

E - Construction Logistics Plan

Construction Management Plan

18 – 23 Hand Court

pro forma v2.2

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by

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 Community 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**.

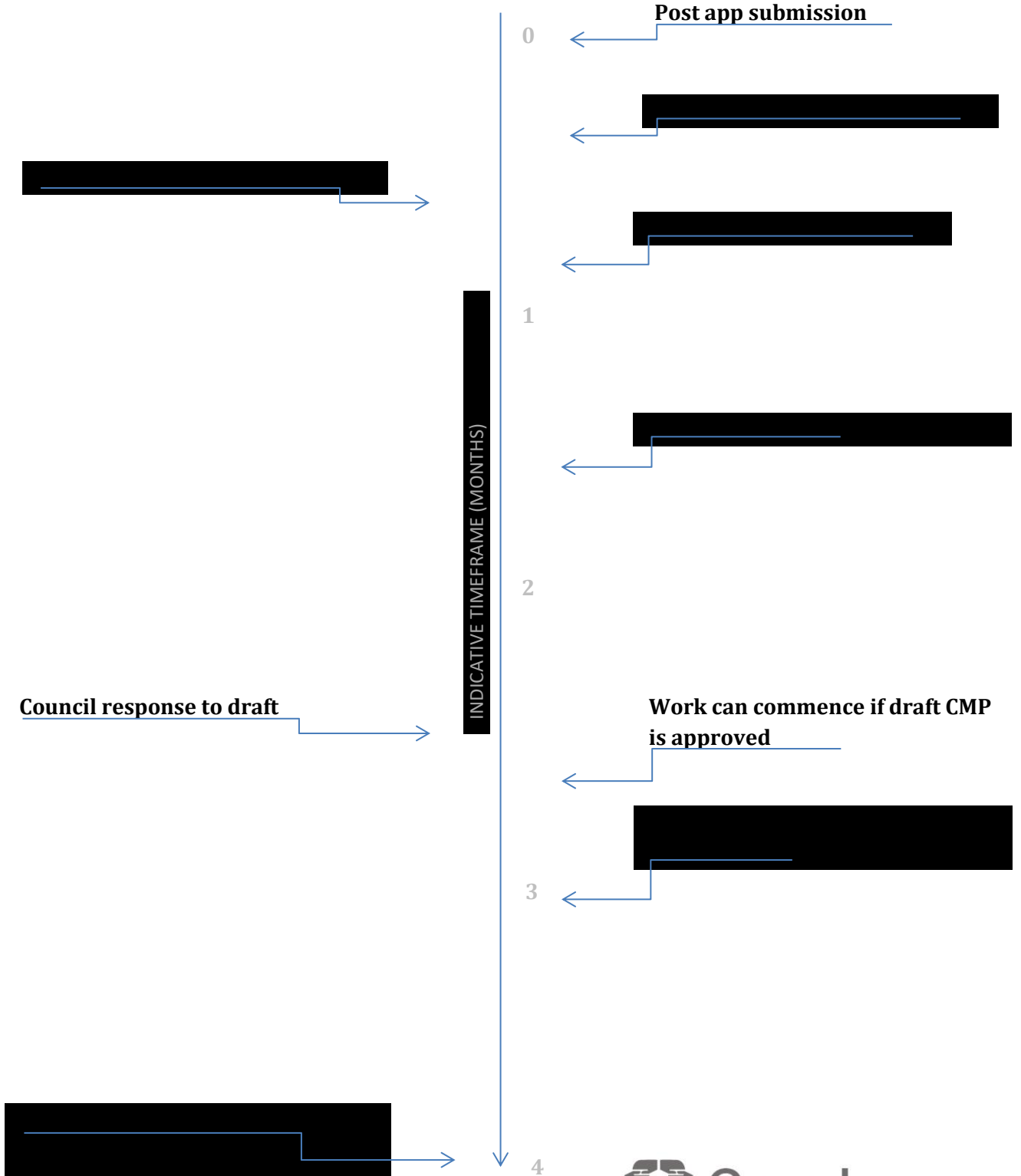
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction, etc.)

Revisions to this document may take place periodically.

Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



Contact

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

Address: 18-23 Hand Court, 46-48 Bedford Row & High Holborn House on Brownlow St,
London WC1V 6JF

Planning reference number to which the CMP applies: **TBA**

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

Name: DP9 Ltd – Dean Jordan, Senior Planner

Address: 100 Pall Mall, London, SW1Y 5NQ

Email: dean.jordan@dp9.co.uk

Phone: 0207 004 1745

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: **TBA when Main Contractor has been appointed**

Address:

Email:

Phone:

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

Name: TBA when Main Contractor has been appointed

Address:

Email:

Phone:

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: TBA when Main Contractor has been appointed

Address:

Email:

Phone:

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.

Please see drawing 975_1821HC-sp-01, Appendix A

The building is located within the High Holborn estate close to the City of London and theatre district. It is a 3 storey building with a small basement area.

18-23 Hand Court - The proposal is to demolish the existing building, extend the basement and construct a new 5 storey commercial building

46-48 Bedford Row - The proposal is to convert commercial space to residential properties

High Holborn House – The proposal is the conversion of the basement area to provide gym facilities

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).

18-23 Hand Court - The scope of works is:

- Demolition of Existing Building
- Underpinning and enlargement of the basement area
- Structural steel frame with composite floor slabs
- Brickwork to facades
- Roof finishes
- Cat A office fit out and toilet core fit out
- New UKPN substation

Plan area is circa 27m x 15m

46 -48 Bedford Row – The scope of works is:

- Strip out and demolition at the rear
- Floor strengthening
- Façade cleaning and repairs
- Internal residential finishes

High Holborn House – the scope of works is:

- Strip Out
- Remodelling of ground floor entrance
- Fit out for gym facilities

Details of main issues and challenges

- Pedestrian access only to the building
- Close proximity to adjoining commercial and retail properties

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.).

- Various commercial properties including Mid City Place
- Retail units on High Holborn
- Davy's wine bar and Old Nick public 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.

Is this information available?

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

Please see the Summary Programme with the proposed timescales in Appendix B.

Please could you confirm that you are happy for the programme to be included or would the preference be key milestone dates?

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

Yes the works will be undertaken during the hours stated.

There will be occasions such as erection of the tower crane when works will be outside of these hours stated. This will have been discussed and agreed with LB of Camden before the works are carried out

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.

There is a new UKPN substation to be installed.

A new outfall pipe is to be located within the proposed pump chamber room at basement level (18-21 Hand Court) due to the change in structural slab level. Thames Water have advised that the connection can be made using a preformed junction into the sewer thus removing the requirement for a manhole.

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 granting 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 and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

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 should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason 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.

Consider including the revised schedule from 4C as an appendix

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.

Periodic Neighbourhood Meetings - every three months with attendance by representatives from adjoining properties and Camden, if required. These meetings will concentrate on key issues, including programme overview, activities which may have a significant impact, such as tower crane erection, and review the coordination and sequencing of works. The focus will be on minimising disruption to neighbours and their businesses. An updated list of project contacts will be distributed.

15. Schemes

Please provide details of your 'Considerate Constructors Scheme' registration, and details of any other similar relevant schemes as appropriate. Contractors will also be required to follow the "[Guide for Contractors Working in Camden](#)" also referred to as "[Camden's Considerate Contractors Manual](#)".

The project will be registered 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.

We are not aware of any projects being undertaken in the local area that will coincide with these works

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 Contractual Considerations

17. Name of Principal contractor:

TBC

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

The Main Contractor will be required as part of the contract to comply with the CLOCS Standard.

As part of their subcontractor selection process they will be required to demonstrate that their subcontractors and suppliers comply with the CLOCS Standard, providing documentary evidence.

Random checks will be made during the duration of the contract to ensure that the CLOCS Standard is adhered to.

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:

We would confirm that we will abide by the CLOCS Standard and these will be included in the contracts with our contractors and suppliers.

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

Site Traffic

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

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 how vehicles will be routed to the [Transport for London Road Network](#) (TLRN) on approach and departure from the site.

The main through route in this part of Camden, from which vehicles can access the development site, is the A401 Theobalds Road. Taking into account the existing road widths, on street parking and traffic calming measures already in place, the most suitable route providing access to the site is via Bedford Row. Smaller delivery vehicles, will have the option of using Red Lion Street. The most suitable route when leaving the site will be via either Bedford Row or Jockey’s Field back to the A401 Theobalds Road. These routes are shown on [Drawing Nrs. E14448/VR/01 and 02, Appendix C](#). Further details are provided in the response to question 22. There are no impacts on the Transport for London Road Network (TLRN).

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.

The delivery route will be included within the tender documents issued to the Main Contractors. It will then be incorporated into the Contract documents successful contractor is appointed.

The Main Contractor will be required to include the vehicle route in all subcontract and suppliers orders. This will mean that they all fully aware of the route and make due allowance for this with regard to the size of vehicle.

On site the delivery routes will be displayed on the site noticeboards and on the hoarding

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.

Please see the schedule of Type and Number of Vehicle by Activity, Appendix C

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

We are not aware of any projects being undertaken in the local area that will coincide with these works

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.

All deliveries will have to be pre booked with the Logistics Manager a minimum of seven days before. Subcontractors/suppliers will be required to provide details regarding size of vehicle, registration and time required for unloading.

The subcontractor/supplier will then be allocated a delivery time slot. This information will then be included on a weekly delivery schedule.

As deliveries arrive on site they will be checked and verified by the Traffic Marshalls in the unloading bays.

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.

A holding area for larger vehicles is proposed in Sandland St. However, it is not anticipated that this would be used by a large number of vehicles. It would only be employed when larger vehicles are scheduled to service the site and the assistance of traffic marshalls is required.

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](#)).

This will be discussed with the Main Contractors during the tendering and selection process

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 marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

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

The most suitable route providing access to the site was deemed to be Theobalds Row and Bedford Row. The most suitable route when leaving the site was considered to be via Bedford Row and Theobalds Road. On Bedford Row, the majority of properties are occupied by businesses. These routes are shown in [Drawing Nrs E14448/VR/01 & 02 and SL/01](#).

An alternative route via Red Lion Street was also considered. However, this was considered unsuitable because of the risk of vehicles over-running the kerbs and over-hanging the footway.

The sequence of activities for a large vehicle accessing the development site will be as follows:

Step A: vehicles arrives and waits in Sandland Street

Step B: vehicle reverses into the unloading bay with assistance of traffic marshalls

Step C: temporary barriers put in position around the vehicle

Step D: vehicle is unloaded

Step D: temporary barriers removed

Step E: vehicle leaves the area via Bedford Row and Theobalds Road.

It should be noted that the above arrangements require the parking of vehicles on single yellow lines in Sandland Street.

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

Traffic Marshalls will escort the vehicles to the unloading bays. Whilst one Marshall assists the delivery vehicle in reversing into the unloading bay in Sandland Street other Marshalls will control other road users and pedestrians.

Once the vehicle is in the unloading bay, temporary barriers will be placed in position around the vehicle whilst it is unloaded. These temporary barriers will then be removed and the vehicle will be escorted by the Traffic Marshall to the junction with Bedford Row where the vehicle will turn left back towards Theobalds Road.

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).

To Be Discussed

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.

As vehicles will not be entering the site, wheel wash facilities will not be required.

During the excavation works any spoil that falls onto the road will be picked up by the Traffic Marshall to prevent it going onto the public highway. In addition a Scarab will visit the site periodically during the course of these works

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.

The majority of loading and unloading will take place in Sandland Street as indicated on the drawings referenced above

Safe loading and unloading will be ensured through the use of traffic marshalls. The location for storage of materials, skips and plant within the site is not known at this time.

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.

If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

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](#).

The Car Club bay in Sandland Street will need to be suspended or reduced in length during the works to provide the unloading area

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).

At this present time no highways works are envisaged. This will be reviewed once the Principal Contractor has been appointed.

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

TBC

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).

Sandland Street will have to be closed for the erection and dismantling of the tower crane.

Hand Court will have to be close at the junction with Sandland Street to enable vehicles to use the unloading bay.

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.

During the working hours the Traffic Marshalls will control pedestrians and other road users whilst deliveries are being made.

The hoarding will be adequately lit and no materials or skips will be left on the public highway over night at weekends or holiday periods.

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.

The scaffold gantry on Sandland St/Bedford Row will oversail the pavement.

An access scaffold/gantry will be located on the pavement in Hand Court therefore the pavement will be closed and pedestrians redirected.

Hoardings will be erected on both Hand Court and Sandland St/Bedford Row

● 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

Excavation

The demolition and construction methods and timings will be advised once the Main Contractor has been appointed

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.

Has a noise survey been carried out?

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

TBC

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.

TBC

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

TBC

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

Dampening down

External scaffold sheeted in monaflex

Plant and tools fitted with dust collectors

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.

Unloading bay cleaned at the end of each day

Scarab visits during the excavation works

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

TBC

36. 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.

Has the risk assessment been carried out?

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](#).

TBC

- 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.

TBC

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).

All drainage pipework will have temporary bungs whilst being constructed.

Any food waste from the canteen area will be cleared on a daily basis. It will also be placed in solid dustbins instead of bin liners

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

We have the following asbestos information. Where properties do not have a Refurbishment asbestos survey, this will be procured ahead of works commencing, no works will progress without this. If buildings are listed, prior approval will be sought from Camden to conduct surveys.

- 18 – 21 Hand Court Management Survey – 10th March 2017. Findings: 1 low risk ACM, 1 very low risk ACM. Advised to be left in situ. This will be upgraded to a full management survey in due course, ACMs will be removed where appropriate and safe as part of the works.
- 22- 23 Hand Court Management Survey – 17th August 2016. Findings: 0 ACMs were found. This will be upgraded to a full management survey in due course.
- 22 Hand Court ground floor & Basement Management Survey – 10th March 2017. Findings: 0 ACMs were found. This will be upgraded to a full management survey in due course.
- 24 Hand Court Refurbishment Survey – 25th April 2017. Findings: 2 very low risk ACMs found. Advised to be left in situ. ACMs will be removed where appropriate and safe as part of the works.
- 47 Bedford Row Refurbishment Survey – 5th April 2017. 5 positive ACMs (Low Risk ACM), 2 presumed positive ACMs (Very Low Risk ACM). Advised to leave and manage in situ. To be reviewed in light of the building's listed status and removed where appropriate and feasible as part of the works.
- 47a Refurbishment Survey – 5th April 2017. 1 positive ACM, 1 Low Risk ACM. Advised to leave and manage in situ. To be reviewed in light of the building's listed status and removed where appropriate and feasible as part of the works.

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 personnel will have a site safety induction which will include where the designated smoking areas are located and conduct on site.

Anybody found not complying with these requirements will be given an initial warning. Following this they will be prevented from working on site and their employer informed.

Smoking areas will be located in positions where they will not affect local residents and will be within the site boundary.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions.

From 1st September 2015

(i) Major Development Sites – NRMM used on the site of any major development will be required to meet Stage IIIA of EU Directive 97/68/EC

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

From 1st September 2020

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

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

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

- a) Construction time period (mm/yy - mm/yy): **For Discussion**
- b) Is the development within the CAZ? (Y/N): Yes
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): TBC
- 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:
- 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:
- 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:

● SYMBOL IS FOR INTERNAL USE

Agreement

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

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

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

Signed:

Date:

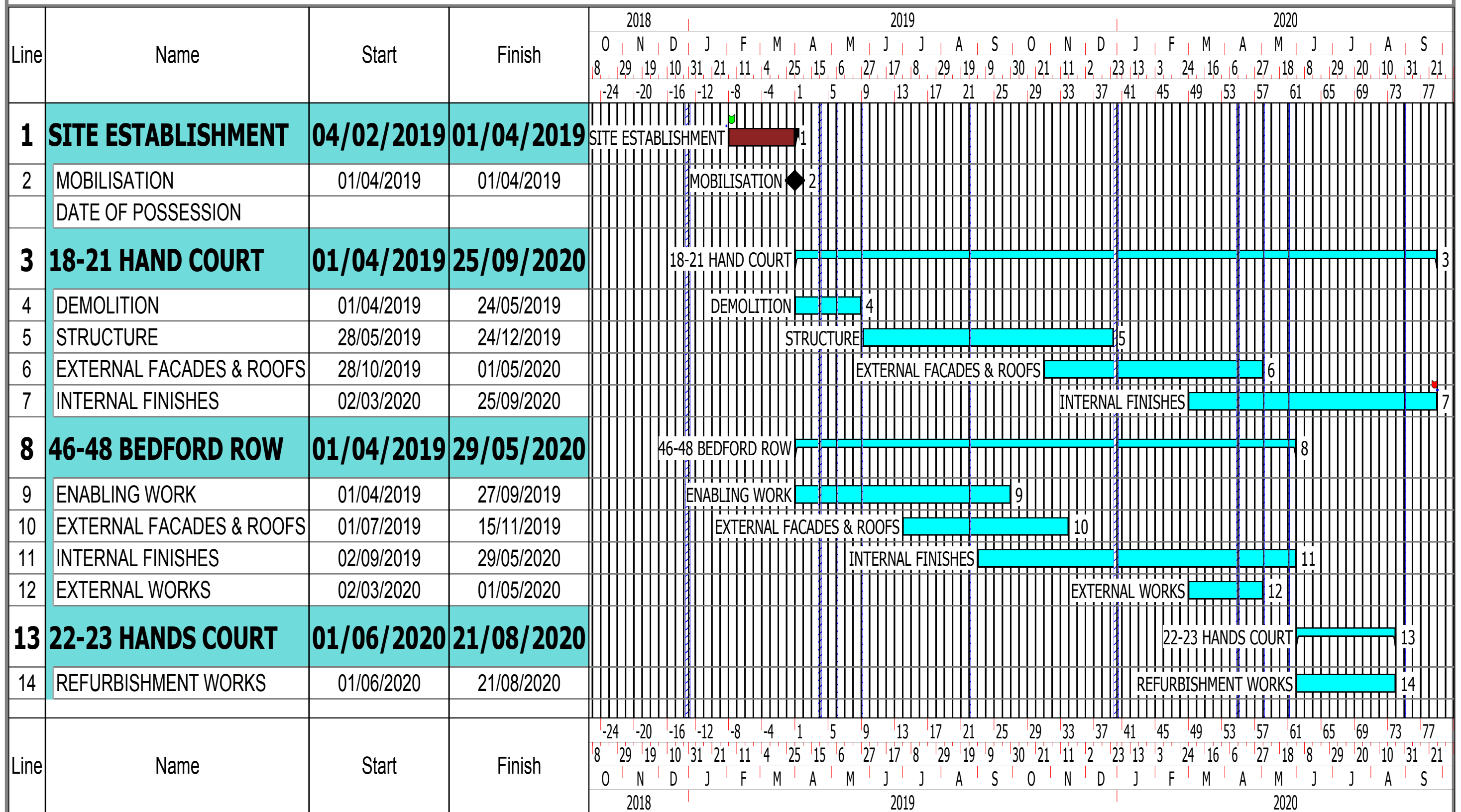
Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

End of form.

HAND COURT & BEDFORD ROW



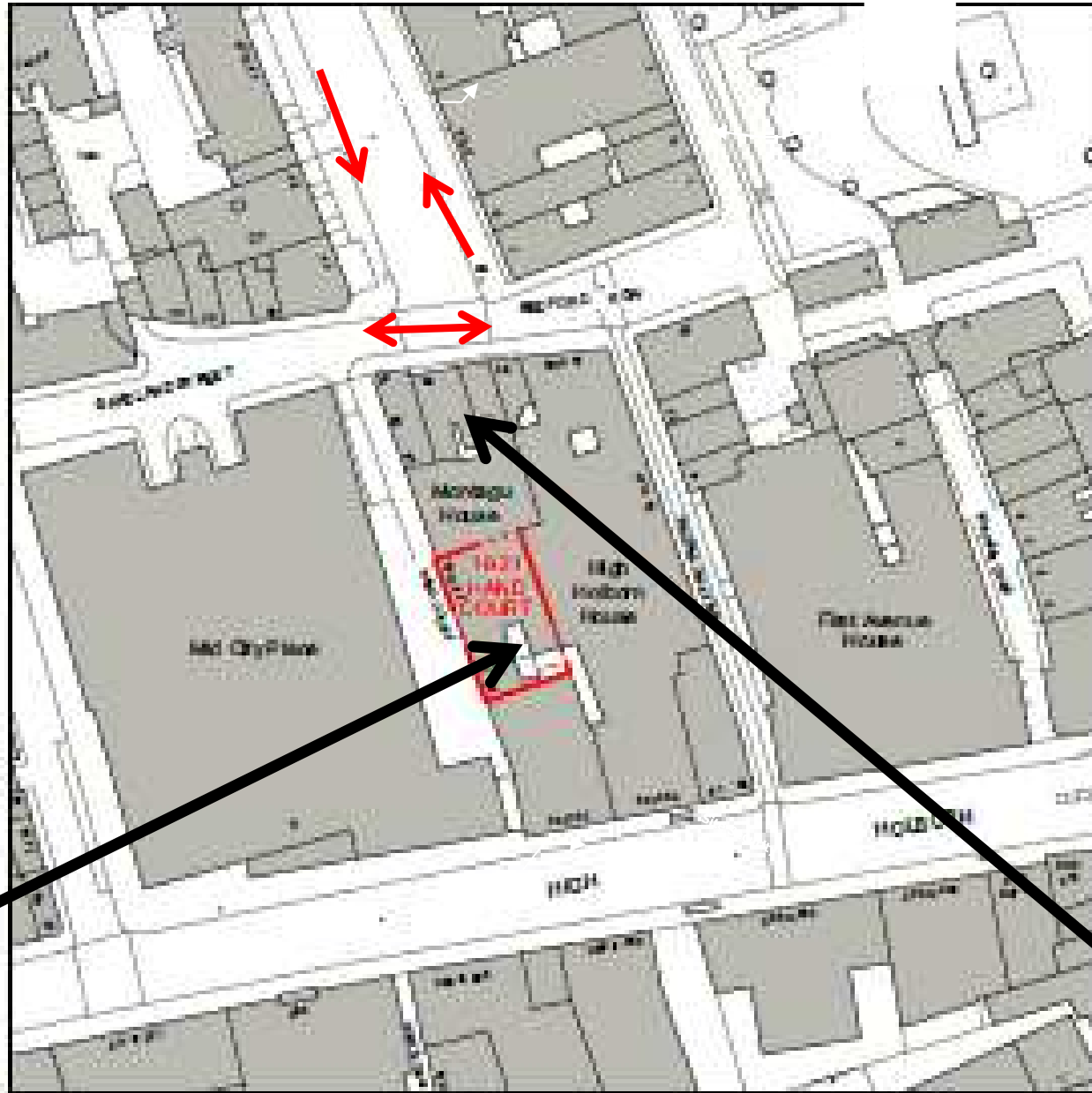
PQQ

KEY DATES
 CONSTRUCTION
 SITE ESTABLISHMENT

Programme Ref: E14448/PTAP/01
 Revision
 Programme Created:
 Programme revision date:
 Revision Comment
 Demolition & Construction

CMP PROGRAMME

VOLKERFITZPATRICK
 Hertford Road
 Hoddesdon
 Herts EN11 9BX
 Tel: 01992 305000 Fax: 01992 305006



18 - 23 HAND COURT

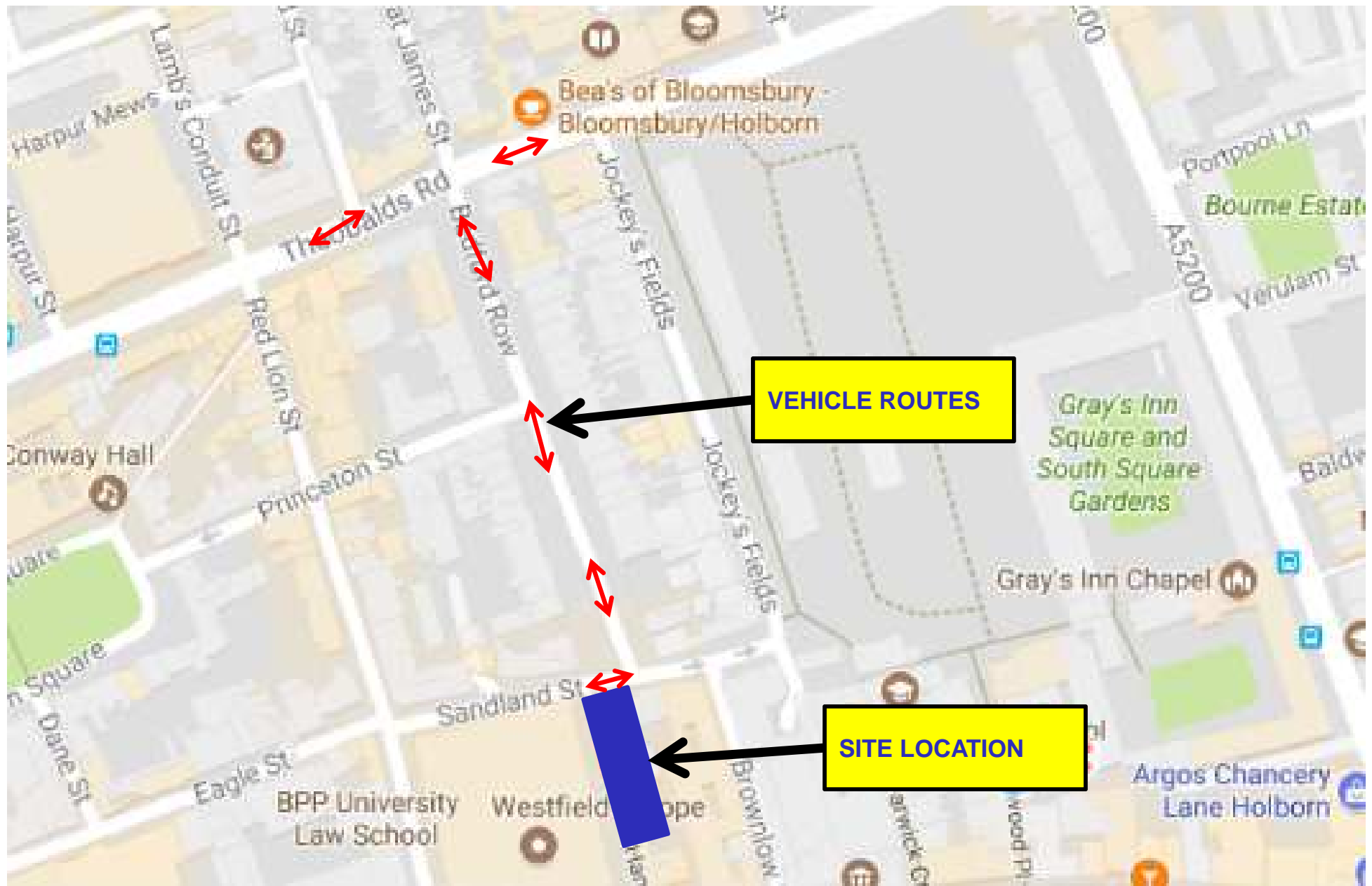
46 - 48 BEDFORD ROW

HAND COURT & BEDFORD ROW
VEHICLE DELIVERY ROUTE

E14448/
VR/02

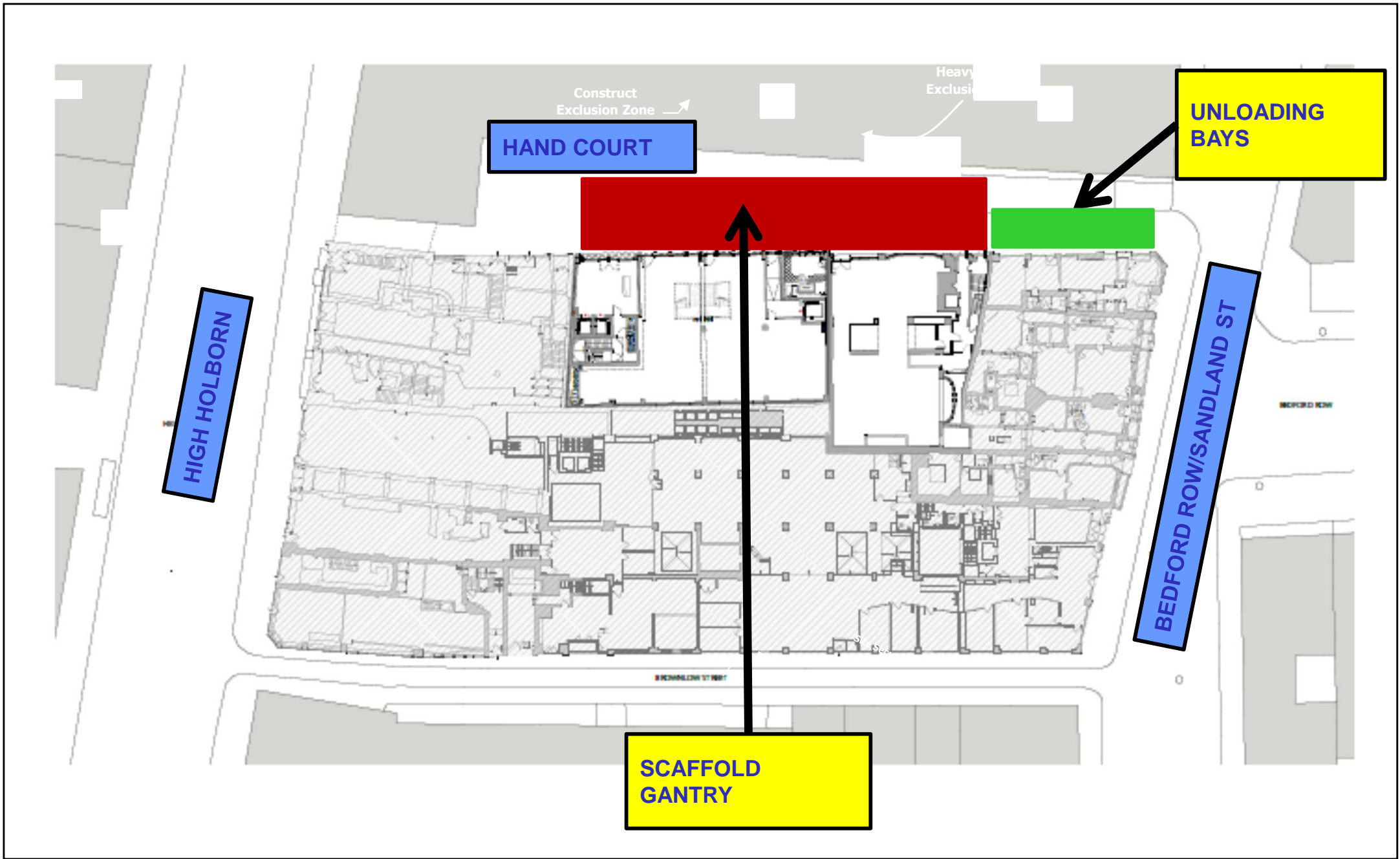
 VolkerFitzpatrick

4 AUGUST 2017



HAND COURT & BEDFORD ROW
LOCATION MAP

E14448/
VR/01



**18-23 HAND COURT & 46-48 BEDFORD ROW
TYPE & NUMBER OF VEHICLE BY ACTIVITY**

ACTIVITY	VEHICLE TYPE	No AND FREQUENCY	TIME ON SITE PER LORRY
Soft Strip	High sided skip vehicles	1 a day	2 hours
	Vans	2 per day	15 mins
Main demolition	High sided skip vehicles	2 a day	2 hours
	Rigid vehicle	1 a week	1 hour
	Vans	2 per day	15 mins
Excavation	Muck away vehicles	6 a day	45 mins
Substructure	Lorry Mounted Concrete pump	2 a week	6 hours
	Ready Mix Concrete vehicles	2 per day	30 mins
	Rigid vehicle	1 a day	1 hour
	Vans	2 per day	15 mins
Concrete Frame	Lorry Mounted Concrete pump	2 a week	6 hours
	Ready Mix Concrete vehicles - verticals	2 per day	30 mins
	Ready Mix Concrete vehicles - slabs	8 per pour	20 mins
	Rigid vehicle	1 a day	1 hour
	Vans	2 per day	15 mins
Steel frame structure	Semi Trailer vehicles	2 a day	2 hours
	Vans	1 per day	15 mins
Envelope and roof	Semi Trailer vehicles	2 a day	2 hours
	Rigid vehicle	2 per day	30 mins
	Vans	2 per day	15 mins
Internal works	Semi Trailer vehicles	1 per day	1 hour
	Rigid vehicle	4 per day	1 hour
	Vans	4 per day	15 mins
Tower crane erection and dismantle	ROAD CLOSURE REQUIRED DATES TBC		