

Construction Management Plan



Contents

Revisions	4
Introduction	5
Timeframe	7
Contact	9
Site	10
Community liaison	14
Transport	19
Environment	36
Agreement	51

Appendices

1. Construction Program Summary
2. Location Plan
3. HGV Gate Check Poster
4. Traffic Management Plan
5. Routing Instructions
6. Material Distribution Methodology
7. Hoarding Line
8. Noise Survey Report
9. Acoustic Screening
10. Construction Dust Risk Assessment AQ Monitoring Plan
11. Asbestos Survey
12. Photographic Dust Monitor Locations
13. Dust Monitoring Equipment Specification
14. Baseline Dust Monitoring Report (1)
15. Baseline Dust Monitoring Report (2)
16. Piling Rig Details
17. Swept Path Analysis
18. CWG Meeting Minutes June – October 2020
19. Acoustic Barrier Datasheet
20. CMP CWG Comments Schedule 14.10.20
21. BHY Swept Path Analysis
22. Baseline Dust Monitoring Report (3)
23. Evidence of staff training certificates (BS 5228:2009)
24. Baseline Dust Monitoring Report (4)

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
10.7.2020	Draft	RED – 1st issue following CWG consultation on 23 June 2020. <i>(Issued to the CWG on 20.7.20)</i>
10.8.2020	Draft	RED - Responding to CWG/Council comments. <i>(Issued to the CWG on 27.8.20)</i>
9.10.2020	Draft	RED - Responding to CWG/Council comments <i>(Issued to the CWG on 12.10.20)</i>
16.11.2020	Draft	RED – Responding to CWG comments received on 14.10.20
27.11.2020	Issued for Approval	RED – Responding to comments received from Camden Council (Mr Maxim Lyne & Mr Tom Parkes). Updates: Routing Instructions (18), Waiting Areas (19d/f, appendix 5), Suspended Bays (23, appendix 4), Wheel Wash Facility (20a/b/d, 34), Hoarding Clarification (26a)
4.12.2020	For Construction Rev01	RED – Responding to comments received from Camden Council (Mr Maxim Lyne & Mr Camilo Castro-Llach) and the CWG. Updates: 44. Agreed Quiet Periods: Additional information provided

Additional sheets

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

Date	Version	Produced by

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts and relates to 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 the [Construction Logistics and Community Safety \(CLOCS\)](#) Standard and the [Guide for Contractors Working in Camden](#).

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](#)."

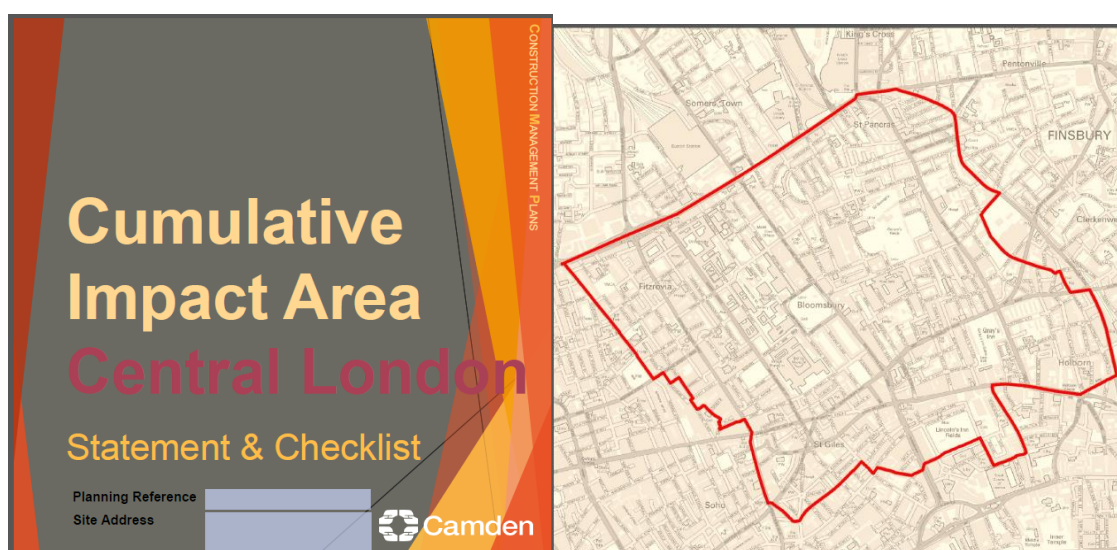
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area (as of 03/02/2020 to 03/08/2020 there is only one established CIA for the Central London area) you are required to complete the CIA Checklist and circulate as an appendix to the CMP and included as part of any public consultation – a CMP submission will not be accepted until evidence of this has been supplied.

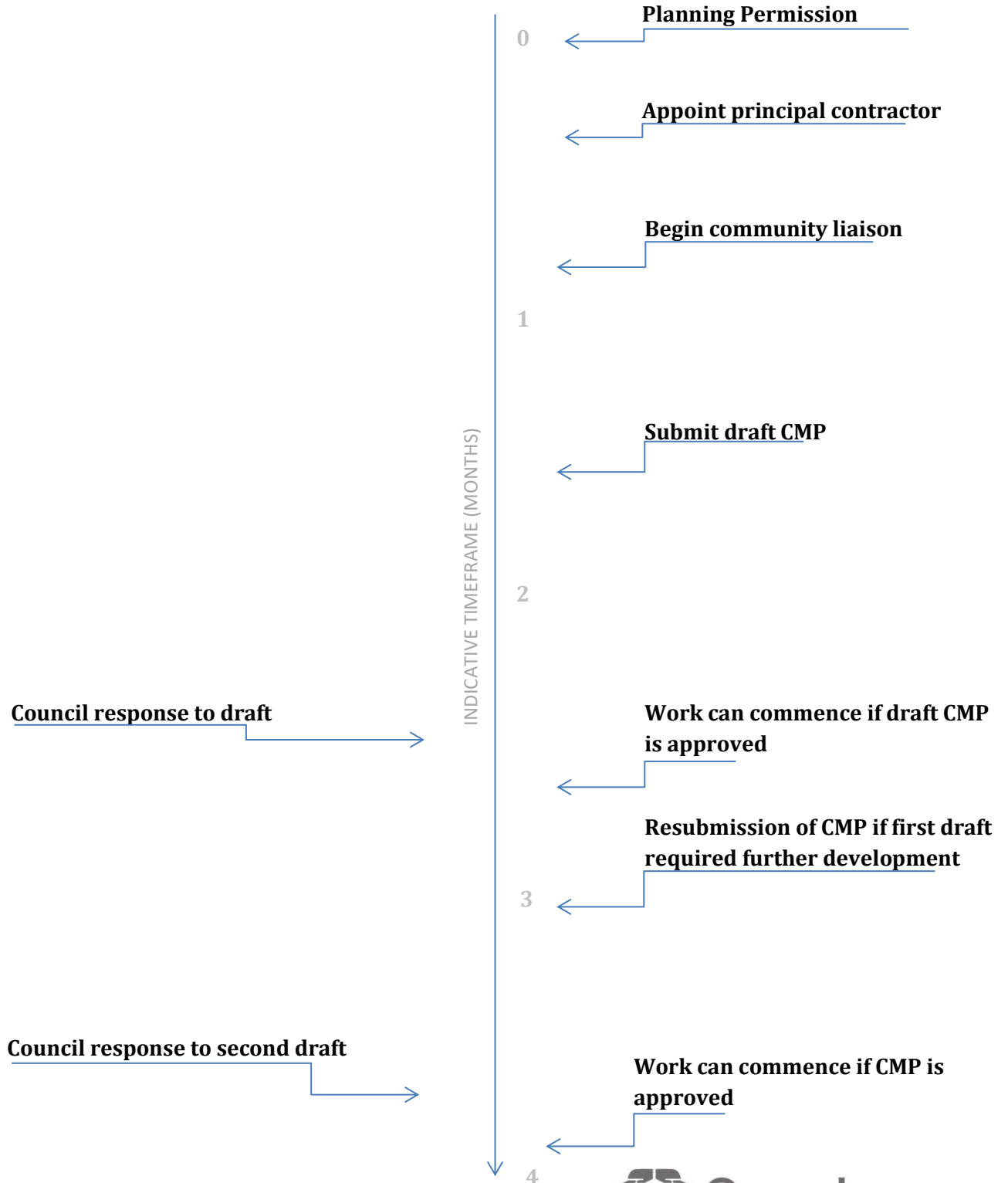
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans>



Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



Contact

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

Address: 20-23 Greville Street, London, EC1N 8SS

Planning reference number to which the CMP applies: 2018/0910/P

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

Name: RED Construction Group Limited

Address: 41 - 43 Saffron Hill, EC1N 8FH London

Email: csteyn@redconstruction.co.uk

Phone: +44 2071007020

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: Christiaan Steyn

Address: 41 - 43 Saffron Hill, EC1N 8FH London

Email: csteyn@redconstruction.co.uk

Phone: +44 7907 169335

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.

N/A

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: Christiaan Steyn

Address: 41 - 43 Saffron Hill, EC1N 8FH London

Email: csteyn@redconstruction.co.uk

Phone: +44 2071007020

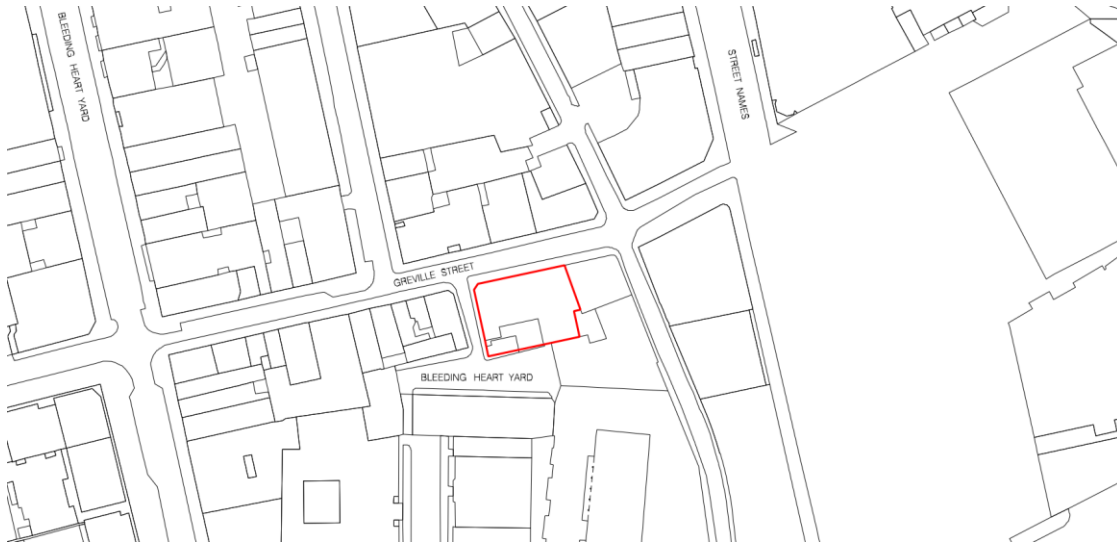
Site

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 within the Holborn and Covent Garden ward, on the southern side of Greville Street, bound by Bleeding Heart Yard to the west and south, and a similar sized office building to the east. The Site is located 150m east (2 minutes' walk) of Farringdon Station. The site location with respect to the local highway network and rail connections is shown below. The Site forms a five-storey building (with ground and lower ground floors) and provides 2,340sqm (GIA) of office floorspace in B1(a) use. The Site is currently provided with an informal parking area (3 spaces) at ground floor accessible from Bleeding Heart Yard. The development currently proposes the extension and refurbishment of the building to provide 2,348sqm (GIA) of B1(a), 414sqm of A1 and 571sqm of A3 floorspace. All existing off-street parking will be removed.



An extract from the Location Plan provided in **Appendix 2** is shown below.



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).

Change of use of existing Class B1 at ground floor, basement and first floor levels to Class A1/A3 use; demolition of existing fifth floor plant room and construction of rooftop extension at fifth and mezzanine floor level for Class B1 use, rear infill extension to all floors for Class B1 use, external alterations including new façade and glazing, and associated works. The informal parking area will be removed.

The proposed refurbishment and extension will result in the provision of 981 square metres (GEA) of flexible retail floorspace (Use Class A1/A3) at lower ground, ground and includes A1/A3 use at First Floor with 2,662 square metres (GEA) of office floorspace (Class B1) across the remaining upper floors, an uplift of circa 123 square metres of floorspace when compared to the existing office use.

The following key issues and challenges relating to the delivery of the proposed development have been considered:

- The high footfall along Greville Street (Refer to sections 16, 24a, and 26a)
- Access restrictions into Bleeding Heart Yard (BHY) and logistics due to the restricted environment. (Refer to sections 14, 19c/d and 21a)
- Pedestrian access into the BHY (Refer to sections 18b, 19c, 21a, 24a and 26a)
- The proximity of construction activities to the outdoor seating area to the south of the project within the BHY (Refer to section 26a)
- Maintaining access for delivery and service vehicles to the BHY (Refer to sections 19c and 24a)
- Construction activities with a likelihood of noise, vibration, and dust outputs and the risk of the effects of dust and debris on the environment at the border of the project. (Refer to sections 28-38)
- Minimising impact on the local residents and businesses.

RED and their contractors are aware of the need to manage the works in such a way as to minimise the impact on local residents and businesses. In accordance with the obligations of the Section 106 Agreement monthly Construction Working Group meetings have been held to keep local residents and businesses up to date on the progress and forthcoming activity. These meetings will continue during the construction phase and will provide a forum for residents and businesses to raise any concerns they have or make suggestions for RED and the Developer's consideration.

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).

The table below provides a summary of the proposed construction programme.

Construction Activity	Week Starting	Target Dates - TBC
Start on site date	Week 1	7 December 2020 - TBC
Site Setup	Week 1	December 2020
Demolition	Week 10	February to March 2021
Internal Fit out	Week 15	March to November 2021
Piling	Week 19	April 2021
Concrete and CLT Frame	Week 27	June to August 2021
Envelope	Week 28	June to October 2021
Practical Completion	Week 52	30 November 2021

An indicative program showing a more detailed version of the construction program is shown in [Appendix 1](#). Note that the program shows the construction activities in week numbers as well as dates. The construction program will again be shared once the CMP has been approved and a start on site date has been agreed. Note that the weeks will remain the same.

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

Construction activities and ancillary works which are audible at the site boundary shall normally be carried out between the following hours:

- Mondays to Fridays 08.00 - 18.00
- Saturdays 08.00 - 13.00

Where noise or vibration from the construction of the proposed development expected to exceed the significant observed adverse effect levels or at the reasonable request of the council, works shall take place on a 2 hours on/off basis for example:

- ON – Monday to Friday 08.00 – 09.00, 10.30 – 12.30, 14.30 – 16.30
- ON – Saturdays 10.00 – 12.00

Based on the quiet period agreed in item 44.

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.).

Like most development projects in Central London the scheme will need to be developed to be mindful of the local residents and minimise disruption in the local area. The images below show a number of the sensitive receptors and their proximity to the site.

1. 24 Greville Street – The Office Group
2. 7 Bleeding Heart Yard - Bistro & Parlour Wine Cellar



Additionally, the following comprises the sensitive neighbor's list:

3. The Wilson residence at 7 BHY
4. Hirschfeld Jewelry Workshop at 7BHY
5. Bleeding Heart Tavern
6. Anglo American premises at 6&6a BHY
7. Topical Time and other businesses in 4-5 BHY
8. Bleeding Heart Restaurant at 3BHY
9. Businesses in 2BHY
10. Businesses in the Atelier building

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.

Consultation with the CWG commenced on the 23rd of June 2020. Meetings have been held on a monthly basis since then and will continue for the duration of the works on site. The minutes of these meetings are attached in [Appendix 18](#). The first issue of the draft CMP was made to the CWG on 10 July 2020 and CWG comments were subsequently reviewed at the meetings on 22nd July, 5th August and 9th September 2020. Responses to comments from the CWG have been incorporated into subsequent iterations of the CMP where appropriate and in conjunction with comments received from the Council. This revision responds to comments received after the 14th October meeting. Copy included in [Appendix 20](#).

The table below provides a summary, in chronological order, of the consultation meetings held to date with local stakeholders, comments and actions.

Description	Date	Purpose	Appended
1 st CWG Meeting Minutes	23 June 2020	CMP draft pre-submission consultation	Appendix 18
2 nd CWG Meeting Minutes	22 July 2020		
3 rd CWG Meeting Minutes	5 August 2020		
4 th CWG Meeting Minutes	9 September 2020		
5 th CWG Meeting Minutes	14 October 2020		

A monthly project newsletter will be produced and displayed on site during the construction phase.

The site will have prominent notice boards that will display the current newsletter plus contact details for the site team including a 24-hour contact number.

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.

Christiaan Steyn will be responsible for community liaison and will attend the CWG on behalf of RED Construction Group. More frequent meetings will be carried out as required during the demolition phase and if any special operations are taking place. As a part of a request from one of the responders to the CWG we have agreed to run through the demolition phase in more detail with the residents at 7 Bleeding Heart Yard.

In addition, RED Site management will welcome and engage in a coordinated approach relating to certain construction activities with existing and future construction sites in the area which may affect each other's operations i.e. large plant deliveries, craneage, planned road closures or diversions. Please see further information contained in the response to Q14.

Information about the project will be provided to the local community by

- Monthly letter drops regarding progress and planned works
- A project website

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [enhanced CCS registration](#) that includes CLOCS monitoring. Please provide a CCS registration number that is specific to the above site.

Contractors will also be required to follow the [Guide for Contractors Working in Camden](#). Please confirm that you have read and understood this, and that you agree to abide by it.

The site has been registered under the Considerate Constructors Scheme (CCS). The CCS site reference is 123464.

RED Construction can confirm that we have read and understood the Guide for Contractors Working in Camden, and that we agree to abide by it.

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.

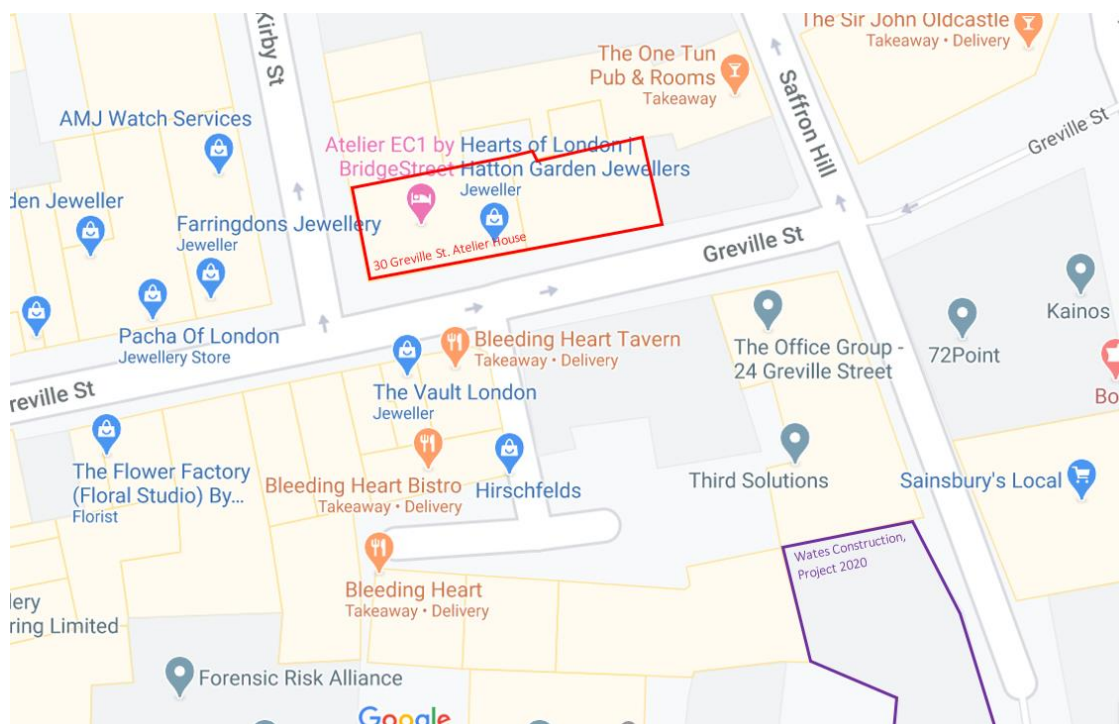
Prior to commencing construction works and finalizing our construction program our site team will undertake regular consultation with operational sites within the local area (which at present includes 30 Greville Street and St. Andrews House in Saffron Hill) and proposed construction sites in the local area, to coordinate any construction activities that may affect either parties and cause possible disruption.

To mitigate cumulative impacts combined with construction sites in the vicinity, and to avoid congestion and a nuisance to neighbors, RED Construction will operate a strict delivery booking management system, and together with not allowing any waiting of vehicles in the adjacent roads it will greatly reduce congestion around site. No vehicles will be allowed to enter the Bleeding Heart Yard, the only exception being the piling rig which will be delivered on Greville Street and self-driven to the rear of the building into location.

Articulated lorries will be prohibited.

Site welfare with rest areas will be provided on site to minimize congregation of site operatives in the adjacent roads.

Local Area Construction Activity:



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.

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

CLOCS Contractual Considerations

15. Name of Principal contractor:

RED Construction Group Limited

16. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract.

RED Construction Ltd will only use Sub Contractors and Suppliers that are members of the Fleet Operator Recognition Scheme (FORS) and accredited with a minimum of Silver standard. By only using such sub-contractors and suppliers we will be working with organizations that are CLOCS compliant.

We will ensure the following checks are put in place:

1. Contractual

- At tender stage, we stipulate the requirement for contractors to be members, of FORS and have a minimum of Silver standard
- At mid tender interviews, the CMP is reviewed and the need for FORS accreditation and evidence of compliance with the CLOCS Standard
- Noncompliance with the CLOCS Standard and a lack of evidence that a contractors' vehicle fleet is FORS accredited at Silver will result in the contract not being awarded.

2. Site Set Up

- The CMP will be communicated to the sub-contractor(s) and supplier(s) at pre-contract order meeting and pre-commencement meeting to ensure that they are aware of specific constraints of the site in connection with, access routes, delivery times, booking deliveries, compliance with the traffic marshals' instructions and only parking in the designated loading and unloading areas

3. Site Operations

- There will be continued reinforcement of the requirements of the CMP in connection with delivery times and routes and non-compliance will be policed with a warning system and result in persistent offenders being barred from the site
- When there are requirements for any special deliveries to site such as early mornings or out of hours then permission will be sought from Camden and the residents informed via the Community Working Group
- All vehicles arriving at site will be checked to be at FORS Silver as a minimum, the Project Manager will keep a log of all deliveries with compliance checks to ensure that delivery lorries are FORS registered and will be made available on request.
- Make use of a delivery management system

4. Vehicle and Vehicle Operator Check

RED Construction will implement the following procedures to check for compliance during the project:

- A Qualified Traffic Marshall shall be employed in Greville Street to manage deliveries
- Spot checks will be carried out to monitor compliance throughout the project by following the CLOCS HGV Gate Check Poster shown in [Appendix 3](#).
- Drivers of vehicles over 3.5t requirements shall include completing a Work-related road risk (WRRR) training - Safe Urban Driving (HGV Drivers)
- Any vehicle over 3.5t GVW shall have the following safety kit fitted to conform to the CLOCS Standard :
 - Class V and VI mirrors
 - Working camera and close proximity sensor system with in-cab audible alarm (and rear camera for +7.5t rigid vehicles)
 - Side under-run protection (both sides)
 - Externally audible alert for vehicle turning left and reversing
 - Vulnerable road user warning signage

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.

I confirm that I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers:

RED confirm that they will include the CLOCS Standard in all contracts with their contractors and suppliers.

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

Site Traffic

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

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 proposed approach route for larger HGVs (18t flatbed, compactor etc.) would be via the A1, A401 and A40 so that vehicles turn right from Hatton Garden into Greville St to allow more room for the maneuver at this junction.

The departure route for all HGVs is via St Cross St – Farringdon Rd.

Note that no articulated lorries will be permitted.

The approach and departure routes are shown in **Appendix 4** (Traffic Management Plan) and **Appendix 5** (Routing Instructions).

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.

As part of our contractor procurement process all contractors, sub-contractors and suppliers will be informed of the routes to and from site at our tender enquiry stage, at pre-order meeting and pre-start workshop to reinforce the need to use the prescribed routes. The routes will also be included in all sub-contracts to ensure there is a comprehensive contractual requirement to arrive at site via the proposed routes.

Drivers will be made explicitly aware of the potential risk to cyclists as well as pedestrians associated with construction movements in this busy area of London prior to any deliveries being undertaken. In particular, drivers will be made aware of the high volume of pedestrians expected during deliveries.

Construction site workers and contractors will be told that parking will not be allowed in the Bleeding Heart Yard.

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.

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.

The site is located within the vicinity of St Alban’s Church of England Primary & Nursery School. Therefore, deliveries will be restricted between 9.30am and 3pm on weekdays during term time. Outside of term time general deliveries will be restricted to between 9.30am and 4.30pm. If vehicles can be accommodated at 8am they will wait in the loading area with their engines switched off.

In certain circumstances it is anticipated that there will be a requirement for vehicles to arrive and depart outside of usual construction hours to allow specialist construction activities to be undertaken. Any special dispensation with regards to out of hours vehicle activity will require prior agreement with the local authority and stakeholders.

Routing instructions and the contents within this plan will be included within the tender documents and pre-start meetings.

Numerous types of vehicles will be used to bring materials to and from the site. The main vehicle types will include:

7.5 T Truck: 3 deliveries/day for the duration of the project

7.5 T Wait-and-Load vehicles: 2 collections/day from week 3-17

7.5 T Wait-and-Load vehicle: 1 collection/week for the duration

15 T Mobile Waste Compactor Lorries: 1 collection/week from week 12 for the duration

18 T flatbed: 2 deliveries/week 28 and 32

3.5 T van: 3 deliveries/week for duration of project

Transit vans: 2 deliveries/week for the duration of the project

Standard 8m3 Concrete lorries: 25 deliveries are expected over the duration of the project.

b. Cumulative effects 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.

RED will coordinate activities with the current developments at 30 Greville Street and St. Andrews House in Saffron Hill as shown in item 14 and any future developments where coordination might be required to minimize the cumulative effects of deliveries.

Strict delivery/collection scheduling and booking systems will be imposed on the project to ensure that congestion is avoided. Each delivery will be allocated a time slot with only one vehicle attending the site at any given time. This will be controlled and managed by our Site Manager and will be achieved via the use of our sub-contractor coordination meetings where we will implement short term look-a-head programs that will include the booking of deliveries.

We will issue all sub-contractors with the agreed vehicle route prior to arrival on site and will have a permanent Traffic Marshall in place to receive the planned deliveries. Any other information on site restrictions will also be provided prior to them undertaking delivery bookings.

Should contractors not adhere to this rule warnings will be issued. Drivers who miss the appointed time within the booking system will be directed to leave the area and reorganize a new delivery time. If the problem continues suppliers will be removed from the project based on a 'three strikes' basis.

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

RED completed a swept path analysis which is attached in [Appendix 17](#) which includes the following critical manoeuvres:

- Hatton Garden/Greville Street junction
- Greville Street/Saffron Hill Junction
- Access/Egress of vehicles servicing the BHY whilst a construction vehicle is parked in the loading area.

Bleeding Heart Yard service vehicle manoeuvres is shown in [Appendix 21](#).

This information will form part of the routing instructions issued to our sub-contractors during the pre-order meeting and pre-start workshop, it will also form part of the subcontract documents.

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.

Parking bay suspensions will be in place in Greville Street for the duration of the project. (See section 23)

Due to the highly constrained nature of the highway network around the site, and the possibility of the site receiving multiple concurrent deliveries, single yellow line sections on Roseberry Avenue/A401 has been identified as potential waiting areas on route to site, the routing instructions is shown in [Appendix 5](#), this will also form part of the routing instructions provided to all suppliers and trade contractors. This is particularly relevant for the management of concrete pours. The waiting area when in use will be attended by a marshal who will be in constant contact with site and will only release a vehicle to site when it can be accommodated. This arrangement will be kept under review for the duration of the 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.

Due to the stringent delivery schedule that will be adhered to throughout the project, RED do not envisage the need for consolidation centers.

The design of the scheme will incorporate an element of "off-site manufacture" which by its nature will reduce the levels of construction traffic.

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).

Idling of delivery vehicles will not be permitted during loading/off-loading or whilst occupying the proposed waiting areas as outlined in 19d.

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.

The only vehicles/plant proposed to enter the site will be the piling rig (Klemm KR702-2R, the datasheet is provided in [Appendix 16](#)) and a 1 Ton mini excavator for removal of the arisings created by the piling operations. Note that all arisings will be removed through the building via a conveyor belt to the collection point in the loading area on Greville Street. The rig will be delivered in Greville Street and self-driven to the rear of the development. The site layout and access/egress points are shown in [Appendix 7](#).

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.

The piling rig and mini excavator will be marshalled by the site Traffic Marshall and an additional banksman, from Greville Street through the Bleeding Heart Yard to the gated access within the hoarding as shown in **Appendix 7**. No movement outside of the hoarding will be permitted otherwise to ensure there is no conflict with other road users or pedestrians.

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.

Refer to Swept Path Analysis in Appendices 17 and 21

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.

A wheel wash station will be located adjacent to the gate as shown in **Appendix 7** and will be used to clean the crawlers of the rig and excavator, or any other plant as necessary prior to exiting the site boundary. A member of the site team will be responsible for ensuring that the vehicle is clean prior to it leaving the site. The plant (piling rig and mini excavator) is proposed to enter the site once, complete the piling operations within the site confines (approximately two weeks) and leave site only once for collection, therefore a pressure washer is deemed sufficient. Due to site constraints and the limited operations described here, a rumble grid and drip trough was considered but found impractical.

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)

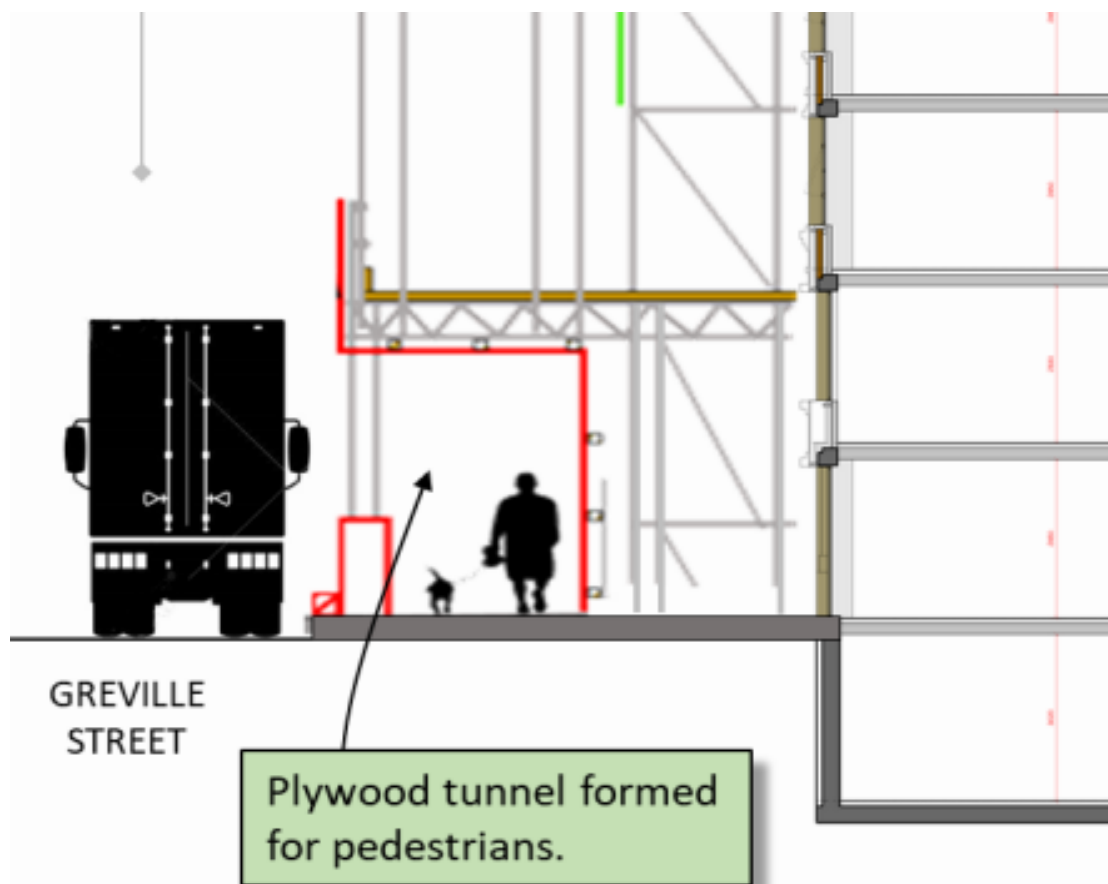
This section is only relevant if loading/unloading is due to take place off-site on the public highway. If loading is taking place on site, please skip this section.

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.

Due to the access restrictions into Bleeding Heart Yard and the restricted environment, all loading and unloading will be carried out from the location of the suspended parking bay as shown and described in item 23. The vehicle parked in the suspended parking bay as shown below will be offloaded/loaded directly from the rear onto the scaffold gantry at 1st floor level by means of a gantry based lifting beam. Vehicle routes to and from site are shown in [Appendices 4 and 5](#). Note that a trained traffic marshal will always attend ensuring the safety of other road and footpath users.

No skips or plant will be stored on site. In response to concerns regarding impact on existing BHY delivery and servicing arrangements a swept path analysis has been carried out and included in [Appendix 17 and 21](#).

Extract from [Appendix 6](#).



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.

No vehicle movement, loading or offloading will be permitted without the qualified and trained Traffic Marshall in place to prevent any conflict between the public and construction activities.

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.

The public highway will not be used for storage, site accommodation or welfare facilities. It will only be used for scaffolding as described in item 24a and the suspended parking bays described in item 23.

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.

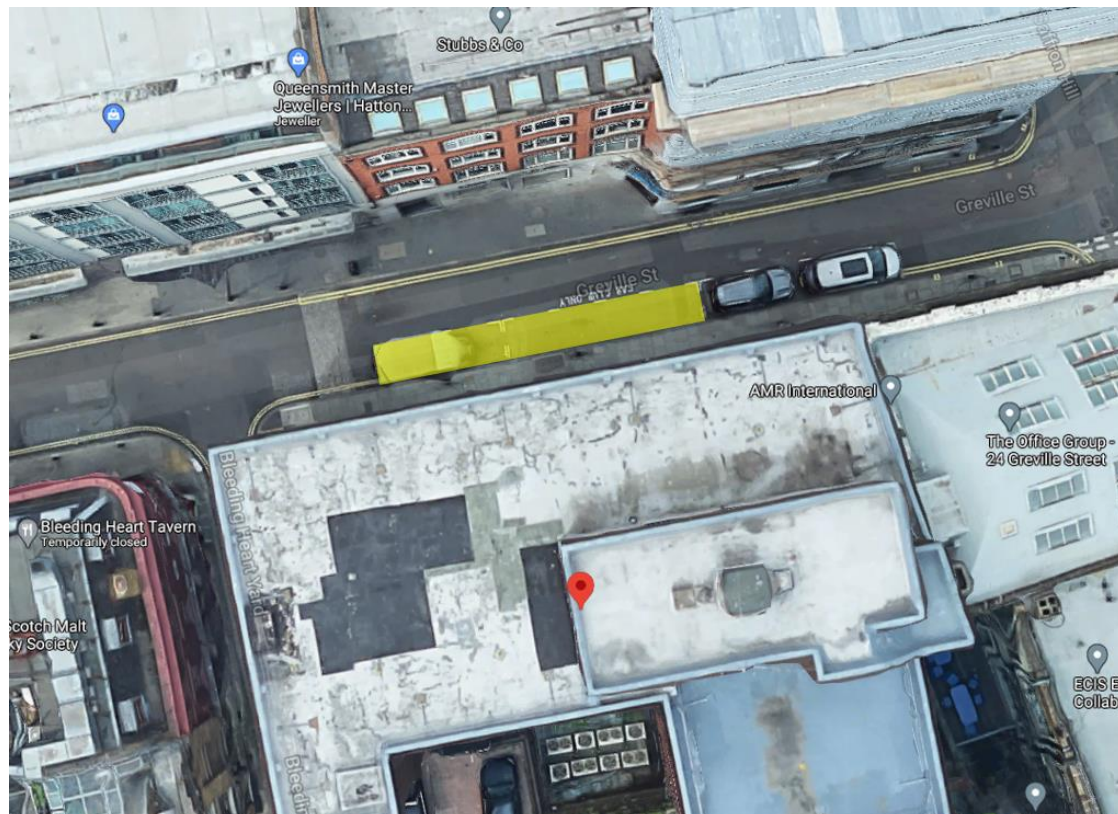
Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in

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](#).

Parking bay suspensions highlighted below will be in place on Greville Street for the duration of the project – 50 weeks. Materials will be offloaded directly from the vehicle in these bays onto the gantry and distributed on site, no materials will be left on the road or pavement at any time. In order to allow additional clearance for service vehicles to the Bleeding Heart Yard, RED agreed to suspend these additional bays as suggested by Camden Council following arrangements for the relocation of the car club bay. This arrangement will further facilitate vehicles entering and exiting the Yard.

An application to suspend these parking bays will be submitted prior to works commencing on site.



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.

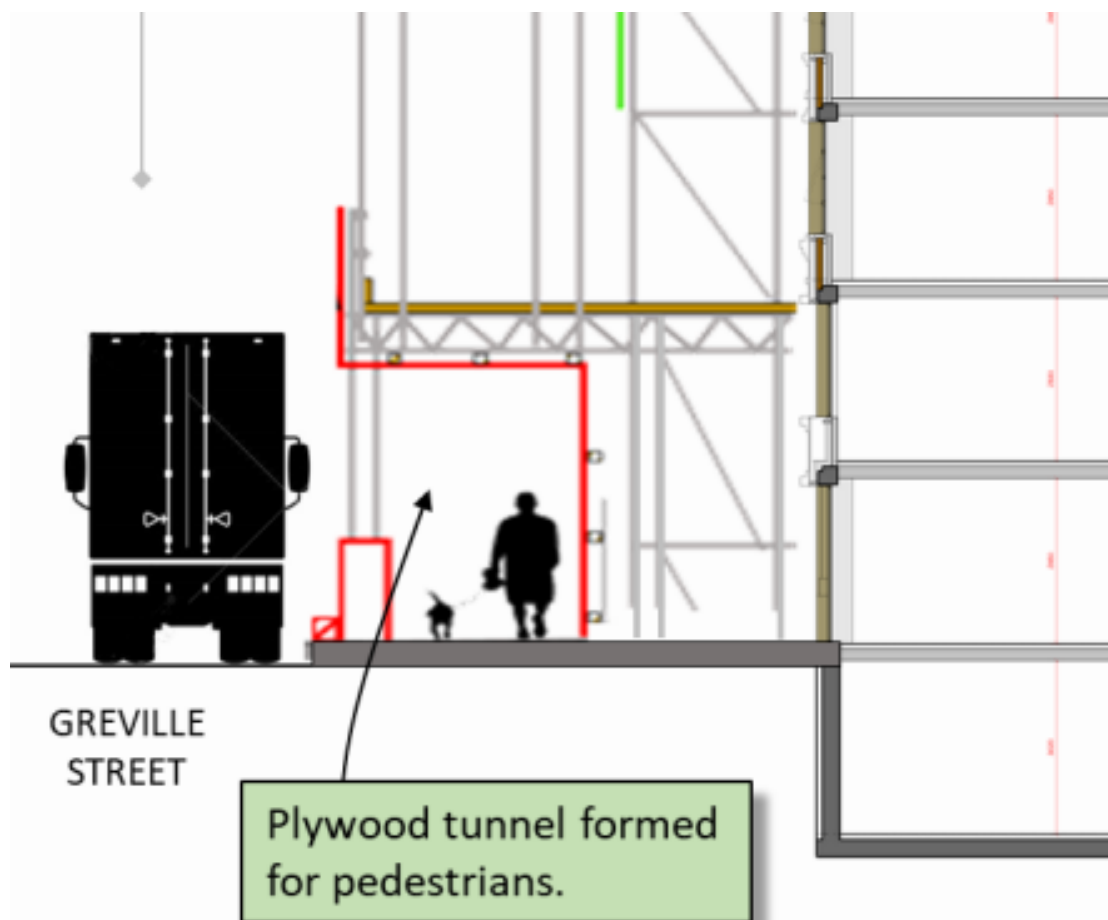
a. Please provide justification of proposed occupation of the public highway.

The public highway will not be used for storage, site accommodation or welfare facilities. These will all be accommodated within the site area.

On Greville Street scaffold will be grounded on the footpath, however it will be retained throughout for pedestrian passage to a minimum clear width of 1.2m. If a closure is required approval will be sought from the local authority. A carriageway width of 3m will remain with an HGV parked in the suspended parking bay.

A scaffold gantry will be erected on the Greville Street elevation which will be grounded on the footpath; however, public thoroughfare will be maintained by means of a protected plywood tunnel as shown below. On the west elevation the perimeter access scaffold will not be grounded on the footpath to ensure pedestrian and service vehicle access is maintained through to the Bleeding Heart Yard.

Temporary closures affecting the eastern footpath through the alleyway for the safe construction of planned works (i.e. substation installation and façade works) on the boundary will be communicated well in advance and will only proceed following consultation and subsequent council approval, access to the western footpath will be maintained.



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.

No highway works is necessary to enable the construction to take place.

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 diversions are expected. All necessary highways licenses and or traffic orders will be submitted and approved in advance of any occupation of the public highway.

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.

Pedestrian footpath access through the alleyway and Greville Street will be retained throughout, pedestrian safety will be managed by the permanent trained and qualified Traffic Marshal on duty. The underside of the gantry on Greville Street as shown in [Appendix 6](#) will be ply protected, sheeted and suitably lit. Temporary closures affecting the eastern footpath through the alleyway for the safe construction of planned works (i.e. substation installation and façade works) on the boundary will be communicated well in advance and will only proceed following consultation and subsequent council approval, access to the western footpath will be maintained.

To the rear and the west of the building, construction activities with the possibility of creating dust or debris will be segregated from passersby and users of the outdoor seating area in BHY by a 2.4m high solid ply hoarding. The site fencing will consist of 2.4m high plywood hoarding system. The hoarding to the west elevation down the passageway will be fixed directly to the building and will not protrude more than 100mm onto the footpath. This will secure the site from unauthorized access to all the exposed elevations of the site. The finish will be to a high standard. The scaffold structure above will be fully wrapped in sheeting to screen of the work activities and protect passersby and the receptors in the BHY from any dust, debris or noise arising from the works. The hoardings will be well lit and kept secure. No vehicle movement will be permitted without a banksman in place to prevent any conflict between the public and construction activities.

RED will deploy and use all necessary and appropriate safety signage and barriers to ensure that the public are protected, and our operatives always work safely.

Scaffold and hoarding licenses will be obtained before works commence. Detailed and scaled drawings will be submitted during the application process.

An indicative hoarding plan is provided in [Appendix 7](#).

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.

Refer to [Appendix 6](#)

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.

By its nature demolition and construction works can cause noise. Piling and demolition activities will account for most of the noisy works. Noisy works will only be carried out during the hours of 8am-6pm Monday to Friday and 8am-1pm on Saturdays unless otherwise agreed during the community liaison group or dispensation received from the local authority. Following discussions with the CWG, RED agreed in principle to carry out noisy works on a 2hrs on and 2hrs off basis coordinated over lunch time as minuted in the CWG meeting of 23.6.20. This will amount to no more than 5 hours (50%) out of a full working day of 10hrs.

The details of the construction methods used, and times of the high impact activities are as follows:

Piling – The proposed method includes making use of a rotary piling rig with power pack during weeks 19 and 20 at the times agreed above.

Demolition of RC - This activity will be carried out by making use of a robotic breaker, Husqvarna DXR 300, and a Bobcat S100 Skidsteer during weeks 9 to 16 at the times agreed above.

Due to the sensitive nature of some of the surrounding receptors, RED consulted with the Community Working Group and came to a quiet time agreement outlined in section 44.

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(17483-R03-A, 12 January 2018) has been carried out by Sandy Brown in relation to the proposed development at 20-23 Greville Street to determine the existing background sound levels in the area and to set appropriate plant noise limits in line with the requirements of the London Borough of Camden. The noise survey was performed between 13:25 01 November 2017 and 11:55 08 November 2017 and attached in [Appendix 8](#).

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

Intermittent predicted levels throughout the project for noisy works is expected to be between 76-119 dB(A) before any noise mitigation measures. Details of two high impact activities are provided below.

Piling

Piling noise levels are shown in the table below for a Klemm KR702-2R piling rig. It is worth noting that the rig does not generate any excessive noise or vibration as it is a rotary rig. The noise levels below are generated by the power pack which will be in the loading bay on Greville Street and therefor create minimal disturbance within BHY. We will provide acoustic screens around the power pack to minimize disruption to the Bleeding Heart Tavern. We intend to use the PP115F as it is newer and quieter than the figures shown below. The expected noise levels created by the piling rig is 50 dB(A).

Power Pack	Sound level dB(A)			
	PP95DS		PP115F	
Noise	Idle	Max Rev	Idle	Max Rev
2m	74	82	70.9	84.0
4m	68	78	63.0	78.1
10m	67	73	58.1	71.6

Demolition

The maximum decibel reading of 119 dB(A) is expected for the breaker for the Husqvarna DXR 300 whilst for the Bobcat S100 Skidsteer it is 96 dB(A) but will apply to a relatively limited percentage of the works as shown in the program summary. Note that both said items will only operate inside the building.

It is relevant to note that the worst-case levels (i.e., when working nearest to affected properties and at the edge of the site where least screening and distance loss occurs) would be expected to occur for approximately only 20% of the project duration. We can confirm that any noisy works will be carried out in accordance with all regulations and noise mitigation measures utilized where appropriate.

Noise and Vibration Control

Before commencing the demolition and piling works RED will commission a specialist consultant who will undertake a detailed noise assessment and produce a comprehensive noise and vibration strategy which will include, but not be limited to, a risk assessment, a noise and vibration monitoring proposal, mitigation measures and a noise and vibration trigger action plan.

Best practicable means (BPM), as defined in Section 72 of the Control of Pollution Act 1974 and Section 79 of the Environmental Protection Act 1990, will be applied during all construction works to minimize noise (including vibration) at neighbouring residential properties and sensitive receptors.

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.

BPM and general principles of construction site noise control will be followed, and the following mitigation measures will be implemented by RED to lower noise and vibration to acceptable levels by implementing the following:

- Reduction at source (e.g. selection of quiet or 'acoustically' enhanced plant)
- Well maintained hoarding around site
- Screening (e.g. plant to be orientated to ensure noise is directed away from receptors, generators for site power to be located in a position that provides maximum shielding to receptors; site hoarding and solid heras fencing to be installed around the Works Site; strategic location of site welfare facilities;
- Ensure that all plant and equipment has been well maintained as this will result in reduced noise levels and dust particles emitted into the atmosphere.
- Method of working (e.g. rotary bored / continuous flight auger piling rather than impact piling; drop height of materials minimised; sequential start-up of plant and vehicles); and
- Management (e.g. no idling of equipment; vehicles and plant / equipment to be switched off when not required; avoid unnecessary revving of engines; planned deliveries of materials; complaints procedure).
- When breaking out structural elements, transmitted noise and vibration will be greatly reduced, by initially saw cutting the item to be free of the retained structure prior to breaking out.

As described above in item 30, we will locate the piling power pack on Greville Street within the suspended parking bay to minimise noise and disturbance inside the BHY. We will provide acoustic screens (noise reduction system) around the power pack to minimise disruption to the Bleeding Heart Tavern and surrounding receptors. The noise levels created by the selected rotary rig is negligible compared to that of an impact piling method.

Demolition works will be sequenced to minimise noise levels. The removal of small sections of internal slab is expected to account for the highest noise and vibration levels and will therefore be carried out before the removal of the relevant south and west façades which will act as an additional screening. We will choose plant and machinery to minimise noise emissions consistent with the technical requirements of the works and make use noise suppression equipment if practicable. Acoustic screens will be utilised for reducing described levels by up to 43.4dB. See Appendices 9 and 19.

As a general principle noise will be mitigated at source compared to a blanket solution which will prove impractical. Where specific activities may result in exceeding expected levels, the following actions will be taken:

- The source responsible for exceeding the noise levels will be identified and the activity will be stopped immediately
- The cause will be determined
- Additional controls will be implemented to reduce the noise to accepted levels.
- If proven unsuccessful alternative construction methods will be explored.
- Alternative equipment or plant will be reviewed for implementation.
- the agreed quiet period as described in section 44 will come into effect in addition to the mitigation measures described above.

Appendix 9 shows indicative locations of acoustic screens to be installed during the demolition phase. Details of the proposed screens is appended in Appendix 19.

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

BS 5228:2009 Code of practice for noise and vibration control on construction and open sites.

All Project Managers will be required to attend the Site Managers Safety Training Scheme as run by the CITB. All sub-contractors' supervisors will have attended the Site Supervisors Safety Training Scheme as run by the CITB. Noise awareness will be cascaded via toolbox talks.

All Piling and demolition operators will be trained through the Construction Plant Competence Scheme(CPCS) and/or the Construction Skills Certification Scheme(CSCS) recognized in the construction industry making them more competent when operating plant and machinery related to their job lowering the risk to themselves and those around them. The site-specific control measures will be communicated to all operatives through the induction process and subsequent workshops relating to their work activity.

See **Appendix 23** for staff training certificates as evidence that staff have been trained on BS 5228:2009.

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

Preventative and mitigation measures will be applied as per the requirements relative to site activities as listed in table 5.1 and 5.2 in the Hilson Moran Construction Dust Risk Assessment Air Quality Monitoring Plan dated June 3, 2020 following IAQM guidance, attached in **Appendix 10**.

RED will adopt best practice measures during construction and demolition work to reduce and mitigate air pollution emissions as per the Camden Planning Guidance(CPG): Air Quality and the procedures outlined in Mayor's 'Control of Dust and Emissions during Construction and Demolition' SPD. The focus around three principles to control emissions – prevention, suppression, and containment.

Before commencing works on site, RED shall employ a specialist consultant to produce a Dust Management Plan (DMP) which we will implement with our demolition and construction contractors, it will include but not be limited to:

- Strip insides of buildings, as far as reasonably practicable, before demolition
- Wherever reasonably practicable, retain walls and windows while the rest of the building is demolished to provide a screen against dust.
- Screen buildings, where dust producing activities are taking place, with debris screens or sheeting
- Only use cutting, grinding, or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction
- Fully sheet the scaffold with Monarflex to prevent the escape of dust or debris.
- Where reasonably practicable store materials with the potential to produce dust away from site boundaries
- Ensure no burning of waste materials takes place on site
- Do not allow dry sweeping
- Ensure regular cleaning of hard standings using wet sweeping methods
- Maintain all dust control equipment in good condition and record maintenance activities
- Routinely clean public roads and access routes using wet sweeping methods
- Ensure all vehicles carrying loose or potentially dusty material to or from the site are fully sheeted
- Ensure water suppression is used during demolition operations
- Fencing, barriers and scaffolding will be regularly cleaned using wet methods.

For details of monitoring and the actions to be taken if trigger levels are exceeded see Q35.

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.

Dust and debris will be prevented from spreading onto the public highway through the measures described in item 33 and:

- the site hoarding,
- sheeting fixed to the scaffold structure and/or debris netting.
- All vehicles coming to and departing the works will be either enclosed or sheeted to ensure dust is not emitted into the local environment. (Note that muck-away from the piling operations will be removed from Greville Street via a conveyor system through the building.)
- All vehicles carrying loose or potentially dusty material from the site, will be fully sheeted.

Apart from the piling rig and mini excavator no vehicles will enter the site boundary, a wheel wash facility will be provided as described in Q20d and shown in [Appendix 7](#).

However, failing this, any dirt or dust will be swept clean immediately by means of wet methods. Additionally, the site entrance and the footpath will be swept regularly and maintained to maintain cleanliness around site.

35. Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

Dust monitoring will be in place for the duration of the project following a minimum 3-month monitoring phase prior to starting on site as a benchmark. Two trigger levels will be set, and notifications will be sent to the relevant persons (site manager, Hilson Moran and Camden if requested) when these are exceeded. Dust trigger levels will be set as proposed by the Hilson Moran Construction Dust Risk Assessment Air Quality Monitoring Plan - the first is $150\mu\text{g}/\text{m}^3$ and the second is $250\mu\text{g}/\text{m}^3$. Following exceeding the 1st trigger level, investigations will be undertaken to review the possible cause and measures implemented to minimise potential elevated concentrations. Where the second trigger level is exceeded, work will cease, and an investigation shall be undertaken to review the possible cause and measures will be implemented to minimise the possibility of any future exceedances. Operations will not continue until measures have been put in place and monitoring data indicates compliance with the identified trigger levels. Upon request monthly reports can be provided.

Noise and vibration monitoring will be in place during the demolition and construction phase of the project. RED will employ a specialist consultant to produce a Site Noise and Vibration Assessment which we will implement including all measures and actions highlighted in this plan. Mitigation measures will be in place to ensure the works are managed within the permitted levels.

The monitors are currently installed in the locations considered in the plan as the nearest most sensitive receptors. It is being fed by an undisturbed site power supply for baseline monitoring, the monitors will remain for the duration of the project. Baseline monitoring reports are included in [Appendix 14 & 15](#).



36. Please confirm that an Air Quality Assessment and/or Dust 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 2014 \(SPG\)](#), and that the summary dust impact risk level (without mitigation) has been identified. The risk assessment must take account of proximity to all human receptors and sensitive receptors (e.g. schools, care homes etc.), as detailed in the [SPG](#). **Please attach the risk assessment and mitigation checklist as an appendix.**

RED confirm that Hilson Moran Construction carried out a Dust Risk Assessment Air Quality Monitoring Plan dated June 3, 2020. This is included as an attachment in **Appendix 10**.

The summary dust impact risk level (without mitigation) has been identified as follows:

Table 4.4 Risk of Dust Related Impacts from the Approved Development

Impact Type	Risk			
	Demolition	Earthworks	Construction	Trackout
Dust Soiling	Medium Risk	Low Risk	Low Risk	Low Risk
Human Health	Low Risk	Low Risk	Low Risk	Negligible
Ecological	N/A	N/A	N/A	N/A

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

RED confirm that they will follow all the highly recommended measures *within The Control of Dust and Emissions During Construction and Demolition SPG* and the *Dust Management Plan*. RED will check that subcontractors have mitigation measures in place before works commence. RED have been informed by Camden that there is no specific 'GLA mitigation measures checklist' as referred to above.

38. Please confirm the number of real-time dust monitors to be used on-site.

Note: real-time dust (PM₁₀) monitoring with MCERTS 'Indicative' monitoring equipment will be required for **all sites with a high OR medium dust impact risk level**. If the site is a 'high impact' site, 4 real time dust monitors will be required. If the site is a 'medium impact' site', 2 real time dust monitors will be required.

The dust monitoring must be in accordance with the SPG and IAQM guidance, and the proposed dust monitoring regime (including number of monitors, locations, equipment specification, and trigger levels) must be submitted to the Council for approval. Dust monitoring is required for the entire duration of the development and must be in place and operational **at least three months prior to the commencement of works on-site**. Monthly dust monitoring reports must be provided to the Council detailing activities during each monthly period, dust mitigation measures in place, monitoring data coverage, graphs of measured dust (PM₁₀) concentrations, any exceedances of the trigger levels, and explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

Inadequate dust monitoring or reporting, or failure to limit trigger level exceedances, will be indicative of poor air quality and dust management and will lead to enforcement action.

The Construction Dust Risk Assessment Air Quality Monitoring Plan produced by Hilson Moran concluded that the project is a medium impact site and therefore 2 real time dust monitors must be in place at least 3 months before works commence on site to set a baseline for the project. The monitors installed on 24th July 2020 are MCERTS monitors which are directly comparable to the aeroqual units that were recommended in the Hilson Moran air quality monitoring plan document. The equipment specification is provided in **Appendix 13**. The Hilson Moran report is attached in **Appendix 10**.

The latest reports are included in **Appendix 14 & 15**

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 pest control specialist will be appointed who will draw up a plan on how rodents will be managed on site during the entirety of the construction process. They will also be appointed to manage this process throughout the period.

In addition to the guidance provided by the pest control specialist RED will employ the following standard preventative measures:

- A cleaning schedule will be implemented to ensure all areas are clean and free of food sources.
- Store waste canteen waste in bins with lids.
- Have the rubbish and recycling collected often enough so that the bins do not overflow.
- Staff will be encouraged to report any signs of infestation but also any situation that may lead to infestation.
- Adequate facilities to store food products off the floor, and away from the walls will be provided. Where food packaging is opened, the contents will be stored in clean, lidded containers. This will ensure that the food does not attract pests and is protected from contamination.
- The Main Contractor will make sure that the site offices are kept clean
- this will be communicated to all contractors via the site induction.

There have been no inspections required to date due to it being an empty, unoccupied building with no food waste to attract any rodents. RED will provide information about the site inspections and copies of receipts once it has been carried out.

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

An asbestos survey was carried out in January 2020. Identified items was removed under controlled conditions during the sift strip, any retained ACM as per the key findings in **Appendix 11** will be removed during the next stage under controlled conditions. The key findings are extracted below:

Location	Description	Priority/Risk	Recommendation
Main Building / B.02 / Z-Sub Level 1	Bitumen adhesive to timber hatch beneath modern vinyl	Very Low	Remove under controlled conditions
Main Building / B.02 / Z-Sub Level 1	Bitumen to floor beneath timber hatch	Very Low	Remove under controlled conditions
Main Building / B.06 / Z-Sub Level 1	Presumed asbestos containing materials within live electrics	Very Low	Conduct further investigation prior to relevant maintenance / refurbishment works
Main Building / B.10 / Z-Sub Level 1	Gaskets to pipework	Very Low	Remove under controlled conditions
Main Building / G.06 / Ground Floor	Presumed asbestos containing materials within live electrics	Very Low	Conduct further investigation prior to relevant maintenance / refurbishment works
Main Building / 1.01 / 1st Floor	Mastic above windows	Very Low	Remove under controlled conditions
Main Building / 3.18 / 3rd Floor	Textured coating to columns, beams and side of stairs	Very Low	Remove under controlled conditions

Location	Description	Priority/Risk	Recommendation
Main Building / 4.01 / 4th Floor	Mastic above windows	Very Low	Remove under controlled conditions
Main Building / 4.06 / 4th Floor	Mastic above window	Very Low	Remove under controlled conditions
Main Building / 4.08 / 4th Floor	Textured coating to ceiling	Very Low	Remove under controlled conditions
Main Building / 4.08 / 4th Floor	Textured coating to beams	Very Low	Remove under controlled conditions
Main Building / 5.02 / 5th Floor	Gaskets to pipework	Very Low	Remove under controlled conditions

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.

RED take seriously the conduct of the builders on all our sites and put in place measures to ensure that there is not any anti-social behavior. The site will also be registered as part of the Considerate Constructors Scheme prior to work starting.

The following controls and actions will be implemented on site:

- We will produce clear and concise site rules explaining behavioral expectations.
- Sufficient welfare facilities and rest areas will be provided within the site boundaries.
- No loitering or congregating of site operatives will be allowed outside the site boundaries.
- The importance of respecting our neighbors will be communicated to all site staff at the site induction – they will be instructed and reminded to keep noise down and warned that any abusive language will not be tolerated.
- We will ensure workforce maintain a respectable standard of dress.
- We will ensure workforce treat the public with respect.
- We will encourage operatives not to leave site in dirty work clothing.

Nonconformance will result in disciplinary action and/or removal of the transgressor/s from site.

In the event that a member of the public wishes to make a complaint or express concerns with activities arising from the works site signage will provide details of the following contact points:

- The Community Liaison Manager's email address and mobile phone number
- The location of the site office (visitors will be requested to sign in and will be escorted by our security guard)

Our Community Liaison Manager will deal personally with comments or complaints from the public or neighbours and will ensure that they are resolved swiftly. A record will be kept of all comments and complaints.

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): **01/21 - 01/22**
- 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 confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: **Confirmed**
- 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: **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: **Confirmed**

Additional Items added to CMP on request of CWG and Section 106 requirements

43. Waste Management

As part of the site waste management plan 2 no methods for removal of waste have been identified.

- 1- During the demolition phase of the works all arisings will be removed from Greville St. This will be over the protected gantry and into waiting skips. The greatest risk factor during this operation is dust. To mitigate this a full water suppression system will be put in place both on the site itself and in the loading area. This water system fully dampens the material both before it exits the site and when its being moved to the skip. This double approach eliminated the dust as a risk. Full details of the suppression system will be detailed with the contractor in their site-specific RAMS.
- 2- During the fit-out stage of the works the waste will be removed with wait-and-load waste compactors from the Greville Street loading bay via site wheelie bins. This method mitigates the requirement for skips over the full duration of the works and mitigates the ongoing issues of having to use dust suppression.

All waste on site is segregated where possible. All waste leaving site will be via vetted waste management specialists.

No waste will be stored outside the site at any time and only be brought out to load as required. No skips will be left overnight.

44. Agreed Quiet Periods

Following consultation with the CWG we have received a specific request for a quiet period. This is between 12.30 and 2.30 for the Bleeding Heart Tavern. We can confirm that we will be using 2hrs on and 2hrs off and will be happy to discuss alternative timings requested through the CWG.

For example:


Monday to Friday ON: 08.00 – 09.00, 10.30 – 12.30, 14.30 – 16.30

Additionally, RED Construction will sequence works in such a way that most noisy construction activities, where reasonably practicable, will be minimised adjacent to the outside seating area between 12:30-14:30, and that no breaking out works will be carried out adjacent to the terrace area throughout the program during 12:30-14:30.

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: 4.12.20

Print Name: Christiaan Steyn

Position: Snr Site Manager

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.5