

Construction Management

pro forma v2.2

Arthur Stanley House
40-50 Tottenham Street
London
W1T 4RN

Draft V18

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
06 /09/2018	Draft V1	McGee Ltd
26/09/2018	Draft V2	McGee Ltd
09/10/2018	Draft V3	McGee Ltd
12/11/2018	Draft V4	McGee Ltd
28/11/2018	Draft V5	McGee Ltd
30/11/2018	Draft V6	McGee Ltd
13/12/2018	Draft V7	McGee Ltd
19/12/2018	Draft V8	McGee Ltd

Additional sheets

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

Appendix	Document	Date	Version	Produced by
A	EMP-1101	24 th August 2018	V3	Tamil Uddin
B	Air Quality Assessment	December 2017	WIE 13024-R-5-5-5-CB Air Quality	Waterman Infrastructure & Environmental Limited
C	Traffic Management Plan 18136	6 th December 2018	04	McGee Ltd
D	Asbestos Report	12 th June 2018	Version 1	Eton Environmental Group
E	Programme	1 st August 2018	T1	McGee Holdings Ltd
F	Pest management	24 th August 18	0	Prime Pest Control
G	Baseline NVD	21/09/2018	1	Martin Cleary
H	NL Feedback	24/09/2018	0	Andrew Healy
I	Predicted Noise Modelling. EEMC response	6/11/18	0	EEMC LTD

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.**

Introduction

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**.

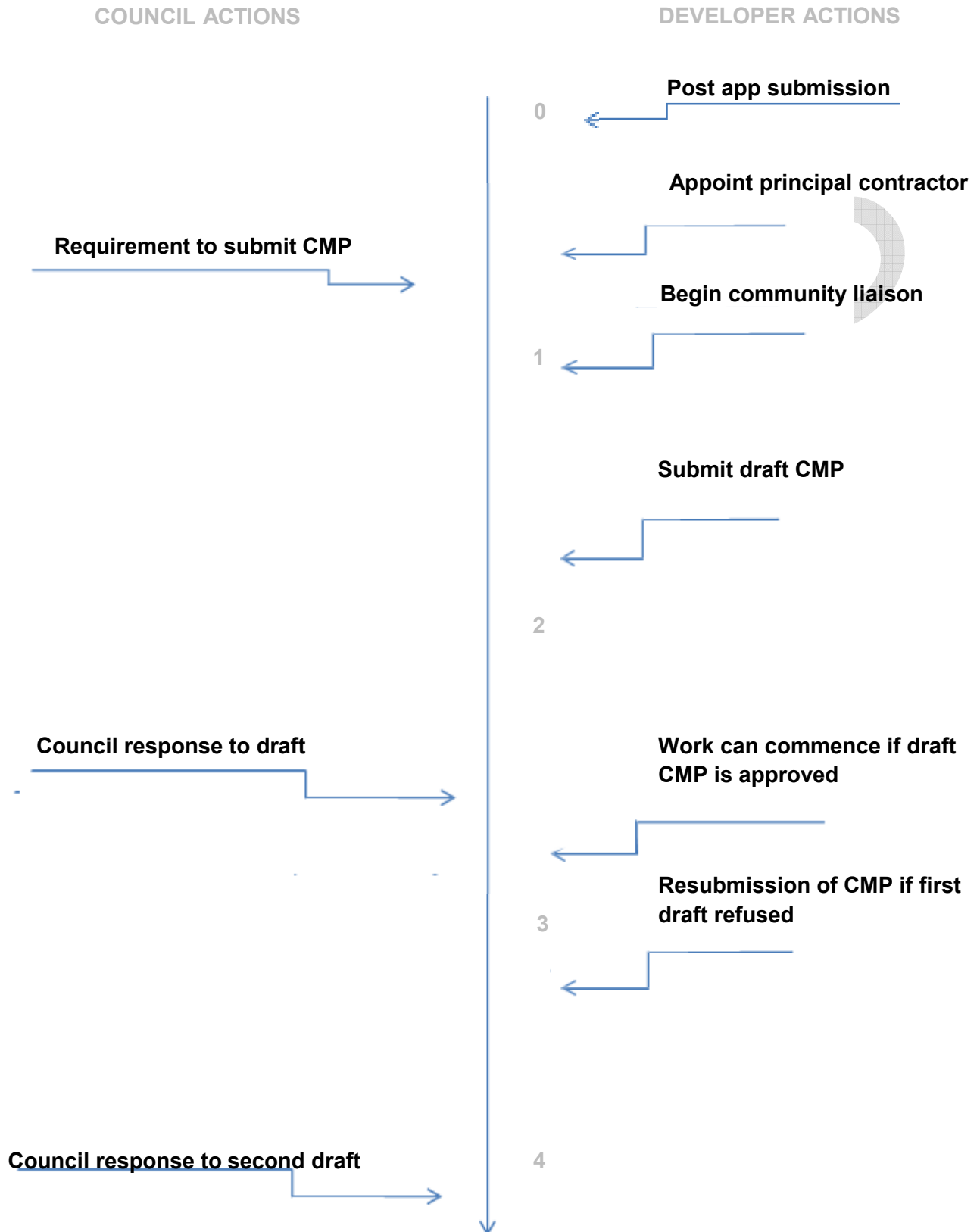
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(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction, etc.)

Revisions to this document may take place periodically.

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Timeframe



Draft V8

Contact

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

Site Address	Arthur Stanley House, 40-50 Tottenham Street, London, W1T 4RN
Planning Reference	2017/4306/P

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

Name	Andrew Healy
Organisation	McGee Holdings Ltd
Position	Project Manager
Email	andrew.healy@mcgee.co.uk
Phone	07823 527 294

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	Andrew Healy
Organisation	McGee Holdings Ltd
Position	Project Manager
Address	340-342 Athlon Road, Middlesex, HA0 1BX
Email	andrew.healy@mcgee.co.uk
Phone	0208 998 1101 / 07823 527 294

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	Andrew Healy
Organisation	McGee Holdings Ltd
Position	Project Manager
Address	340-342 Athlon Road, Middlesex, HA0 1BX
Email	andrew.healy@mcgee.co.uk
Phone	0208 998 1101 / 07823 527 294

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	FAO Andrew Healy
Organisation	McGee Holdings Ltd
Position	Project Manager
Address	340-342 Athlon Road, Middlesex, HA0 1BX

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.

The site is situated at the junction of Tottenham Mews and Tottenham Street, as shown in figure 6.1.



6.1. Site Location Description:

Tottenham Street is a 6.0 metre wide road that connects Tottenham Court Road in the northeast to Cleveland Street in the southwest. Between the junctions with Charlotte Street and Cleveland Street, Tottenham Street is one-way westbound only and is located within LB Camden's Controlled Parking Zone CA-E. The street is lit, with standard width footways provided along both sides of the carriageway.

Tottenham Mews is an access-only street providing general and servicing access to the existing land uses on Tottenham Mews. The exit from Tottenham Mews is restricted to right-turn only by virtue of the one-way operation along Tottenham Street.

Single yellow line parking restrictions are in place, between the hours of 08:30 to 18:30 Monday to Saturday.

Directly in front of Arthur Stanley House are three on-street disabled parking bays located on Tottenham Street. McGee have applied for these to be suspended. Along the southern side of Tottenham Street between Charlotte Street and Cleveland Street are three on-street 'pay and display' parking bays with a maximum duration of stay of two hours, and four 'resident permit holders only' parking bays which apply Monday to Saturday 08:30 to 18:30. Where parking bays are not located, there are single or double yellow line parking restrictions in force.

Tottenham Street forms a junction with the A400 Tottenham Court Road some 110 metres to the east of the site. The A400 Tottenham Court Road forms part of the Strategic Road Network (SRN), for with LB Camden are the highway authority. Some 320 metres to the north, the A400 Tottenham Court Road forms a junction with the A501 Euston Road which is classified as a red route forming part of the TLRN. The location of the site in the context of the wider highway network is shown in Figure 2.

Figure 6.2: Local Road Hierarchy (extract from the Camden development policies 2010-2025)



6.2. Cycle Hire Stations:

The following cycle hire stations have are located in the vicinity of the site:

1. Howland Street, Fitzrovia
2. Scala Street, Fitzrovia
3. Charlotte Street, Fitzrovia
4. Foley Street, Fitzrovia

Figure 6.3: Cycle Hire Locations:



6.3. Development Proposal:

Refurbishment of the existing eight storey Arthur Stanley House (ground plus seven storeys, with two lower ground floor levels), reconfiguration of the seventh floor and extension at the rear of the building and construction of a new build element to the rear facing Tottenham Mews to enable a change of use from health care (Class D1) to a mixed use development comprising office floor space (Class B1), flexible office (Class B1)/healthcare (Class D1) floor space at ground and first floor levels and residential units (Class C3) (2 x studio 2 x 1 bed; 4 x 2 bed; 1 x 3 bed) and associated landscaping fronting Tottenham Mews including all necessary enabling works.

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.)

Refurbishment of the existing eight storey Arthur Stanley House includes partial removal of architectural cladding, reconfiguration of existing structural elements namely reinforced concrete slabs, walls, shafts and internal staircases with new lightwell stairs from pavement down to basement level on Tottenham Street. Existing roof will be removed and replaced with a steel frame with concrete slab over.

At the rear of the building the existing ground level and basement slabs will be removed to facilitate construction of a four storey residential RC Frame plus basement and a seven storey RC frame plus basement.
The basement re construction involves creation of a watertight perimeter secant piled wall at lower basement level, bulk excavation to enable a new lower and upper basement RC slabs and associated landscaping fronting Tottenham Mews

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.).

52 Tottenham Street
43 Tottenham Street Camellia Nikolova
37 Tottenham Street Lovefone
13 Tottenham Mews Office Building
38 Tottenham Street
7 Tottenham Mews West end Residences
6 Tottenham Mews Protape data stores
15 Goodge Place Fitzrovia Neighbourhood Centre
4-7 Tottenham Mews
10-19 Tottenham Mews
Middlesex House 34-42 Cleveland Street
24-32 Cleveland Street

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

Please refer to Appendix C – Traffic Management Plan appendices C and D

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).

Table 10.1

Estimated Duration Of Project (wks.): 86 Anticipated Start Date: 27th September 2018

Refer to McGee programme ASH – 18136-Rev T1 in appendix E
 Site set up pre implementation works run from 27/9 – end of October 18
 Piling and enabling works commence are to start in November 18 until Mar 19
 Cut and carve works to the existing block run from Dec 18 to May 19
 Superstructure works programme is start April 19 and complete October 19
 Fit out works are due to complete June 2020
 The above dates are subject to sign off of the CMP with Camden.

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

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

We confirm that the standard working hours for construction sites in Camden, as stated below, will be adhered to. Noisy works will be in 2 hour on 2 hours off periods starting at 08: - 10:00 on. Standard deliveries will be kept within the timeframes in table 11.2

Table 11.1

General Construction Works:	
Monday - Friday	08:00 – 18:00
Saturday	08:00 – 13:00
Sunday	Not Permitted
Bank Holidays	Not Permitted
Noisy Works:	
Monday - Friday	08:00-10:00 12:00– 14:00 16:00– 18:00
Saturday	10.00-12.00
Sunday	Not Permitted
Bank Holidays	Not Permitted
Demolition, Piling & Earthworks	
Monday - Friday	08:00 – 18:00
Saturday	08:00 – 13:00
Sunday	Not Permitted
Bank Holidays	Not Permitted

Table 11.2

Permitted Hours For Deliveries And Collections:	
Monday – Friday (Outside Term Times/No School on Route)	*08.00 – 18.00
Monday – Friday (Inside Term Times/With School on Route)	*09:30 – 15:00
Saturdays	08:00 – 13:00
Sundays & Bank Holidays	Not Permitted
Delivery Procedures	Please refer to traffic management site drawings
Other Special Arrangements	<p>Drivers to report to Gateman, Traffic Marshals</p> <p>Drivers to call site 20mins before arrival and report to Gateman/Traffic Marshals</p> <p>Drivers to follow instructions from traffic marshal, banksmen gateman on site</p>

*McGee Group as a Considerate Constructor and CLOCS Champion will whenever possible minimise the volumes of construction traffic on the network for the duration of our tenure on site.

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.

The development team are in negotiations with UK Power Networks regarding the upgrading of their services. Surveys of the existing Thames Water sewers on both Tottenham Mews and Street indicate no upgrading will be required. New connections to the existing sewer system will however be created in both locations subject to Thames Water approval. A temporary builders electrical supply substation will be provided by UKPN in the westerly suspended parking bay on Tottenham Street – refer to appendix A of the Traffic Management Plan in appendix C.

We can confirm that there is a proposal for the installation of a new twin transformer within the existing transformer room, which is located in the basement.

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.

The development team acknowledge that meaningful communication with local residents and business is crucial to the success of this project.

By opening up clear lines of communication with local residents and business at the outset valuable input can be gained which will enable us to better develop a Construction Traffic Management Plan, which is both functional and considerate of the opinions and concerns of local residents and business.

Good initial communication will lay the foundation for continued communication throughout the duration of the project. This ongoing communication is vital as it enables the development team to keep local residents and business up to date with specific planned works and enables local residents and business to feedback any concerns and/or issues that they may have.

Local residents and business were invited to view the draft CMP via a newsletter containing a link to a designated website. 2 drop in sessions took place at the Fitzrovia Community Centre Friday 21st and 24th September where comments were made and recorded. Discussion regarding the CMP and the project in general took place enabling the CMP draft to be revised with the comments in mind – refer to Appendix G for comments received.

McGee will work closely with Camden's Environmental Health Team to sympathetically and efficiently deal with any comments and complaints from local residents and business regarding construction and demolition works, in accordance with section 2.4 of the "Guide for Contractors Working in Camden".

Comments and complaints can be made to the McGee team using the email address Ashcomments@McGee.co.uk

Further to a consultation at Fitzrovia Centre it was highlighted that noisy works scheduled on weekends particularly Saturdays should start from 10am. This is incorporated within the working procedures and McGee will inform local residents of a typical proposed working week and times of our operations. Should any changes occur outside of these hours owing to emergency works McGee will issue information sheets for all local residents and businesses. These will be hand delivered and/or emailed across. LBC EHO team will also be kept informed of such situations arising seeking guidance and approval where required. McGee proposed works and changes in method of works will also be discussed with the LBC EHO team to ensure a collaborative approach with clear transparency.

Please note all addresses identified as potential receptors have been canvassed and consulted where appropriate as part of the pre engagement information process ie via newsletter distribution and drop in sessions.

Verbal discussions have taken place with residents and businesses on Tottenham Mews re delivery management to ensure access and egress is maintained. This will continue via the Neighbourhood Liaison Group, monthly newsletter drops and verbal communication.

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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.

Community liaison drop in sessions were carried out. McGee issued a newsletter to all surrounding residents and businesses beforehand confirming the email address for contacting the site team with any comments or complaints and a link to the CMP. Information and contact details for the person responsible for community liaison will also be displayed on the site hoardings. Updates on the progress and planning on the project will be communicated by regular letter drops / newsletters. Furthermore McGee to setting up or participating in Working Groups as necessitated by the demands of the site and with best practice Community liaison and communication in mind. This will not be limited to neighbours but also other construction sites in the vicinity eg a Working Group of Neighbours and Contractors to discuss access and egress to Tottenham Mews. Further to this, we commit to attending periodic area wide meetings with all sites in the immediate vicinity in Fitzrovia chaired by Camden Council

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](#)".

McGee have registered with the Considerate Constructors Scheme and reference: 113164

McGee are an award winning member of the Considerate Contractors Scheme and will register this development with the Contractors Scheme. Documentation verifying this will be made available to Camden Council on request.

In accordance with the Considerate Constructors Scheme and section 1.3, table 1.1 (reproduced below) of the "Guide for Contractors Working In Camden", the main contractor commits to working towards the standards outlined in table 15.1.

Table 15.1 Code of Considerate Contractors Standards:

<p>1 Considerate Consider the needs of everyone who is affected by the construction process and of its effect on the environment. You must give special attention to the needs of people with sight, hearing, or mobility difficulties.</p>	<p>2 Environment: Be aware of the environment when choosing and using resources. You must pay particular attention managing waste, avoiding pollution, using local resources wherever possible, and keeping noise as low as possible.</p>
<p>3 Cleanliness: Keep the site, footpaths and surrounding area affected by the work clear of mud, spillage, litter, and any unnecessary rubbish. Make sure that the site, hoardings, scaffolds, and other features are kept in a clean, tidy, and safe condition.</p>	<p>4 Good Neighbour: Consult with neighbours about site activity from before the work starts to the final handover. Provide site information and viewing facilities where practical.</p>
<p>5 Respectful: Make sure that the site, hoardings, scaffolds, and other features are kept in a clean, tidy, and safe condition.</p>	<p>6 Safe: Make sure all construction work and vehicle movements are carried out with care for the safety of passers-by, neighbours, and site personnel.</p>
<p>7 Responsible: Be responsible for making sure everyone on site understands the scheme.</p>	<p>8 Accountable: Be accountable (responsible for your actions) to the public by providing site contact details and being available to deal with their concerns and develop good local relations.</p>

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.

McGee will liaise as advised by the Council with other contractors completing work on local sites to enable them to prepare a schedule for delivery and waste removal vehicles, particularly the neighbouring current project at 24-32 Cleveland Street. This schedule will take other local sites construction vehicle movements into consideration, adopting this approach will help to reduce the cumulative impact of construction vehicle movements.

It is confirmed that instructions would be followed from the Council with regards to co-ordination and scheduling of construction traffic. Contact with the Council's highways department will be continued throughout the duration of the demolition and construction phase of the scheme to ensure compliance and to alleviate disturbance from construction traffic.

Following a search of the London Borough of Camden's planning website, the projects detailed in table 16.1 have been identified as potential sites of interest:

Reference No.	Address	Description
2018/2095/P	1) 80 Charlotte Street, W1T 4DF	Demolish post war building
2018/1716/P	2) 77-79 Charlotte Street, W1T 4PW	Erection of 4 storey extension
2018/2163/P	3) 44 Cleveland Street, W1T 4JT	Alterations to listed building
2015/1139/P	Astor College, 99 Charlotte Street	
2016/7076/P	Noho House, 30 Cleveland Street	

Figure 16.1: Potential sites of interest:



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:

Name	Andrew Healy
Organisation	McGee Holdings Ltd
Position	Project Manager
Address	340 – 342 Athlon Road, Middlesex, HA0 1BX
Email	andrew.healy@mcgee.co.uk
Phone	07823 527 294

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](#)).

As CLOCS Champions since 2014 McGee will comply with the following section of the CLOCS Standard, as detailed below:

18.1 Supply chain compliance (3.417)

a) Requirement:

McGee will ensure their own and their subcontractor compliance with requirements 4.1.1 to 4.3.2 by using the Supply Chain Compliance checklist. McGee Procurement to ensure contractors receive the correct information re CLOCS auditing prior to commencement of the works.

b) Purpose:

To ensure that requirements are being adhered to across the supply chain.

c) Demonstration:

McGee will check vehicles entering site and to take the appropriate action under the contract.

The client should request from the contractor a plan and/or process for complying with the contract.

The client will also undertake regular audits of the contractor's process and compliance checks. This audit should include random vehicle compliance checks undertaken by the client.

The client may request that every reporting period the contractor should submit to the client a summary of those checks and details the corrective action taken in the case of non-compliance.

Clients should factor in a review of collision reports provided by the principal contractor under requirement 4.1.2 Collision Reporting.

The client will provide a point of contact for McGee in order that they may direct queries to the relevant person or department.

The following points will also be implemented to ensure compliance with the CLOCs Standard:

18.2 Contracts:

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

18.3 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.

18.4 Site Checks:

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

Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale. These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment. Results from these checks will be logged and retained, and enforced upon accordingly.

McGee's own vehicles have FORS gold accreditation.

18.5 Additional Checks:

Suppliers will be checked against accredited operator's database:
<https://www.fors-online.org.uk/cms/whos-on-board/>

18.6 Further information:

Contact CLOCS@Camden.gov.uk for further advice if 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:

[We confirm that the above has been/will be carried out and contracts will include the requirement to adhere to the 'CLOCS Standard'.](#)

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

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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 following is the proposed construction vehicle access and egress routes:

Site Access from the West:

1. Head North on A400 Tottenham Court Road
2. Turn left into Howland Street and head in a Westerly direction
3. At the junction with Charlotte Street turn left into Charlotte Street and head in a Southerly direction
4. At the junction with Tottenham Street turn right into Tottenham Street
5. Continue along Tottenham Street, driving past Tottenham Mews and drive into Tottenham Mews and pull up within the vehicle set down area

Site Access from the East:

1. Travel down the A501 Euston Road
2. Take a left at Park Crescent and continue down Portland Place until the junction at Goodge Street A5204
3. At the junction, turn left and travel along Mortimer Street
4. A further left onto Tottenham Court Road and access site via the Western access route

Alternative Site Access from the East:

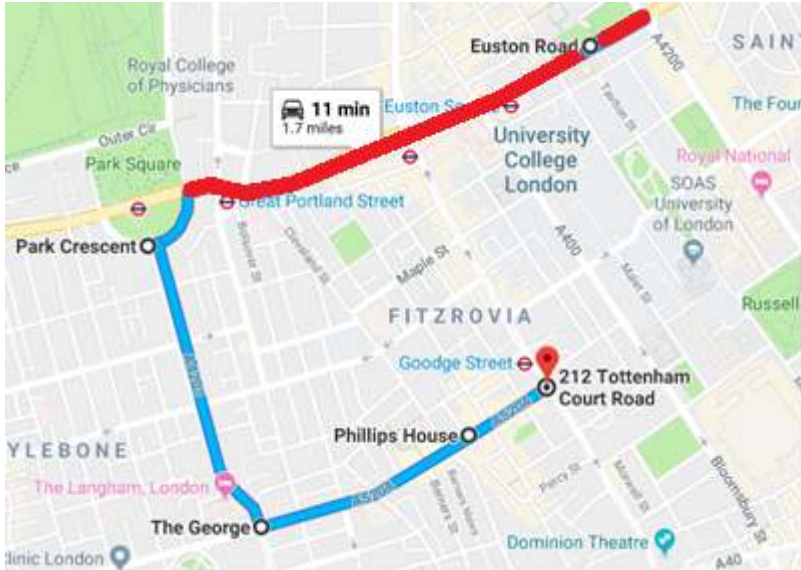
1. Travel along the Euston Road A501
2. Take a left and travel down Gower street
3. Take a right turn down Torrington Place until reaching the junction at Tottenham Court road
4. Take a further left down Howland Street
5. Turn left down Charlotte Street
6. A final right turn onto Tottenham Street drive into Tottenham Mews and pull up within the vehicle set down area

Site Egress:

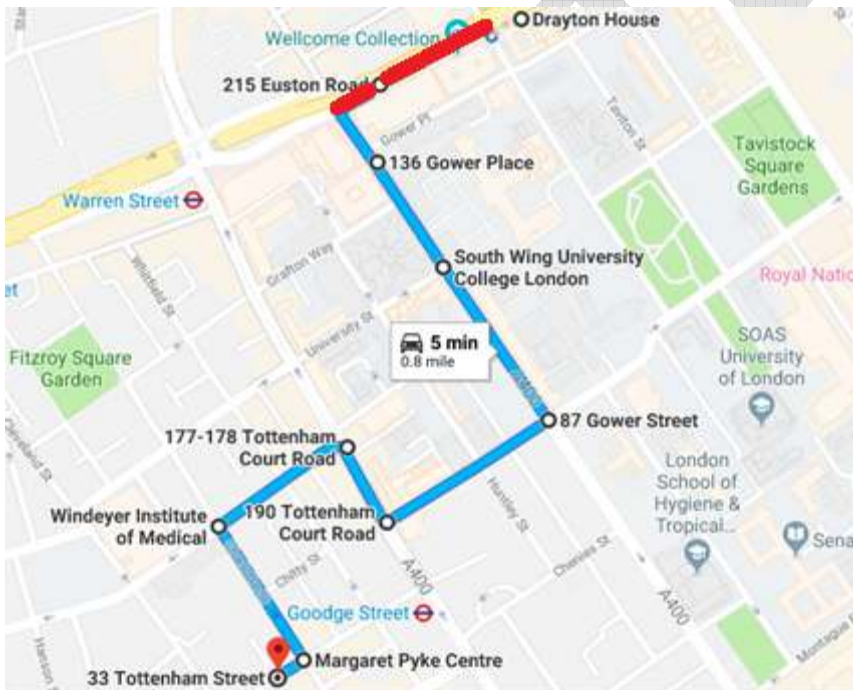
1. Travel along the Euston Road A501
2. Take a left and travel down Gower street
3. Take a right turn down Torrington Place until reaching the junction at Tottenham Court road
4. Take a further left down Howland Street
5. Turn left down Charlotte Street
7. A final right turn onto Tottenham Street drive into Tottenham Mews and pull up within the vehicle set down area

Figure 20.1: Proposed Vehicle Access Routes:

Site Access from the East: Red line shown below is TLRN

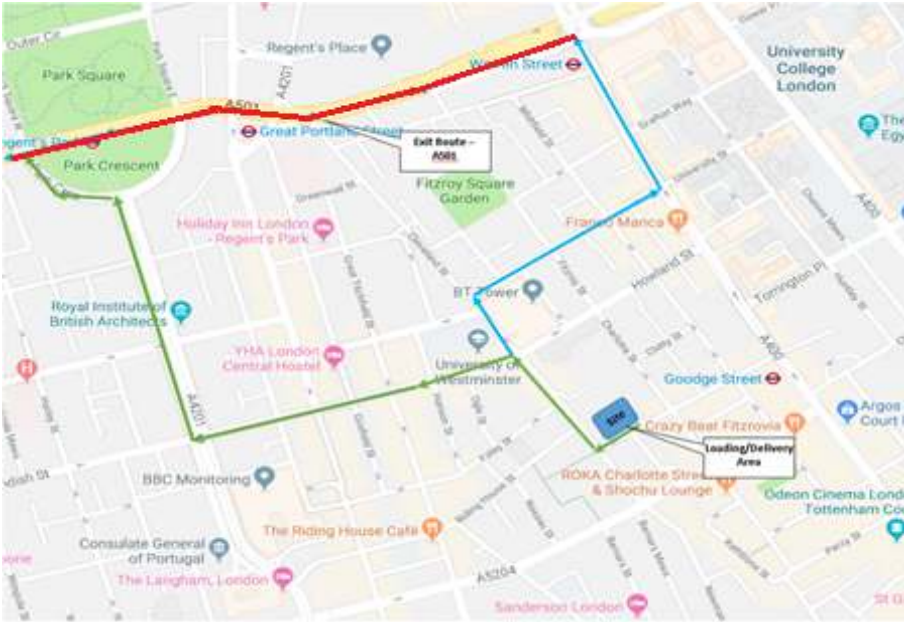


Alternative Site Access from the East: Red Line below is TLRN



Proposed Vehicle Egress Route: Red Line below is TLRN

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LANTRA (or similar) trained banksman will be present during all construction vehicle movements in order to ensure the safety of cyclists, pedestrians and other vulnerable road users.

In order to protect cyclists, pedestrians and other vulnerable road users all drivers of construction related vehicles will be made aware of the following points:

Drivers will be informed that TCR will be shared with cyclists from Easter 2019. Additionally they will be informed that there is a partially segregated cycle lane in Howland St.
Pedestrian crossing junctions with Charlotte and Tottenham Street

Please refer to the following appendices and sections of this CMP for further details:

- a) Appendix C – Traffic Management Plan

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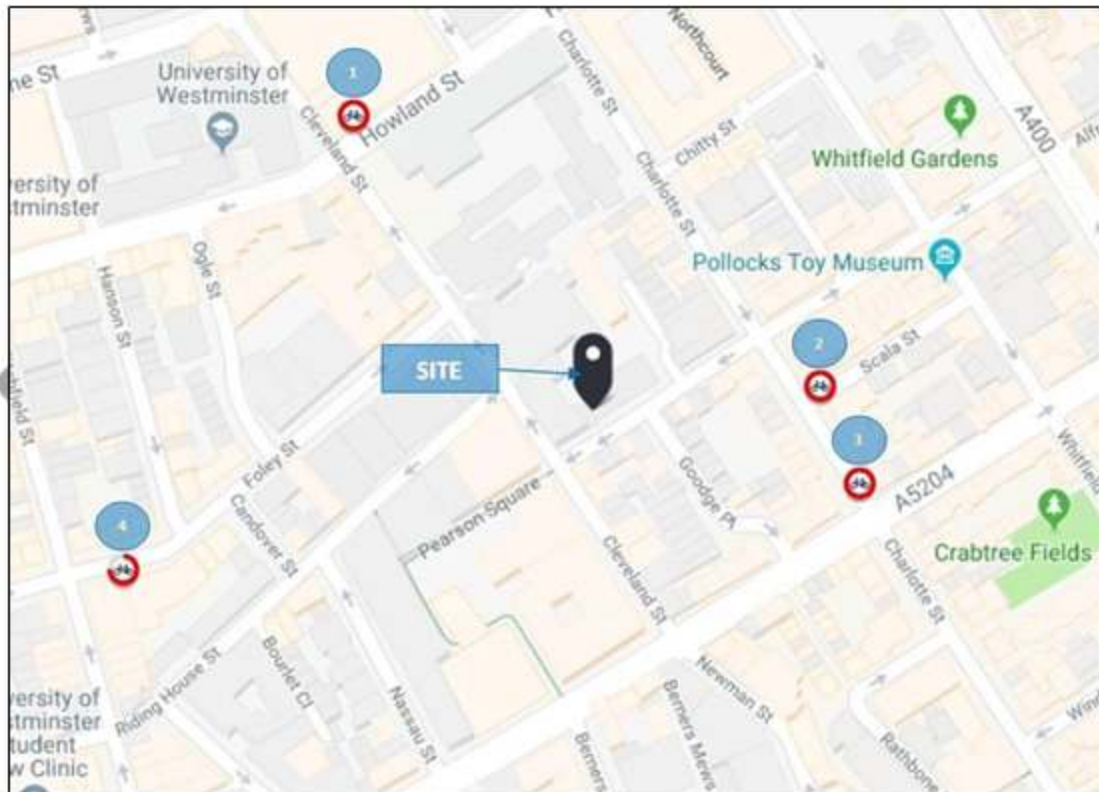
V8

STREET FURNITURE, HIGHWAY & PAVEMENTS

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

CYCLE SAFETY:

Figure 20.2 shows the location of TfL cycle docking stations in relation to site.



5. 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.

Construction and delivery vehicle companies will receive the CMP and TMP via email to be advised of the routes to and from site and will approach the site as detailed in Section 20 of this CMP.

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.

Table 21.1 details the permitted hours for deliveries and collections.

Permitted Hours For Deliveries And Collections:	
Monday – Friday (Outside Term Times/No School on Route)	*08:00 – 18:00
Monday – Friday (Inside Term Times/With School on Route)	*09:30 – 15:00
Saturdays	08:00 – 13:00
Sundays & Bank Holidays	Not Permitted

***McGee Group as a Considerate Constructor and CLOCS Champion will whenever possible minimise the volumes of construction traffic on the network for the duration of our tenure on site.**

Site Traffic Management

The management of site logistics is key to the success of the project and the detailed traffic management plan has been developed to control and manage the site, all deliveries will be booked in with the Site Manager not less than 24 hours prior to arrival on-site.

Delivery vehicle movements will be monitored closely, the detailed traffic management and logistics plans put in place will make sure that delivery vehicle dwell time is kept to an absolute minimum, this will be achieved by ensuring that:

1. Construction related vehicles do not turn up 'unannounced'
2. Construction staff are ready and waiting to receive deliveries, directly into site

Construction related vehicles will not be permitted to "circle" the site or "lay up" in local roads prior to attending site. A vehicle holding facility owned by McGee at Colnbrook will be used to avoid congestion of vehicles around the site vicinity. Construction vehicle drives will, at no time, be put under undue pressure.

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Table 21.2 details approximate daily frequency of construction related vehicles:

Table 21.2							
Site Activity	Programme	Duration (weeks)	Number Of Vehicle Movements Per Day				Total Movements Per Day
			T1	T2	T3	T4	
Enabling works	27/09/18	24	0	1	1	0	2
Cut and carve	29/11/18	19	1	0	1	0	2
Substructures pt 1	12/12/18	16	1	2	1	1	5
Superstructures	16/04/19	23	1	1	2	1	5
Substructure pt 2	02/05/19	5	1	0	1	0	2
Erect Tower crane	25/04/19	2 days	1	1	2	2	6

Table 21.3 details vehicle dimensions and approximate dwell times:

Table 21.3				
Type	Vehicle Description	Length (meters)	Width (meters)	Approximate Dwell Time
Type 1	Delivery Lorries	8	2.4	30 minutes
Type 2	Concrete Wagons	8.7	2.4	60 minutes
Type 3	Muck-away Wagons	9.5	2.5	40 minutes
Type 4	Box Van	6	2	40 minutes

Table 21.4 Vehicle descriptions:

Table 21.4	
Type 1 - Rigid Delivery Lorries:	These will be a maximum of 8 m long by 2.4 wide. These vehicles will be used to deliver various materials including temporary site accommodation, scaffolding, steelwork, timber, brick and block work, roofing materials, plaster, joinery etc.
Type 2 - Concrete Wagons:	These will be a standard readymixed lorry with a maximum size of 8.7 m long by 2.4 m wide, concrete pumps will be 8 m long x 2.7 m wide.
Type 3 - 4 axle Muck Away Wagon:	This will be a maximum of 9.5 m in length and 2.5 m wide and will be used to remove spoil.
Type 4 - Box Van (Luton/Transit):	These will be up to 6 m in length with a maximum width of 2 m.

Table 21.5 details abnormal loads expected to attend site: Mobile crane to erect site tower crane will need to be set up on Tottenham Mews. This is planned to be for 2 days only.

Table 21.5 Abnormal Loads			
Programme Stage	Duration	Max No of Vehicles	Vehicle Type
Erect tower crane	2/3 days	1	Mobcrane
TBC	TBC	TBC	TBC
TBC	TBC	TBC	TBC

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

Development by others is in progress at 24-32 Cleveland Street.

In addition following a search of the London Borough of Camden's planning website, the projects detailed in table 21.6 have been identified as potential sites of interest:

Reference No.	Address	Description
2018/2095/P	1) 80 Charlotte Street, W1T 4DF	Demolish post war building
2018/1716/P	2) 77-79 Charlotte Street, W1T 4PW	Erection of 4 storey extension
2018/2163/P	3) 44 Cleveland Street, W1T 4JT	Alterations to listed building
2015/1139/P	4) Astor College, 99 Charlotte Street	
2016/7076/P	5) Noho House, 30 Cleveland Street	

Figure 21.7: Potential sites of interest



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 supplier and contractors vehicles will attend site following the agreed route outlined within the CMP and TMP, a delivery programme will be prepared to manage the frequency and quantity of vehicles attending site.

A traffic marshal along with suitably qualified banksmen shall be present to coordinate the access and egress of construction vehicles.

All deliveries to site will be managed and staggered to prevent concurrent deliveries to both front of site and from Tottenham Mews.

Prior to construction vehicles attending site contact will be made with the site logistics team to ensure that access is possible, communication shall be made to afford enough time so that vehicles are not required to wait on or circulate on the public highway. Offsite vehicle holding facility at Colnbrook will be used where applicable.

In accordance with section 5.2/c of the “Guide for Contractors Working in Camden”, construction vehicle routes, as much as practicable, have been designed to avoid sensitive receptors.

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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.

McGee have an out of borough off-site holding area for this project at Colnbrook within 45 minutes of the site

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**).

Pre cast concrete stair and steel products are designed where suitable to reduce vehicular traffic to site. McGee have set up an off site Consolidation centre at Colnbrook to be used to reduce the amount of deliveries to site in conjunction with a robust ordering regime.

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

N/A

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

This information will be relayed to all relevant parties, including the qualified banksmen so that they are aware of the planned arrival times, vehicle dwell times and the nature of all expected deliveries.

Three full time traffic marshals will be on site at all times. Two further relief traffic marshals will also be employed full time to provide adequate cover during break times and any other necessary times.

One traffic marshal will be dedicated to managing pedestrians with two marshals will be responsible for manoeuvring vehicles.

This approach will be kept under review and modified if necessary.

Traffic Marshals/Banksmen will be ready and waiting to receive vehicles and will manage the efficient movement of vehicles into the vehicle set down area, which is shown in Appendix C - Traffic Management Plan. Regular checks will be made of drivers and marshals performance.

During all vehicle movements traffic Marshals/Banksmen will be present to ensure the safety of pedestrians, cyclists and other vulnerable road users.

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).

Please refer to Appendix C – Traffic Management Plan for Swept Path Drawing. These drawings include vehicle access to the Northern part of the Mews.

The Temporary substation (TBS) is located on Tottenham Street close to the proposed new substation and not at the rear of the site and The Mews to avoid excavating public roads to install the cabling required for it. The permanent substation location was agreed with Camden Council at the planning consent stage and will be utilised as agreed by other businesses and residents of Camden outside of the project. The rear of the site is being fully demolished and would not provide a suitable location for an HV supply. UKPN are not predicted to work on the TBS until spring 2019 and until this time vehicles will be able to leave the bays without the need to reverse on Tottenham Street.

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.

No vehicles visiting the site will traverse over the site or any surfaces that will create the migration of dirty materials on to their wheels and therefore no wheel washing will be required. However a jet washer bowser will be kept on site in the event that any surface or wheel cleaning is required.

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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.

It is proposed that all vehicle loading and unloading is carried out within the suspended parking bays on Tottenham Street and via Tottenham Mews. Red and White Barriers will be set up by McGee around vehicles on Tottenham Street and Tottenham Mews to separate members of the public from during loading and unloading of vehicles- see Appendix C – Traffic Management Plan.

Minimum 1.2m wide pedestrian walkway will be in place to protect pedestrians while vehicles are being loaded or unloaded on The Mews. McGee Traffic Marshals will move the walkway to allow HGV access/egress and use concertina barriers at each end to prevent access for pedestrians during this brief period.

Concrete lorries discharged off Tottenham Mews as per Logistics Plan drawing in the TMP will have protection screen barriers placed adjacent to separate from members of the public during off-loading. Any vehicles requiring access to or from Tottenham Mews at these unloading times will be reasonably accommodated by moving the McGee delivery/collection lorry to suit. If the Mews is open during working hours, concrete or any other delivery lorries will contact the site logistics team prior to arrival on site to determine if their delivery location can be accessed without blocking existing Mews vehicles. Utilisation of the car parking bays on Tottenham Street enables McGee delivery vehicles to be relocated from the Mews to ensure access or egress for Mews delivery vehicles is not restricted.

A traffic marshal shall be present to coordinate the loading/unloading zone, during all vehicle movements trained banksmen will be in attendance to direct and oversee vehicle movements and to ensure that all vehicle movements are carried out safely.

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](#).

A TTO was applied for by McGee in relation to this project as detailed within the Traffic management plan in appendix C: namely the 3 disabled bays on Tottenham Street. Further consultation with LBC has been and will be carried out if required in relation to this proposal. It has been confirmed that the bays requiring suspension will be authorised by LBC and McGee will be kept informed should the bays require relocating.

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).

Vehicles will access site delivery bay via Tottenham Street.

Please refer to Appendix C – Traffic Management Plan (TMP)

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

All exterior site signage will comply with:

- a. Chapter 8 of the New Roads & Street Works Act 1991
- b. HSE Safety Signs & Signals Regulations 1996

The erected site hoarding will have relevant and compliant safety signage securely fixed at clearly visible positions.

As required, barriers and ramps will be used during deliveries and loading and unloading of materials, plant and excavated materials. The use of safety signage, barriers and ramps will be managed during vehicle movements by the traffic marshal. Barriers will be installed when required during construction hours as shown in the Logistics Drawings within the TMP and will be removed out of hours to return Tottenham Mews to its present condition.

Minimal 110V Lighting will be installed on the hoarding to illuminate the pavement, the lighting will be such as to provide illumination but not to adversely affect neighbours or road users.

All lighting will be designed and installed in accordance with section 7.7 of the “Guide for Contractors Working In Camden”.

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).

Please refer to the Traffic Management Plan in appendix C. TTO for the 3 disabled parking bays on Tottenham Street has been applied for by McGee.

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.

Please refer to the drawings and plans in appendix C of the Traffic Management Plan. During vehicle access and egress 2 traffic marshal and 1 pedestrian banksman will be present to aid the vehicle driver and to ensure that cyclists and pedestrians do not enter whilst vehicle movements are being carried out. Concertina barriers will be placed to ensure pedestrians cannot access or exit The Mews during vehicle movements. A pedestrian walkway demarcated using water filled red and white barriers with metal railings fitted to the top at 1.2m wide minimum from the kerb edge will be in place during day time loading and unloading. These will be moved to allow vehicle movements to take place in and out of The Mews. The walkway will remain in place out of hours. Footpath Closed Ahead signs will be placed at the junction with Charlotte Street.

As required vehicle movements will be stopped and every assistance will be provided to ensure the safe passage of cyclists, vulnerable footway users and pedestrians, especially the disabled and those using prams/pushchairs.

All delivery Companies and hauliers shall be contacted to confirm that all their vehicles have FORS compliant signage displayed including "Cyclists Do Not Pass on This Side" and are fitted with additional mirrors and reversing cameras.

All pedestrian routes will be managed in accordance with section 3.6 of the “Guide for Contractors Working In Camden”.

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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 proposed scaffold gantry on Tottenham Street pavement requires full closure of the pavement along this elevation of the building. Please refer to the drawings within appendices A and C of the Traffic Management Plan.

Tower crane will be located within the site and electronically restricted to ensure no lifting or slewing can take place outside the limits of the site boundaries. See tower crane positioning drawing in appendix A of the Traffic Management Plan

Fig.27.1 – Logistics Plan

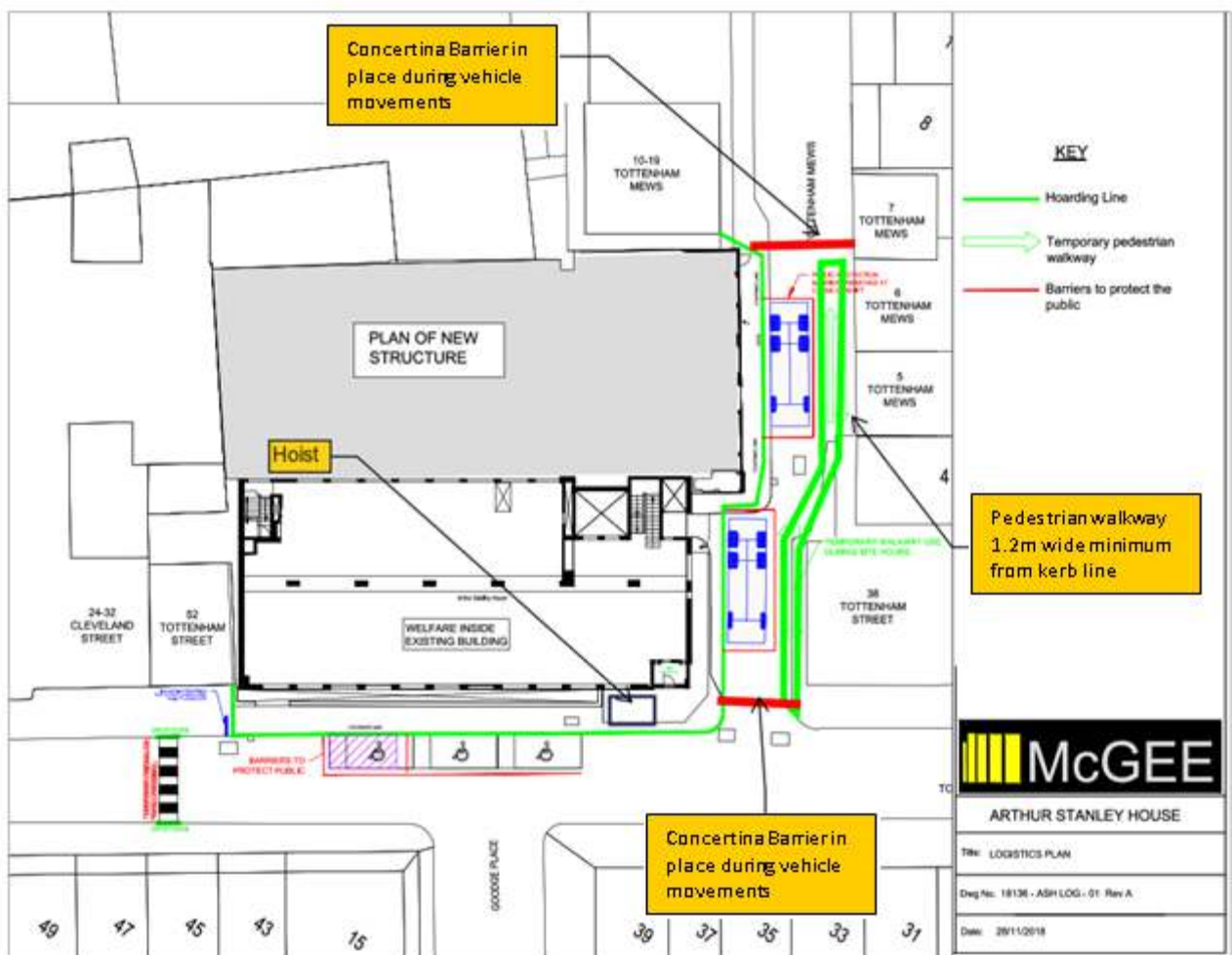


Fig.27.2 – Scaffold Plan



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.

Please Refer to Appendix A EMP which contains the Noise & Vibrations Report which shows the estimated noise levels.

Noisy works activities are :

1. Demolition of existing ground floor, basement slab, existing cores and roof structures using muncher and breaker mounted on 360 deg tracked excavators. Structures are to be divorced using diamond cutting to prevent structure borne impacts.

They will be carried out in accordance with the permitted working hours detailed in table 28.1. with 2 hour periods of non noisy works between

Table 28.1 – Permitted working hours

Table 28.1	
General Construction Works:	
Monday - Friday	08:00 – 18:00
Saturday	08:00 – 13:00
Sunday	Not Permitted
Bank Holidays	Not Permitted
Noisy Works:	
Monday - Friday	8-10.12-2.4-6
Saturday	10-12
Sunday	Not Permitted
Bank Holidays	Not Permitted
Demolition, Piling & Earthworks	
Monday - Friday	08:00 – 18:00
Saturday	Not Permitted
Sunday	Not Permitted
Bank Holidays	Not Permitted

All noisy works will be managed in accordance with section 4 of the “Guide for Contractors Working In Camden”.

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 survey was carried out by the developer for planning purposes in June 2017.
A baseline NVD has been carried out by McGee – please see appendix G

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

Refer to EMP contained within appendix A, table below is taken from NVD report section 7 – Noise, Vibration Dust Monitoring plan NVD 5047 V01.

Predicted Noise Levels:

Plant	Noise Level dB (A) 5m from Source	Noise Level dB (A) With Noise Controls in Place – Site Boundary	Sound Power Levels
3t Excavator on breaker	82	74	LwA 93 dB(A)
3t Excavator on muncher	75	70	LwA 84 dB(A)
20t excavator Bucket and Grab attachment	77	71	LwA 85 dB(A)
Loading Shoal	78	71	LwA 82 dB(A)
Bobcat 753 excavator	81	73	LwA 83 dB(A)
Tipper vehicles	79	72	LwA 74 dB(A)
Flat bed vehicle	80	72	LwA 76 dB(A)
City Generator (quite/slient)	74	69	LwA 66 dB(A)
Hand Held Breakers	77	71	LwA 89 dB(A)
Concrete Pump	81	74	LwA 83 dB(A)
Tower Crane	71	66	LwA 74 dB(A)

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.

Please refer to Appendix A – EMP -1101 section 5.2 .

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

The appointed acoustic consultant will train and instruct a designated member of staff on the relevant requirements of BS5228:2009.

The designated member of staff will carry out all Noise and Vibration monitoring with the appointed acoustic consultant available to provide ongoing technical advice.

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

Details of mitigation measures to prevent dust nuisance can be found in Appendix A– Environmental Management Plan 1101 Section 5.7.
All dust nuisance will be managed in accordance with section 5 of the “Guide for Contractors Working In Camden”. Measures such as damping down, sheeting to scaffolds, use of best available plant with mounted water hoses and no dry sweeping will be implemented.

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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.

At the site entry/exit point vehicles leaving site will be inspected and if necessary the wheels and/or tracks will be washed, before leaving the site. It is envisaged that the process of material removal will utilise a water only (no chemicals) pressure washing system.

Wheel cleaning will consist of two simple operations carried out by a designated operative, who will be suitably attired for this work.

1. Before leaving, the vehicle will stop and turn the engine off. If necessary any heavy deposits will be removed manually using scrapers or the like.
2. Following step one, wheels will be washed using a high pressure jet wash lance ensuring that any residual deposits lodged in the tyres are removed.

If required the vehicle will move forward slightly to ensure that the complete circumference of the wheel is clean. On completion wheels will be inspected and confirmed that the vehicle is fit to leave site. The site operatives will ensure that water used during wheel washing operations does not migrate out onto the main highway.

All waste removed from the underside of vehicles will be collected in order to prevent any solids being washed into the foul water drainage system.

In the event of mud being tracked on to the public highway, it will be brushed, collected and disposed of as soon as practical.

To prevent any waste falling out of spoil removal vehicles/skips during transportation, prior to leaving site all spoil removal vehicles and skips will be sheeted.

There will also be a focus on 'site housekeeping' to ensure that any items that could potentially be carried onto the public highway are cleaned up and disposed of in a timely manner.

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

Please refer to Appendix A – Noise, Vibration Dust Monitoring plan NVD 5047 V01.

These assessments will include details of expected noise and dust levels, proposed trigger and action levels and the site-specific dust and noise monitoring regime, which will include:

- a) type of monitors
- b) number of monitors
- c) details of the nearest potential sensitive receptors
- d) proposed positions of monitoring equipment

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.

We can confirm that this will be included within the Construction Dust Assessment. Please refer to Appendix A EMP 1101 and its Appendix 4 Noise, Vibration Dust Monitoring plan NVD 5047 V01 and

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](#).

We can confirm that this will be included within the Construction Dust Assessment. Please refer to Appendix A – Noise, Vibration Dust Monitoring plan NVD 5047 V01 & – Environmental Management Plan 1101.

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.

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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).

A BPCA accredited contractor Prime Pest Control has carried out a survey and assessment of the site and their report is included in Appendix F.

The report concluded there is no evidence of rodents present or past and has made recommendations for preventions which will be acted upon by McGee Ltd. These include installation of 30 baited boxes in the basement and ground floor levels which will be checked monthly.

Drainage pipes in the site have been sealed to prevent rodents leaving site. All pest control will be carried out in accordance with section 7.3 of the "Guide for Contractors Working In Camden".

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

The most recent asbestos survey undertaken was issued on 12th June 2018, please refer to Appendix D– Asbestos Survey for further information. As described in Section 5 of the report a number of very low risk asbestos containing materials were found and will be removed by competent contractors in compliance with the Control of Asbestos Regulations 2012 at the earliest opportunity. These materials are pipe gaskets, external window mastic seals and a sheet of bitumen and will be identified to all persons entering the site at their health and safety induction to ensure no interference with the materials takes place.

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.

We can confirm that McGee Ltd are, a members of the Considerate Contractors Scheme and have registered this development with the Contractors Scheme. Documentation verifying this will be made available to Camden Council on request.

In accordance with the Considerate Contractors Scheme and section 1.3, table 1.1 (reproduced below) of the “Guide for Contractors Working In Camden”, McGee commits to working towards the standards outlined in table 41.1.

The conduct of all staff working in connection with this development will be measured against the standards detailed below, the site will be designed so that welfare facilities and smoking areas are located in positions least likely to cause disruption to local residents and businesses.

The expectations of staff conduct will be reiterated during regular tool box talks and will be clearly displayed around the site.

Table 41.1 Code of Considerate Contractors Standards:

<p>1 Considerate Consider the needs of everyone who is affected by the construction process and of its effect on the environment. You must give special attention to the needs of people with sight, hearing, or mobility difficulties.</p>	<p>2 Environment: Be aware of the environment when choosing and using resources. You must pay particular attention managing waste, avoiding pollution, using local resources wherever possible, and keeping noise as low as possible.</p>
<p>3 Cleanliness: Keep the site, footpaths and surrounding area affected by the work clear of mud, spillage, litter, and any unnecessary rubbish. Make sure that the site, hoardings, scaffolds, and other features are kept in a clean, tidy, and safe condition.</p>	<p>4 Good Neighbour: Consult with neighbours about site activity from before the work starts to the final handover. Provide site information and viewing facilities where practical.</p>
<p>5 Respectful: Make sure that the site, hoardings, scaffolds, and other features are kept in a clean, tidy, and safe condition.</p>	<p>6 Safe: Make sure all construction work and vehicle movements are carried out with care for the safety of passers-by, neighbours, and site personnel.</p>
<p>7 Responsible: Be responsible for making sure everyone on site understands the scheme.</p>	<p>8 Accountable: Be accountable (responsible for your actions) to the public by providing site contact details and being available to deal with their concerns and develop good local relations.</p>

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): **09/18 – 06/2020**
- b) Is the development within the CAZ? (Y/N): **Y**
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): **Y**
- 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:
It is confirmed that the site will register applicable plant on the NRMM register and that relevant plant will meet stage Stage IIIA/IIIB of EU Directive 97/68/EC, as required.
- 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:
We confirm that this will take place and that this requirement will be adhered to.
- 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:
We confirm that this will take place and that this requirement will be adhered to.

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: 06/12/18

Print Name: Andrew Healy

Position: McGee Project Manager

Please submit to: planningobligations@camden.gov.uk

End of form.