Construction Management Plan

pro forma v2.0

Camden

Contents

Camden

Review

For Internal use only

Please initial and date in the relevant section of the table.

The **highlighted areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.

Pre app

Community liaison	
CLOCS	
Transport	
Highways	
Parking	
Environmental health	
Sustainability	*(attach appendix if necessary)*
Sign off	

Draft

Community liaison	
CLOCS	
Transport	
Highways	
Parking	
Environmental health	
Sustainability	
Sign off	

- INDICATES INPUT REQUIREMENT FROM MULTIPLE TEAMS THROUGHOUT DOCUMENT

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any **cumulative impacts of other nearby construction sites**, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and kind of development. Further policy guidance is set out in Camden Planning Guidance **(CPG)** 6: Amenity and **(CPG)** 8: Planning Obligations.

This CMP follows the best practice guidelines as described in Transport for London's (TfL's Standard for Construction Logistics and Cyclist Safety (**CLOCS**) scheme) and Camden's Minimum Requirements for Building Construction **(CMRBC)**.

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

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as for road closures or hoarding licences.

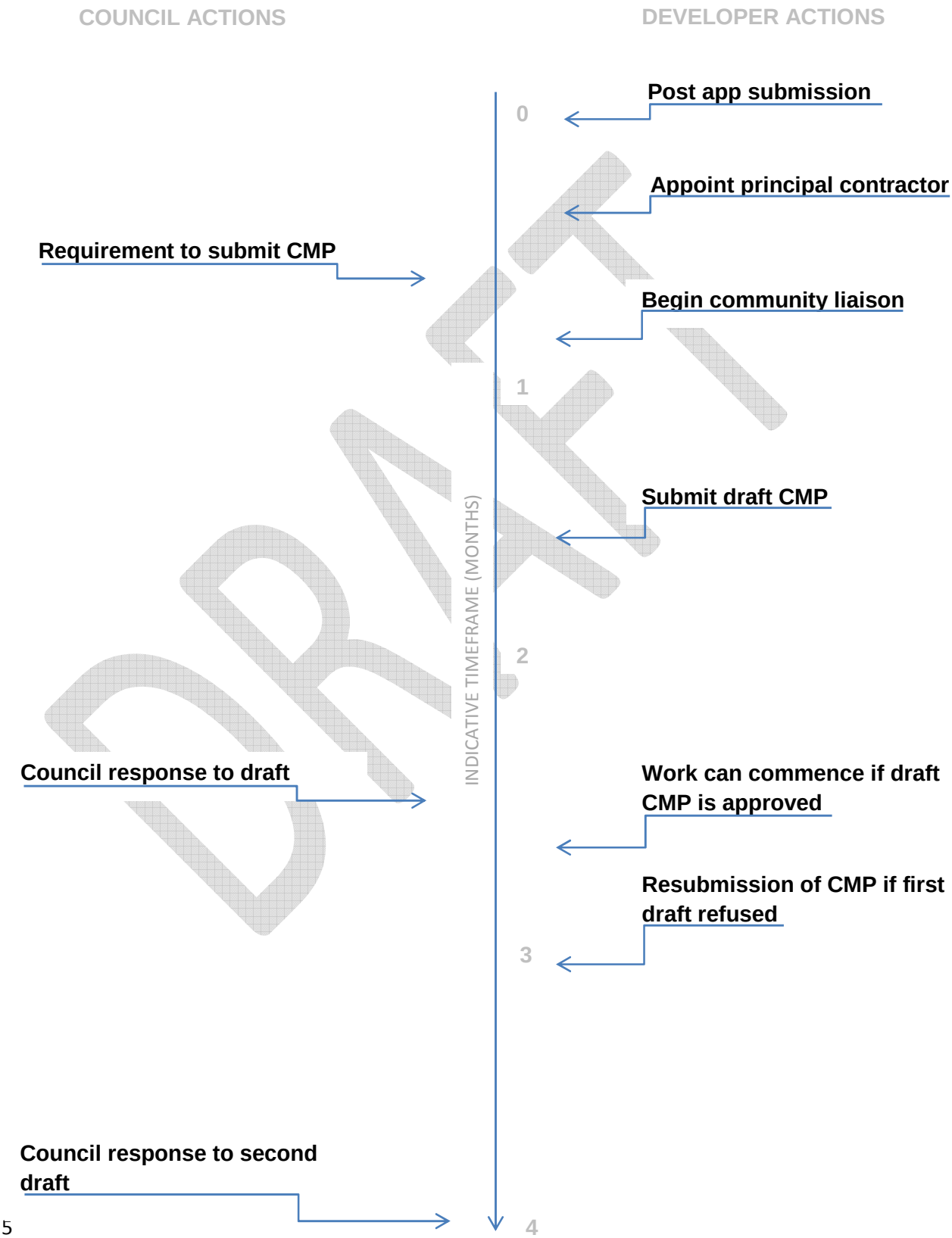
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "**Demolition Notice**"

Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document is completed electronically and submitted as a Word file to allow comments to be easily documented.

(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



Camden

Contact

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

Address:	12-14 Greville Street, London EC1N 8SB
Planning ref:	TBC
Type of CMP:	Section 106 planning obligation/Major sites framework: Draft CMP for planning application

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

Name:	Steve Devlin
Address:	1A Queens Road, Wimbledon, SW19 8NG
Email:	sdevlin@hother.co.uk
Phone:	020 8947 7999

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:	To be confirmed immediately upon the appointment of the Principal Contractor
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.

Name:	To be confirmed immediately upon the appointment of the Principal Contractor
Address:	
Email:	
Phone:	

5. Please provide full contact details of the person responsible for community liaison/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 responsible Camden officer.

Name:	To be confirmed immediately upon the appointment of the Principal Contractor
Address:	
Email:	
Phone:	

6. 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:	To be confirmed immediately upon the appointment of the Principal Contractor
Address:	
Email:	
Phone:	

Site

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

Site Location; Existing Use and Boundaries

The site address is:

12 – 14 Greville Street
London EC1N 8SB

The site is situated at the western end of Greville Street close to the junction with Kirby Street; Hatton Garden is a short distance away. Both adjacent to and on the opposite side of the road on Greville Street there are offices/workshops; a public house; café and residential apartments. On the adjacent Kirby Street there is a similar mixture of properties. At the rear of the building (south elevation) fronting onto Hatton Garden is Ely Place with a mixture of office, restaurant and retail premises.

The site for the proposed redevelopment is currently used as workspace office units, other adjacent buildings/structures include offices, café and workshop units.

The proposal is to demolish the existing buildings with the exception of the façade to No's 12 & 13 which is to be retained. The new scheme will provide new buildings on the existing footprint incorporating the retained façade. The top floor will be extended and existing floor plate increased to provide a modest addition to the current office area. Existing tenants are to be offered alternative accommodation at Workspace Ltd's other sites during the redevelopment works and offered space within the new building.

SITE LOCATION PLAN ON FOLLOWING PAGE

2. 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).

The new scheme includes demolition (in accordance with the City of London Code of Practice for Deconstruction and Construction Sites) of the existing buildings at 12-14 Greville Street, excluding the retained façade of 12-13 Greville Street.

The construction of the new development will provide a modest increase in the floor area and includes work to party/boundary walls. Works also include provision of new windows to the retained façade to match the current design installed at No.12 – 13, new below ground drainage, mechanical and electrical installation; internal finishes and fitting out.

Access and egress will be carefully controlled throughout the duration of the construction works. This will be made possible by the use of barriers/gates and manned security.

All deliveries and removals from site will be restricted to approved working hours compliant with Local Authority requirements.

Due to the restrictions on Greville Street including one-way traffic flow, loading and parking bays, we propose to apply for a temporary TMO. The proposal would include for the suspension of the loading bay and some of the parking bays and the partial closure of a section of the pavement on the development side of the street.

The closures will enable access to the site and both traffic and pedestrian management to be organised and managed by the Principal Contractor as shown on the drawing 41237-02A included at 'Highway Intervention' after Q9a on Page 27.

3. 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 following properties have been identified as being in possible residential use:

- 24 Hatton Garden
- 11 Greville Street
- 17 Greville Street
- 30 Greville Street
- 35 Greville Street
-

Site - Q3 Continued…

Noise generated by the demolition and construction process will be considered and its impact on neighbouring properties mitigated. Suitable mitigation measures to be used include:

- Standard construction hours;
- The use of quieter alternative methods or mechanical plant, where reasonably practical;
- Locating plant, equipment, site offices, storage areas and worksites away from neighbouring properties where reasonable practical.
- Machines and equipment, in intermittent use will be shut down or throttled down to a minimum when not in use;
- The use of hoardings or portable acoustic enclosures/screens where practical;
- Maintaining and operating all vehicles, plant and equipment such that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum;
- All temporary site lighting will be faced into the site, and not directed towards any neighbouring properties;
- During works the main air pollution emissions and the dust generated when building materials are broken up and the fumes from machinery. The Principal Contractor will use high pressure hoses to saturate all bulk materials with water during the process and whilst loading the waste materials for disposal. Machinery exhaust emissions will be kept as low as is practical by using well maintained vehicle and machinery at all times;
- Hoarding will be erected around the site. Along with reducing the visual impact and providing protection for the construction workers and public, this will also act as a barrier for dust and dirt originating from within the site;
- All HGV's removing spoil from the site will be fully sheeted to minimise the risk of any mud over spilling onto the highway. A wheel-washing facility will be provided, as required, for the duration of the construction works to ensure the levels of soil on roadways near the site are minimised. The wheel-washing facilities will be in the form of a hose down point located adjacent to the entrance. The excavation is being loaded directly into a lorry. so the wheel-washing requirement is minimised, any overspill will be washed off the road surface;
- The Principal Contractor will ensure that the area around the site including the public highway is regularly and adequately swept to prevent any accumulation of dust and dirt;
- Burning of materials on site will not be permitted in order to prevent smoke emissions.

4. 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.

Sketch 141237-01 on the following page shows the current local highway arrangement.

LEGEND

- Solo Motorcycles Bay
- Resident Permit Holders Bay
- Loading Bay
- Site Boundary

motion

232 High Street
Guildford
Surrey
GU1 3JF

T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JF

T: 020 7031 8141

www.motion-uk.co.uk

Project:
12-14 Greville Street

Title:
Existing Highway Arrangement

Scale: 1:250 (@ A4)

Drawing:
141237-01

Revision:
-

L:\Projects\wsgrev 141237\Drawings\141237-01.dwg

5. 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).

The construction works will be undertaken over a period of 17 months. The indicative start on site being December 2016.

The programme is TBC. Current timescale is as follows:

- Demolition 3 months;
- Concrete/Steel frame 3 months;
- Main works and fit-out 12 months.

6. Please confirm the standard working hours for this 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

Normal site working hours in keeping with the requirements of the local Environmental Health Officer will be as follows:

Monday – Friday	08.00-18.00
Saturday	08.00-13.00
Sundays and Bank and Public Holidays	Site closed

7. 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.

Thames Water, UKPN, BT, British Gas/TRANSCO – The Principal Contractor will be required to discuss installation dates with the utilities suppliers, agree trenching details with them and coordinate installation dates. Confirmation on the pathway of main power supplies still need investigation along with confirmation on route.

After this information has been received a full drawing will be issued by the Principal Contractor as addendum to this CMP.

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft.

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off. This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements should consider establishing contact with other sites in the vicinity in order to manage traffic routeing and volumes. Developers in the Tottenham Court Road area have done this to great effect.

The Council can advise on this if necessary.

1. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. Details of meetings including minutes, lists of attendees etc. must be included.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason should be given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

Please provide details of consultation of draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Pre-planning submission consultation was undertaken on the 25th & 26th November 2015, where relevant comments raised are incorporated in this document. After consent is given the draft Construction Management Plan (CMP) will be sent to neighbours to the site for public consultation for a period of 2 weeks.

Ward Councillors and local Stakeholders will be issued with letters providing a website whereby they can leave comments on the draft CMP.

Once the consultation period has expired we will collate all comments and demonstrate that we have amended the CMP where appropriate.

2. 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.

A detailed newsletter will be issued by the Principal Contractor 14 days prior to works commencing on site. A newsletter will also be issued every 4 weeks after the initial newsletter has been produced.

If and when required we will also attend meetings with local Residents; Business and Community Associations, as appropriate.

3. Schemes

Please provide details of any schemes such as the 'Considerate Constructors Scheme', such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the "Guide for Contractors Working in Camden" also referred to as "Camden's Considerate Contractors Manual".

The Principal Contractor will be required to register the project with Considerate Constructor Scheme, Construction Logistics and Cycle Safety (CLOCS) and Guide For Contractors Working in Camden.

4. 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.

The main construction project in the locality of the site is the Crossrail project at Farringdon. In the tender documents we will propose that to minimise the impact of construction traffic the contractor routes all vehicles leaving the site via a left turn onto Farringdon Road, mitigating potential delays at the road junction. The Principal Contractor will be required to review all aspects of the CMP and confirm how it mitigates potential cumulative impact on construction in the neighbouring vicinity. An addendum will be issued to Camden following the appointment of the Principal Contractor.

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 which give a breakdown of requirements.

CLOCS Considerations

1. Name of Principal Contractor:

To be confirmed –post-consent

2. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our CLOCS Overview document in the appendix and CLOCS Standard point 3.4.7).

To be confirmed immediately upon the appointment of the Principal Contractor: – Compliance with CLOCS standards will be included in all tender briefs. Our Traffic Marshall will be fully briefed in CLOCS expectations and have full responsibility for ensuring that all delivery vehicles are CLOCS compliant,. He will confirm this by completing a checklist for all delivery vehicles. Any issues with non-compliance will be brought to the attention of the contractor and recorded to the client via monthly progress meetings.

3. 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:

The applicant confirms that the CLOCS standards are read and understood. The requirement to abide by CLOCS standards will be extended to all contractors and suppliers.

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.

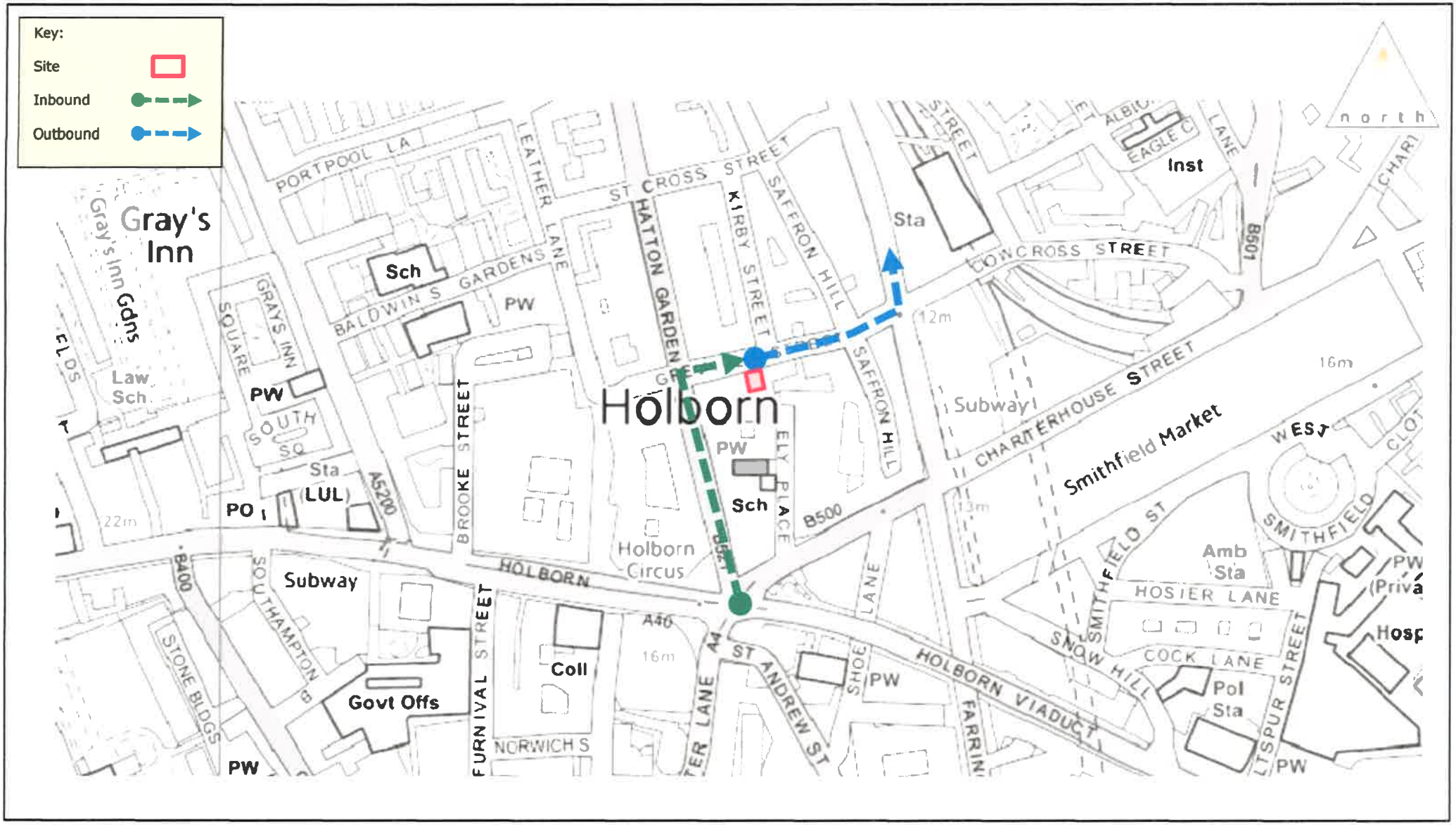
4. Traffic routing: *"Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur."* (P19, 3.4.5)

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (i.e. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of links to the Transport for London Road Network (TLRN).

Figure 1 shows the Vehicle Routing; part of the response to the Site Traffic Q6a on Page 24.



motion

12-14 Greville Street, London Borough of Camden

Construction Management Plan:

Figure 1: Vehicle Routeing Plan

Not to Scale

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.

Details of construction vehicle access route, including any on-site restrictions, will be sent to contractors in advance and the Construction Project Manager will ensure that this route is adhered to. In addition, all vehicle manoeuvres at the site will be supervised by trained bankmen in order to manage the interaction between vehicles, pedestrians, cyclists and other users.

Access and egress to the site for operators/site personnel/vehicles throughout the duration of the constructional works will be gained off Greville Street. These points will be controlled by barriers/gates and manned by security during the hours of site operations. Vehicle access to Greville Street will be off Hatton Garden, limited access for smaller deliveries may also be possible via Kirby Street.

The delivery of constructional materials, plant and equipment and the removal of waste etc., shall be restricted to approved working hours in line with any requirements of the Local Authority, unless in exceptional circumstances where agreement of the Local Authority has been received in advance. For the avoidance of doubt, details of access arrangements to and from the site will be distributed in advance to any suppliers servicing the construction works. Sizes of delivery vehicles must be considered in relation to the width of Greville Street and due to it being one-way traffic. Very large or articulated vehicles may only be able to service the site by prior arrangement which may entail operating out of normal hours.

Due to the restricted nature of the site, deliveries will be planned and made on a 'just in time' basis to avoid congesting the site and to help maintain clear plant and personnel access on the site itself.

Pedestrian access onto site will be via Greville Street via a secured gated system with either proximity or bio metric recognition. This access will have intercom and CCTV links back to the site office for visitors or operatives awaiting site induction or meetings.

Hence segregation of pedestrian and vehicular movements will be ensured, all traffic movements accessing and egressing the site will be marshalled, which will minimize potential health and safety issues.

5. Control of site traffic, particularly at peak hours: *"Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries"* (P20, 3.4.6)

Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. (Refer to the *Guide for Contractors Working in Camden*).

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors**.** Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

a. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures.

A draft set of proposed schedules are set out below:

Stage 1 Demolition – There will be a maximum of 5 lorry movements per day. The loading bay opposite the site entrance will be used to site a 40 yard skip, to allow loading of waste and access for removal.

Stage 2 Basement excavation – there will be a maximum of 10 muck away vehicles per day.

Stage 2 and 3 Concrete Pours – 10 concrete vehicles per day, pumping of concrete will be done from the front entrance of the site, we will be able to hold the pump and concrete vehicle within the hoarding line loading bay. Mobile crane and tower crane erection commences in Stage 3. Greville Street will need to be fully closed to day-to-day traffic for one working day.

Stage 4 Deliveries of masonry; façade panels, glazing for façade construction; core fit out and extension.

- Delivery vehicle type 1 5m x 2.15m (Dwell time 30 min to 1 hour)
- Delivery vehicle type 2 7m x 2.15m (Dwell time 30 min to 1 hour)
- Delivery vehicle type 3 10m x 2.500m (Dwell time 30 min to 1 hour)

Site Traffic - Q5a Continued…

Stage 5 Deliveries for office fit outs.

- Debris/rubble/waste 40 yarder skip
- Muck away Lorry 9m x 2.5m (Dwell time 30min per load)
- Concrete Lorry 9m x 2.5m (Dwell time 20 min per delivery)
- Mobile crane 12.300m x 2.430m (Dwell time 8 hours)
- Delivery vehicle type 1 5m x 2.15m (Dwell time 20 min to 1 hour)
- Delivery vehicle type 2 7m x 2.15m (Dwell time 20 min to 1 hour)
- Delivery vehicle type 3 10m x 2.500m (Dwell time 20 min to 1 hour)
- Delivery vehicle type 4 14.154m x 2.520m (Dwell time 20 min to 30 min)

The Principal Contractor will review the proposed schedule above and will be required to maintain a clear path down Greville Street, with the exception of the date of the aforementioned tower crane erection.

Confirmation and vehicle sizes proposed along with any amendments to the above will be issued to Camden as an Addendum to the CMP upon the appointment of the Principal Contractor.

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

We have reviewed developments within the immediate local area and have identified:

- Crossrail at Farringdon

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.

Prior to commencing works the Principal Contractor shall submit to the Local Authority a fully detailed and specific proposal for site access, unloading proposals and traffic movements both on and off site, including method statements and a Traffic Management Scheme. Approved methodology will then be required to be fully complied with.

The Traffic Marshall will also act as a Banksman when vehicles enter the site in either forward or reverse gear to ensure the safety of any persons in the vicinity either on foot, on a bicycle or in a vehicle. This will be assisted by the use of pedestrian barriers to block the passage of pedestrians and cyclists at either end of the site whilst any vehicles are entering or leaving.

A delivery schedule (as described in Question 6b) will be utilised.

When vehicles are approximately 1 hour from site, the Traffic Marshall will be contacted to enable them to set up the required barriers and implement the temporary closure of the main road and subsequent diversion of non construction traffic onto the temporary road via the suspended parking bays until such time as the delivery is completed when the main road will be re-opened.

As far as is practicable, the amount of large delivery Lorries travelling to site will be limited. The delivery times will, where possible, be restricted to between 09.30 and 12.30 and between 14.00 and 15.30 to avoid rush hour and periods where people will be walking and cycling to and from local schools and amenities. Busier elements of the work may increase the number of deliveries required to site per day, but liaison with the local residents and businesses as well as careful management of construction traffic entering and leaving the site will minimise any disruption.

Where delivery vehicles are too large to gain access to the building to offload a strict material scheduling and booking system will be imposed on the project to minimize disruption and congestion on the highway. Each delivery will be allocated a delivery time period and an allotted area for which to load and unload. This will be appropriate to the nature and size of the material being delivered and will adhere to site working hours, except for exceptionally large load which will need to be pre-arranged within the booking system on site. Delivery areas for offloading onsite will be clearly identified on site and be serviced accordingly by either crane or forklift. Proposed delivery areas will be also illustrated on a site layout plan. Should there be any waiting on site or on the highway for unloading, the vehicles will be safely positioned and directed to a waiting area by the traffic marshal who will ensure that any vehicle waiting is not left unattended and also has the engine turned off. Any area of the site will be identified and utilized for vehicle parking requirements for the loading/loading of demolition or other materials.

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 necessary compliance checks. Please refer to question 5 if any parking bay suspensions will be required for the holding area.

Due to the size of the development we do not consider off-site holding areas are required. To ensure safe access to the site, signage will be used in advance of and throughout the construction works. Warning signage will be erected to the approval of Camden Council, in advance of construction activities commencing. This will be supplemented with further signage warning motorists and pedestrians of forthcoming works and alterations to road/footpath layouts, all as previously agreed with Camden Council.

Construction and site related traffic will be prohibited from using routes other than Greville Street as described above. Warning signage will be posted at all local road junctions, indicating that access by any related construction traffic is prohibited.

Prominent signage will be displayed on site to enforce routing to and from the site. This will include "One Way Only" and 20mph speed restriction signage when moving away from the site onto Greville Street. The number, location and nature of off-site and on site signage will be determined by the Site Traffic Management Plan, approved by Camden Council.

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 this project, and the construction phasing schedule, we will not require off-site material storage areas.

The Principal Contractor will programme the project to run in conjunction with deliveries and installation schedules. The site will not allow for over-loading with materials. Scheduling of deliveries is the most reasonable way in which to prevent any logistical issues and prevent congestion.

6. 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.

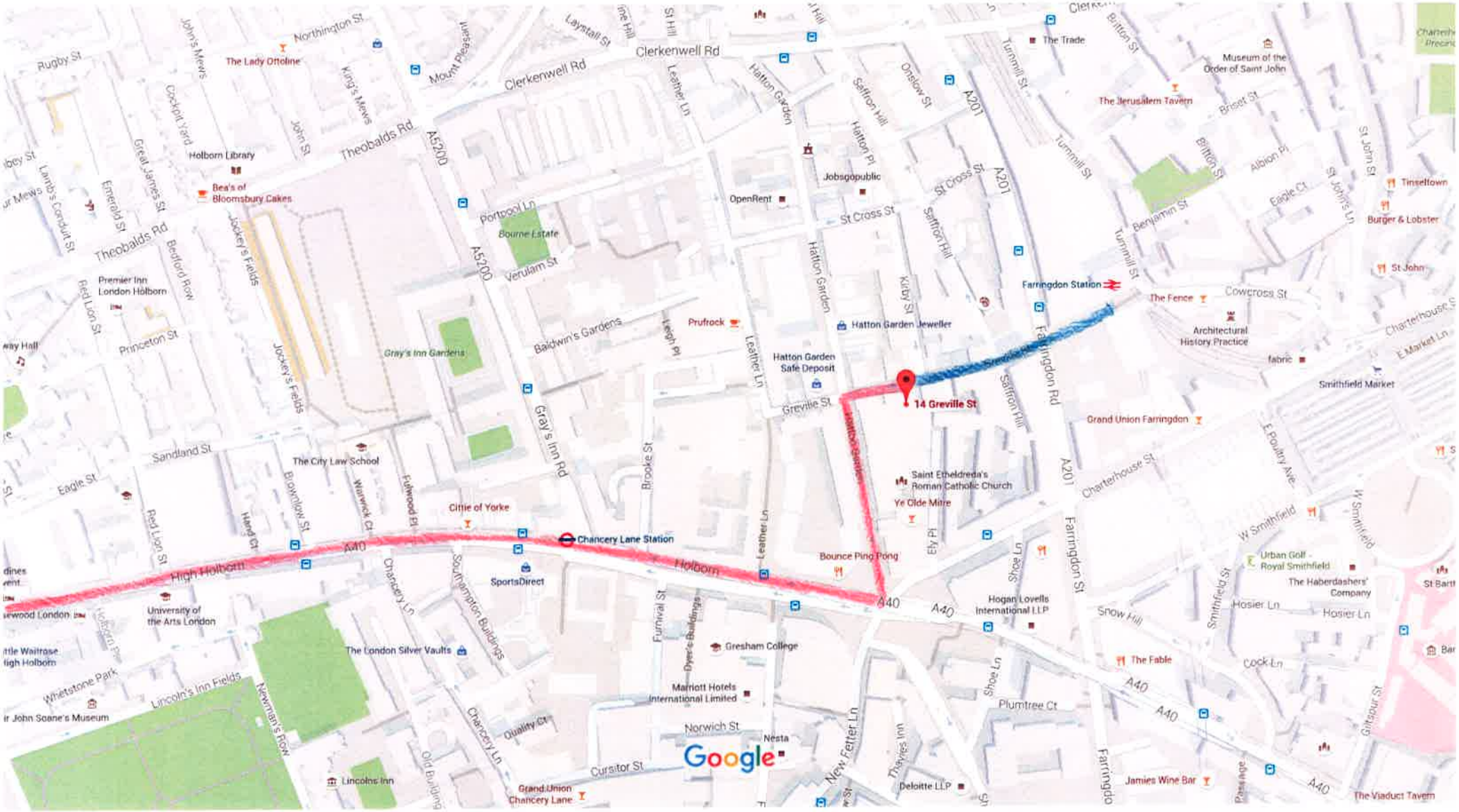
a. Please detail the proposed access and egress routes to and from the site

Figure 1: Vehicle routeing plan is on the next page; additionally there is a map showing both pedestrian and vehicle route to the site.

The proposed route to site will be from A40 Holborn, turning left (North) onto Hatton Garden, right onto Greville Street. The site
entrance being on the right hand side. For pedestrians travelling by train, the main station will be Farringdon served by Thameslink mainline trains; Circle; Hammersmith & City and Metropolitan line trains. After alighting from Farringdon, pedestrians will turn right to the first set of traffic lights, utilising the pedestrian crossing and walking straight ahead directly onto Greville Street. The site entrance will be on the left hand side, with both safety and site office signs posted on the hoarding line.

The Principal Contractor will be required to have walked both routes and reviewed vehicle and pedestrian access to site. There are no schools or any other public buildings or museums within our traffic plan. They will also be required to review weight restrictions on the proposed traffic route; currently we do not foresee any issues with deliveries to and from site, i.e. low bridges etc.

Google Maps 14 Greville St



Map data ©2016 Google 50 m

Vehicles

Pedestrians

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

On a weekly basis the Logistics Manager will evaluate details of the daily profile of deliveries proposed for the upcoming week.

Hauliers will be required to contact the site on a daily basis and indicate their delivery schedule for the following day. The proposed deliveries will be checked against the weekly delivery schedule. This will be overseen by the Logistics Manager to ensure deliveries are controlled and vehicles are not waiting on local roads, thereby ensuring that there is always space at the site to accommodate the necessary plant and deliveries.

Sufficient time will be given between deliveries to allow for any delays as a result of the delivery vehicle getting stuck in traffic or the loading/unloading taking longer than expected and to avoid any vehicles waiting on the surrounding highway network.

Use of the agreed vehicle routes shall be included as a contractual requirement of the Sub-Contractors and will be communicated to all individuals associated with the works. It is envisaged that this information will be communicated in the form of a leaflet and/or email and will include information with regard to times of operation, delivery routes, the call up procedure and delivery slot information. Visitors to site will be made aware of local transport trains, buses and the main route if driving. We will endeavour to stress that they use public transport to prevent any added traffic to the local area.

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).

We have provided below drawings 141237-TK01B, TK02B, TK03A, TK04A, TK05A and TK06A showing a swept path analysis of construction and non-construction traffic passing the loading area for access and egress.

Large Tipper

Temporary road surface to facilitate vehicle movement. Footway to be reinstated post-construction

Cycle parking to be temporarily removed

Street furniture to be temporarily removed

16.5m

north

Concrete Mixer

Temporary road surface to facilitate vehicle movement. Footway to be reinstated post-construction

Cycle parking to be temporarily removed

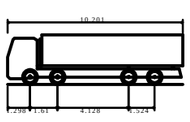
Street furniture to be temporarily removed

16.5m

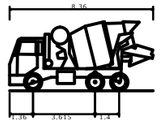
LEGEND

Parking/Loading bay to be temporarily suspended

Footway to be suspended



Large Tipper	
Overall Length	10.201m
Overall Width	2.500m
Overall Body Height	2.893m
Min Body Ground Clearance	0.343m
Max Track Width	2.500m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	11.550m



Concrete Mixer	
Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	8.210m

motion

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Project:
12-14 Greville Street

Title:
Swept Path Analysis
Entry Manoeuvre

Scale: 1:250 (@ A3)

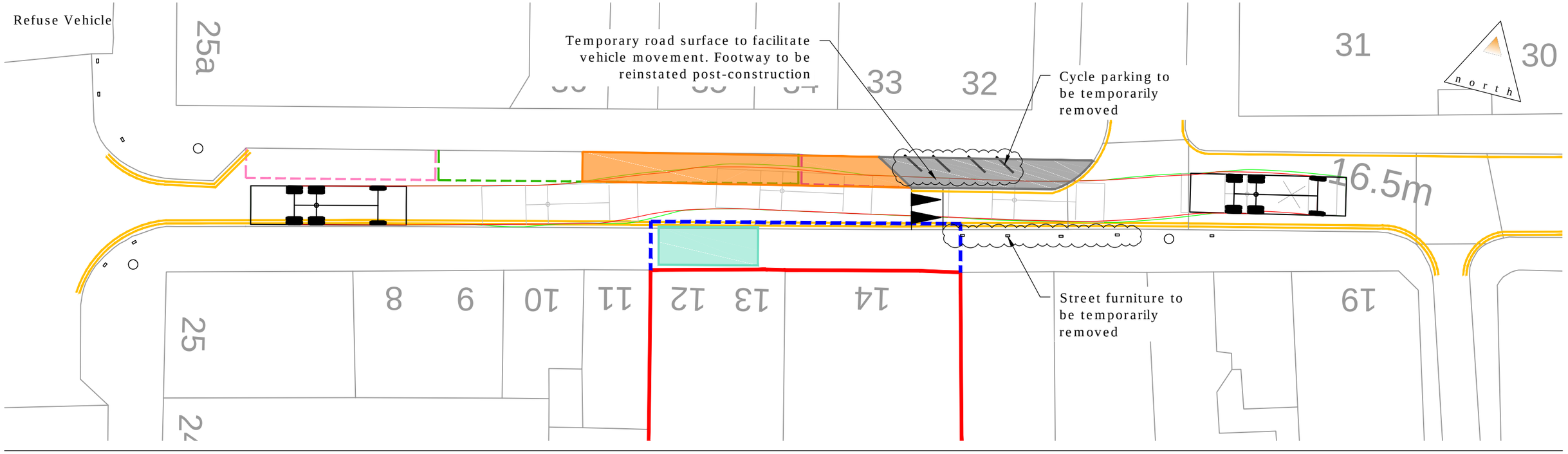
Notes:

Drawing:
141237-TK01

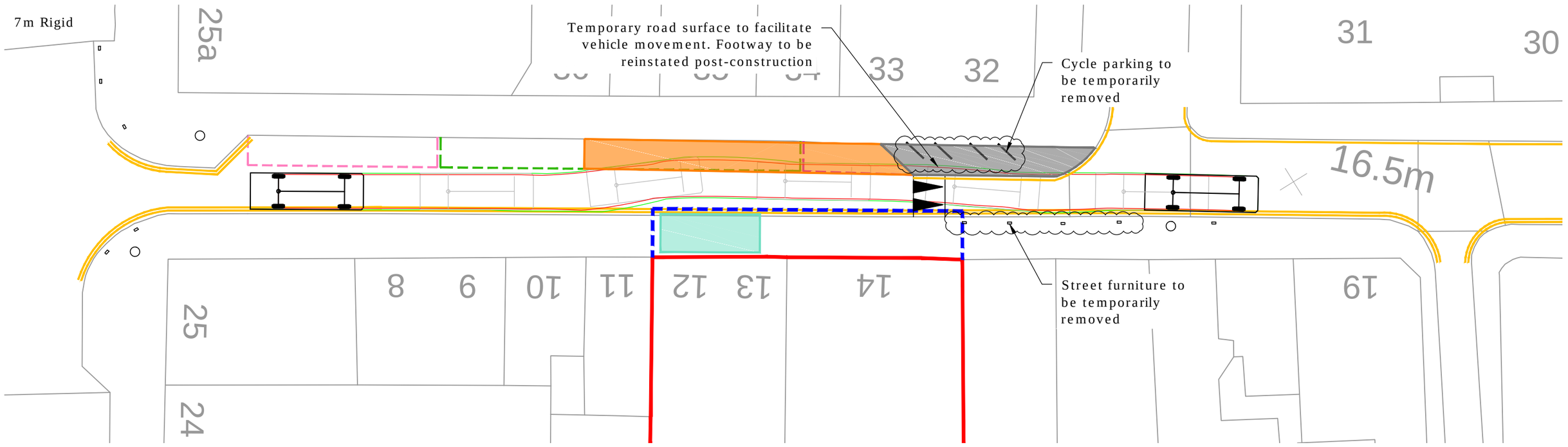
Revision:
B

L:\Projects\wsgrev 141237\Drawings\141237-TK01b,TK02b.dwg

Refuse Vehicle



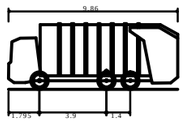
7m Rigid



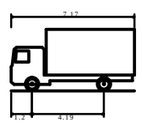
LEGEND

Parking/Loading bay to be temporarily suspended

Footway to be suspended



Large Refuse Vehicle (3 axle)	
Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	9.500m



FTA Design LG Rigid Vehicle (1998)	
Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	2.120m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	7.000m

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Project:
12-14 Greville Street

Title:
Swept Path Analysis

Scale: 1:250 (@ A3)

Notes:

Drawing:
141237-TK02

Revision:
B

L:\Projects\wsgrev 141237\Drawings\141237-TK01b,TK02b.dwg

Large Tipper

Temporary road surface to facilitate vehicle movement. Footway to be reinstated post-construction

Cycle parking to be temporarily removed

Street furniture to be temporarily removed

16.5m

north

Concrete Mixer

Temporary road surface to facilitate vehicle movement. Footway to be reinstated post-construction

Cycle parking to be temporarily removed

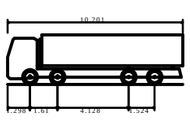
Street furniture to be temporarily removed

16.5m

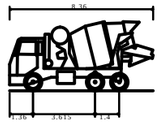
LEGEND

Parking/Loading bay to be temporarily suspended

Footway to be suspended



Large Tipper	
Overall Length	10.201m
Overall Width	2.500m
Overall Body Height	2.893m
Min Body Ground Clearance	0.343m
Max Track Width	2.500m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	11.550m



Concrete Mixer	
Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	8.210m

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Project:
12-14 Greville Street

Title:
Swept Path Analysis
Exit Manoeuvre

Scale: 1:250 (@ A3)

Notes:

Drawing:
141237-TK03

Revision:
A

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Entry

Temporary road surface to facilitate vehicle movement. Footway to be reinstated post-construction

Cycle parking to be temporarily removed

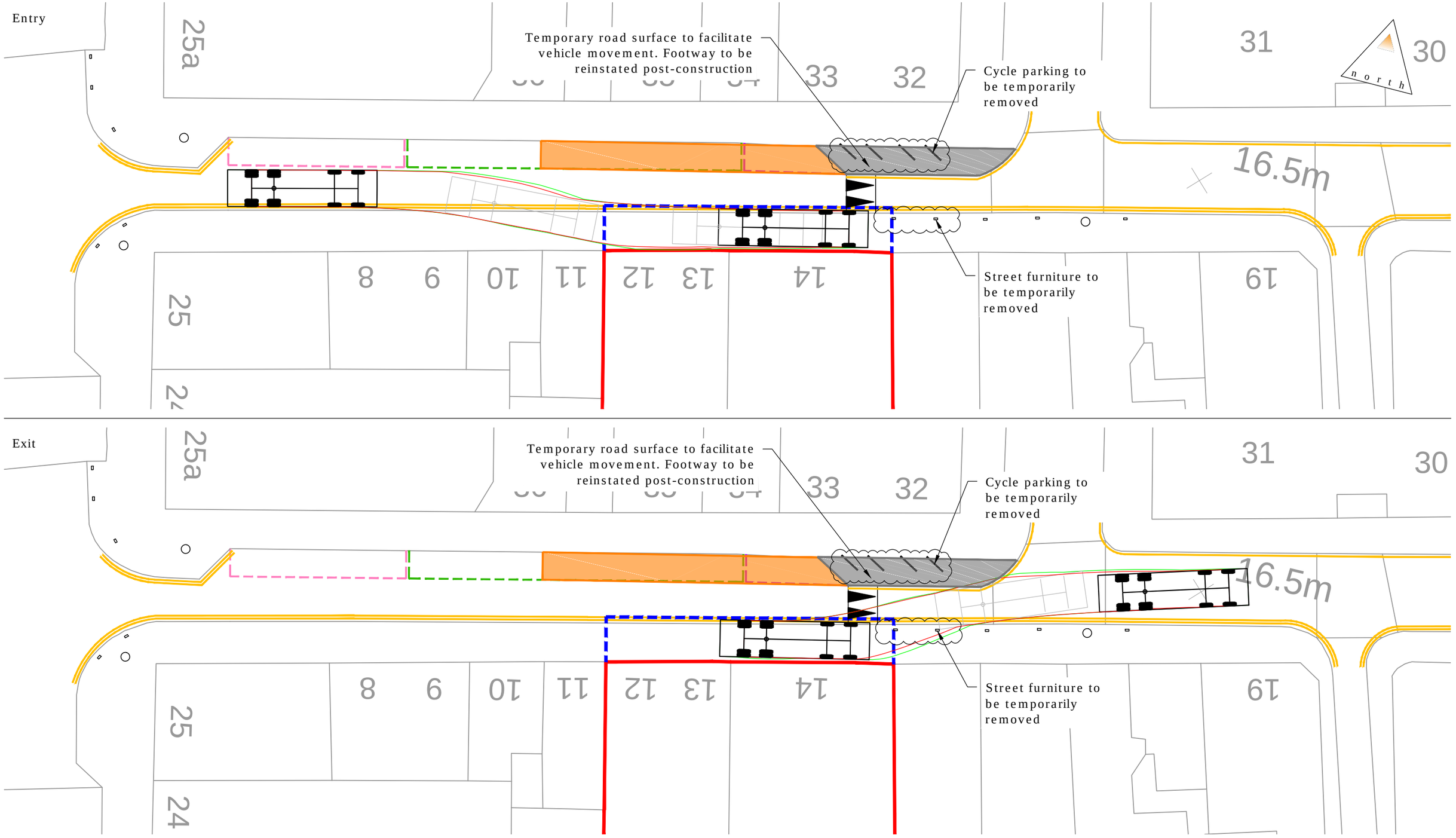
Street furniture to be temporarily removed

Exit

Temporary road surface to facilitate vehicle movement. Footway to be reinstated post-construction

Cycle parking to be temporarily removed

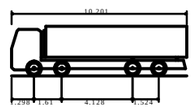
Street furniture to be temporarily removed



LEGEND

Parking/Loading bay to be temporarily suspended

Footway to be suspended



Large Tipper	
Overall Length	10.201m
Overall Width	2.500m
Overall Body Height	2.893m
Min Body Ground Clearance	0.343m
Max Track Width	2.500m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	11.550m

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Project:
12-14 Greville Street

Title:
Swept Path Analysis

Scale: 1:250 (@ A3)

Notes:

Drawing:
141237-TK04

Revision:
A

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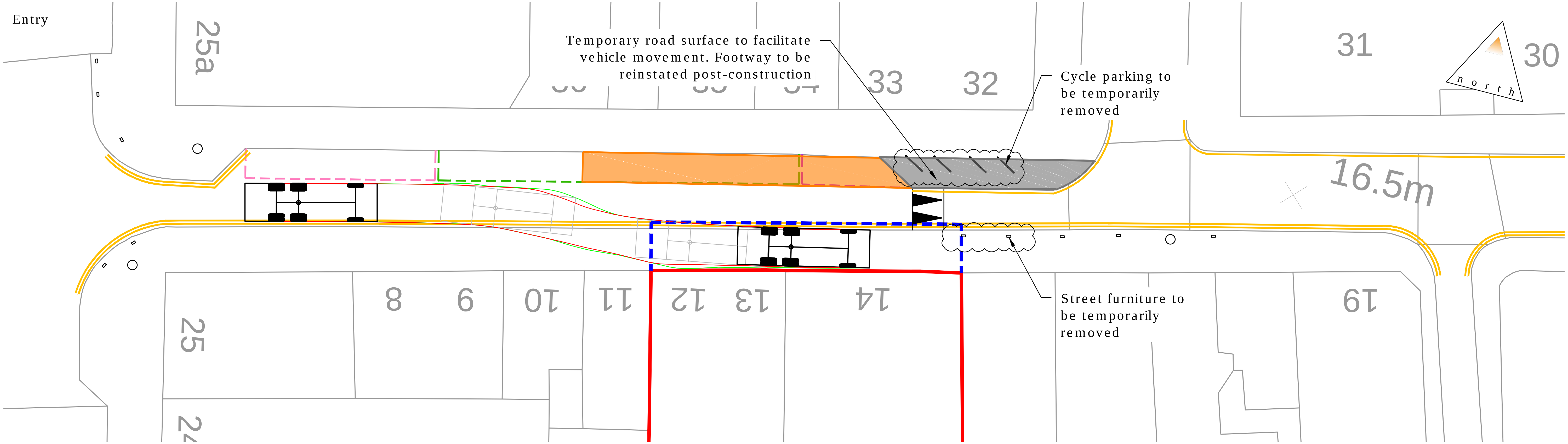
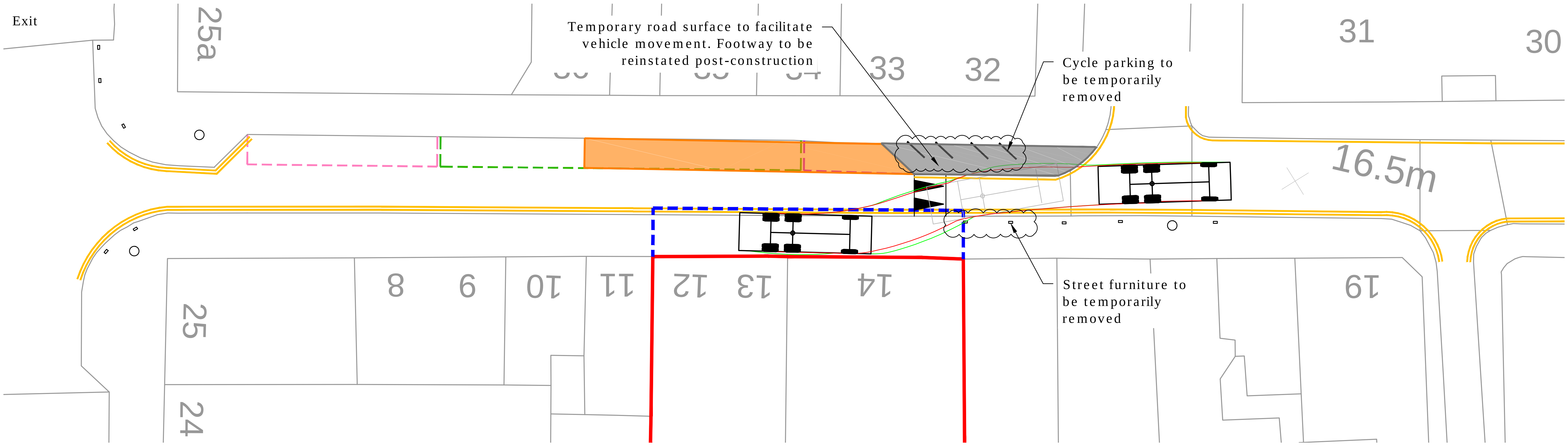
Entry



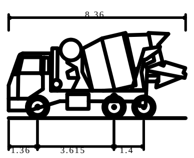
Exit



LEGEND

Parking/Loading bay to be temporarily suspended

Footway to be suspended



Concrete Mixer	
Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	8.210m

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Project: 12-14 Greville Street

Title: Swept Path Analysis

Scale: 1:250 (@ A3)

Notes:

Drawing: 141237-TK05

Revision: A

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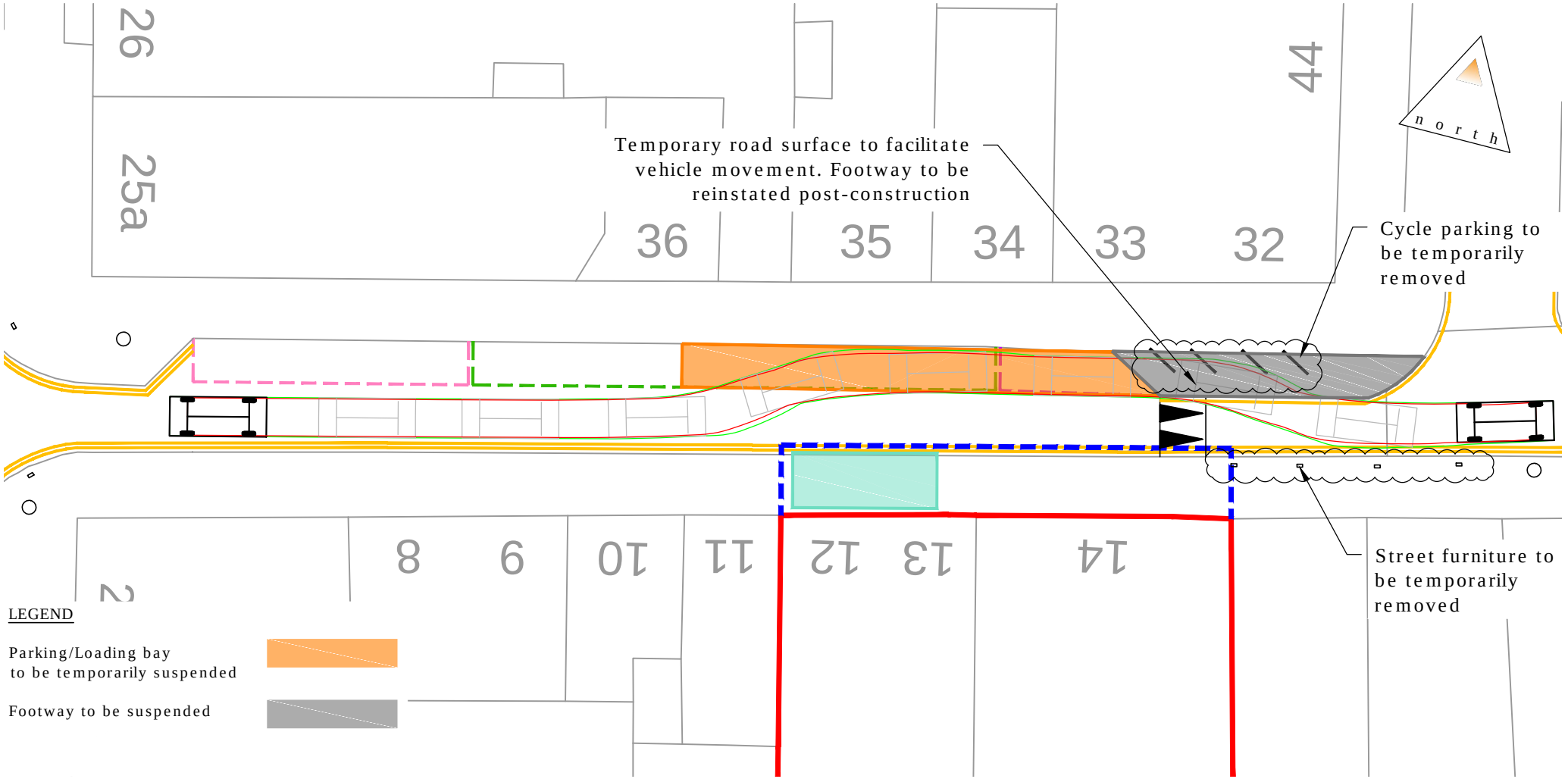

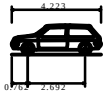

DB32 Private Car	
Overall Length	4.223m
Overall Width	1.715m
Overall Body Height	1.392m
Min Body Ground Clearance	0.233m
Max Track Width	1.629m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.780m

motion

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Project:
12-14 Greville Street

Title:
Swept Path Analysis

Scale: 1:250 (@ A4)

Drawing:
141237-TK06

Revision:
A

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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.

All HGV's removing spoil from the site will be fully sheeted to minimise the risk of any mud over spilling onto the highway. A wheel-washing facility will be provided, as required, for the duration of the construction works to ensure the levels of soil on roadways near the site are minimised, the wheel-washing facilities will be in the form of a hose down point located adjacent to the entrance. The excavation is being loaded directly into a lorry. So the wheel-washing requirement is minimised, any overspill will be washed off the road surface.

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

The Principal Contractor will also be required to have a hose and pressure washer at the main entrance to prevent any dirt/dust leaving the site. We will employ a road sweeper on a day-to-day basis, as required to maintain a clean road surface. The main time where the roads will need to be cleaned within the project will be when ground works commence i.e. removal of soil/clay etc. We will monitor this carefully.

7. 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 8 if any parking bay suspensions will be required.

The Principal Contractor will be required to provide a detailed diagram showing access onto site and the route when leaving site. Laydown areas will also be shown which will move as the project progresses. We will, however, endeavour to ensure the Principal Contractor only ever uses a maximum of two number positions. Any loading bay required will be hoarded-off with gates at both ends to allow access and/or egress. This will prevent traffic being blocked by construction activity or construction traffic.

After this information has been received a full drawing will be issued by the Principal Contractor as addendum to this CMP.

Highway interventions

- **8. Parking bay suspensions and temporary traffic management orders**

Please note that a parking bay suspension should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, suspensions whose duration exceeds 6 months must apply for a Temporary Traffic Order (TTO). For parking bay suspensions of one year or longer, a Traffic Management Order (TMO) must be applied for.

Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction.

Information regarding parking suspensions can be found here.

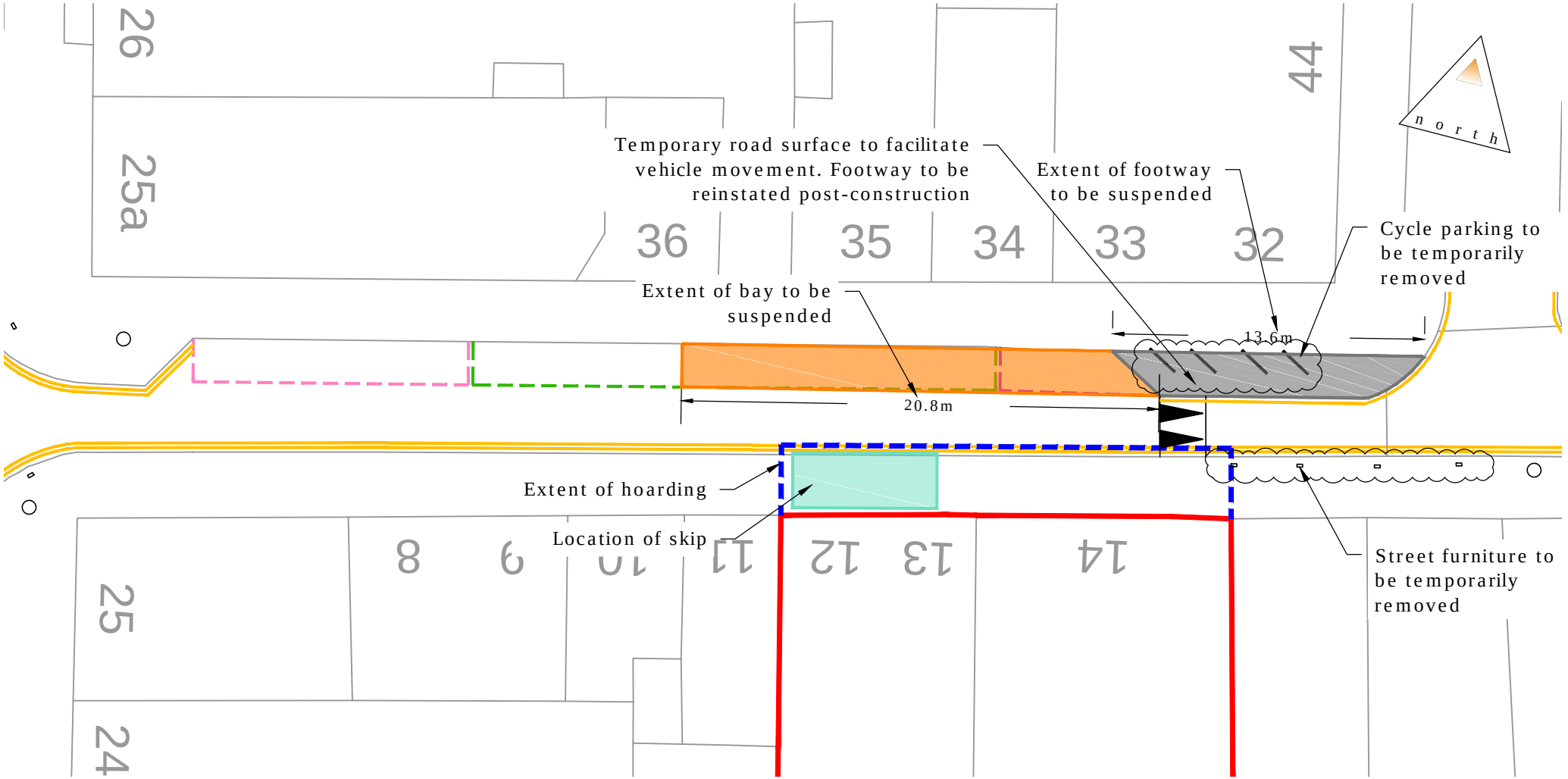
Due to the 'one way' traffic operation in existence on Greville Street and the close proximity to the site of both loading and parking bays opposite. We propose to make an application for a temporary TMO. We would also like an opportunity to apply for a temporary alteration to increase the road width just prior to the Kirby Street junction all of which would be fully compliant with all council standards and reinstated to its current layout on the completion of the project.

9. 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).

A diagram; 141237-02A on the next page shows highway works including the area of the required suspension of unloading and parking bays and the temporary alteration to the existing street layout.



LEGEND

Parking/Loading bay to be temporarily suspended

Footway to be suspended

motion

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Project:
12-14 Greville Street

Title:
Temporary Highway Arrangement

Scale: 1:250 (@ A4)

Drawing: 141237-02

Revision: A

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

All boundaries of the project will be closed off using timber hoarding. All hoarding will be decorated, maintained, illuminated and kept in good repair at all times. Temporary hoarding will be erected at demolition stage until a permanent hoarding licence has been awarded. Internal access routes and storage compounds will be segregated utilizing 'Heras' type fencing panels.

To mitigate the impact of noise and vibration created during the construction works the following will be adopted:

- Erection of acoustic site hoarding
- Utilisation of a baffle system where practicable during noisy works (e.g. demolition). Any mobile screen shall have sufficient mass so as to be able to rest the passage of sound across the barrier and to be free of significant holes or gaps.

The site's boundary will be adequately signed with relevant warning signs. These signs will be inspected on a daily basis and maintained at all times. A record of signage inspection is to be kept in the site diary.

Appropriate lighting will be installed on site to ensure that access/egress points are lit during operational hours. Care will be taken to ensure that lighting does not cause a nuisance to neighbouring properties or distract traffic on Greville Street. The hoarding will also be illuminated, as appropriate; in the evenings.

A Traffic Marshall will also act as a Banksman when vehicles enter the site in either forward or reverse gear to ensure the safety of any persons in the vicinity either on foot, on a bicycle or in a vehicle. This will be assisted by the use of pedestrian barriers to block the passage of pedestrians and cyclists at either end of the site access whilst any vehicles are entering or leaving.

10. 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).

Please refer to the responses and drawing at Q8 and Q9a. The drawing references all of the queries, noted above.

11. 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 to the site boundary with a lockable access

a. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

A Banksman will be overseeing all traffic, alongwith a logistics manager on all deliveries. Adequate and obvious signage will be displayed alongwith early notification of proposed alterations and closures to the footpath. Suitable fencing and hoardings, together with signage and lighting will be provided to all footpaths affected by these alterations and closures to safely segregate the public from the site works. No cycleways will be restricted.

We will also be segregating pedestrians from site traffic. All traffic movements accessing and/or egressing the site will be marshalled, which will minimize potential health and safety issues.

Pedestrian access will need to be changed to allow construction works to progress safely; however, all safety and security systems will be maintained at pedestrian entries. We have taken into account the existing drop-down kerbs and provide new, as appropriate, to allow access for wheelchair users; individuals with walking impairment, young children, prams, blind and partially sighted people.

When considering site access, primary considerations are:

- Appropriateness of location
- Maintaining site security
- Segregation of vehicular traffic from pedestrians
- Minimising disruption to local traffic and the community

Safe walking routes will be provided on site for construction staff and visitors to access construction areas, plant, equipment and the like. These routes will be maintained with level surfaces, fencing/barriers and signage as required.

The Principal Contractor will install all relevant warning signs. Warning and safety signs on hoarding and footpaths will clearly show clear and safe access routes to site.

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 Q8 and Q9a.

We propose to keep all scaffolding and other structures within the hoarding line.
The exception would be the crane which will be required to overhang the highway for the purposes of unloading of materials.

The Principal Contractor will be required to procure a crane that does not permanently overhang either the highway or adjacent properties unless required to do so for the purpose of hoisting materials or components, when the operation will be supervised by the banksman and other staff as required.

The site will be securely hoarded prior to the commencement of any site works. The hoarding will be a minimum of 1.8m high and of a reasonable standard so as to deter trespassers onto the site. All fences/hoardings shall be inspected daily by the Principal Contractor and any defects or breaches will be rectified immediately. Site security shall undertake regular inspections of these fences/boundaries outside of working hours.

SYMBOL IS FOR INTERNAL USE

Environment

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

1. Please list all noisy operations and the construction method used, and provide details of the times that each of these are to be carried out.

The main noisy operations are:

- Demolition
- Breaking out of concrete
- Excavation
- Steelwork erection

Details of the timing of the operations will be provided as an update to this draft report following the appointment of the Principal Contractor.

The Principal Contractor will be required to employ Safety, Health and Environment Advisers who are trained and experienced in the use of noise monitoring equipment. They will regularly carry out monitoring checks during the course of construction, to ensure noise levels adjacent to the works are within specified limits.

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

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

They will be required in the contract to comply with restricting noisy activities within their operations to the following times:

- In two time-slots for breaking out concrete – 10.00 to 12.00 and 14.00 to 16.00
- Cutting and high noise level will follow the same timing.

2. 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.

A background noise assessment has been carried out by WBM and has been included as a separate document forming part of the Planning Application submission. The project is not due to commence on site until July/August 2016. Prior to commencing the Principal Contractor will be required to provide a noise survey and will provide a copy to Camden.

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

The tender documents will include the provision for a noise transmission/acoustic model to be provided prior to noisy works commencing.

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

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

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

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

A sound/noise meter is to be kept on site at all times to check noise levels at the site boundary during certain operations. Inside the site, and closer to noise sources, hearing protection zones, where hearing protection must be provided and worn if noise levels reach 80-85dB, will be set up. Careful planning and use of appropriate plant and equipment normally limit these requirements to only a few occasions and for very short periods.

Environment - Q3 Continued…

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

To ensure that operatives are aware of the effects of hand arm vibration they will be provided with adequate information on the hazard and controls and given information in order to reduce the risk. Should it be deemed necessary, contractors are to undertake noise and hand arm vibration monitoring and, dependant on the results, further control measures will be required. Below are some examples of maximum usage for tools in order to prevent injury and ill health.

Tool	Hand Vibration (m/s^2)	Maximum usage period in 8hrs (Minutes)
2-stoke breaker	10	38
Electric breaker (7kg)	9	46
Rotary/hammer drill (4kg)	10	38
Rotary/hammer drill (9kg)	14	19
Rotary drill	2.5	480
7/9" Grinder	5.5	124
Circular saw 6" – 9"	2.5	480
Wall chaser (twin blade)	4	235

4. 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.

The Principal Contractor will be required to provide acoustic barriers around the area and noisy operations.

Noisy works will be restricted to a 2 hour period as set out in Q1 on page 32.

Health and Safety personnel will carry out noise level checks throughout the demolition to maintain the correct noise levels. Most of the demolition will be done within the building with windows and roofs left on where practicable. This will help lower the impact of noise. The Principal Contractor will carry out a full pre-qualification check on all subcontractors along with statements on their environmental policies to ensure compliance on maintaining noise levels and mitigation measures are met.

Regular consultation meetings will be held with the workforce to access safety performance on site and review where they can be improved, these will be open to all on site, in addition to this we will actively encourage the use of a 'comment box' so that site observations can be forwarded and actioned in a confidential manner. Regular 'toolbox talks' will be given by the Main Contractor and also all subcontractors to site operatives outlining a variety of relevant Health & Safety issues, environmental aspects and emergency controls.

Environment - Q4 Continued…

To minimize risk and control exposure, the Principle Contractor's Health and Safety Department will give advice at planning stages of activities and all H&S requirements. H&S will be diligently monitored throughout the project. Safety is to be treated as a high priority and developed to a successful programme of initiatives in order to improve Health & Safety awareness and performance.

The following will be undertaken to minimise the adverse effects of noise during the construction works.

- Carry out a full Acoustic Assessment prior to commencement of operations on site to establish a background noise level against which the predicted construction noise levels can be measured. The background noise assessment along with the predicted construction noise level must be submitted to the Local Borough Council for approval prior to commencement on site.

- Monitor and record the site noise levels at the boundaries to ensure that the noise levels of each activity do not exceed 3dB above the predicted noise levels that have been reported to the local community. Monitoring will be achieved through the use of electronic monitoring devices, permanently affixed 1m from the site boundary at locations along the boundary of the site.

We will also ensure demolition works will only be carried out within normal working hours.

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

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

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

The following processes have been identified as potential dust creating operations.

- Demolition
- Excavation
- Cutting, Grinding, Drilling and Sawing
- Cleaning

It is important to create a philosophy on site of prevention of dust in the first instance rather than containment or suppression of dust after it has been created. The following actions must be taken to minimise the amount of dust created and to minimise the adverse impacts of the dust created during the construction works.

- Carry out a risk assessment in line with the Greater London Authority's control of Dust and Emissions Supplementary Planning Guidance.

- Notify and liaise with the local community with regard to planned dusty works and set up a formal complaints procedure. This notification shall take place within 2 weeks but at least one week prior to works commencing.

- Schedule potentially dusty works in accordance with liaison with the local community to minimise the risk of complaints.

- Should a complaint be received in regard to the level of dust being created by the works, the operation in question will be suspended immediately, The operation shall not resume until the complaint has been fully satisfied or an alternative method has been approved that creates less dust.

- Ensure that all site operatives have been trained on BS 5228: 2009 and that evidence to this effect is maintained on site for inspection by the Local Authority.

- Prior to commencement of construction activity on site, establish that there are adequate hydration facilities on site to ensure that damping down of the whole site is practicable.

- Utilise water to damp down the site to ensure that any dust is suppressed where applicable.

- Any plant use on site should, where possible, be fitted with dust suppressant attachments. For example, any cutting equipment on site should be fitted with either a vacuum device or a constant water feed to suppress any dust created.

- All site operatives will be trained to carryout operations on site in accordance with the Best Practice Guidance Note "Control of dust and emissions from construction and demolition". The actions of the operatives on site will be monitored by the site team to ensure compliance with Best Practice Guidance Note.

Environment - Q6 Continued…

Covering of bulk materials and ensuring that any stockpiles are kept below the height of the site hoarding and positioned with regard for the prevailing wind and proximity to the site boundary and neighbours.

- Use of bagged materials where practicable.
- Erection of Monarflex dust protection to site hoarding and scaffolding to the building for the duration of the demolition and construction operation to contain any dust created on site, keeping dust away from sensitive receptors.
- Monitor and record dust levels on site through the permanent monitory stations. Should the amount of dust in the air recorded by monitoring stations exceed safe levels an alarm will be triggered and the operation causing the dust must be suspended immediately. That operation shall not resume until an alternative solution that will create less dust has been agreed.
- Ensure plant and machinery used on site is well maintained to reduce exhaust emissions.

The Principal Contractor will action and establish communication, environmental site aspects and emergencies controls. They will be required to hold environmental tool box talks, produce an environmental plan and review subcontractors impacts and produce full assessments of each activity which involve noise levels which are above normal. They will also ensure that the demolition works will only be carried out within normal working hours.

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

The Principal Contractor will utilise a pressure washer and hose at the main entrance to prevent dirt/dust leaving the site. A road sweeper will be employed on a day-to-day basis as required to maintain a clean road surface.

The main time(s) when roads will need to be cleaned within the project will be when ground works commence i.e. removal of soil/clay. We will monitor this carefully.

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

Whilst noisy levels of activities are in operation we will ensure noise levels are monitored to ensure the levels are within specified limits. Noisy work will be covered under a permit-to-work system which will identify the activity, its location and duration, and any applicable control measures necessary to mitigate its affect. Subcontractors are encouraged to purchase equipment that is advanced in technology and equipped with vibration absorbing features. To ensure that operatives are aware of the effects of hand arm vibration they will be provided with adequate information on the hazard and controls, and given information in order to reduce the risk. The Principal Contractor will also be looking at Method Statements/Risk assessments reviewing all aspect of the tools be used to complete each section of the works requirement.

9. 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.

Works are not due to commence until July/August 2016. Prior to commencing any works, the risk assessment will be undertaken in line with the GLA's control of dust and the emissions supplementary planning guidance (SPG).

10. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of risk identified in question 9 have been addressed by completing the GLA mitigation measures checklist. Please attach this as an appendix.

The mitigation measures, emanating from the risk assessment and in particular the 'highly recommended' measures from the SPG will be delivered on site. This will be achieved by clear communication, a dust management plan, site management and monitoring and measures specific to earthworks, construction and track-out.

11. If the site is a High Risk Site, 4 real time dust monitors will be required, 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.

The information and clarification of compliance, as appropriate will be issued to the Council following completion of the air quality assessment.

12. 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).

28 days prior to any development being carried out the contractors shall submit a method statement on how the dispersion of rodents will be controlled during demolition works. Prior to demolition all site drains will be sealed. Following demolition a specialist contractor will be appointed to survey the site and advise on rodent control should it be required. Periodic checks will be carried out and immediate action taken should it become necessary. All receipts of any pest control works required will be kept and made available at all times. The site will be maintained in a clean, litter-free condition throughout the works. Measures will be put in place to control pests or scavengers should they be noted during either site inspections or during the regular progress and works on site. Other initiatives we will implement are as follows: • No waste on site • No eating or drinking on site other than in the canteen • Traps installed

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

An Asbestos survey will be carried out when the building becomes vacant. Vacant possession scheduled for May 2016. We would expect a report back within 10 working days. This report will be added and re-issued within the CMP as an addendum.

14. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of suitable smoking area, tackling bad language and unnecessary shouting.

All workers who are to be involved in the project receive a project specific induction before they are allowed to commence working on site.
Instructions will include but not be limited to an introduction to the project, a description of the project risks and a review of the individual's competency. Site access passes will only be distributed following site induction from the Main Contractor's personnel. All site operatives will be inducted prior to commencement on site in a clearly defined facility without exception.

Induction talks for operatives new to the site will include site rules which cover among other things:

- Behaviour toward others on site and nearby including members of the public and neighbours
- Practical jokes including wolf whistling etc.
- Drugs and alcohol
- Smoking areas
- PPE and safety issues
- Welfare facilities and use of
- Security issues
- Emergency procedures
- Good and bad practice
- Site inductions and site language will be in a variety of languages other than English where required.

The Principal Contractor will be required to operate a 'Red Card' system. Any person found to be acting within a manner deemed unacceptable will be removed from site.

SYMBOL IS FOR INTERNAL USE

Agreement

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

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

Signed: ……

Date: ……..

Print Name: ……..

Position: ……

Please submit to: planningobligations@camden.gov.uk

End of form.