Construction Management Plan

pro forma v2.1

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
07/09/2017	01	Martyn Horne
20/11/2017	02	Brett Sonemann
21/11/2017	03	Brett Sonemann

Additional sheets

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

Date	Version	Produced by

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.**"

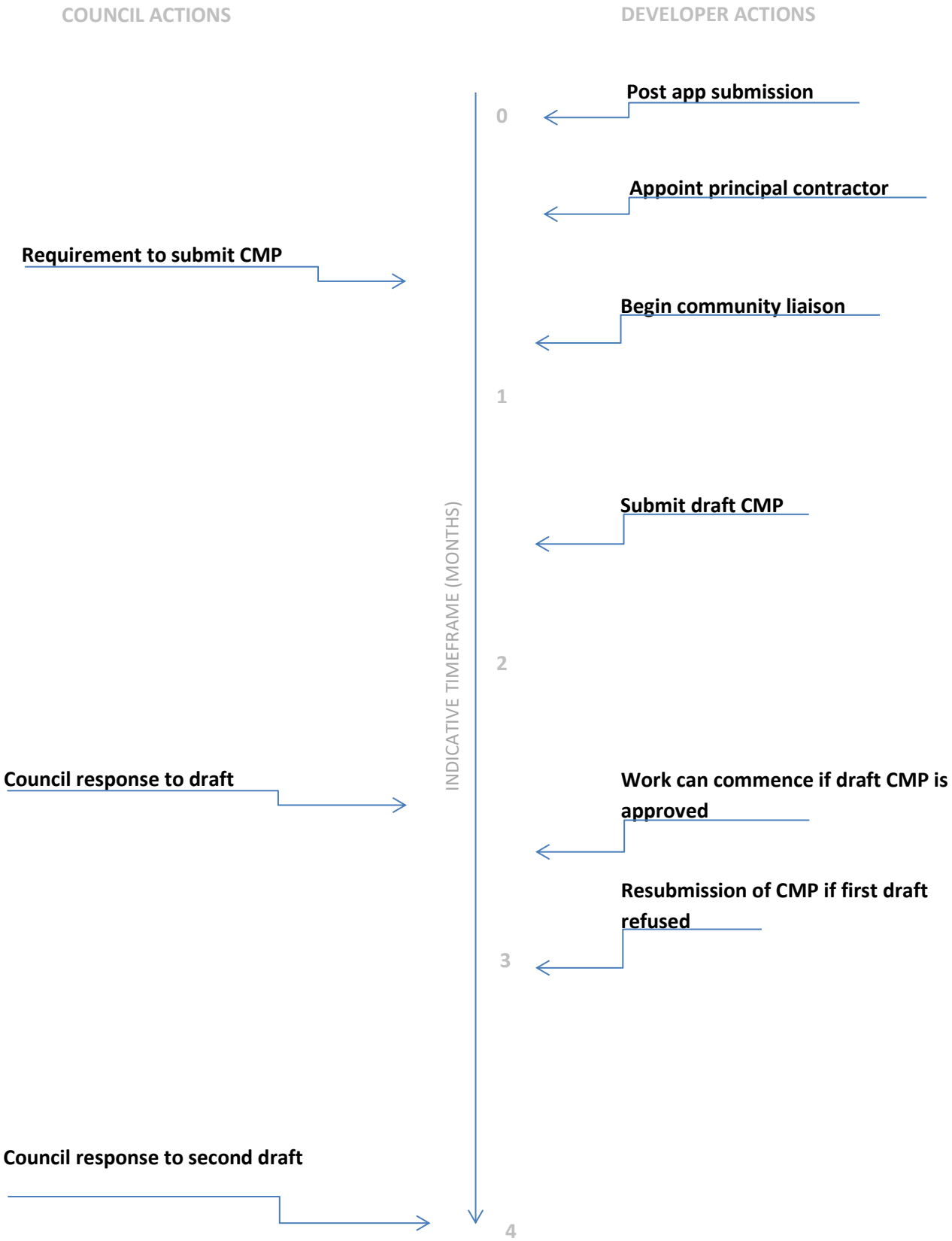
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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


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

Contact

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

Address: 25 -37 Parker Street, Holborn, London, WC2B 5PA

Planning ref: 2012/6132/P (as amended) and 2012/6143/C

Type of CMP - Section 106 planning obligation/Major sites framework: Planning Conditions 17 and 27, Legal Obligations contained within Clause 4.5 of S.106 Agreement dated 09.10.2015

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

Name: Martyn Horne

Address: 6 Wharf Studios, 28 Wharf Road, London, N1 7GR

Email: mhorne@ardmoregroup.co.uk

Phone: 0208 344 0300

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: Brett Sonemann

Address: 6 Wharf Studios, 28 Wharf Road, London, N1 7GR

Email: bsonemann@ardmoregroup.co.uk

Phone: 0208 344 0300

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: Eillish Kwai

Address: 6 Wharf Studios, 28 Wharf Road, London, N1 7GR

Email: ekwai@ardmoregroup.co.uk

Phone: 0208 344 0300

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: Bryan Toone

Address: 6 Wharf Studios, 28 Wharf Road, London, N1 7GR

Email: btoone@ardmoregroup.co.uk

Phone: 0208 344 0300

Site

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

Parker House is the re-development of 43 residential units over 2 blocks and a number of low rise buildings located at 25 Parker Street Holborn, London.

The site is bound by Macklin Street to the North, Parker Street to the South, Newton Street to the East and Parker Mews to the West. There are a number of adjoining structures at the side elevations including the boundary wall to St Joseph's primary school to the North of the Site.

Figure 1 Site Location Plan

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

Ardmore's works will commence following the completion of the demolition and piling works which have been completed by Keltbray under a separate contract.

The construction works will include an RC concrete frame with a façade of facing brickwork, render and aluminium cladding. The Parker Street elevation has a retained façade that will have limited intervention works and remedial works. Roofing will include a green roof and hard landscaped terraces at various levels.

The interior fit-out will include 40 apartments, a reception lobby/concierge, cycle store and plant spaces. The building is serviced vertically by 2 passenger lifts attached to 2 stair cores. There are also 3 separate mews houses.

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

To the East of Site – Chambers & Partners, Business/Residents off Newton Street

To North of Site off Macklin St – St Joseph's Primary School, Residents at 21 Macklin Street, Business on Macklin Street

To West of Site – Business on Drury Ln, New London Theatre and car park, Residents in Aldwych Buildings

Business and residents on Parker Street – opposite Parker House

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

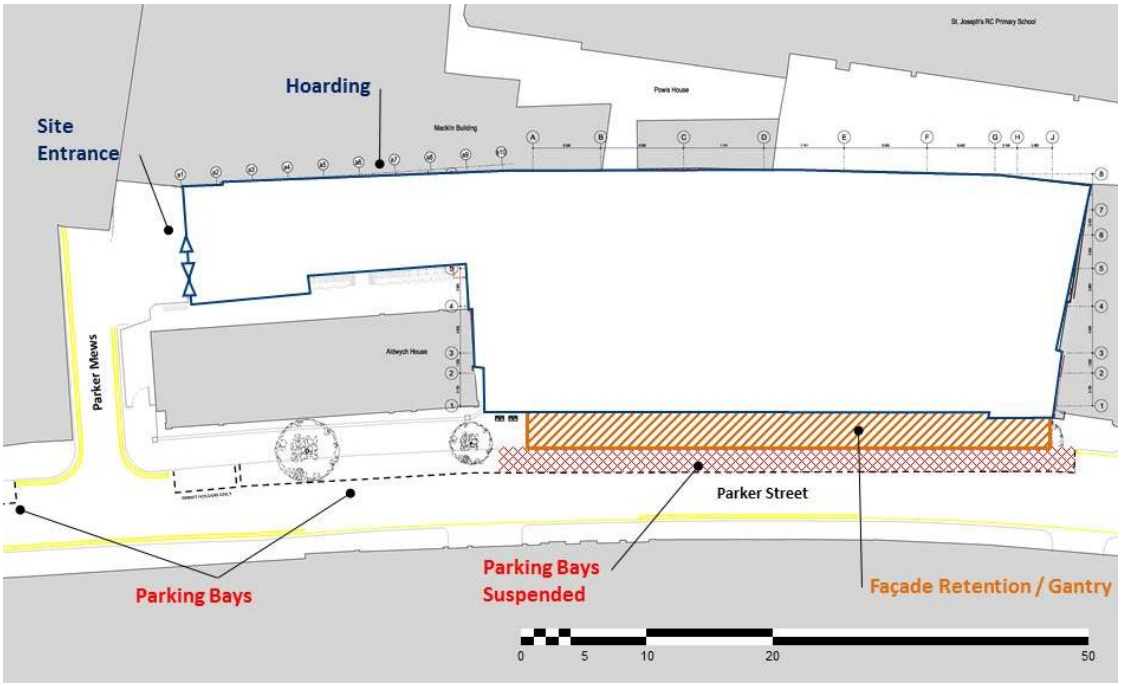


Figure 2 Local Road Network

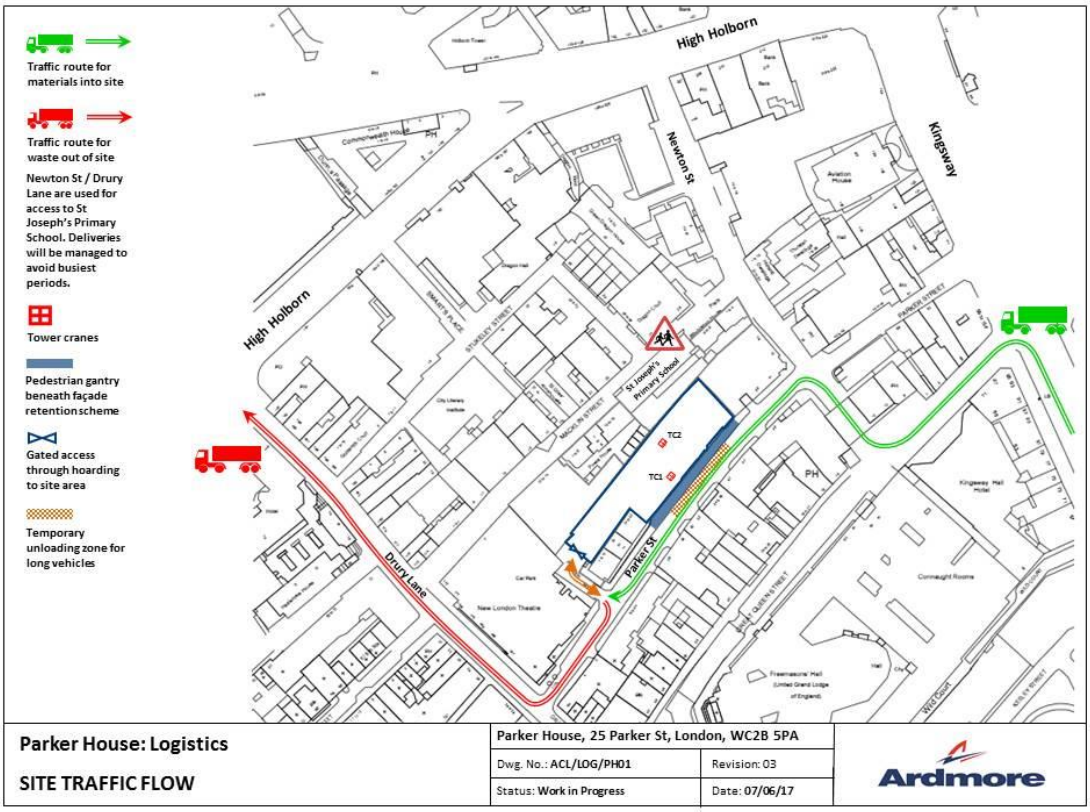


Figure 3 Proposed Site Traffic Flow

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

Construction works are planned to commence on site on 9th October 2017 and complete on 22nd April 2019. The RC frameworks to the main apartment's structure will commence from the beginning of the programme and are expected to complete in July 2018. The façade works are anticipated to commence in April 2018 and complete in November 2018. The construction of the 3 Mews houses is anticipated to be from October 2018 to April 2019.

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

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

Working Hours – As per standard Camden working hours above

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

New connections are to be provided for electrics, gas and water. Existing drainage connections are being retained.

Details of the new connections are still being developed with the preferred suppliers and will be confirmed in due course.

Community Liaison

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

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

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

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

Cumulative impact

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

The Council can advise on this if necessary.

13. Consultation

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

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

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

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

An initial draft construction management, noise, dust, vibration and waste management document was submitted and consulted upon as part of the original planning application ref. 2012/6132/P. This was updated and submitted pursuant to Conditions 17 and 27, and s.106 Clause 4.5 which were available on the public register to view and comment upon. This initial Demolition Management Plan was consented, and then was updated by a Substructure Plan in late 2016. This current Plan now forms the final CMP Update in respect of the Main Works.

14. Construction Working Group

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

Prior to construction works commencing, Ardmore will issue a newsletter to the local community detailing the Project Details and site contact details. Contact details will also be displayed on the site hoarding.

A monthly newsletter will be issued thereafter detailing progress and affording a chance for the local community to raise any concerns.

The introduction newsletter has been issued as well as a follow up newsletter regarding our welfare cabins. Contact details are displayed on the site at the main entrance.

15. Schemes

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

Ardmore has applied to register the site with the Considerate Constructors Scheme.

16. Neighbouring sites

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

Londonewcastle, the Development Manager, has begun liaising with neighbours to coordinate plans with other potential construction sites. We would be grateful for Camden's input on this so we can ensure all relevant sites have been considered.

Ardmore is currently aware of the Legendre site on the corner of Newton and Parker Street and the works ongoing to the cinema by Capricorn Building Services. We note that the scaffold to the cinema on Parker Mews has now been removed.

Transport

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

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

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

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

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

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

CLOCS Considerations

17. Name of Principal contractor:

Ardmore Construction

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

Contracts

FORS Bronze accreditation as a minimum will be a contractual requirement, FORS Silver or Gold operators will be appointed where possible. Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment, and that all drivers servicing the site will have undertaken approved additional training (e.g. SUD, e-learning, Van Smart, on-cycle training etc.). CLOCS Compliance will be included as a contractual requirement.

Desktop checks

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

Site checks

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.

Checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale. Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale. Results from these checks will be logged and retained, and enforced upon accordingly.

Where the contractors own vehicles and drivers are used the above approach will be modified accordingly. Collision reporting data will be requested from operators and acted upon when necessary.

19. Please confirm that you as the client/developer and your principal contractor have read and understood the CLOCS Standard 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:

Confirmed

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

Site Traffic

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

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

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

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

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

As per the below drawing, vehicles will access Parker Street via A4200 Kingsway and access site by turning right onto Parker Mews. Due to the tight nature of the site, the vehicles will be reversed into site under the control of Ardmore Traffic Marshals at all times. Once vehicles enter the site, they will be briefed by marshals and instructed to sign in.

Upon leaving site vehicles will turn left onto Parker Street and then up to Drury Street junction where vehicles can ONLY turn right. From here vehicles will continue up Drury Street where they can access the A40 London.

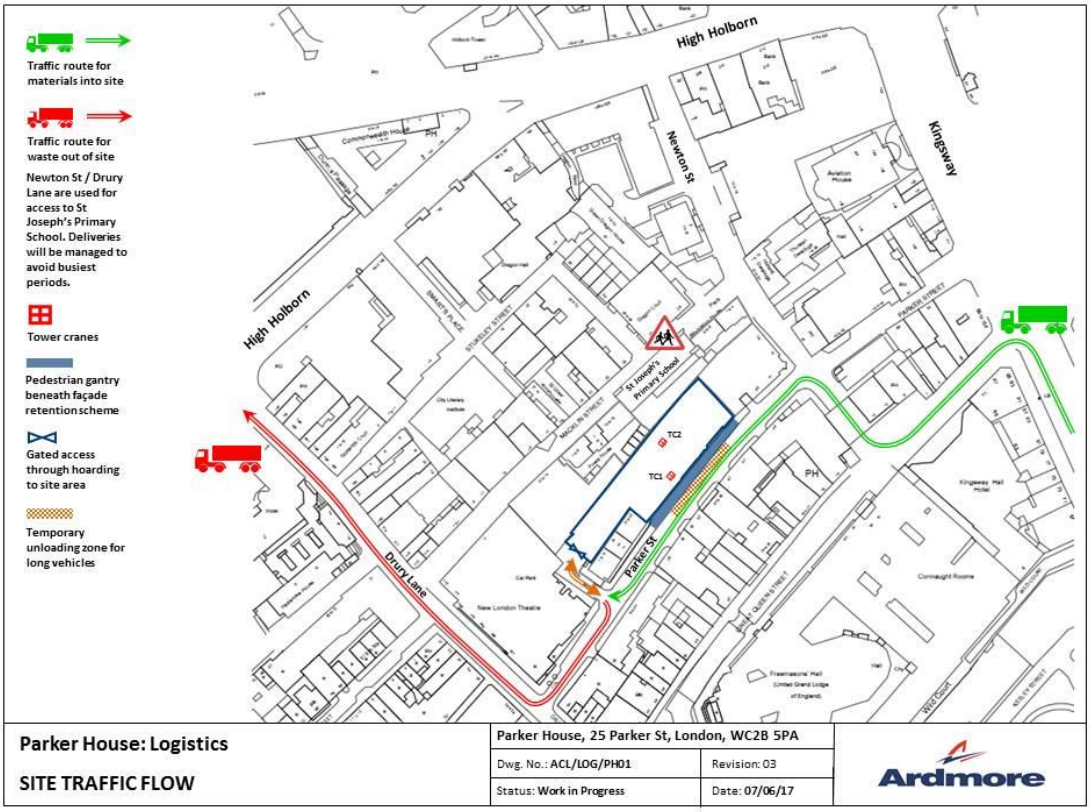


Figure 4 Proposed Site Traffic Flow

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.

Delivery companies will be issued with route maps and details of the designated route to distribute to drivers. If drivers divert from the designated route and Ardmore are informed we will reinforce the requirement to adhere to the agreed route. If persistently ignored, Ardmore will seek alternative suppliers.

The project will have an online delivery management system. The system includes delivery instructions which advise suppliers and contractors of the delivery route and delivery restrictions.

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

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

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

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

During basement and frame works, typical vehicles will be concrete wagons, 10-wheel muck away wagons, and articulated reinforcing deliveries. We expect an average of up to 8-10 vehicles per day.

During façade works, deliveries will reduce in number to approximately 5-8 per day and will be a mix of articulated deliveries for SFS, brickwork, windows and cladding materials; and rigid vehicles for general building materials. Waste will be removed in 40 yard skip wagons.

During fit-out stages, deliveries will remain at approx. 5-8 per day and will be on a mix of articulated lorries and rigid vehicles. Waste will be removed in 40 yard skip wagons.

Deliveries will be within the site working hours Monday to Friday 08:00 to 18:00 and Saturday 08:00 to 13:00.

We are mindful of the fact that we border St Joseph's school and we have considered the effect of deliveries on the school. Our delivery entrance, loading bay and delivery route however is not on roads shared with the schools entrance.

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

As per Community Liaison Q4

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.

Delivery instructions and site contact details will be confirmed to all supplies on all orders placed. All suppliers will be instructed to contact site to agree times for deliveries. There is only one direction of approach to the site and traffic marshals will ensure that vehicles are brought to the correct entrance.

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.

The roads surrounding the project will not be used as holding areas. In extreme cases, materials will be stored and called off from Ardmore's depot in North London.

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).

N/A

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

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

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

As per the below drawing, vehicles will access Parker Street via A4200 Kingsway and access site by turning right onto Parker Mews. Due to the tight nature of the site, the vehicles will be reversed into site under the control of Ardmore Traffic Marshalls at all times. Once vehicles enter the site, they will be briefed by marshals and instructed to sign in.

Upon leaving site vehicles will turn left onto Parker Street and then up to Drury Street junction where vehicles can ONLY turn right. From here vehicles will continue up Drury Street where they can access the A40 London.

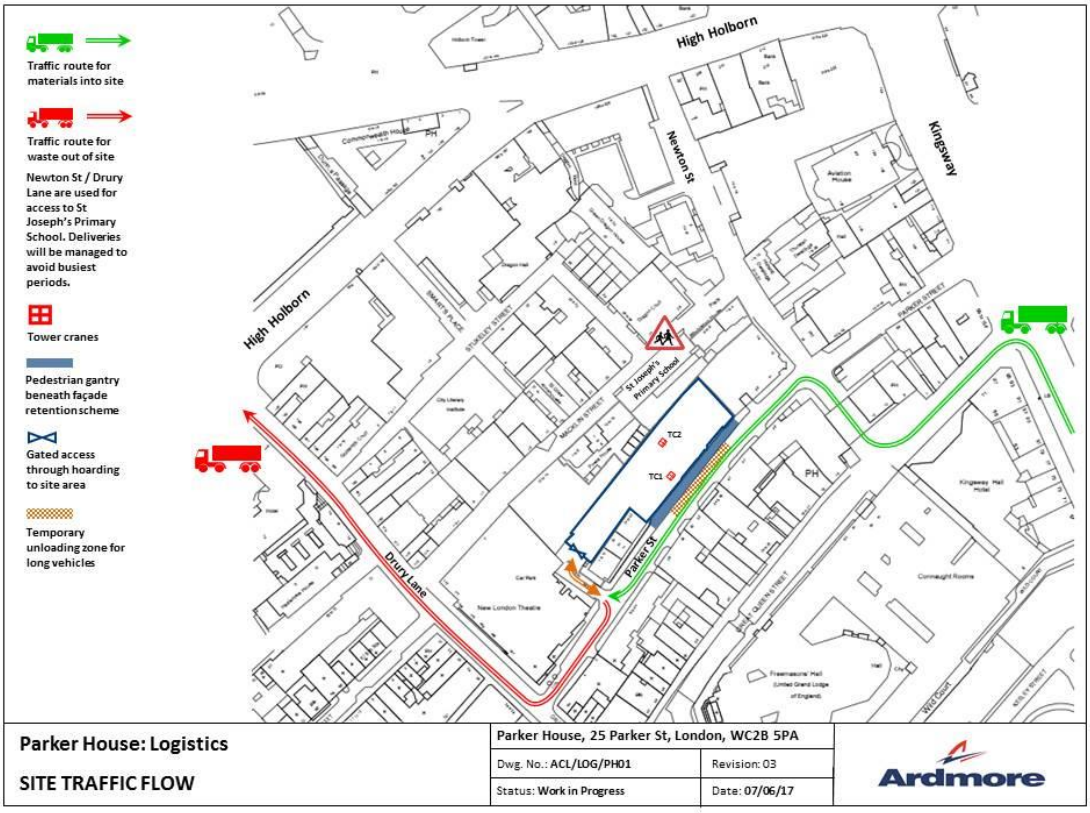


Figure 5 Proposed Site Traffic Flow

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

Ardmore's logistics manager will be responsible for vehicle co-ordination and managing the un-loading & loading areas. They will manage a daily schedule of deliveries and outgoing vehicles. Any vehicles arriving on site without prior notice will be turned away.

Gatemen and banksmen will co-ordinate and accompany site vehicles entering and leaving the site as well as managing any public vehicles and pedestrians this operation may encounter.

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).

See attached drawings

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.

Mud and debris on the road is one of the main environmental nuisance and safety problems arising from construction sites. Ardmore will make provision to minimise this problem.

As a first measure we will blind the main site entrance and haul road from the very outset of the works so that vehicles are trafficking a clean road surface on site.

In the early stages of the project when ground works are being carried, vehicle wheel washing facilities will be provided. The wash bay area will be impermeable and isolated from the surrounding area by a raised kerb or roll over bund to contain solids, with effluent directed to the foul sewer (subject to discharge consent). Whilst work that could cause debris to be deposited on the road is ongoing, wheel washing will be mandatory and an inspection of the public highway will also be completed.

No vehicles will be permitted to leave site if it is considered they pose any risk to the public highway. To ensure highways are maintained in good order we will undertake cleaning of the surrounding roads as necessary to remove any unwanted material from the wearing course. We will ensure that all muck away vehicles are fully sheeted to minimise the risk of any mud over-spilling onto the highway and we will investigate the benefits of spraying a fine spray to suppress dust on:

- Unpaved areas that are subject to traffic or wind.
- Sand, spoil and aggregate stockpiles.
- During loading/unloading of dust generating materials.

23. Vehicle loading and unloading: *"Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable."* (P19, 3.4.4)

If this is not possible, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 24 if any parking bay suspensions will be required.

Loading and unloading from vehicles will be carried out from within the site as far as is reasonably practical.

Parking bays in front of the site on Parker Street will be suspended for the duration of the project. All necessary applications will be made in advance of the required suspensions.

Due to the very restricted loading space available on site, we will need to unload reinforcing deliveries and articulated deliveries from the suspended parking bays in front of the site. We will also need to operate pumped concrete pours from within the suspended parking bays.

Highway interventions

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

24. Parking bay suspensions and temporary traffic orders

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

Parking bays in front of Parker House will be suspended for the duration of the project. The suspended parking bay area will be used to unload steel during the construction of the concrete frame and façade. It will also be used for pumped concrete pours. Details will be communicated with and approved by Camden Highways well in advance of works taking place.

25. Scaled drawings of highway works

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public

highway that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

- a. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).

TBC in advance of the particular works

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

All necessary safety signage will be displayed and project information will be clearly displayed on site hoarding and at site entrance.

The hoarding erected along Parker Street including the walkway below the gantry will be lit during all dark hours.

26. Diversions

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

TBC in advance of the particular works which would require any diversions

27. VRU and pedestrian diversions, scaffolding and hoarding

Pedestrians and/or cyclist safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and

partially sighted. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/skips/hoardings etc.

A secure hoarding will generally be required at the site boundary with a lockable access.

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

We will have a traffic marshal to ensure that vehicles are directed and/or reversed into site safely. The traffic marshal will be responsible for ensuring that pedestrians and cycles are held safely on the footpath or diverted away from moving vehicles as is appropriate.

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.

A scaffold protection gantry with fixed hoarding has been erected along Parker Street elevation under Keltbray's contract works. A gantry license was in place for Keltbray. Ardmore has applied for and made payment for the gantry license to be extended. All additional hoarding will be erected within the site.

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).**

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

Demolition works under a previous contract have already been carried out.

Current noisy operations include breaking down of concrete piles with heavy duty hydraulic breakers. Pile croppers will be used where spatial restrictions allow their use.

Power floated slabs are incorporated in the project. Through the design development stages of the project we will endeavour to have the extent of power floated slab finishes reduced. Operations requiring power floating works out of hours will be agreed with the Camden Out of Hours working team in advance.

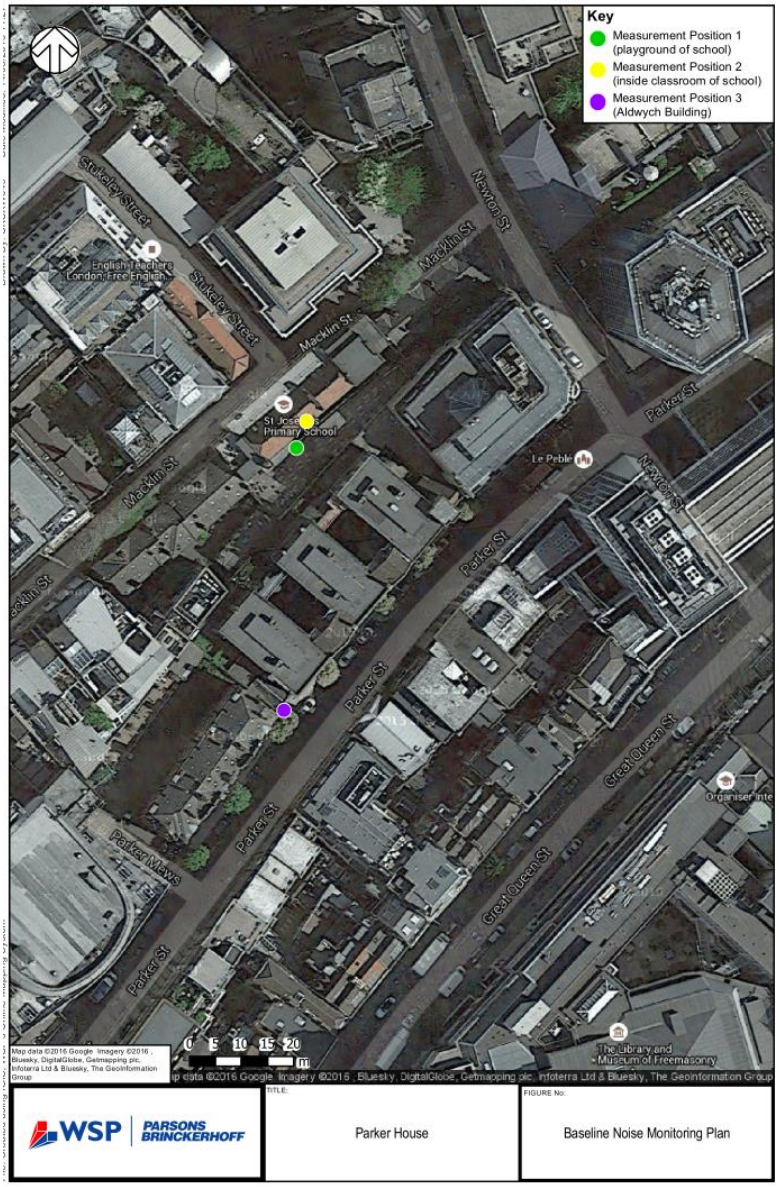
Working hours will be as the planning approval Monday to Friday 08:00 to 18:00 and Saturdays 08:00 to 11:00.

29. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

A baseline noise survey has been undertaken at three monitoring positions; the first within the St Joseph's Primary School playground, the second within the Year 3 classroom at St Joseph's Primary School and the third adjacent to the residential Aldwych Building to the south-west of the site. A map of the monitoring positions is included below.

A summary report of the measured noise levels has been provided to Camden Council.

Figure 1: Baseline Noise Monitoring Plan



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

Noise predictions and calculations have been carried out to determine the L_{Aeq} at the facades of surrounding sensitive receptors on a monthly basis from October 2017 to April 2019, when the significant noisy works set out above will be completed.

The programme of works (as shown in Figure 2) has been reviewed to assist with quantifying the likely noise that will be generated through the construction phase for each month, based on the plant employed for each phase of activity.

The construction noise calculations are based on the noise source (L_{Aeq}) data from BS5228-1:2009+A1:2014.

The noise predictions follow the general procedure recommended in BS 5228 and have been implemented using the noise modelling software CadnaA. To predict the activity noise level at 1 metre from the facades of the nearest receptors the source noise level of each item of plant is corrected for distance, screening (where applicable) and on-time.

The on-time correction is used to take into account the fact that most items of plant will not be in use continuously, but will be used for short durations. So, for example, even if the hand tools are available for use throughout the working day, they are likely to be used for only short periods, so in practice they will only actually be used for a small percentage of the time.

Plant List

Activity	Plant	No. of	BS 5228 reference	Sound power level (dB)	% on-time
School Work	Piling Rig	1	C3 Ref 17	104	40%
	Concrete Mixer	1	C4 Ref 22	104	75%
	Impact drills	1	C4 Ref 69	113	20%
	MAG drill	1	C4 Ref 69	113	20%
	Tower crane	1	C4 Ref 48	104	90%
Sub-structure Basement/Ground Floor	13t excavator	1	C2 Ref 5	104	75%
	3t excavator	1	C3 Ref 20	96	75%
	3t dumper	1	C4 Ref 9	105	50%
	SK12 breakers	4	C1 Ref 6	111	10%
	Compressor	1	C5 Ref 5	93	10%
	Petrol saw	2	C4 Ref 72	107	10%
	Diesel pressure washer for cleaning wheels	1	From data sheet provided by Ardmore	108	15%
	Pole scabbler	1	D6 Ref 45	111	20%

Plant List (continued)

Activity	Plant	No. of	BS 5228 reference	Sound power level (dB)	% on-time
Sub-structure Basement/Ground Floor	Hilti shot firing tool for waterproofing	1	C4 Ref 95	101	25%
	250 kVA generator	1	C6 Ref 39	93	100%
	Tower crane	1	C4 Ref 48	104	90%
Superstructure	Circular saw	1	C4 Ref 72	107	20%
	Hammer drill	1	C4 Ref 69	113	20%
	Angle grinder	1	C4 Ref 93	108	20%
	Compressor	1	C5 Ref 5	93	20%
	Petrol saw	1	C4 Ref 72	107	20%
	Pole scabbler	1	D6 Ref 45	111	20%
	Impact drills	1	C4 Ref 69	113	20%
	250 kW generator	1	C6 Ref 39	93	100%
	Tower crane	1	C4 Ref 48	104	90%
New Envelope	Metal chopsaw	1	C4 Ref 72	107	80%
	Hammer drill	1	C4 Ref 69	113	50%
	Diesel pressure washer for cleaning wheels	1	From data sheet provided by Ardmore	108	15%
	Tower crane	1	C4 Ref 48	104	90%
External Envelope Finishes	Hammer drills	2	C4 Ref 69	113	25%
	Clipper saw	1	C4 Ref 72	107	20%
	Chop saw	1	C4 Ref 72	107	25%
	Tower crane	1	C4 Ref 48	104	90%
Aldwych Mews	Impact drills	1	C4 Ref 69	113	10%
	MAG drill	1	C4 Ref 69	113	10%
	13t excavator	1	C2 Ref 7	98	75%
	3t dumper	1	C4 Ref 9	105	50%
	SK12 breakers	2	C1 Ref 6	111	10%

Plant List (continued)

Activity	Plant	No. of	BS 5228 reference	Sound power level (dB)	% on-time
Aldwych Mews	Petrol saw	2	C4 Ref 72	107	10%
	Pole scabbler	1	D6 Ref 45	111	10%
	Chop saw	1	C4 Ref 72	107	10%
	Clipper saw	1	C4 Ref 72	107	10%
	Hammer drill	1	C4 Ref 69	113	10%
	Tower crane	1	C4 Ref 48	104	90%
	Compressor	1	C5 Ref 5	93	10%

Results of Noise Predictions

A summary of the predicted noise levels at the Aldwych Buildings, the school, the commercial building to the north of the site, and the commercial buildings on Parker Street is presented in the table below. These are the receptors closest to the site.

The range of levels (minimum – maximum considering different storey heights) presented are predicted on the façade closest to/overlooking the site.

The predicted levels set out below are applicable over the 10-hour working day, but may also occur over a worst-case one hour period.

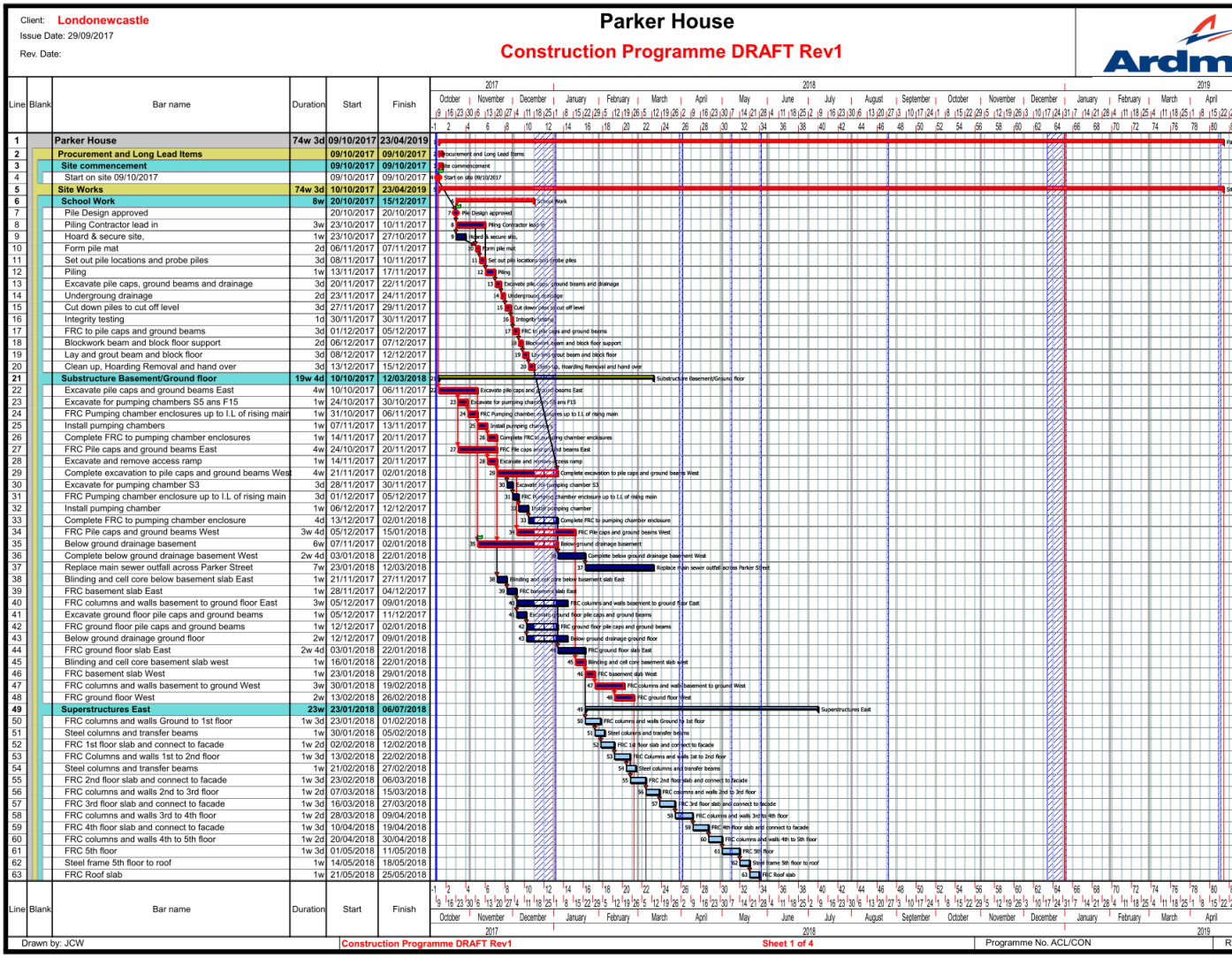
Receptor	Predicted façade noise level ($L_{Aeq,T}$ dB)				
	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018
Aldwych Building	41-78	41-78	41-78	42-79	42-79
School	47-80	47-80	47-80	46-77	46-78
Commercial building to north	39-81	39-81	39-81	40-86	40-86
Commercial buildings on Parker Street	42-75	42-75	42-75	43-78	43-79

Results of Noise Predictions (continued)

Receptor	Predicted façade noise level ($L_{Aeq,T}$ dB)				
	March 2017	April 2017	May 2017	June 2018	July 2018
Aldwych Building	44-79	43-79	44-79	45-80	45-79
School	48-80	47-79	49-80	49-79	49-76
Commercial building to north	42-87	41-85	42-90	42-85	42-86
Commercial buildings on Parker Street	45-80	44-79	46-80	47-81	47-79

Receptor	Predicted façade noise level ($L_{Aeq,T}$ dB)			
	Aug 2017	Sept 2017	Oct 2017	Nov 2018 – April 2019
Aldwych Building	39-73	46-82	46-82	46-82
School	45-75	46-75	46-75	42-73
Commercial building to north	38-85	40-85	40-85	37-73
Commercial buildings on Parker Street	42-76	44-76	44-76	43-79

Figure 2: Programme of construction works



Client: Londonewcastle
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Line	Blank	Bar name	Duration	Start	Finish
64		Lift core overrrun	4d	29/05/2018	01/06/2018
65		**Superstructures West**	**18w**	**27/02/2018**	**06/07/2018**
66		FRC columns and walls Ground to 1st floor	1w 3d	27/02/2018	08/03/2018
67		Steel columns and transfer beams	1w	06/03/2018	12/03/2018
68		FRC 1st floor slab and connect to facade	1w 2d	09/03/2018	19/03/2018
69		FRC Columns and walls 1st to 2nd floor	1w 3d	20/03/2018	29/03/2018
70		Steel columns and transfer beams	1w	27/03/2018	04/04/2018
71		FRC 2nd floor slab and connect to facade	1w 3d	03/04/2018	12/04/2018
72		FRC columns and walls 2nd to 3rd floor	1w 2d	13/04/2018	23/04/2018
73		FRC 3rd floor slab and connect to facade	1w 3d	24/04/2018	03/05/2018
74		FRC columns and walls 3rd to 4th floor	1w 2d	04/05/2018	15/05/2018
75		FRC 4th floor slab and connect to facade	1w 3d	16/05/2018	25/05/2018
76		FRC columns and walls 4th to 5th floor	1w 2d	29/05/2018	06/06/2018
77		FRC 5th floor	1w 3d	07/06/2018	18/06/2018
78		Steel frame 5th floor to roof	1w	19/06/2018	25/06/2018
79		FRC Roof slab	1w	26/06/2018	02/07/2018
80		Lift core overrrun	4d	03/07/2018	06/07/2018
81		Install scaffold within facade retention	2w	22/05/2018	05/06/2018
82		Remove Facade Framework	3w	07/06/2018	27/06/2018
83		Facade/Alterations/Clean down	12w	07/06/2018	30/08/2018
84		Install new timber windows to the retained facade	4w	28/06/2018	25/07/2018
85		Strike scaffold	1w	14/08/2018	20/08/2018
86		Drainage connections within footpath	1w	21/08/2018	28/08/2018
87		Erect support gantry to Parker Street	1w	29/08/2018	04/09/2018
88		Relocate offices and welfare to gantry	1w 4d	05/09/2018	17/09/2018
89		**New Envelope East**	**13w**	**07/03/2018**	**11/06/2018**
90		SFS and boarding Basement to Ground	1w 2d	07/03/2018	15/03/2018
91		SFS and boarding Ground to 1st floor	2w	16/03/2018	29/03/2018
92		SFS and boarding 1st to 2nd floor	2w	03/04/2018	16/04/2018
93		SFS and boarding 2nd to 3rd floor	2w	17/04/2018	30/04/2018
94		SFS and boarding 3rd to 4th floor	2w	01/05/2018	15/05/2018
95		Timber rafters and board to pitched roof	1w	16/05/2018	22/05/2018
96		SFS and boarding 4th to 5th floor	1w 4d	16/05/2018	29/05/2018
97		SFS and boarding 5th to Roof	1w 4d	30/05/2018	11/06/2018
98		**New Envelope West**	**24w**	**13/04/2018**	**02/10/2018**
99		SFS and boarding Basement to Ground	1w 2d	13/04/2018	23/04/2018
100		SFS and boarding Ground to 1st floor	2w	24/04/2018	08/05/2018
101		SFS and boarding 1st to 2nd floor	2w	09/05/2018	22/05/2018
102		SFS and boarding 2nd to 3rd floor	2w	23/05/2018	06/06/2018
103		SFS and boarding 3rd to 4th floor	2w	07/06/2018	20/06/2018
104		Timber rafters and board to pitched roof	1w	21/06/2018	27/06/2018
105		SFS and boarding 4th to 5th floor	1w 4d	21/06/2018	03/07/2018
106		SFS and boarding 5th to Roof	1w 3d	04/07/2018	13/07/2018
107		**External Envelope finishes**	**20w 3d**	**09/05/2018**	**02/10/2018**
108		Brickwork cladding Basement to Ground	2w	09/05/2018	22/05/2018
109		Brickwork cladding Ground to 1st floor	2w 2d	23/05/2018	08/06/2018
110		Brickwork cladding 1st to 2nd floor	2w 2d	11/06/2018	26/06/2018
111		Brickwork cladding 2nd to 3rd floor	2w 2d	27/06/2018	12/07/2018
112		Brickwork cladding 3rd to 4th floor	2w 2d	13/07/2018	30/07/2018
113		Cladding and curtain walling 4th floor to Roof	4w	31/07/2018	28/08/2018
114		Window fixing Aluminium	3w	13/07/2018	02/08/2018
115		Roofing finishes to terraces	2w 4d	26/06/2018	13/07/2018
116		Roof finishes	4w 1d	16/07/2018	13/08/2018
117		Water tight envelope		13/08/2018	13/08/2018
118		Strike scaffold Fit Balconies	5w	29/08/2018	02/10/2018
119		**Aldwych Mews**	**27w 4d**	**18/09/2018**	**12/04/2019**
120		Remove accomodation gantry and clear area	2w	18/09/2018	01/10/2018
121		Excavate pile caps and ground beams	1w	02/10/2018	08/10/2018
122		FRC Pilecaps and ground beams	1w	09/10/2018	15/10/2018
123		Below ground drainage	1w	16/10/2018	22/10/2018
124		FRC Ground slabs	1w	23/10/2018	29/10/2018
125		Erect portal frame steelwork up to 1st floor	1w 3d	30/10/2018	08/11/2018
126		Metal decking and concrete to 1st floor terrace	1w	09/11/2018	15/11/2018

Client: **Londonewcastle**

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Rev. Date:

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Line	Blank	Bar name	Duration	Start	Finish
127		Erect portal steel frame to houses above 1st floor	1w	16/11/2018	22/11/2018
128		External staircases	1w 4d	23/11/2018	05/12/2018
129		SFS and boarding	2w	23/11/2018	06/12/2018
130		Brickwork cladding	2w 2d	04/12/2018	02/01/2019
131		Windows	1w	13/12/2018	02/01/2019
132		Joists and boarding to 1st floor houses	1w 1d	07/12/2018	14/12/2018
133		Roof joists and board to houses	1w	13/12/2018	02/01/2019
134		Waterproof finishes to terrace	1w	03/01/2019	09/01/2019
135		Roofing to houses	1w	03/01/2019	09/01/2019
136		MF and board 1 side partitions	1w	10/01/2019	16/01/2019
137		1st fix MPE within partitions	1w	17/01/2019	23/01/2019
138		Close up partitions and ceilings	1w	24/01/2019	30/01/2019
139		Joinery 1st fixing Ground floor	1w 2d	31/01/2019	08/02/2019
140		Bathroom finishes and sanitaryware etc,	1w 2d	07/02/2019	15/02/2019
141		Kitchen installation and finishes	1w 3d	13/02/2019	22/02/2019
142		Decoration	3w	25/02/2019	15/03/2019
143		MPE Final fixing	2w	18/03/2019	29/03/2019
144		Joinery final fix	1w 4d	26/03/2019	05/04/2019
145		Snag de-snagg and final clean	1w	08/04/2019	12/04/2019
146		**Internal Finishes Residential**	**49w 1d**	**17/04/2018**	**12/04/2019**
147		Install lift Core East	12w	04/06/2018	24/08/2018
148		Install lift Core West	12w	09/07/2018	01/10/2018
149		Beneficial use of lifts	25w	29/08/2018	05/03/2019
150		Re-test and commission lifts	4w	06/03/2019	02/04/2019
151		SVPs RWPs & Services distribution & risers	13w 4d	17/04/2018	24/07/2018
152		Basement Plant Installations	16w	25/07/2018	14/11/2018
153		MF and board party walls Basement	1w	16/07/2018	20/07/2018
154		MF and board 1 side partitions Basement	2w	23/07/2018	03/08/2018
155		1st fix MPE within partitions Basement	3w	06/08/2018	24/08/2018
156		Close up partitions and ceilings Basement	3w	28/08/2018	17/09/2018
157		Joinery 1st fixing Basement	2w	18/09/2018	01/10/2018
158		Bathroom finishes and sanitaryware etc, Basement	4w	02/10/2018	29/10/2018
159		Kitchen installation and finishes Basement	4w	09/10/2018	05/11/2018
160		Decoration Basement	4w	06/11/2018	03/12/2018
161		MPE Final fixing Basement	2w	04/12/2018	17/12/2018
162		Joinery final fix Basement	2w	04/12/2018	17/12/2018
163		Basement Gym fit out	12w	18/12/2018	25/03/2019
164		Snagg and de-snagg basement	2w 4d	26/03/2019	12/04/2019
165		MF and board party walls to Show Flat 09	1w	06/08/2018	10/08/2018
166		MF and board 1 side partitions Show Flat 09	1w	13/08/2018	17/08/2018
167		1st fix MPE within partitions Show Flat 09	1w	20/08/2018	24/08/2018
168		Close up partitions and ceilings Show Flat 09	1w 3d	28/08/2018	06/09/2018
169		Joinery 1st fixing Show Flat 09	1w	07/09/2018	13/09/2018
170		Bathroom finishes and sanitaryware etc, Show Flat 09	2w	14/09/2018	27/09/2018
171		Kitchen installation and finishes Show Flat 09	2w	21/09/2018	04/10/2018
172		Decoration Show Flat 09	3w	05/10/2018	25/10/2018
173		MPE Final fixing Show Flat 09	1w	26/10/2018	01/11/2018
174		Joinery final fix Show Flat 09	1w	26/10/2018	01/11/2018
175		Final fixtures and fittings Show Flat 09	1w	02/11/2018	08/11/2018
176		Handover Show Flat 09		08/11/2018	08/11/2018
177		MF and board party walls Ground floor	1w	28/08/2018	03/09/2018
178		MF and board 1 side partitions Ground floor	2w	04/09/2018	17/09/2018
179		1st fix MPE within partitions Ground floor	3w	18/09/2018	08/10/2018
180		Close up partitions and ceilings Ground floor	3w	09/10/2018	29/10/2018
181		Joinery 1st fixing Ground floor	2w	30/10/2018	12/11/2018
182		Bathroom finishes and sanitaryware etc, Ground floor	4w	13/11/2018	10/12/2018
183		Kitchen installation and finishes Ground floor	4w	20/11/2018	17/12/2018
184		Decoration Ground floor	4w	18/12/2018	28/01/2019
185		MPE Final fixing Ground floor	2w	29/01/2019	11/02/2019
186		Joinery final fix Ground floor	2w	29/01/2019	11/02/2019
187		Entrance lobby wall finishes including fireplace	2w	12/02/2019	25/02/2019
188		Entrance lobby ceiling	1w	26/02/2019	04/03/2019
189		Entrance doors and screen	1w	05/03/2019	11/03/2019

31. Please provide details describing mitigation measures to be incorporated during the construction/demolition works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

Best Practicable Means (BPM) (S72 of CoPA 1974) will be employed to minimise noise and vibration.

Site personnel will be instructed in environmental matters and BPM to reduce noise and vibration. They will be informed about the surrounding environment during the site induction.

The following specific measures will apply:

Noise Control Measures

- Stationary plant such as generators will be located as far as practicably away from the nearest sensitive receptor;
- All plant powered by combustion engines will be fitted with suitably maintained silencers;
- Electrical or LPG powered plant will be used, where practicable, rather than plant powered by combustion engine;
- Plant will be used in accordance with the manufacturers' recommendations;
- Plant such as mobile cranes which may be used intermittently will be shut down between work periods or throttled down to a minimum;
- Acoustic covers to engines will be kept closed when engines are in use;
- Appropriate screens or enclosures will be provided where practicable.

Vibration Control Measures

- Site personnel will be instructed in environmental matters to reduce noise and vibration. They will be informed in the site induction into the surrounding environment.
- Pulverisers will be used when practicable (in lieu of pneumatic hammers)
- Loading of material into vehicles within designated bays only
- All deliveries to be scheduled to occur during daytime hours only and engines to be switched off when waiting
- All plant to comply with relevant national or international standards, directives and recommendations

Liaison with the Camden Council

Ardmore Construction will liaise closely with the Camden Council Pollution Control Team during all stages of the construction contract. Camden's 'Minimum Requirements for Building/Construction/Demolition Sites' (CMRBC) has been adopted and will be followed by Ardmore Construction Ltd. team, aiming to minimise disruption to the surrounding properties and third parties.

Ardmore Construction is a partner of the Considerate Constructors Scheme and actively liaises with third parties prior to and for the duration of works.

Incident Response Procedure

Incidents where *trigger* levels are exceeded will be responded to as follows;

- If during site activities trigger levels are exceeded this will be reported to the project manager.
- Ardmore Construction Ltd. environmental manager will be contacted and updated on the incident/occurrence.
- The environmental manager in co-operation with the project management team will investigate the work being undertaken, to see if the correct plant and equipment is being used in accordance with the BPM.
- If the work, plant and equipment are not being used correctly the works will be stopped and corrective action taken.
- If high readings are being caused due to unforeseen circumstances and the correct methodology/plant and BPM is being carried out, Camden Council and neighbours will be notified and the reasons and timescales explained.
- The response procedure and outcome will be recorded by site personnel.

Incidents where *action* levels are exceeded will be responded to as follows;

- If during site activities action levels are exceeded works will be stopped and reported to the project manager.
- Corrective action will be taken such that noise limits will be achieved before works can re-start. Where this is not possible, Camden Council will be notified with a view to continuing the works in a controlled manner.

Incidents where complaints are received;

- All complaints received will be recorded, in a site complaints book retained in the site office, investigated, and any corrective action implemented and feedback given to the complainant.
- Camden Council will be advised of any complaint and actions taken to investigate the validity and any actions which have been put in place to rectify the situation if this is found necessary. This may include local monitoring.

Noise, vibration and dust complaints received will be dealt with by the project manager supported by our SHE adviser.

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

Site personnel will be instructed in environmental matters and the meaning and implementation of BPM to reduce noise and vibration. They will be informed in the site induction into the sensitivity of the surrounding environment. Furthermore, Regular Tool Box Talks will be completed to further ensure awareness.

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

Erecting scaffolding and monarflex sheeting will confine the dust arising during construction works. Fine water spray techniques will be used during any works that would otherwise generate dust. The wheels of vehicles leaving site will be cleaned using a high pressure jet wash. The following mitigation measures will be considered to minimise dust and other emissions from site activities and disruption or nuisance to neighbouring occupiers:

- Maintaining solid 2.4m high hoardings.
- Use of existing buildings as screens as far as possible.
- Sheeted scaffolds to buildings to be demolished
- Spraying water at work faces, loading operations and site access roads;
- Dampening of exposed soil and stockpiles if necessary;
- The location of stockpiles of brick, concrete, soil and other materials away from dusts sensitive properties, taking into account prevailing wind, if necessary;
- Erecting windbreak netting around material stockpiles and vehicle loading/unloading areas,
- Regular inspection and cleaning of local highways and site boundaries for dust deposits;
- Loading of material into lorries within designated bays/areas;
- Hoarding around the site;
- Sheeting of lorries leaving site carrying loose deconstruction material;
- No unauthorised burning of any materials on site; and
- All site personnel trained in best practice for dust control by regular Environmental Toolbox talks.
- Ardmore are an accredited Gold FORS freight operator
- Low sulphur diesel lorries
- Ardmore only uses plant and vehicles that are in good repair and conform to the manufacturer or legislative/British Standard emission standards. Plant maintenance and defect reports shall be held on site in designated file. Wherever possible, plant shall not be left running for long periods when not directly in use. Where appropriate electrically powered machinery and plant shall be used instead of petrol or diesel powered.
- Monitoring site perimeter

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

The wheels of vehicles leaving site will be cleaned using a high pressure jet wash. Regular inspection and cleaning of local highways and site boundaries will be undertaken for dust deposits.

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

The results of the environmental monitoring will be reported on a monthly basis to relevant parties. These can be cross referenced against site activities as detailed in Site Diary records, should this be deemed necessary.

The graphs provided in the regular monitoring report will show both the trigger and actions levels and measurement data taken during working and non-working hours. Where monitoring values have exceeded trigger and action levels, a brief description of the reason(s) for this will be provided, together with any available mitigation taken to prevent recurrence.

Noise – Monitoring and Action Levels

Noise monitoring is proposed to be undertaken at two external fixed Monitoring Positions around the site, and one internal fixed Monitoring Position within the Year 3 classroom of the school (although the latter will have no trigger/action level set). The locations of the noise monitoring positions are shown in Figure 3.

All noise monitoring equipment are Type 1 data logging sound level meters with outdoor weatherproof kits.

An accredited laboratory will calibrate the sound level meters every 2 years and the calibrators annually. Re-calibration will be considered if a sound level meter or calibrator has been subject to accidental damage. In addition, field calibration will be undertaken at regular intervals on site.

Email/SMS text alerting are set up to notify site management and other stakeholders of an exceedance of pre-set threshold levels at each Monitoring Position, as set out below.

The action levels have been set in line with CMRBC such that the action level is 3 dB higher than the predicted noise level at each monitoring position. Trigger levels have been set at the highest predicted noise level to prompt working practices to be reviewed. The trigger and action levels set out below are the same as those adopted during the demolition phase.

Trigger/Action Level	Trigger/Action Noise Level $L_{Aeq,T}$ dB	
	Monitoring Position 1 (school)	Monitoring Position 2 (Aldwych Building)
Action Level	84 dB $L_{Aeq,1h}$	84 dB $L_{Aeq,1h}$
Hourly Trigger Level	81 dB $L_{Aeq,1h}$	81 dB $L_{Aeq,1h}$

Should Camden Council receive a valid noise complaint, a lower trigger level of 80 dB $L_{Aeq,1h}$ at 1 m from the nearest sensitive receptors will be adopted. On receipt of such a complaint, Ardmore will review and amend work methodologies where feasible and appropriate and review mitigation measures with a view to reducing noise levels at nearby sensitive receptors.

Vibration – Monitoring and Action Levels

No continuous vibration monitoring is proposed. However, should Camden receive a valid and reasonable complaint from an affected neighbour, works on site will be reviewed with a view to taking corrective action where feasible to minimise the potential for vibration to nearby sensitive receptors. In addition, attended short-term vibration monitoring may be undertaken at a representative location. A written summary will be submitted to Camden Council upon request detailing what action has been taken to identify the source of the structure-borne noise, and any actions taken to minimise vibration levels.

Trigger and action levels are set out below, should any vibration monitoring be required.

Trigger/Action Level	(PPV mm/s)
Trigger Level	0.8
Action Level	1

Dust – Monitoring and Action Levels

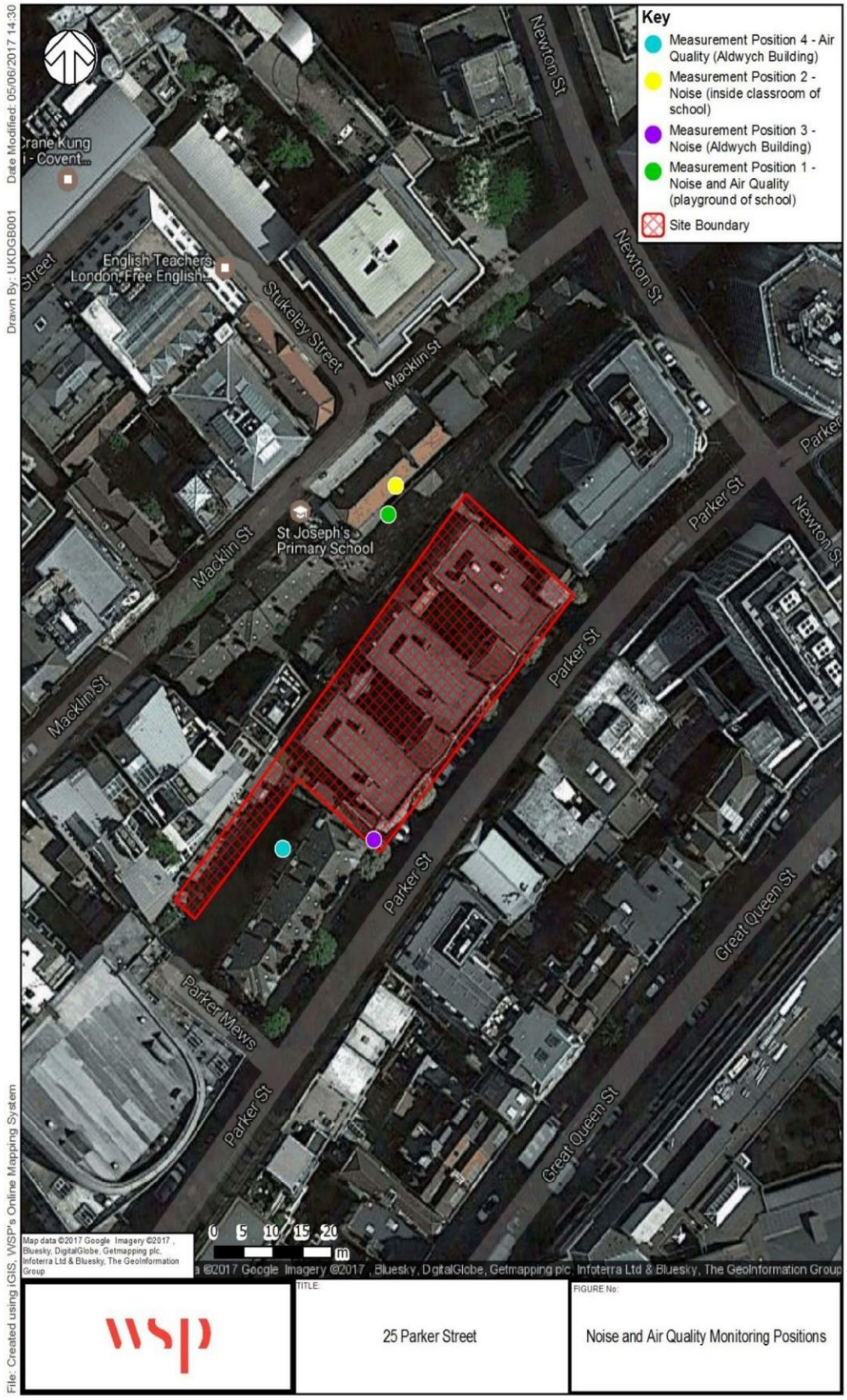
Two realtime PM10 monitors will be installed for the duration of the construction phase. The monitoring locations have been principally agreed with the LBC, however fixed positions are dependent up on obtain the relevant permissions, power supply and security (indicative monitoring locations are identified as Measurement Position 1 and 4 in Figure 3 below. The PM10 monitors are connected via mobile phone signal to an online weblogger, where email notifications and SMS text messages are issued in the event of an exceedance.

It is proposed that the monitoring will collect data every 15 minutes and two exceedance trigger levels are implemented. The first trigger level is 150ug/m^3 and the second is 250ug/m^3. The trigger level of 150ug/m^3 shall initiate a review of site activities to enable the site management to implement the necessary mitigation measures to ensure the second trigger level is not exceeded. If an exceedance of the second trigger level (250ug/m^3) occurs in two consecutive 15 minute averaging periods, on site works will cease immediately, an investigation launched and the appropriate mitigation implemented.

All monitoring equipment will have the filters changed on a three monthly basis (or more if particularly dusty) and equipment will be serviced and recalibrated annually as per the suppliers recommendation.

Indicative monitoring locations for the noise, vibration and dust meters are presented below. These may be subject to change due to lack of security, access or power.

Figure 3: Noise, vibration and dust monitoring positions during construction



36. 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.

The potential risk of dust impacts on receptors requires assessing to enable to gauge the level of required mitigation. The level of dust impact is associated with: The number, location and sensitivity of receptors; the type, location and frequency of site activity; the scale of the development.

Information and reference available from the Institute of Air Quality Management Guidance and the Mayor of London Control of Dust Supplementary Planning Guidance London Guidance were used to produce the following risk assessment.

Risk Assessment:

The number and degree of sensitive receptors in proximity to the proposal works are used to determine the level of risk.

Sensitivity of the Area to Demolition Impacts	
Receptor Sensitivity	**Distance from the source (m)**
	<20m
High	**High**

Notes:

- The sensitivity of the area has been derived for each of the four activities: demolition, construction, earthworks and track out.
- Only the highest level of area sensitivity from the table has been considered.
- For track out, the distances has been measured from the side of the roads used by construction traffic. Without site specific mitigation, track out may occur from roads up to 500m from large sites, 200m from medium sites and 50m from small sites, as measured from the site exit. The impact declines with distance from the site.

Dust Emission Magnitude (SPG)

Activity	**Dust Emission Magnitude**
Demolition	**Large**

Assessment of the dust impact risk for LARGE proposals:

Sensitive Receptors	Total Number of Receptors	Distance from Source (m)		
		<20	<50	<100
High	>50	**Large**	**Large**	

The highest outcome is large, therefore the site is considered to be High Risk. A summary of the risk assessment has been provided below:

Project Description:	Contractor: Keltbray Limited		
	Client: Parker House Developments Ltd		
	Location: 25 Parker Street, London, WC2B 5PA		
Development Type:	Demolition, Piling and New Build		
Site Activities:			
Demolition ✓	Earthworks ✓	Construction ✓	Trackout (vehicle movements)✓
Activity Timescale:	Continuous (weeks, months, years) – 30 Weeks soft strip and demolition followed by earth works and new build		
	Intermittent (days, weeks, months, years) – No works on Sundays and bank holidays		
Scale			
Demolition:			Large
Earthworks:			Large
Construction:			
Trackout:			
Impact Risk Assessment			
Sensitive Receptors			High
Total Receptors			High
Mitigation Measure Listed for implementation			
Demolition:			Large
Earthworks:			Large
Construction:			
Trackout:			

37. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of risk identified in question 36 have been addressed by completing the GLA mitigation measures checklist.

The outcome of the scaling and risk assessment has identified the level of likely impact on the local amenity and air quality as being “High”. The proposed mitigations are listed in the dust management plan for Parker House Redevelopment assessed to be a “High Risk” site are relevant to the demolition and associated operations taking place at this project.

Required Mitigation

MEASURES	Scale
	Large
Develop and implement a stakeholder communications newsletter drop and ensure necessary community engagement has taken place before work commences on-site.	✓
Display the name and contact details of Site Manager who will be accountable for air quality and dust issues on the site boundary.	✓
Display office contact information at site notice boards and site entrance and hoarding	✓
Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken. Make the log available to LBC if required.	✓
Record any exceptional incidents that cause dust and/or air emissions, either on- or offsite, and the action taken to resolve the situation in the log book.	✓
Undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked.	✓
Increase the frequency of site inspections by Site Manager (SM) and environmental advisor when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.	✓
Agree real-time PM10 continuous monitoring locations and daily/twice daily visible dust inspection with the Local Authority.	✓
Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible.	✓
Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site.	✓
Avoid site runoff of water or mud.	✓
Keep site fencing, barriers and scaffolding clean using wet methods.	✓
Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re- used on-site cover with netting and ensure damping down.	✓
Cover, seed or fence stockpiles to prevent wind whipping.	✓
Ensure all NRMM meet the highest emission applicable standards.	✓
Ensure all vehicles switch off engines when stationary - no idling vehicles.	✓

MEASURES	Scale Large
Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable.	✓
Impose and signpost a maximum-speed-limit of 5 mph on unsurfaced haul roads and work areas	✓
Implement a project personnel travel plan that supports and encourages sustainable travel (public transport, cycling, walking).	✓
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.	✓
Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.	✓
Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.	✓
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.	✓
DEMOLITION SPECIFIC	
Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).	✓
Ensure effective water suppression is used during demolition operations. Hand held sprayed water can be directed to where it is needed. In addition high volume water suppression systems, manually controlled, can produce fine water droplets that effectively captures dust particles to the ground.	✓
EARTHWORKS SPECIFIC	
Use netting to cover earthworks and exposed areas/soil stockpiles to prevent dust escaping	✓
Only remove the cover in small areas during work and not all at once. (Use continually water mitigation)	✓

Measure	Scale Large
TRACKOUT SPECIFIC	
Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being continuously in use.	✓
Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.	✓
Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable.	✓
Record all inspections of haul routes and any subsequent action in a site log book.	✓
Install hard surfaced haul routes, which are daily damped down with fixed or mobile sprinkler systems, or mobile water bowsers and regularly cleaned.	✓
Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).	✓
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. (Current road surfacing to be used)	✓

- 38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the SPG. Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

The site has been assessed to be "High Risk" as per SPG July 2014 due to number and type of receptors within 20 meters. Given the size of the site, and proximity to sensitive receptors (residential to the west, north/northeast and the St Joseph's Primary School to the northeast) it is proposed that two real times PM10 monitors and one weather (wind speed and direction) station is sufficient. These monitors are located both upwind and downwind of the demolition site and consider and will take into account the potential dust impacts at the most sensitive receptors.

Approximately one month of baseline monitoring data was collected before hard demolition commenced on site. As per point 8 detailed above, upon request a monthly report can be issued to LBC identifying the exceedances (if any) of the trigger levels and the measures implemented to reduce the potential for any future exceedance.

39. Please provide details about how rodents, including rats, will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

Pest control techniques will be put in place and the usual preventative measures will also be followed. Consisting of and not limited to, designated eating areas, strict rules on preventing food and drink from the working areas & around the site, regular cleaning of food areas, regular clearing of food cupboards and fridges, sealed general waste bins.

Using external specialist, bait boxes will be placed both within and external to the buildings, these will be maintained at regular intervals, to ensure if any rodents are present they can be quickly removed.

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

Demolition and asbestos removal works have been completed under a separate contract prior to Ardmore's works on site

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

All site operatives will be expected to comply with the requirements of the Considerate Constructors Scheme and this will be explained at the site induction. No swearing is allowed on site. Shouting and raised voices shall only be used to maintain safe working conduct.

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: 21st November 2017

Print Name: Martyn Horne

Position: Pre-construction Manager

Please submit to: planningobligations@camden.gov.uk

End of form.