Panther House and 156-164 Grays Inn Road

Panther House Developments Limited

Construction Management Plan

August 2019

Construction Management Plan

pro forma v2.3

SITE ADDRESS:

38 MOUNT PLEASANT (PANTHER HOUSE)
156-158 GRAY'S INN ROAD AND
160-164 GRAY'S INN ROAD, LONDON WC1X

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
8th July 2019	**Draft V2**	**South Downs Safety**

Additional sheets

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

Appendix	Document	Version	Date	Produced by
Appendix A	Swept Path Analysis	P1	8th July 2019	South Downs Safety

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to all construction activity both on and off site that impacts on the wider environment.

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 nature 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)**.

Camden charges a fee for the review and ongoing monitoring of CMPs. This is calculated on an individual basis according to the predicted officer time required to manage this process for a given site.

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 during construction. 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 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.**"

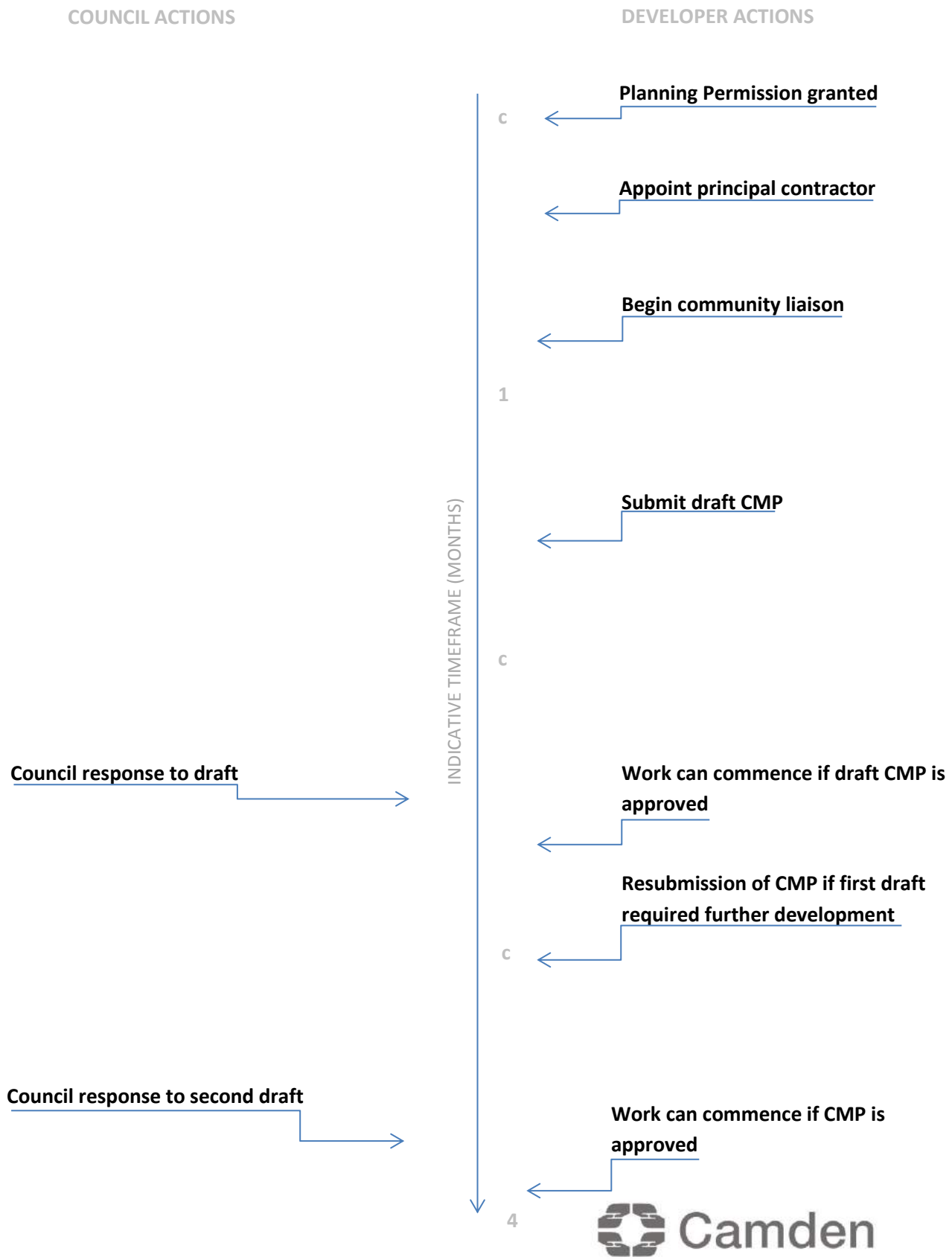
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

comments to be easily documented. These should be clearly referenced/linked to from the CMP. Please only provide the information requested that is relevant to a particular section.

(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
Planning Permission granted
c
Appoint principal contractor
Begin community liaison
1
Submit draft CMP
INDICATIVE TIMEFRAME (MONTHS)
c
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft required further development
c
Council response to second draft
Work can commence if CMP is approved
4

Contact

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

Address	The application site is 38 Mount Pleasant (Panther House), 156-158 Gray's Inn Road and 160-164 Gray's Inn Road, London WC1X.

Planning reference number to which the CMP applies	2015/6955P

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

Name	Panther House Developments Limited - C/O Josh McEvoy
Organisation	Radcliffes Construction Consultants
Address	6-8 Cole Street, London SE1 4YH
Email	jmcevoy@radcliffescc.com
Phone	(0)20 3146 9385

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	TBC
Organisation	TBC
Position	TBC
Address	TBC
Email	TBC
Phone	TBC

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	TBC
Organisation	TBC
Position	TBC
Address	TBC
Email	TBC
Phone	TBC

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	TBC
Organisation	TBC
Position	TBC
Address	TBC
Email	TBC
Phone	TBC

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.

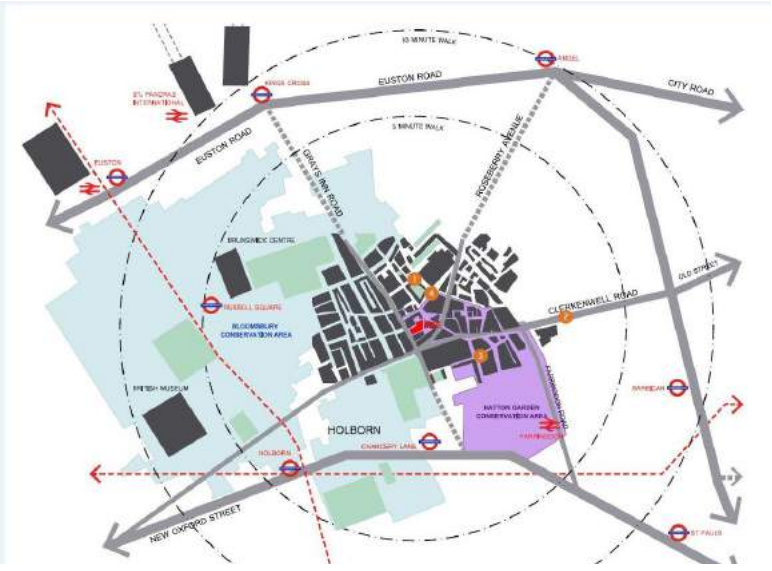
The Site sits between Gray's Inn Road and Mount Pleasant, and short distance north of the junction with Theobalds Road and Goswell Road.

The site can be split into three broad parts, namely Panther House itself which faces onto Mount Pleasant, the smaller 'Brain Yard' building towards the centre of the site and then the buildings at 156 and 160-164 Gray's Inn Road.

The site occupies a plot of land with an approximate area of 5,400m2.

Figure 6.1 – Site Location Plan

Figure 6.2 – Site Location Plan/Local Road Network



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).

1. <u>Construction Works:</u>

Retention of as much of the historic fabric and architectural character of the site as possible.

Demolish the Gray's Inn Road buildings and create a new high-quality replacement building with a new façade that infills the current opening in the streetscape and is more consistent with the height of the adjacent buildings; containing retail units at ground floor level, office use at 1st and 2nd floors and residential units above.

Brain Yard, the Tram Shed and Panther House are all retained with the intention to bring them back into productive commercial office use with their special architectural features retained.

2. <u>Main Issues and Challenges:</u>

a. Conservation Area:

156-164 Gray's Inn Road and 38 Mount Pleasant lie within the Hatton Garden Conservation Area. The site is fronted by Gray's Inn Road to the west, which also acts as the eastern boundary of the Bloomsbury Conservation Area, Dulverton Mansions to the north, Tiverton Mansions to the south and Holsworthy Square

(Elm Street) to the north. The existing buildings on site on Gray's Inn Road are 160-164 Gray's Inn Road (2 storeys) and 156 Gray's Inn Road (3 storeys) separated by Brain Yard which leads to a cobbled pathway to the Former Electricity sub-station- 158 Gray's Inn Road. 38 Mount Pleasant (Panther House), also part of the site, lies to the rear of 158 Gray's Inn Road and bound by Mount Pleasant to the west. The adjacent buildings to the site on Gray's Inn Road, Dulverton Mansions and Tiverton Mansions are two 5 storeyed plus attic Queen Anne revival style mansion blocks built at the end of the 19th century.

b. Christopher Hatton School:

The required demolition and construction will have an impact on the school. However, we would prepare a robust Construction Management Plan that would be consulted on with the school, LB Camden and local community before any work starts.

c. Mount Pleasant:

Mount Pleasant is a very narrow road so general access to the Panther House buildings at the rear will need to be considered.

8. 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).

Updated strategic programme to follow.

9. 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.

Table 9.1

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 – 18:00
Saturday	08:00 – 13:00
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

Table 9.2

Permitted Hours For Deliveries And Collections:	
Monday – Friday (Outside Term Times/No School on Route)	09:30 – 16:30
Monday – Friday (Inside Term Times/With School on Route)	09:30 – 15:00
Saturdays	08:00 – 13:00
Sundays & Bank Holidays	Not Permitted

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.

10. Sensitive/affected receptors

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.).

An Environmental Noise Survey & Plant Noise Assessment was carried out on the 16th May 2019 by Hann Tucker Associates (HT:25625/PNA1), this report shows the nearest potentially receptive receptors, an excerpt of this report is shown below in figure 10.1.

Figure 10.1 - Nearest potentially receptive receptors

12.3 Nearest residential window

Based on our site inspections and information received, we understand the nearest and worst affected residential windows to the plant area A to be located approximately 25 metres horizontally from the centre of plant area to the residential building located to the north and residential tower located to the east. We understand the nearest and worst affected residential window to the plant area B to be located approximately 20 metres, 27 metres and 30 metres horizontally from each group of condenser units of plant area B (top, middle and bottom groups respectively) to the residential building located to the north.

The approximate location of these receptors are indicated in the following plan:

11. 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 applicant has sought to consult extensively with the wider local community. Existing tenants were contacted individually to make them aware of the intention for development of this site and the general principles of the development being put forward. This initial consultation was partnered with approaches to local ward councillors and an invitation for them to receive an overview of the development proposals.

Prior to formal submission of this application, meetings and/or consultations have taken place with each of the following local interest groups:

a. The Mount Pleasant Association
b. The Metropolitan Police's Designing Out Crime Team

1. Design Review Panel Presentation – 12th April 2019

In addition to these meetings, the applicant has also worked with the local planning authority to present the proposed development within the Council's own consultation processes by presenting the scheme to the London Borough of Camden's Design Review Panel in April 2019.

2. Public Consultation 9th and 11th May 2019

A public exhibition was held over two days in May 2019. This followed an extensive publicity campaign utilising advertising in local print media, a drop of leaflets to all properties (approximately 2,800 residential and commercial addresses) in the immediate vicinity of the application site and a dedicated website providing details and contact information.

3. Thursday 9th May 2019

a. 25 people came to the exhibition – there were some guardians, a few residents from Mullen Towers, and a significant number from Holsworthy Square on Elm Street.
b. Aside from one person, all visitors were polite and engaged. They seemed keen to see what was being proposed and ask questions.
c. 4 comments cards were filled in. A number of other visitors took the cards away with them and may return with them on Saturday or email us with their responses.
d. Almost everyone was happy with the changes to the previous proposals. This resulted in enthusiasm for our proposals due to the noticeable improvements.
e. Main concerns were surrounding the extensions blocking sunlight into people's homes and balconies.
f. The most positive comment card reads: 'The whole design looks terrific and it's good the original building will remain intact'. Another said 'like the façade'.
g. A few people asked about the inclusion of affordable housing and it was helpful to explain that with only 7 homes, this is not a requirement but that a payment in lieu will be made to Camden.

4. Saturday 11th May 2019

a. 15 people attended the exhibition, bringing the total number of consultees up to 40. We received one comments card.

b. On the whole, the majority of consultees were welcoming of the design, noting the improvements made against the consented scheme and the retention of historical elements.

c. Two consultees (a couple who live along Grey's Inn Rd) did make mention of the façade design, with the suggestion being made that elements of the ground floor building were going against the grain of neighbouring buildings. An additional consultee questioned the use of the façade materials on the whole. In contrast, a resident of Holsworthy Sq said that they didn't like the squared off design of the previous proposals, welcoming the façade design of the more recent plans.

d. Questions were again raised about the future of Andrews café, noting ITN Studios use of the facilities.

e. One gentleman living off Mount Pleasant Rd did remark that his daylight and sunlight would be impacted, however was unwilling to discuss the proposals further.

f. There were some overwhelmingly positive remarks around the updated proposals, with a number of consultees welcoming the retention of the Gillette sign mural and the inclusion of a library.

g. Interest was paid towards the Second Home model, with questions being raised around membership, type of workspace offered and costs.

h. It was noted that residents living as part of the island section of Holsworthy Site (the units located closest to the site), are most impacted. It was also made know that there are some residents who are hard of mobility / new to the area/ away for the weekend, therefore physically unable to attend the exhibition despite having a strong interest.

i. It was agreed that a set of gates should be included to the Brain Yard entrance on Grey's Inn Road due to levels of anti-social behaviour.

j. Judith Dainton said that she would like to see 'messy' maker style space included as part of the plans, pulling on the area's heritage.

Ongoing Community Liaison:

The Project Team, and following appointment, the Main Contractor will continue to proactively liaise with local residents and businesses and will keep them up to date regarding all relevant aspects of the construction project.

Feedback to proposals will be sought and where possible proposed methodologies will be reviewed and modified, if appropriate, to reflect the concerns of local residents and businesses.

12. Construction Working Group

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of construction activity, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this 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.

These points will be covered within the main contractors communication strategy, which will be developed and implemented in accordance with section 2.1 of the "Guide for Contractors Working In Camden".

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires enhanced CCS registration that includes CLOCS monitoring.

Contractors will also be required to follow the "Guide for Contractors Working in Camden" also referred to as "Camden's Considerate Contractors Manual".

We can confirm that the Main Contractor will be a member of the Considerate 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", the main contractor commits to working towards the standards outlined in table 13.1.

Table 13.1 Code of Considerate Contractors Standards:

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.	**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.
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.	**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.
5	**Respectful:** Make sure that the site, hoardings, scaffolds, and other features are kept in a clean, tidy, and safe condition.	**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.
7	**Responsible:** Be responsible for making sure everyone on site understands the scheme.	**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.

14. 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.

The Main Contractor will liaise with other contractors completing work on local sites to enable them to prepare a schedule for delivery and waste removal vehicles. 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 Councils 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 14.1 have been identified as potential sites of interest, this table is not exhaustive and will be updated as required.

Table 14.1

Reference No.	Address	Description
2019/2532/P	1) Mount Pleasant - Phoenix Place Development London WC1X 0DA	Installation of x2 electrical substations

Figure 14.1: 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 CCS monitors as part of your enhanced CCS site registration, and possibly council officers, 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

15. Name of Principal contractor:

Name	TBC
Organisation	TBC
Position	TBC
Address	TBC
Email	TBC
Phone	TBC

16. 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).

It is agreed that the main contractor will comply with the following section of the CLOCS Standard, as detailed below:

16.1 Supply chain compliance (3.417)

a) Requirement:

Clients shall ensure contractor and subcontractor compliance with requirements 4.1.1 to 4.3.2

b) Purpose:

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

c) Demonstration:

- The client should ensure that it is a contractual requirement for the contractor to 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 should 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 should provide a point of contact for principal contractors in order that they may direct enquires to the relevant person or department.

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

16.2 Contracts:
FORS Bronze accreditation as a minimum will be a contractual requirement, FORS Silver or Gold operators will be appointed where possible. Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment (as per CLOCS Standard P13), and that all drivers servicing the site will have undertaken approved additional training (eg. Safe Urban Driving + 1 x e-learning module 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.

16.3 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.

16.4 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.

Where the contractors own vehicles and drivers are used the above approach will be modified accordingly.

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

16.6 Further information:
Contact CLOCS@Camden.gov.uk for further advice if necessary.

17. 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.

Site Traffic

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

18. 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, stations, public buildings, museums etc.

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.

Please show vehicle approach and departure routes between the site and the Transport for London Road Network (TLRN). Please note that routes may differ for articulated and rigid HGVs.

Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.

The following is the proposed construction vehicle access and egress route:

Route A:

Site Access: (Yellow Arrow – Larger Vehicles)

1. Head North on Grays Inn Road (A5200)
2. Drive past the site entrance (156 Grays Inn Road entrance) and reverse into site

Site Egress: (Red Arrow – Larger Vehicles)

3. Exit site in a forward gear and turn left onto Grays Inn Road (A5200) and continue away from site

Route B:

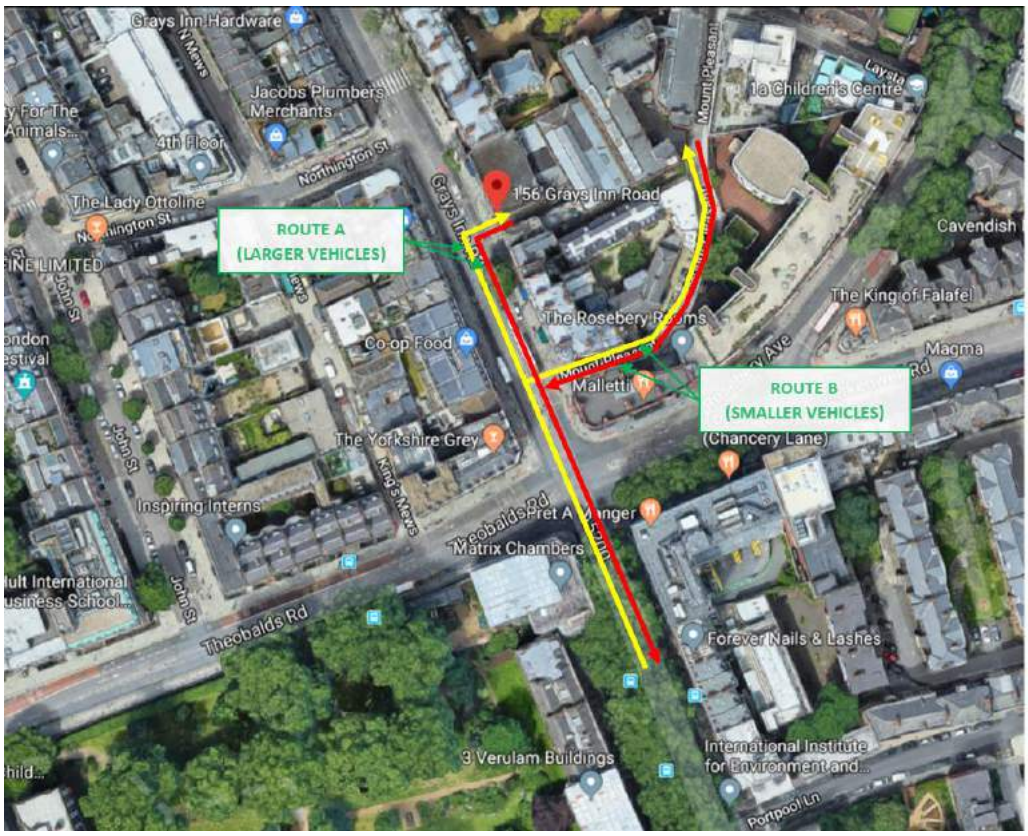
Site Access: (Yellow Arrow – Smaller Vehicles)

1. Head North on Grays Inn Road (A5200)
2. Drive past the entrance to Mount Pleasant and reverse into and up Mount Pleasant to the site entrance

Site Egress: (Red Arrow – Smaller Vehicles)

3. Exit mount Pleasant in a forward gear
4. At the junction with Grays Inn Road (A5200) turn left and continue away form site

Figure 18.1



LANTRA (or similar) trained bankesman will be present during all construction vehicle movemnets in order to ensure the safety of cyclists, pedesdrians and other vunerlalble road users.

Fully qualified and experienced banksmen will be waiting to receive vehicles directly into site, there will be an adequate number of banksmen present to ensure that all sides of the vehicle are effectively supervised during all maneuvers.

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

a) Location of Christopher Hatton Primary School (38 Laystall Street, EC1R 4PQ)
b) The location of bus stops adjacent to the Grays Inn Road access point
c) The location of a pedesdrian crossing to the north of the Grays Inn Road access point

Please refer to:
Appendix A – Swept Path Analysis

Figure 18.2 shows the location of Christopher Hatton Primary School in relation to the site.

Figure 18.2 – Location of Christopher Hatton Primary School

b. Please confirm how contractors and delivery companies 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 vehicles will approach the site as detailed in section 18 of this CMP.

Deliveries will only be accepted on a just-in-time principle and the use of small vans will be requested from suppliers and subcontractors where possible.

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

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

The management of the site logistics is key to the success of the project and will require the team to develop a detailed plan to control and manage the site, it is expected that all deliveries will be booked in with the Site Manager not less than 24 hours prior to arrival on-site.

During all deliveries trained banksmen will be positioned to ensure:

- The pedestrian passage is maintained at all times
- Attention is paid to pedestrians, road users, and vulnerable road users, with particular attention being paid to cyclists, pushchair users and the disabled
- Vehicular access to adjacent properties is maintained at all times
- Emergency Access is maintained at all times

All vehicles shall have their engines switched off while not in use to avoid idling and any vehicles carrying waste and dusty materials will be adequately sheeted or covered prior to leaving site.

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 addition al mirrors and reversing cameras.

19. 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 should be restricted to the hours of 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 the hours of 9.30am and 3pm on weekdays during term time. (Refer to the *Guide for Contractors Working in Camden*).

Vehicles may be permitted to arrive at site at 8.00am if they can be accommodated on site. Where this is the case they must then wait with their engines switched off.

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**.**

Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

For Example:
32t Tipper: 10 deliveries/day during first 4 weeks
Skip loader: 2 deliveries/week during first 10 weeks
Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project
18t flatbed: 2 deliveries/week for duration of project
3.5t van: 2 deliveries/day for duration of project

Table 19.1 details the permitted hours for deliveries and collections.

Table 19.1

Permitted Hours For Deliveries And Collections:	
Monday – Friday (Outside Term Times/No School on Route)	09:30 – 16:30
Monday – Friday (Inside Term Times/With School on Route)	09:30 – 15:00
Saturdays	08:00 – 13:00
Sundays & Bank Holidays	Not Permitted

Site Traffic Management

The management of site logistics is key to the success of the project and will require the team to develop a detailed plan to control and manage the site, it is expected that 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 with detailed traffic management and logistics plans put in place to 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. Construction vehicle drives will, at no time, be put under undue pressure.

Table 19.2 details approximate daily frequency of construction related vehicles:

Table 19.2

Site Activity	Programme	Duration (weeks)	Number of Vehicle Movements Per Day				Total Movements Per Day
			T1	T2	T3	T4	
TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC
TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC
TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC
TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC
TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC
TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC

Table 19.3 details vehicle dimensions and approximate dwell times:

Table 19.3

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 19.4 Vehicle descriptions:

Table 19.4

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 ready mixed lorry with a maximum size of 8.7 m long by 2.4 m wide, concrete pumps will be 3.8 m long x 1.7 m wide.
Type 3 - 6 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.

b. Cumulative affects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

The Main Contractor will liaise with other contractors completing work on local sites to enable them to prepare a schedule for delivery and waste removal vehicles. 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 Councils 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 19.5 have been identified as potential sites of interest, this table is not exhaustive and will be updated as required.

Table 19.5

Reference No.	Address	Description
2019/2532/P	1. Mount Pleasant - Phoenix Place Development London WC1X 0DA	Installation of x2 electrical substations

Figure 19.1: Potential sites of interest:

c. Please provide swept path analyses for constrained manoeuvres along the proposed route.

Please Refer to Appendix A – Swept Path Analysis.

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue 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.

Please identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.

Please refer to question 24 if any parking bay suspensions will be required to provide a holding area.

There will be no off-site holding areas in relation to this project.

e. Delivery numbers should be minimised where possible. Please investigate the use of construction material consolidation centres, and/or delivery by water/rail if appropriate.

A robust Logistics Plan will be designed and implemented, this plan will ensure that the cumulative impact of construction related traffic is managed and reduced as much as practicable.

f. Emissions from engine idling should be minimised where possible. Please provide details of measures that will be taken to reduce delivery vehicle engine idling, both on and off site (this does not apply to concrete mixers).

All sub-contractors will be informed in writing that delivery vehicles engines are required to be switched off whilst attending site.

Fully qualified and experienced banksmen will be waiting to receive delivery vehicles into site, once delivery vehicles are safely positioned, they will ensure that vehicle engines are switched off. Delivery drivers will stay with their vehicle whilst offloading takes place.

All sub-contractors will receive a copy of this CMP prior to attending site to ensure they are fully aware of all requirements.

20. 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)

This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please skip this section and refer to Q23.

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 site access and egress points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.

All construction vehicles will follow the access and egress route as shown in section 18 of this CMP and will enter site as per the methodology described within this CMP.

A plan and elevation view of the proposed site access positions, which are located on:

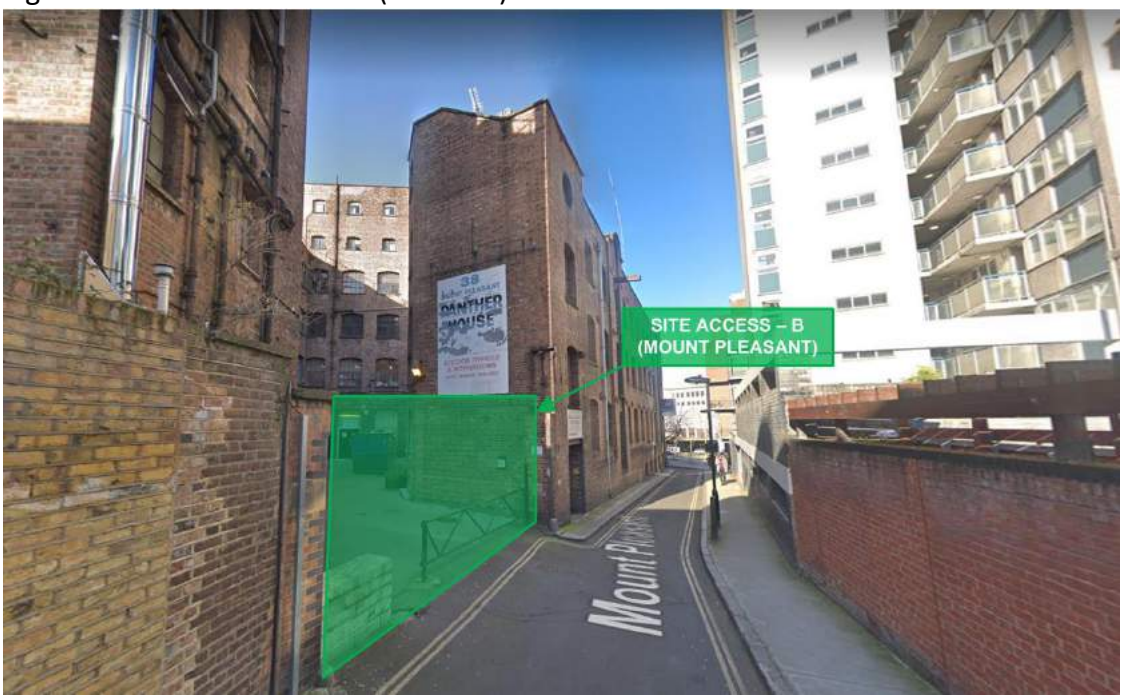
a. Access A – Larger Vehicles:
   Located on the Gray's Inn Road side of the site between 156-158 Gray's Inn Road and 160-164 Gray's Inn Road

b. Access B – Smaller Vehicles:
   Located on the Mount Pleasant side of the site at the existing Panther House entrance

Figure 20.1 – Plan View (Site Access A & B)

Figure 20.2 – Elevation View (Access A)

Figure 20.3 – Elevation View (Access B)



b. Please describe how the access and egress arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

All construction vehicles will follow the access and egress route as shown in section 18 of this CMP and will enter site as per the methodology described within this CMP.

The site entrances will be unobstructed and will feature clearly marked, fully hoarded, lockable access gates that will open into the site to remove the possibility of pedestrians being struck by opening gates.

Fully qualified and experienced banksmen will be waiting to receive vehicles directly into site, there will be an adequate number of banksmen present to ensure that all sides of the vehicle are effectively supervised during all maneuvers.

During vehicle maneuvers fully qualified and experiences banksmen will ensure the safety of pedestrians, cyclists, pushchair and wheelchair users and vulnerable pedestrians/road users. All relevant signage and if applicable expandable barriers will be used to ensure that the public do not come into contact with construction vehicles or are able to access site.

c. Please provide swept path drawings for vehicles accessing/egressing the site if necessary. If these are attached, use the following space to reference their location in the appendices.

Please Refer to Appendix A – Swept Path Analysis.

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

If required to prevent spoil being deposited onto the public highway, a wheel-cleaning regime will be implemented.

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 designated operative, 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.

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

This section is only relevant if loading/unloading is due to take place off-site on the public highway. If loading is taking place on site, please skip this section.

a. 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 this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

This section is not applicable as all construction vehicles will enter site on arrival and will be loaded/unloaded within the secure site boundary.

b. Where necessary, 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 detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 b.

Fully qualified and experienced banksmen will be waiting to receive vehicles directly into site, there will be an adequate number of banksmen present to ensure that all sides of the vehicle are effectively supervised during all maneuvers.

During vehicle maneuvers fully qualified and experiences banksmen will ensure the safety of pedestrians, cyclists, pushchair and wheelchair users and vulnerable pedestrians/road users. All relevant signage and if applicable expandable barriers will be used to ensure that the public do not come into contact with the vehicle or are able to access site.

Street Works

Full justification must be provided for proposed use of the public highway to facilitate works. Camden expects all options to minimise the impact on the public highway to have been fully considered prior to the submission of any proposal to occupy the highway for vehicle pit lanes, materials unloading/crane pick points, site welfare etc.

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.

Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

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.

If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.

22. Site set-up

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, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.

There is no intention to use any part of the public highway to facilitate construction works.

All construction vehicles will enter site on arrival and will be loaded/unloaded within the secure site boundary.

All construction vehicles will follow the access and egress route as shown in section 18 of this CMP and will enter site as per the methodology described within this CMP.

Please Refer to Appendix A – Swept Path Analysis.

23. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and these are permitted for a maximum of 6 months only. For exclusive access longer than 6 months, you will be required to obtain a Temporary Traffic Order (TTO) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

Information regarding parking suspensions can be found here.

No parking suspensions are required in relation to this project.

24. Occupation of the public highway

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. 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 justification of proposed occupation of the public highway.

This section is not applicable as there are no proposals to use the public highway for storage, site accommodation or welfare facilities.

b. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses, removal of street furniture etc). If these are attached, use the following space to reference their location in the appendices.

This section is not applicable as no highway works are required.

25. Motor vehicle and/or cyclist diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion signs on drawings or diagrams. If these are attached, use the following space to reference their location in the appendices.

This section is not applicable as there are no planned traffic or pedestrian diversions or disruption.

26. Scaffolding, hoarding, and associated pedestrian diversions

Pedestrians 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 ramps 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, and hoarding should not restrict access to adjoining properties, including fire escape routes. 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. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

This section is not applicable as there are no plans to install scaffolding or hoarding that intrudes onto the public highway.

b. Please provide details of any other temporary structures which would overhang/oversail the public highway (e.g. scaffolding, gantries, cranes etc.) If these are attached, use the following space to reference their location in the appendices.

This section is not applicable as there are no plans to install scaffolding or hoarding that will overhang/oversail the public highway.

27. Services

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.

It is expected that the new development will require upgrades to the UK Power Networks and Thames Water utility services, although theses and any other required upgrades are TBC.

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.

Following the appointment of a Main Contractor a BS5228 Noise & Vibration Assessment will be commissioned, the assessment will be prepared using site and project specific information, which will include:

1. site layout and planned works within specific areas
2. schedule of works
3. proposed working methodologies (construction methods)
4. proposed plant and equipment to be used on site (including sound power levels)
5. location and proximity of the nearest sensitive receptors
6. noise and vibration mitigation measures (BPM)

Noisy works will be carried out in accordance with the permitted working hours detailed in table 28.1. All noisy works will be managed in accordance with section 4 of the "Guide for Contractors Working in Camden".

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	08:00 – 18:00
Saturday	08:00 – 13:00
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

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.

An Environmental Noise Survey & Plant Noise Assessment was carried out on the 16th May 2019 by Hann Tucker Associates (HT:25625/PNA1), this report shows the measured ambient noise levels, an excerpt of this report is shown below in figure 29.1.

Figure 29.1 - Measured ambient noise levels

6.0 Results

The results have been plotted on Time History Graph 25625/TH1 and 25625/TH2 enclosed presenting the 15 minute A-weighted (dBA) L_{90}, L_{eq} and L_{max} levels at each measurement position throughout the duration of the survey.

6.1 Measured L_{eq} Noise Levels

The measured daytime $L_{Aeq(16\text{-}hour)}$ and night-time $L_{Aeq(8\text{-}hour)}$ noise levels are presented in the table below.

Daytime (07:00 to 23:00 hours) and Night-time (23:00 to 07:00 hours) Measured L_{Aeq} Noise Levels (dBA re 2.0 x 10^{-5} Pa)			
Date	**Position**	**Daytime $L_{Aeq(16\text{-}hour)}$**	**Night-Time $(LAeq(8\text{-}hour)$**
18/04/2019 to 19/04/2019	1	70	65
	2	60	49
19/04/2019 to 20/04/2019	1	67	67
	2	58	49
20/04/2019 to 21/04/2019	1	68	64
	2	59	47
21/04/2019 to 22/04/2019	1	67	63
	2	53	48
22/04/2019 to 23/04/2019	1	66	64
	2	54	51

Following the appointment of a Main Contractor a BS5228 Noise & Vibration Assessment will be commissioned, the assessment will be prepared using site and project specific information, which will include:

1. site layout and planned works within specific areas
2. schedule of works
3. proposed working methodologies (construction methods)
4. proposed plant and equipment to be used on site (including sound power levels)
5. location and proximity of the nearest sensitive receptors
6. noise and vibration mitigation measures (BPM)

We confirm that a copy of the BS5228 Noise & Vibration assessment will be made available to Camden on request.

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

At this stage the predictions for noise and vibration levels are not available, however, following the appointment of a Main Contractor a BS5228 Noise & Vibration Assessment will be commissioned, the assessment will be prepared using site and project specific information, which will include:

1. site layout and planned works within specific areas
2. schedule of works
3. proposed working methodologies (construction methods)
4. proposed plant and equipment to be used on site (including sound power levels)
5. location and proximity of the nearest sensitive receptors
6. noise and vibration mitigation measures (best practical means)

We confirm that a copy of the BS5228 Noise & Vibration assessment will be made available to Camden on request.

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.

Following the appointment of a Main Contractor a BS5228 Noise & Vibration Assessment will be commissioned, this assessment will include details of proposed noise and vibration mitigation measures (best practical means).

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.

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.

Following the appointment of a Main Contractor a Construction Dust Assessment will be commissioned, this assessment will include details of proposed dust mitigation measures (best practical means).

All dust nuisance will be managed in accordance with section 5 of the "Guide for Contractors Working in Camden".

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.

If required to prevent spoil being deposited onto the public highway, a wheel-cleaning regime will be implemented.

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 designated operative, 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.

Once a Main Contractor has been appointed, a full programme of works produced, and the construction methodology is established, including proposed plant, a Construction Noise Assessment and a Construction Dust Assessment will be produced.

This assessment 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.

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.

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

The sites "risk level" will be established and detailed within the Construction Dust Assessment and will identify the location of potentially sensitive receptors.

The Construction Dust Assessment will be prepared in accordance with "The Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance", a summary of which is detailed in table 38.1.

Table 38.1: Summary of Construction Dust Assessment Steps:

Step	Description
1. Screen the need for an assessment	Simple distance based criteria are used to determine the requirement for a detailed dust assessment. An assessment will normally be required where there are 'human receptors' within 50m of the boundary of the site and / or within 50m of the route(s) used by construction vehicles on public highway, up to 500m from the site entrance or 'ecological receptors' within 50m of the boundary of the site and/or within 50m of the route(s) used by construction vehicles on public highway, up to 500m from the site entrance.
2. Assess the Risk of Dust Impacts	The risk of dust arising in sufficient quantities to cause annoyance and/or health or ecological effects should be determined using four risk categories: negligible, low, medium and high based on the following factors: • the scale and nature of the works, which determines the risk of dust arising (i.e. the magnitude of potential dust emissions) classed as small, medium or large; and • the sensitivity of the area to dust effects, considered separately for ecological and human receptors (i.e. the potential for effects) defined as low, medium or high. Provide a map of nearest receptors.
2a . Define the potential Dust Emission Magnitude	Classify the magnitude of the likely risk as small, medium or large for the four activities.
2b. Define the Sensitivity of the Areas	Define the sensitivity of receptors as High, Medium or Low. Define sensitivity of people to Dust Soiling Effects and define the sensitivities of people to the health effects of PM10.
2c. Define the Risk of Impacts	Combine the magnitude (as detailed in 2a) and the sensitivity (in 2b) to determine the risk of impacts with no mitigation applied. Summaries the risk of dusts impacts for the four activities in a table.

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 contract with a reputable pest control contractor will be put in place and all recommended preventative measures will be carried out. Any instances of rodent infestation or similar will be recorded and promptly actioned.

All specialist contractor inspection reports will be made available to the Environmental Health Officer on request.

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.

An asbestos refurbishment survey was carried out 1st October 2018 by Eton Environmental Group.

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 the Main Contractor will be a member of the Considerate 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", the main contractor 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:

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.	**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.
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.	**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.
5	**Respectful:** Make sure that the site, hoardings, scaffolds, and other features are kept in a clean, tidy, and safe condition.	**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.
7	**Responsible:** Be responsible for making sure everyone on site understands the scheme.	**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.

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): **TBC**

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.**

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.

Signed:

Date:

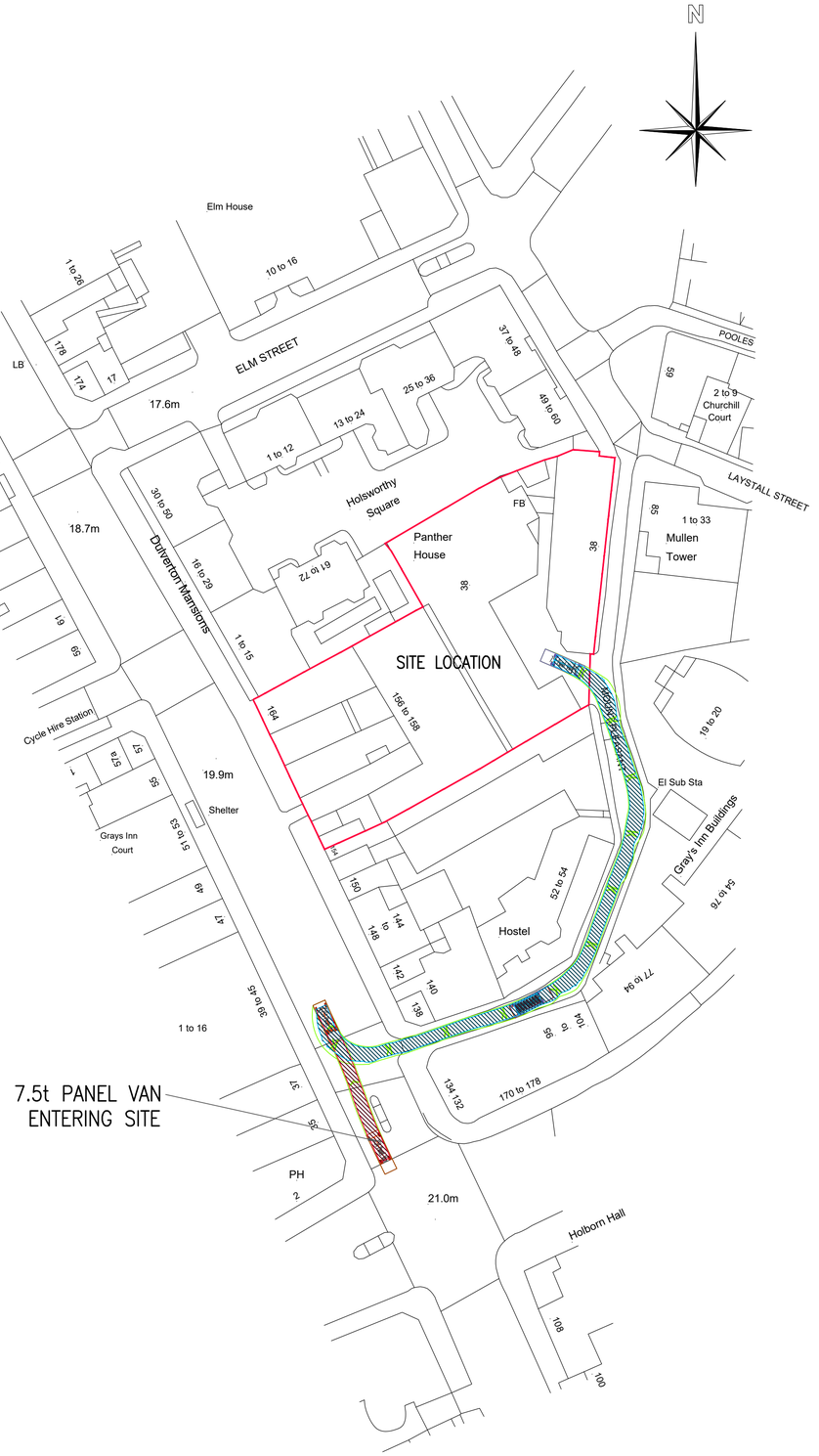
Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

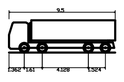
End of form.

APPENDIX A



NOTES

7.5t Panel Van	
Overall Length	7.210m
Overall Width	2.150m
Overall Body Height	3.544m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m



Large Tipper 9.5 x 2.5	
Overall Length	9.500m
Overall Width	2.500m
Overall Body Height	3.890m
Min Body Ground Clearance	0.441m
Track Width	2.471m
Lock to lock time	4.60s
Kerb to Kerb Turning Radius	11.550m

Rev	Date	Description	Drawn	Auth'd

AMENDMENTS

southdownssafety

Tel 02079711422
www.southdownssafety.co.uk

Client

PANTHER HOUSE DEVELOPMENTS LTD

Project Title

PANTHER HOUSE, 38 MOUNT PLEASANT, LONDON

Drawing Title

VEHICLE SWEPT PATHS – APPENDIX A

Scale	Date	Drawn	Authorised
1:500	2.7.19	AS	ME

Drawing Status

PRELIMINARY

Drawing No:	Revision
SDS 049	P1