

Construction Management Plan

pro forma v2.2

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
22/03/2017	01	Ed Falvey – Virtus Contracts Ltd
22/11/2017	02	Tom Martin – Virtus Contracts Ltd
15/01/2018	03	Tom Martin – Virtus Contracts Ltd

Additional sheets

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

Date	Version	Title
22/11/2017	A	Appendix Register
21/11/2017	B	Site Plan
04/05/2017	C	Planning permission 04.05.2017
07/09/2017	D	Demolition acoustic trials
10/10/2017	E	Construction Dust Risk Assessment
21/11/2017	F	Site set up plan
	G	Vehicle traffic routes
21/11/2017	H	Construction programme
	I	Statement of community involvement
30/03/2017	J	Neighbourly consultation meeting minutes 1 (30.03.2017)
26/04/2017	K	Neighbourly consultation meeting minutes 2 (26.04.2017)
21/11/2017	L	Resident Q&A
	M	Community liaison project policy
	N	Considerate constructors project poster
	O	Traffic management strategy
01/06/2017	P	Swept path drawing
21/11/2017	Q	Site facilities set up
	R	Scaffold drawings
19/10/2017	S	Demolition noise and vibration report
21/11/2017	T	Noise and vibration summary note
	U	Noise and dust emissions project policy
11/07/2017	V	Rentokil inspection note and rodent plan
01/08/2015	W	Asbestos survey
	X	221651 CMR 9-13 Grape Street London WC2H 8ED (004)

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](#)."

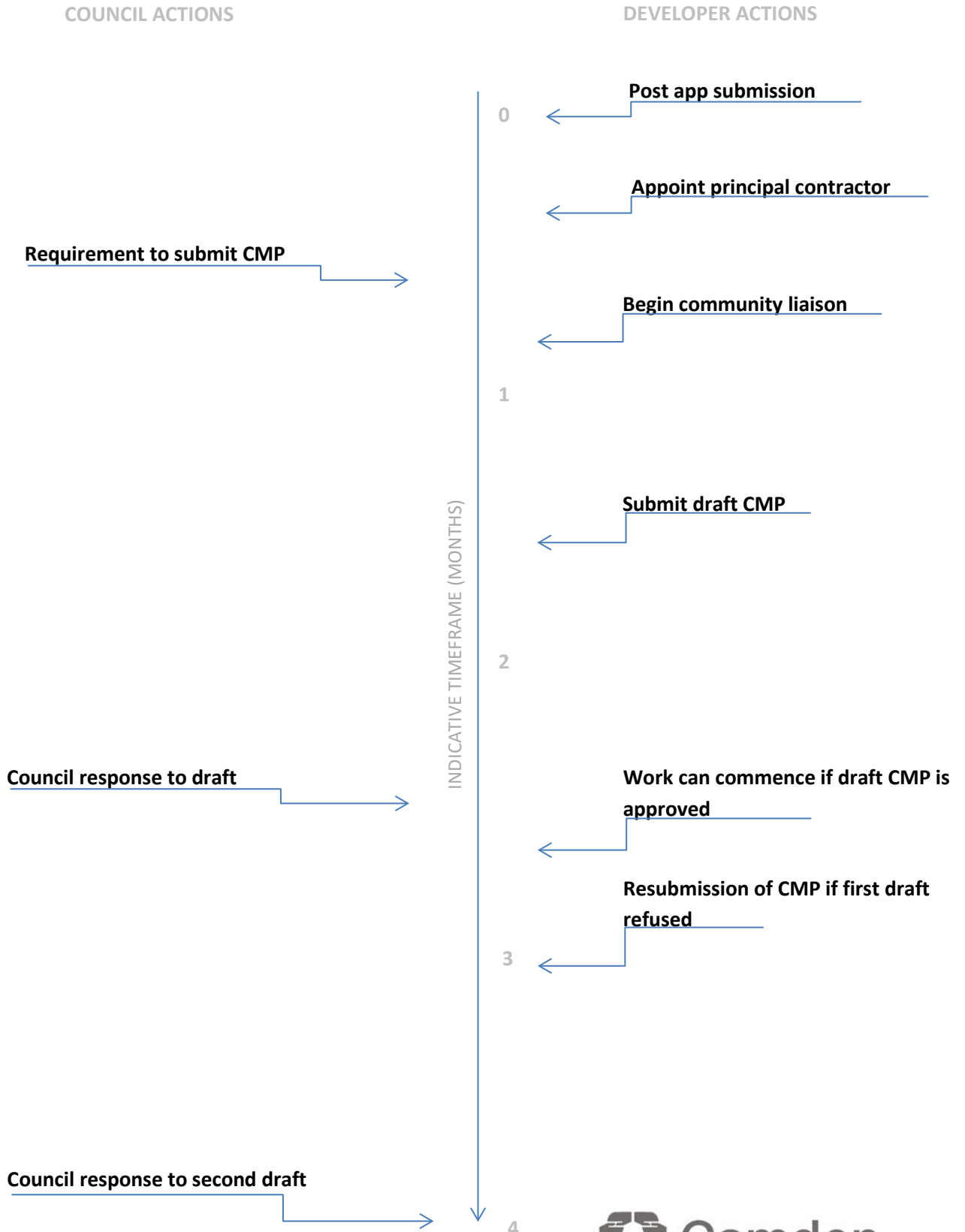
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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



Contact

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

Address: 9 - 13 Grape Street, London, WC2H 8ED

Planning reference number to which the CMP applies: 2016/2036/P

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

Name: Tom Martin – Managing Director, Virtus Contracts Ltd

Address: Unit 9, The Circle, Queen Elizabeth Street, London, SE1 2JE

Email: tomm@virtus-contracts.co.uk

Phone: 020 7234 8600

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: Mark Jeffrey – Site Manager, Virtus Contracts Ltd

Address: Unit 9, The Circle, Queen Elizabeth Street, London, SE1 2JE

Email: markj@virtus-contracts.co.uk

Phone: 020 7234 8600

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:	Ritchie Stace – Associate Director, Virtus Contracts Ltd
Address:	Unit 9, The Circle, Queen Elizabeth Street, London, SE1 2JE
Email:	ritchies@virtus-contracts.co.uk
Phone:	020 7234 8600

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:	Tom Martin – Managing Director, Virtus Contracts Ltd
Address:	Unit 9, The Circle, Queen Elizabeth Street, London, SE1 2JE
Email:	tomm@virtus-contracts.co.uk
Phone:	020 7234 8600

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.

Please refer to Appendix B – Site plan for the site location.

The site, known as 9-13 Grape Street, is a mid-terrace building located within the London Borough of Camden and within the Bloomsbury Conservation Area. Late 19th and early 20th Century blocks fronting busy thoroughfares dominate the area.

A commercial building to the South, a commercial and residential building to the North and a carpark to the rear adjoin 9-13 Grape Street.

The existing building is a character turn of 20th Century construction. 9-13 Grape Street is not listed but it is included in the local list for Camden as 'unlisted buildings of merit' that make a positive contribution to the character of the area. The building consists of a basement, a ground floor and three upper floors. The façade is traditional brickwork with stone-faced corncicing at each level.

The buildings along Grape Street primarily contain commercial tenants on the ground floors with residential tenants on the upper floors. The rear elevation of the Shaftesbury Theatre backs onto the southern end of Grape Street.

The main roads and access routes surrounding 9-13 Grape Street are Shaftesbury Avenue and New Oxford Street (A 40) to the North, High Holborn (A 40) to the South, and West Central Street to the East. All vehicle access to Grape Street is via Shaftesbury Avenue and egress is onto High Holborn.

There are four diplomatic parking bays at the South of Grape Street serving the Cuban embassy whom are located at 167 High Holborn, London, WC1V 6PA.

The development proposal is for an '*erection of a roof extension and change of use from office and photographic studios, gymnasium and gallery (together comprising a sui generis use), to office (Class B1) and associated works.*'

Please refer to Appendix C – Full Planning Permission.

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

The construction work involves the demolition of all internal walls and floors whilst retaining the front façade, rear wall and adjoining party walls. The existing roof will be removed and a temporary roof erected until the new roof is constructed.

A steel frame will be erected within the retained external walls and new steel floor decks. An additional floor will be added utilising the existing roof space; this will not increase the height of the building.

The interior will be finished to a high quality office specification, a new entrance will be added as will bike storage in the basement. An acoustically concealed plant room will be constructed at roof level.

New windows with obscured glazing will be installed in line with the granted planning permission. The external pavement levels will be adjusted to suit the new openings of the building.

The current estimated total floor area of 9-13 Grape St is 1,200m² and it is estimated to increase to 1,400m².

The main issues and challenges for the development are:

- Grape Street is a narrow one-way road that poses logistical challenges. These include the need to safely and efficiently manage pedestrian and vehicle access. Vehicle deliveries will need to be managed to ensure the least possible impact to the neighbours of the development.
- 9-13 Grape Street has multiple commercial and residential neighbours in close proximity to the site. The control and management of noise, vibration and dust arising from the demolition work will be key to the success of the project.
- The presence of the diplomatic parking bays positioned to the south of Grape Street. These will require suspending.
- The site office and facilities will be located away from the building to the North of Grape Street.

8. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).

The development will have its greatest effect on the businesses and residents within the immediate vicinity of Grape Street, in particular to the adjoining properties.

To determine the extent to which the neighbours will be affected by noise and vibration, the Project executed noise and vibration trial works on the 17-Aug-17. Please refer to Appendix D – Demolition acoustic trials.

The results of the testing and mitigations that will be in place are addressed later in this document.

A Construction Dust Risk Assessment has been executed which assesses the impact of dust on the potential receptors. Please refer to Appendix E – Construction Dust Risk Assessment. The findings of this assessment as well as the mitigations that will be in place are discussed later in this document.

The project does not anticipate that fumes from the project will affect any potential receptors as there is limited machinery being utilised that would generate fumes.

The project has reconfigured the site logistics in order to minimise the light impact on the residents and occupiers of Grape Street.

The gantry length and height has been rationalised. The gantry will run the entire length of 18 Grape Street and to the southern boundary of 9-13 Grape Street. The Project will adhere to Camden's working hours, and the lighting on the gantry and scaffold will be to the same level as the existing street lighting.

The project has a scaffold license in place with the owners to the rear of 9-13 Grape Street to erect a scaffold on their land. The scaffold will not impede the operations of the car park or the courier company that utilises the ramp and car park.

9. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.

Please refer to:

- Appendix B – Site plan
- Appendix F – Site set up plan
- Appendix G – Vehicle traffic routes

There are four diplomatic bays on Grape Street that will require suspending as discussed with Camden. Camden have advised that an agreement is in place for the four diplomatic parking bays to be suspended and relocated for the duration of the works.

All site access to the site will be from Shaftesbury Avenue and all egress onto High Holborn. All access and egress to and from the building will be via Grape Street at street level. Clear access along the Western pedestrian footpath will be maintained throughout the Project. The Eastern pedestrian footpath to the front of 9-13 Grape Street will be closed for the duration that the scaffold is erected.

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).

Please refer to Appendix H – Construction Programme.

A programme commencement date of the 09-Jan-17 is shown. This is based on:

- This CMP being submitted on the 23-Nov-17
- A third and final consultation occurring with the residents and occupiers of Grape St in Dec-17
- All necessary notices and licenses being submitted to and approved by Camden in Dec-17

The programme duration is 14 months.

As discussed with Camden, the site facilities will be relocated from the North of Grape Street to within 9-13 Grape Street on completion of the demolition and structural phases of the work. This ensures that the area to the north of Grape Street is ready for development in line with Camden's required timescales for the West End project.

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

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

The Project will comply with Camden's hours for construction sites as outlined above and in Camden's minimum requirements document.

12. Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

The development does not require new utility services and there will be no requirement for excavation.

The only work associated with services will be the removal of the gas metre and the upgrade of the existing power. Neither of these require coordination with external stakeholders.

The site facilities are being located to the North of Grape Street away from the building (as shown in Appendix B). A power source will be required for the site facilities. The Project have been in dialogue with UKPN who have advised there is a below ground sub-station (ref 24128). UKPN have not formally responded to our request to tap into this for our power. In the interim, the Project intend to use a generator for the power supply.

Due to the above, there has been no requirement to discuss sharing excavations or traffic management proposals.

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.

Letters were initially issued to neighbouring properties in Feb-2016. Please refer to Appendix I – Statement of Community Liaison for an overview.

Since the appointment of Virtus Contracts Ltd, the CMP has been developed from that issued for planning and the Project have held two consultation meetings with the local residents and occupiers of Grape Street. The meetings took place on the 30-Mar-17 and 26-Apr-17 respectively. Please refer to Appendix J and K – CMP consultation meeting minutes 1 and 2.

A third and final consultation meeting will take place upon approval of the CMP by Camden. The Project team will present the updated CMP and address any final queries. Camden have confirmed they will attend.

Please refer to Appendix L – Resident Q&A that lists all queries received with project responses.

Further to the two consultations with the residents and occupiers of Grape Street, the development team have had multiple meetings with Camden to address and resolve various issues raised by both Camden and the residents. Items such as, but not limited to, the location of the site facilities, potential to utilise the private land to the rear, the length of the gantry and delivery times have been discussed, addressed and included in this revised CMP. At the final consultation meeting, a summary of CMP changes will be presented.

A newsletter will be issued to the residents and occupiers of Grape Street informing them of the impending works and programme. The newsletter will be issued at least 2 weeks prior to commencement of the works and be displayed in a prominent location at the building.

14. Construction Working Group

Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works, the way in which the contact details of the person responsible for community liaison will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

The occupiers and residents of Grape Street will be invited to form a Construction Working Group, as will Camden and the Ward Counsellor. The community liaison officer – Ritchie Stace, will chair this.

The Construction Working Group will be discussed at the final consultation meeting and on confirmation of the attendees, a recurring monthly meeting will be scheduled at an appropriate time to ensure maximum attendance.

Mark Jeffrey, Construction Manager for Virtus will be responsible for day-to-day communications and Ritchie Stace, Community Liaison Officer for Virtus, will deal with all non-day-to-day communications.

Contact details will be clearly displayed at the building and included on all communications with the residents.

Please refer to Appendix M – Community Liaison that outlines Virtus’s procedure pertaining to engagement with communities near construction sites.

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”](#).

Please refer to Appendix N – Considerate Constructors Project poster for 9-13 Grape Street.

Virtus will follow the ‘Guide for Contractors Working in Camden’ and ‘Camden’s Considerate Contractors Manual’.

As part of the statutory induction process, all site staff and operatives associated with the project will receive instruction based on the principles laid out in the Considerate Contractor Scheme and Guide for Contractors Working in Camden.

16. Neighbouring sites

Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

Upon request, Camden have advised there are various developments currently under construction in the local area:

- 1-19 New Oxford Street
- 21-31 New Oxford Street (Post Office Building)
- Centre Point Tower
- The development adjacent to Charing Cross Road
- Denmark Street
- St Giles High Street (adjacent to Centre Point Tower)
- 3 Grape Street (*in for planning*)

Virtus have made contact with the aforementioned sites and have been informed that 1 -19 New Oxford Street is due for completion in mid-October 2017 and will therefore not coincide with the work at 9-13 Grape Street.

Prior to commencement of the works, Virtus will make further contact with active sites near 9-13 Grape Street.

Due to the location of 9-13 Grape Street, and the Just In Time (JIT) methodology that the Project is implementing for deliveries, there is expected to be limited interface with the nearby developments. The primary impact will be to the traffic routes as shown in Appendix G – Vehicle Traffic Routes. Delivery times and vehicle routes will be shared, discussed and coordinated with the other construction projects with the aim of minimising the cumulative impact of construction traffic on the area. Details of the communications will be shared with Camden.

Vehicle deliveries will be scheduled to take place between 09:30 and 16:30 Monday to Friday and 08:00 and 13:00 on Saturday, if necessary. Where possible, the Project will limit loading and unloading of vehicles on Saturday's.

As outlined throughout this document, Virtus will comply with all Camden requirements as well as their own policies to ensure the impacts on the neighbours are as limited as possible.

Transport

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

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

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

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

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

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

CLOCS Contractual Considerations

17. Name of Principal contractor:

Virtus Contracts Limited

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](#)).

All vehicles associated with the project will be FORS accredited and CLOCS compliant. To ensure vehicles and drivers servicing the site will be compliant with CLOCS best practice standard regular checks will be carried out t. This requirement will be a Contractual requirement.

Contracts

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

Desktop checks

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

Site checks

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

Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale. These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment. Results from these checks will be logged and retained, and enforced upon accordingly.

Collision reporting data will be requested from operators and acted upon when necessary.

Virtus will employ a Traffic Marshall for the duration of the works. Part of their remit will be to perform the duties detailed above.

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:

Tom Martin – Managing Director – Virtus Contracts Limited.

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 Appendix G – Vehicle Traffic Routes.

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.

Subcontractors, visitors and delivery companies will be provided Appendix G – Vehicle Traffic Routes and Appendix O – Traffic Management Strategy. Virtus will ensure these are understood prior to visits being made.

Virtus’s project management team will inform all visiting parties of the site layout and of any additional key information prior to the visit.

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.

All vehicle deliveries will be scheduled to take place between 09:30 and 16:30 Monday to Friday and, if necessary, 08:00 and 13:00 on Saturday. Where possible the Project will limit loading and unloading of vehicles on Saturday's.

Virtus forecast the following traffic movements on Grape Street:

Demolition:

On average, one – two skip lorries per day for approximately 12 weeks. The skip will be placed on Grape Street and loaded with the skip lorry in attendance. It is anticipated the skip and skip lorry will be on-site for an average duration of 2 to 3 hours. Other smaller vehicles will visit site intermittently throughout demolition. Their dwell time is expected to be less than 30 minutes and it is expected this will occur approximately twice a day.

Structure:

On average, one to three vehicle movements per day for approximately 16 weeks. Initially the vehicle deliveries will be for structural steelwork and the vehicle will typically be on site for 2 to 3 hours for unloading and it is expected to amount to 7 to 8 loads in total.

During the concrete work, ready mix lorries will be positioned on Grape Street for discharge into a static pump. Each floor will require five loads of concrete and this process will be carried out over a 2 to 3 hour period. This process will be undertaken on five separate occasions (one for each floor) and will be coordinated in a way to minimise the impact on the neighbours.

Fit Out:

Average of two to three vehicle movements per day for the remaining project duration. Vehicles will typically be flat back type lorries suitable for offloading from a high level beam hoist positioned at gantry level.

Rubbish will be removed via wait and load lorries positioned on Grape Street. These vehicles will be on site for between one to two hours. We expect one rubbish removal load per day during the latter part of the programme.

No vehicle with a length greater than 10.7m will be used on the project. As demonstrated by the swept path drawings, Appendix P, this is the maximum length vehicle that can safely enter Grape Street.

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

Camden Council has advised there are various developments currently under construction in the local area, which include:

- 1-19 New Oxford Street (completion due for mid October 2017 prior to the commencement of the work at 9-13 Grape Street)
- 21-31 New Oxford Street (Post Office Building)
- Centre Point Tower

Whilst other projects are on the vehicle routes, 9-13 Grape Street is unique because all project deliveries and loading of vehicles will take place on Grape Street, which will be closed to non-project vehicles. This will limit the interfaces with other project traffic.

9-13 Grape Street is significantly less than the referenced projects and will have a lower impact on the local highway network, with the main disturbance being to the closed Grape Street.

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 project location and building type, there is only one entrance to the site. This will have a barrier and be manned by the dedicated traffic marshal for the duration of the works.

The Site Manager will be responsible for the planning of vehicle movements to and from the site and the management of the traffic marshal. The Site Manager will liaise with all subcontractors and delivery companies ahead of their site visits to ensure the vehicle routes are known and the delivery will be made within the allocated time.

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

There will be no off-site holding areas used on this project.

All materials will be delivered to site, unloaded onto the gantry and into the building via the hoist.

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

Due to the nature of the development and of Grape Street, all delivery and collection lorries will be managed on a Just In Time (JIT) basis. Deliveries will only take place during the road closure hours.

Delivery schedules will be issued and agreed with all subcontractors and delivery companies.

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

Due to Grape Street being a one-way street, all access will be via Shaftesbury Avenue and all egress will be onto High Holborn.

An application will be submitted to Camden to close Grape Street between the hours of 09:30 and 16:30 hours on Monday to Friday and between 08:00 and 13:00 on Saturday for the duration of the project.

Vehicle deliveries will be scheduled to take place between 09:30 and 16:30 Monday to Friday and 08:00 and 13:00 on Saturday, if necessary. Where possible loading and unloading of vehicles will be avoided on Saturday's.

During the closure period, a barrier will be erected, signage installed and a traffic marshal in attendance at the junction of Grape Street and Shaftesbury Avenue. This will ensure the road closure is clearly visible and managed appropriately.

The barrier and signage will be removed and stored within the building at the end of the closure period of each day thus allowing the free flow of traffic outside of the road closure hours. If required, and where possible, non-project vehicles will be granted access into Grape Street during the road closure times. The Site Manager will coordinate this with the assistance of the traffic marshal.

No reversing into Grape Street or on Grape Street is envisaged.

Traffic Marshal's will have the relevant qualifications and tools to perform their duties.

The Western footpath of Grape Street will be clear at all times for public use. The current width will not be impacted by the Project.

The gantry has been designed in line with Camden's recommendations. It is >3.5 metres wide thus enabling emergency vehicles to pass through.

Communications, via newsletters and posters, will be issued/displayed weekly to all stakeholders outlining the activities that may affect them.

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

Please refer to Appendix O – Traffic Management Strategy

A dedicated traffic marshal will be on-site to manage all vehicle movements during the course of the works.

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).

Please refer to Appendix P – Swept path drawing.

A specialist traffic consultant tested the following vehicles and confirmed that they can access Grape Street *without issue and without wheel overrun or body overhang of the vehicle encroaching the footways*:

Small Tipper	– 6.5m long
Rigid Vehicle	– 7.1m long
Small Articulated Vehicle	– 10.7m long
Fire tender	– 10.2m long

The steel frame is designed to ensure the steel sections can fit on a small-articulated vehicle that can make the turn into Grape Street.

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.

Vehicles visiting the site will be restricted to Grape Street only. Visiting vehicles will not enter the site area and therefore a wheel washing facility will not be required. For minor cleaning work of the highway, a water hose will be provided.

Concrete will be imported to site by use of ready mix lorries and the provision of a static pump. During this operation, a purpose made waste tank will be provided for waste slurry discharge. This will be located within the area of the building on the ground floor.

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.

Please refer to Appendix B – Site Plan, Appendix F – Site set up plan and section C-C of Appendix R – Scaffold drawings.

Due to the nature of Grape Street, there will be no parking for construction vehicles available and deliveries cannot be made loaded or unloaded on-site. All vehicles will be loaded and unloaded on Grape Street during the road closure hours. Due to physical restrictions, there is no access for vehicles on site.

A dedicated traffic marshal will be responsible for the active management of all project vehicles and the safe passage of pedestrians and cyclists. It will be the site manager's responsibility to plan when vehicles visit site for unloading and loading.

The gantry will be 12 meters in length and will extend from the southern boundary of 10-16 Grape Street (Toaster) to the southern boundary of 9-13 Grape Street. It is located here to minimise the impact on the occupiers of Grape Street.

The gantry will be used to position the platform hoist and beam hoist as well as providing space for transit materials emanating from deliveries to the site and vice versa.

Please refer to section C-C of Appendix R – Scaffold drawings for the gantry details.

A beam hoist will be positioned on the South side of the gantry. Delivery lorries will drive front first into Grape Street and position themselves to the South of the gantry. The materials will be lifted onto the gantry by the vehicles hi-ab or by the beam hoist and then into the building via hoist. The gantry will be of sufficient structure to support the heaviest site materials and a dedicated banksman will supervise all loading and unloading of materials to and from the building.

For the site facilities to the North of Grape Street, the initial cabin deliveries will be coordinated with Camden to take place at the least busy period. The cabins will be lifted and placed by a hi-ab. After the installation of the site facilities the only traffic associated with the area will be for the emptying of the chemical toilets. All other deliveries will be made to Grape Street and transported to the site facilities.

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](#).

As discussed with Camden, the four diplomatic bays at the Southern end of Grape Street will require suspending and relocating for the duration of the works.

This has been agreed in principle as confirmed by Camden.

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).

Please refer to:

- Appendix B – Site plan
- Appendix Q – Site facilities set up
- Appendix R – Scaffold drawings

In summary:

- A road closure will be requested for the duration of the works*
- the Eastern footpath immediately outside 9-13 Grape will require closing
- the pavement to the North of Grape Street where the site facilities will be located will require closing

** regular assessments for the requirement for a full road closure will take place and at the earliest available opportunity the road closure will be stopped.*

The reason the site facilities cannot be located within the building during the demolition phase is for health and safety reasons. Without demolishing the building in phases, which would take considerably longer and cause a larger amount of disruption to the residents and occupiers of Grape Street, the site facilities cannot be located safely within the building. Once the new structure is erect, the site facilities will be located internally.

The reason the Eastern footpath requires closing is due to the requirement for scaffold to be erected on it. As discussed with the residents, to avoid the potential congregation of homeless people under the scaffold, we are proposing to hoard the scaffolding and make it secure. This in turn means nobody will be able to access the pavement.

The reason the road closure is required is due to the narrowness of Grape Street and the fact that 9-13 Grape Street is a mid-terrace building. There are no other alternative ways to safely manage the delivery of materials and collection of spoil from site.

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

Site Area:

Portable barriers will be in place at the entrance to and exit from Grape Street during the road closure periods. The barriers will be lightweight aluminium scaffold tube on casters. The barrier will be stored within the site area when not in use.

There will be three signs displayed at the entrance of Grape Street that reads:

- 'ROAD CLOSED BETWEEN 09:30 – 16:30 MONDAY TO FRIDAY AND 08:00 – 13:00 SATURDAY'
- 'MAXIMUM WIDTH OF VEHICLES PASSING UNDER OVERHEAD GANTRY 3.5 METERS'
- 'MAXIMUM HEIGHT OF VEHICLES PASSING UNDER OVERHEAD GANTRY 4.0 METERS'

At the southern entrance of Grape Street there will also be a sign that reads:

- 'ROAD CLOSED BETWEEN 09:30 – 16:30 MONDAY TO FRIDAY AND 08:00 – 13:00 SATURDAY'

Lighting will be installed to illuminate the gantry and signage. Lighting will illuminate the highway and western footpath. Lighting arrangements will be in line with section 3.8 of Camden's Guide for Contractors Working in Camden and page 12 of Camden's Building Licence application form. Lighting will be operated off a photocell device.

Considerate Contractor Scheme' displaying contact names of key Site personnel

Site facilities to the North of Grape Street:

The following signage will be displayed on the hoarding:

- 'Considerate Contractor Scheme' displaying contact names of key Site personnel
- Direction signage informing members of the public to use an alternative route due to the presence of the Site facilities as shown in Appendix R.
- The hoarding around the site facilities will be decorative.

There is no requirement for ramps.

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).

Applications will be submitted to Camden:

1. To close Grape Street between the hours of 09:30 and 16:30 on Monday to Friday and between 08:00 and 13:00 on Saturday's.
2. To close the Eastern pedestrian footpath for the duration of the works.
3. To close the area to the North of Grape Street where the site facilities will be located.
4. Suspend the four diplomatic parking bays.

Note: the Western pedestrian pathway will remain open for pedestrians and cyclists at all times and will be unaffected by the works.

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.

Please refer to Appendix B – Site plan, Appendix F – Site set up plan and Appendix Q – Site facilities plan.

Due to site-specific constraints, the site facilities will be located to the North of Grape Street as shown in Appendix B – Site plan.

Site facilities

The site facilities to the North of Grape Street have been arranged to ensure pedestrian and cycle access is maintained to the North of the facilities (as indicated on Appendix Q). Clear signage will be installed to ensure pedestrians are aware where to pass. Due to the freestanding nature of the site facility and its location it is not anticipated this area will require active management of pedestrians or cyclists. The details of the temporary structure are addressed in response to Q27b.

Site layout

As can be seen in Appendix F – Site set up plan and Appendix R – Scaffold drawings there will be a scaffold erected along the Eastern side of Grape Street and a 12 metre long gantry erected over the width of Grape Street. This will provide a clear 3.80m road width and 4.00m height under the gantry.

The footpath on the Western side of Grape Street will be clear at all times and the gantry will not reduce the width of the footpath. There is no requirement for this footpath to be utilised by the site operatives and Virtus will prohibit the clear footpath becoming an ad hoc smoking area. The footpath on the Eastern side of Grape Street will be closed throughout the duration of the project. No cables or pipework will be run on the public highway.

A road closure application will be submitted to Camden for the duration of the works as previously discussed. Outside of the road closure times, Grape Street will be open as usual. During the road closure hours, a dedicated traffic marshal will be responsible for the management of all vehicles, pedestrians and cyclists.

A significant part of the traffic marshal's duties will be to assist members of the public using Grape Street. Particular attention will be given to the junction of Shaftesbury Avenue and Grape Street. At all times, site activities will give way to the needs of members of the public. The footpath will be inspected on a regular daily basis by the traffic marshal ensuring there are no obstructions and that it is clean.

Lighting and clear warning signage will be provided to each end of the gantry.

The overhead gantry will cover Grape Street but not the Western pedestrian footpath which will be open to members of the public at all times. Hoarding will seal off the scaffold on the Eastern footpath. With these security precautions in place, the Project does not envisage issues with homeless people congregating under the gantry as the road will be open for use.

The gantry and scaffold will be alarmed outside normal working hours.

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.

Please refer to Appendix F – Site set up plan and Appendix Q – site facilities plan. Due to the site specific constraints the site facilities will be located to the North of Grape Street as shown in Appendix B.

Site facilities to the North of Grape Street

The site facilities will consist of three cabins and two chemical toilets. An acoustically lined generator will be located within the site facilities to provide power. As noted previously, we are in contact with UKPN attempting to secure a power connection however if this does not come to fruition a generator will be used. The portals will be serviced as and when required. The generator will be surrounded in acoustic panelling to ensure the noise is limited and the selected generator is best in class for noise generation.

The hoarding around the site facilities will be 2.4 metres high with prominent lighting installed. As discussed with Camden, the lighting will adequately light the area to the North of the site facilities to minimise its use for any anti-social behaviour. There will be secure, robust netting over the entirety of the site facilities to restrict access into the site facilities. When not manned the facilities will be securely locked and alarmed. Please refer to Appendix R for the particular details of the lighting.

The hoarding will be covered with decorative dibond panels (or similar). On finalisation of the design, we will provide it to Camden and the residents for their information. The current thinking is to have a local school design the artwork.

Scaffolding and gantry on Grape Street

Please refer to Appendix B – Site plan, Appendix F – Site set up plan and Appendix R – Scaffold details for details on the layout of the temporary structures on Grape Street. The temporary structures consists of an independent tubular scaffold to the front and rear of the building. Please refer to Appendix R – Scaffold drawings for details on the design of the scaffold. A scaffold permit will be submitted for a duration of 6 months and will be renewed as required.

There will be a 12-metre long gantry located on Grape Street. Please refer to section C-C of Appendix R – Scaffold drawings for specific details. The gantry will be used for the transit of materials in and out of the building.

Hoarding, lighting and warning signage will be provided as required to meet Camden's requirements and statutory requirements.

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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.

All noisy works will comply with Camden's requirements and take place between 8am to 6pm Monday to Friday, and 8am to 1pm on Saturday. No noisy works will take place on Sundays or bank holidays.

Demolition noise and vibration testing took place prior to the works commencing on-site to ascertain data on the noise levels. For full details of the testing, including the noisy operations and results, please refer to Appendix S – Demolition noise and vibration report. Specifically within this report, please refer to section 5 – Assessment of internal noise and vibration levels where the results are detailed.

In summary, the majority of noisy works will occur during the demolition and structural phases of the works. It is forecast that there will be times that the project set trigger levels will be exceeded. These are primarily forecast occur when works are taking place near the party walls. The durations of these exceedances are included in the report as are the mitigations.

The mitigations are also discussed below.

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 ambient noise survey report took place in July-2017.

This report is appended to Appendix S. The average ambient noise level on Grape Street is 63dB.

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

Please refer to:

- section 6 of Appendix D – Demolition acoustic trials and;
- section 5 of Appendix S – Demolition noise and vibration report

Appendix A – Schedule of works of Appendix S – Demolition noise and vibration report details the noisy work activity, the tool used and the forecast duration.

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.

Please refer to Appendix T – Noise and vibration summary note, which provides a concise summary of how noise and vibration will be managed on the project.

The project has executed demolition acoustic trials that have provided scientifically recorded data allowing the required mitigation measures to be determined.

Sandy Brown, a specialist acoustic consultant, will be engaged for the duration of the project. Their scope will include acoustic monitoring, reporting and providing recommendations on how to further mitigate noise and vibration, if required.

The Project team have met multiple times with Camden to discuss the intricacies of the development site and have agreed on the philosophy that is detailed in Appendix S and Appendix T.

Key mitigations that are being implemented are:

- Best practicable means (BPM) will be applied rigorously throughout the development.
- The temporary roof will be lined with 18mm plywood with a minimum mass of 10 kg/m³.
- The top level of the scaffold will be lined with 18mm plywood with a minimum mass of 10 kg/m³.
- A vibration trench will be formed by making a structural break in the floors prior to breaking out.
- All works expected to exceed the internal noise limit or cause 'adverse disturbance' will be coordinated with the residents.
- Temporary daytime respite accommodation will be provided to the adjoining owners for the eight working days that are currently known to cause adverse disturbances as highlighted in the Sandy Brown report.
- Activities that are predicted to or cause adverse disturbances will be assessed between the developer and residents for the need to provide temporary daytime respite accommodation.

Virtus will engage with the residents and occupiers of Grape Street throughout the works to make every reasonable effort to minimise disturbances.

The project will fully comply with Camden's Minimum Requirements, reference 221651.

Please refer to Appendix X.

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

Prior to any works on site taking place on site, Sandy Brown will deliver a toolbox talk to the site supervisors and operatives to ensure compliance with BS 5228:2009.

An H&S Training Matrix will be maintained throughout the duration of the Project to ensure all training tracked and kept up to date. This will be shared with Camden.

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

The key to controlling dust is to suppress and contain at the source. The main activities that will generate dust are:

- The demolition of the structure
- Excavation to the basement
- Work to refurbish the external elevation brickwork and stone

The mitigation measures that are listed in section 6 of Appendix E – Construction Dust Risk Assessment will be implemented. Please also refer to Appendix U – Noise and Dust Emissions project policy.

In summary, throughout the demolition of the structure, there will be a temporary roof in place. All four walls with the windows on the front elevation will remain. This will ensure dust arising from the demolition will predominantly be contained within the building.

Further to the above, shielding and dust collection containers will be installed to all dust emitting tools and 110v dust extractors will be used where appropriate/required.

All areas of work where dust is an issue will be constantly doused with water or alternatively with a dust suppressant to prevent the build-up of any dust whilst loading the skips. In addition, dust screens will be provided during periods of wind gusting.

All demolition materials will be bagged within the building, carried out through the front of the building and deposited into the skip.

If the planned measures, as detailed above, are not sufficient to prevent the emission of site borne dust, operations will cease immediately until an effective method can be adopted to mitigate the dust.

The Site Manager will strictly enforce procedures to mitigate the risk of dust affecting site operatives and members of the public.

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.

Throughout the demolition of the structure there will be a temporary roof in place. All four walls will be maintained with the windows on the front elevation left in place. This will, to the greatest possible extent, contain the dust arising from the demolition to within the building.

During the demolition process, all areas will be doused with water which will reduce the amount of airborne dust. Where practical, plant will be fitted with dust extraction, vacuum and suppression attachments. The plant and machinery will be well maintained.

All waste will be bagged within the building and the work areas will be tidied throughout the day to prevent stock piles of waste. Due to the nature of the development, all waste will be bagged and hand carried through the ground floor door and then deposited into the skip. When the waste is being transferred to the skip, any spread of debris/dust on to the highway will be cleaned immediately with water. A water supply, basic cleaning equipment and personnel will be dedicated and on standby for these activities.

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

For noise and vibration monitoring unattended noise and vibration monitoring equipment will be located as per Sandy Brown Methodology. The equipment will be placed in the adjoining properties, No. 7 and No. 15 Grape Street. An unattended external noise monitor will be positioned on the top floor of 9-13 Grape Street. Exact locations are subject to agreement with the neighbours and will require to be coordinated in line with the programme.

Real time dust monitoring equipment will be provided and a testing regime will be established and maintained throughout the works. The results will be collated and held in the health and safety file on-site.

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.

Please refer to Appendix E – Construction Dust Risk Assessment.

The site risk level has been determined to be a 'low risk site' and the mitigations are detailed in line with this.

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](#).

On review of the SPG document we are not clear that there is a specific checklist available however we believe what Camden are referring to is Appendix 7 within the SPG. There is a matrix of different mitigation measures for consideration depending on the scale and risk of the project here. In Appendix E, MLM has included all the relevant "highly recommended" mitigation measures from this matrix within the SPG and stated them in Appendix A of the report submitted. These mitigation measures will be complied with by Virtus.

- 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.

As per section 5.4 of Appendix E, the site is classified as a 'low risk' site. As a result, a visual assessment is considered to be sufficient to take into account the impact of air quality and dust on occupational exposure standards to minimise worker exposure and breaches of air quality objective that may occur outside the site boundary. An accurate log of complaints from the public should also be kept. Any measures taken to address any complaints should also be recorded in the logbook.

Real time dust monitoring equipment will be provided and a testing regime will be established and maintained throughout the demolition works. The results will be collated and held in the on site health and safety file.

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).

Virtus have performed an initial assessment of the building and have found no evidence of rodents in the building. Please refer to Appendix V – Rentokil inspection note and rodent plan.

In line with Camden’s minimum requirements, a British Pest Control Association (BCPA) company has visited and baited the site and is engaged to carry out regular inspections of the site throughout the construction duration and where necessary, provide control measures. The findings from these inspections will be shared.

Further to the above and to decrease the risk of rodents on-site, the following will be implemented:

- Regular daily control of infestation to include sealing up of all underground drainage man holes and open sewer pipes.
- Staff and operatives will not be permitted to consume food or drink within the site area. Messing facilities to the north of Grape Street will be provided for this purpose.
- Regular inspections will be carried out by Virtus’s site foreman. These inspections will be logged and made available for inspection.

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

Abbey Surveyors executed an asbestos refurbishment & demolition survey on the 19-Aug-2015 and the key findings were:

1. 3 samples were taken and analysed by Abbey Surveyors laboratory and none contained asbestos
2. There was one situation where abbey surveyors ‘presumed or strongly presumed’ that asbestos containing material may be present. This was on an electrical switch.

Please refer to Appendix W – Asbestos Refurbishment Survey – 9-13 Grape Street.

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.

Virtus's policy and expectations of workforce conduct, as well as presentation of the site, will be covered in site inductions, site-specific rules and regular tool box talks.

A smoking area will be set up to the North of Grape Street within the site compound of the facilities. All workers will be informed of the delicacies of working within Grape Street and the need to minimise disruption at all times.

With the site facilities being located to the North of Grape Street, the Project workers will not congregate on Grape Street which will minimise the disruption to the neighbours and occupiers of Grape Street.

Disciplinary action will be strictly enforced by Virtus Contracts Ltd and the Project Managers for any noncompliance by any individual.

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): **Jan-18 – Mar-19**
- b) Is the development within the CAZ? (Y/N): **Yes**
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): **Yes**
- 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: **Evidence will be held on-site and provided to Camden as required.**
- 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: **Confirmed.**
- 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: **Confirmed.**


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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: 16.01.18.

Print Name: TOM MARTIN
Position: MANAGING DIRECTOR

Please submit to: planningobligations@camden.gov.uk

End of form.

