

# Construction Management Plan

**pro forma** v2.1

101 Camley Street

# Contents

<b>Revisions</b>	<b>3</b>
<b>Introduction</b>	<b>4</b>
<b>Timeframe</b>	<b>6</b>
<b>Contact</b>	<b>7</b>
<b>Site</b>	<b>9</b>
<b>Community liaison</b>	<b>12</b>
<b>Transport</b>	<b>15</b>
<b>Environment</b>	<b>25</b>
<b>Agreement</b>	<b>30</b>

# Revisions & additional material

Please list all iterations here:

<b>Date</b>	<b>Version</b>	<b>Produced by</b>
15/08/2017	00	Turner & Townsend
08/09/2017	01	Turner & Townsend
09/01/2018	02	Turner & Townsend
22/02/2018	03	Turner & Townsend
05/03/2018	04	Turner & Townsend

## Additional sheets

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

<b>Date</b>	<b>Version</b>	<b>Produced by</b>

# 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 \(CMRBC\)](#).

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

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

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

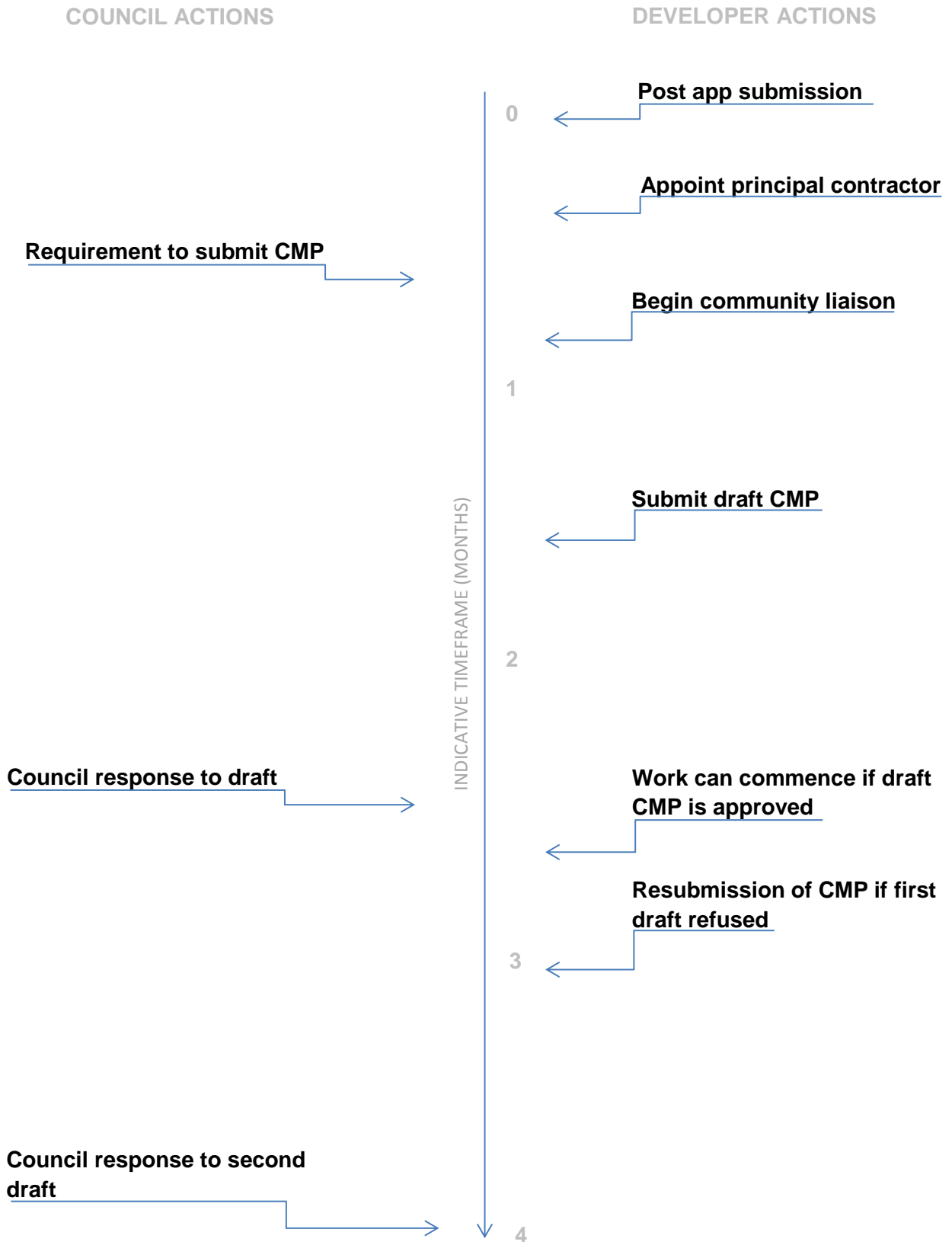
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP.**

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

(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction, etc.)

Revisions to this document may take place periodically.

# Timeframe



# Contact

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

Address: 101 Camley Street, London, NW1 0PF

Planning ref: 2014/4385/P

Type of CMP - Section 106 planning obligation – Obligation 4.7.1 of the Section 106 agreement requires a draft Construction Management Plan to be submitted prior to the Construction Implementation Date.

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

Name: Craig Mclachlan

Address: Turner & Townsend, One New Change, London, EC4M 9AF

Email: [craig.mclachlan@turntown.co.uk](mailto:craig.mclachlan@turntown.co.uk)

Phone: +44 (0) 20 7544 4000

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.

Turner & Townsend will ensure that complaints from local residents and businesses are dealt with. During the construction phase of the project, Ground Construction Limited, the appointed Construction Contractor will be responsible for complaints, details provided below. The relevant contact will be clearly displayed on the site information board throughout the duration of the project.

Name: Rob Fitzell

Address: Ground House, 2-3 Little Burrows, Welwyn Garden City, Herts, AL74SP

Email: [RobFitzell@groundconstruction.com](mailto:RobFitzell@groundconstruction.com)

Phone: 02082387000 or 07931686717

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

Name: Rob Fitzell

Address: Ground House, 2-3 Little Burrows, Welwyn Garden City, Herts, AL74SP

Email: [RobFitzell@groundconstruction.com](mailto:RobFitzell@groundconstruction.com)

Phone: 02082387000 or 07931686717

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: Michael Greene (Pre construction Director)

Address: Ground House, 2-3 Little Burrows, Welwyn Garden City, Herts, AL74SP

Email: [MichaelGreene@groundconstruction.com](mailto:MichaelGreene@groundconstruction.com)

Phone: 02082387000



# 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.

The proposed development site is located within the London Borough of Camden on the western side of Camley Street, immediately east of Granary Street and south of Regent's Canal. The surrounding area comprises a mixture of residential streets and light industrial and storage uses. In addition, St Pancras Hospital is located opposite the site to the west.

Regent's Canal bounds the north of the site, passing under the Oblique Bridge on Camley Street. A towpath passes along the north side of the canal whilst there are a number of moorings on the south side adjacent to the site. The southern part of the site falls within the Kings Cross Conservation Area, and the north of the site falls within the Regent's Canal Conservation Area.

The site is currently vacant.

The existing site is served by two vehicular access points. The main entrance is accessible from Camley Street towards the northern end of the site. A secondary access is provided on Granary Street also towards the north of the site, Both accesses are gated and served by vehicle crossovers.

To the north Granary Street connects with the A5202 St Pancras Way whilst to the south access is provided onto Camley Street.

See Appendix 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 etc).

The project consists of a new residential and commercial development consisting of two separate tower blocks – 12 storeys to the north and 9 storeys to the south.

The development comprises 121 apartments including 25% affordable housing, 3,090sqm GIA of flexible commercial space, a new canal footbridge and a range of public and residents' landscaped amenity areas.

A single storey basement will be constructed to house plant, storage, Refuse storage and circulation, cycle storage and commercial employment use to the south of the building. The Lower ground floor with access from Garanary Street will generally provide space for commercial employment use and public open space externally. The upper ground floor with access from Camley Street will generally provide space for commercial employment use, communal amenity space and apartments.

Floors 1 to 12 to the North tower and 1 to 9 to the South tower will provide residential accommodation throughout. The north tower has communal roof terraces on the 5<sup>th</sup> and 9<sup>th</sup> floors. The South tower has communal roof terraces on the 5<sup>th</sup> and 7<sup>th</sup> floors as well as a green open roof on level 9.

The principle challenges on the project will be the Regents Canal that borders the site to the North which will be managed in conjunction with the Canal and Rivers Trust. The Site is also in close proximity to Network rail infrastructure to the east of the site. A separate Asset Protection agreement has been applied for with Network Rail authorities. As well as the logistics of a building footprint that takes up the majority of the site area.

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

The Nearest potential receptors (dwelling, business,etc.)likely to be affected are;

- The Residential moorings to the north of the site.
- 102 Camley Street development to the north of the site (Under construction)
- 103 Camley Street development. (Completed)
- Residential buildings to the south-west of the site
- St Pancras Hospital to the west
- Network Rail line to the east of the site
- Canal River Trust

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.

Please see Appendix 2 – Local highway plan and Appendix 3 – Site Access locations.

During the initial demolition phase and start of the second substructure phase of the works, access to site will be via Camley Street. Camley Street measures approximately 6.4 metres in width and is provided with a single lane in each direction subject to single yellow lines on both sides of the carriageway within the vicinity of the site. Towards the junction with Granary Street double yellow line controls are in place on both sides of the carriageway.

Vehicles arriving at the site will be able to pull onto the site directly from the main carriageway. The gates will be manned; operatives will ensure suitable pedestrian and vehicular segregation using extendable gates or similar on either side of the pedestrian walkway. This will ensure that pedestrians do not cross vehicular paths, as well as ensuring they do not gain access to the site. The same arrangement will be provided at the exit gate from the site.

Existing services and street furniture are to be protected as directed by the LA. If any pavements or kerbs are damaged due to construction traffic they will be repaired or re-instated at the cost of the Principal Contractor, with pedestrian and highways areas remaining safe throughout

A secondary access will be located on Granary Street. Granary Street is a two-way, single lane carriageway that measures approximately 7.4 metres in width. It is provided with single yellow lines on both sides of the carriageway for the majority of the length of the site. Double yellow line controls are provided in proximity to the junction with Camley Street whilst on-street pay and display parking opportunities are provided towards the southern end of the site on the eastern side of Granary Street.

It is not anticipated that the construction process will affect the availability of the on-street parking bays. However, should it prove necessary to temporarily suspend any on-street parking on Granary Street, the Council will be contacted in advance and an application submitted for a parking suspension as required.

There are no cycle lanes within the locality of the site, and as such cyclists are placed at greater risk of vehicular strike. The Developer has therefore required that all logistics carried out to site will be undertaken in line with the CLOCs and FORS (minimum level Bronze) schemes to minimise the risk to cyclists.

**Further to the ongoing discussion with LBC's Highways and Streetworks departments, it was agreed that a TTRO application was required to be applied for by GCL to control the flow of traffic around the pit lane on Granary Street to service the site deliveries on a daily basis. This relates to Phase 2 of the works and traffic management on Granary Street.**

**Please refer to Appendix 6B for full details.**

5. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

Key Programme Dates:

Phase 1 –Demolition: 19<sup>th</sup> June 2017 – 8<sup>th</sup> August 2017

Phase 2 – Substructure: 23<sup>rd</sup> August 2017 – 20<sup>th</sup> April 2018

Phase 3 – Superstructure: 3<sup>rd</sup> April 2018 – 1<sup>st</sup> November 2019

The overall development programme is scheduled to be carried out between 19<sup>th</sup> June 2017 and 1<sup>st</sup> November 2019.

6. 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 confirm that the Works will be carried out during the 'standard' hours defined in LB Camden's CMP Pro-forma document, i.e;

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

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.

New utility services connections to the existing services in Camley Street and Granary Street are required, including power, water, gas, comms and drainage. We expect a licenced third party contractor to manage all utilities to maximise the opportunity to combine service connections and roadworks wherever possible.

Please find attached, at Appendix 4, Utility Services Tracker Issue 10 19 06 17 providing further relevant information.

# 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.

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## Cumulative impact

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

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

## **1. Consultation**

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

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

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

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

Following receipt of Planning Permission, communication with the following parties below have taken place. A letter has been distributed to each with plans detailing the phase 1 construction (See Appendix 5). This provided the stakeholders with details of the scheduled works and invited them to review the information provided and to get in touch if they had any further queries.

- Canal & River Trust
- Network Rail
- St Pancras Hospital
- Private Mooring Owners
- 102 Camley Street
- 103 Camley Street
- Canal River Trust
- Utility providers

A separate formal Asset Protection application has been made to both the Canal & River Trust and Network Rail in accordance with their standard procedures. Ongoing discussions with both are taking place as further information becomes available and we have provided all relevant information as requested to date.

GCL who will be undertaking the Construction works will comply to avert any valid complaints during the entire duration of the proposed works, as will the subsequently appointed contractors. Continuous liason is planned going forward and the local residence/stakeholders will be kept updated on the ongoing works by way of a fortnightly news letter. Contact details will be clearly displayed on the site information board.

GCL have also since visited each of the neighbours and explained the works planned and durations. This has been formalised via an issued newsletter with contact numbers. This was given to all neighbours. (See Appendix 6)

Councillors Khatoon, Tomlinson, and Robinson, who are the ward Councillors for St Pancras and Somers Town ward, have been notified of the works, with an invitation made to meet to discuss the project and community engagement over the course of the project.

We acknowledge that the CMP is a living document, if any problems arise during the project the CMP will be reviewed/ modified immediately.

The summary table blow sets out the current ongoing consultation with the community/immediate neighbours and those affected by the planned works.

<b>Consultee</b>	<b>Interest</b>	<b>Consultation Period</b>	<b>Response received</b>	<b>Mitigation</b>
Taylor Wimpey	Developer at 102 Camley Street	24 <sup>th</sup> March 17	Requested copy of the Construction phase Plan.	On-going consultation , GCL provided with contact details to maintain dialogue



United Living	Contractor at 102 Camley Street	24 <sup>th</sup> March 17	<p data-bbox="815 259 927 293">Hi Peter</p> <p data-bbox="815 389 1015 456">Thanks for the notification.</p> <p data-bbox="815 553 1169 1137">There are a couple elements where your works have the potential to affect current monitoring exercises. Can you confirm if there is any proposed vibration monitoring or movement monitoring to the highways bridge ? can you also confirm if the building contains any asbestos ? and if so your methodology for avoiding cross contamination and dust control.</p> <p data-bbox="815 1234 1166 1451">In terms of the vibration monitoring the concern is that the demolition will cause a spike within the readings we are currently averaging.</p> <p data-bbox="815 1547 1050 1581">Regards J Albone</p>	On-going consultation , demolition contractor provided with contact details to maintain dialogue
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C&RT	Neighbour	21 <sup>st</sup> February 17	<p>Hi Peter,</p> <p>Thanks for sending the notice.</p> <p>All works that impact on the canal infrastructure will need to fulfil the requirements of the "Code of Practice for Works Affecting the Canal and River Trust".</p> <p>This link will gain you access to the code <a href="https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-property-and-our-code-of-practice">https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-property-and-our-code-of-practice</a>.</p> <p>We consider these works may have an impact and we have attached a summary of the application process together with the necessary application forms. We would advise you to read the whole of Part 1 and the relevant sections of Part 2.</p> <p>In order to progress with your application, we require you to;</p> <ol style="list-style-type: none"> <li>1. Complete and return the attached Form 1 &amp; 2, along with the non-refundable payment for the initial application of £380 + VAT (£456 in total)</li> <li>2. Provide as much detail as possible of the project with particular reference to the</li> </ol>	<p>Forms 1 and 2 completed and formal agreement entered with C&amp;RT. C&amp;RT reviewing demolition works RAMS.</p> <p>Meetings arranged with Canal &amp; River Trust regarding interface with adjoining site owned by C&amp;RT and boundary walls. Consultation on-going.</p>
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			<p>impact on the assets of the 'Trust'.</p> <p>Payment and contact details can be located in the application procedure document.</p> <p>Regards,</p> <p>Toby</p>	
Multiutility c/o J Murphy and Sons Ltd	Stat services – Gas	21 <sup>st</sup> February 17	No issues raised to date. Isolation of gas to site resolved through consultation with J Murphy and Sons.	On-going
UKPN	Stat services – Electricity	21 <sup>st</sup> February 17	No issues raised to date. Service isolations and new connections discussed in consultation with UKPN.	On-going
Thames Water	Stat services – Water	21 <sup>st</sup> February 17	No issues raised to date. Service isolations and cut off of water leak resolved with Thames Water.	On-going
Camden Highways	Neighbour	21 <sup>st</sup> February 17	No response received to date.	Further engagement to be pursued as works progress
Network Rail	Neighbour	21 <sup>st</sup> February 17	Site visit held with Network Rail on 1 <sup>st</sup> March 2017 to discuss the scheme proposals and potential impacts on Network Rail assets. Potential impacts considered to be low given the distance. Discussions have been held regarding entering into a Basic Asset	On-going engagement as works progress

			Protection Agreement (BAPA) to obtain the necessary sign off of method statements and designs. Consultation ongoing.	
St Pancras Hospital	Neighbour	21 <sup>st</sup> February 17	<p>Peter</p> <p>Many thanks for your email.</p> <p>Please can you provide further information about when the works will commence and the potential impact on the surrounding area? We will need to ascertain if there will be any impact on our patients prior to any works commencing, so advancing warning and preparation will be very helpful.</p> <p>Kind regards</p> <p>Denise</p>	Demolition management plan provided to the hospital. No further queries or issues raised to date following document issue. Contact details have been provided for the appointed demolition contractor for the purposes of liaison.
Urbanest	Operators at 103 Camley Street	21 <sup>st</sup> February 17	No response received to date	Demolition contractor to provide bi-weekly progress letters to all neighbours

**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.

Prior to commencement a newsletter will be issued to all neighbours. Neighbours will have been visited, informed of the project commencing and contact numbers established and an opening newsletter issued. This will be additionally displayed in 2 locations on the perimeter hoarding. The newsletter will be updated every two weeks and communicated as above. All contact details will be clearly highlighted in the case of complaint. Pat Dervan (07931 673087) will act as the neighbourhood liaison officer/ first point of contact and these contact details will be updated as subsequent contractors are appointed, as will be clearly identified on the site information board displayed outside the site.

Ground Construction Limited (GCL) will arrange a project presentation for the local residents/stakeholders affected by the 101 Camley street development prior to the works commencing, as will contractors appointed for subsequent phases of the project beyond demolition.

Squibb Group initially set up the 101 Camley Street Construction Working Group and . The properties identified to be invited to the group are. GCL will then continue the 101 Camley Street Working Group once Squibb Group have finished on site.

- Canal & River Trust
- Network Rail
- St Pancras Hospital
- Private Mooring Owners
- 102 Camley Street
- 103 Camley Street
- Canal River Trust
- Utility providers

All will be notified once works have commenced and invited to join. Interest at present from the first newsletter has been zero but this will be monitored.

During construction works any planned significant events (unavoidable disruption) will be included in the fortnightly newsletter to local residents and businesses to keep them regularly informed. Further quarterly meetings with the main contractor and Construction Working Group (local residents and stakeholder)s will also be organised.

Where any works will cause unavoidable disturbance then a separate meeting of the Construction Working Group will arranged to provide clear information of this well in advance (minimum of 2 weeks) and all measures taken to minimum impact and further disruption.

The construction Manager will be responsible for organising these letters and events. As well as being the main site contact. Contact details will be updated as each contractor is appointed.

As part of the Considerate Contractors scheme a compliments/complaints log book will be held on site to record feedback. As well as a 24hour contact number. GCL will notify the Noise and Licensing Enforcement Team accordingly.

Should noise/vibration/dust complaints arise from the building construction/building works, these complaints will be recorded in the complaint's register and made available to the LB Camden as requested. The complaint register shall also provide information on day, time, details of complaint, details of monitoring carried out and any additional mitigation works.

Should complaints be received concerning works/activities, then all works/activities associated and/or causing the disruption (where not previously agreed) will be immediately ceased. where safe to do so. and will not recommence until the issue is addressed, resolved and agreement to work is agreed.

A site information board will be erected and displayed clearly through the duration of the works. This will include the following materials:

- a) The title 'Information Board'
- b) Name of the main contractor, address and person to whom correspondence should be addressed.
- c) Names and pictures of Project Manager, Project Engineer, H&S Manger and foremen.
- d) Month and year of completion of works.
- e) Names and telephone numbers of staff who can take immediate action, so that contact can be made at any time.

### 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](#)".

GCL will comply with the "Guide for Contractors Working in Camden" at all times and a copy will be kept on site. GCL will also register the project with the considerate contractors scheme and the CLOCS scheme, and will be required to operate both FORS and CLOCS schemes whilst working on site. As confirmed in the below attachment GCL vehicles are FORS Gold accredited.

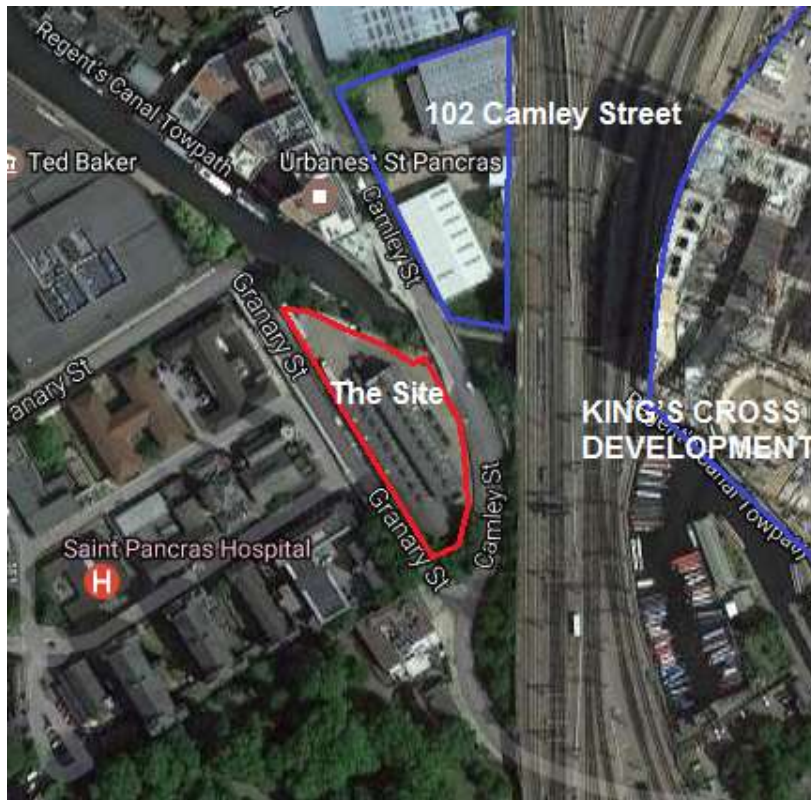
See appendix -

#### 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.

##### Current Projects – 102 Camley Street

The principal contractor will liaise with existing construction operations within the vicinity (102 Camley Street) to avert any interface issues regarding logistics and traffic management, and a view to minimising the cumulative impacts of the construction activities being undertaken Concurrently



# 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](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

### 1. Name of Principal contractor:

For the enabling works, piling and substructure works, the Principle Contractor is Ground Construction Limited, Ground House, 2-3 Little Burrows, Welwyn Garden City, Herts. AL74SP

Email: [Info@groundconstruction.com](mailto:Info@groundconstruction.com)

Phone: +44 (0) 208 238 7000

Principal contractor details will be updated and with the contact details to be displayed clearly on the site information board located on the perimeter of the site

### 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](#) and [Q18 example response](#)).

All contractors will be required to be registered with the Considerate Constructors Scheme.

All subcontractors will be required to ensure that their deliveries are FORS compliant, and proof of this will be required prior to placement of a subcontract order. The gatemen and logistics team will be charged with monitoring this throughout the project, and reporting back to the project management team so that actions can be taken as required.

Please see link below showing GCL champion status for CLOCS

<http://www.clocs.org.uk/links-to-partners/clocs-champions-list/>

#### 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 etc.). CLOCS Compliance will be included as a contractual requirement.

#### Desktop checks

Where doubt exists, 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.

#### Site checks

A delivery booking system will be used which will require the entry of a FORS ID number in order for a delivery to be booked onto site.

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:

Name: Michael Greene (Pre construction Director)

Address: Ground House, 2-3 Little Burrows, Welwyn Garden City, Herts, AL74SP

Email: MichaelGreene@groundconstruction.com

Phone: 02082387000

This section will be updated by each principle contractor on appointment. The CLOCS standards have been included within the tender documents for contractors.

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.

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

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

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

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

Please see Appendix 2 – Local Highway plan with Indicative routes

It is anticipated that the majority of construction activity will and can be accommodated within the site boundary itself.

Vehicles are expected to access the site from either the A5202 St Pancras Way via Granary Street from the west or the A5202 Pancras Road from the south. There are presently vehicle crossovers on Camley St and Granary St which have been used extensively by heavy goods vehicles in relation to the previous use of the site.

Camley Street measures approximately 6.4 metres in width and is provided with a single lane in each direction subject to single yellow lines on both sides of the carriageway within the vicinity of the site. Towards the junction with Granary Street double yellow line controls are in place on both sides of the carriageway.

Granary Street is a two-way, single lane carriageway that measures approximately 7.4 metres in width. It is provided with single yellow lines on both sides of the carriageway for the majority of the length of the site. Double yellow line controls are provided in proximity to the junction with Camley Street whilst on-street pay and display parking opportunities are provided towards the southern end of the site on the eastern side of Granary Street.

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.

During mid-tender interviews with tenderers and subsequent pre-start meetings with the appointed principle contractor. All prospective and appointed contractors will be shown the routes to the project and made aware of any on-site restrictions.

Deliveries will be scheduled and pre-booked to minimise the coinciding of vehicle arrivals / departures. A site manager will be responsible for co-ordinating deliveries and preparing a suitable programme detailing arrival times, route, type of vehicle and loading / unloading

**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.

Deliveries to the site and vehicle movements will only occur within the standard working hours of 8am until 6pm during weekdays and between 8am and 1pm on Saturdays. All deliveries will be booked in a minimum of 24 hours in advance and will not be allowed to cause an obstruction to the highway. A full time logistics manager and their team of gatemen and traffic marshalls will control vehicle movements on and off of site at all times.

Where reasonably practical construction vehicle deliveries will be scheduled to avoid peak periods to minimise traffic congestion and road safety issue in the local area. These being slots between 9:30 – 16:30 Monday to Friday and 8am – 13:00 on Saturdays.

Piling-Concrete will be delivered with up to a maximum of 15 loads per day at 30-40min intervals and onsite time-Overall Length is 7.168m and width is 2.491m.

Reduced Excavation & Muckaway-Up to 40No Loads per day with a 10-minute onsite time-Overall length of an 8-wheeled tipper is 9.6m and width is 2.5m.

Main RC Works- Concrete will be delivered with up to a maximum of 24 loads per day at 15-20min intervals and onsite time-Overall Length is 7.168m and width is 2.491m.

Rebar will be delivered up to 4 times a week by Articulated Lorry-max Overall Length is 16.5m and width is 2.5m.

Irregular Plant, Equipment and Material deliveries by GCL and various suppliers-Vehicle size will range from standard panel van (2.75m long) to articulated lorry (16.5m long).

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

102 Camley Street -

The project consists of a new residential and commercial development consisting of two connected blocks – 9 storeys to the west and 12 storeys to the east.

A single storey basement will be constructed to house plant, storage, cycle storage and a commercial unit to the south of the building which will front onto Regents Canal. The ground floor will generally provide space for commercial units, refuse storage and circulation. An external ramp and communal landscaped area will also be provided to the west of the building.

Floors 1 to 11 will provide residential accommodation throughout, with the exception at level 9 where an external communal terrace and garden will be provided to the roof of the west block.

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.

There will be a gate man appointed to each gate for deliveries. The gateman will be given a list in the morning of the expected deliveries and the times they were booked in for. There will also be a traffic manager who will ensure all deliveries go to the correct delivery point.

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.

Vehicle movements will be pre planned between the site supervisor and transport manager. Any delays on site will be automatically reported to the transport manager to divert any vehicle on-route to site to an alternate project.

***We intend to introduce a pit lane to service deliveries on Granary Street.*** All deliveries will be booked in to the project with allotted times.

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 materials will be delivered “just in time” during the construction period with fit-out materials being loaded directly onto each level

**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

The traffic management plan will be displayed around the site and will be reiterated in the site inductions.

All vehicles to site will be booked in with the logistics manager 48 hours prior to expected delivery to site. This will work in tandem with booking of the hoists and tower cranes when these are working on site to distribute materials.

Site radios will be used to keep all banksmen, traffic marshals and gatemen in constant communication.

Site personnel will be able to travel to the project by mainly underground, main line trains and buses to Kings Cross & St Pancras and there is approx. 10 min walk to the project which the route can be signed to show the route to the entrance. The access to the project will be a security protected, all personal will have to be safety inducted to work on the project. The project will have a full time security to monitor access to the project. Pedestrian access to the project will be separate from the vehicle. All vehicles will be segregated from foot personal at all times, this will be monitored at all times by trained traffic marshals and there will be signage in place.

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

The site has two existing access points, which have been used for heavy goods access and egress associated with the previous warehouse distribution use of the site. The route in and out of the site will be maintained for the construction phase of the project. Access and egress to the site will be from Camley Street and Granary street. Once basement excavation has commenced, the Granary Street access gate will be used (From week 06 on programme).

Traffic Marshalls will be positioned at the access and egress routes to ensure vehicle movements are undertaken safely to and from the site, with the arrival / departure times programmed prior to reduce any potential impact on the operation of the local highway network, particularly during peak times. ***We are introducing a pit lane to service the site deliveries on Granary Street and have applied for a TTRO licence.***

The principal contractor will implement a managed system of material movements to and from the site to ensure that there is no congestion of vehicles on the highways.

If offloading is to occur on the road side, permissions will be sought on a need-by-need basis and a full method statement detailing delivery details, size, timings, durations, special lifting requirements etc. and request their approval to proceed.

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).

The site was previously used as a distribution warehouse for a number of years, and is served by two vehicular crossovers from both Camley and Granary Street which are suitable for use by heavy goods vehicles.

Granary Street is a two-way, single lane carriageway that measures approximately 7.4 metres in width. It is provided with single yellow lines on both sides of the carriageway for the majority of the length of the site.

Camley Street measures approximately 6.4 metres in width and is provided with a single lane in each direction subject to single yellow lines on both sides of the carriageway within the vicinity of the site. Towards the junction with Granary Street double yellow line controls are in place on both sides of the carriageway.

Traffic Marshalls will be positioned at the access and egress routes to ensure vehicle movements are undertaken safely to and from the site, with the arrival / departure times programmed prior to reduce any potential impact on the operation of the local highway network, particularly during peak times

It is therefore concluded that there are no tight manoeuvres onto site. The existing gates allow access.

***See appendix 6b - for the pit lane and TM on Granary Street.***

See Appendix 8– Access and Egress

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.



Our primary objective with regards to this is ensure that dust and dirt do not leave the site, however should this occur roadsweepers are available on an immediate call off to deal with any emergency situations. The gatemen will be responsible for maintaining their area of haul road and daily checks will be completed after all deliveries/collections.

The following measures will be implemented as a minimum:

- Vehicles will be checked to ensure that wheels are clean and washed before exiting the site.
- Vehicles will be checked to ensure they are appropriately loaded and sheeted if required.
- All construction vehicles will be jet washed before leaving the site if considered necessary. Provision will also be made for cleaning of the access route if required.
- Water spray will be used to control dust where necessary.

**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 24 if any parking bay suspensions will be required.

Muck away wagons will be filled on site and wagons will have waste carriers licenses. The waste material will be directly transported to registered waste reclamation centres. A site manager will be responsible for co-ordinating deliveries and preparing suitable programme detailing arrival times, type of vehicle and loading / unloading times required.

The location of skips and plant during will be within the site boundary.

***We have proposed a pit lane on Granary Street to service site deliveries.***

## 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.**

## 8. Parking bay suspensions and temporary traffic orders

Please note, parking bay suspensions should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, requirement of exclusive access to a bay for longer than 6 months you will be required to obtain [Temporary Traffic Order \(TTO\)](#) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and TTO's which would be required to facilitate construction. **Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.**

Information regarding parking suspensions can be found [here](#).

Granary Street is a two-way, single lane carriageway that measures approximately 7.4 metres in width. It is provided with single yellow lines on both sides of the carriageway for the majority of the length of the site. Double yellow line controls are provided in proximity to the junction with Camley Street whilst on-street pay and display parking opportunities are provided towards the southern end of the site on the eastern side of Granary Street.

***We intend to introduce a pit lane to service the site deliveries and have applied for a TTRO licence to introduce no waiting and footpath closure around the pit lane on Granary Street. We have detailed this through the TM plan attached in appendix 6b. Suitable precautionary measures and signage will be displayed advising pedestrians about the road and footpath closure in advance of them nearing any blind curves/turns/spots nearby to the works. This includes designated temporary traffic light crossings to allow pedestrians to cross the road in a safe controlled manner.***

Camley Street measures approximately 6.4 metres in width and is provided with a single lane in each direction subject to single yellow lines on both sides of the carriageway within the vicinity of the site. Towards the junction with Granary Street double yellow line controls are in place on both sides of the carriageway.

## 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).

***Please refer to Traffic Management plan and marked up sketch as per appendix 6b to illustrate the TTRO application on Granary Street.***

All welfare and offices to be within the site boundary for stage 1.

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

Access to the project will be through security gates by foot , vehicles access will be through an access gate which will be manned at all times. All signage will be as per the traffic management plan. Operatives and moving vehicles will have a separate means of entering and exiting site.

All appropriate safety signage will be position in and around site informing of the procedures on entering site. Warning signs will be positioned on the site boundary fenceline.

Please see below examples of signage. This is not an exhaustive example



Coveralls Hard Hat Glasses Hi Vis Vest Boot Gloves

Signage will also be displayed to show that authorised personnel is only to enter site.

## 10. Diversions

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

***We have proposed a pit lane on Granary Street to service site deliveries and have applied for a TTRO license with LBC.***

## **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 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.

Traffic Marshalls will be used to ensure vehicle movements are undertaken safely to and from the site, with the arrival / departure times programmed to reduce any potential impact on the operation of the local highway network and to ensure pedestrian and cyclist safety is maintained, particularly during peak times.

GCL will be required to ensure compliance with CLOCS / FORS standards as per our CLOCS Champion and FORS Gold Accreditations.

GCL shall ensure that:

- Prominent signage is fitted to all vehicles over 3.5 tonnes gross vehicle weight that visually warns other road users not to get too close to the vehicle;
- Warning signage is visible to a Vulnerable Road User (VRU) before they enter the area of risk on approach to the vehicle;
- Warning signage is to be placed on the rear of all vehicles (where appropriate) at eye / cyclist level for clear visible communication;
- Signage shall be pictorial to visually warn other road users not to get too close to the vehicle;
- Where text is included on signage, it must be legible by a cyclist at a reasonable distance from the vehicle;
- Signage is not offensive and will not give instructional advice e.g. 'Stay back' or 'No Entry' to the vulnerable road user;
- Additional warning signage should be applied to side-guards on both sides of the vehicle. In accordance with section 2.3 of the "CLOCS Guide – Vehicle Safety equipment";
- The fitment of side-guards to all rigid mixer, tipper and waste type vehicles over 3.5 tonnes gross vehicle weight that are currently exempt from fitment without exception;

- All vehicles over 3.5 tonnes gross vehicle weight are equipped with enhanced audible means to warn other road users of a vehicle's left manoeuvre';
- Drivers are trained and certified in the importance of all fitted vehicular equipment and its purpose;
- Drivers are trained and certified in the use of each piece of fitted safety equipment prior to them taking out a vehicle;
- Drivers are trained and certified in the process of reporting any faults with fitted safety equipment; and
- Drivers are trained and certified in the procedure for undertaking a daily walk round of their vehicle, and completion of a formalised check sheet for evidence of a daily review of all safety equipment along with normal vehicle review requirements.

It is anticipated that whilst substructure works progress close to the boundary with Camley Street, the hoarding line may encroach onto the footpath. Should this be necessary, the necessary consents will be sought for footpath closure as necessary and appropriate signage / marshalling provided to ensure pedestrians use the pavement to the opposite side of the road.

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.

No temporary structures will overhang the public highway. All scaffolding, gantries, cranes etc will be kept within the boundaries of the project unless otherwise agreed in writing with the Council. It is anticipated that whilst works progress close to the Camley Street boundary, hoarding may need to extend onto the footpath, as will be agreed with the LA.

 SYMBOL IS FOR INTERNAL USE

# Environment

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

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

Noisy activities anticipated to include:

Activity	Methodology	A-weighted sound pressure level (L <sub>aeq</sub> ) dB at 10m	Hours of work	Anticipated work commencement	Anticipated work finish
Vehicle movement	Deliveries via lorries	77	Usual working hours	Aug 17	Nov 19
Piling	CFA or other cast insitu augured system. Not driven	79	Usual working hours	Sep 17	Nov 17
Sheet piling works	A sheet pile hammer will be used for driving sheet piles into the ground	79	Usual Working hours	Sep 17	Nov 19
Use of dumper	A dumper will be used for carrying materials across site	72	Usual working hours	Sep 17	Nov 19

GCL is to apply proactive preventative measures in relation to noise, dust and vibration, these should be implemented, maintained, improved and enforced throughout the duration of any project and endeavour to be in full adherence and compliance with Camdens Minimum Requirement (CMR 220316).

General working hours for the development are 8am – 6pm Monday to Friday 8am – 1pm Saturday. No works will be undertaken on Sundays and public holidays. Noisy activities will be programmed to take place after 9am in order to minimise disruption to the residential building opposite.

Any noisy operations outside of the consented working hours cannot be undertaken without prior written approval of the Local Authority.

The quietest and newest vehicles/plant machinery shall be used at all times. All vehicles and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers, shall be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions

### **MONITORING - NOISE LEVELS**

- Where the measured noise levels are more than 3 dB (A) above the predicted noise levels or in the event of a complaint of noise an investigation shall be carried out to ascertain the cause of the exceedance or the complaint and to check that Best Practicable Means are being used to control the noise in accordance with the steps set out in the application for 'prior consent'. Noise levels shall be reduced further if it is reasonably practicable to do so.
- The contractors shall also recognise the noise limit stated in BS5228: 2009 of 75dBA at 1 meter to the nearest noise sensitive façade.
- A trigger level of 78dB (3dB above the 75dB limit) at the site boundary will be used as an upper limit subject to agreement with Camden Council Environmental Team.
- Noise attenuation screening to be used if deemed appropriate and noise monitoring to be carried out at the start and at regular intervals during each task period. Any mobile screens shall have sufficient mass so as to be able to resist the passage of sound across the barrier and to be free of significant holes or gaps between or under any acoustic panels or board materials as far as reasonably practical.
- Noise monitoring shall be undertaken using a combination of semi-permanent (continuous) and attended monitoring methods. The locations of the semi-permanent (continuous) and attended monitoring and the frequency of the sampling have previously been agreed with London Borough of Camden in writing.

### **Vibration limits**

- In the case of vibration, measured vibration levels shall be compared with the criteria in BS 5228: 2009 part 2 (i.e.  $1\text{mms}^{-1}$  PPV for potential disturbance in residential and using a suggested trigger criteria of  $2\text{mms}^{-1}$  for commercial). Lower limits must be agreed with the Council if there is a risk that vibration levels may interfere with vibration sensitive equipment or other vibration sensitive objects.

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 detailed environmental noise survey, vibration survey and external building fabric assessment was carried out by Sharps Redmore Acoustic Consultants. Please see their Report Rev A, dated the 24<sup>th</sup> January 2017. Copy of Report attached at Appendix 9.



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

Activity	Methodology	A-weighted sound pressure level (L <sub>aeq</sub> ) dB at 10m	Hours of work	Anticipated work commencement	Anticipated work finish
Vehicle movement	Deliveries via lorries	77	Usual working hours	Aug 17	Nov 19
Piling	CFA or other cast insitu augured system. Not driven	79	Usual working hours	Sep 17	Nov 17
Sheet piling works	A sheet pile hammer will be used for driving sheet piles into the ground	79	Usual Working hours	Sep 17	Nov 19
Use of dumper	A dumper will be used for carrying materials across site	72	Usual working hours	Sep 17	Nov 19

The target noise level at the receptor points is 75 DbLAeq over the 2-hour noisy period. All efforts via best practical means to beat this level will be made.

All plant will meet the European stage 111B emission criteria – as all plant to be used on this site will not be older than 2007; manufacturers had to comply with European Legislation which prevented anything being constructed that did not comply with Stage 111B from this date. All serial numbers and manufacturer’s information will be held on site to demonstrate compliance.

4. Please provide details describing mitigation measures to be incorporated during the construction 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 site will be surrounded by 2.4m hoarding along Camley Street to reduce the amount of noise that escapes from the site. All site gates will be controlled so that they are open long enough to allow vehicles to pass through but no loud noise can escape to the surrounding areas.

The quietest and newest vehicles/plant machinery shall be used at all times. All vehicles and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers, shall be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions

Machines such as piling rigs, dumpers and excavators that are not used very often must be shut down when they are not in use or throttled down to a minimum. If equipment that needs to run continuously and which produces a lot of noise, a suitable acoustic enclosure will be used.

Vehicles and machinery you use for the work must be fitted with effective exhaust silencers, be maintained in good and efficient working order, and be used in a way that reduces noise as much as possible.

On surface areas where environmental disturbance may arise, compressors must be 'sound-reduced' models that are fitted with properly lined and sealed acoustic covers kept closed when-ever the machine is in use. Also, pneumatic percussive tools must be fitted with the most effective muffler or silencer available. All material and machinery that is delivered to the site, and any waste or other material that is to be removed, will take place within the permitted hours.

The contractors shall also recognise the noise limit stated in BS5228: 2009 of 75dBA at 1 meter to the nearest noise sensitive façade.

If the noise or vibration trigger levels are exceeded at any time, the works will be stopped and a strategy will be developed to either alter the process in question or introduce further acoustic barriers etc as appropriate. This shall be done in conjunction with best practice guidelines and with the consultation/ agreement of the Local Authority.

The Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce noise (including vibration) to a minimum, with reference to the general principles contained in British Standard BS5228: 2009 'Noise and Vibration Control on Construction and Open Sites'.

Noise and vibration monitoring will be carried out before and during the works. The mitigation measures recommended be used to reduce and limit noise and vibration disturbance, as set out in the CMP approved as part of the planning permission are as follows:**Noise**

- Where vehicles are standing for a significant period of times, engines will be switched off;
- Acoustic enclosures to be fitted where possible
- Plant will operate at low speeds, where possible, and incorporate automatic low speed idling
- All plant will be properly maintained

### **Vibration**

- The contractor would control vibration levels using Best Practicable Means to reduce vibration at source; and
- Where necessary, consideration would be given to the implementation of specific mitigation measures to control vibration.
- HAV logs will be kept on site recording vibration times

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

Armstrong York will be appointed as monitors for the demolition phase. Please see attached Appendix 10. The principle contractor will ensure that staff and subcontractors are trained in line with BS5228 (Noise and Vibration Control) Code of practice for on construction and open sites and maintain full and auditable records for local authority approval and review

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

Given the location of the project it will be necessary to adopt robust procedures for dealing with dust.

Dry spells during the summer months are the most likely times of year where dust can become a nuisance not least because of the lack of moisture to dampen down particles stopping them from becoming airborne. This will, therefore, require a monitoring and management regime to be employed by site staff. Where practicable it should be considered that any potentially dusty works are to be times to be carried out during the most suitable weather conditions. Site management will be best placed to plan these works with due consideration for the local surroundings but will also have a range of tools at their disposal for managing any dust generated. Minimising dust is the best way to avoid any issues arising and this can be done by simply ensuring adequate supply of water to be used to spray the site as the works are carried out.

Dust control and monitoring procedures will be implemented in accordance with The Mayor of London's and London Councils' best practice guidance document 'The control of dust and emissions from construction and demolition', Nov 2006 and the LB Camden "Environmental Code for Construction Practise". .

The generation of dust on site will be minimised insofar as possible, with dusty operations avoided or substituted where possible. Where dusty operations are required dust suppressionsuch as spraying the site as works are carried out, wet cutting of all concrete products, vacuum extract on chasing machines etc.

The main methods for controlling the spread of dust on site are as follows –

- Water spraying of crushing, materials handling, and crushing operations using hand held water hoses.

General external conditions on site will be monitored in order to control dust, traffic routes will be dampened down during dry periods to avoid dust generation and excavation and waste collection areas will also be monitored by Site Management.

The following measures are suggested as a minimum:

- All vehicles transporting material prone to create dust will be required to use tarpaulins
- Hoardings will be erected around the entire perimeter of the site to minimise the spread of dust and other debris;
- Inspection of local highways and site boundaries to check for dust and debris deposits (and removal if necessary)

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 generation of dust on site will be minimised insofar as possible, with dusty operations avoided or substituted where possible. Where dusty operations are required dust suppression / extraction measures will be used, such as, wet cutting of all concrete products, vacuum extract on chiseling machines etc.

General external conditions on site will be monitored in order to control dust, traffic routes will be dampened down during dry periods to avoid dust generation and excavation and waste collection areas will also be monitored by Site Management.

During the the work, a wheel wash system will be utilised to clean vehicle wheels prior to the vehicle leaving site. Our primary objective with regards to this is ensure that dust and dirt do not leave the site, however should this occur road sweepers are available on an immediate call off to deal with any emergency situations. The gatemen will be responsible for maintaining their area of haul road and daily checks will be formally recorded

The following measures will be put in place as a minimum:

- All vehicles transporting material prone to create dust will be required to use tarpaulins
- No demolition works shall commence without an adequate water supply to cover whole site. Water spray will be used to control dust where necessary
- Hoardings will be erected around the entire perimeter of the site to minimise the spread of dust and other debris;
- Inspection of local highways and site boundaries to check for dust and debris deposits (and removal if necessary)

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

Armstrong York will be responsible for continuously monitor and recording of dust and noise during the demolition phase. Monitors will produce real time data which can be formulated into reports, graphs and have systems established for alerts when trigger levels are reached.

Throughout the construction phase, continuous PM10 monitoring shall be undertaken. Two air monitoring instruments are to be employed by the principal contractor at the site boundary in a transect orientated to the prevailing wind direction. A third monitor will be located at the nearest sensitive receipted. The principal contractor will ensure that monitors are suitably maintained and calibrated.

Measure vibration levels shall be compared with the criteria in BS5228:2009 part 2 (i.e.  $1\text{mms}^{-1}$  PPV for potential disturbance in residential and using a suggested trigger criteria of  $2\text{mms}^{-1}$  for commercial)

Please refer to further details in question 31 above.

9. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA policy. [The Control of Dust and Emissions During Demolition and Construction 2104 \(SPG\)](#), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

As part of the planning process, a Risk Assessment was carried out as part of the air quality report. The document identifies a low risk during the demolition stage. Report attached at Appendix 13.

The below tables have been extracted from the report confirming the predicted dust emissions from the construction works and then the subsequent category of risk for each phase: low – medium risk.

Table 13 Summary dust risk table prior to mitigation

Activity	Dust risk prior to mitigation
Demolition	Low
Earthworks	Medium
Construction	Medium
Trackout	Low

Table 11 Dust emission magnitude for construction activities

Activity	Dust emission magnitude	Reasoning
Demolition	Small	Total building volume <20,00m <sup>3</sup> Majority of demolition activities <10m above ground
Earthworks	Medium	Earthworks area 2,700m <sup>2</sup>
Construction	Medium	Estimated total building volume 25,000 - 100,000m <sup>3</sup> Potentially dusty construction material
Trackout	Medium	Estimated number of daily HDV trips between 10 and 50 Surface material with low potential for dust release

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 36 have been addressed by completing the [GLA mitigation measures checklist](#).

Appendix 11 confirms that the highly recommended measures will all be actioned by the GCL.

For further information on the contractor’s mitigation measures, please see questions 28 ; 32 ; 33 and 34 above.

Please also see approved Air Quality Assessment (Appendix 12)

- 11. If the site is a ‘High Risk Site’, 4 real time dust monitors will be required. If the site is a ‘Medium Risk Site’, 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the [SPG](#). Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of

works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

N/A, Please refer to the AQA (Appendix 12) confirming that no stage of construction meets the High Risk category.

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).

Every effort will be made to eradicate rat/mice on site before works commence.

A pest control specialist will be appointed Prior to works commencing to attend site to undertake the control of pests/Rats on site. Information of site inspections and findings carried out within the site will be registered and copies of receipts will be issued as necessary.

Pest control such as bait boxes and traps will be utilised if required. It is anticipated that these will be required around the welfare facilities as a minimum.

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

A Pre Demolition asbestos survey was undertaken on 6<sup>th</sup> March 2017. Five positive asbestos locations were identified for removal, four with a very low material assessment and one low. Please see attached Appendix 13 for the latest asbestos survey report. Asbestos was removed by a licensed contractor prior to demolition of the building.

14. 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.

A smoking area will be identified within the CCP, the required performance of site operatives will be expressed within the site inductions, toolbox talks and daily site briefings.

Appropriate behaviour for all personnel on site will be clearly defined within the induction and subcontractor order information, and clearly conveyed to all operatives. A robust behavioural code, with a zero-tolerance approach to a failure to follow the requisite guidelines is expected to be implemented by the principal contractor

15. 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.

The principal contractor will be expected to use all reasonably practicable means to protect the local community from the detrimental effects of noise. As above, they will be expected to work in accordance with BS5228 Code of Practice which contains information and Procedures for the control of noise on construction sites and will ensure effective control of emissions Through management, supervision and training. Effective preventative maintenance will be employed on all aspects of the demolition works including all Plant, vehicles, buildings and the equipment concerned with the control of emissions to air. The quietest and newest vehicles/plant machinery will be used at all times. All vehicles, mechanical plant used for the purpose of the works will be fitted with effective exhaust Silences, will be maintained in good and efficient working order and operated in such a manner as to minimize noise emissions.

The best practicable means (BPM), as defined in section 72 of the control of pollution Act 1974, will be employed at all times to reduce noise (including vibration) to a minimum, with reference to the general principals contained in the British Standard BS5228: 2009 'Noise and vibration Control on Construction sites'.

All noisy plant and machinery will be shut down during periods of non-use and will be fitted with noise bafflers where possible.

If there is a complaint, the works causing the elevated noise levels will cease and an investigation carried out to determine the causes and remedial measures will be applied.

Proper use and effective preventative maintenance on all plant and equipment will control emissions to the air.

### **From 1<sup>st</sup> 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 1<sup>st</sup> September 2020**

**(iii) Any development site** - NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC

**(iv) Any development site within the Central Activity Zone** - NRMM used on any site within the Central Activity Zone will be required to meet Stage IV of EU Directive 97/68/EC



Please provide evidence demonstrating the above requirements will be met by answering the following questions:

a) Construction time period (09/17 – 11/19 ):

Substructure works are set to commence on 12<sup>th</sup> September 2017, with PC anticipated for November 2019

b) Is the development within the CAZ?

(Yes)

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Yes):

d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:

The site has been registered on the NRMM register under the name 101 Camley Street. Once NRMM has been allocated to the project the details will be uploaded to the register.

e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection:

Confirm that an inventory of all NRMM will be kept on site.

Weekly plant inspection forms will be produce and signed off. These will be kept in the site folder. Any defects will be registered and sent to the plant manager who will arrange for repair.

f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required:

Photographic evidence of all individual plant inspection plates will be keep onsite and will be available to the local authority officers when requested.

# 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: 22/02/2018

**Print Name:** Craig McLachlan

**Position:** Project Manager

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

End of form.