Construction Management Plan

pro forma v2.0

Camden

Contents

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areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.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

(2) Introduction

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

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

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

This CMP follows the best practice guidelines as described in Transport for London's (TfL's Standard for Construction Logistics and 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.

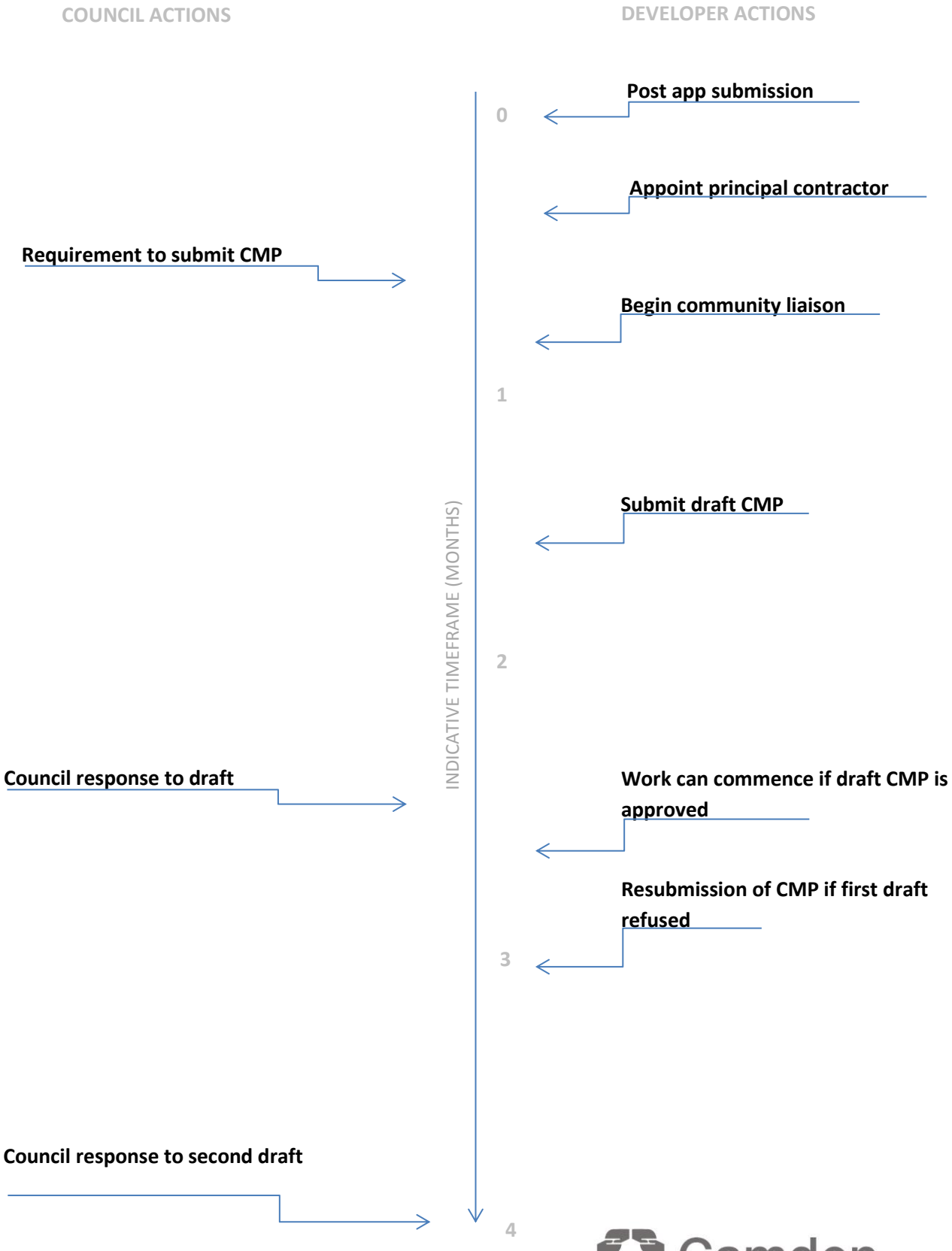
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "**Demolition Notice**"

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.

(3)Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Post app submission
0
Appoint principal contractor
Requirement to submit CMP
Begin community liaison
1
Submit draft CMP
INDICATIVE TIMEFRAME (MONTHS)
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft refused
3
Council response to second draft
4

(4) Contact

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

Address: Southwood Courtyard Building, Great Ormond Street Hospital, Powis Place, London WC1N 3JH

Planning ref: 2017/3377/P granted 28th November 2017

Type of CMP – Main Works Construction Management Plan.

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

Name: Rob Palmer

Address: 2 Langston Road, Loughton, Essex, IG10 3SD.

Email: rob.palmer@kier.co.uk

Phone: 07805304948

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: Rob Palmer.

Address: 2 Langston Road, Loughton, Essex, IG10 3SD.

Email: rob.palmer@kier.co.uk

Phone: 07887631326

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: Louisa Desborough, Communications Project Manager, Redevelopment

Address: Great Ormond Street Hospital for Children NHS Foundation Trust, Barclay House, Level , 37 Queen Square, London, WC1N 3BH

Email: louisa.desborough@gosh.nhs.uk

Phone: 020 7813 8456

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: Louisa Desborough, Communications Project Manager, Redevelopment

Address: Great Ormond Street Hospital for Children NHS Foundation Trust, Barclay House, Level , 37 Queen Square, London, WC1N 3BH

Email: louisa.desborough@gosh.nhs.uk

Phone: 020 7813 8456

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: Rob Palmer

Address: 2 Langston Road, Loughton, Essex, IG10 3SD.

Email: rob.palmer@kier.co.uk

Phone: 07805304948

(5) 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.

GOSH runs its services from a campus in Bloomsbury, in the London Borough of Camden. The campus is bounded to the north by Guilford Street, to the east by Guilford Place and Lamb's Conduit Street, Queens Square to the west and Great Ormond Street to the south, after which the hospital is named.

A site location plan approved as part of the Drawing Package with reference (00)002, is reproduced as Figure 1, below.

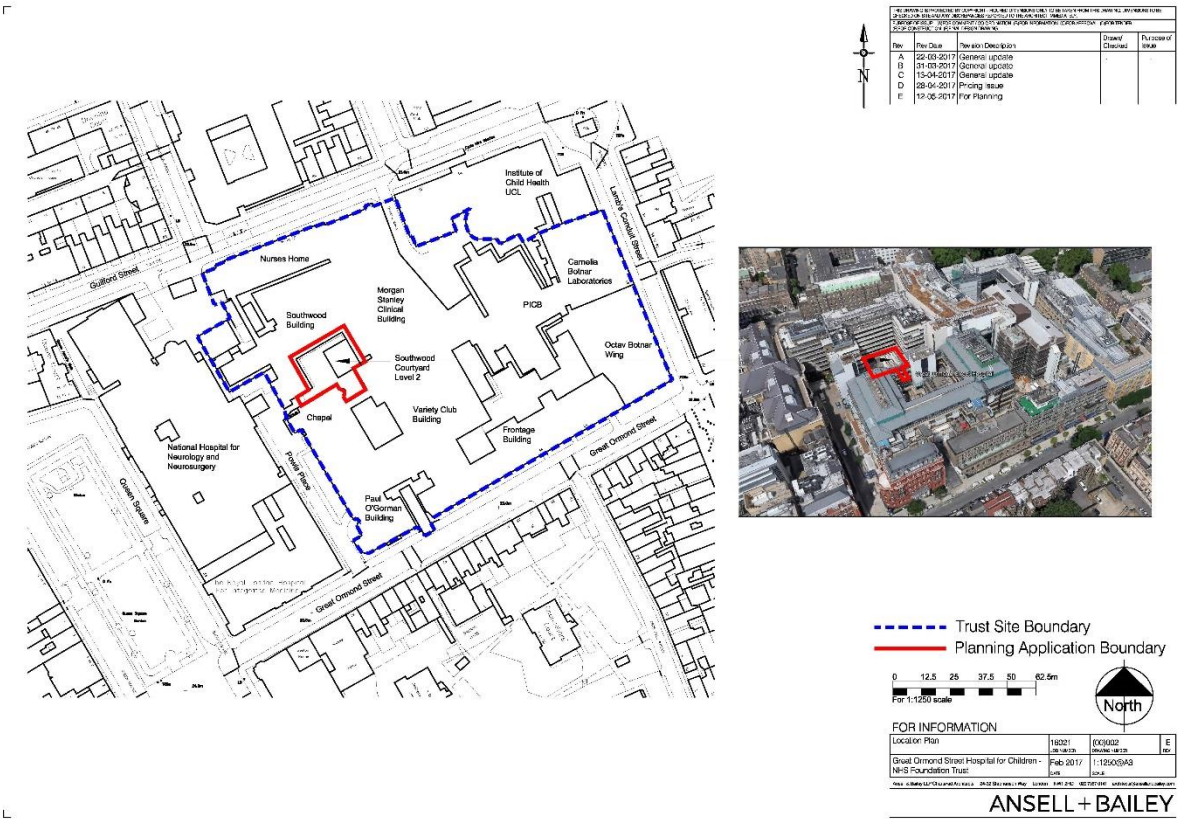


Figure 1: Site Location Plan

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).

Construction of a three storey building within the Southwood Courtyard to provide 998 sq.m (GEA) of healthcare space (D1), including physiotherapy and rehabilitation facilities and an iMRI suite and operating theatre for use by Great Ormond Street Hospital. Works include a stair link at second floor level to the Southwood Building, a two storey link to the Variety Club Building, entrance ramps and stairs, a green roof, cycle parking, artificial lighting, plant equipment and associated works.

Works consist of:

- Removal of existing single storey contractor's office, relocation of existing A/C units.
- Relocation of existing gas bottle store
- Various Survey works including MOLA (Museum of London Archaeology) to review existing foundation structure
- Protection of existing Chapel grade II listed Chapel of St Christopher
- The proposed building has a steel framed structure with piled foundations and in situ concrete floors.
- The envelope is of insulated metal panels.

Main Issues & Challenges

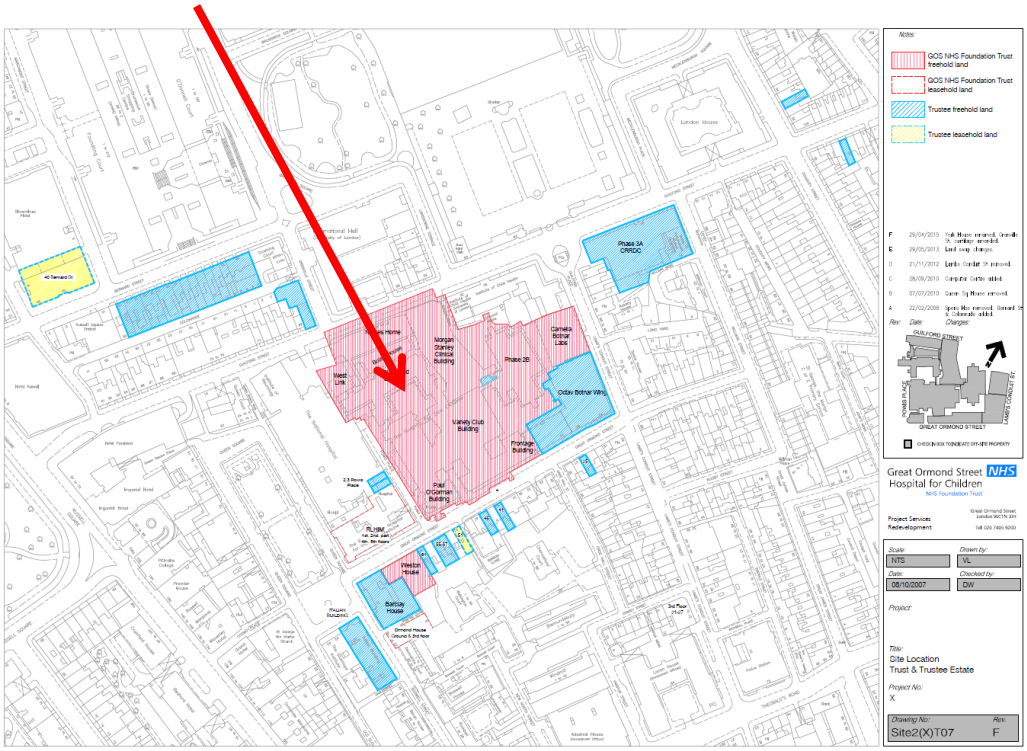
The following issues and challenges will be subject to mitigation measures will be monitored via a Project Board led by the Major Works lead & Health Hub Operations manager. These will be established via monthly meetings with the Project team members and Key Stakeholders.

- Removal of the existing contractors office and relocation of the existing A/C units within the courtyard whilst the hospital is in use 24 hours per day, 7 days per week. The challenge will be to minimise noise. Dust and vibration.
- Piling and excavation of foundations within the courtyard and its proximity to the Chapel, minimising noise, dust, vibration and any movement.
- Connection of new building to the existing Southwood Building and Variety Club Building minimising impact on hospital reception activities
- Logistics:
    - Local traffic impacts - accessing the confined area with construction plant and deliveries. These will be pre booked and sufficiently allocated within Powis Place. Deliveries will be agreed with hospital's patient Transport & Facilities. Departments.
      Delivery times for materials and plant will be discussed with the The National Hospital to avoid clashes with patient delivery vehicles, some materials may need to be delivered during the weekend particularly large loads.
- Delivery times for materials and plant will be discussed with The National Hospital to avoid clashes with patient delivery vehicles,
  some materials may need to be delivered during the weekend particularly large loads.

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.).

Refer to figure 2.

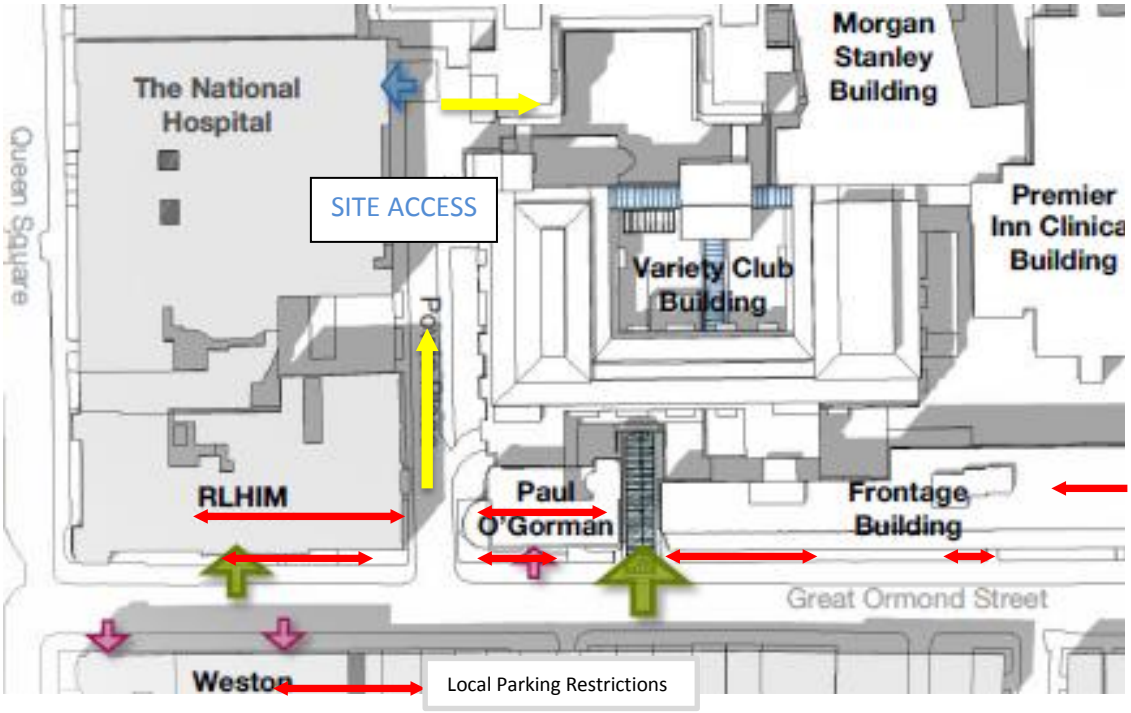
Site Location



The Hospital will be the nearest potential receptors likely to be affected by site activities, highlighted pink in the above drawing.

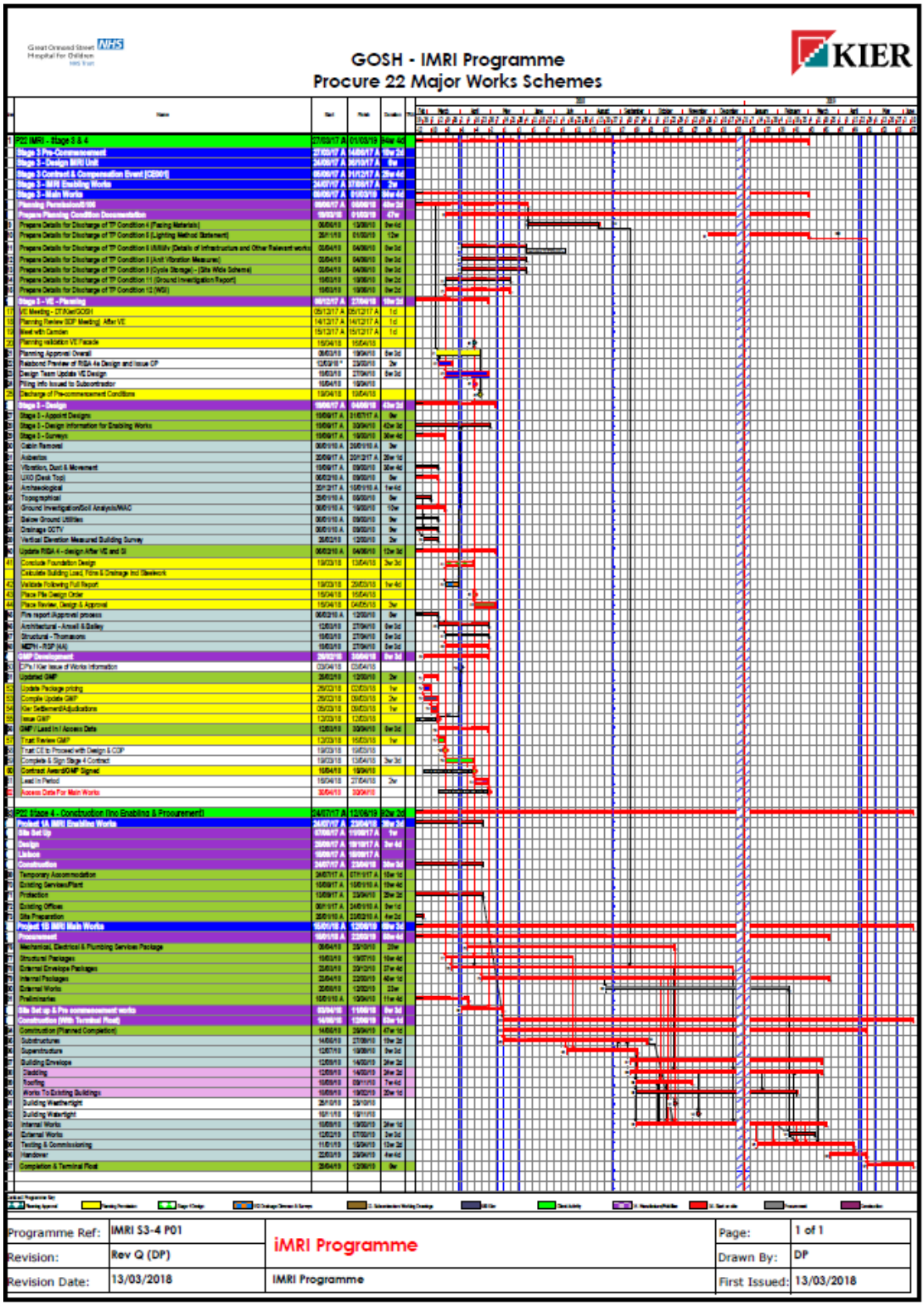
4. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.

At various periods of time it may be necessary to suspend parking bays in Great Ormond Street and Powis Place to permit access for construction vehicles ie permit major operations like mobile crane operation for assembly and removal of site accommodation on gantry in Powis Place. This may also include long loads such as structural steel and cladding panel deliveries. A gateman will be at the entrance of Powis Place to escort pedestrians crossing Powis Place to ensure the public safety and they do not come into contact with delivery vehicles



5. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale.

For Programme start 14/05/18 completion 12/06/19 see attached PDF rev Q



Camden

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

- 0800hrs to 1800hrs on Monday to Friday.
- 0800hrs to 1300hrs on Saturdays.
- No working on Sundays or Public Holidays.

The normal working hours for this Southwood Courtyard Building will be as the Camden permitted hours and in line with our planning application:

- 0800hrs to 1800hrs Monday to Friday
- 0800hrs to 1300hrs to 13.00pm on Saturdays
- No working on Sundays or Public Holidays

If we need to undertake work outside of these hours we will engage with the LB Camden Network Management Team to agree in advance any out of hour's works prior to undertaking any alterations.

However, items of works that run outside the above hours due to unforeseen circumstances, (such as the break-down of plant, health, safety or environmental issue) then we would speak to the LB Camden Environmental Health Officer to make them aware of the overun of the normal working hours. We will make sure the LB Camden Environmental Health Officers have been provided with a copy of this CMP in advance of site works commencing.

For these works we will notify neighbours directly affected or potentially inconvenienced by our works in order to minimise the impact we have on them and to ensure that they are fully informed at all times. These communications will be undertaken via our community email group or a letter

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.

All existing services to the surrounding hospital buildings will remain live, any redundant services will be removed in the Phase 1 Enabling Demolition Works.

The new building will require connection to the following services.

1. **Foul Water (FW).** FW will be connected into existing combined FW drainage manhole located in Southwood Courtyard and connection can be undertaken within the site area. This will mean that there will be no disruption to the highway in Great Ormond Street.

2. **Surface Water (SW).** Part of the SW will be connected into existing combined SW sewer manhole located in Southwood Courtyard. This connection can be undertaken within the site area. This will mean that there will be no disruption to the highway in Great Ormond Street.

3. **Electric.** As part of this phase a new connection will be made into the existing hospital services

4. **Communication Services**. These will be taken from the existing hospital services

5. **Gas**. To be advised

6. **Water.** These will be taken from the existing hospital services

(6)Community Liaison

Significant time savings can be made by running an effective neighbourhood consultation process. This should 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. Ideally this 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 build, 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.

Details should include who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. 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.

Our response:

As part of the planning application, the design team and Kier have met with planning officers at the LB of Camden. Pre-application discussions took place with a wide range of stakeholders since the design process began. The key stakeholders consulted include:

- London borough of Camden
- Historic England
- Hospital's Chaplain
- GOSH NHS Trust and User Groups; and
- Redevelopment Residents Liaison Group (RRLG).

A statement of engagement setting out the consultation that has been undertaken in support of the proposed Southwood Courtyard Building is set out in Section 6 of the Design and Access Statement, approved as part of the planning application.

The Trust, Kier and the Design Team adopted a proactive approach to listening to people's aspirations and given consideration to all aspects of the proposal. This included making modifications to the design, expanding on the scope of technical assessments to ensure stakeholders' views are fully considered.

Further to the recommendation for approval at planning committee in August 2017, a post meeting with Camden's transport officer was held to discuss construction programme and residents' feedback.

More recently, a drop-in session was held on 12th October 2017, between 5-6pm for residents to meet with The Kier Group. This was an informal meeting run by Kier with the aim to meet members of the team in person to learn about the project and ask any questions they may have. Their main questions were in relation to access to the site when construction is under way.

In addition, GOSH undertakes regular communication at its Redevelopment Resident Liaison Group(RRLG) meetings to identify and address any concerns that local residents may have. The RRLG meets every eight weeks, which are attended by Kier and will be our main forum of consultation with residents. The last meetings with the RRLG were held on 25th July and 24th October, where the Southwood Courtyard Building was discussed with the aid of drawings including site plan, elevations, floor plans. The feedback…..

Moving forward, Kier will continue to attend the meetings with the RRLG, hold the residents' drop-in sessions.RRLG was be on 24th January 2018 and 24th April 2018 whereby KCL provided an overview of the survey works we are currently carrying out, the next residents' drop in sessions will be in St George's café in Queens Square.

As part of the construction works, Kier will work closely with the LB of Camden in particular planning, transport and highways, sustainability and environmental health.

A regular Newsletter has been issued and posted to local residents about the progress of the works and about further planned consultations/drop in sessions. Once we have a presence on site this Newsletter will be issued on a regular basis to keep all residents informed of progress and of any major construction operations which they need to know about.

There will be a record book on site for incidents, complaints, compliments and local issues to be recorded. A construction working group will be set up for the Phase 1 and 2 works if required.

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.

As mentioned previously, the construction programme involves two distinct phases. Phase 1 involved the removal of the existing single storey contractor's office and the air conditioning units. Whilst Phase 2 involves the construction of the building.

Newsletters involving Phase 1 were sent during October and November advising of crane operations for the site cabins installation and for the drop in session we had

As for Phase 2, Newsletters will be posted monthly advising residents and businesses the next stages of work and to keep residents and businesses informed of the works, and when there is an important piece of information that needs to be communicated, such as special deliveries involving crane operations or parking suspensions.

Kiers Project Manager, Rob Palmer will attend any community liaison meetings that are required throughout the life of Phase 1 and 2, along with representatives from the design team who have established links with the local community groups.

Kier will circulate the notes from these meetings to the community, including updates to the site logistics plan and other information as requested. Further meetings will be held on a regular basis.

We will set up an email distribution list of all stakeholders to whom we have issued our site logistics and traffic management plan, plus subsequent updates. We will also use this email distribution list to inform all stakeholders of forthcoming works and activities in relation to the project.

A Community Working Group relating to the development will be established if required for the Phase 1 and 2 for the main building works. The group will meet on a regular basis and will continue to do so throughout the duration of the construction works. These meetings are to be attended by all stakeholders involved in, and affected by the site (i.e. The Local Authority, Sponsors, Contractors, and Local Community Representatives).

An information board will be posted on the site hoarding, in a location agreed with the local residents to inform them of the key personnel and as the site progresses.

In addition to the above Kier also operate an open door policy whereby members of the local community can speak to the site management team if they have specific concerns or complaints or compliments. This type of interaction is taken very seriously by Kier. We maintain a complaints and compliments register throughout the life of the project. At our internal and Client monthly meetings any comments/ incidents added to the register are reviewed and discussed with the aim of closing out all complaints to the satisfaction of the individual making the observation/ complaint.

Due to the confined location of the site and restricted access viewing panels will not be installed as we would not like to encourage viewing of the site from the busy access road Powis Place as this area is constantly in use as a turning area for ambulances and delivery vehicles

Site contact details and out of hours emergency contact details are already prominently displayed on the site hoardings.

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".

Kier is a major contributor to CCS and consider best practise in line with this throughout pre-construction planning and on site operations. The site will be registered with the Considerate Constructors Scheme.

Kier is familiar with and will follow the Guide for Contractors Working in Camden & Camden's Considerate Contractors Manual

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.

As with all sites dealt with Kier, these will be individually registered with the Considerate Constructor Scheme. This site will also be audited and reviewed by senior management. A good neighbourly policy is viewed as one element of our duties to act responsibly and help to elevate our Corporate Responsibility profile. We at Kier pride ourselves on how seriously we take the Considerate Constructor Scheme and this is borne out by the fact that our sites consistently win awards and recognition for our efforts from the Considerate Constructors Scheme.

Examples of our previous schemes in Camden include 5 St Pancras House, The Art House Project, Camden Care Homes at Wellesley Road and Maitland Park, Tottenham Court Road, T1 Building at Kings Cross Central and the Midlands Goods Shed. We are currently on site at Maria Fidelis School in King Cross

Site specific inductions will focus on not only the on-site construction works but also the surrounding community. Operatives will be advised on how to behave on site and whilst interacting with the local area and its people. It will be made clear to all that they will be representing the site and Kier. If staff or operatives were to be found or reported as having misbehaved whilst off of the site then it is a reflection on Kier and they will be asked to leave the site and not to return.

Operatives will also be encouraged to engage with the local community by using local public facilities and amenities such as local cafes, shops, community gymnasiums etc. It has been the experience of Kier that our projects have had a positive effect on the community as the onsite operatives spend money in local businesses thus generating money for the local community. This project, Phase 2 and 3 will be on site until the end of 2018 and thus we will make a considerable financial impact to the local environment.

Sites currently under construction as part of the GOSH campus is highlighted in Figure 3, below. These projects are being completed by other contractors, and are programmed to be completed prior to the commencement of the main works associated with the Southwood Courtyard Building.

The works are confined to the inner courtyard within the GOSH grounds via Powis Place.

As previously described all deleiveries will be by strict control and no deliveies will be accepted or coordinated before 0800hrs.

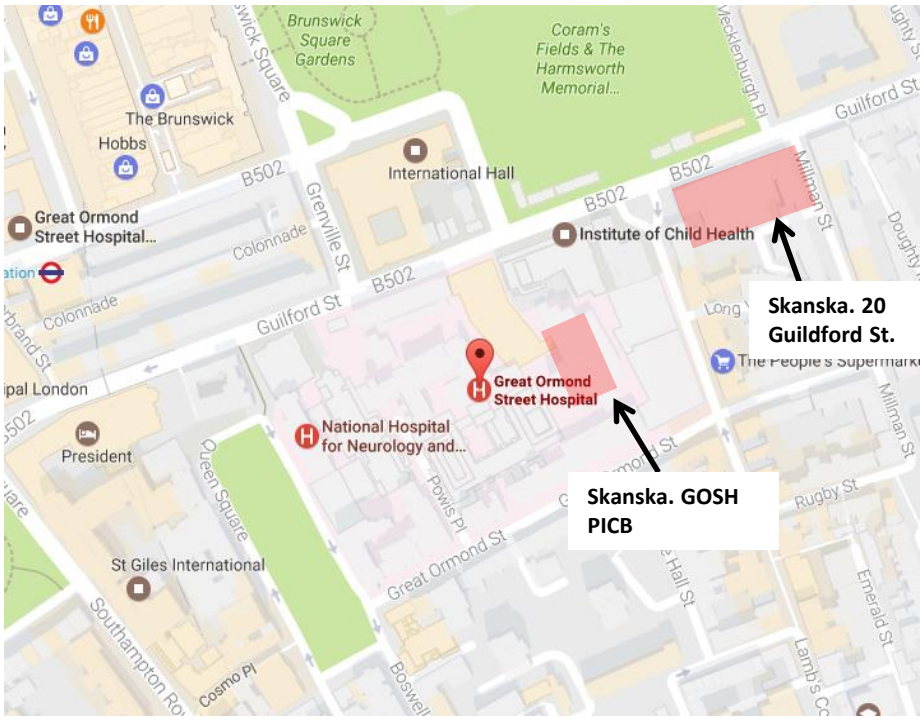


Figure 3: other construction sites within the GOSH campus

(7) 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:

Kier Construction London, 2 Langston Road, Loughton, Essex, IG10 3SD.

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).

All suppliers form part of the Approved Kier supply chain & are fully compliant to the various company Standards & Policies when making deliveries to GOSH

KCL is also committed to the FORS and as an Associated Member will also make best endeavours to achieve full compliance with CLOCS.

Currently KCL has a FORS level minimum standard and attached our policy regarding this standard.

A traffic management plan will be developed to include measures ensuring driver compliance as well as a comprehensive online induction / booking process. We will deploy logically and traffic marshals appropriately

Periodically the Kier SHE team will carry out audits to demonstrate compliance with the guidelines set out within the CLOCS documentation.

All drivers for vehicles over 3.6t will have undertaken Safe Urban Driver Training and all vehicles over 3.5t will be fitted with blindspot minimisation equipment (Fresnel lens/CCTV) and audible left turn alerts.

Operators will be FORS Bronze accredited level.

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:

KCL will include the requirement to abide by the CLOCS Standard into all future sub-contractor orders and supply agreements and make best endeavours to ensure compliance. Kier will undertake random spot checks of deliver vehicles to maintain CLOCS compliance this will be undertaken according to the appreciate risk scale.

Site Traffic

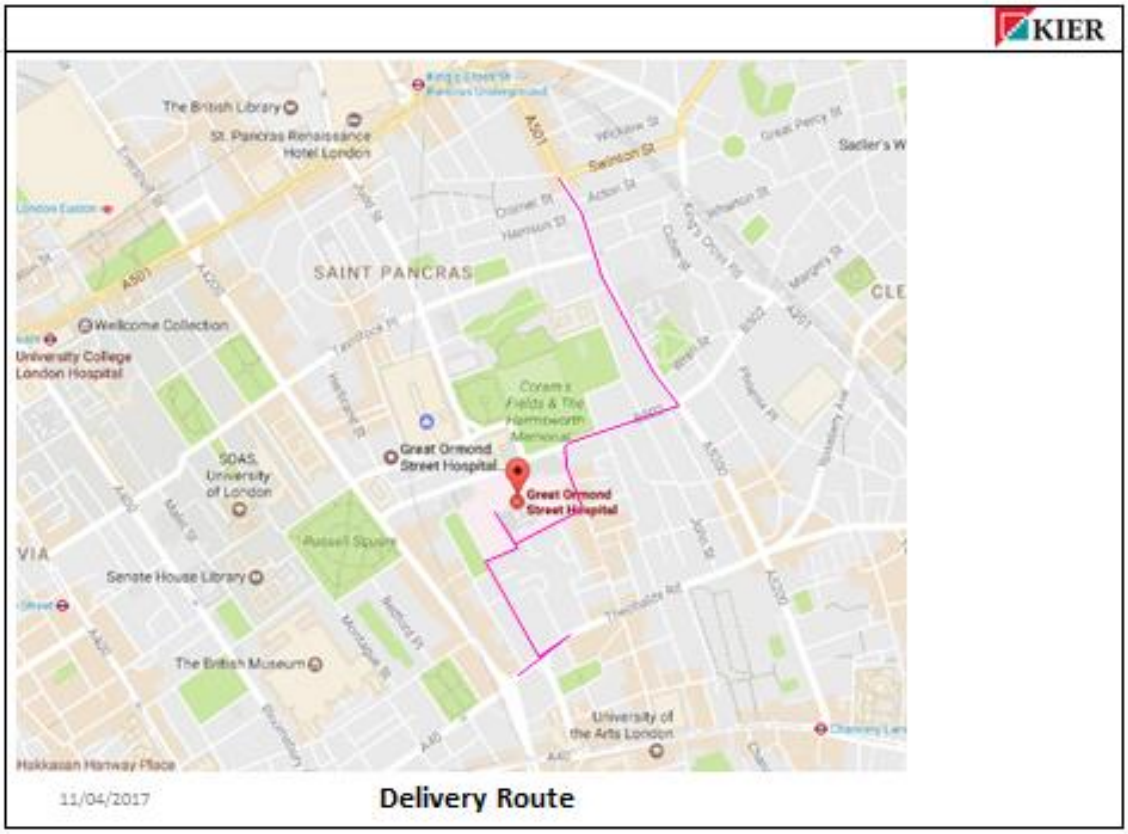
Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

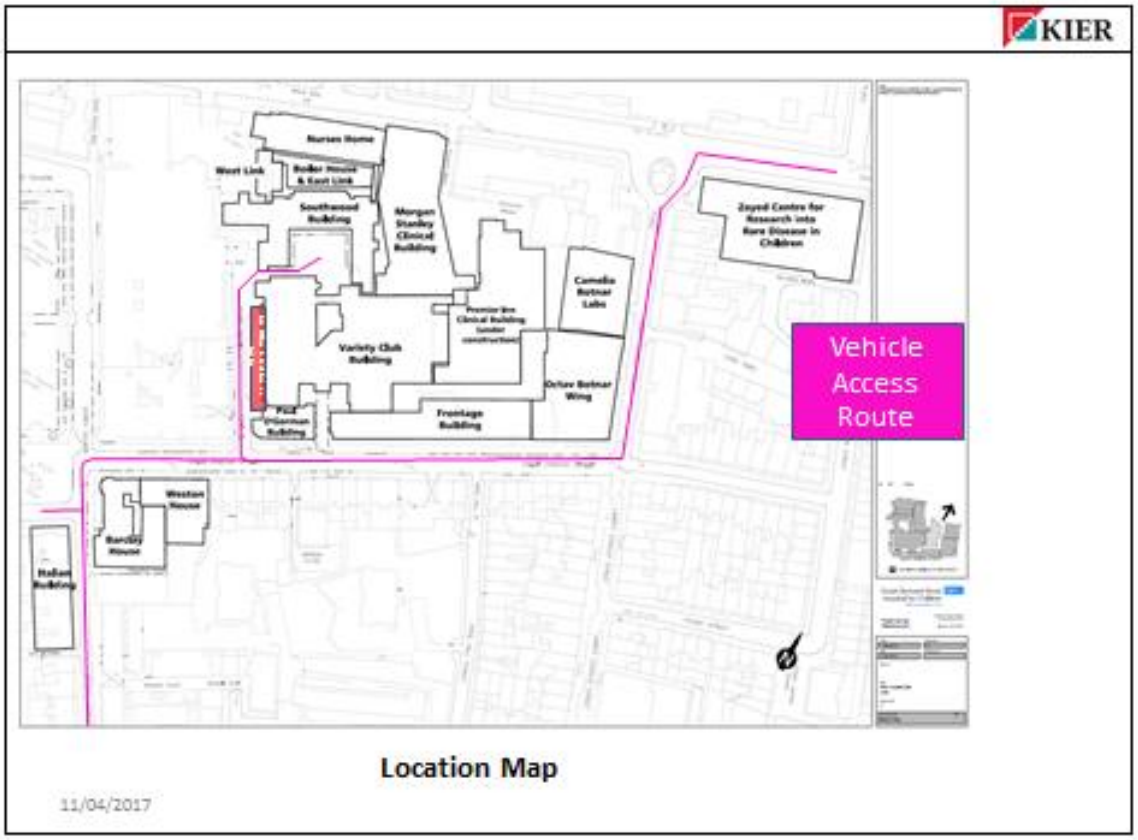
4. Traffic routing: *"Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless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





As indicated on afore, the main delivery route will be via the A501, coming from the east or west.

All site traffic will approach the site from the east or west via A501 and then turn into A5200 Grays Inn Road and progress southwards to the crossroads turning right into B502 Guilford Street and left into Lamb's Conduit Street and then right into Great Ormond Street accessing Powis Place where they will be marshalled to the site.

When vehicles leave the site they will turn right into Great Ormond Street then left into 1 way Boswell Street leading to the A401 Theobalds Road and then rejoining the A5200 Grays Inn Road and A051 east or west.

By using this route we avoid local schools and some residential areas utilising the main arterial roads in the site vicinity, there is no access to Powis Place via Guilford Street hence using Great Ormond Street due to Powis Place being the only route to the new iMRI site.

A gateman and traffic marshal will be posted at the Powis Place/Great Ormond Street junction to manage the site vehicles accessing Powis Place and pedestrians crossing Powis Place.

All drivers of vehicles over 3.5t will have undertaken Safe Urban Driver training, vehicles over 3.5t will be fitted with blindspot minimisation equipment and audible left turn alerts.

Operators will be FORS Bronze accredited.

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.

Traffic Routing Awareness

We will produce detailed logistic and traffic plans for the works. These will be regularly reviewed taking into consideration any feedback from the hospital, community, local authority and activities being undertaken on site. The proposed routes will be determined based on a written risk assessment format and considered:-

• Traffic routing of vehicles coming to and going from site to avoid busy shopping areas, schools, colleges, tourist attractions and cycle lanes where reasonably practicable.

• Establishing delivery and collection times to avoid peak times of the day or events occurring in the local area between 0800-0930hrs and 1630-1800hrs Monday to Friday where practicable, delivery times will therefore be schedules between 0930hrs-1630hrs Monday to Friday and between 0800hrs-1300hrs on Saturday.

• No parking will be allowed on site. Site operatives and visitors will be requested to use public transport.

• Other construction sites in the local area.

• Access to and from site is appropriately marked, signed and understood taking into account vulnerable road users in or around the site. All deliveries will be marshalled on & off site at times.

All our abnormal loads (delivery of excavators / crushers) will be directed by the highway agency using ESDAL. We notify them of our movement two working days prior to the movement and they give us a route and time.

The traffic routing plans are included in all sub-contract packages and suppliers orders before works commence on site. Additionally prior to a particular package commencing on site (to an agreed date at least 2 weeks in advance) this is discussed (and recorded) as a pre-start meeting. Regular review and consultation between the Site Management Sub-contractor teams on the traffic routing plan will be undertaken in the event that local changes have an impact. The routing plan can only be amended by written approval at Senior Management level

Kier Construction London will implement on this project the FORS/CLOGS standard for HGV's and Vans 3.5 Tonne, which has been developed by Transport for London (TFL).

Kier Construction London will continue to write to all our suppliers and subcontractors for the main works, regarding our requirements for managing work related road risk with particular attention to vulnerable road users such as, cyclists, pedestrians, school children and motor cyclists amongst others.

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.

Vehicle movements will be as agreed with Camden Network Management team of 0800hrs to 1800hrs for deliveries Monday to Friday and between 0800 – 1300hrs on a Saturday. However, peak times of 0800hrs to 0930hrs and 1630 hrs to 1800hrs will be avoided where practicable. (exceptions may apply subject to agreement with Camden council

During the works there will be many different type of vehicles, from articulated Lorries, to ridged back vehicles with 2 or 3 axles, muck away Lorries and 18 tonne roll on and off Lorries. Due to the width of access roads to the site, articulated vehicles will be avoided. Our current estimates for deliveries are indicated below.

- Small rigid vehicles only are permitted to Powis Place under GOSH guidelines due to the restricted access ie vans & Flatbed only unless risk assessed as a last resort ie craneage requirements.
- 12 yard skips will be exchanged as and when required depending on stage of construction.
- Mobile Cranes are expected during the course of the works
- ALL deliveries will be pre-arranged and coordinated
- Ambulances always have right of way and deliveries will be stopped by our traffic marshals.
- All vehicles will switch their engines & radios off during delivery.
- All vehicles will park in accordance with the delivery plan ie designated offloading areas
- We anticipate 10 deliveries per day, deliveries are to be marshalled to the Southwood Courtyard entrance to avoid congestion to Powis Place and Great Ormond Street.
- We anticipate dwell times to be approx. 15-20 minutes for off loading.
- Contractors will be asked to book in deliveries in advance order to avoid congested access routes.

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

Other Construction works that Kier are currently aware of:

1. Skanska developing 20 Guilford Street.
2. Examples of our previous schemes in Camden include 5 St Pancras House, The Art House Project, Camden Care Homes at Wellesley Road and Maitland Park, Tottenham Court Road, T1 building at Kings Cross Central and the Midlands Goods Shed. We are currently on site at Maria Fidelis School near Kings Cross

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.

Kier will manage an online delivery registration system (data scope or similar). This will be managed by the KCL Site Manager.in co-ordination with all other package contractors, supervisors.

Gatemen and Traffic Marshalls will be briefed on a daily basis. They will be issued with the daily schedule which will identify time/type of vehicle/correct location and the process will be controlled and managed to ensure alignment with this schedule.

No changes will be permitted without authorisation from the Kier Site Manager.

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.

All site delivery bays / areas are as indicated on the logistic plans attached later in this document. There will be no long waiting periods on the street for access to the site delivery bays and areas.

Deliveries will generally be just in time deliveries arranged when required and co-ordinated by the Site Manager. There will not be any off site holding areas required outside the borough.

Refer to item 8 later in this section and drawings and photos in Appendix 1 which detail all parking bays restrictions and other highway related licences required.

Some parking bay suspensions may be required to facilitate access into Powis Place from Great Ormond Street by the crane company and for structural steel delivery. These suspensions will be consultation with the local authority on the optimum timing and during agreements to minimise the impacts on the local road network & pedestrian movements.

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).

All site workers will be encouraged to use public transport as the site has excellent public transport connections located near Russell Square, Euston/St Pancras and Kings Cross Stations and there are numerous local bus services.

There will be no on-site parking.

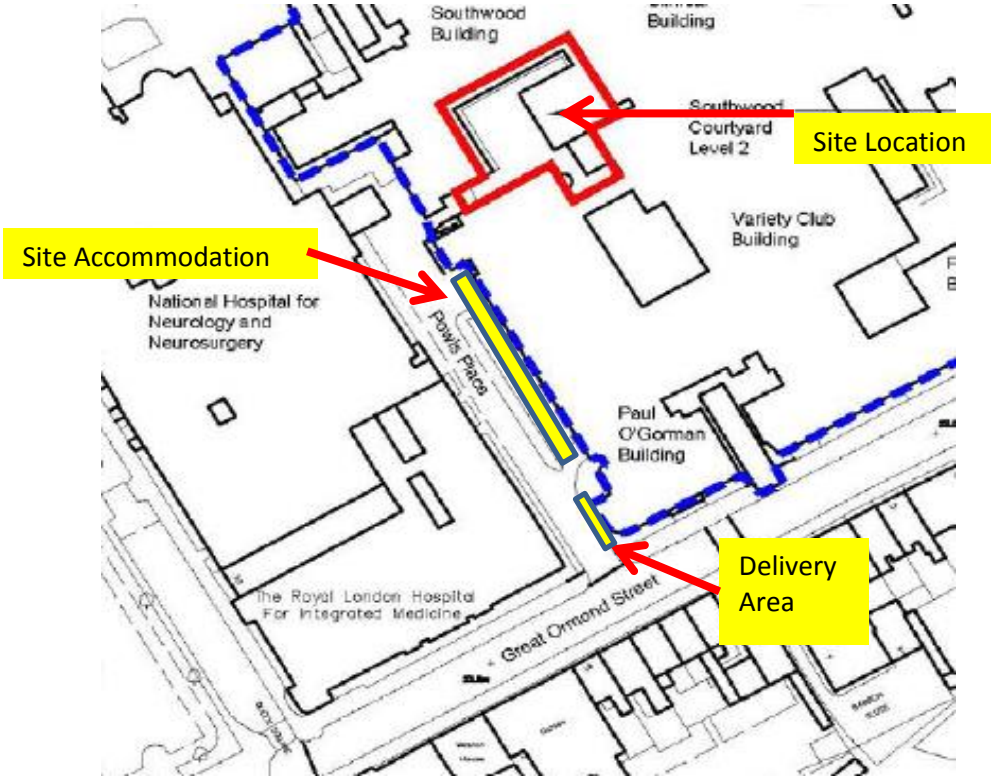
If staff and operatives need to drive (only in exceptional circumstances) then public car parks will be used.

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

Access to the site will be by following the access route indicated earlier. Owing to the limited area on site there is only one access point where vehicles can be loaded/unloaded, this also has a height restriction of 3.5m and width restriction of 3.5m and due to the site location at the end of a cul-de-sac there will be no turning at the end. Larger vehicles will be reversed into site under strict marshalling and banksmen will direct the vehicle ensuring pedestrian safety at all times.


Southwood Building
Building
Courtyard Level 2
Site Location
Variety Club Building
Site Accommodation
National Hospital for Neurology and Neurosurgery
Powis Place
Paul O'Gorman Building
Delivery Area
The Royal London Hospital For Integrated Medicine
Great Ormond Street

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

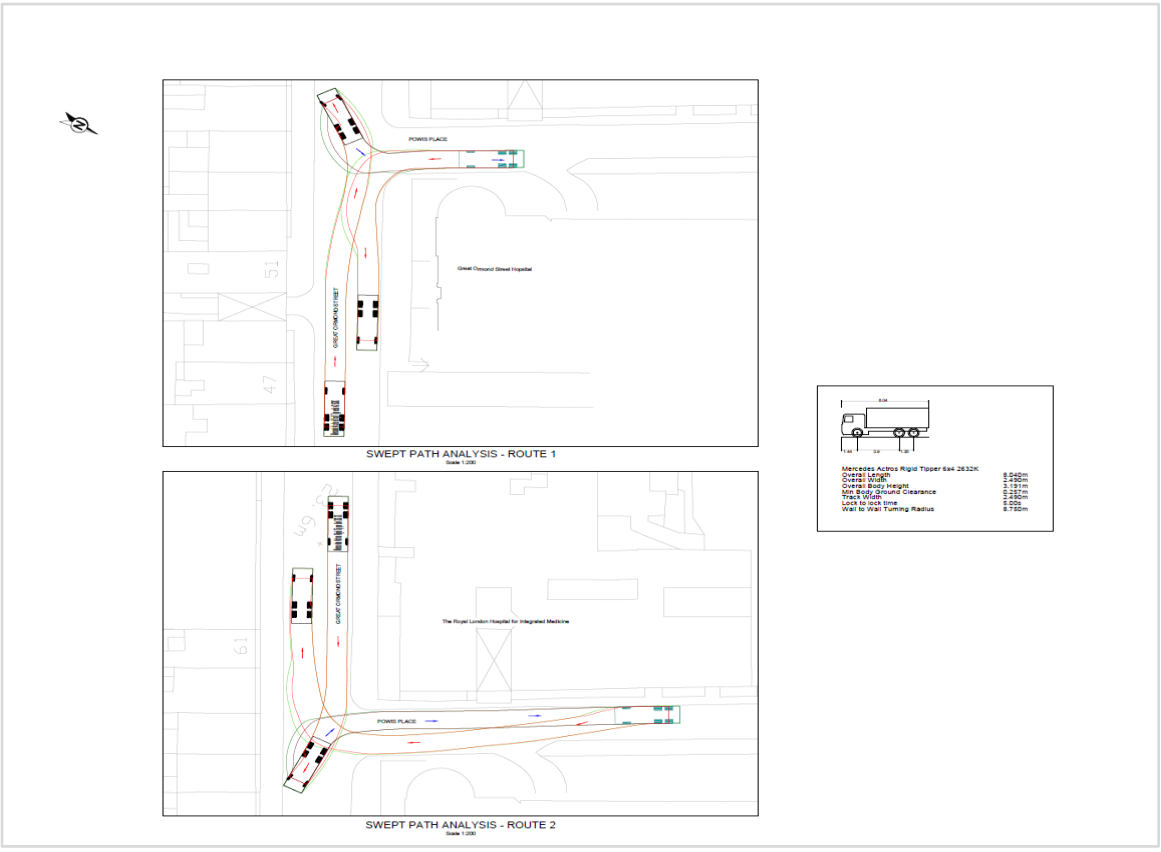
All vehicles movements on the site will be controlled by a trained Traffic Marshall. All rigid vehicles will either drive directly on and off the site or delivery bay in a forward gear. Reversing of vehicles will be avoided where possible on the public highway. Where vehicles operations are undertaken on site / behind the hoarding line, there will be full vehicle gates at each of the entry/exit points, which will be manned with Gateman at all times.

The frequencies of vehicles to site will be strictly controlled and monitored. Vehicles will only be held in the delivery areas outlined in Part A, above. If vehicles arrive which have not been scheduled- in for delivery or there are no clear delivery bays are available they will be sent away from site.

Where practicable, vehicle movements will be organised so that they avoid peak time's 0800-0930hrs and 1630-1800hrs Monday to Friday. However, generally delivery times will be the same as site working hours, so therefore deliveries are to be between 0930hrs-1630hrs Monday to Friday and between 0800hrs-1300hrs Saturday.

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).

Vehicle Swept Path Analysis



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.

The site will have designated hard standing loading as indicated on the site logistics plans attached earlier in this section. These areas will also serve as wheel wash areas for vehicles leaving the confines of the site. The main exit point will provide a paved area between the wheel wash and public highway which can be monitored and cleaned as required to prevent debris tracking onto the Road.

All ground or surface water run-off will be strictly controlled in line with environmental legislation and best practice to prevent pollution of drains and watercourses. All fuel will be stored in bunded tanks; at least 10m from any drain or gully. Emergency spill kits will also be available on site.

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.

All deliveries will be loaded / unload on site. All deliveries will be controlled by a strict booking-in system managed by the Site Manager and Gateman to spread deliveries across the week.

Unplanned deliveries will be turned away and advised to return to site at a pre-arranged delivery time. Unplanned deliveries will not be allowed to wait outside the site boundary or impede the surrounding roads.

When planning deliveries the following shall be considered:

• All deliveries to site will be subject to our site hours of working.

• Defined unloading areas will be prepared.

• Material storage areas will be prepared to minimise the time taken to unload.

Kier will ensure that there is a policy of staggering deliveries in order to avoid any queuing or waiting vehicles adjacent to the site.

Liaise with The National Hospital to ensure deliveries do not clash with patient transport

• Kier operates a “just in time” delivery system which maximises site storage space and distribution, and provides greater control of vehicular deliveries.

• Planned deliveries ensure the correct lifting procedure is in place complying with the manual handling assessment and lifting operations by tower cranes.

Please also refer to Sections 6a & 6b for this document

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.

Camden Highways Network Co-ordinator has visited site and met with GOSH before the Chritmas break last year to discuss our requirements and proposals in detail and they are described earlier in this document along with the logistic plans for each Phase / Stage of the works

Reference should also be made to Appendix 1, which contains a schedule and photos of all the highway items, such as traffic orders, parking bays and hoarding licences etc. we think will be required. These items and periods may change as the project progresses due to changing circumstances and issues and through further discussions with Camden Highways Department.

Parking bay suspensions were required on Great Ormond Street/Powis Place junction for delivery of site cabins over a weekend and may be suspended for delivery of steel for the steel frame during a weekend when ambulances are not using Powis Place,the suspensions were used to allow the larger delivery vehicles the required turning circle, all suppliers and sub-contractors will be advised of the restricted access and to have fixed trailer flat bed delivery vehicles only.

Ambulances do not require access to Powis Place during weeknds

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).

None proposed as part of this contract. All works will take place via Powis Place (a privately owned road)

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

Powis Place entrance will be cordoned off during all crane lifts and major operations with suitable barriers such as heras fencing.
Pedestrian footpath will be maintained at all times.
Signage will be posted in good time and in accordance with HSE and Kier standards

10. Diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (a plan may be submitted).

During our planned works it may be necessary to suspend parking bays on Great Ormond Street/Powis Place junction during weekends when ambulances are not using Powis Place in order to provide the required turning circle for larger delivery vehicles.

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 Site Logistics & Traffic Management Plan will be prepared for the project. This forms a fundamental part of the Construction Phase Health & Safety Plan for the scheme and is based on a traffic management risk assessment which considers all potential hazards and risks to pedestrians and road users.

This plan is a 'live' document which is regularly reviewed and audited, and alterations or improvements to site arrangements made where necessary.

Where circumstances arise there will always be a footpath on the opposite side of the road for pedestrians to use, and appropriate statutory signage will be displayed on the hoardings to warn of hazards such as site entrances, footpath closures etc. The site contact details and out of hours emergency contact details will also be prominently displayed on the site hoardings.

Daily inspections will be undertaken of the site perimeter and footpaths to check for potential hazards (such as blocked footpaths, build-up of rubbish, leaves etc.).

The following requirements will be stipulated in sub-contractors and suppliers orders when operating large vehicles over 3.5 tonnes:

• Operators must be a member of tfl's Fleet Operator Recognition Scheme (www.tfl.gov.uk/fors) or similar.

• All drivers must have undertaken cycle awareness training such as the Safe Urban Driver module through FORS or similar.

• All vehicles associated with the construction of the Development must:

- Have side guards fitted, unless it can be demonstrated to the reasonable satisfaction of the Employer, that the Lorry will not perform the function, for which it was built, if Side Guards are fitted.
- Have a close proximity warning system fitted comprising of a front mounted, rear facing CCTV camera (or Fresnel Lens where this provides reliable alternative), a Close Proximity Sensor, an in-cab warning device (visual or audible) and an external warning device to make the road user in close proximity aware of the driver's planned manoeuvre.
- Have a Class VI Mirror.
- Bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside - This section has been incorporated within the shadow S106 CMP requirements and Kier are requested to confirm that vehicles used to access the site would comply with these safety requirements.
- Please see sections 6a, 6b & 9b

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.

Not applicable to this project

(8) 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.

Works will be undertaken only during agreed site hours 0800hrs – 1800hrs Monday to Friday and 0800 – 1300hrs on a Saturday. All plant used will have acoustic and vibration controls applied to them reduced noise.

Potential noisy works anticipated during the works are, removal of the existing single storey contractors offices, relocation of air conditioning units, breaking out concrete to move gas bottle stores and existing ground slab, erection of scaffolding and piling. These works are contained to the courtyard within the GOSH campus, off Powis Place.

Other works that will be controlled are ground works, excavation piling mat installation, piled foundations (augured **NOT DRIVEN**,) in-situ concrete & steel frame. For these early operations heavy duty plant such as a piling rig, mobile cranes, 360 excavators fitted with hydraulic breaker, concrete vibrating poker, steel frame erection and metal deck cutting and welding.

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 noise survey has been carried for the plant to be used on the building

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

All values below have been taken from DEFRA Database for prediction of Noise on Construction sites. All values are A-weighted Sound Pressure level Laeq dB. The anticipated main noise during this phase will occur when undertaking piling which generate noise of 80 dB, tracked excavator works ranging between 68 – 77, breaker mounted excavator 90dB, concrete mounted pump 75 dB and concrete mixer truck 80dB. For full list see Appendix 1.

Please see below vibration levels from a previous site using the same demolition equipment listed earlier in this section.

Vibration dose value (VDV) is used to assess the likelihood of adverse comment as a result of demolition and construction activities (set out in BS6472 Guide to evaluation of human exposure to vibration in buildings Part 1: Vibration sources other than blasting). The peak recorded 16 hour vibration dose value (z-axis/vertical) for the monitoring period was 0.074 m.s-1.75 on Tuesday 21 July. This is noted to be well below levels whereby the British Standard suggests that there is a low probability of adverse comment at neighbouring residential receptors.

Peak Particle Velocity (PPV) was recorded up to ~7 mm/s which was recorded on Monday 27 July and is considered to be well below limits imposed for prevention of cosmetic damage to residential buildings. BS5228 lists 1 mm/s PPV as the likely level of vibration that may cause complaint in a residential setting.

Noise Levels will range from 54Db to 83Db with an average of 74Db from 8:00am to 6:00pm.

The noise levels above will also be those in worst case received by adjacent buildings.

Noisy works will consist of piling works for the foundations, ground works when excavating for ground beams and pile caps. Fixing the steel frame connections when erecting the steel frame.

Respite areas within the building will not be required as we will have our site compound set up within Powis Place. No noise will be heard from the site to the site compound in Powis Place.

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 Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce and control noise and vibration, with reference to the general principles contained in British Standard BS5228: 2009

'Noise and Vibration Control on Construction and Open Sites', including:

1. The quietest / lowest impact processes that are reasonably practicable will be employed on site to carry out the demolition and construction works.
2. The quietest vehicles and plant shall be used as far as is reasonably practicable.
3. No machinery starting up on site before the designated site start time of 0800hrs.
4. No engines left running on vehicles waiting to enter the site.
5. Noise suppression / screening will be a prime consideration in order to reduce the noise impact for the surrounding community (e.g. around generators).
6. Keeping voices and conversations to a low in volume. No shouting or swearing.
7. No banging of doors, gates, scaffolding.
8. Include within material and subcontractor requisitions details of permitted vehicle arrivals i.e. not before 0800hrs and after 1730hrs.
9. 24/07 vibration and noise monitoring equipment on site, which feeds results back to a database.

As far as reasonably practicable, demolition, and construction methods will be selected to minimise noise and vibration. Most importantly, local residents will be kept informed of up and coming works and when required will be given clear explanations of what noise and vibration is likely to be experienced. They will be kept regularly updated.

We have regular communications with the local authority, GOSH & residents as well as neighbouring businesses to keep them informed of the programme of works. During the course of the works there may be some hospital "sensitive times". If these occur we will discuss the best course of action with the parties involved. Action to be taken may involve moving the hospital activity to another location or time, consider the location of any noisy works being undertaken and put in place further noise measures on site / off site, or putting in place further noise reduction, such as screening. However, these "sensitive times" will be few and far between, as we will control noise and vibration to the agreed levels.

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

Kier will ensure all sub-contractors and operatives are trained on BS5228:2009 and provide evidence before works commence this will form part of selection of suitable sub-contractors which form part of KCL supply chain.

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

Control of dust, particularly during periods of dry and windy weather, is a prime concern for all construction projects. Kier has a hierarchical policy of prevention – suppression – containment with regards to dust control for all of our projects in order to prevent dust migrating beyond the site boundary. This applies to an operative drilling a hole to dust being blown about the site in dry weather.

Control of dust will be implemented following the guidelines set out in the best practice guidance 'The Control of Dust and Emissions from Construction and Demolition' produced by The Greater London Authority, together with the 'Dust and Air Mitigation Measures' guidance provided by the Institute for Air Quality Management.

In terms of the demolition Works, there is no room on site to crush the arisings and re use so all materials will be segregated as far as possible and remove from site in skips to a licenced recycling point. Suitable demolition inert arising which have been crushed and screened off site to 6F2 in accordance with the Aggregate Protocol will be imported used as piling mat. The resulting recycled aggregate will be used as an engineering fill and piling mat. Damping down using hoses and water mist will be used to minimise dust

During the main construction works water dust suppression and / or local vacuum extraction will be utilised for the following typical activities: concrete cutting, grinding, sawing and scabbling; brick & block cutting, chasing works (for M&E services); timber cutting, external works and landscaping.

Dust emissions shall be monitored visually throughout the working day concurrently with the noise monitoring. Should dust be observed either in the air or deposited on vehicles or other sensitive receptors works shall be suspended and the working practice reviewed to determine a method to prevent a recurrence.

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 site will have designated hard standing loading and offloading areas as indicated on the site logistics plans earlier in this document. These areas will also serve as wheel wash areas for vehicles leaving the confines of the site. The main exit point will provide a paved area between the wheel wash and public highway which can be monitored and cleaned as required to prevent mud tracking onto the road.

All ground or surface water run-off will be strictly controlled in line with environmental legislation and best practice to prevent pollution of drains and watercourses. All fuel will be stored in bunded tanks; at least 10m from any drain or gully. Emergency spill kits will also be available on site.

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

A complete noise and vibration monitoring system will be in place for the main construction works, which will monitor levels 24/7. It will consist of 2nr CM3 Noise and Vibration monitors (01/NO/CM3) and will be located to measure levels at the boundary of the site at sensitive locations

We will base the ambient noise level on the noise survey to be undertaken by our acoustic consultants.

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.

Risk assessment to be undertaken.

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.

Please find attached relevant GLA mitigation measures checklist in Appendix 1.

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.

Dust monitoring to be set up for background readings and maintained for duration of construction

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).

Before commencement of the Works the site area and existing buildings will be assessed for the presence of rodents. Should any rodent or vermin issues arise an external specialist contractor will be appointed to deal with these.

During construction regular site welfare will be carried out to ensure vermin are not encouraged within the Hospital grounds.

No food will be permitted onto site. All staff will be required to consume food at the designated site welfare facility or external GOSH / local café's

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

Demolitions consist of the removal of 'portakabin' style units.
Asbestos survey and report to be undertaken.
Kier will carry out an R&D survey prior to any & all works

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.

As mentioned earlier in the Community Liaison section, all Kier sites will be individually registered with the Considerate Constructor Scheme. All of our sites are also audited and reviewed by senior management. A good neighbourly policy is viewed as one element of our duties to act responsibly and help to elevate our Corporate Responsibility profile. We at Kier pride ourselves on how seriously we take the Considerate Constructor Scheme and this is borne out by the fact that our sites consistently win awards and recognition for our efforts from the Considerate Constructors Scheme

Site specific inductions will focus on not only the onsite construction works but also the surrounding community, with specific site rules regarding working by the schools. Operatives will be advised on how to behave on site and whilst interacting with the local area and its people. It will be made clear to all that they will be representing the site and therefore Kier. If staff or operatives were to be found or reported as having misbehaved whilst off of the site then it is a reflection on Kier and they will be asked to leave the site and not to return.

Operatives will also be encouraged to engage the local community by using local public transport and amenities such as local cafes, shops, community gymnasiums etc. It has been the experience of Kier that our projects have had a positive effect on the community as the onsite operatives spend money in local businesses thus generating money for the local community. Our policy is that all operatives must remove all PPE prior to leaving site.

- SYMBOL IS FOR INTERNAL USE

APPENDIX 1

A4 COPIES OF ALL SKETCHES & RELEVENT DOCUMENTS.

Camden

Contract Title	GOSH iMRI Enabling & Main Works	**Contract No.**	TBA
Activity/Operations:	Deliveries to Site and Risks to Vulnerable Road Users	**Sheet No:**	MRICMP - 14 sheet 1 of 1

HAZARD	WHO MIGHT BE HARMED	CONTROL MEASURES	SAFE SYSTEM OF WORK	TOOLBOX TALK	BY	DATE	DONE
Construction vehicles - HGVs & Vans Members of the public obstructing deliveries to and from site Construction vehicles obstructing the roads surrounding site	Vulnerable Road Users: Members of the public Cyclists Motorcylists Children Site Personnel Tourists Visitors	Traffic routing plan advising suppliers and sub-contactors of roads and areas to avoid when delivering materials/skips etc. Traffic marshals Road signage - both directional and hazard Separate access and egress points in/out of site - one way traffic Avoid deliveries around busy times. Restrict deliveries at the start and end of Hospital day. Ensure that all vehicles and companies meet the minimum requirement of the Fleet Operator Recognition Scheme Bronze level	Refer to: Site Traffic Management Plan Traffic Routing Plan Guidance from the Fleet Operator Recognition Scheme (FORS) Kier Construction London SHE Bulletin for Managing Work Related Road Risk	Traffic Routing Plan to be briefed to all main supplier and sub-contractor vehicle drivers	Kier Site Management Team	11-04-2017	

PERSONAL PROTECTIVE EQUIPMENT: Tick box where required and specify grade of equipment

SAFETY HELMET		SAFETY FOOTWEAR		GOGGLES VISORS		EAR PROTECTION		SAFETY HARNESS BELT		GLOVES GAUNTLETS		OVER SHOES		HI VIS JACKETS		RESPIRATOR	

Appendix to Question 10 – Dust mitigation measures

Applicants must complete the table below (extracted from the Mayors 'control of dust and emissions during construction and demolition' SPG).

Applicants should include all 'highly recommended measures' as a minimum.

XX Highly Recommended
X Desirable

MEASURES RELEVANT FOR DEMOLITION, EARTHWORKS, CONSTRUCTION AND TRACKOUT

	COLOUR RED RISK LEVEL IDENTIFIED FOR SITE			TICK TO CONFIRM MITIGATION MEASURE WILL BE IMPLEMENTED
MITIGATION MEASURE	**LOW RISK**	**MEDIUM RISK**	**HIGH RISK**	
Site management				
Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.		XX	XX	√
Develop a Dust Management Plan.		XX	XX	√
Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary.	XX	XX	XX	√
Display the head or regional office contact information.	XX	XX	XX	√
Record and respond to all dust and air quality pollutant emissions complaints.	XX	XX	XX	√
Make a complaints log available to the local authority when asked.	XX	XX	XX	√
Carry out regular site inspections to monitor compliance with air quality and dust control procedures, record inspection results, and make an inspection log available to the local authority when asked.	XX	XX	XX	√

Increase the frequency of site inspections by those accountable for dust and air quality pollutant emissions issues when activities with a high potential to produce dust and emissions and dust are being carried out, and during prolonged dry or windy conditions.	XX	XX	XX	√
Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and the action taken to resolve the situation is recorded in the log book.	XX	XX	XX	√
Hold regular liaison meetings with other high risk construction sites within 500m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised.			XX	X
Preparing and maintaining the site				
Plan site layout: machinery and dust causing activities should be located away from receptors.	XX	XX	XX	√
Erect solid screens or barriers around dust activities or the site boundary that are, at least, as high as any stockpiles on site.	XX	XX	XX	√
Fully enclosure site or specific operations where there is a high potential for dust production and the site is active for an extensive period.	X	XX	XX	√
Install green walls, screens or other green infrastructure to minimise the impact of dust and pollution.		X	X	X
Avoid site runoff of water or mud.	XX	XX	XX	√
Keep site fencing, barriers and scaffolding clean using wet methods.	X	XX	XX	√
Remove materials from site as soon as possible.	X	XX	XX	√
Cover, seed or fence stockpiles to prevent wind whipping.		XX	XX	√

Carry out regular dust soiling checks of buildings within 100m of site boundary and cleaning to be provided if necessary.		X	XX	X
Provide showers and ensure a change of shoes and clothes are required before going off-site to reduce transport of dust.			X	√
Agree monitoring locations with the Local Authority.		X	XX	√
Where possible, commence baseline monitoring at least three months before phase begins.		X	XX	√
Put in place real-time dust and air quality pollutant monitors across the site and ensure they are checked regularly.		X	XX	√
Operations				
Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.	XX	XX	XX	√
Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible).	XX	XX	XX	√
Use enclosed chutes, conveyors and covered skips.	XX	XX	XX	√
Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.	XX	XX	XX	√
Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.		XX	XX	√
Waste management				
Reuse and recycle waste to reduce dust from waste materials	XX	XX	XX	√

Avoid bonfires and burning of waste materials.	XX	XX	XX	√

MEASURES SPECIFIC TO DEMOLITION

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK	TICK BELOW WHERE MITIGATION MEASURE WILL BE IMPLEMENTED
Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).	X	X	XX	√
Ensure water suppression is used during demolition operations.	XX	XX	XX	√
Avoid explosive blasting, using appropriate manual or mechanical alternatives.	XX	XX	XX	√
Bag and remove any biological debris or damp down such material before demolition.	XX	XX	XX	√

MEASURES SPECIFIC TO EARTHWORKS

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK	TICK BELOW WHERE MITIGATION MEASURE WILL BE IMPLEMENTED
Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces.		X	XX	√
Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil.		X	XX	√
Only remove secure covers in small areas during work and not all at once.		X	XX	√

MEASURES SPECIFIC TO CONSTRUCTION

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK	TICK BELOW WHERE MITIGATION MEASURE WILL BE IMPLEMENTED
Avoid scabbling (roughening of concrete surfaces) if possible	X	X	XX	√
Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place	X	XX	XX	√
Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.		X	XX	√
For smaller supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust.		X	X	√

MEASURES SPECIFIC TO TRACKOUT

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK	TICK BELOW WHERE MITIGATION MEASURE WILL BE IMPLEMENTED
Regularly use a water-assisted dust sweeper on the access and local roads, as necessary, to remove any material tracked out of the site.	X	XX	XX	√
Ensure vehicles entering and leaving sites are securely covered to prevent escape of materials during transport.	X	XX	XX	√

Record all inspections of haul routes and any subsequent action in a site log book.		XX	XX	√
Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems and regularly cleaned.		XX	XX	√
Inspect haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable;		XX	XX	√
Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).	X	XX	XX	√
Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits.		XX	XX	√
Access gates to be located at least 10m from receptors where possible.		XX	XX	√
Apply dust suppressants to locations where a large volume of vehicles enter and exit the construction site		X	XX	√

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: ……13/03/18……..

Print Name: …Rob Palmer……..

Position: ……Project Manager……

Please submit to: planningobligations@camden.gov.uk

Camden

End of form.