Construction Management Plan

pro forma v2.2

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
30th June 2017	2	Brian Betts – Barratt London
September 17	3	Brian Betts – Barratt London
4th October 2017	4	Brian Betts – Barratt London

Additional sheets

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

Date	Version	Produced by
28th June 2017	Barratt London CMP Rev C	Barratt London
4th October 2017	Barratt London CMP Rev 4	Barratt London Formatted on version 2.2

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 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.

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.**"

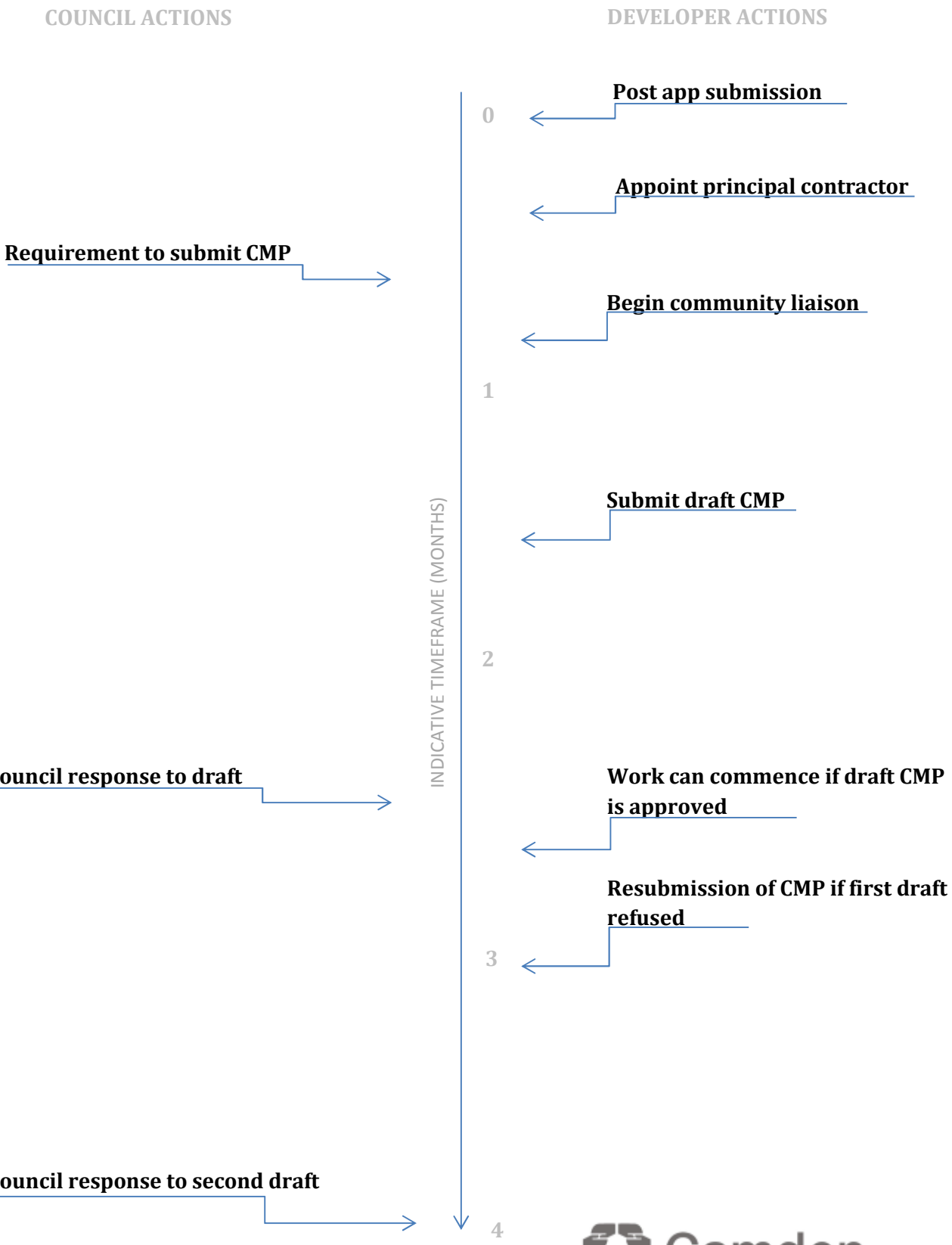
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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

Planning ref:

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

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

Name: Brian Betts – Senior Construction Planner

Address: 1 Portsoken Street London E1 8BT

Email: brian.betts@barrattlondon.com

Phone: 020 7423 1170

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: TBA

Address:

Email:

Phone:

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

Name: TBA

Address:

Email:

Phone:

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

Name: Barratt London

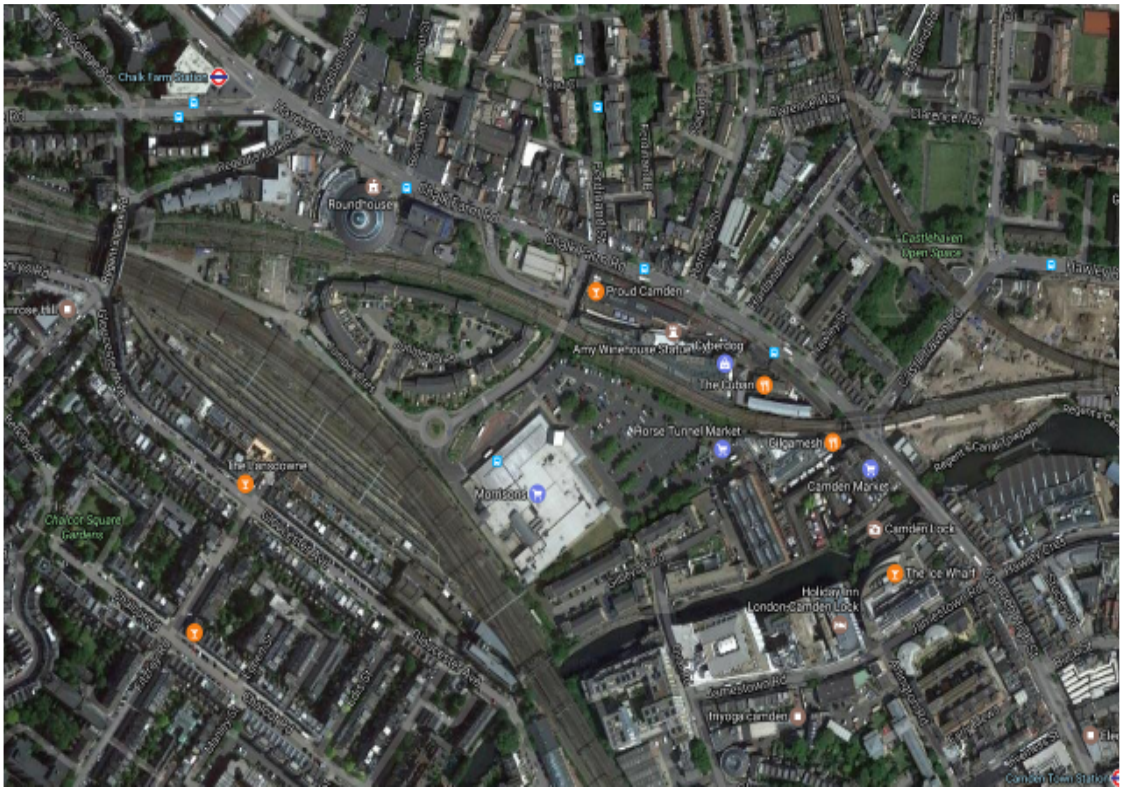
Address: 1 Portsoken Street London E1 8BT

Email:

Phone:

Site

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



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

1.1. Size & Nature of the Development

The site occupies an area of 3.4 Hectares (approximately 8 Acres) and currently consists of the Petrol Filling Station and an existing Supermarket and associated ground level customer parking.
The proposals comprise mixed use buildings and a significant amount of high quality public space.
Key components of the proposed scheme include:

- 573 Residential dwellings
- Approximately 4500m2 Supermarket including back of house areas
- Commercial / Managed work space
- Communal & Private Amenity Spaces
- Car Parking at lower ground and basement Level Including Cycle Spaces
- Retail, Restaurants and Cafes.

1.2. Details of the Scheme

The Camden Goods Yard Project includes a mixture of Residential (573 units, 389 private and 184 Affordable), Supermarket, Retail, office space and a petrol filling station in seven blocks ranging in height from 4 to 14 storeys.

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.).

1.3. Main Issues or Challenges

1 The site adjoins Chalk Farm Road and Juniper Crescent and is also bounded by Network Rail Lines to the East and West and Gilbeys Yard residential units to the South.

2. The Project includes a mixture of Retail, Residential and Commercial space over two distinct sites. The Petrol Filling Station site consists initially of parking at ground level with a temporary supermarket at first floor with four levels of Office space above, before being converted to a new Petrol filling station and additional office at first floor when the new supermarket on the main site is operational. The main site consists of a new supermarket plus parking at lower ground level, with additional parking at basement, and six blocks of commercial and residential above ranging in height from 4 to 14 storeys.

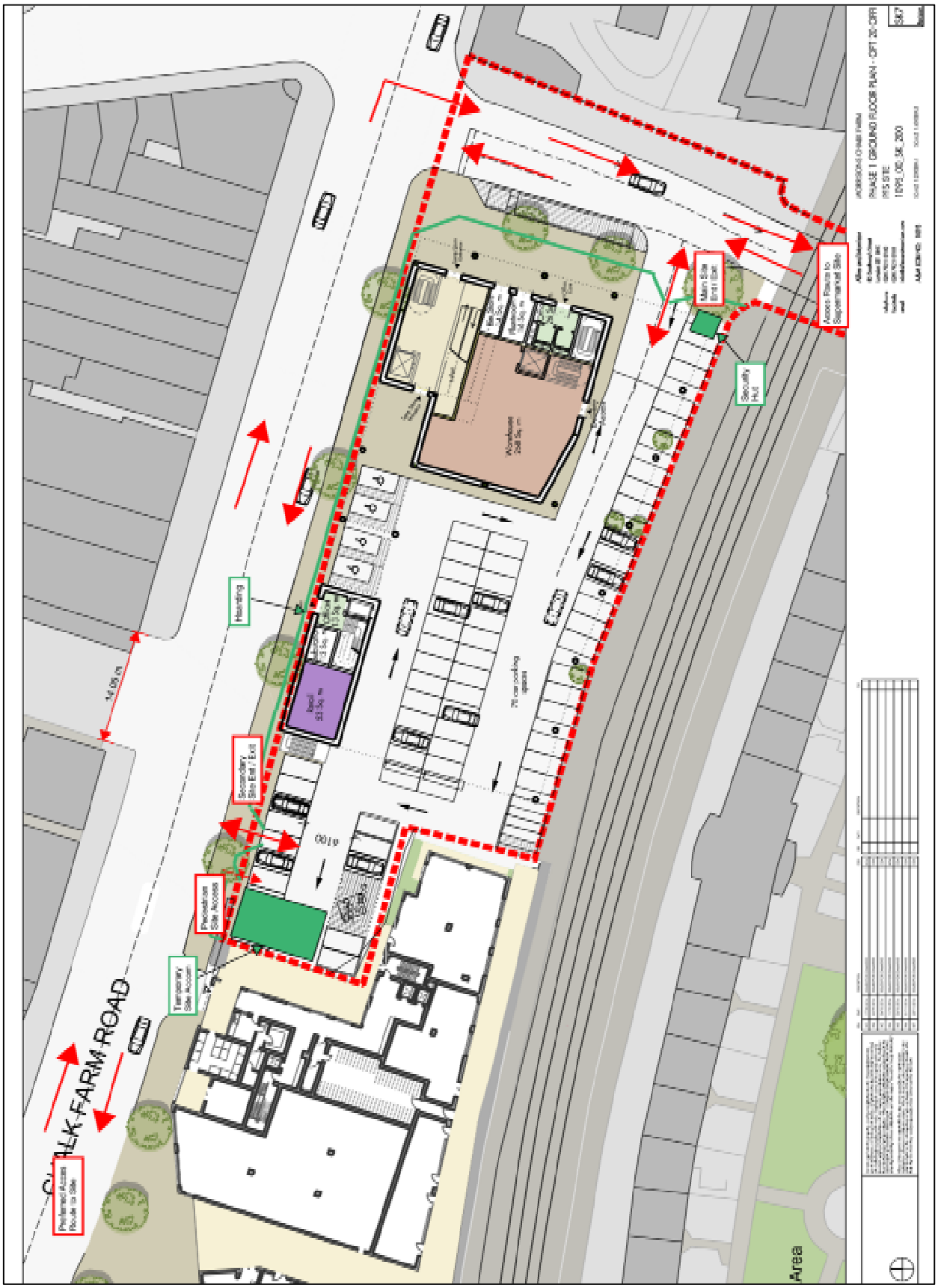
Chalk Farm Road is a London Borough of Camden highway which can become busy throughout the day, and is the only vehicular access to the sites. Juniper Crescent is a private road serving the existing supermarket and adjacent residential properties.

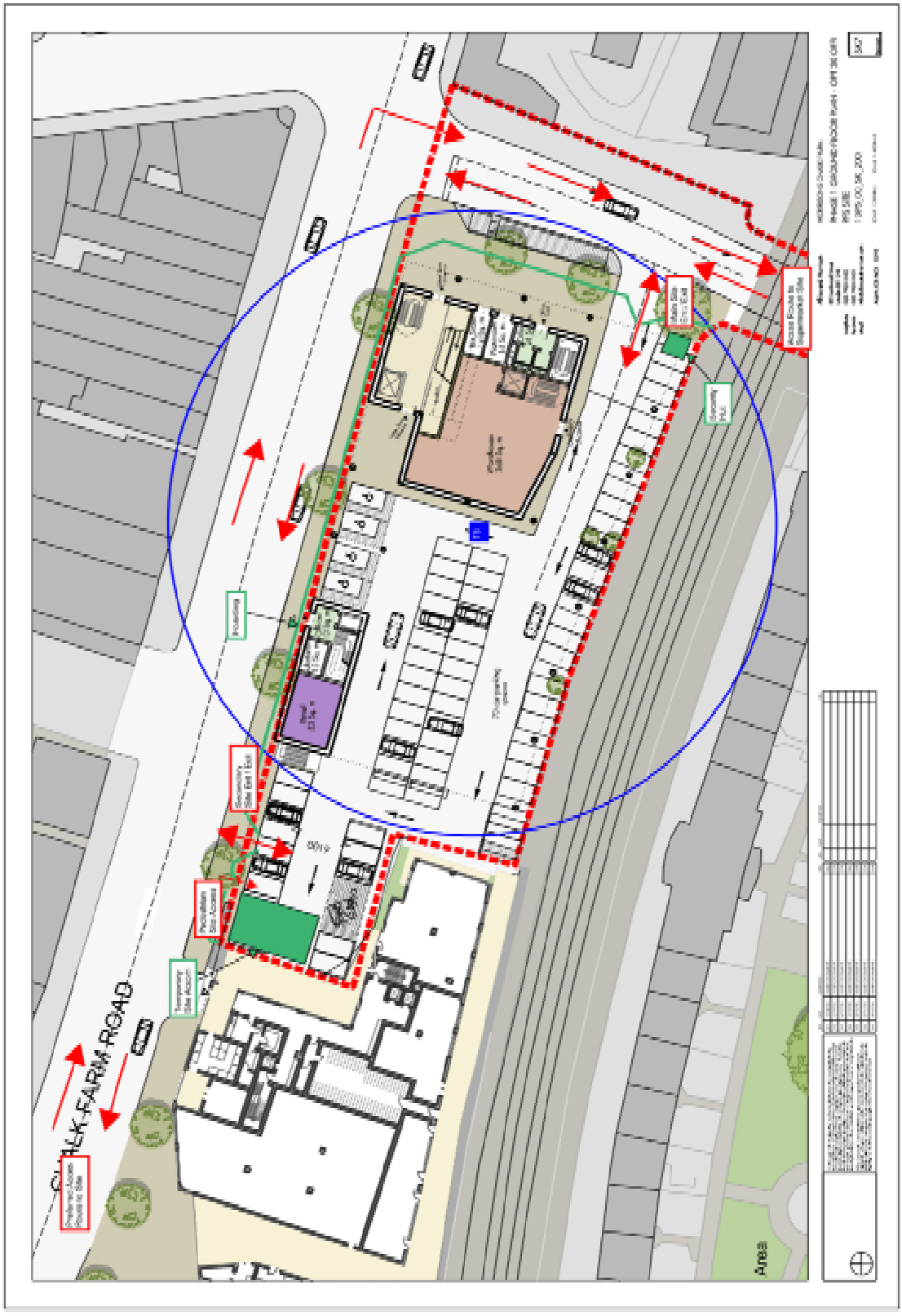
It is understood that the High Speed Rail 2 (HS2) project have requisitioned a right of access over Juniper Crescent to a proposed works compound during the construction of HS2.

An existing large diameter Thames Water drain currently runs across the supermarket site which is not feasible to divert, so it will be protected and new structures designed to avoid it. There is also an existing sewer serving the Gilbeys Yard residential units, which will be diverted as part of the enabling

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.

All construction vehicles will be instructed to travel to site from the A406 in the north and via the A502 to Chalk Farm Road. Taking into account the vast amount of infrastructure improvements and construction works within the surrounding area, contractors will need to plan their routes (TfL's freight journey planner is a notable tool) based on TfL's Construction Logistics Information Plan. Refer to BL CMP


CHALK FARM ROAD
Area


CHALK FARM ROAD

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).

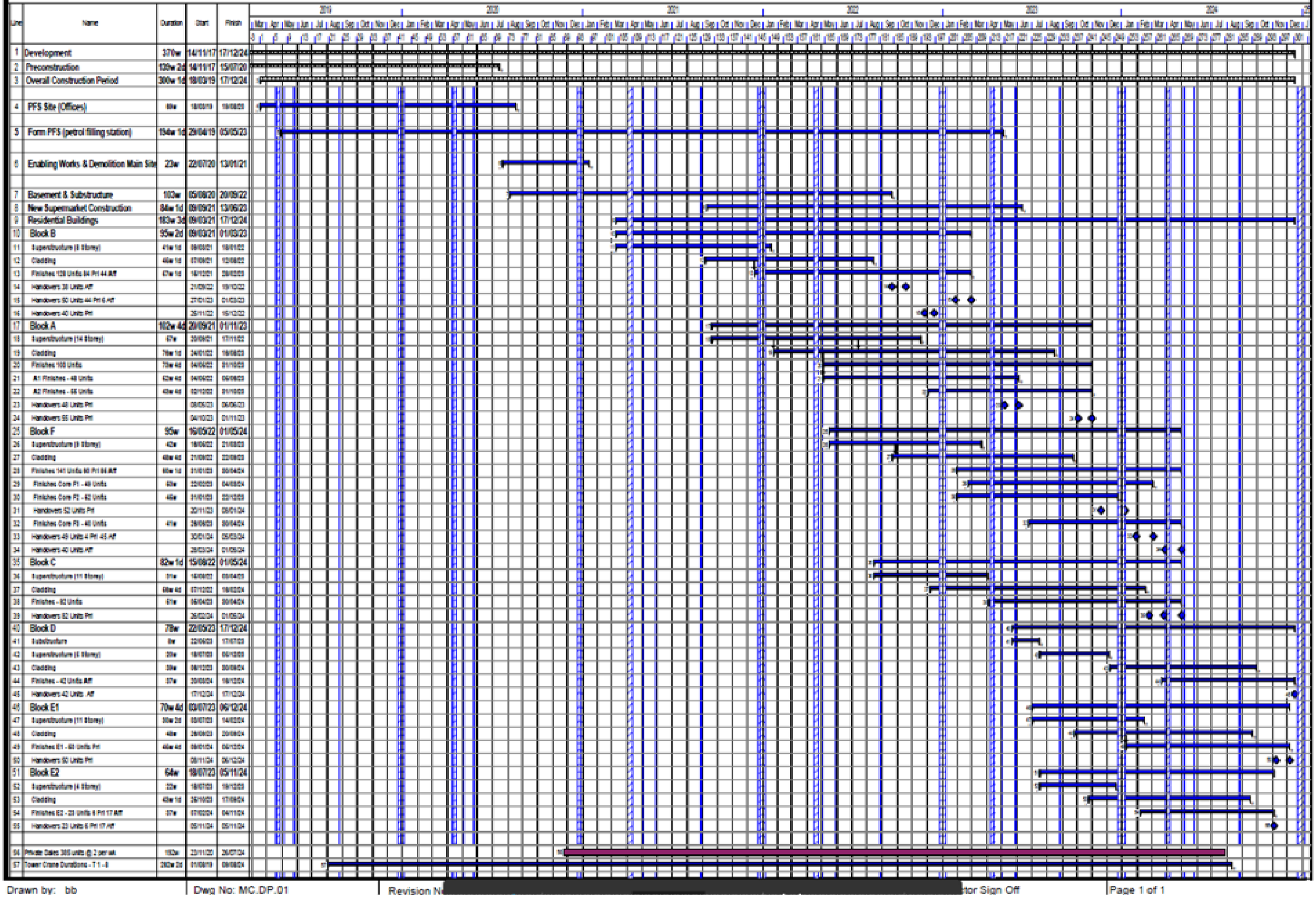
Morrisons Camden

Outline Development Programme (569 units) OPTION 2 - REVISED SEQUENCE

Barratt London

Issue Date 26/06/2017

BARRATT LONDON



Line	Name	Duration	Start	Finish
1	Development	370w	14/11/17	17/12/24
2	Preconstruction	139w 2d	14/11/17	15/07/20
3	Overall Construction Period	300w 1d	18/03/19	17/12/24
4	PFS Site (Offices)	69w	18/03/19	19/08/20
5	Form PFS (petrol filling station)	194w 1d	29/04/19	05/05/23
6	Enabling Works & Demolition Main Site	23w	22/07/20	13/01/21
7	Basement & Substructure	103w	05/08/20	20/09/22
8	New Supermarket Construction	84w 1d	09/09/21	13/06/23
9	Residential Buildings	183w 3d	09/03/21	17/12/24
10	Block B	95w 2d	09/03/21	01/03/23
11	Superstructure (8 Storey)	41w 1d	09/09/21	16/01/22
12	Cladding	46w 1d	07/09/21	12/08/22
13	Finishes 128 Units 84 Prl 44 Aff	67w 1d	16/12/21	29/05/23
14	Handovers 38 Units Aff		21/09/22	19/12/22
15	Handovers 50 Units 44 Prl 6 Aff		27/01/23	01/03/23
16	Handovers 40 Units Prl		25/11/22	15/12/22
17	Block A	102w 4d	20/09/21	01/11/23
18	Superstructure (14 Storey)	47w	20/09/21	17/11/22
19	Cladding	76w 1d	24/01/22	18/08/23
20	Finishes 100 Units	70w 4d	04/05/22	01/10/23
21	A1 Finishes - 48 Units	62w 4d	04/05/22	06/08/23
22	A2 Finishes - 56 Units	43w 4d	02/12/22	01/10/23
23	Handovers 48 Units Prl		08/05/23	06/06/23
24	Handovers 66 Units Prl		04/10/23	01/11/23
25	Block F	95w	16/05/22	01/05/24
26	Superstructure (9 Storey)	42w	16/05/22	21/08/23
27	Cladding	48w 4d	21/09/22	22/08/23
28	Finishes 141 Units 80 Prl 64 Aff	66w 1d	31/01/23	30/04/24
29	Finishes Core P1 - 49 Units	43w	22/02/23	04/08/24
30	Finishes Core P2 - 82 Units	48w	31/01/23	22/12/23
31	Handovers 52 Units Prl		22/11/23	08/01/24
32	Finishes Core P3 - 40 Units	41w	28/06/23	30/04/24
33	Handovers 48 Units 4 Prl 45 Aff		30/01/24	05/03/24
34	Handovers 40 Units Aff		26/03/24	01/05/24
35	Block C	82w 1d	15/09/22	01/05/24
36	Superstructure (11 Storey)	31w	15/09/22	03/04/23
37	Cladding	69w 4d	07/11/22	18/02/24
38	Finishes - 82 Units	61w	06/04/23	30/04/24
39	Handovers 82 Units Prl		26/02/24	01/05/24
40	Block D	78w	22/05/23	17/12/24
41	Substructure	8w	22/06/23	17/07/23
42	Superstructure (4 Storey)	20w	18/07/23	05/12/23
43	Cladding	39w	08/12/23	30/08/24
44	Finishes - 42 Units Aff	37w	20/09/24	18/12/24
45	Handovers 42 Units Aff		17/12/24	17/12/24
46	Block E1	70w 4d	03/07/23	06/12/24
47	Superstructure (11 Storey)	50w 2d	03/07/23	14/05/24
48	Cladding	48w	28/09/23	20/08/24
49	Finishes E1 - 63 Units Prl	46w 4d	09/01/24	06/12/24
50	Handovers 63 Units Prl		09/11/24	06/12/24
51	Block E2	64w	18/07/23	05/11/24
52	Superstructure (4 Storey)	22w	18/07/23	19/12/23
53	Cladding	42w 1d	26/10/23	17/09/24
54	Finishes E2 - 23 Units 6 Prl 17 Aff	37w	07/02/24	04/11/24
55	Handovers 23 Units 6 Prl 17 Aff		05/11/24	05/11/24
56	Private Sales 300 units @ 2 per wk	152w	23/11/22	26/07/24
57	Tower Crane Durations - T1 - 8	282w 2d	01/08/19	09/08/24

Drawn by: bb | Dwg No: MC.DP.01 | Revision No [redacted] | tor Sign Off | Page 1 of 1

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

2.1. Hours of Site Operation

In accordance with Camden's environmental code of construction practice, hours of construction operation will normally be restricted to the following:

08.00 – 18.00 Monday to Friday and 08.00 – 13.00 Saturdays.
To relieve road congestion in the local area, where practicable, deliveries will be encouraged during the inter-peak period - broadly 9:30 -16:30

Deliveries will be carefully planned at all stages of the work to ensure that the number of vehicles arriving to make a delivery do not exceed the space available on site. Vehicles will not be allowed to wait on any adjoining roads. This requirement will be included on all Supplier and Subcontractor orders. Generally deliveries will be prebooked on a specific time slot and materials will be scheduled on a 'just in time' basis to reduce the requirements for storage and the risk of damage occurring and therefore waste.

It is envisaged that concrete will be delivered to site in standard ready mix trucks and mortar for brickwork will be delivered to onsite silos while space permits on site.

All contractors are responsible for ensuring their deliveries do not park or wait outside the delivery gates outside of these hours.
Any works or deliveries required outside these hours are by request only, which must be made 48 hours in advance.

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.

Accurate details will follow, once full information has been obtained.

We will undertake investigations with all the statutory service authorities to ensure that all the services on and passing adjacent to the site can be located and physically marked. Where practicable the enabling works will include any required diverting of services, record drawings will be produced as appropriate. Where necessary fences or barriers will be provided with warning signs to prevent any works being undertaken in the proximity of a service without a permit to work and a valid method statement being in place.

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 granting 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 and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

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 should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason 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.

1. PUBLIC INTERFACE

1.1. Protection of the Public

Fully lit hoardings and access gates will be provided, adapted and maintained around the site for the duration of the works. This will ensure safe segregation of the public during construction. Works on the highway will be required, liaison and compliance with the LBC / TfL requirements will be expected, with all necessary barriers / signage and permits as may be required to carry out the works.

During the on-site works, particular care should be taken to minimise nuisance particularly from noise and dust. This is to be achieved by a variety of ways with the respective trades, including

- Impact study to ascertain those parties affected by the works.
- Regular contact and liaison with the LBC Environmental Services Officer.
- Provision of monaflex sheeting where necessary to screen the works and control dust.
- Good housekeeping to ensure the site and surrounding areas are maintained in a clean and presentable condition.
- Control of noisy activities to avoid sensitive periods as much as possible.
- Selection of appropriate working methods which are conducive to a sensitive environment and minimising noise, dust and vibration.
- Use of well-maintained plant and equipment, with acoustic screens where necessary.

Construction Newsletter

128 - 150 Blackfriars Road

Dear Neighbour,

We wanted to get in touch to let you know about the start of works on Barratt London's redevelopment of 128-150 Blackfriars Road.

The redundant buildings and vacant site at the southern end of Blackfriars Road are being redeveloped and will provide 336 new homes with more than 40,000 sq. ft. of employment and retail space.

The development was given planning permission by the London Borough of Southwark in December 2014 and we are now preparing to start demolition of the existing building on site.

We have appointed Erith Contractors Ltd to manage the demolition of Hill House and Erlang House and they will be commencing works on the 15th June 2015.

We are mindful of the inconvenience that a project of this nature can cause and we will be striving to minimise any impacts on the local community.

We are holding an introductory construction liaison meeting on 11th June at Blackfriars Settlement, 1 Rushworth Street, SE1 0RB. The meeting will start at 6.30pm and end at 7.30pm and will be an opportunity to introduce you to our construction team and outline how the construction process will be managed.

If you are able to attend, please RSVP to **csharp@hardhat.co.uk**, so that we have an idea of the numbers attending.

We look forward to meeting you.

Yours sincerely,

Jez Adams

Project Director, Barratt London

The proposals will completely transform a site that currently has old office buildings that are either derelict or temporarily let to avoid squatting

CONSIDERATE CONSTRUCTORS

BARRATT LONDON

Camden

Construction Newsletter

Demolition works

The project involves asbestos removal, soft strip of fixtures and fittings, removal of all existing mechanical and electrical installations, demolition of the existing buildings to basement slab including removal of ground bearing slabs and foundations and building enabling works including piling and bulk excavation.

What happens first?

- Site establishment - site accommodation and scaffold erection
- 'Soft strip' (the removal of internal fixtures, fittings, and non-structural partitions to leave a clean structure ready for structural demolition

How long will the works last?

- The duration of the demolition project is anticipated to be 32 weeks commencing the 15th June

What will be the working hours on-site?

- 8.00am to 6.00pm Monday to Friday
- 8.00am to 1.00pm Saturday

Who do I contact if I have a question?

- Terry Madden, Project Manager (Erith) - **07961 070 146**
- Grant Styles, Operations Director (Erith) - **07912 120 819**

CGI showing a view of the proposed development from St. George's Circus at the southern end of Blackfriars Road

CONSIDERATE CONSTRUCTORS

BARRATT — LONDON —

Camden

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.

2.6. Community Liaison & Working Group

Ongoing Community Liaison will be undertaken both prior to and during construction. Full details will be issued as the CMP is finalised.

Regular newsletters will be distributed to local businesses - as example previously shown. Details of liaison with neighbouring sites will be confirmed nearer the start on site time.

15. Schemes

Please provide 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".

2.7. Considerate contractor's scheme

Barratt London will register this project with the considerate contractor's scheme. (CCS)

In addition to the Barratt London Management duties, the responsibilities extend to the package sub - contractors, operatives and delivery vehicles working or visiting the project during the construction period.

The main points to ensure compliance with the scheme requirements are:

- Enhancing the appearance
- Securing everyone's safety
- Respecting the community
- Protecting the environment
- Caring for the workforce

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.

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.

Barratt London have paid TfL to construct loading bays & kerbs on the eastern carriage way during the construction of the cycle superhighway adjacent to site.

Monthly working groups with TfL, Camden and local builders are currently being held to discuss logistics and any issue specific to the construction of the site.

It is understood that the High Speed Rail 2 (HS2) project have requisitioned a right of access over Juniper Crescent to a proposed works compound during the construction of HS2.

Other projects that Barratt London are aware of, that may be current at time of construction:

- Chalk Farm Road Scheme
- Camden Market
- Hawley Wharf
- 5 – 17 Haverstock Hill
- Alterations to Camden Town Tube Station

Transport

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

This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the CLOCS Standard.

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed here, details of the monitoring process are available here.

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

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

CLOCS Contractual Considerations

17. Name of Principal contractor:

TBA

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).

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 future appointments will comply by nature of inclusion within their works orders.

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.

Please refer to previous drawing attached pages 15 & 16

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.

Spoil transportation from site

Canals

- The use of the canal is entirely at the discretion of the Canals & Rivers Trust not ours.
- To physically move material from the site to the canal entails crossing One Housing land and they would need to approve this.
- The likely route also encompasses Network Rails wayleave protecting their emergency access corridor alongside the tracks and we would need a BAPA giving their consent to the operations.
- The most direct route goes straight past someone's front door and does not appear to be feasible in terms of safe movement of vehicles and/or materials.
- The site is some 6m higher than the canal so the safe movement of materials would be difficult.
- To get from the One Housing land to the canal entails materials crossing the tow-path with is a publicly accessible route and would not be a safe operation.
- A large tree on the boundary of the One Housing land would need to be removed to gain any access.

If all of this were at all practical the commercial viability of the movement of materials would be based on where the barges could be off-loaded to transport the cargo by road to the receiving station. As this site is on a section of the central London canal system any such wharf would be too distant at canal barge movement speeds to be economically viable.

Rail

- The use of the railways for moving material off this site is entirely at Network Rail and the local rail operator's discretion. NR will not allow use of the tracks (Please see attached email from Steve Tombs at Network Rail).
- The tracks to the southwest are the West Coast Main Line and are not appropriate for use in this fashion and whilst those to the north are part of the Anglia Regional Lines they too are not considered appropriate.
- To be physically able to load cars in any train that might be given permission to use the Anglia line would entail building a siding into the site because the network is electrified, meaning the overhead cables prevent loading from above. This would not be feasible from a commercial standpoint but would also require the entire scheme to be redesigned to make space for the siding to sit alongside the basement excavation.

c. 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

2.4. Parking Constraints

There is no parking available on site. Public transport is recommended with easy access via tube and bus links.

2.5. Use of Alternative Modes of Transport

Nearest Transport Links:

Underground:

- Chalk Farm & Camden Town (Northern Line)

Bus:

The following buses stop directly outside the development on Chalk Farm Road.

- Stop CF – No.27, No.31, No.168, No.393
- Stop CE – No.24, No.27, No.31, No.168
- Stop CK – No.24

2.8. Site Access

The main site access and egress will be from Chalk Farm Road. *(See Section 3.10)*

Within the material order delivery instructions will be included, advising on recommended traffic route to and from 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.

b. Calculation to determine the number of lorry movements for spoil removal from site:

The volume of spoil is calculated from the drawings indicating the basement excavation. The time to remove the spoil is calculated by the number of lorries required to cart it away. We assume 1 lorry will cart 9m3 of spoil in the solid. We assume that for this site 50 lorries per day would be a good average

- 6900m2 (outside Demo Area) 4.5m dp = 31050m3 @ 9m3 per lorry = 3450 lorries @ 50 per day = 14 wks
- 11110m2 @ 3.5m dp = 38885 m3 = 4320 Lorries = 17 wks

5962m2 (Lwl Lvl) @ 4m dp = 23848m3 @ 9m3 per lorry = 2650 lorries @ 50 per day = 10.5

2.7. Proposed Number of Deliveries

Estimated numbers of demolition and construction related vehicle journeys have been calculated based on volumes of demolition and excavated waste material together with imported materials. These are shown in the Table below.

Work Stage	Estimated vehicles per day[1]	Estimated vehicles per month[1]
Enabling works and demolition	Up to 40	Up to 880
Substructure	Up to 60	Up to 1320
Superstructure	Up to 30	Up to 660
Façade	Up to 15	Up to 330
Fit out works	Up to 20	Up to 440

Plant / Equipment	STAGE			
	Enabling Works & Demolition	Substructure	Superstructure	Fit Out
Tracked / Wheeled 360 Excavators	■	■		
Breakers	■	■		
Crushers	■	■		
Dumpers	■	■	■	
Concrete Crushing Plant	■			
Mobile / Tower Cranes		■	■	
Muck Away Trucks	■	■		
Air Compressors	■	■	■	
Diamond Cuting Tools / Saws		■	■	■
Hand / Power Tools	■	■	■	■
Wheel Washing Plant	■	■		
Piling Rigs		■		
Scaffolding	■	■	■	
Mobile Access Platforms		■	■	■
Goods / Passenger Hoists			■	■
Delivery Trucks		■	■	■
Skips & Skip Strucks	■	■	■	■
Forklift Trucks			■	■

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

Information to be provided nearer the time of works commencement.

a. 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.
Refer to answer given in Q11.

2.8. Site Access

The main site access and egress will be from Chalk Farm Road. *(See Section 3.10)*

1.2. Access Arrangements for Vehicles

The main site entrances and exits will be from Juniper Crescent. There may be a short period of time when access is required directly from Chalk Farm Road due to construction constraints of the PFS, but this will be kept to a minimum.

Generally all vehicles will be able to turn on site, but when vehicles arrive at site they will always be directed by security / banksmen including exiting back onto public roads.

1.3. Special Measures to Address any Site Access & Exit Issues

The site will be secured to prevent unauthorised access to the perimeter on all boundaries by a 2.4m high ply hoarding or chain link fencing.

Pedestrian access to the site will be kept separate from the vehicular access for safety reasons and will be controlled by a security guard. Operatives arriving at site will be required to sign in and out at the beginning and end of each day or shift. Walkways will be clearly marked around the site and where possible have barriers to separate them from vehicles.

Secure pedestrian access will be controlled by a biometric reader and turnstile system, which will therefore prohibited personnel not inducted and registered.

Operatives who are away from the site for more than 3 weeks will automatically be deleted from the access control system and hence will require re inducting to the site.

A manual signing in process will be available for occasional visitors to gain accompanied entry onto site only.

Safe walkways will also be marked within the buildings, and emergency stairs and exits will be signed and lit. Due to the nature of this site, particularly the demolition and basement construction, it will be necessary for access and walkways to be reviewed and amended on a regular (possibly daily or weekly) basis.

Changes will be highlighted on site via the daily co-ordination, logistics meeting, notice boards or operative tool box talks.

Either monitored CCTV will be in operation or security guards will be in attendance at all times. Both the pedestrian and vehicular access gates will be managed by a trained Banksman and / or security guard, who will be responsible for controlling access and egress of pedestrians and vehicles. Towards the final stages of construction and finishes, security guards may be employed on site during out of hour's periods.

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.

It is likely that no holding areas will be required throughout the duration of the construction period. However if this situation changes the council will be notified in good time.

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).

Refer to 22 response attachment **Site Delivery Management**

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

2.11. Site Delivery Management

Deliveries will be carefully planned at all stages of the work to ensure that the number of vehicles arriving to make a delivery do not exceed the space available on site. Vehicles will not be allowed to wait on any adjoining roads.

Deliveries to site will be between the normal working times, but where practicable, measures to encourage more deliveries during the inter-peak - broadly 09.30 – 16.30 Mondays to Friday and 08.00 – 13.00 Saturdays will be encouraged.

Permission for deliveries and/or collections of abnormal loads (outside of the hours of 7.00-19.00) need to be agreed with Camden Council before being undertaken.

This requirement will be included on all Supplier and Subcontractor orders.

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

Generally deliveries will be pre-booked on a specific time slot and materials will be scheduled on a 'just in time' basis to reduce the requirements for storage and the risk of damage occurring and therefore waste.

All operative access to flatbed wagons / lorries must be carried out in accordance with the 'Project Fall Prevention Plan' i.e. nobody will be allowed on the back of wagons unprotected.

All delivery drivers will be expected to obey the site rules and these will be explained in a brief driver induction by the relevant Traffic Marshall.

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).

Most vehicle movements will be carried out on site. the site will provide a large enough turning circle. Refer to traffic / transport plan within main document.

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.

2.14. Wheel Washing Facilities & Road Cleaning

Wheel washing facilities will be installed on the site close to the egress point located adjacent Gate 1 to control the spread of mud onto adjacent roads. Should the roads or pavements become dirty these will be cleaned as necessary using a road sweeper or other suitable means.

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.

Due to space restrictions on site, all deliveries should be 'just in time' (JIT) basis, with only sufficient materials being stored on site at any one time.
A fork lift – suitably sized will be made available to unload and distribute material around site and feed the hoists at ground level.

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.

It is not envisaged the parking suspension will be required. However if this situation changes the council will be notified in good time.

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).

Information to be provided nearer the time of works commencement.

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

Information to be provided nearer the time of works commencement.

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 not envisaged a requirement, However if this situation changes the council will be notified in good time.

Information to be provided nearer the time of works commencement

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.

1.2. Protection of the Public

Fully lit hoardings and access gates will be provided, adapted and maintained around the site for the duration of the works. This will ensure safe segregation of the public during construction. Works on the highway will be required, liaison and compliance with the LBC / TfL requirements will be expected, with all necessary barriers / signage and permits as may be required to carry out the works.

During the on-site works, particular care should be taken to minimise nuisance particularly from noise and dust. This is to be achieved by a variety of ways with the respective trades, including

- Impact study to ascertain those parties affected by the works.
- Regular contact and liaison with the LBC Environmental Services Officer.
- Provision of monaflex sheeting where necessary to screen the works and control dust.
- Good housekeeping to ensure the site and surrounding areas are maintained in a clean and presentable condition.
- Control of noisy activities to avoid sensitive periods as much as possible.
- Selection of appropriate working methods which are conducive to a sensitive environment and minimising noise, dust and vibration.
- Use of well-maintained plant and equipment, with acoustic screens where necessary.

The above items will be dealt within site specific risk and method statements applicable to the trade package. Of equal importance to the above, the privacy of

our neighbours must also be respected. As such all operatives will be briefed on the good conduct we expect from them as part of our site induction process.

A quarterly Construction Newsletter will be published to inform local residents / businesses of construction progress and any works that will impact the local area throughout the duration of the project. (*Sample Newsletter Appendix 2*). In addition to this a monthly meeting will be held with the local community.

2.13. Pedestrian, Cyclist, Bus & General Traffic Considerations

Barratt London will register to the Construction Logistics and Community Safety (CLOCS) scheme.

In December 2013, the CLOCS working group updated the industry led 'Standard for Construction Logistics: and Managing work related road risks'. This standard aims to reduce the risks of a collision with vulnerable road users (cyclists and pedestrians) and it is applicable to all commercial vehicles over 3.5 tonnes. It includes requirements for developers, logistics operators, contractors and subcontractors to adhere to in areas including driver training, vehicle safety equipment, routing and access and egress to construction sites.

If high volumes of vehicles over 3.5 tonnes are expected though the trade package contractors works, mitigation measures need to be included within the logistics proposals which should include monitoring measures.

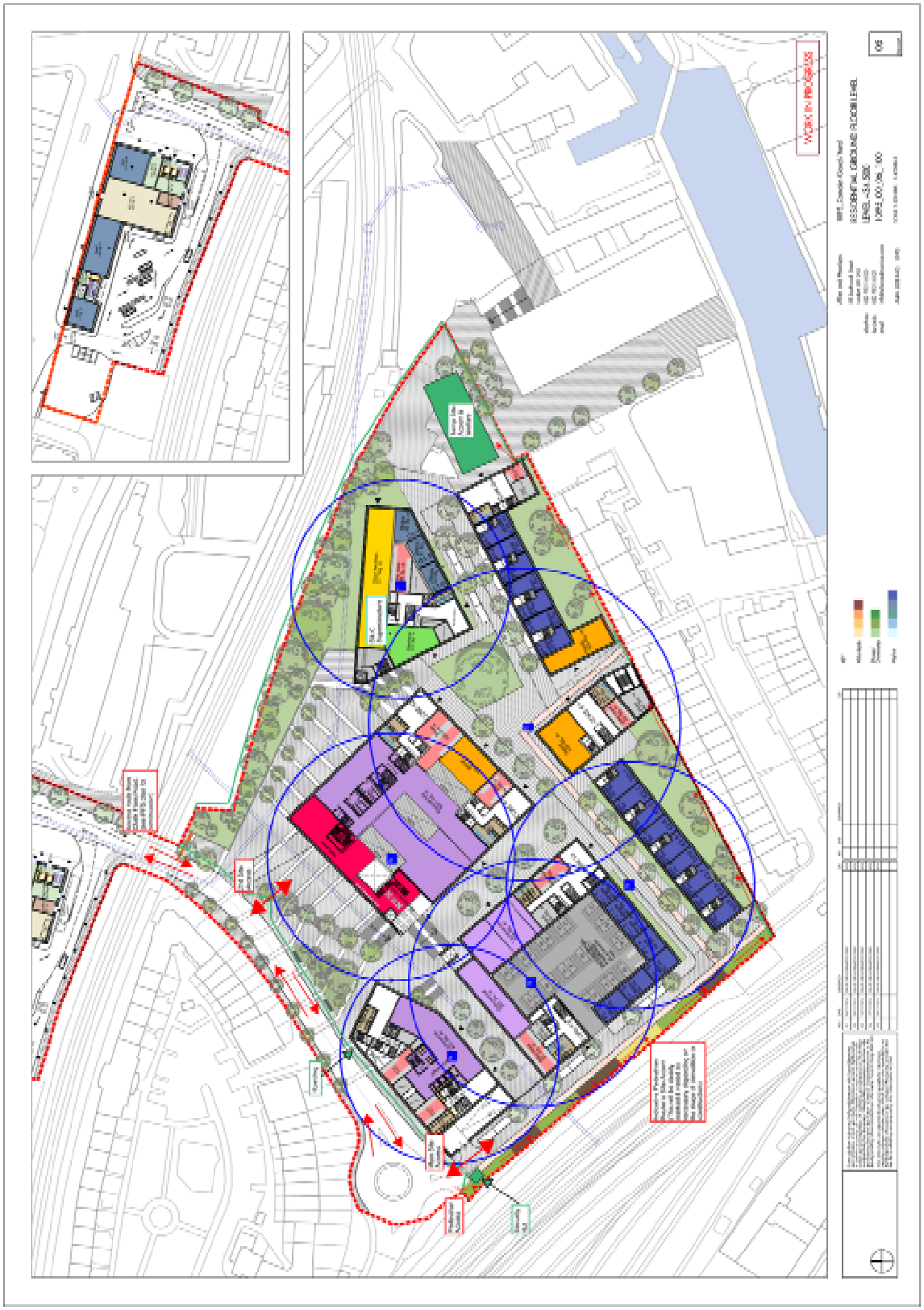
It will be a mandatory requirement that all regular delivery vehicles must operate within the 'Fleet Operators Registration Scheme' (FORS) and CLOCS, and regular monitoring records must be issued monthly at progress meetings or via the Barratt London buying department.

The Principal Contractor is TBC.

We are aware of the HS2 Compound which will share access via Juniper Crescent but this is not a major construction access and understand that construction vehicles using this access will be limited, but we will ensure that full co-ordination is regularly undertaken.

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.

It is not envisaged a requirement, However if this situation changes the council will be notified in good time.


WORK IN PROGRESS

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.

Table 5-5 Demolition and Construction Impacts and Mitigation

Issue	Potential Impacts
Noise	Increased noise levels from road vehicles. Increased noise levels from plant during demolition, piling and general construction works e.g. from the use of air compressors and piling rigs.
Vibration	Increased vibration levels from vehicles. Increased vibration levels from plant during demolition, piling and general construction works e.g. from piling rigs.
Dust / air quality	Windblown dust from exposed ground surfaces, stockpiles, vehicles, work faces, and cutting and grinding of materials. Exhaust emissions from lorries and plant delivering and removing materials, and plant operating on-site.

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.

To be assed prior to construction commencement

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

Noise Monitoring:

Details of the proposed method, frequency, location of noise monitoring and target noise levels have been discussed with Camden Council. It has been agreed that Barratt will undertake monitoring at key location(s) around the site in order to ensure compliance with Camden Council's limits.

RBA (RBA Acoustics or other monitoring contractor) will visit site and install sound level meters at agreed monitoring locations established prior to commencement of works for a period to cover demolition and the noisiest construction activities.
These measurements will also be used to identify the baseline noise environment at each location. Ideally such measurements would be over a 2 week period before demolition works begin.

The monitoring units will be provided with GSM/SIM capabilities to enable remote access and downloading. The equipment could also be configured to trigger email/text alerts upon exceedance of the pre-determined limits for subsequent investigation and action as required
Due to the length of the monitoring contract, no annual calibration will be required. However, the units may also require occasional on-site calibration, which RBA Acoustics will perform.

Fortnightly reports will be provided summarising the results of the levels measured over the relevant periods, although data will be available in real time if required in specific circumstances.

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.

2.15. Environmental Measures Environmental Measures
2.16. Environmental Measures

A project-specific Environmental Management Plan (EMP) will be developed for the project. The EMP sets out guidelines for dealing with occurrences that could impact on the environment and forms part of this live document. As such it should be read in conjunction with safe systems of work developed for the project as a whole to ensure that interfaces between quality, health, safety and the environment are adequately managed.

All artificial lighting on site will comply with the Institute of Lighting Professionals (ILP) guidance for the reduction of obtrusive light. All artificial lighting will be installed so that local sensitive receptors are not affected.
All works on site will be undertaken following the Camden Council's Environmental Code of Construction Practice The following best practise mitigation measures shall be implemented as a minimum on the development:

A - Techniques to control PM10 and NOx emissions from vehicles and plant:

- Low emission plant fitted with catalysts, diesel particulate filters or similar devices
- Plant shall be well maintained, with routine servicing
- Avoid the use of diesel or petrol powered generators (use main or battery power)
- Non road mobile machinery shall use ultra-low sulphur tax exempt diesel
- Plant & vehicles shall be located away from closest receptors or closed environments

B - Techniques to control dust emissions from construction & demolition:

- Keep site fencing, barriers & scaffolding clean using wet methods
- Buildings to be demolished will be wrapped (except areas where demo is taking place)
- Provide easily cleaned hard standing for vehicles and clean using wet sweeping
- Provide the use of wheel-wash facilities near the site exit
- Inspect internal haul routes for integrity and instigate necessary repairs
- Routinely clean the public highways and accesses using wet sweeping methods
- Impose & signpost maximum speed limits of 10mph on surfaced haul routes
- Ensure all vehicles carrying lose or potentially dusty material to or from site are sheeted
- Store materials with the potential to produce dust away from site boundaries
- Sheet, seal or damp down stockpiles of excavated material held on site
- Any loose materials bought onto the site shall be protected by appropriate covering
- The site shall be dampened down during the working day and at the end of the day
- Ensure water suppression is used during demolition operations
- Ensure mobile crushing and screening plant and cement batching plant are regulated under the local air pollution prevention and control regime operate in compliance with a part B permit. This shall be submitted to the local authority prior to operation.
- Site personnel shall be trained in dust mitigation and a manager shall be present for managing dust on site.

Air Quality Monitoring

- Monitoring will be undertaken in accordance with the planning conditions set out

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

Staff will be briefed on site with toolbox talks on this British Standard

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

Dust Mitigation Measures

- Demolition will be undertaken in accordance with the Best Practise Guidance Note 'The Control of Dust & Emissions from Construction & Demolition' (2006). This outlines BPM to effectively man-age construction work in order to mitigate air pollution emissions.
- When carrying out demolition work during periods of dry or windy weather, there can often be dust problems on sites bordered by homes. Measures will be taken to reduce the formation and spread of dust. Dust will be controlled at source by using a continuous fine water spray. A suitable water supply will be provided ensuring there are enough hoses to reach all parts of the site and a way of getting rid of wastewater.
- There will be adequate screening with sheeted scaffold and damping down during all demolition activities and other site preparations and activities. The site boundary walls and hoarding will provide screening where practicable.
- All scaffolding will be enclosed with appropriate sheeting material
- An easy to clean hard standings will be provided for all vehicles
- All heavily used areas will be cleaned by brushing vehicles and spraying water regularly
- All cutting or grinding of materials will be controlled on the site
- Suitable water supply provided
- Buildings or structures that are being demolished must be damped down using high pressured hoses
- Use of water bowsers on large areas to damp down
- All materials will be enclosed at all times, and dusty materials damped down using water sprays during dry weather
- All materials that create dust, including soil, will be stored away from the site boundary, screened to prevent wind spreading the dust and damped down where practical
- Paved roads near to the exits must be kept clean. Vehicles transporting materials onto or off the site must be suitably covered where necessary to prevent dust.
- Use rubble chutes and skips where appropriate. There must be an effective close fitting cover over the skips to contain all the dust and other rubbish. The chutes must be continuous until they reach the skip, with no gaps, and maintained in good condition.
- No rubbish and waste materials will be allowed to build up on site
- Reducing dust, fumes or other nuisance or environmental effects, which may cause offence to the local community or environment.
- Reduce environmental effects which may cause offence to the local community by promoting proactive community relations.

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.

B - Techniques to control dust emissions from construction & demolition:

- Keep site fencing, barriers & scaffolding clean using wet methods
- Buildings to be demolished will be wrapped (except areas where demo is taking place)
- Provide easily cleaned hard standing for vehicles and clean using wet sweeping
- Provide the use of wheel-wash facilities near the site exit
- Inspect internal haul routes for integrity and instigate necessary repairs
- Routinely clean the public highways and accesses using wet sweeping methods
- Impose & signpost maximum speed limits of 10mph on surfaced haul routes
- Ensure all vehicles carrying lose or potentially dusty material to or from site are sheeted
- Store materials with the potential to produce dust away from site boundaries
- Sheet, seal or damp down stockpiles of excavated material held on site
- Any loose materials bought onto the site shall be protected by appropriate covering
- The site shall be dampened down during the working day and at the end of the day
- Ensure water suppression is used during demolition operations
- Ensure mobile crushing and screening plant and cement batching plant are regulated under the local air pollution prevention and control regime operate in compliance with a part B permit. This shall be submitted to the local authority prior to operation.
- Site personnel shall be trained in dust mitigation and a manager shall be present for managing dust on site.

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

Noise Monitoring:

Details of the proposed method, frequency, location of noise monitoring and target noise levels have been discussed with Camden Council. It has been agreed that Barratt will undertake monitoring at key location(s) around the site in order to ensure compliance with Camden Council's limits.

RBA (RBA Acoustics or other monitoring contractor) will visit site and install sound level meters at agreed monitoring locations established prior to commencement of works for a period to cover demolition and the noisiest construction activities.
These measurements will also be used to identify the baseline noise environment at each location. Ideally such measurements would be over a 2 week period before demolition works begin.

The monitoring units will be provided with GSM/SIM capabilities to enable remote access and downloading. The equipment could also be configured to trigger email/text alerts upon exceedance of the pre-determined limits for subsequent investigation and action as required
Due to the length of the monitoring contract, no annual calibration will be required. However, the units may also require occasional on-site calibration, which RBA Acoustics will perform.

Fortnightly reports will be provided summarising the results of the levels measured over the relevant periods, although data will be available in real time if required in specific circumstances.

Noise levels will be assessed 1m from the nearest noise sensitive façade. Different levels or measurement periods may be applied according to circumstances. If required hand held monitoring will be undertaken if complaints are made that are away from the fixed monitoring locations.

Sound levels will be monitored according to the methods set out in Appendix B of BS 5228: Part 1. All measurements will be made on a sound level meter complying with BS 5969:1981 (1989), Specification for Sound Level Meters. A programme of noise monitoring by a suitably qualified noise practitioner will be agreed between the developer and the Council.

Noise limits BS5228-1:2009 provides guidelines as follows:

"Noise from construction and demolition sites should not exceed the level at which conversation in the nearest building would be difficult with the windows shut. Noise levels, between say 07:00 and 19:00 hours, outside the nearest window of the occupied room closest to the site boundary should not exceed:

- 70 decibels (dBA) in rural, suburban and urban areas away from main road traffic and industrial noise;
- 75 decibels (dBA) in urban areas near main roads in heavy industrial areas".

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA's Control of Dust and Emissions Supplementary Planning Guidance (SPG), and the risk level that has been identified, with evidence. Please attach the risk assessment as an appendix if not completed at the planning application stage.

To be assed prior to construction commencement

37. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of risk identified in question 36 have been addressed by completing the GLA mitigation measures checklist.

To be assed prior to construction commencement

- 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.

Air Quality Monitoring

- Monitoring will be undertaken in accordance with the planning conditions set out within the section 106 legal agreement. Riverside Environmental will be appointed to carry out the dust monitoring. The particulate / dust trigger levels are:
    - Dust – 20 s.u (Soiling units / week)
    - PM10 – 50ug/m3 (24 hour average)
    - PM2.5 – 25ug/m3 (4 hour average)
    - TSP – 350ug/m3 (1 hour average)

39. Please provide details about how rodents, including rats, will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

Rodent Control:

Rodent control will be minimised by ensuring that any food waste from the site is properly disposed of in appropriate containers. If evidence of Rodent infestation becomes apparent the services of a specialist contractor will be employed before it becomes a nuisance.

Open drains will be correctly sealed where they become redundant within the new scheme.

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

A full type 2 asbestos survey will be carried out prior to any demolition taking place, by the specialist demolition contractor. The findings will be actioned as appropriate at the time with the required notifications issued.

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.

Strick rules in place will form part of the supply Chain method statements and will be covered in site induction and tool box talks.

Operatives found repeatedly in contravention of the required standards will be removed from site.

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:

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.