if problems arise in relation to the construction of the development. Any future revised plan must be approved by the Council in writing and complied with thereafter.

It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

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

Signed: ……

Date: ……10 – 08 - 2016……..

Print Name: ……R W Weston……..

Position: ……Project Manager……

Please submit to: planningobligations@camden.gov.uk

End of form.