

Construction Management Plan

pro forma v2.3

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
03 February 2020	Rev. 1	Basant Mertia
19 February 2020	Rev. 1A	Basant Mertia
18 April 2020	Rev. 2	Basant Mertia
23 June 2020	Rev. 3	Mike Perkins
07 July	Rev. 4	Mike Perkins Update to reflect Camden comments

Additional sheets

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

Date	Version	Produced by
07/07/20	1	Appendix D neighbour consultation documents

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.

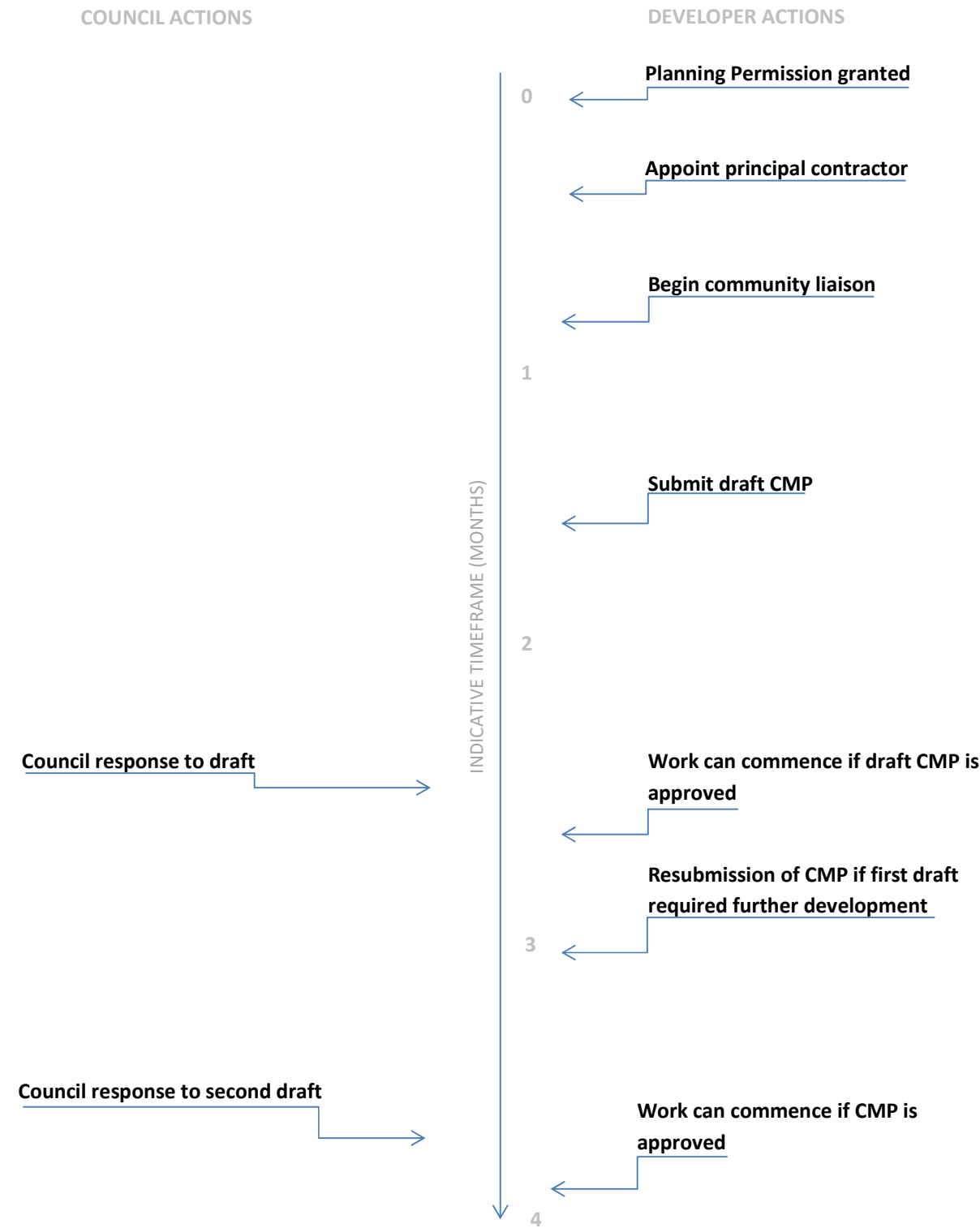
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "[Demolition Notice](#)."

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



Contact

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

Address: 3 Fitzroy Square, London, W1T 5HG

This CMP applies to S106 condition of planning reference: 2019/3817/P

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

Name: Basant Mertia

Address: Banda Development Service Ltd., 3 Alma Studios, 32 Stratford Road, London W8 6QF

Email: basant@bandaproperty.co.uk

Phone: 0207 937 9600

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: Westgreen Construction Ltd.

Address: 7–11 Britannia Street, London WC1X 9JS

Contact: Mike Perkins, resident Contracts Manager

Email: Mike.Perkins@westgreen.com

Phone: 020 8940 8844

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: Basant Mertia or as question 3

Address: Banda Development Service Ltd., 3 Alma Studios, 32 Stratford Road, London, W8 6QF

Email: basant@bandaproperty.co.uk

Phone: 0207 9379600

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: Westgreen Construction Ltd.

Address: 7–11 Britannia Street, London WC1X 9JS

Contact: Mike Perkins, Contracts Manager

Email: Mike.Perkins@westgreen.com

Phone: 020 8940 8844

Note: The Project Manager and the Site Manager will be introduced to neighbours and will be responsible for daily liaison with local residents.

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 located to the east of Fitzroy Square, to the west of Grafton Mews and benefits from access to both. The site is approximately 400 metres to the south west of Great Portland Street station whilst Warren Street station is approximately 300 metres to the north east.

With regard to the local highway network, the site is closely located to the A400, Tottenham Court Road, which can be accessed via Grafton Way, Fitzroy Street and Maple Street. Tottenham Court Road connects to the A501, Euston Road, approximately 240 metres to the north of the junction with Maple Street whilst to the south it provides connections to central London.

A site location plan is attached at **Appendix A.**

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).

Planning consent was granted in February 2012 (Planning Ref. 2011/4445/P), and subsequently amended in February 2020 (Planning Ref. 2019/3817/P) for works comprising the following:

“...replacement mews building; excavation underneath mews building, courtyard and main building; refurbishment works to main house...”

It is anticipated that the primary challenges will comprise the proximity of neighbouring dwellings as the site is a mid-terrace property.

In addition, it is noted that vehicle access can only be achieved from Grafton Mews to the east. Grafton Mews is a two-way carriageway, however, access to the south end is largely restricted (in both width and height) and to the north end as there is a dog-leg arrangement limiting vehicle size. Restrictions on turning movements to the north to/from Warren Street mean that larger vehicles can only feasibly access the site to/from the south via Grafton Way. Due to the constraints imposed by the site access, special consideration must be made for material handling. The works will be carried out entirely by using small plant and equipment capable of being accessed via the narrow entrance to the Grafton Mews via the Grafton Arms pub undercroft.

All materials and components must be designed of such a size that they can be manually handled either way between the kerbside and site, or can fit on smaller delivery vehicles which can negotiate the undercroft.

See Appendix B for photographs of restricted access routes.

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).

At this stage, the start and end dates for the works are unknown. However, it is anticipated that works will start by the end of July 2020 and are expected to finish by April 2022 (21 months or 91 weeks approximately). This CMP will be updated following confirmation of start and end dates.

The anticipated programme of works is outlined below, should any changes to the schedule be required, this CMP will be updated.

Phase	Timescale
Site Set-up	2 Weeks
Basement Works	30 Weeks
Demolition Works	20 Weeks
Construction of New Mews House	20 Weeks
Refurbishment and Internal Fit Out	42 Weeks
Site Clear-up	2 Weeks

Please refer to **Appendix C** for anticipated Construction Programme, which includes high level programme for onsite construction activities.

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

Standard working hours will be Monday to Friday 8am to 6pm and Saturday 8.00am to 1.00pm. There will be no working on Sundays or Public Holidays.

In event that any works are required outside the standard hours noted above or on Sundays or Public Holidays such as major plant delivery / collection, the contractor will give advance notice to the local residents when making such application to the Council. The working hours will only be extended as per the government's directive in response to COVID 19; if working under the required social distancing and cleanliness guidance set out by the government is not possible in normal working hours. If extended working hours are required, an application will be made and advance notice will be given to local businesses and residents.

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.).

The neighbouring properties of 1 and 5 Grafton Mews as well as numbers 4 and 2 Fitzroy Square are the nearest receptors that could be affected. Properties at numbers 2, 4 and 6 Grafton Mews could also be affected.

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.

A community consultation has been undertaken on the 'draft CMP Rev. 1' with the neighbouring properties of 1 to 12 Grafton Mews and numbers 1, 2 and 4 to 10 Fitzroy Square. Copies of the CMP were provided to each property and there continues to be an ongoing dialogue with residents. All comments received and responses provided are appended to this CMP as **Appendix D**. Wherever practical comments have been incorporated into this revision of the CMP.

Community liaison will continue to be an ongoing process, carried out during both the final planning and construction processes. Ahead of construction commencing on site, an informational poster/newsletter including reference to the proposed development, the planning permission, and contact details of the main contractor, would be displayed on the hoarding of the site so as to clearly be visible for the local community.

Further consultations, if necessary and as guided by the LB Camden, will be undertaken in addition to the above scope.

Correspondence with the Grafton Arms pub has been sent, but the pub remains closed and as yet no response has been received. Westgreen intend to introduce ourselves as the site team to our close neighbours where possible in an effort to promote open and frequent dialogue. Currently a number of businesses located in Grafton Mews have still not recommenced works from these addresses. It is noted that since the draft CMP was issued the owners of 2 Fitzroy square have changed, the new owners will need to be issued the CMP and communication channels established once in residence.

Waste collections occur every Monday for Grafton Mews at around 9.30am and every weekday on Fitzroy Square, these collections generally occur before 7.30am, we will ensure that our deliveries do not clash with these times.

<https://environmentservices.camden.gov.uk/property/5005664>

<https://environmentservices.camden.gov.uk/property/5049277>

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.

Neighbouring residents will be invited to join a Construction Working Group set up between them and the main contractor. This will be organized by the main contractor who will be responsible for holding meetings with residents to keep them updated with regards to the programme of works site progress. In addition, the main contractor will have a Project Manager and a Site Manager full time on-site throughout the works. They will keep in regular contact with local residents, affected parties and the Council by sending a regular newsletter update by email, or post. The newsletter will be issued prior to significant events on site which may have a potential impact on the local area. This would include the start on site, any changes to the traffic management regimes, key events such as any operations requiring out of hours working and such like.

The Project Manager will liaise with any other contractors carrying out construction works in the vicinity of the site to ensure that the combined impact of development is kept to an absolute minimum. Currently there are several other properties having construction work carried out within Fitzroy square, however they are evenly spread around the square so impact of one on the other is likely to be small. We will re assess ongoing projects in the square as we approach our own start on site date. Currently there are no evidence of significant construction projects ongoing within Grafton Mews although one property does have scaffold erected.

A 'Contact Board' will be displayed prominently and shall include;

1. The title 'Contact Board'.
2. The name of the main contractor, address and person to whom correspondence should be addressed.
3. Name of the Site Manager.
4. Direct dial number of the Site Manager.

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”](#).

This site has been registered on the Considerate Constructors scheme and will be operating under the following reference number for the scheme: Site ID: 121751 registration order ID SRO15566

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.

At this stage the actual start date of works is unknown. As such, it is uncertain as to which (if any) nearby developments will need to be considered.

Consultation has already been progressed, with the site team of the nearby construction scheme at 31 Fitzroy Square, south-west of the site. Just before the main contractor starts on site, Site Managers of both sites will meet and discuss ways to coordinate access, deliveries and timings throughout the construction periods.

There is also a large development slightly beyond the one at No 31, In Cleveland St. Both of these developments are located on opposite sides of the square and as such have different vehicle delivery routes. Activities of each are therefore unlikely to create a cumulative impact to individual roads

The next door property (No 2) has commenced some refurbishment works, however these appear to only be of a decorative nature and will therefore not add to delivery numbers in any significant way.

Prior to commencing work, the Project Manager will request the Council to provide details of any other construction sites within proximity to the site. The Project Manager will liaise with the Project Managers of any other consented developments in the area to ensure that all deliveries are coordinated where possible. Further details will be provided by the main contractor prior to the commencement of works on site.

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:

Westgreen Construction Ltd.

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 will be the duty of the Principal/Main Contractor to ensure that sub-contractors appointed are CLOCS compliant. Suppliers will be asked if they are CLOCS compliant before accepting work on the development.

FORS Bronze accreditation as a minimum will be a contractual requirement, whilst 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 such as:

- 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 CLOCS compliance will be included as a contractual requirement.

Desktop Checks

Where doubt exists, desktop checks will be made against the FORS database of trained drivers and accredited companies as outlined in the CLOCS Standard Managing Supplier Compliance guide.

Site Checks

A delivery booking system will be used which will require the entry of a FORS ID number in order for a delivery to be booked onto site. Where the contractor's own vehicles and drivers are used the above approach will be modified accordingly.

Collision reporting data will be requested from operators and acted upon when necessary.

Currently due to the COVID crisis it is very difficult to book SUD's courses, however the main sub-contractors on site have undertaken to have drivers complete this course if they have not already completed it.

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:

As a project team, we share CLOCS mission and primary goals and strive to work to them

- zero collisions between construction vehicles and the community
- improved air quality and reduced emissions
- fewer vehicle journeys
- reduced reputational risk

It is our intention to provide a CLOCS leaflet which our trained traffic marshals will hand to drivers to ensure their full awareness of the CLOCS standards.

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

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.

Vehicles will access the site either via Grafton Mews to the south or Warren Street to the north. Vehicles will approach from the A400 Tottenham Court Road before turning into Grafton Way or Warren Street. Larger vehicles will proceed westbound along Grafton Way and reverse into Grafton Mews, whilst smaller vehicles will enter the Mews via Warren Street and exit via Grafton Way.

All vehicles will exit in a forward gear proceeding southbound on Grafton Mews and turning right onto Grafton Way. From here vehicles will follow the one-way system and return to the A400 Tottenham Court Road via Fitzroy Street and Maple Street.

All vehicle movements will be supervised by trained banksmen.

Generally delivery vehicle sizes will be limited in size due to the restricted nature of access into Grafton Mews.

Some deliveries will be required to the main house within Fitzroy Square. Vehicles can access the square directly from A501, these deliveries will require marshalling once within the square and should only be when absolutely necessary.

A vehicle routing and delivery plan is attached at **Appendix E**.

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.

All contractors, delivery companies and visitors will be advised of and required to adhere to the specified route and all other measures detailed in this plan prior to journeys being undertaken. All deliveries will be booked in with the Project/Site Manager a minimum of 24 hours in advance and drivers will be required to call a minimum of 20 minutes prior to arriving at the site to ensure that the loading area is clear. No vehicles will be permitted to wait in the surrounding streets.

The site has limited access and only one vehicle can make a delivery or collection at any one time. A vehicle marshal will be stationed at the main entrance gates/unloading bay and will be responsible for managing vehicle access into/out of the site and unloading operations. The marshal will be in radio communication with the site manager to ensure that vehicle movements are co-ordinated with other site operations and material unloading requirements. The vehicle marshal will also control and co-ordinate any pedestrian movements on the Grafton Mews during deliveries/unloading operations.

All contractors and visitors to the site will be advised that there is no parking on site and that parking restrictions are in operation on street within the vicinity of the site. This requirement will be included into the main contractor's appointment and transmitted downstream to the suppliers and subcontractor orders. This information will also include a map of the permitted delivery route and mobile phone of the Site Manager so drivers can contact the site directly if any issues arise during the journey to site.

To minimise the potential impact of construction workers travelling to the area a Travel Plan will be implemented to promote and encourage the use of sustainable mode of travel to and from the site and minimise the use private cars. **This document can be found within the Construction Phase Health and Safety Plan.** Construction workers will be instructed not to park private vehicles in the residential areas in the adjacent streets. The local area is also subject to residents parking zones.

Fitzroy Square has good commuting links with 5 London Underground stations within 10-15 minutes of walking distance. The site is also served with extensive bus routes on Tottenham Court Road (A400) and Euston Road (A501). In view of these existing provisions, it is likely that all operatives attending the site will utilise public transport. During the COVID period we will however be encouraging use of bicycles and will do all that we can to accommodate securing them on site.

In order to assist operatives in making the best use of the public transport links the construction phase Travel Plan will take the form of a leaflet that will include details of local public transport services, promote walking and cycling. This Travel Plan will form part of the site Health and Safety site induction pack that all operatives and staff working on site are required to undertake before commencing works on site.

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

An indicative programme of works is provided in the table below highlighting the approximate duration of key phases of the construction project. The dates of each phase of the works, the vehicle sizes and number of vehicle movements will be confirmed and revised if necessary by the building contractors' Construction Project Manager (CPM).

Phase	Timescale
Site Set-up	2 Weeks
Basement Works	30 Weeks
Demolition Works	20 Weeks
Construction of New Mews House	20 Weeks
Refurbishment and Internal Fit Out	42 Weeks
Site Clear-up	2 Weeks

Typical vehicle types are detailed below.

Flat-bed Truck/ Panel Van

These vehicles are typically 7.0 metres long and 2.4 metres wide. Flat-bed vehicles will be used to deliver various materials including scaffolding, steel work, timber, reinforcement, brick and block work, roofing materials, plaster, joinery etc. Deliveries are likely to be expected on average 1 to 2 times per day throughout the works with a typical dwell time of 40 minutes. During the peak construction times it is expected that average deliveries go up to 3 or 4 per day.

Transit type vans

These would be up to 6.0 metres in length and 2.0 metres wide and would primarily be associated with tradesmen that would be visiting the site during the latter stages of work such as electricians, plasterers and decorators. There could be in the order of 3 to 4 movements per day with a dwell time of 10 to 15 minutes.

Due to site constraints, it is possible that a narrow-bodied vehicle, such as the Nissan Cabstar, will be used to serve the site. These could be used for a wide range of materials and may also be used for removing spoil.

The proposed construction requires CFA piling and also formation of a concrete frame. Both of these activities will require a steady supply of ready mixed concrete. Consideration has been given to utilising mini concrete wagons, however various limitations make this method unsuitable for a central London location, including: time constraints involved in receiving a delivery then returning to the batching plant for another delivery and the resultant uncertainty on batching plant slots, the local conditions also impose restrictions which further limit heavy deliveries due to the cobbled road surface and also the extremely tight constraints of Grafton Mews itself. It is anticipated that the concrete pouring activities will commence whilst the weather is still warm and therefore the best way to achieve a continuous pour without incurring day joints would be by delivering ready mix to a pump located in Grafton Way.

A delivery plan will be issued to all subcontractors at engagement, this will also form part of the CPHASP. This plan includes routes in and restrictions in place preventing access. See Appendix E for details

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 Project Manager will liaise with the Project Managers of any nearby consented developments to ensure that all deliveries are coordinated where possible. Further details will be provided by the main contractor and prior to the commencement of works on site.

As noted previously, whilst building works are currently ongoing at 31 Fitzroy Square to the south-west of the site. The project team has established communications with the site team of 31 Fitzroy Square and the two Project/Site Managers will communicate to coordinate deliveries between the two sites. However, although both projects are located on the square, they are at opposite corners and are served by different approach/exit roads.

Generally, deliveries will be restricted to the hours between 9.30am and 4.30pm, when traffic is less congested within the mews and on the surrounding highways. Once demolition of the existing mews house is complete until cladding of the new concrete frame begins, there will be opportunities for small delivery vehicles to pull off the mews into the cleared area to the rear of 3 Fitzroy Square. Whilst this drop off access is possible, some deliveries will arrive from 8am. Trained banksmen will be notified ahead of arrival of deliveries on site, so that congestion can be minimised and deliveries completed as quickly as possible.

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

Drawings attached at **Appendix F**, comprises swept path analysis of the anticipated vehicles accessing the temporary vehicle loading area. This includes a 7.5 tonne panel van, which at 7.2 metres in length is anticipated to be the largest vehicle accessing the site. Tracking of a smaller Nissan Cabstar and panel van at approximately five metres in length has also been undertaken to show that smaller vehicles can access the site from the north via Warren Street.

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.

Due to domestic scale of the scheme no offsite holding areas are required / appropriate. However, should 2 planned deliveries arrive on site at the same time due to the vagaries of London traffic, there are two bays of single yellow line marking at the junction of Grafton Way and Grafton Mews which can be utilised temporarily without causing any additional congestion.

As noted above, concrete pours will take place in Grafton way, where a pump will be used to move the concrete along pipelines to the site. At these times it is possible that two parking bays will need to be suspended to facilitate the room needed for a pump serviced by concrete wagons, applications for suspension of this bay on Grafton Way will be made to the Council.

At this time, confirmation of plant size is being sought in order to verify spatial requirements, however please see appendices for planned pumping plant. Once confirmed, the CMP will be adjusted accordingly and local residents /other construction sites nearby will be notified.

Where possible, deliveries will be made utilising smaller vehicles which can manoeuvre through the under croft and drive into the site confines.

See **Appendix G** for concrete pumping arrangement in Grafton Way and proposed plant.

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.

The Contractors Project Manager will ensure that all deliveries are fully co-ordinated and pre planned, the site has limited access and only one vehicle can be accommodated at a time.

The main contractor will ensure that any materials required by it's own employees comes from a single supplier where possible. This will allow multiple orders to be clubbed together for delivery and hence will reduce the number of deliveries required during the course of construction.

The procurement strategy for this project is to group packages together under one subcontractor where possible, this allows potential for deliveries for multiple activities to come together on one vehicle, thus reducing number of deliveries. For example the following activities will be grouped under one sub contractor- demolition, piling and concrete works.

Due to the domestic scale of the project and geographical location, deliveries by water/rail is not appropriate / applicable.

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).

The main contractors and visitors to the site will be advised that there is no parking on site and that parking restrictions are in operation on streets within the vicinity of the site. This requirement will be included into the main contractor's appointment and transmitted downstream to the suppliers and subcontractor orders. Since the site is located within London Congestion Zone and ULEZ, the main contractor and all subcontractors will be encouraged to either use the public transport to arrive at the site, or use electrical/hybrid vehicles to avoid congestion and ULEZ charges by TfL. Thereby, discouraging the need to driving to the site and hence limiting the emissions from idling engines.

A trained vehicle marshal will always be present on site, one of his duties will be to remind drivers that they should not leave their engines idling unnecessarily. Generally, deliveries will be unloaded either within the site compound or just outside the hoarding within the mews, engines will be turned off during unloading. If any vehicle is required to wait temporarily on the yellow lines outside the Grafton Arms pub they will be directed to turn off their engines whilst they wait.

We will promote the CLOCS standard to all of our subcontractors, which includes not only minimising risk of construction journeys but also improved air quality and reduced emissions.

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.

At certain stages of construction, delivery vehicles will be able to access the site via Grafton Mews, this will enable vehicles to enter and exit onto Grafton Way from Grafton mews without the need to turn around. During all manoeuvres, trained traffic marshals will control vehicle movement in and out. Access gates will open inwards and will be positioned in front of the existing garage and will therefore not impede any other mews users.

See Appendix G for site access diagram

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 vehicle movements to and from all loading areas will be supervised by a minimum of 2 trained banksmen in order to manage the interaction between pedestrians, cyclists and other road users. One will be directing from the front of the vehicle and one from the rear. This will enable full control of both delivery vehicle and pedestrians as well as other road users.

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.

Drawings attached at **Appendix F**, comprise swept path analysis of the anticipated vehicles accessing the temporary vehicle loading area. **Appendix G** shows both the current highway layout and proposed position of plant during concrete pours

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.

Generally no vehicles will access the site until a dry, piling mat has been laid and/or ground floor slab, and as such wheel washing facilities will not be required. Any material transferred to the footway will be cleared immediately. A jet wash unit will be retained on site to ensure that the highways are kept clear of any spillage during loading or unloading. If the jet wash is required then it will be done within the confines of site so that run off is not created in the Mews.

Concrete deliveries will be pumped via a pump located in Grafton Way, wash out of the mixer and pump will be collected in a lined temporary box. Once settled the clear water will be removed and the residue disposed of in skips located on site.

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.

Where possible, materials will be brought to site on sufficiently small vehicles to allow them to access site via the vehicle gates located in Grafton Mews (when construction activities allow). Some deliveries- for example concrete, will need to be delivered to a small lorry mounted pump parked in a suspended parking bay(s) in Grafton Way. The concrete wagon will also utilise the adjacent single yellow line to stop whilst discharging it's load. This will ensure that the entrance to Grafton Mews is not blocked.

See Appendix G for site access diagram

Generally all delivery access will be via the Grafton Way/mews undercroft however this project requires some works to the pavement vaults located to the front of 3 Fitzroy Square. These works include works to the existing pavement, installation of a new concrete vault soffit slab and reinstatement.

During these initial works and potentially some works to the main house, access will be required for deliveries via Fitzroy square. Temporary barriers will be used to isolate these vehicles from pedestrians once parked. No skips will be left in the square and all vehicle movements within the square will be controlled by a qualified traffic marshal who will ensure that appropriate speeds are used by the drivers. Also see Appendix E for vehicle delivery plan.

- 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.

All vehicle movements to and from the loading area will be supervised by a minimum of 2 trained banksmen in order to manage the interaction between pedestrians, cyclists and other road users.

When concrete pumping is happening in Grafton Way, a ramp will be placed over the concrete hose to ensure pedestrians can pass easily. Signs will be displayed indicating 'access along this pavement is via a ramp' and pedestrian barriers will be positioned in order to maintain separation between pump/wagon and members of the public.

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.

Drawing attached at **Appendix G**, shows the existing highway arrangement in the vicinity of the site.

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](#).

The intention generally, is to utilise small delivery vehicles which can negotiate the pub undercroft easily, however concrete pours will be via a pump located in Grafton way. This will necessitate the suspension of one/two bays in order for the concrete wagon to discharge whilst the pump sits partially on a single yellow line. Concrete will be required during the following operations- piling, RC frame, main house basement slab replacement and vaults works to the front elevation in Fitzroy square. This bay(s) will only be suspended during the periods required for these operations. These occasional parking bay suspensions will only be required during the first 42 weeks of the project

When major works are required to the main façade elevation, access will be required to Fitzroy Square. These works are however limited, the use of a localised traffic/pedestrian marshalling and temporary barriers/hoarding will allow these operations to be carried out in a safe controlled manner. These works include pouring concrete to the new vaults roof slab and unloading/loading scaffold lorries plus supplying materials to the roof area.

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.

The designed works to both the rear of the property and generally internally will prevent the use of these areas for any welfare arrangements. The property is grade 1 listed and therefore where possible welfare arrangements need to be away from any of the maintained features. This includes reducing use of the original ornate stone staircase. A gantry will need to be built spanning the pavement in order to house welfare arrangements at first floor level. This gantry will be hoarded and enable safe routing for pedestrians to walk beneath and will meet all criteria laid out in Camden's temporary structures requirements.

Initially, the project welfare arrangements will be located within the house, however the required works will preclude the use of the house during fit out and during structural works.

Once the works to the vaults are complete at circa week 19 of 79 the gantry will be required to house welfare and to create a loading bay for materials to be hoisted to the roof.

All materials/waste will be stored within the curtilage of the site for collection on wait and load

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.

The pavement above the vaults located in front of 3 Fitzroy Square is to be lifted in order to facilitate install of a new RC slab above the LGF vaults. Once the works are installed the pavement will be re laid. To safe guard these works a hoarding will need to be positioned beyond the extent of the works and will therefore stand beyond the kerb line. See appendix for sketch of proposed location.

See appendices H for scaled drawings of these proposals.

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.

No vehicle or cycle diversions are necessary.

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.

In Grafton Mews a secure, lockable 2.4m high hoarding will be provided to extend the site boundary. Scaffolding will be required to complete both demolition and construction of the road facing façade within Grafton Mews. The hoarding will be independently supported at the base of this scaffolding and will project approximately 1.5m into the pedestrianised highway. The proposed site set-up and hoarding position is shown in **Appendix H**. This position will ensure free flowing traffic even if the parking bay located directly opposite is in use, the hoarding will incorporate red lighting to ensure it is fully visible to road users at night.

Appendix G shows the existing highways set up including current house/mews perimeter, but not proposed hoarding position. The Project Manager will apply for any relevant licenses as required.

Scaffold will be required for works to the front elevation of the main house within Fitzroy Square. A 2.4m high hoarding will encapsulate this scaffolding. During the early stages, works to the pavement vaults will require the hoarding to extend beyond the full width of the pavement into the pedestrianised highway. Where this occurs red lights will be position externally to ensure the hoarding is fully visible to all pedestrianised highway users. The location of this hoarding will be positioned to facilitate chamfered corners for safe navigation around, and will ensure a minimum passing width of 3.25m between the outer edge of the hoarding and the road lamp post. Once these works are complete the hoarding will be re aligned and an illuminated tunnel will be provided to allow pedestrians safe access beneath a gantry supporting site welfare. The width of the tunnel will be constructed to ensure that pedestrians can pass whilst still maintaining social distancing as set out by the latest government advice.

See Appendix H for details

- 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.

Drawing at **Appendix G**, outlines the proposed site set-up. There are no additional overhangs other than those mentioned above

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.

The existing gas and electricity supplies to the mews will need to be removed as they are no longer required and will prevent installation of piles. As part of the pavement works, services will need temporary support utilising a bespoke frame. These works will be completed in conjunction with the relevant statutory providers. The main outfall also needs repair to the front elevation, but it is anticipated that this can be completed within the hoarding structure.

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.

Potential worst-case noise generation scenarios have been investigated by reviewing the demolition and construction activities for each phase of the works as summarised in the following tables. Green colouring is used where there is not considered likely to be a significant noise impact, yellow where some impact may occur and orange where the greatest potential for noise impact exists. This is based on the expected type of plant and duration of the works.

Times of noise generation works will be limited to site working hours with best practice and mitigation measures implemented so the impact of any noisy operations is minimised to residents. Further details will be provided by the main contractor following appointment.

Demolition Noise Generation Activity Table

Demolition Activities (To be updated by the main contractor when appointed)
Demolition of the mews house.
Internal stripping and demolition in the Grade 1 listed front house.
Spoil and skip disposal

Construction Noise Generation Activity Table

Construction Activities (To be updated by the main contractor when appointed)
Placement of piling mat
Piling & capping beams
Groundworks
Internal structural alterations
Assembling and disassembling of temporary steelwork / support structure
Internal trades
Masonry works
Scaffolding
Roofing
External cladding
External hard landscaping
External stone façade repairs
Deliveries and skip collection

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 noise survey was completed on 16th March 2020. Copy of this assessment is included as **Appendix J.**

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

Please refer to section 5.3 for Noise Limits and section 5.4 for Vibration Limits on page 16 of **Appendix J.**

Based on the baseline noise levels the site falls into Category A. Therefore construction noise should not exceed at the sensitive receivers around the site:

- Monday to Friday - 65 dB L_{Aeq} (10hr).
- Saturdays - 65 dB L_{Aeq} (5hr).

For the construction vibration limits British Standard 5228-2:2009 has been used. Annex B provides vibration levels at which adverse effect/comment may occur. These are based on the Peak Particle Velocity (PPV).

Based on this standard and other sites in London upper limit is applied as follows:

- 5mm/s (PPV) for vibration at any time.

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.

The general control of noise will be managed by the main contractor. Close liaison will be maintained with LB Camden's Environmental Health Department. The Site Manager will keep a site diary to record any noise / vibration nuisances and correlate these with the activities taking place at this time.

The perimeter hoarding will be installed to provide an acoustic barrier by the site boundary. Other specific measures which will be adopted, including selection of 'silenced' plant, the pre-cutting of materials off site. The Site Manager will be provided with handheld noise measuring equipment to ensure that the operation of plant remains within the predicted levels.

It is anticipated that mitigation measures will include the following.

1. CFA piling methods will be selected. This method is inherently less noisy than other piling methods available.
2. For demolition works, preference shall be given to equipment that breaks concrete by munching or pulling rather than by percussive methods.
3. All access gates will be controlled to minimise flanking noise.
4. All hand held and portable equipment, where practicable, will be electrically powered.
5. All plant and equipment should be maintained in good working order.
6. Plant, when in operation intermittently, will be switched off during periods of inactivity.
7. Stationary equipment and plant will be placed so as to provide screening to other items of plant and located to provide minimum noise emissions in the direction of Noise Sensitive Locations (NSLs).
8. Care will be taken when loading and unloading materials to limit impact noise.
9. Vehicles will not be permitted to queue on the road or pavement outside the site access.
10. The site workforce will be fully briefed on the need to keep all noise generated to a minimum. Shouting and raised voices are not permitted other than in cases where warnings of danger must be given.
11. Construction noise will be predominantly controlled by restricting the hours of work to those set out by Camden.
12. All plant and equipment, including any on hire, is checked to ensure it is in good working order and conforms to the manufacturer's standards.
13. When working within a building, wherever possible, all openings (i.e. windows and doors) will be kept closed.
14. As far as practically possible all plant, equipment, site offices, storage areas will be located away from the adjacent properties.

Further details if required will be provided by the main contractor in due course.

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

As a company, Westgreen endeavour to update and improve employee knowledge of all construction related fields. The control of noise BS5228:2009 was recently covered in a CPD workshop with RVT, a supplier of plant solutions which help to control and minimise release of both noise and dust. Training certificates can be produced if required.

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

Dust mitigation measures are set out and below. With regard to construction:

1. Site personnel shall be trained in dust mitigation and the Site Manager shall be present for managing dust on site.
2. Providing a 2.4 m high timber hoarding along with a full height sheet covering with monaflex, or similar, at the front and rear of the site prior to commencement of demolition and construction.
3. Temporary roof structure to be provided to limit the nuisance caused by the dust.
4. Keep site fencing, barriers and scaffolding clean using wet methods and apply dust suppressants to the hard surfaces on and around the site.
5. Use of low emission plant fitted with catalysts, diesel particulate filters or similar devices.
6. Plant will be well maintained, with routine servicing of non-road mobile machinery (NRMM) to be completed in accordance with the manufacturer's recommendations.
7. Plant to be located away from the closest receptor or house in closed environments.
8. Damp down site during working day and again at the end of the day to reduce the amount of re-suspended dust.
9. Ensuring that all plant equipped with dust suppression equipment is checked on first use at site, to ensure that this equipment is functional and is being used.
10. Avoiding use of diesel / petrol powered generators using mains electricity or battery powered equipment wherever possible.
11. Use of water sprays or poured water to suppress dust during cutting, angle-grinding or other dust-generating activities.
12. Store materials with dust producing potential away from site boundaries and sheet, seal or damp down stockpiles of excavated materials held on site.

With regard to vehicle movements on and off the site:

1. Provision of jet-washing facilities at the site exit where vehicles are loaded on the public highway.
2. Provision of an area of hard surfacing where tracked vehicles can be cleaned/checked after cleaning before leaving site.
3. Wet cleaning of haul routes and public roads at least weekly, with more frequent cleaning when found to be necessary under the measures specified in the next section.
4. Covering of all loads entering or leaving site.
5. Ensuring that road and construction vehicles comply with or exceed the requirements for the ULEZ.
6. Muck-away trucks will be covered to prevent wind effects on contents.

Further details if required will be provided by the main contractor in due course.

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.

No wheel washing facility is required as all vehicles will remain on the highway or on hard standing within the site. However, a jet wash unit will be retained on site to ensure that the public highway on Grafton Mews adjacent to the rear site entrance and loading bay are kept clear of any spillage during loading or unloading.

Further measures to prevent dust and dirt spreading on public highway will include:

1. A tarpaulin cover will be placed on the road surface prior to the arrival of the delivery / removal vehicle to minimise debris contaminating the road surface. Any residual debris will be removed with wheel washing / jet washing equipment following the departure of the vehicle.
2. Covering of all loads entering or leaving site;
3. Daily Site inspections the Site Manager or his representative to ensure that dust and dirt are kept to a minimum. This will include all deliveries are followed by an inspection and if required the street and pavement are swept clean.

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

For all potential environmental impacts, the Site Manager will:

1. Record any exceptional incidents that cause dust and/or air emissions, either on- or off- site, and the action taken to resolve the situation in the logbook.
2. Hold regular liaison meetings with high risk construction sites within 500m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised.

The following measures are proposed taking account of the GLA and LB Camden's guidance on the control of dust, noise and vibration on construction sites:

1. Throughout the Construction Phase continuous particulate matter (PM10) monitoring shall be undertaken. Two instruments will be deployed at the site boundary in a transect orientated to the prevailing wind direction, with a third monitor located at the nearest sensitive receptor. One monitor shall be co-located with an anemometer.
2. Adequate quality assurance/quality control procedures shall be in place including monitor maintenance and calibration as well and data checking. PM10 data shall be collected automatically on an hour basis.
3. A trigger action level for PM10 concentrations of 200µg.m-3 (15 minute average) shall be used to identify incidences of elevated dust emissions at the site boundary. The development site shall comply with the trigger action throughout the demolition and construction phases.
4. An on-site alert system (email or SMS) shall be in place to notify appropriate staff that the trigger action level has been reached. Immediate and appropriate measures can be put in place to rectify abnormal particulate emissions. A procedure shall be established to deal with abnormal dust emissions. All incidences of abnormal particulate emissions leading to breaches of the trigger action level, shall be documented in the site log book (date and time), with details of the action take to remediate dust emissions.
5. An e-mail specifying details of any alert to be sent out to the Council's air quality officer as soon as practicable following any breach of the site trigger action level.
6. An electronic report shall be submitted to the Council's air quality officer every three months summarising the following information from each monitoring site – 24 hour average PM10 concentration, date and time of any breach of the trigger action level with the 15 minute mean concentration, prevailing wind direction and details of the cause of elevated dust emissions and mitigation measures.
7. The Council shall be notified of any changes to the location and operation of dust PM10 monitoring instrumentation.
8. A 24-hour phone hotline shall be set up so that residents can complain about high dust or PM10 levels directly to the developer.

Further details if required will be provided by the main contractor in due course.

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.

This development relates to the planning consent granted in 2012, when there was no such requirement of undertaking Air Quality (Dust) Risk Assessment, and as such this was neither a planning condition nor a S106 condition. However, it is acknowledged that policies have changed since then and therefore the main contractor prior to starting works on site will undertake this risk assessment and appropriate mitigation measures will be put in place during construction.

A copy of this risk assessment will be provided to LB Camden in due course.

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

The risk assessment identified in question 36 has not been undertaken yet. The main contractor will undertake this risk assessment and will address all of GLA's 'highly recommended' measures from the SPG document relative to the level of risk identified.

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.

Once the risk assessment is completed appropriate number of real time dust monitors will be installed on site due course. As required 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.

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).

The rodent control measures will be implemented prior to start of construction works, with test baiting being undertaken at least 7 days prior to the start of works. Further investigations following demolition works will cover the capping of any old redundant drains that may exist on the site. The intercepting chamber to current system will be secured and the system seen to running freely and that rodding eye caps are securing in place that open ends have an earthenware bung (not a plastic cap) securely fitted.

If there is evidence of a rodent population on the site during the works than detailed proposals on rodent control and dispersion will be agreed with LB Camden's Environmental Health Department.

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

Asbestos survey was carried out by ACE Asbestos on 16th August 2018. The detailed survey report dated 18th August 2018 is attached as **Appendix I**. This report identified several areas of the site where various types of asbestos were present.

Subsequently, all of the asbestos was removed by ACE Asbestos and a clean air certificates were issued, also included in **Appendix I**.

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.

The contract documents for the demolition and construction works will include obligations that the main contractor will ensure that site rules are made obligatory for all operative attending the site and the any breach of these rules will be grounds for immediate removal of the individual for the site.

The site rules will require:

1. No smoking on site except within the designated smoking shelter provided by the main contractor and no burning of any rubbish on site.
2. No radios allowed on site.
3. No congregation outside the site boundaries during break periods.
4. No offensive language or unnecessary shouting to be used on site.
5. Hi-viz jackets or tabards to worn at all times on site to easy identification of site operatives.

A 'yellow card / red card' system will be in operation at the site. Any workers on site considered by the site manager to be acting inappropriately (e.g. smoking outside the designated smoking area, or using bad language where the public can hear) will be given a 'yellow card' and if the behaviour is repeated asked to leave the site immediately, possibly with additional financial consequences.

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): **Expected 07/2020 to 04/2022**
- b) Is the development within the CAZ? **Yes (ULEZ in place).**
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): **Yes (note that most plant onsite will be rated at less than 37kW due to the restricted site access).**
- 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: **Specific plant registration details are not available at the moment. NRMM registration will be issued in due course. These will be available for inspection as part of the CCS audit.**
- 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: **Yes, confirmed.**
- 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: **Yes, confirmed.**

 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: 18th April 2020

Print Name: Basant Mertia

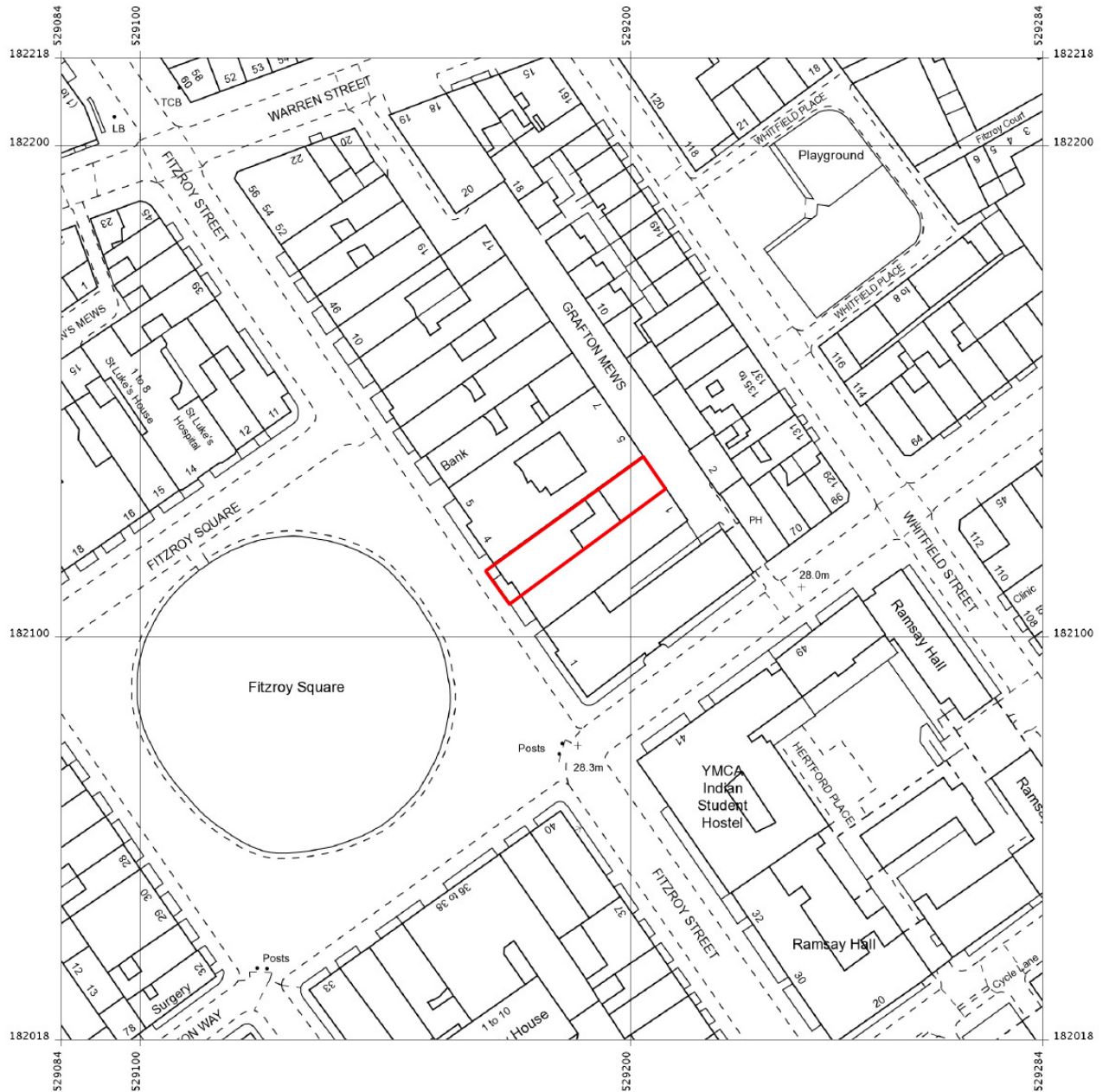
Position: Development Director, Banda Development Services Ltd.

Please submit to: planningobligations@camden.gov.uk

End of form.

Appendix A

Site Location Plan



Appendix B



Restricted access into and out of Grafton Mews via Grafton Way.



Max clear access is 3.0m wide by 3.1m high

Appendix C

Draft Construction Programme

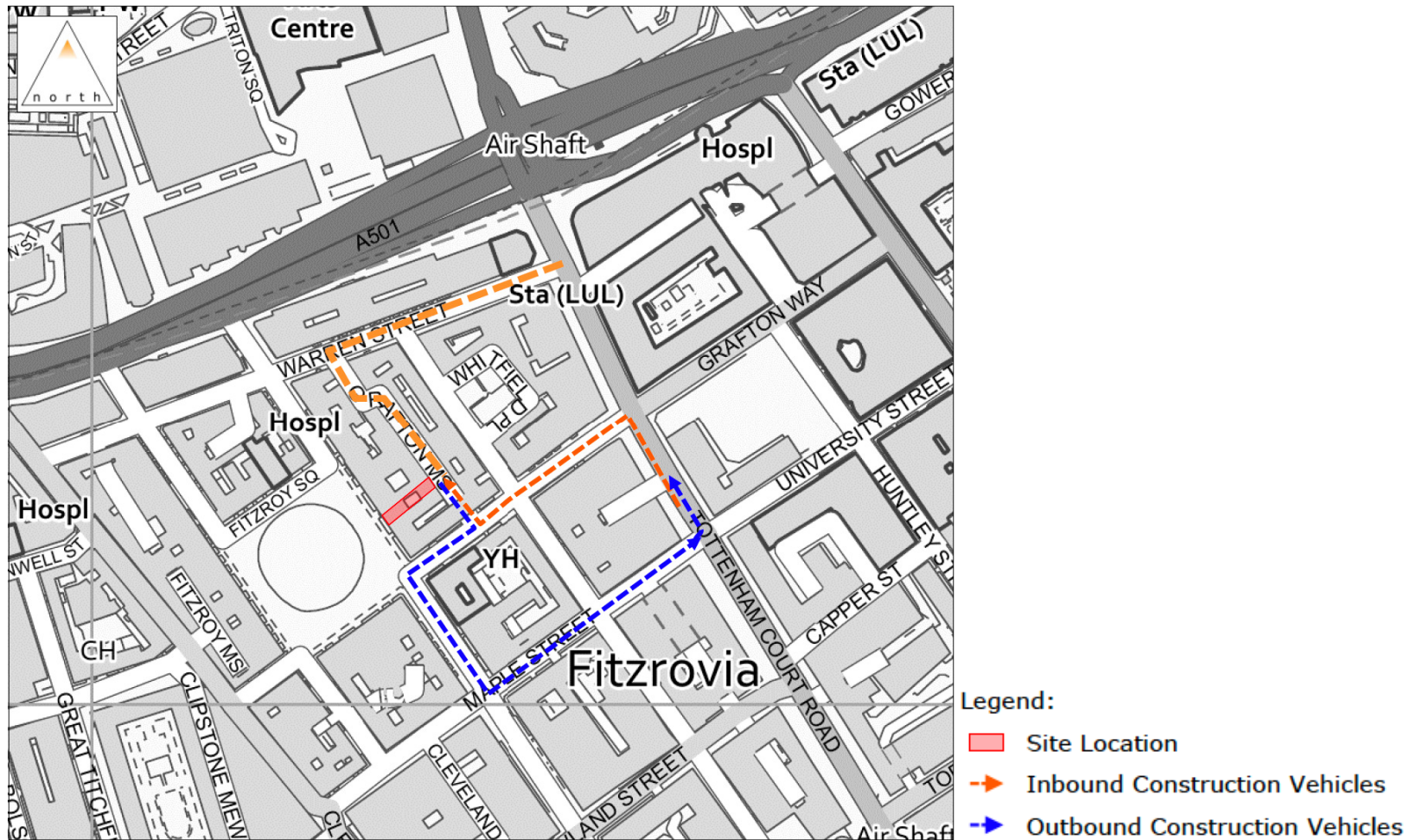
Appendix D

CMP Consultation Comments from Neighbours and Responses

(Following pages of this appendix are not numbered. Page numbering resumes from Appendix E)

Appendix E

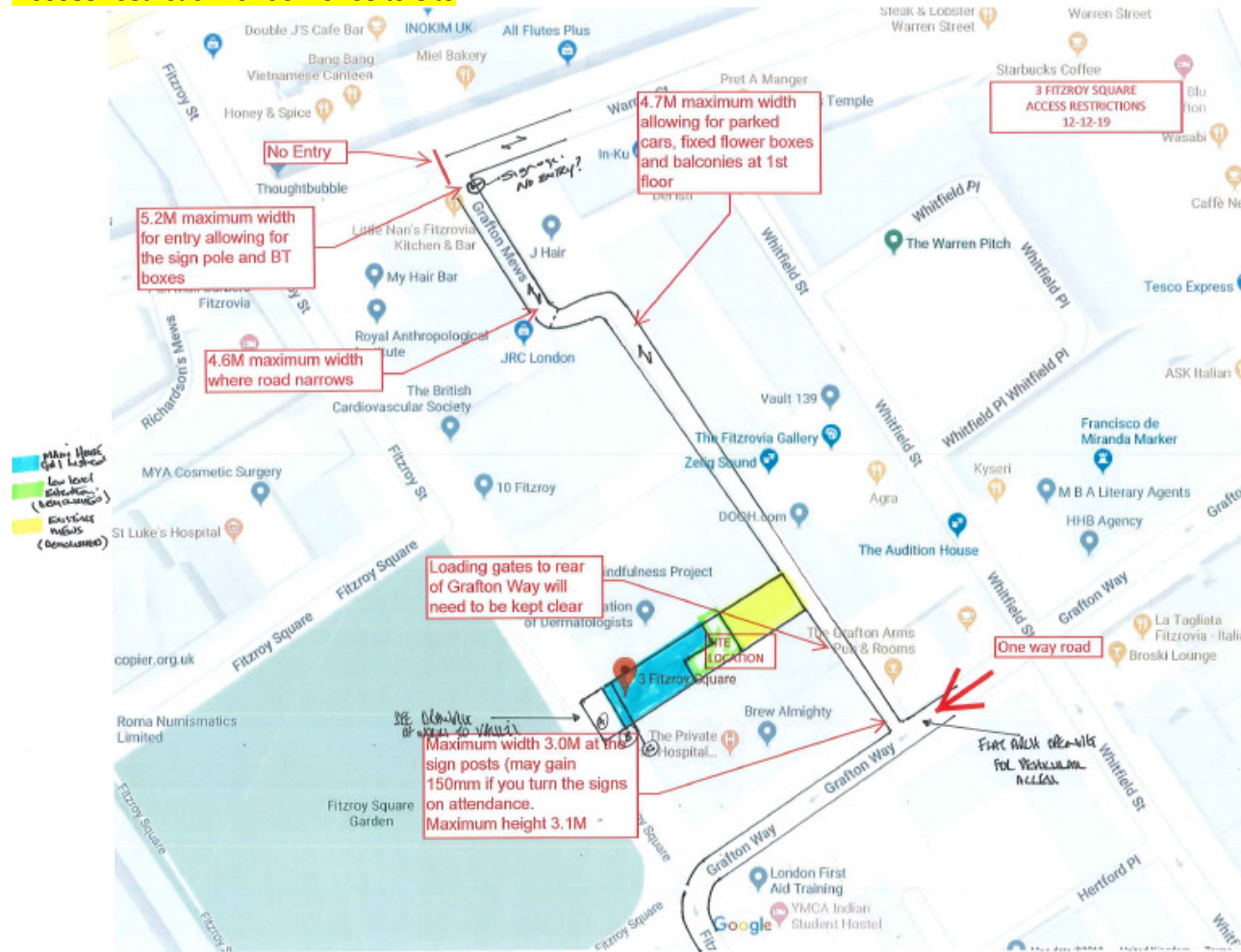
Vehicle Routing and delivery Plan



Delivery/Travel/traffic management plan

- In general, all deliveries will be via Grafton Way and the under croft to Grafton Mews, the only exceptions to this are in relation to the main house and vaults work which is located in Fitzroy Square.
- Where access is deemed necessary and has to be via Fitzroy Square, all deliveries will be marshalled from access to the square to the site. This is deemed a pedestrianised highway, and therefore speed and manoeuvring should be carefully controlled and appropriate to the area.
- Deliveries will only be accepted after 9.30am and before 16.30pm unless the delivery can be accommodated within the confines of the site, when delivery times can commence at 8am;
- Prior to arranging deliveries the haulier should be made fully aware of the physical constraints that exist at the entrance to Grafton Mews (shown below), where possible larger deliveries should be decanted elsewhere into smaller delivery vehicles which can access the mews.
- Concrete wagons will not fit below the under croft, and therefore will need to utilise a static pump arrangement installed in Grafton Way. This will require the suspension of one or two parking bays. Sufficient time must be allocated to arrange these suspensions prior to requirement.
- Deliveries need to be booked in a minimum 24 hrs in advance, ensuring deliveries occur at different times.
- Drivers to phone ahead of arrival so that the traffic marshal can meet them at the junction of Grafton Way and Grafton mews and guide vehicles through the reduced size access, and into site. The marshal will control access through the under croft, if you are not sure that you will fit **DO NOT PROCEED** without the marshal. Any damaged sustained to the under croft will be entirely the drivers responsibility if they choose to proceed without advising the marshal.
- A secondary traffic marshal may be required, so that vehicle movements can be monitored from both front and rear whilst manoeuvring.
- Generally, if possible, deliveries will be co ordinated with both the Grafton Arms pub and any of the other businesses within the mews to avoid deliveries happening at the same time
- The qualified traffic marshals will also need to walk the delivery back out through the under croft again
- See local map below for approach/departure routes
- Pedestrian access through the under croft will be controlled by the qualified banksman whilst vehicles are manoeuvring ensuring full segregation
- Sub contractors will be supplied with the CPHSP/travel plan when contracts are placed so that they can disseminate to their various delivery partners
- West green and Camden council reserve the right to review and change this delivery plan if it proves necessary.

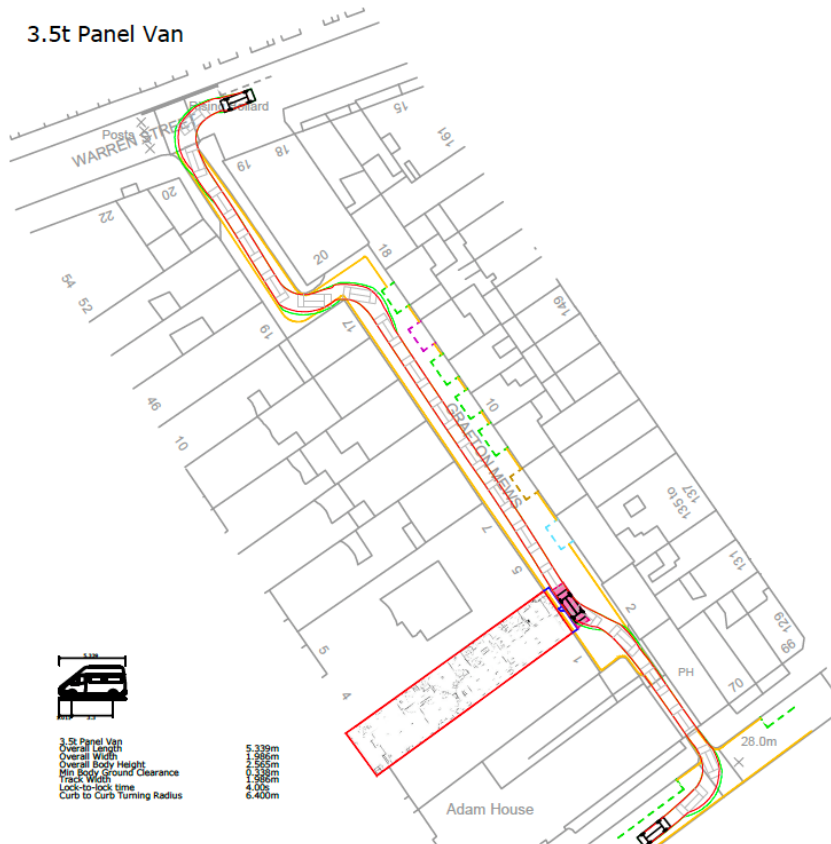
Access restriction for deliveries to site



Appendix F

Swept Path Analysis

3.5t Panel Van



Nissan Cabstar

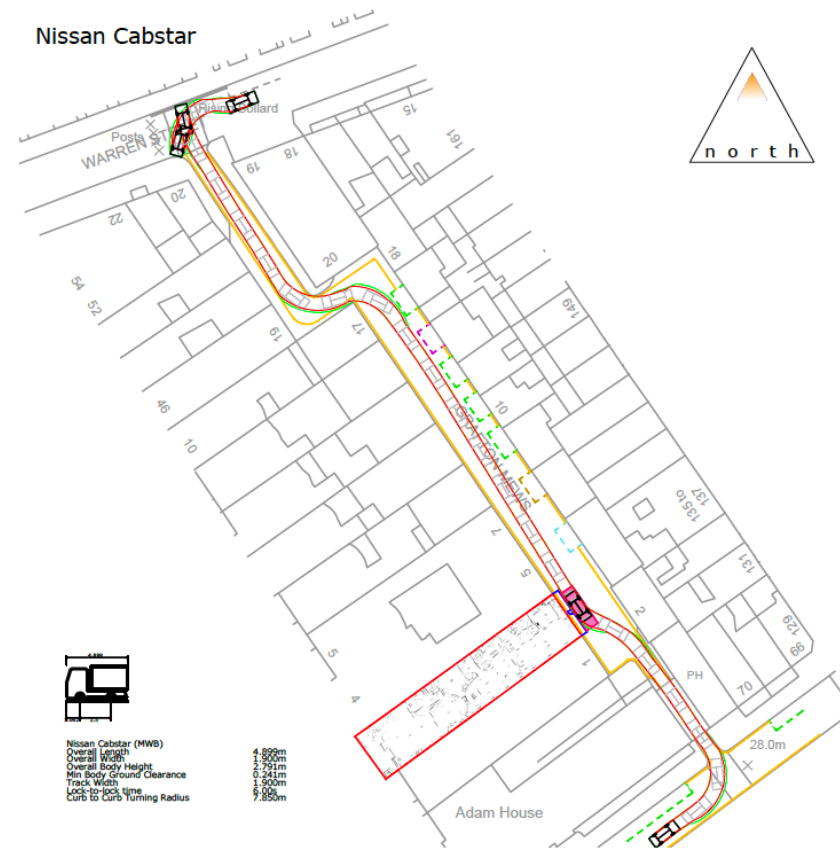
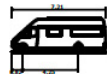


Diagram illustrating the proposed route for a 7.5t Panel Van from Adam House to the PH (Police House) and then to the TON MEWS. The route is marked with a red line and numbered 1 through 5. The van is shown at the start of the route near Adam House and at the end of the route near the TON MEWS. The diagram includes a scale bar (0 to 2.2m) and a list of vehicle specifications.

Vehicle Specifications:

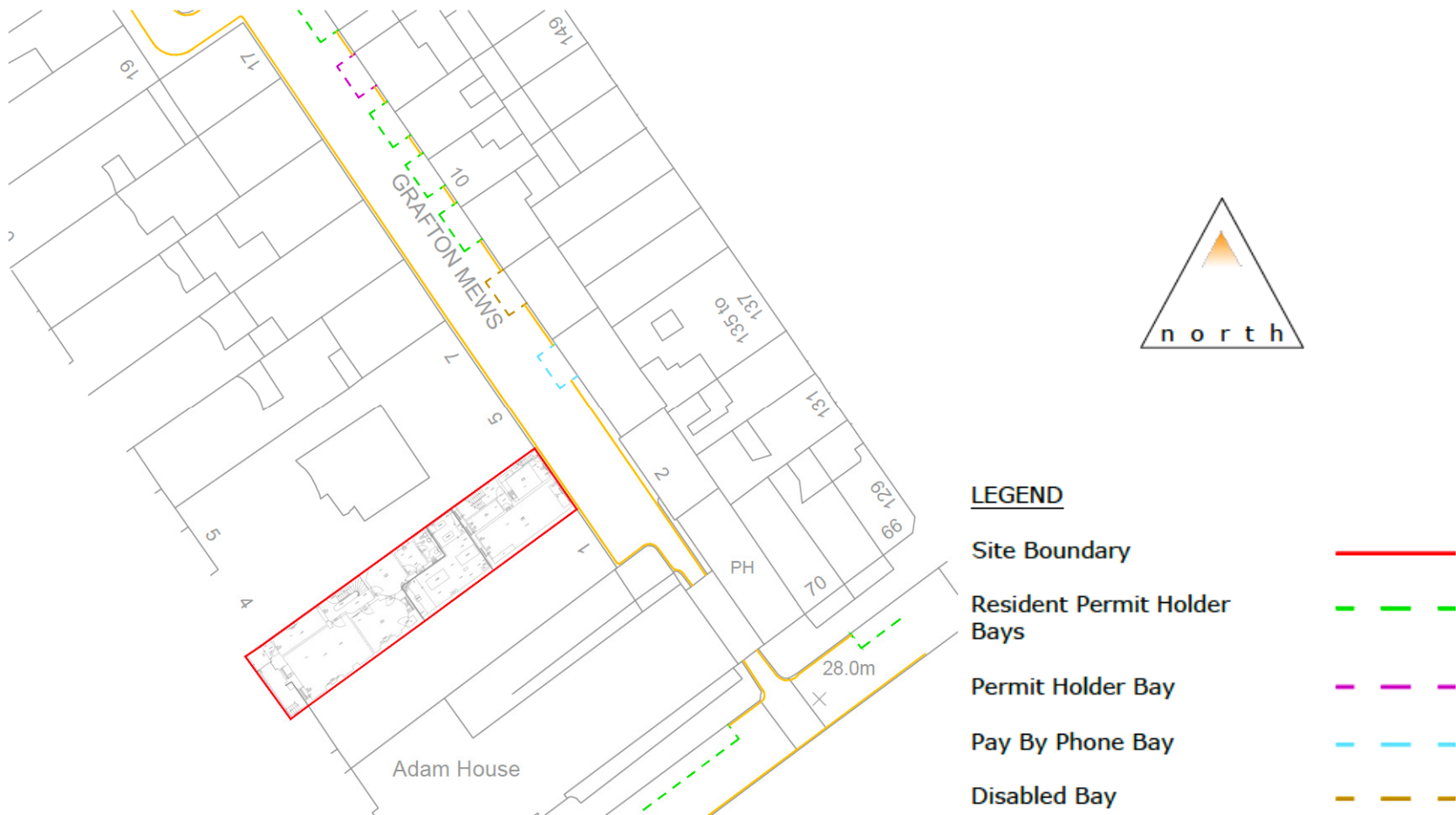
- 7.5t Panel Van
- Overall Length: 7.210m
- Overall Width: 2.192m
- Overall Body Height: 2.544m
- Min Body Ground Clearance: 0.315m
- Track Width: 1.905m
- Lock-to-lock time: 4.00s
- Curb to Curb Turning Radius: 7.400m



7.5t Panel Van	
Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	2.544m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	7.400m

Appendix G

Existing Highway Arrangement



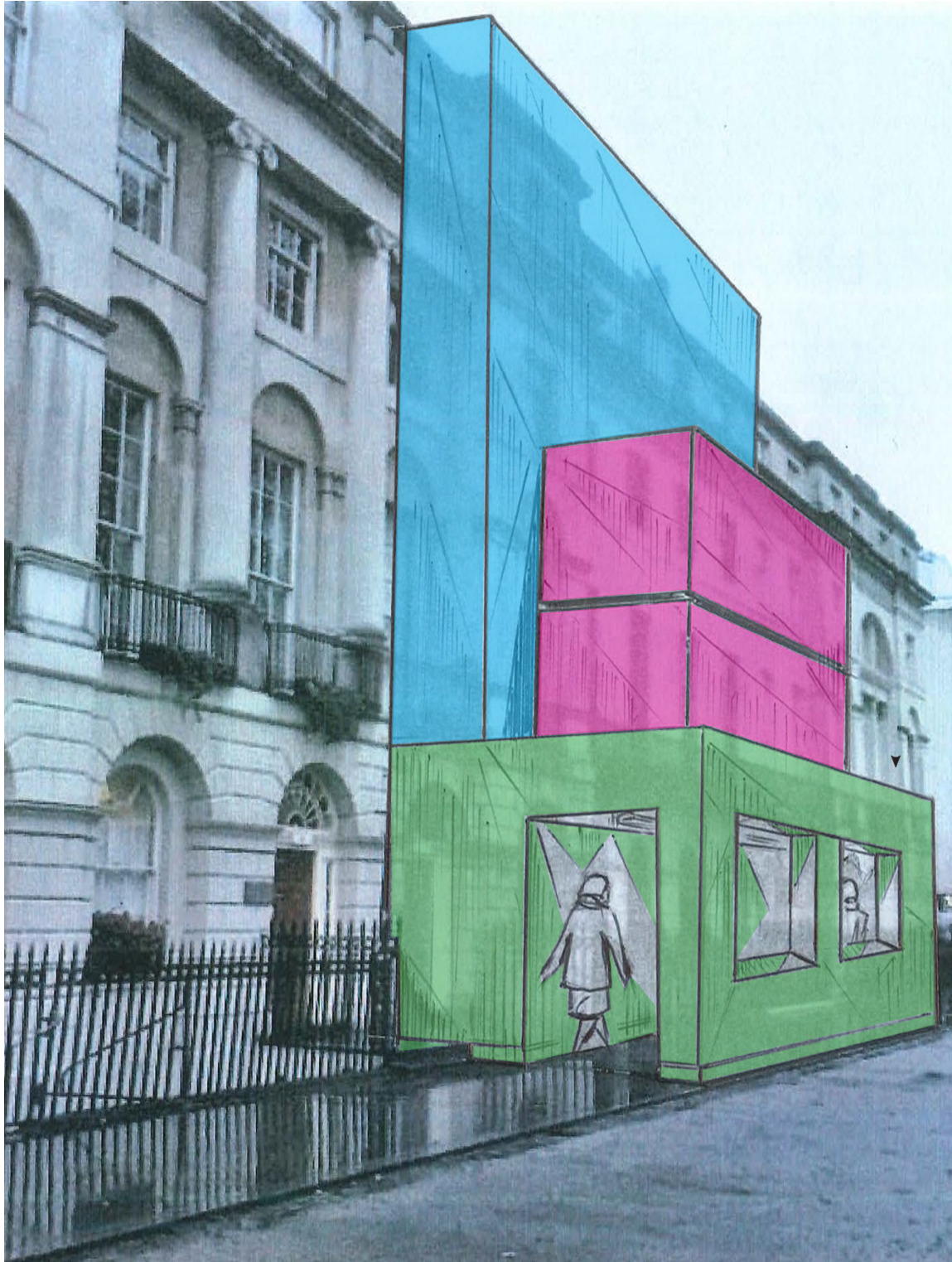
Indicative sketch of pump and concrete wagon during concrete delivery

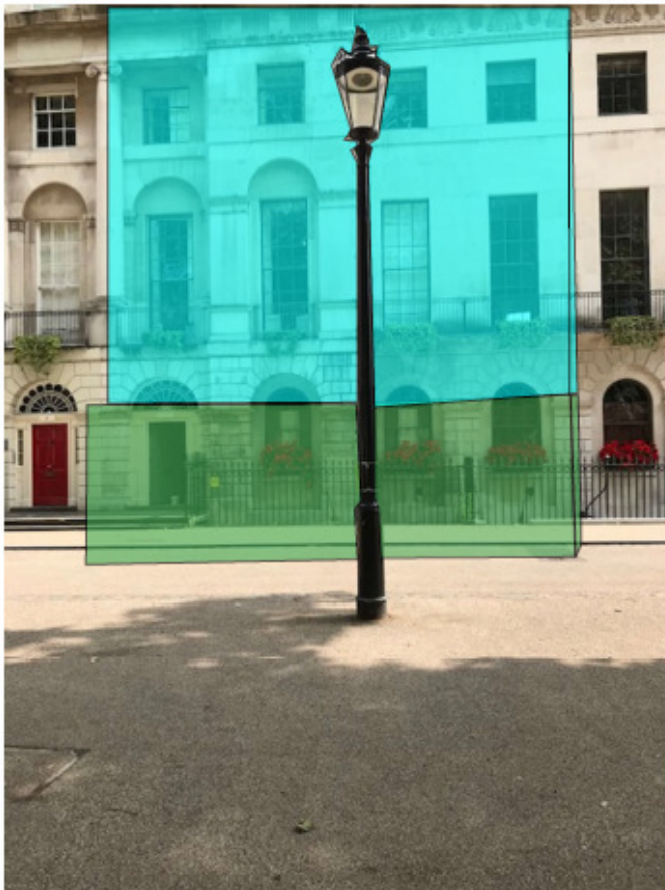


Concrete pump

Appendix H

Site Set-Up Once vault works are complete

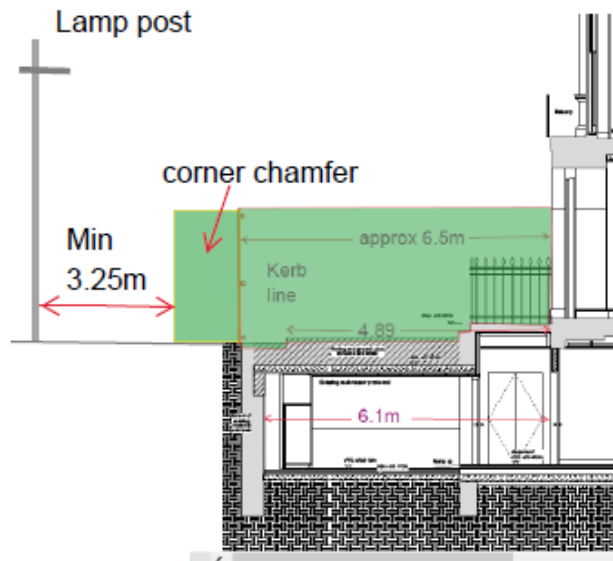




Ongoing

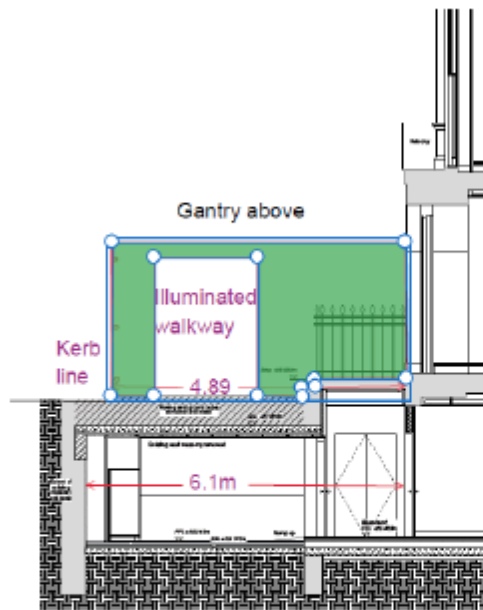
Hoarding whilst vault works

Fitzroy Hoarding



Stage 1 Whilst working on vaults

Red lights to be positioned externally to the hoarding if it projects into the carriage way



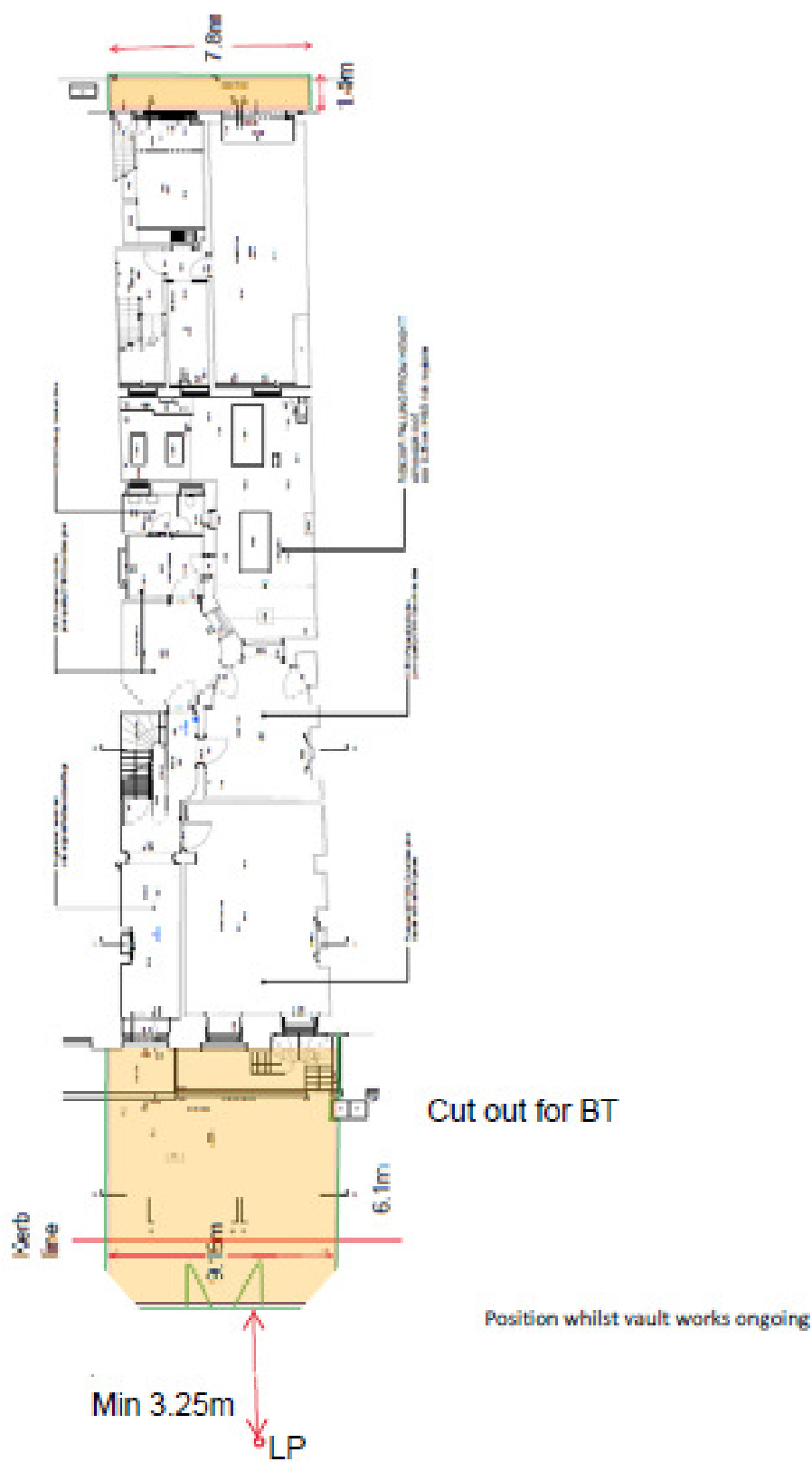
Stage 2

line

The pavement is approx. 3.2m wide,

The width of the illuminated walkway will be consistent with current government guidelines in relation to maintaining safe social distance.

Plan view of hoardings front and rear



Appendix I

Asbestos Report

(Asbestos Report and Air Test Analysis are included as a separate document)

Appendix J

Environmental Noise Assessment Report

(Environmental Noise Assessment Report is included as a separate document)

Appendix k

The control of dust and emissions during construction and demolition SPG risk assessment

(The control of dust and emissions during construction and demolition SPG risk assessment is included as a separate document)

Appendix L

Dust mitigation checklist

(The dust mitigation checklist is included as a separate document)