

Construction Management Plan

Anglo American &
De Beers

17 Charterhouse Street

London, EC1

August 2017

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
27 April 2017	1	Becky Gloyn, Burke Hunter Adams
1 August 2017	2	Becky Gloyn, Burke Hunter Adams
8 August 2017	3	Becky Gloyn, Burke Hunter Adams

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 **Construction Management Plan (CMP)** for 17 Charterhouse aims to minimise construction impacts relating to both on site activity and the transport arrangements for vehicles servicing the site.

This 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 will 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 CMP has been informed by policy guidance 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 Community 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.

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.

The scheme involves demolition, and an application to the Council's Building Control Service and a completed "[Demolition Notice](#)." will be served.

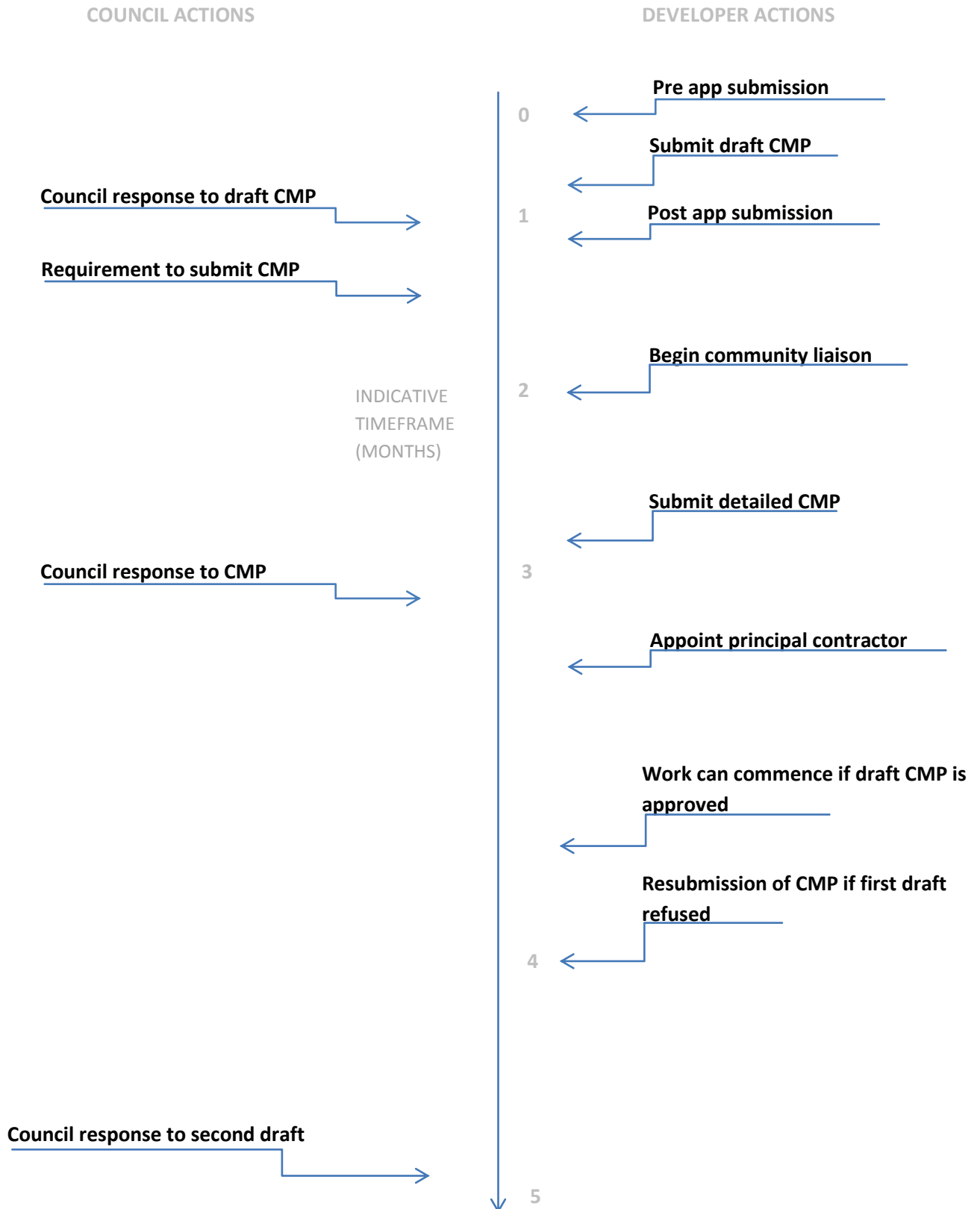
The Developer will notify the council when it intends to start work on site and also notify the council when works are approximately **3 months from completion**.

(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.)

The principal contractor will be appointed following planning consent, therefore a number of indicative responses have been provided to the questions. Following the appointment of a principal contractor a detailed CMP will be prepared in liaison with the principal contractor and submitted to the council for approval.

Revisions to this document may take place periodically as the project progresses.

Timeframe



Contact

1. The postal address of the site and the planning reference relating to the construction works.

Address: 17 Charterhouse Street, London, EC1N 6RA

Planning reference number to which the CMP applies: Planning Ref No. TBC

Type of CMP: Section 106 Planning obligations Draft

2. The contact details for the person responsible for submitting the CMP.

Name: Derek Adams

Address: Burke Hunter Adams LLP,

Chartered Quantity Surveyors and Project Managers,

50 Gresham Street, London, EC2V 7AY

Email: derek.adams@burkehunteradams.com

Phone: 020 7920 9950

3. The 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: To be appointed

Address:

Email:

Phone:

4. The 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.

Upon planning consent, a detailed CMP will be prepared in liaison with the Principal Contractor. The detailed CMP will contain the contact details for the person responsible for community liaison and complaints handling from local residents or businesses.

It is anticipated that this will be managed by the Project Manager in conjunction with representatives of Anglo American and De Beers

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

The Principal Contractor will be appointed following planning consent. A detailed CMP will be submitted to the council following the appointment of the Principal Contractor for their responses and approval.

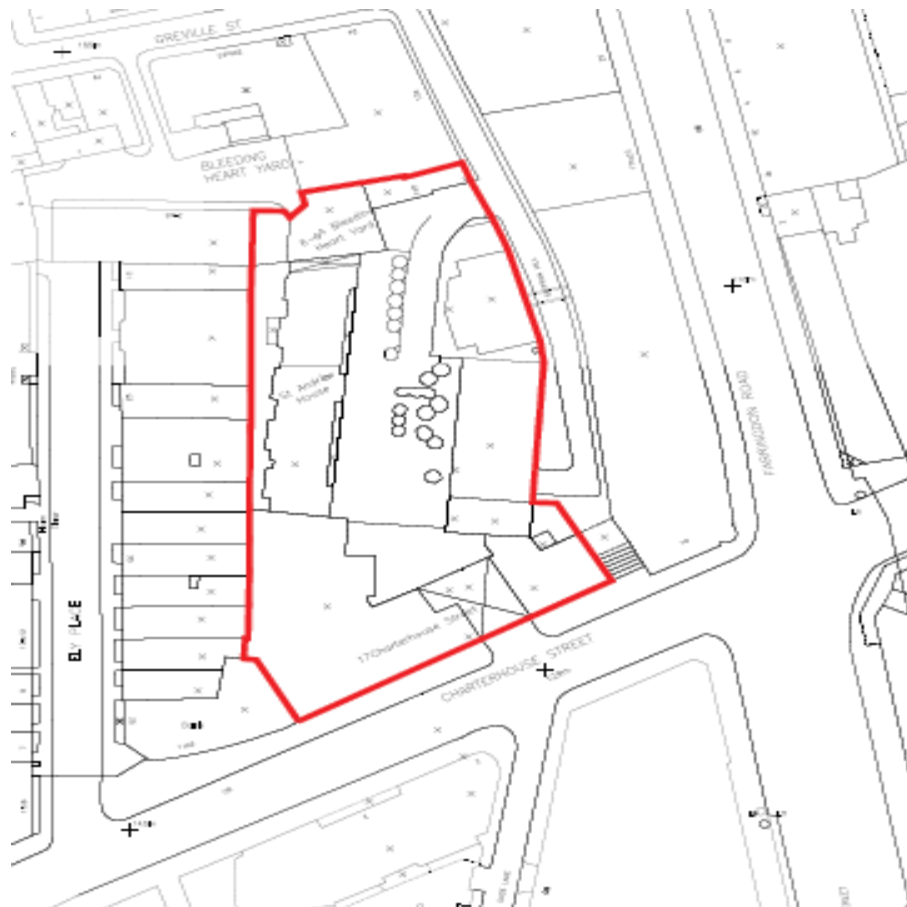
Site

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

The existing 17 Charterhouse building estate is located on Charterhouse Street, extending along Saffron Hill. The adjacent buildings indicated in the blue perimeter line in Figure 1 are the Grade II listed St Andrew’s Building and the Bleeding Heart Yard, these will not form part of the refurbishment works.

The site is located within the Hatton Garden Conservation Area, 200 meters of Farringdon Thameslink, Crossrail and underground station. The site is surrounded by mainly mixed commercial development and residential properties on Farringdon Road. The site is shown in Figure 1.

Figure 1 Site Location



7. A 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 works proposes extension and fitting out of 17 Charterhouse Street which will include a new reception and secure entrance on Charterhouse Street, as well as new reception to the Saffron Hill building.

Part of the 17 Charterhouse Street building will be demolished to facilitate the construction of a new rear extension. The Saffron Hill building will be extended into the courtyard and a new accommodation floor added. The entire façade to Charterhouse Street and Saffron Hill will be remodelled.

The interlinked buildings will become one and internal floors will be remodelled into high quality, flexible office space.

The main issues & challenges will consist of managing and minimizing impact to local residential, commercial residents & the public road access on Charterhouse Street. The narrow private road access for staff and deliveries on Saffron Hill, with a public pedestrian right of way will also need to be managed consistently throughout the works.

8. 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 adjacent buildings, St Andrews House and the Bleeding Heart Yard will be affected by the works give their proximity to the buildings. These buildings are owned and operated by the Developer.

The surrounding commercial properties and residential properties to the North of the site at 17-23 Farringdon Road are most likely to be affected by the works as well as passing pedestrians and traffic. A close liaison will be maintained with neighbours and the surrounding commercial properties to advise the residents of all planned works. The residents will be issued with contact details for the project team to ensure that all communications are maintained throughout the programme.

All construction traffic and mechanical plant will be managed to minimise the impacts of noise, dust and pollution.

9. 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.

This is provided in Appendix 1.

10. 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).

Construction works are proposed to start 1Q 2018, the overall programme of construction works is estimated to be complete in the 3Q2019 lasting approximately 85 weeks.

The first phase of the works will comprise of the demolition and enabling works of part of the existing building of 17 Charterhouse.

The new extensions will be constructed and the shell and core works carried out. The fit out works are proposed to be carried out from January 2019 to completion.

The exact programme dates will be confirmed upon planning consent and the appointment of a principal contractor.

11. The standard working hours for the site, noting that the standard working hours for construction sites in Camden are as follows:

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays

The site hours will be as the standard working hours for construction sites in Camden

12. 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.

It is anticipated that the works will utilise the existing services throughout, although this is to be confirmed. Should any alterations, diversions or disconnections be required a detailed programme of works will be developed with the respective utility companies to carry out the works in accordance with their requirements.

Community Liaison

A neighbourhood consultation process will be undertaken prior to submission of the CMP first draft. This consultation relates to construction impacts, and will take place following the granting of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts will take place regardless of any prior consultations relating to planning matters. This consultation shall include all individuals that stand to be affected by the proposed construction works. These individuals shall be provided with a copy of the draft CMP, or a link to an online document. They shall 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

If it is considered that the site is located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels contact will be established with other sites in the vicinity in order to manage these impacts.

Advice will be obtained from the Council 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 should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

The CMP shall be amended in response to all comments received where appropriate and, where not appropriate, a reason given. The revised CMP should also include a list of all the comments received. The Developer shall check proposed approaches to consultation with the Council before carrying them out.

Details of consultations of the draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

The project team will liaise with local businesses and residents that are likely to be affected by the works at 17 Charterhouse. The team will clearly present the programme of works, planned logistics for the site, site access for operatives and vehicles, procedures for waste removal and pedestrian diversions around the site. Liaison meetings and site progress updates will take place throughout the project.

Meetings will be held with local residents and businesses once more detailed information is available following planning consent. Following the liaison process and consideration of all comments received, a detailed CMP will be developed to review programmed works, site logistics and access arrangements for operatives and vehicles and waste removal strategies.

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.

To build on pre-application consultation with the community, the project team alongside the principal contractor will hold a construction working group at regular intervals throughout the programme and before all of the key phases of the works commence.

The principal contractor will issue regular newsletter drops to ensure that those who cannot attend the working group presentations are kept informed of the project progress. The local community and stakeholders will be well informed of the works and encouraged to provide comments and feedback to the team to ensure the project is managed with minimal disruption.

A working group meeting will be held following planning consent to inform stakeholders, businesses and residents of the progress of the project. Following the appointment of the principal contractor, an event will be held to encourage further communication on the project progress and the intentions for the programme of works, a detailed CMP will be completed following their appointment. Records of all community liaisons will be provided within the detail CMP.

15. Schemes

Details of your 'Considerate Constructors Scheme' registration, and details of any other similar relevant schemes as appropriate. Contractors will also be required to follow the "[Guide for Contractors Working in Camden](#)" also referred to as "[Camden's Considerate Contractors Manual](#)".

17 Charterhouse Street will be registered with the Considerate Constructors Scheme.

The Principal Contractor, once appointed, will be required to register the site to the Considerate Construction Scheme and the registration will be provided with the detailed CMP. The contractor will comply with all the requirements of the CCS including independently audited site inspections.

16. Neighbouring sites

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.

The construction of the Crossrail Farringdon station is currently in progress, neighbouring the site on Farringdon Road. The new station is proposed to open in December 2018.

The North-South Cycle Superhighway works will be anticipated to take place proposing new pedestrian crossings to Charterhouse Street and cycle routes via Greville Street, Saffron Hill and Farringdon Road. Works to routes within the site area of Charterhouse Street are anticipated to start in the autumn of 2017 with completion planned for 2018. [At the current stage of the project there are no definitive programme dates. The project team are seeking to contact TfL with regard to their construction phasing timescales](#)

The Museum of London is also relocating to West Smithfield market, which is anticipated to be completed by 2021.

Contact will be made with all relevant contractors and Transport for London and liaisons will be maintained throughout the programme of works with the aim of minimise any impact of these projects running concurrently. It is not anticipated that the projects working concurrently will cause any negative impacts.

Should any further project works start on site during the works the principal contractor will liaise with the prospective site managers to manage and coordinate any construction traffic to minimise the impact on the local area and residents.

Transport

This section must be completed in conjunction with your principal contractor.

A principal contractor has not yet been assigned; therefore the relevant sections have been left 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 Contractual Considerations

17. Name of Principal contractor:

The principal contractor will be appointed once planning permission has been granted.

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](#)).

The project team will ensure that the requirements of the CLOCS standards are a contractual requirement. The principal contractor once appointed will include within their sub contract documentation the requirements for compliance with the CLOCS standards.

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:

All contractual documents will include the requirement to abide by the CLOCS Standard in all contracts with sub-contractors and suppliers.

The Detailed CMP will include a statement confirming that the contractors have read and are aware of the CLOCS standards. The detailed CMP will be submitted once the principal contractor is appointed, upon planning consent.

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 how vehicles will be routed to the [Transport for London Road Network](#) (TLRN) on approach and departure from the site.

This is indicated in Appendix 2.

The yellow route indicated through the site indicates the access and egress into the site for larger construction vehicles via Charterhouse Street. This will provide a clear route through the site for the larger and heavier vehicles to remove or deliver materials such as the delivery for steel.

The green route indicated is the potential proposed access into the site and egress for the smaller vehicles, it proposes that vehicles will enter the site via Saffron Hill into the courtyard, turn in the courtyard area and exit via Saffron Hill.

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.

All operatives and construction vehicles visiting the site will be informed of the site logistics plans in advance of their travel to site. The principal contractor will be required to ensure that all subcontractors and suppliers from their supply chain are well informed of the site logistics plan and its constraints.

All site operatives will be given a site induction thoroughly detailing all site constraints and details on site access and logistics surrounding the 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.

A strict and controlled site traffic management programme will be enforced on site. A traffic management plan will be established by the project team and site logistics manager. This will be reviewed on an ongoing basis as the project progresses.

Deliveries to site and waste out of the site will be within a controlled area of the site, anticipated to be within the courtyard of 17 Charterhouse Street.

Construction vehicles will be able to access the site via both Saffron Hill and Charterhouse Street. On appointment of the principal contractor the phases of construction will be confirmed and the management of vehicles accessing each entrance will be established. The swept path analysis at Appendix 3 demonstrates that the entrance at Saffron Hill will not be able to accommodate vehicles larger than 8m due to the local highway constraints.

It is anticipated for vehicles to access and exit the site from Charterhouse Street. There is also a possible route to exit the site onto Saffron Hill and onto Farringdon Road, via Greville Street. Smaller vehicles may continue to gain access into and out of the site via Saffron Hill throughout the construction programme. Any vehicle weight or height limitations on will be taken into consideration.

The principal contractor will ensure that loading and unloading of vehicles is managed as efficiently as possible utilising 'just in time' delivery.

The following vehicles are anticipated during the works; rigid tipper Lorries, flatbed wagons for deliveries of steel or scaffold transport, long and short wheelbase vans for general operatives and deliveries to site.

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

The construction of the Crossrail Farringdon station is currently in progress, neighbouring the site on Farringdon Road. The new station is proposed to open in December 2018.

The North-South Cycle Superhighway works will be anticipated to take place proposing new pedestrian crossings to Charterhouse Street and cycle routes via Greville Street, Saffron Hill and Farringdon Road.

It is not anticipated that the works to 17 Charterhouse will adversely affect the works on Farringdon Road.

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.

Due to the restricted access and space on site all construction vehicles and deliveries will be carefully managed by a designated logistics manager. All traffic and deliveries to site will be coordinated with efficient loading and unloading methodologies to ensure no idle vehicles are waiting to access the site.

The principal contractor will manage all deliveries to the site. Their logistics manager will ensure all deliveries are booked and planned in advance to a structured programme. The principal contractor will coordinate the works of all their sub-contractors including coordination of all vehicles and operatives, travelling to the site.

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

We do not anticipate the need for any off site holding areas. Should the appointed Principal Contractor deem this to be necessary, then the details will be provided within the Detailed CMP.

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

We do not anticipate the need for any construction material consolidation centres. However, once appointed should the principal contractor deem this to be necessary then the details will be provided within the Detailed CMP.

Where applicable all operatives will be encourage to utilise public transport.

Where large material deliveries are required options will be reviewed to split the loads to reduce vehicle sizes, for example the steelwork could be spliced to reduce overall length and weights of the members.

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 marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

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

All suppliers and subcontractors will be made aware of the site constraints and site logistics plans. All site traffic will be planned and managed, marshals will meet all vehicles entering and exiting the site.

On planning consent a detailed CMP will be prepared with the Principal Contractor. The Principal Contractor will be required to provide a detailed site set plan including planned hoarding lines and secure access and egress from the site.

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

All traffic entering the site will be supervised by traffic marshals, all deliveries to site will be pre-booked and managed to ensure minimum disruption to the public and residents. Vehicles will be given designated routes and managed by the site team on arrival.

All deliveries to site will be managed by the principal contractor.

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).

This is indicated in Appendix 3.

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.

In order to keep roads and footpaths free from construction debris the like the contractor will ensure that the wheels of any vehicles leaving this site are thoroughly cleaned and hosed down prior to going on the public roads. If any construction debris does get onto the street within the vicinity of the site then these areas will be kept clean via the use of water hoses and manually swept. In addition a mechanical road sweeper will be used to clear any debris if necessary.

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.

It is anticipated that all loading and unloading will take place on site and be controlled by banksmen and traffic marshals to manage the vehicle and material movement.

The strategy for horizontal and vertical distribution will be developed by the principal contractor, ensuring the pedestrians are safely segregated at all times from the works on site. A full access strategy and temporary works design will be submitted for review following planning consent. All necessary licences and permits will be applied for in advance of any installations.

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.

If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

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](#).

Access into the site is proposed via Charterhouse Street and Saffron Hill therefore parking suspensions is unlikely to be required.

25. Scaled drawings of highway works

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

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

No works are anticipated to be required to the highways to provide temporary access to the site, site accommodation or welfare facilities.

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

It is anticipated the no works will be required to the highways.

Should any works be deemed necessary by the principal contractor, they will use all appropriate and necessary safety signage, lighting, barriers and hoarding.

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).

It is anticipated that all construction vehicles will utilise the routes into site identified in Appendix 2. No diversions are anticipated for the works at this stage.

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.

Pedestrians and cyclists will be segregated from the construction works at all times. In instances where materials are being driven into and out of the site, banksmen will temporarily hold passing public to ensure the safe movement of materials.

The site boundary will be maintained and the entrance gates will be closed with safety signage fixed to deter trespassing.

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.

Given the nature of the works to redevelop the building's façade it is likely that the building will require access scaffolding and gantry to load and unload materials. This is likely to overhang the pavement of Charterhouse Street. Once the design and strategy has been agreed the principal contractor will apply for the relevant council approvals. All scaffolding will be erected as per the requirements of the agreed temporary structures license.

Safe pedestrian access will be maintained at all times and monitored by the designated Traffic Marshals.

A full temporary works design will be carried out following the appointment of a principal contractor. A detailed CMP will be prepared with the principal contractor following planning consent. The detailed CMP will outline the site logistics plans and the temporary works strategy.

Environment

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

28. Please list all [noisy operations](#) and the construction method used, and provide details of the times that each of these are due to be carried out.

The erection of the new frame to the proposed extension to 17 Charterhouse and Saffron Hill will also generate noise.

All noisy operations will be restricted to be carried out within agreed hours after 8.30am and before 5.00pm. No noisy works will be permitted to be carried out on a Saturday. The principal contractor will notify all neighbours and residents of when noisy works are going to be carried out, taking into account their comments and requirements where necessary.

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.

An environmental noise assessment was carried out on the 18th and 19th July by Mach Acoustics, a copy is provided the Council as part of the planning submission documentation.

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

The principal contractor will be required to carry out a prediction of noise and vibration levels before any work is carried out on site. These predicted noise and vibration levels shall be registered in the detailed CMP as agreed with the Council as well a description of all monitoring strategies to limit noise and vibration from any of the construction operations.

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.

Where possible the principal contractor shall ensure that disruptive noise levels are kept to a minimum. A number of measures can be utilised to reduce the transmission of noise from the site, this will include;

- Efficient traffic management and coordination to prevent queuing and idle vehicles.
- Sound reducing measures on all plant and machinery
- Choosing construction methods to minimise noise disturbance
- Compliance with site working hours
- The use of acoustic hoarding where applicable
- Continual monitoring of noise levels
- Develop a noise mitigation strategy in the event of exceeding the acceptable noise limitations

Works will be carried out to ensure that ground vibrations are kept to a minimum and within the set limitations. Given the proximity of the Grade II St Andrew's building to the construction works, it will require consideration to be given to the construction methodology in order to minimise ground vibration where possible.

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

The project team has stipulated the requirement for all operatives to evidence that that are competent to work on site. When appointed, the principal contractor will demonstrate that all operatives and subcontractors will be fully competent for the works they are carrying out.

All operatives and subcontractors will be required to evidence that they have been trained in accordance with the control of noise and vibration as specified in BS 5228.

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

Prior to the commencement of works on site the contractor will be required to prepare an Air Quality and Dust Risk Assessment as well as an Air Quality and Dust Management Plan, to be agreed with the Council. The appointed principal contractor will be required to confirm controls and measures proposed to control dust on site and from and construction traffic leaving the site in line with any requirements from the Council.

As part of the construction methodology the contractor will work with their subcontractors to ensure dust levels are monitored and managed. Typical measures to control dust nuisance are likely to include:

- Covering all skips, shuts or conveyors and waste vehicles in transport
- Minimising drop heights for any waste
- No burning of any material permitted on site
- The use of water during the works and sweeping to suppress dust
- Maintaining the cleanliness of all public highways and footpaths from construction debris

34. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

The principal contractor will be required to utilise mechanical road sweepers to clean all the surrounding roads from dust and debris resulting from site operations.

In conjunction, any vehicle leaving site will be cleaned first. The contractor will be required to maintain the cleanliness of the full perimeter of site, ensuring all public footpaths are swept and clear of materials and debris arising from the works.

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

Noise levels will be monitored during any noisy operations on site ensuring all works carried out will be within the noise limitations stipulated. Mitigation measures will be planned and put into place to control the level of noise from operations. Operatives and subcontractors will be encouraged to use equipment to minimise the level of noise and vibrations from their works. The site team will be required to continually review the conditions on site to ensure the relevant management strategies are in place when necessary.

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.

On planning consent a method statement and risk assessment will be carried by the principal contractor in conjunction with the project team out before any works commence.

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](#).

The risk assessment will address all the highly recommended measures.

- 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.

Noise and dust monitoring will be recorded throughout the site and full records kept for analysis.

The principal contractor will be required to have noise and dust monitors located on site in accordance with the requirements stipulated by the SPG. The requirement for noise and dust monitors on site will form part of the contractor's method statement and risk assessment.

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).

Prior to the commencement of works, a certified rodent control company will be engaged to survey and clear the site of all rodents as far as is reasonable practicable. The company will be retained to set all measures it deems necessary and practicable on the site, to maintain such set up and carry out regular monitoring surveys and at completion carry out a final clearance operation and clear away all equipment.

During the works the site will be monitored for evidence of rodents. The principal contractor will be required to maintain a clean and clear site to reduce the probability of rodents becoming an issue on the site. They shall ensure all waste materials are removed from site as soon as possible and avoid large build-ups of materials, which may attract rodents.

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

An asbestos survey will be carried out prior to the commencement of any works on site.

The curtain walling frames and projecting window bays of 17 Charterhouse have been identified as containing asbestos. This will be removed as part of the remodelling of the building's façade.

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.

All operatives will be expected to conform to the highest standards of behaviour, both on site and travelling to and from the site. Bad behaviour, bad language and littering will not be accepted.

The Contractor will be expected to operate a "red card" or similar system whereby any operative found to be acting in an anti-social way or smoking outside of the designated smoking area will be given a "red card" and asked to leave the site immediately.

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): January 2018 to August 2019
- b) Is the development within the CAZ? (Y/N): Y
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): This will be provided by the principal contractor.
- 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: All necessary evidence will be provided by the principal contractor.
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: An inventory will be provided by the principal contractor.
- 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: All evidence will be maintained and provided by the principal contractor.

• SYMBOL IS FOR INTERNAL USE

Agreement

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

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

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

Signed:

Date:

Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

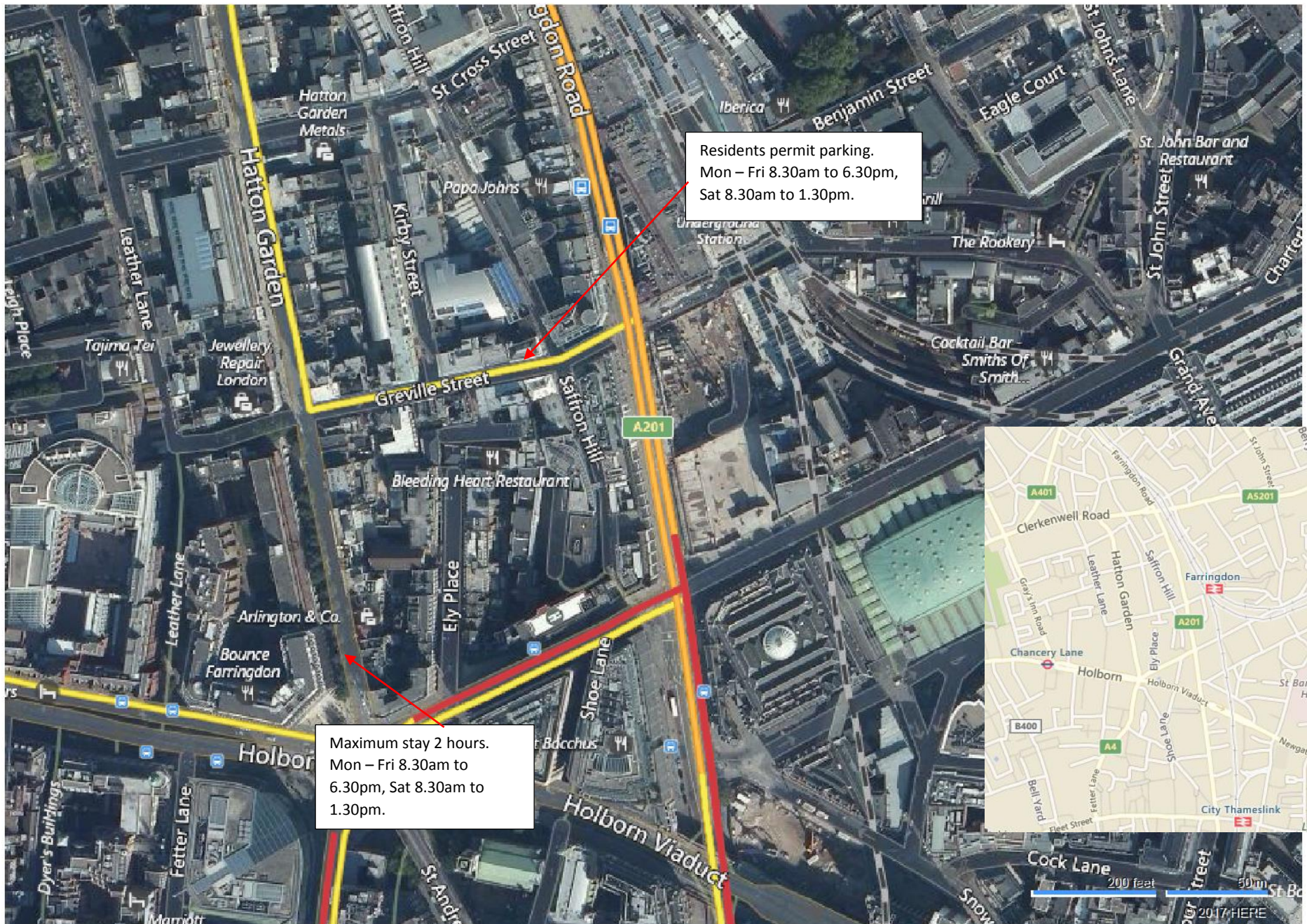
End of form.

Appendices



Appendix 1 - 17 Charterhouse Street Highway Network





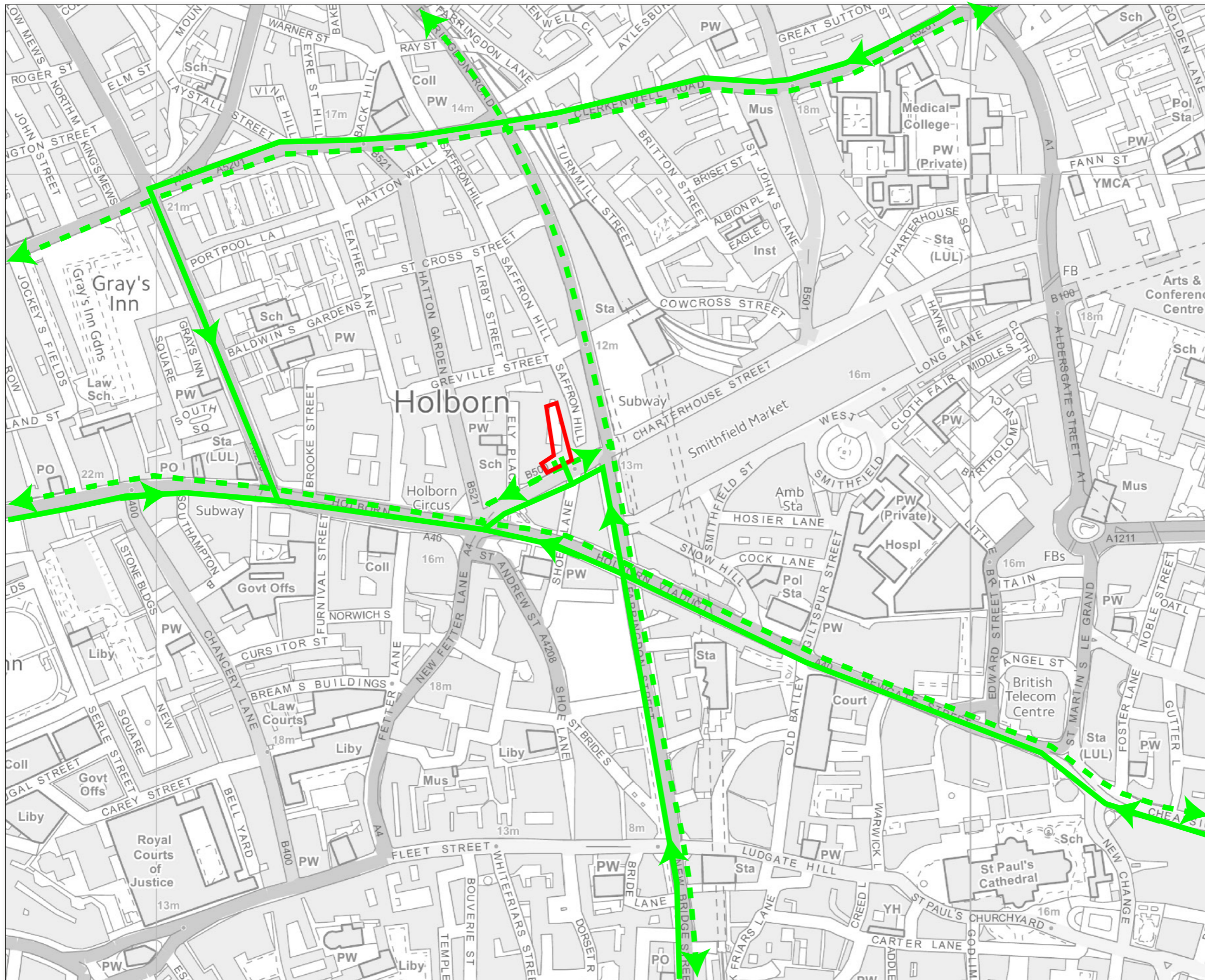
Residents permit parking.
Mon – Fri 8.30am to 6.30pm,
Sat 8.30am to 1.30pm.

Maximum stay 2 hours.
Mon – Fri 8.30am to
6.30pm, Sat 8.30am to
1.30pm.


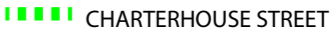



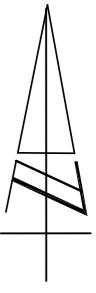
Appendix 2 – Charterhouse Street Vehicle Routing





Key:

-  ROUTES TO CHARTERHOUSE STREET
-  ROUTES FROM CHARTERHOUSE STREET
-  SITE LOCATION



4 Lombard Street, London, EC3V 9HD

Tel: 020 7190 2820
Fax: 020 7190 2821

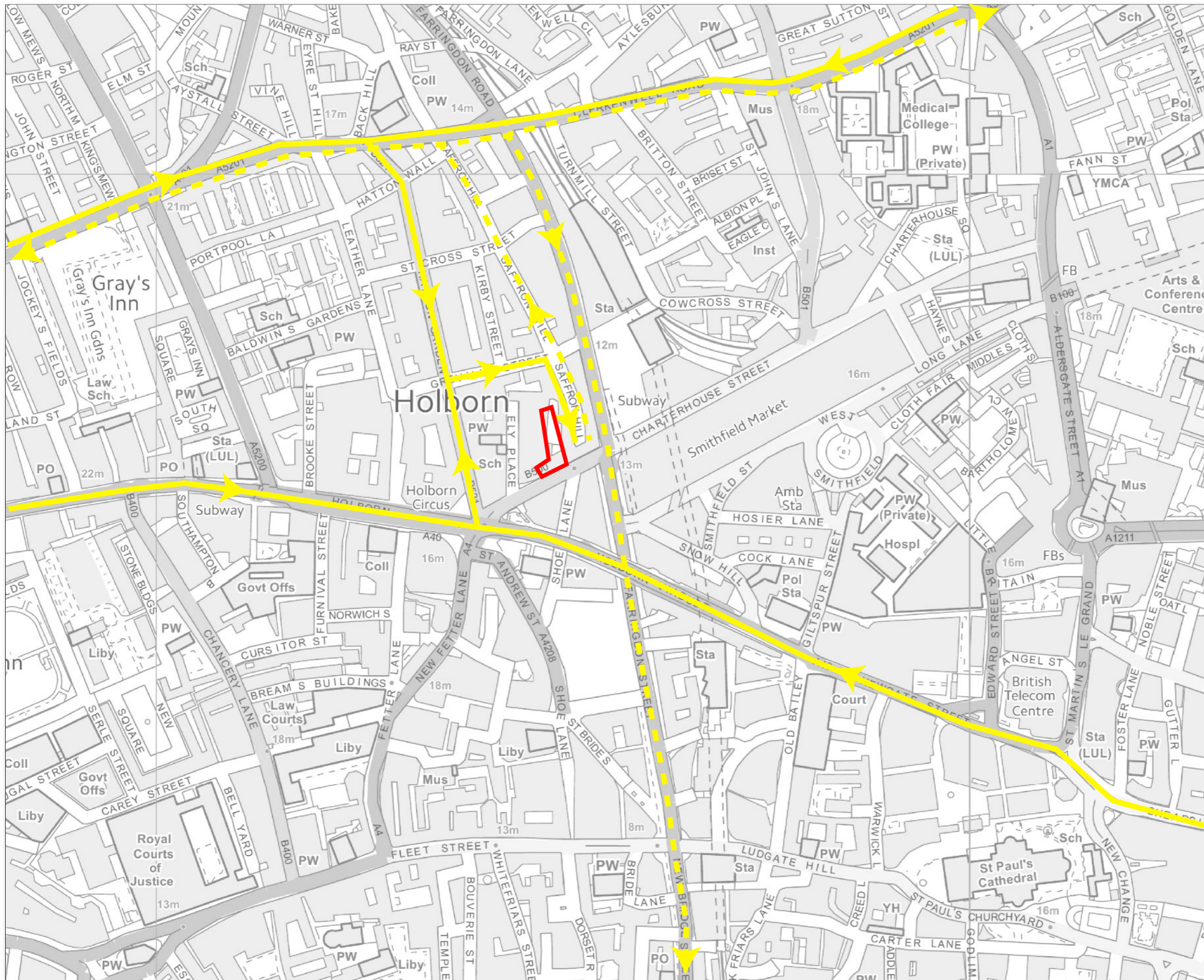
www.i-transport.co.uk

TITLE:
**CHARTERHOUSE STREET,
VEHICLE ROUTING PLAN
(CHARTERHOUSE STREET)**

FIGURE No:
APPENDIX 2

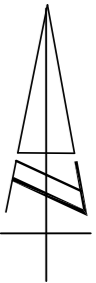
FILE REF:
ITL13105

REV:



Key:

- ROUTES TO SAFFRON HILL
- - - ROUTES FROM SAFFRON HILL
- ▭ SITE LOCATION



4 Lombard Street, London, EC3V 9HD

Tel: 020 7190 2820
Fax: 020 7190 2821

www.i-transport.co.uk

TITLE:
**CHARTERHOUSE STREET,
VEHICLE ROUTING PLAN
(SAFFRON HILL)**

FIGURE No:
APPENDIX 2

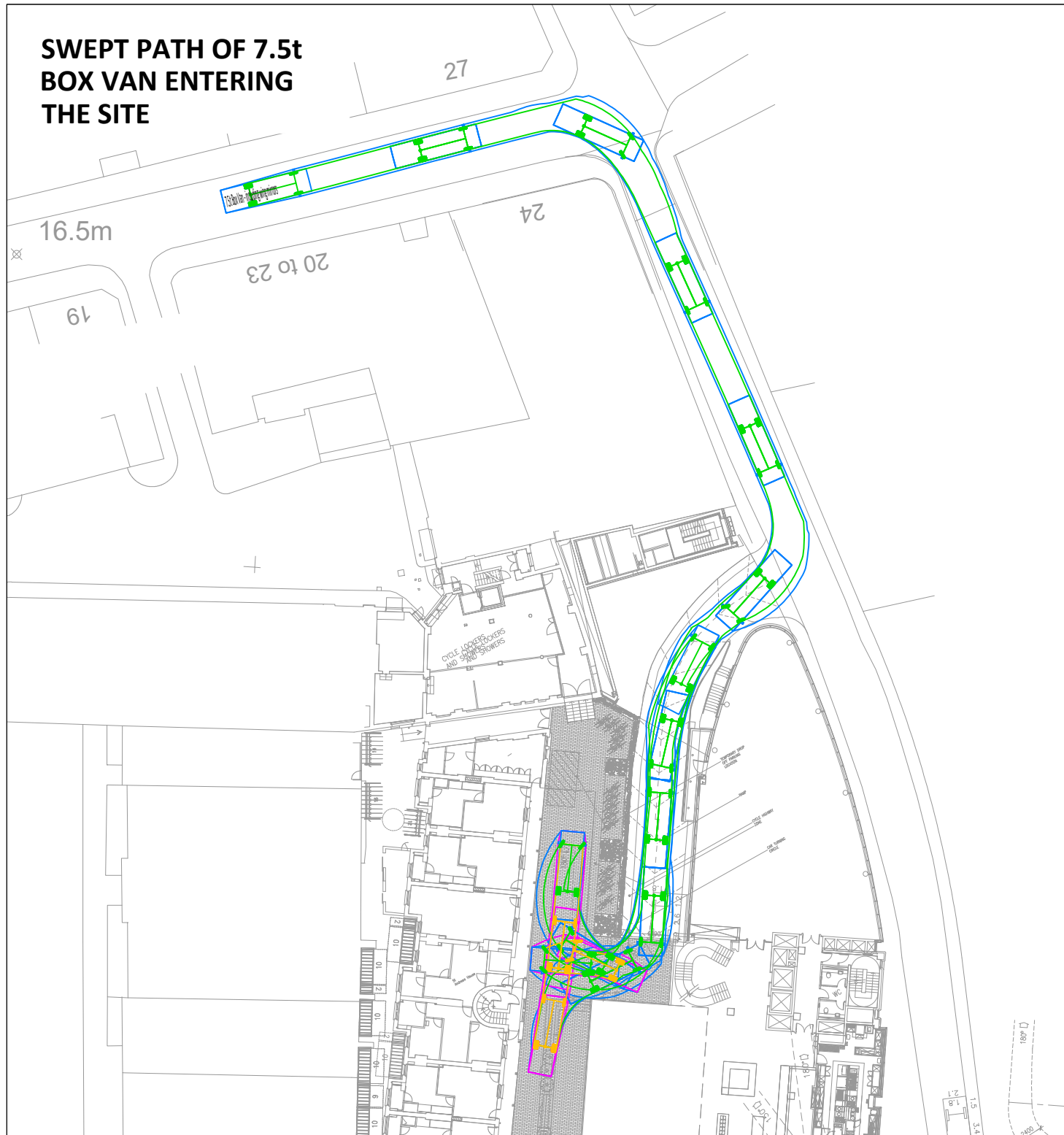
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ITL13105

REV:

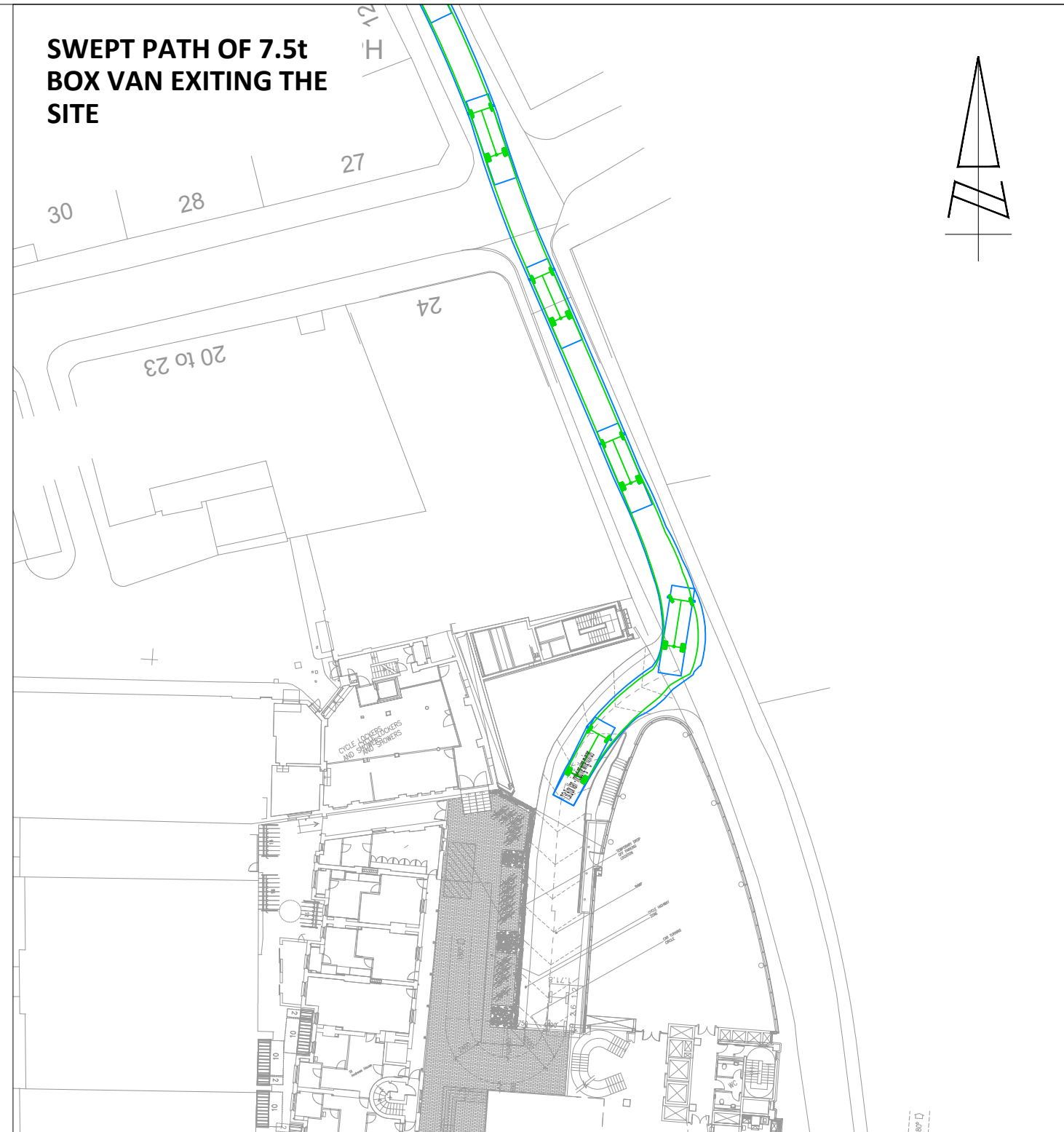
Appendix 3 – Swept Path Analyses



SWEPT PATH OF 7.5t BOX VAN ENTERING THE SITE

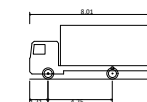


SWEPT PATH OF 7.5t BOX VAN EXITING THE SITE

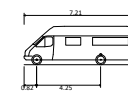


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7.5t Box Van - including wing mirrors
 Overall Length 8.010m
 Overall Width 2.100m
 Overall Body Height 3.556m
 Min Body Ground Clearance 0.351m
 Track Width 2.964m
 Lock-to-lock time 4.00s
 Curb to Curb Turning Radius 7.400m



7.5t Panel Van
 Overall Length 7.210m
 Overall Width 2.152m
 Overall Body Height 2.544m
 Min Body Ground Clearance 0.316m
 Track Width 1.865m
 Lock-to-lock time 4.00s
 Curb to Curb Turning Radius 7.400m



4 Lombard Street, London, EC3V 9HD
 Tel: 020 7190 2820
 Fax: 020 7190 2821
 www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					

TITLE:	SWEPT PATH ANALYSIS	
PROJECT:	17 CHARTERHOUSE STREET	CLIENT: ANGLo AMERICAN SERVICES/DE BEERS UK LIMITED

SCALE @ A3:	1:1000	CHECKED:	MD	APPROVED:	NM
FILE REF:	ITL13105	DRAWN:	JB	DATE:	08.08.17
DRAWING No:	ITL13105-SK-007				
PROJECT No:	ITL13105	REV:			