**Construction Management**

**Plan**

**pro forma** v2.1

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Please list all iterations here:

|  |  |  |
| --- | --- | --- |
| **Date** | **Version** | **Produced by** |
| **11 July 2016** | **1** | **Rob Lewis - JLL** |

**Additional sheets**

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

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**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](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-policy/supplementary-planning-documents/camden-planning-guidance.en) and [**(CPG)** 8: Planning Obligations](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-policy/supplementary-planning-documents/camden-planning-guidance.en).

This CMP follows the best practice guidelines as described in [Transport for London’s](https://www.tfl.gov.uk/info-for/freight/safety-and-the-environment/improving-construction-safety) (TfL’s Standard for [Construction Logistics and Cyclist Safety](http://www.clocs.org.uk/standard-for-clocs/) (**CLOCS**) scheme) and [Camden’s Minimum Requirements for Building Construction](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=3257318) **(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 CMPdoes 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**](http://www.camden.gov.uk/ccm/content/environment/building-control/file-storage-items/demolition-notice---the-building-act-1984-section-80-notice-bc104-.en)**.**”

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**

**DEVELOPER ACTIONS**

**COUNCIL ACTIONS**

**Post app submission**

**0ommunity liaison**

**Appoint principal contractor**

**Requirement to submit CMP**

**Begin community liaison**

**Work can commence if draft CMP is approved**

**Council response to second draft**

**Resubmission of CMP if first draft refused**

**2ommunity liaison**

**3ommunity liaison**

**1ommunity liaison**

INDICATIVE TIMEFRAME (MONTHS)

**4ommunity liaison**

**Council response to draft**

**Submit draft CMP**

**Contact**

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

Address: Greater London House, Hampstead Road, NW1 7QX

Planning ref: TBC

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

Major sites application

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

Name: Rob Lewis

Address: JLL, 30 Warwick Street, London

Email: rob.lewis@eu.jll.com

Phone: 07872 107770

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: Matthew Stevenson – 8build Ltd

Address: 64 Leman Street London E1 8EU

Email: m.stevenson@8build.co.uk

Phone: 020 3198 0455

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)**](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/placeshaping/twocolumn/the-community-investment-programme.en), please provide contact details of the Camden officer responsible.

Name: Selda Scott – 8build Ltd

Address: 64 Leman Street London E1 8EU

Email: GLH-tenant-liaison@8build.co.uk

Phone: 020 3198 0455

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: Project Manager - Matthew Stevenson – 8build Ltd

Address: 64 Leman Street London E1 8EU

Email: m.stevenson@8build.co.uk

Phone: 020 3198 0455

**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.

Site plan attached. The planned works will take place within Greater London House (GLH). GLH has a main frontage onto Hampstead Road a major “red” route. The rear of the building is on Mornington Crescent, a residential street. The proposed works are the infilling of 3 levels of two open atrium areas to extend the existing office footprint for Asos, an existing tenant.

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 building has two open atriums within the six storey building. The proposal is that levels Upper Ground, 1 & 2 are infilled to provide approx. 40K ft2 of additional office and circulation space for Asos. The new structures will be formed with a structural steel frame and concrete slabs. The roof will also be made from concrete covered with a membrane roof. Two feature roof lights will be incorporated into the roof structure. The project is close to residential properties and noise control will be important, also to minimise the impact on the other tenants.

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.).

Other than the office tenants, the nearest external dwellings are in Mornington Crescent, to the rear of the property.

There are other dwellings and businesses across Hampstead Road, but these are unlikely to be impacted by the works.

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.

See attached.

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 find the Project Programme, Rev. 4 attached.

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

We will work to the hours stipulated above.

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.

We do not need to increase any of the incoming services.

**Community Liaison**

**A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft. This consultation must relate to construction impacts, and should take place following the grant of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.**

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

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

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

**Cumulative impact**

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

**The Council can advise on this if necessary.**

**13. Consultation**

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

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

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

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

A resident’s open evening was held in Greater London House on the 2nd February 2017 between 18:00 – 20:30 to enable residents to engage and raise any concerns that they may have. Although the event was promoted by a letter drop to local residents and that CGI prints of the project, traffic management plans and a handout were provided with refreshments, the attendance count was 0.

**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 detail of our proposals will be developed during the planning application process and during our Principal Contractor tendering and appointment process. The project will be registered with the Considerate Constructor Scheme which forces the contractor to act appropriately. Irrespective of this, newsletters are the best way of communicating project updates and will be used on this project.

**15. Schemes**

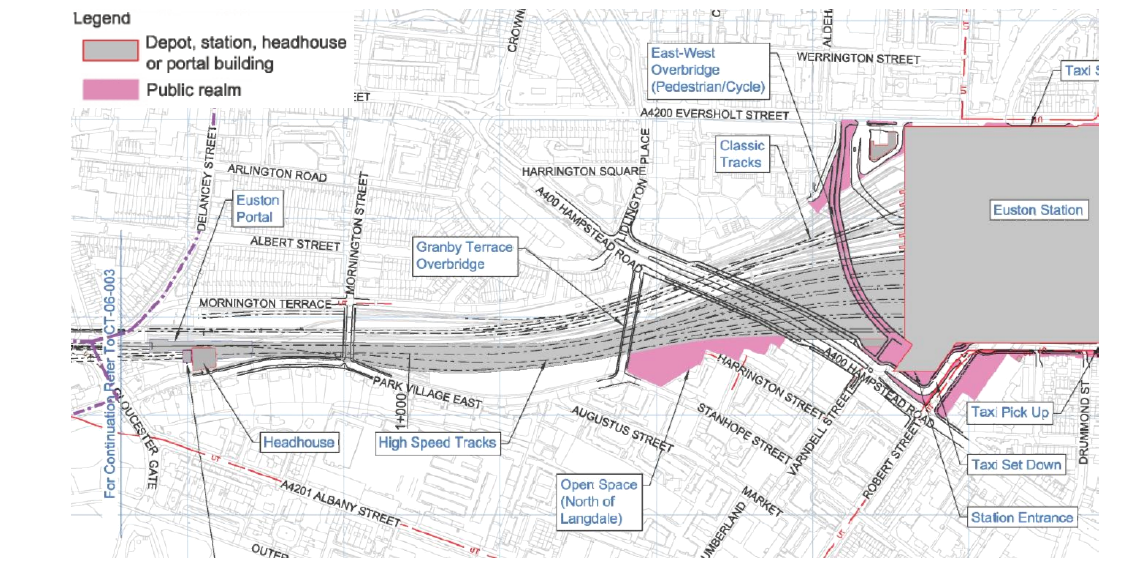
Please provide details of any schemes such as the ‘Considerate Constructors Scheme’, such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the “[Guide for Contractors Working in Camden](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)” also referred to as “[Camden’s Considerate Contractors Manual](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)”.

Sufficient liaison with the Client and the Client’s Project Team will be held with 8build Limited’s Project Management Team and Sub-Contractors where appropriate, prior to the Contract starting and throughout the duration of the project. Regular liaison and meetings will be held with all parties involved as circumstances dictate. Safety issues are planned to be discussed during Progress Meetings. Signage will be erected externally providing 24 hour contact details. The project will be monitored under the Considerate Constructors Scheme (CCS) registration **Site Ref: 102339**

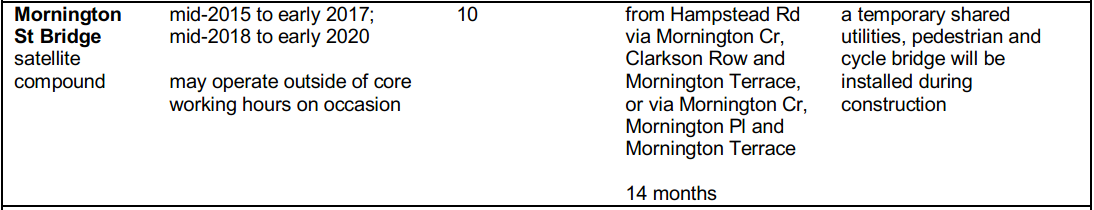
**16. Neighbouring sites**

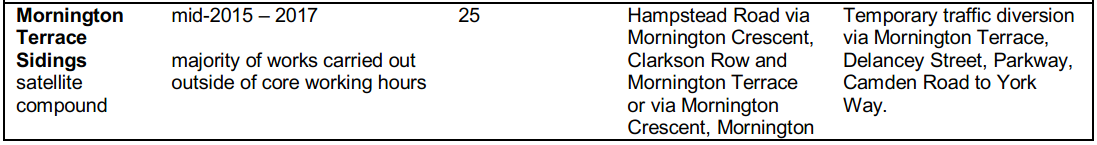
Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

A review has been taken on the HS2 impacts in the Regents Park ward in relation to the works programmed around the Granby Road Terrace Bridge towards the southern end of Mornington Crescent and the Mornington Street Bridge to the North West of Mornington Crescent. We have noted that there are various satellite compounds noted in the vicinity to provide storage and possible office space for the works and that these will be accessed via various routes including Mornington Crescent. Our CMP takes into account these works and mitigates any cumulative impacts to the area.









**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.](http://www.clocs.org.uk/wp-content/uploads/2014/09/CLOCS-Standard-v1.2.pdf)

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](http://www.camden.gov.uk/ccm/cms-service/stream/asset/?asset_id=3345819&), details of the monitoring process are available [here](http://www.camden.gov.uk/ccm/cms-service/stream/asset/?asset_id=3345820&).

Please contact [CLOCS@camden.gov.uk](mailto: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 Considerations**

17. Name of Principal contractor:

8build Ltd

64 Leman Street London

E1 8EU

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

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

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

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

Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale. 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.

Where the contractors own vehicles and drivers are used the above approach will be modified accordingly.

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

19. Please confirm that you as the client/developer and your principal contractor have read and understood the [CLOCS Standard](http://www.clocs.org.uk/wp-content/uploads/2015/05/CLOCS-Standard-v1.2-APRIL_15.pdf) and included it in your contracts. Please sign-up to join the [CLOCS Community](http://www.clocs.org.uk/links-to-partners/) 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:

I confirm (on behalf of Lazari Investments) that this policy is being complied with and is within the Principal Contractor’s programme.

Please contact [CLOCS@camden.gov.uk](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

**Site Traffic**

**Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.**

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

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

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

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of links to the [Transport for London Road Network](http://www.lscp.org.uk/lrsu/engineering_tlrn.html) (TLRN).

See attached drawing. APPENDIX 2

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.

**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*](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)).

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.

8494\_Traffic Management Plan (mark-up) Rev B, 8494\_Traffic Plan Rev B, 8494\_Traffic Plan Risk Assessment, 8494\_Travel Plan Vehicular Travel from North, 8494\_Travel Plan Vehicular Travel from the South

All deliveries and waste removal is to be booked in via 8build and carried limited between 09:30 – 16:30 on week days and 08:00 – 13:00 on Saturdays. All deliveries vehicles access G.L.H via Mornington Crescent and report to the 8 Build Security Team located on the ground floor delivery cabin.

All delivery vehicles will be directed down the ramp into the basement carpark.

The number and type of vehicles delivering and collecting from site anticipated on a daily basis:

|  |  |  |
| --- | --- | --- |
| **Type** | **Size** | **Frequency** |
| Flat Bed | 7.5 tonne | 2 |
| Box Van (Cargo) | 7.5 tonne | 1 |
| Luton | 3.5 tonne | 1 |
| Transit | LWB | 1 |
| Transit | SWB | 2 |
| Transit | Cage Flat Bed | 1 |

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

We have reviewed the HS2 GOV. Portal and are satisfied that these or our works will not impact on the local area of Greater London House. There are no further developments within the vicinity of this project.

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.

8494\_G.L.H Traffic Management Plan Attached

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.

8494\_G.L.H Traffic Management Plan Attached

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](http://content.tfl.gov.uk/directory-of-london-consolidation-centres.pdf)).

8494\_G.L.H Traffic Management Plan Attached

**22. Site access and egress:** “*Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles.”* (P18, 3.4.3)

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and other traffic when vehicles are entering and leaving site, particularly if reversing.

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

See attached diagram.

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

The site area is entirely within the footprint of Greater London House. The site is to be accessed via one of the two existing ramps which lead into the existing car park which is the ground floor of the construction site. The second ramp will be retained for tenant use only. Access and egress on both ramps will controlled by two way traffic lights.

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).

8494\_G.L.H Traffic Management Plan Attached

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.

Groundworks are not being undertaken as part of the project. Therefore construction vehicle wheels will not be travelling on mud/hard core and therefore wheel wash facilities are not expected to be required. This will be risk assessed however with the contractor.

**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.

See attached plans. No loading/unloading is to take place outside of the designated working areas. APPENDICES 2 & 3.

**Highway interventions**

**Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won’t be granted until the CMP is signed-off.**

**24. Parking bay suspensions and temporary traffic orders**

Please note, parking bay suspensions should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, requirement of exclusive access to a bay for longer than 6 months you will be required to obtain [Temporary Traffic Order (TTO)](http://camden.gov.uk/ccm/content/transport-and-streets/traffic-management/temporary-road-restrictions/) 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.](http://www.camden.gov.uk/ccm/navigation/transport-and-streets/parking/parking-bay-suspensions/)

There are no requirements for permanent parking suspensions on the project, but there will be temporary suspension over several weekends in late August 2017 to Mornington Crescent for the lifting and installation of roofing and roof light materials. Applications will need to be issued to Camden Highways once definitive dates are known.

**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).

None anticipated.

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

8494\_G.L.H Traffic Management Plan Attached

**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).

There are no requirements for permanent parking suspensions on the project, but there will be temporary suspension over several weekends in late August 2017 to Mornington Crescent for the lifting and installation of roofing and roof light materials. Applications will need to be issued to Camden Highways once definitive dates are known.

**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.

The existing pavements, roads and access routes in general will not be affected by the project. Construction vehicles will however use existing crossover points to access the ramps onto site. These route will be subject to traffic control supplied by the Principal Contractor.

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.

None anticipated on public highways.

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**](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=3257318)**).**

28. Please list all [noisy operations](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2)  and the construction method used, and provide details of the times that each of these are due to be carried out.

Site personnel will be required to work diligently to safeguard occupiers, visitors and neighbours, including their property, etc., giving consideration with special regard to safe access and egress, protection of services and environmental issues, such as dust and noise, particularly where works are carried out on or near pedestrian pavement areas, fire escapes and parked cars etc.

Noise generated during the works will not affect those using the building and in separate use in parts of the building. As a result of these works there will be no structure borne or vibration to other parts of the building used in separate occupation. Greater London House has no adjoin properties.

All breaking up of concrete and removal of window infills will be carried out using a non-percussive techniques where practicable. Due to the location and possibility of amplification within the car park we will be using water sawing and bursting techniques carried out by a specialist contractor. No BROK or similar plant or machinery will be used.

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.

A noise survey of the building was carried out by Sandy Brown Consultants on the 26th July 2016.

30. Please provide predictions for [noise](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2) and vibration levels throughout the proposed works.



31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](http://www.camden.gov.uk/ccm/navigation/environment/building-control/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 exact details will be supplied by the Principal Contractor as part of his Construction Phase Health & Safety Plan. Then reconfirmed and expanded on in the job specific Risk Assessments and Method Statements. However, and given the close proximity of office tenants, percussive and vibration generating methods will be avoided where other options exist. For example, diamond sawing instead of percussion breaking of concrete.

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

All 8build Ltd construction staff have received environmental training provided by iHASCO in environmental management.

Please see attached certificate

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

This will be a project priority given the location of office tenants within Greater London House. It is anticipated that external residences will not be impacted as the works are entirely bounded by GLH. Dust will be controlled in part by selection of methods (sawing in lieu of breaking out) and also by construction of dust control enclosures.

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.

It is not anticipated that any large amounts of dirt and dust will be carried onto public highways due to the nature of the work being undertaken. However to ensure that there are no occurrences the contractor will be required to closely monitor the highways and clean them immediately.

35. Please provide details describing arrangements for monitoring of [noise](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2), vibration and dust levels.

Noise & vibration monitoring stations will be positioned across the site and adjacent parts of the building and exceedances identified and mitigated as necessary. Dust levels will be visually assessed and controlled hourly.

36. Please confirm that a [Risk Assessment](http://www.hse.gov.uk/risk/controlling-risks.htm) has been undertaken at planning application stage in line with the [GLA’s Control of Dust and Emissions Supplementary Planning Guidance](https://www.london.gov.uk/priorities/planning/publications/the-control-of-dust-and-emissions-during-construction-and) (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.

This will follow on appointment of the Principal Contractor.

37. Please confirm that all of the GLA’s ‘highly recommended’ measures from the [SPG](https://www.london.gov.uk/priorities/planning/publications/the-control-of-dust-and-emissions-during-construction-and) document relative to the level of risk identified in question 36 have been addressed by completing the [GLA mitigation measures checklist.](https://www.camden.gov.uk/ccm/content/appendix-to-environment-section-question-37--dust-mitigation-measures.en)

This will follow on appointment of the Principal Contractor.

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](https://www.london.gov.uk/priorities/planning/publications/the-control-of-dust-and-emissions-during-construction-and). 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.

A specialist contractor will be engaged to provide noise and dust monitoring throughout the project. It is anticipated that 2 monitors will be deployed, with installation carried out on the 23rd January 2017 – 24th January 2017

39. Please provide details about how rodents, including [rats](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/pest-control/about-the-pest-control-service.en), 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).

Evidence from a British Pest Control Association (BPCA) company employed by the client Lazari Investments 3 Limited has been provide and attached letter and record of attendances, confirming that there is a regime in place to deal with any rodents within the existing building and demonstrates that there arrangements in place to deal with any possibility of rodents escaping site prior to works commencing.

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

ARG Group who completed the R&D Survey have provided the attached report.

The basement records no NADIS, so is clear. The lower ground floor report details various areas of textured coatings that have been applied to areas of the walls and soffits of the link bridges where they have detected (chrysotile (white asbestos). Currently the plan for these bridges is to carry out alteration via cutting down the parapets. The staircase noted is due for demolition within the scheme.

There has also been found some insulation on existing pipes underneath one of the bridges where they have detected (amosite (brown asbestos). Currently under the works we are not removing or altering these pipes however they are within the demise of our works area and local to services that may need to be removed.

The report notes to be *“removed under controlled conditions”*

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.

8494\_G.L.H Construction Management Plan Attached

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:

1. Construction time period (01/17 - 12/17)
2. Is the development within the CAZ? (Y/N): N
3. Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Y
4. 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: This will follow on appointment of the Principal Contractor.
5. 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: This will follow on appointment of the Principal Contractor.
6. 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: This will follow on appointment of the Principal Contractor.

SYMBOL IS FOR INTERNAL USE

**Agreement**

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

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

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

**Signed:** …………………………………………………………………

**Date:** ……………………………………………..

**Print Name:** R. I. Lewis

**Position:** Applicant’sProject Manager

Please submit to: [planningobligations@camden.gov.uk](mailto:planningobligations@camden.gov.uk)

End of form.