

# Construction/ Demolition Management Plan

pro forma

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# Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
8th July 2019	Draft for Planning	South Down Safety
29th January 2021	Draft for Consultation	McLaren Construction Ltd Erith Contractors Ltd
26th February 2021	Following consultation	McLaren Construction Ltd Erith Contractors Ltd
10th May 2021	Following Camden Comments	McLaren Construction Ltd Erith Contractors Ltd
1st June 2021	Following Further Camden Highways Comments	McLaren Construction Ltd Erith Contractors Ltd
22nd June 2021	Following Further Camden Highways Comments	McLaren Construction Ltd Erith Contractors Ltd
21 <sup>ST</sup> June 2021	Following Further Camden Highways Comments	McLaren Construction Ltd Erith Contractors Ltd

## Additional sheets

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

Date	Version	Produced by
28th January 2021	Appendices for Consultation	McLaren Construction Ltd Erith Contractors Ltd
26th February 2021	Appendices Following consultation	McLaren Construction Ltd Erith Contractors Ltd
10th May 2021	Appendices Following Camden Comments	McLaren Construction Ltd Erith Contractors Ltd
1st June 2021	Following Camden Highways Comments	McLaren Construction Ltd Erith Contractors Ltd
22nd June 2021	Following Further Camden Highways Comments	McLaren Construction Ltd Erith Contractors Ltd

# 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.

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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

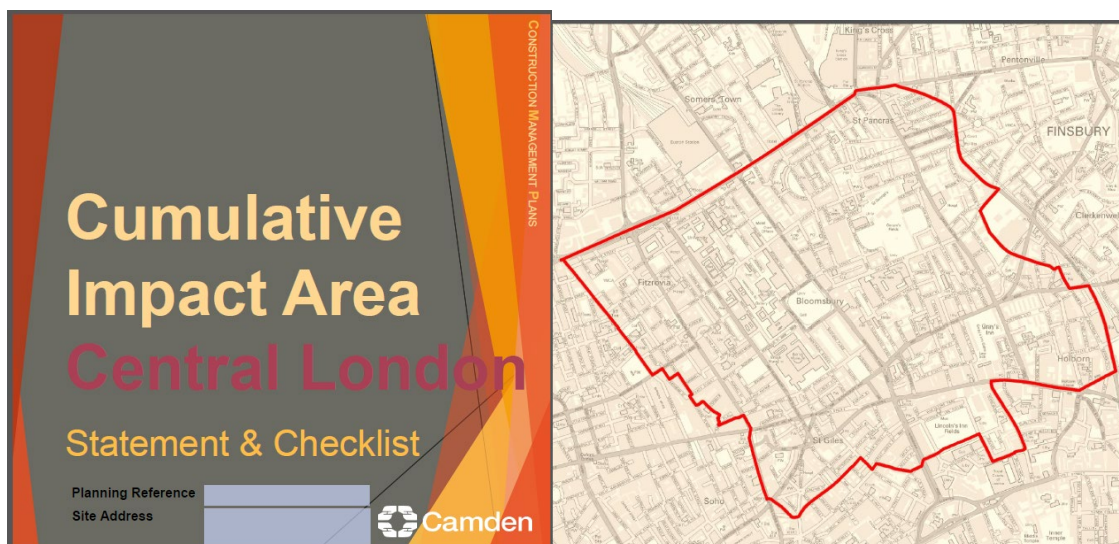
comments to be easily documented. These should be clearly referenced/linked to from the CMP. Please only provide the information requested that is relevant to a particular section.

(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.

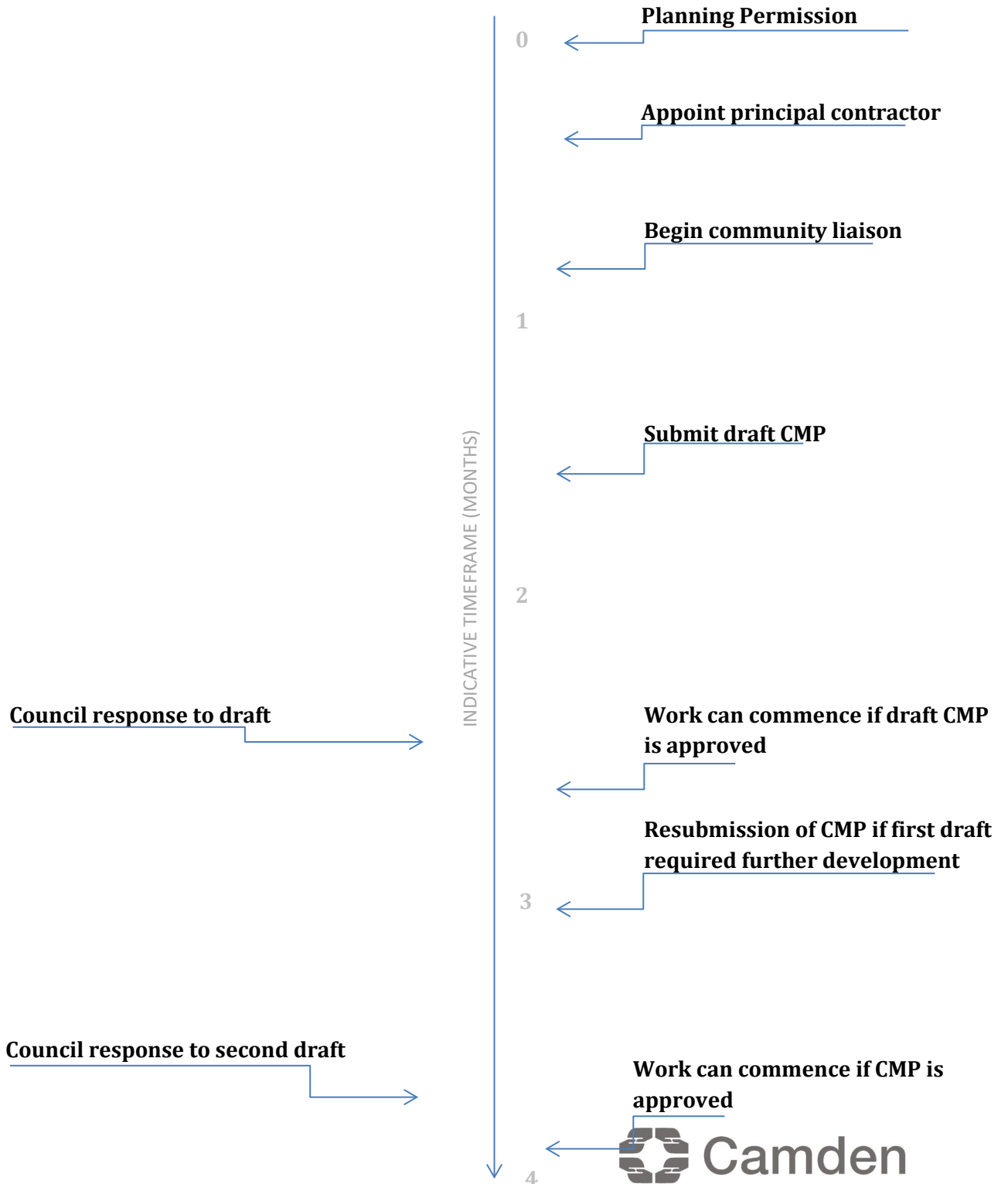
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans>



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

Planning reference number to which the CMP applies: **2015/6955/P - 1 November 2017**

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

**Name:** M Watkinson - McLaren Construction

Address: 10 Chiswell Street, London ECY 4UQ

Email: mark.watkinsom@mclarengroup.com

Phone: 02070786963

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 residents and businesses.

## Principal Contractor - Demolition Enabling Works and Basement Construction Phase

Name: Nick Riches

Address: Erith Contractors, 52-54 St John Street, London, EC1M 4HF

Email: [nick.Riches@Erith.com](mailto:nick.Riches@Erith.com)

Phone: 07384 114099

## Principal Contractor - Main Works Phase

Name: Allister Lewis

Address: McLaren Construction Ltd, 4<sup>th</sup> Floor, 10 Chiswell Street, London, EC1Y 4UQ

Email: allister.Lewis@mclarengroup.com

Phone: 02070786963

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from 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.

Principal Contractor Demolition and Enabling Works

Name: Cherrie O’Kane  
Address: Erith Contractors, 52-54 St John Street, London, EC1M 4HF  
Email: [Cherrie.O’Kane@Erith.com](mailto:Cherrie.O’Kane@Erith.com)  
Phone: 07894 259321

Principal Contractor Main Works

Name: Allister Lewis  
Address: McLaren Construction Ltd, 4<sup>th</sup> Floor, 10 Chiswell Street, London, EC1Y 4UQ  
Email: [allister.Lewis@mclarengroup.com](mailto:allister.Lewis@mclarengroup.com)  
Phone: 02070786963

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.

Principal Contractor Demolition and Enabling Works

Name: Stuart Accleton  
Address: Erith Contractors, 52-54 St John Street, London, EC1M 4HF  
Email: [Stuart.Accleton@Erith.com](mailto:Stuart.Accleton@Erith.com)  
Phone: 07770 943474

Principal Contractor Main Works

Name: Allister Lewis  
Address: McLaren Construction Ltd, 4<sup>th</sup> Floor, 10 Chiswell Street, London, EC1Y 4UQ  
Email: [allister.Lewis@mclarengroup.com](mailto:allister.Lewis@mclarengroup.com)  
Phone: 02070786963

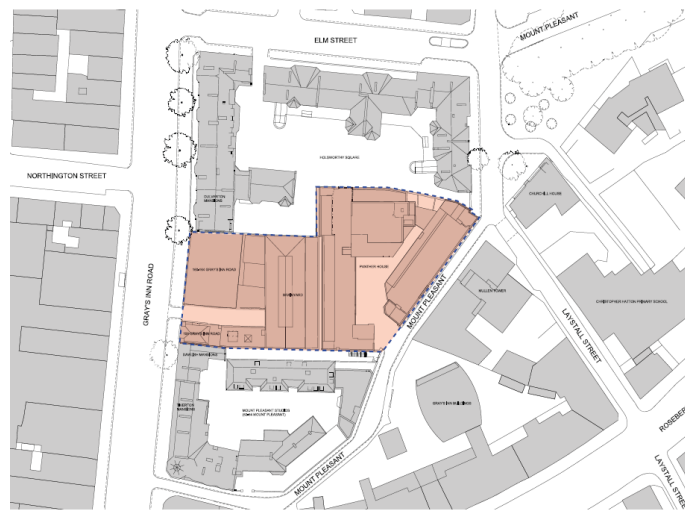


# Site

6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

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

The site can be split into three broad parts, namely Panther House itself which faces onto Mount Pleasant, the smaller Brain Yard building towards the centre of the site and then the buildings at 156 and 160-164 Gray's Inn Road. The site occupies a plot of land with an approximate area of 5,400m<sup>2</sup>. Please refer to the Appendices for full details.



Redevelopment of existing buildings to provide part 4 storey and part 7 storey building following partial demolition of existing Panther House and Brain Yard buildings for a mix of Class B1, A1 and A3 uses, provision of new 7 storey building at 156-164 Gray's Inn Road behind the facade from existing building at 160-164 Gray's Inn Road to provide flexible Class A1 use at ground and basement levels and 13 self-contained residential units (4 x 1-bed, 7 x 2-bed and 2 x 3-bed) at upper floor levels."

**Christopher Hatton School:**

**See Appendix 21 Healthy School Streets - Christopher Hatton Mount Pleasant**

A traffic prohibition will be imposed in Mount Pleasant to avoid the school arrival and departure times between 8:00-9:15 a.m. and between 15:00-16:00.

Generally, site deliveries to Mount Pleasant will be restricted as shown below:

Permitted Hours For Deliveries And Collections:	
Monday – Friday (Inside Term Times)	09:30-15:00
Monday – Friday (Outside Term Times)	08:00-16:00
Saturdays	08:00-13:00
Sundays and Bank Holidays	Not Permitted

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, proximity to residential dwellings etc).

**Demolition Construction Works:** The proposals will retain much of the historic fabric and architectural character of the site. Demolition of existing shops and retaining façade on Gray’s Inn Road, Brain Yard – gable walls to be retained. Demolition of sundry buildings on site. Strip out and removal of roof and structural elements to Panther House

**New Build**

Construction of a Seven storey retail/residential building (including basement) to Gray’s Inn Road.

Construction of a five-storey commercial space (including basement) accessed off Gray’s Inn Road-Refurbishment and addition of one and two storeys to Panther House (on Mount Pleasant) to provide commercial space.

External Works-Upgrade to Mount Pleasant roadway

**Main Issues and Challenges:**

156-164 Gray's Inn Road and 38 Mount Pleasant lies within the Hatton Garden Conservation Area. The site is fronted by Gray's Inn Road to the west, which also acts as the eastern boundary of the Bloomsbury Conservation Area, Dulverton Mansions to the north, Tiverton Mansions to the south and Holsworthy Square (Elm Street) to the north. The existing buildings on site on Gray's Inn Road are 160-164 Gray's Inn Road (2 storeys) and 156 Gray's Inn Road (3 storeys) separated by Brain Yard which leads to a cobbled pathway to the former electricity sub-station- 158 Gray's Inn Road. 38 Mount Pleasant (Panther House), also part of the site, lies to the rear of 158 Gray's Inn Road and bound by Mount Pleasant to the west. The adjacent buildings to the site on Gray's Inn Road, Dulverton Mansions and Tiverton Mansions are 2no 5 storeyed (plus attic) Queen Anne revival style mansion blocks built at the end of the 19th century.

**Christopher Hatton School:****See Appendix 21 Healthy School Streets - Christopher Hatton**

Site traffic restrictions will be imposed as described in Question 6 above

**Mount Pleasant:**

Access to the site from Mount Pleasant to serve Panther House is limited and will require measures to suspend parking bays and close the road to enable deliveries and scaffold erection. These measures are in development and will be submitted for approval in due course.

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).

**We have provided a Draft outline programme in the Appendix 8  
This will be updated to reflect the new start date once this CMP has been approved**

It should be emphasised that until contractors are appointed for all phases of the work, this will be subject to further development and change.

DRAFT ANTICIPATED OVERALL PROGRAMME: 123 Weeks

14<sup>th</sup> May 2021 to 4<sup>th</sup> October 2023

- Demolition, Façade Retention, structural Including Temporary Works  
Starts 24<sup>th</sup> May 2021 until 08 March 2022 - 39weeks
- Substructures  
Starts 21<sup>st</sup> June - 04 May 2022 – 42weeks
- Gray's Inn Road Structure  
Starts 11<sup>th</sup> April 2022-30 June 2022 for 11 weeks
- Gray's Inn Road Steel frame, envelope, and fitout  
Starts July 2022 – October 2023 for 65 weeks
- Panther House Structure  
Starts 9<sup>th</sup> March 2022 – 18<sup>th</sup> October 2022 for 32 weeks
- Panther Steel Frame, Façade Installation, and fitout  
Starts 26th July 2022 for 63 weeks
- The Mount Pleasant loading bay and Parking bay suspensions will be in place from Week 40 March 2022, to week 123, September 2023
- External Works and Landscaping  
Start August 2023 – October 2023 for 8weeks
  
- Project Completion 4<sup>th</sup> October 2023

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

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

We confirm that the standard working hours for construction sites in Camden, as stated below, will be adhered to.

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

# 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 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 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.

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## 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.).

All neighbouring properties can be affected by the construction activities and good management and communication will be promoted and maintained to assist in mitigating the effects of the construction work.

The properties adjacent to the building will have direct sight of the new build and demolition areas of the project so have the potential to be affected by the construction activities.

These buildings contain a variety of functions and the needs of each will be addressed prior to works commencing, to establish their particular concerns and requirements.

**Please refer to Appendix 10 for a layout of the site and adjacent Sensitive Receptors**

## **11. Consultation**

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with 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 residents, businesses, local groups (e.g., residents/tenants and business associations) and Ward Councillors.

**Please refer to Appendix 11 for the consultation document responses**

This CMP is now revised after receiving comments from the London Borough of Camden on highways and logistics issues W/C 12<sup>th</sup> April 2021 and 20<sup>th</sup> May 2021, and from Environmental Health W/C 23<sup>rd</sup> April 2021.

Prior to the submission of a planning application in 2017, a thorough public consultation exercise was led by London Communications Agency (LCA) which is summarised in The Statement of Community Involvement report submitted alongside original application.

LCA will continue to lead the consultation process with local stakeholders throughout the construction phase.

A draft CMP was uploaded to the website [www.pantherhousedevelopments.co.uk](http://www.pantherhousedevelopments.co.uk) and the local community were consulted on it over a 14-day period before any responses were given consideration and the CMP was submitted to the London Borough of Camden. Tailored letter/emails were sent to those who engaged on the proposals during the pre-application consultation and a newsletter was hand-delivered to 1,742 residential and business addresses in the surrounding area. These outlined details of how to access the draft CMP online and offered to send a hard copy of the document to those who have no internet access. Feedback was encouraged via email to the dedicated email address [pantherhouse@londoncommunications.co.uk](mailto:pantherhouse@londoncommunications.co.uk) or via a freephone number.

Ongoing consultation throughout the works will be undertaken through the following:

- An initial construction newsletter to local residents and businesses around the site, outlining the general construction programme and providing details of how to get in touch with the team (including outside of working hours) via phone, email and freephone
- Regular newsletters to stakeholders informing them of upcoming works and any works undertaken
- Regular updates to the website
- Updates to on-site noticeboards
- Emails to those who have asked to be kept informed of progress
- Meetings with stakeholders upon request

Any queries or concerns raised by members of the public during works will be responded to quickly and effectively. An on-site contact will be established for urgent enquiries and a dedicated freephone line and email address will be available for more general enquiries.



## 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.

Both Principal Contractors are willing to run a Construction Working Group with other local construction projects listed, should the need arise.

## 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.

### Panther House CCS Registration Number is 126302

The Principal Contractors will be members of the Considerate Contractor's Scheme. In accordance with the Considerate Constructors Scheme and section 1.3, table 1.1 (reproduced below) of the "Guide for Contractors Working In Camden", the Principal Contractors commit to working towards the standards outlined below.

Code of Considerate Constructors Standards:

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

## 14. Neighbouring sites

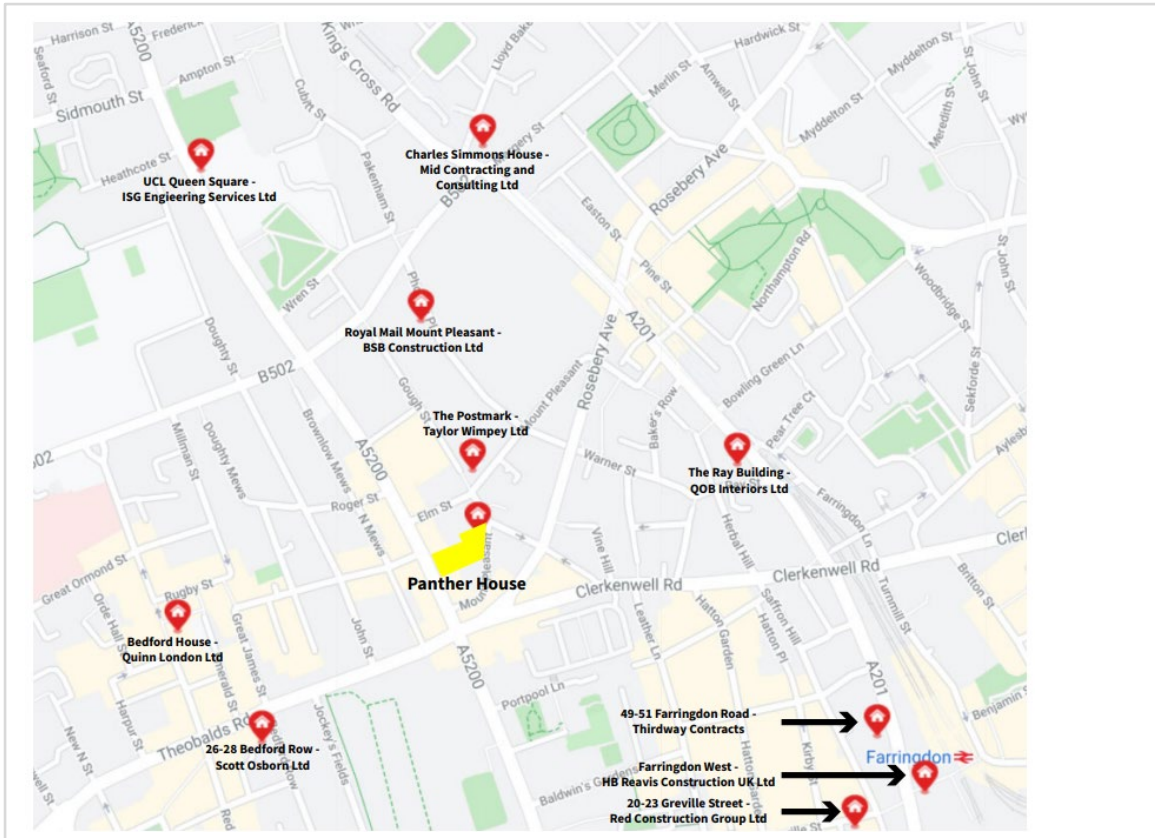
Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

The Principal Contractor will liaise with other contractors completing work on local sites to enable them to prepare a schedule for delivery and waste removal vehicles. This schedule will take other local sites construction vehicle movements into consideration, and by adopting this approach, will help to reduce the cumulative impact of construction vehicle movements.

It is confirmed that instructions from the Council will be followed, with regards to co-ordination and scheduling of construction traffic. Contact with Camden Councils Highways Department will be continued throughout the duration of the demolition and construction phase of the scheme to ensure compliance and to alleviate disturbance from construction traffic.

The CMP will be updated as required to take into account any new or completed developments.

The Map below will be updated regularly once 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.

Please contact [CLOCS@camden.gov.uk](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

## CLOCS Contractual Considerations

15. Name of Principal contractor:

**Principal Contractor: Demolition Enabling Works, Basement GIR Construction Phase**

Erith Contractors Limited

**Principal Contractor Main Works Phase**

McLaren 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.

**Principal Contractor: Demolition Enabling Works and Basement Construction Phase**

Erith Contractors Limited

All Erith transport is a minimum FORS Gold accredited

**Contracts/Contractor's**

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

**Desktop checks**

Desktop checks will be made against the FORS database of trained drivers and accredited companies as outlined in the CLOCS Standard Managing Supplier Compliance guide. These will be carried out as per a risk scale based on that outlined in the CLOCS Managing Supplier Compliance guide.

**Site checks**

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

Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale.

These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment. Results from these checks will be logged, retained, and enforced upon accordingly.

### **Principal Contractor Main Works Phase**


McLaren Construction Ltd

The Principal Contractor for the main works will continue to comply with the control methods outlined above and will:


- Continue to check vehicles entering site and to take the appropriate action under the contract and monitoring compliance.
- Detail the corrective action taken in the case of non-compliance.
- Desktop checks will be made against the FORS database of trained drivers and accredited companies as outlined in the CLOCS Standard Managing Supplier
- Comply with the CLOCS Managing Supplier Compliance guide.
- Checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale.
- Random spot checks will be carried out by site staff on vehicles and drivers servicing the site.
- Spot Checks will monitor, evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment. Results from these checks will be logged and supplier's will be checked against accredited operator's database: <https://www.fors-online.org.uk/cms/whos-on-board/>

**Principal Contractor McLaren:**

Typical site form used as part of the CLOCS Monitoring Regime used by one of our appointed Logistics Managers



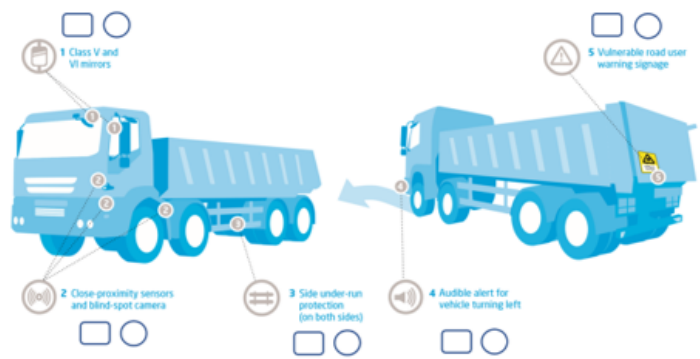
CLOCS Compliance Check



<b>Project-Name</b>		<b>Project-Number</b>	
<b>Traffic-Marshall</b>		<b>Date,-Time</b>	
<b>Vehicle-Operator</b>		<b>Delivering-on-behalf-of</b>	
<b>Vehicle-Registration</b>			

**Vehicle-Check**

**FORS-Status**    Registered    Bronze    Silver    Gold   **FORS-ID:** \_\_\_\_\_



Please tick:  if fitted and  if working

<b>Comments</b>	
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**Driver-Check**

Driver Confirms:	Means of recording accidents	✓/X
	In-date, valid licence	✓/X
	VRU training	✓/X
	Provided with traffic routing plan to site	✓/X
	Briefing of site rules	✓/X

**Driver Name:** \_\_\_\_\_ **Signature:** \_\_\_\_\_

**Action Taken**

Allowed Access:    Refused Access:

Document: HSM Form 25 Version: 00  
(Uncontrolled when printed)

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.

We confirm that the Client Developer, Dukelease, and the Principal Contractors have read and understood the CLOCS Standard

Please contact [CLOCS@camden.gov.uk](mailto: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, considering 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.



**Please refer to Appendices 18, and 18A Vehicle Approach Plans**

These include delivery routes and hold points.

The approach plan will be provided to delivery personnel before they depart for site

- Vehicles approximately 10m or below will approach the Gray's Inn Road site entrance from the north, heading south along Gray's Inn Road, or from the south via Roseberry Avenue
- Vehicles to the Mount Pleasant entrance at the rear will follow the same route but will turn into Mount Pleasant from Roseberry Avenue
- Roseberry Avenue will be a hold point area where vehicles can wait momentarily in the event of a delay in clearing the site entrance

Articulated Lorries and Rigid HGV's no greater than 14m long Visiting Gray's Inn Road

- Larger vehicles must approach from the north to ensure that the reverse manoeuvre into the site entrance on Gray's Inn Road can be completed
- In the event that the vehicle is unable to reverse into site, it will be instructed to wait on Roseberry Avenue to be called in by mobile phone. The vehicle will then return to the site entrance when called off by driving the short distance from Roseberry Avenue, left onto King's Cross Road, then west onto the A501 Acton Street, before heading south back to site on Gray's Inn Road.
- No more than 2no of these larger vehicles will visit Gray's Inn Road during any working day.
- None will enter Mount Pleasant
- We anticipate no more than 2no per day of the larger vehicles will come to site

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.

A Traffic Management Plan shall provide a full list of instructions and will be given to all supply chain members or any internal company fleet vehicles to be applied to their delivery procedure. Compliance with the plan will be a contractual requirement for the appointed supply chain. The plan will provide clear instructions for the route to site, timing of deliveries, coordination with the site traffic marshals, contact numbers and what to do if things do not go according to plan.

Each contractor or supplier will confirm receipt of these documents and that the relevant drivers and personnel have been fully briefed.

- All vehicles will be booked into site at least 24 hours in advance to regulate the flow and avoid vehicle overlap
- Drivers will be required to contact site to ensure that their slot is available on approach
- Traffic Marshals will also contact the drivers should delay be anticipated and instruct them to wait in the holding area on Roseberry Avenue with a maximum of 3 at a time held there at any one time
- Once the delay has passed and the entrance cleared, the drivers will be contacted by mobile phone to come to site where the traffic marshals will be waiting for them
- Drivers waiting in Roseberry Avenue will then approach the site entrance, as instructed by the Traffic Marshals. The Traffic Marshals will stop the traffic as the vehicle approaches to coordinate reversing into the site entrance
- None of the longer wheel-base articulated or rigid vehicles (Over 10.20m long) are planned to visit site during the demolition and basement excavation period prior to the main works.

#### **Main Works Period And The Additional Entrance**

During the main works period, in addition to the Gray's Inn Road entrance, the Mount Pleasant loading bay will be made operational. Drivers approaching the Mount Pleasant entrance will use the same procedure as for Gray's Inn Road. HGV vehicles up to 14m are anticipated during the main works period, however **these will use the Gray's Inn Road entrance only**. Due to the constraints caused by the presence of the new cycle lane and bus island they must approach from the north along Gray's Inn Road only. Drivers will be instructed to comply with this requirement, and it will be clarified by the Traffic Management Plan.

**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.

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

**Christopher Hatton School:**

**See Appendix 21 Healthy School Streets - Christopher Hatton Mount Pleasant**

A traffic prohibition will be imposed in Mount Pleasant to avoid the school arrival and departure times between 8:00-9:15 a.m. and between 15:00-16:00.

Generally, site deliveries to Mount Pleasant will be restricted as shown below:

Permitted Hours For Deliveries And Collections:	
Monday – Friday (Inside Term Times)	09:30-15:00
Monday – Friday (Outside Term Times)	08:00-16:00
Saturdays	08:00-13:00
Sundays and Bank Holidays	Not Permitted

**Vehicle Movements**

**Demolition Enabling works, Excavation, Substructures and Temporary Works  
week1 24th May 2021-June 2022 to week 58**

No vehicles larger than 8 wheelers will service the project throughout the period. Tippers will be used for hardcore demolition arisings, 40yrd bin lorries for timber and steel, tippers for bulk dig, plus concrete deliveries, and steel etc. The maximum number of movements will come during the bulk dig with up to 25 lorries a day through the **Gray's Inn Road** entrance only.

Peak time deliveries to the Gray's Inn Road entrance will be minimised as far as possible. There will however be natural variations to the predicted flow of vehicles, but we will use best endeavours to follow the chart below as far as practicably possible. No vehicles will queue on Gray's Inn Road whilst waiting to enter the site.

FIRST PERIOD GRAY'S INN ROAD DEMOLITION AND BASEMENT BOX			
GIR Vehicle Deliveries		Demolition and Basement Excavation	
Gray's Inn Road Entrance			
1	08:00-9:00	2	Deliveries start
2	09:00-10:00	3	
3	10:00-11:00	4	
4	11:00-12:00	3	
5	12:00-13:00	4	
6	13:00-14:00	3	
7	14:00-15:00	3	
8	15:00-16:00	3	
	16:00	Close	Deliveries Complete
9	16:00-17:00		
10	17:00-18:00		
<b>Anticipated Total Deliveries</b>		25	

### **Vehicle Movements**

#### **Main Works Superstructures, Steel Frames, Façade and Fitout and External Works**

**Period March 2022 to October 2023. 71 weeks from week 41**

Vehicles visiting the site will either deliver to the Gray's Inn Road entrance, or the Mount Pleasant Loading Bay

#### **Main Works Superstructure**

- Skip loader: 2 per week for 123 weeks
- 10.2m Tipper: 10 per day during weeks 40-75
- 10.0m Rigid Flat-bed 10 per day weeks 40-123
- Concrete Wagons 6-8m<sup>3</sup>, 5 per day Week 40 to Week 75
- 14m Rigid, 2 per day to Gray's Inn Road Weeks 40 to Week 113
- 14m Articulated Lorry, 2 Per Day to Gray's Inn Road Weeks 40 to 113
- Tower Crane-Articulated vehicles to Gray's inn Road with full Road Closures, April 2022 for TC1 and July 2022 for TC2

#### **Internal Finishes<sup>3</sup>**

- 7.5t box van 15 per day week 70 to week 123

**SECOND PERIOD SUPERSTRUCTURE Gray's Inn Road**

GIR Standard Vehicle Deliveries		Superstructure	
<b>Gray's Inn Road Entrance</b>			
1	08:00-9:00	2	Deliveries start
2	09:00-10:00	2	
3	10:00-11:00	2	
4	11:00-12:00	2	
5	12:00-13:00	2	
6	13:00-14:00	2	
7	14:00-15:00	2	
8	15:00-16:00	2	
9	16:00-17:00	2	
10	17:00-18:00	2	
	18:00		Deliveries Complete
<b>Anticipated Total Deliveries</b>		20	

**SECOND PERIOD SUPERSTRUCTURE PANTHER HOUSE VIA MOUNT PLEASANT**

Panther House		Superstructure	
<b>Mount Pleasant Entrance During Entrance Term Time</b>			
1	09:30-10:00	2	Deliveries start
2	10:00-11:00	2	
3	11:00-12:00	2	
4	12:00-13:00	2	
5	13:00-14:00	2	
6	14:00-15:00	2	
	15:00	Close	Deliveries Complete
<b>Anticipated Deliveries</b>		12	

<b>Mount Pleasant Road Entrance Outside of Term Time</b>			
1	08:00-9:00	2	Deliveries start
2	09:00-10:00	2	
3	10:00-11:00	2	
4	11:00-12:00	2	
5	12:00-13:00	2	
6	13:00-14:00	2	
7	14:00-15:00	2	
8	15:00-16:00	2	
	16:00	Close	Deliveries Complete
<b>Anticipated Total Deliveries</b>		16	

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.

**Please refer to Appendix 14 – Neighbouring Sites.**

This will be updated nearer to the start on site date for demolition and will be actively updated on a regular basis.

One development is active in close proximity to the site Which is:

Bouygues UK /Taylor Wimpey, Mount Pleasant Mail Centre, Farringdon Road, London

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

**Please Refer to Appendices 19C, A-E and Appendix 23**

Access to the rear loading bay in Mount Pleasant requires reversing vehicles under Traffic Marshal control.

Note: The proposals for the Mount Pleasant loading bay scheme are in development are in development and will be submitted for approval in due course.

Swept Paths are provided for:

1. GRAY'S Inn Road entrance, revised to indicate the new cycle Lane and bus stop island plans
2. Mount Pleasant small vehicle entrance via Gray's Inn Road
3. Mount pleasant loading bay

Note: The proposals for the Mount Pleasant loading bay scheme are in development are in development and will be submitted for approval in due course.

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.

Holding areas are clarified in Q18 Above and in **Appendices 18 and 18A**

We have been advised by Camden Highways that Rosebery Avenue is suitable as a waiting point where drivers can phone ahead prior to being called to site. This has been accepted by the principal contractors and included in our proposal, together with other more distant locations noted below. This is highlighted in the Appendix drawings noted above. The maximum number of vehicles waiting

All vehicles will approach the site having received a confirmation of their booking delivery slot. Each delivery driver will contact the site as they approach to confirm the delivery status. In the event of site problems that may affect the delivery, the traffic Marshal will contact the driver to defer their arrival to a different time or cancel the delivery. The procedure is clarified in Q18 above.

The following additional holding areas on route, have also been identified and will be reviewed for availability when required and regularly monitored.

- Park Crescent (east)
- Park Crescent (west)
- A400 Hampstead Road overbridge (HRB).
- Hampstead Road (west side of road)
- Hampstead Road (east side of road).
- Harrington Square.
- A4201 Albany Street.
- Robert Street.
- Granby Terrace overbridge (GTB).
- A501 Euston Road (eastbound off-slip at junction with A400 Hampstead Road
- A400 Tottenham Court Road).
- Acton Street.
- Swinton Street.
- York Way.
- Freight Lane
- Harrow Road (near A40 Westway)

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

A Logistics Plan will be designed and implemented to ensure that the cumulative impact of construction related traffic is managed and reduced as far as practicable. Storage and waste segregation areas on site will minimise vehicle movements for material to go off site.

Any material that is to be retained for future reinstatement into the building will be held on site where possible.

The Principal Contractors will also investigate the use of appropriate material consolidation and holding areas, with Camden Town and Bow being nearest to the project (ref: Consolidation Directory 2016)

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

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

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

All sub-contractors will receive a copy of this CMP prior to attending site to ensure they are fully aware of all requirements. They will also comply with the relevant CLOCS/FORS requirements, and the Camden Guide for Construction Practice

**Emissions**

The following mitigation measures will be implemented when construction methods are being considered, to reduce emissions in relation to construction plant:

- Vehicle engines and equipment will be switched off when not in use and not left running unnecessarily
- Vehicles and Equipment will be maintained in accordance with the manufacturer's recommendations
- Where practicable kept operating equipment away from potentially sensitive receptors
- Mains or battery powered equipment will be used where practically possible and available
- All qualifying plant procured or hired will be registered on the NRMM register ensuring that it conforms to EU standard IIIA for GLA.
- Avoid the use of diesel- or petrol-powered generators and use mains electricity or battery powered equipment
- Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone, where applicable
- No burning of waste wood or other materials on site

**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.

**Please refer to Appendices 20A and 20B for the site entrance arrangements GA, Appendices 24A, B and C for the crossover and Façade Retention details.**

There will be a minimum of 3no Traffic Marshals, on Gray’s Inn Road increasing to 4no during the superstructure period when the longer 14m vehicles are expected.

Traffic Marshals will possess all necessary qualifications and experience for their role. Vehicles will enter and leave the site via the Gray’s Inn Road entrance, and at the rear via the Mount Pleasant entrance throughout the development period.

Note: We have revised our proposals to include the new cycle lane and new bus stop island immediately in front of the site on Gray’s Inn Road.

Access for vehicles into the Gray’s Inn Road Entrance will be assisted by demolishing 156 Gray’s Inn Road, the structure adjacent to the existing entrance, and to temporarily enlarge the existing crossover during the enabling, excavation, demolition, and basement construction periods.

Please also see attached the new swept path drawings at Appendix 19. This shows the demolition of 156 Gray’s Inn Road early and the site entrance being extended. We have applied to Camden Highways to extend the drop curb in this area which has been approved. During the construction of the superstructure, the new site entrance will be used for vehicle access and we have provided swept path drawings for this in the appendix. There is sufficient space within the opening to allow a 14m vehicle to enter and be unloaded by the tower crane TC1 in the courtyard.

*It is acknowledged that for larger vehicles, temporary adaptations to the cycle lane may be required in order to facilitate access to the site. Should this be the case, then the cost will be born by the Principal Contractor.*

#### Mount Pleasant Delivery Bay

There will be a period between CMP approval/discharge, and the operational use of the vehicle delivery bay in Mount Pleasant. Further details will be provided in the form of an addendum which covers the use of this entrance and all necessary Traffic Management plans.

The developed detail will clarify:

- Fully detailed dimensional plans
- Scope of any temporary works and adaptations
- Management procedures, timing, and programme
- All other details as required by the London Borough of Camden
- Details will be agreed in advance and all relevant licenses will be in place prior to commencement

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 on an attached drawing, use the following space to reference its location in the appendices.

**Please refer to Appendices 20A and 20B**

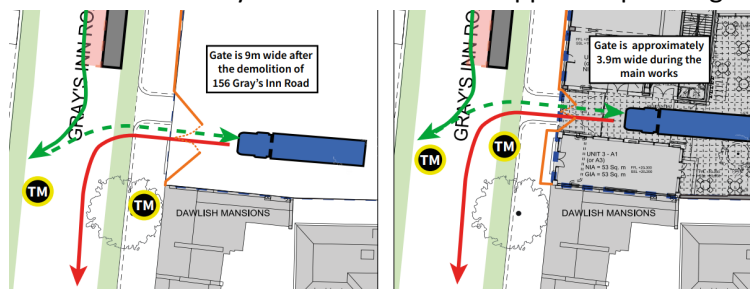
#### **Deliveries**

- All deliveries to the site will be carefully planned and controlled, with Traffic Marshals identified in the appendices and in attendance both for arrival and departure
- No vehicle will enter or emerge from the site area unless under the strict control of the traffic Marshals
- The supply chain delivery operators will be members of the FORS and Clocs Schemes, with up-to-date cycle awareness safety training
- Clear segregation of the public, construction operatives and site vehicular traffic will be maintained.
- Access and egress points to the site will be kept closed when they are not being used. They will only be opened by a designated qualified gateman, remaining in attendance at the gate whilst they are open
- Pedestrian access to the site will be located away from the materials off-loading area where possible

There will be a minimum of 3no Traffic Marshal in attendance on Gray's Inn Road, Increasing to 4no Traffic Marshals when larger 14m vehicles are expected.

#### Gray's Inn Road - Entrance.

- The existing entrance is 4.3m wide approximately.
- Following the demolition of 156 Gray's Inn Road, the entrance width is effectively increased by 5m to over 9m approximately. This will greatly assist with manoeuvring vehicles into, then out of the site entrance
- Following the construction of the new Gray's In Road Building, in place of 156 Gray's Inn Road, the entrance width is then reduced back down to 3.9m wide.
- The new layout is detailed in the approved planning drawings.



#### Damage to Infrastructure

It is agreed that in the unlikely event that damage is caused to the highway, cycle lane or other property, as a direct result of vehicle entry and exit into the Gray's Inn Road Entrance, the cost of repair will be met by the Principal Contractor.

The Principal Contractor for the superstructure period, McLaren Construction Ltd, intends to use vehicles up to 14m in length. It is acknowledged by them that the approach to the use of such vehicles is to remain under review and will be revised if needed.

Please note that it will not be possible to maintain the enlarged temporary access beyond the demolition phase.

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

Please refer to Appendices 19C, A-E

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.

#### **Wheel Washing - Demolition and Excavation Phases**

- A jet wash will be located on the existing hard standing logistics area of Brain Yard and will be used as required.
- It should be noted: that this area of hard standing is to be maintained until the new logistics slab is constructed, and forms part of the new permanent ground floor slab structure.
- As both existing and new areas are hard standing, and will be kept damp by continuous water control, it is not anticipated that the jet wash will be used extensively.
- Where the jet wash is required, run off will flow back into the site and collected into settlement tanks prior to discharge under license, if and where required.
- Erith will also ensure that the local highway of Gray's Inn Road outside of the site is swept daily utilising Erith's own road sweeper.
- Vehicles will park within the site on a hard standing erected as part of the permanent works above the new basement area.
- A road sweeper vehicle will be called off as required and as mentioned above

#### **Main Works Period**

McLaren will provide an attendant jet wash to be used at the start of their works on site as required.

**It should be noted** as above, that during the new superstructure works the clean stable hardstanding provided in the demolition works will be maintained as part of the permanent works. In this period there will be no excavation works that may lead to track out. The site entrance will be kept clean, ready for the delivery of site vehicles ahead of their arrival. Excavation works will have ceased, and Traffic Marshals will constantly monitor vehicles and prevent debris from being deposited on the road surface.

McLaren will maintain the services of a visiting road sweeper and used routinely on a daily basis if needed during particularly high-risk periods as required.

Attendant traffic marshals will ensure that vehicles leave site in a suitable condition, and do not cause track out problems, deposit debris, mud, or other deleterious material on the road.

#### **Airborne dust**

Ensuring clean roads will mitigate the risk of Trackout and resultant airborne dust, generated during dry windy conditions. Paths and roads likely to be affected by the works will be monitored and maintained daily, or hourly as required and kept clean and damp as required.



**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.

Please refer to the site logistics arrangements plan in Appendices 20A, 20B, and 26

Demolition and Excavation Phases

1. All loading activities will be within the site boundary in the Gray’s Inn Road entrance.

Main Work’s Phases

2. Gray’s Inn Road-Vehicles will be loaded and unloaded within the site boundary.
3. Façade retention and protected walkways will maintain pedestrian access.
4. A second loading bay will be positioned outside of the site at the north end of Mount Pleasant, at the junction with Laystall Street.

HGV vehicles will reverse into the loading area from Elm Street in accordance with the time restrictions that apply. Vehicles will be loaded and unloaded by tower crane, forklift, HIAB or manually. The loading bay will block Mount Pleasant highway during the working day, however existing vehicle access will be maintained to Gray’s Inn Buildings.

Pedestrian access will be fully maintained for the entire length of the site, and protected by barriers and maintaining safe access to Mullen Tower

Details are currently being developed and the Mount Pleasant proposals will be submitted for approval and agreed in due course.

Please also refer to Q25 below for further details

b. Where necessary, Traffic Marshals 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.

Please refer to Appendices 20A and 20B

#### Deliveries

- All deliveries to the site will be carefully planned and controlled, with a minimum of 3no Traffic Marshal in attendance, both for arrival and departure
- No vehicle will enter or emerge from the site area unless under the strict control of the traffic Marshals
- The delivery vehicle operators will be members of the FORS and Clocs Schemes with up-to-date cycle awareness safety training
- Clear segregation of the public, construction operatives and site vehicular traffic will be maintained.
- Access and egress points to the site will be kept closed when they are not being used. They will only be opened by a designated qualified gateman, remaining in attendance at the gate whilst they are open
- Pedestrian access to the site will be located away from the materials off-loading area where possible
- Concertina barriers will be used where materials may have to be taken across the pavement at ground level, and in-order to control pedestrians safely during this movement.



## 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.

Please refer to Appendices 20A, 20b and the Highway Network Appendix 22

### 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](#).

A TTO will be required for Mount Pleasant loading bay proposals including:

1. The upgrade of the Mount Pleasant road surface which will require closure to vehicles in August 2023 for 6 weeks
2. 3no Parking bay suspensions, and suspension of a yellow line for one vehicle length  
The loading bay and Parking bay suspensions will be in place from Week 40 March 2022, to week 124, September 2023
3. the creation of a temporary loading bay facility in Mount Pleasant. The parking bay suspension will allow HGVs to reverse into Mount Pleasant, up to but not including the Mullen Tower entrance, i.e., for the length of the vehicle only. Week 40 March 2022, to week 124, September 2023

Why are bay suspensions on Mount Pleasant necessary?

Mount pleasant loading bay suspensions are required to ensure access for the vehicles.

Details are currently being developed and the Mount Pleasant proposals will be submitted for approval and agreed in due course.

Programme

Full Road Closure for the resurfacing works would be for 6weeks from August 2023

#### **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.

There will be a requirement for a façade retention system on 160-164 Gray's Inn Road. This is as described with the Planning Application and subsequent, Planning Decision Full ref 2015/6955/P stating as required within the Section 106 Agreement dated 1<sup>st</sup> November 2017 Clause 4.13

- The façade will be retained in a heavy metal and concrete system. The design and method of installation proposal has been completed under a separate FRS Plan and has been submitted to LBC for approval.
- Post demolition, a large basement excavation will be constructed behind the retained façade, therefore the retention system must be located on the pavement in front of the site whilst demolition activities are in progress within Panther House. A basement plan has been submitted to LBC for approval.
- The Façade Retention System will allow a clear gap for access into the pedestrian Crossing onto the Bus Island.
- Pedestrian Access will be maintained safely - Please refer to Appendix 24A, Band C

#### Gray's Inn Road - Temporary Crossover Details

The new enlarged crossover at the Gray's Inn Road entrance will be extended 5m in length, and across the full width of the pavement (3.6m). It will be designed to an approved highway loading specification and installed by an approved contractor following the demolition of 156 Gray's Inn Road.

Mount Pleasant will be closed to vehicles for upgrade works to the highway and to provide vehicle material access for Panther house.

This facility will not be needed until July of 2022. The loading bay and Parking bay suspensions will be in place from Week 40 March 2022, to week 123, September 2023

The mount Pleasant loading bay area will provide vehicle and material access to Panther house rear, not available through the Gray's Inn Road entrance. Pedestrian access will be maintained throughout.

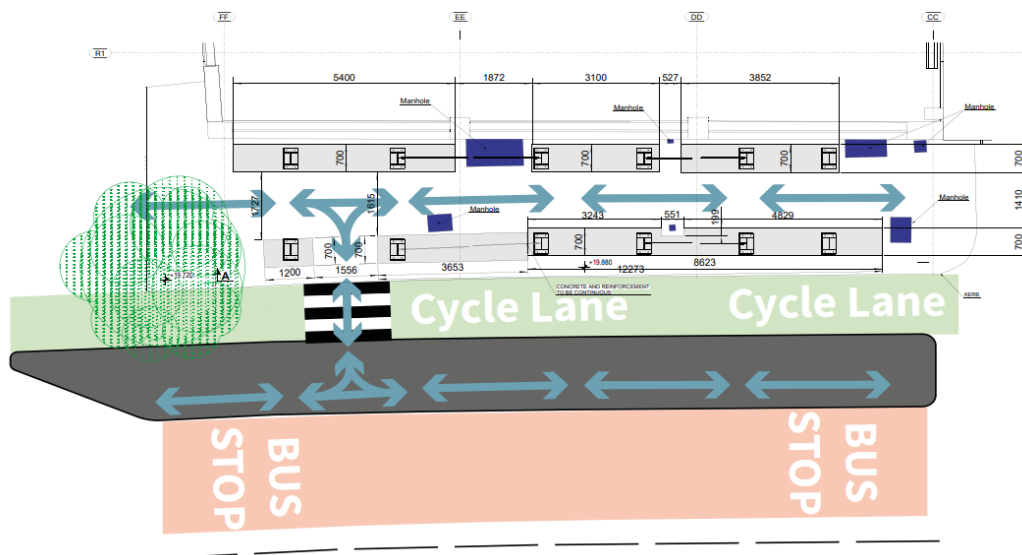
Details are currently being developed and the Mount Pleasant proposals will be submitted for approval and agreed in due course.

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.

Gray's Inn Road - Revised Façade retention details are included in Appendix 24B

The footway width is designed to be a minimum of 1.4m and with kentledge blocks 450mm minimum from kerb edge as per Camden requirements.

Please see below the setting out plan of kentledge blocks. There is a 1556mm gap left for pedestrians (Blue arrows) at the location of the crossing to the bus stop island shown in dark grey.



#### Mount Pleasant

Mount Pleasant will be closed for upgrade works to the highway and to provide vehicle material access for Panther house with the installation of a temporary loading bay. This loading bay facility will not be needed until July of 2022 and will be coordinated with the resurfacing works, and highway works for the installation of the new substation works and service routes. Temporary Street furniture adaptations may also be considered before July 2022. Full details are being developed ready for approval by Camden before commencement.

Safe pedestrian access will be maintained for Mullen Tower access and the full length of the Panther House site. The mount Pleasant loading bay will provide vehicle and material access to Panther house rear, not available through the Gray's Inn Road entrance.

Detailed designs are being developed ready for submission and approval

## 25. Motor vehicle and/or cyclist diversions

Where applicable, please supply details of any diversions, 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.

Please refer to Appendix 23 General Site Highway Management Arrangement Mount Pleasant Logistics details are under development and will be submitted for approval when available.

There will be minor traffic disruptions and diversions as a result of the proposals.

Gray's Inn Road vehicles will be loaded and unloaded within the site boundary and façade retention, and protected walkways will maintain pedestrian access.

A second loading bay outside of the site boundary will be positioned at the north end of Mount Pleasant at the junction with Laystall Street. The road will be closed during the day to allow this to operate.

The loading bay and Parking bay suspensions will be in place from Week 40 March 2022, to week 123, September 2023. It is intended that Traffic will be excluded from Mount Pleasant under the Camden Healthy School Street's initiative to avoid school arrival and departure times of 8:00 to 9:15 and from 15:00 to 16:00pm during term time. In addition, the Mount Pleasant loading bay will be operational from 9:30 until 15:00. The highway will therefore be closed to normal highway traffic from 8:00 until 16:00, and then open to normal traffic in the evenings from 4:00pm until 8:00 a.m. the next morning.

- During this closure, vehicle access to Gray's Inn Buildings will be always maintained by the use of a Traffic Lights system. This facility will not be needed until March of 2022. Full proposals are being developed and will be agreed with Camden Highways prior to installation.
- For vehicles entering Mount Pleasant from Gray's Inn Road, between the hours of 8:00a.m. until 16:00p.m., access will be provided by the site Traffic lights system.
- HGV vehicles entering Mount Pleasant will reverse into the loading area from the Elm Street end in accordance with the time restrictions that apply. Vehicles will be loaded and unloaded by tower crane, forklift, HIAB or manually. The loading bay will block Mount Pleasant during the working day only, however existing vehicle access will be maintained to Gray's Inn Buildings.
- Note: if an unauthorised vehicle enters Mount Pleasant from Gray's Inn Road during the Loading bay closure periods, they will be able to reverse back onto Gray's In Road under the supervision of a traffic Marshal or turn around within the Panther House entrance.
- Full Road Closure for the resurfacing works is planned for 6weeks from August 2023
- Note: All vehicle access requirements by refuse Lorries, collections and deliveries to properties can be arranged and catered for by our Traffic Marshals

## **26. Scaffolding, hoarding, and associated pedestrian diversions**

Pedestrian 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.

**Please Refer to Appendix 26**

**All Scaffolding and hoarding will comply with the current edition of the London Borough of Camden, "Guide for Contractors Working in Camden"**



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.

**Please refer to Appendix 26**

There will be a scaffold requirement for:

- Gray's Inn Road elevation, during and after the removal of the façade retention Pedestrian access will be maintained except during the installation works.
- Mount Pleasant scaffolding to the west side retained façade. The pavement is 750mm wide and unsuitable for pedestrian access. The east side pavement will be maintained for access and protected by barriers and protection to the Mullen Tower side of the pavement. This scaffold will project over the highway. Projections will comply with Camden's Requirements for vehicle access and agreed in advance.
- TC1 will oversail Gray's Inn Road.
- TC2 will unload vehicles from Mount Pleasant. Proposals will be submitted for approval in due course.

## 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.

Options are continuing to be discussed with utility companies to share the same excavations and traffic management proposals. Discussions have commenced and are being coordinated.

- A new Substation will be constructed on Lower Ground Floor of Panther House. The design has been progressed with UKPS and agreed in principle providing 821KVA.
- A UKPN quotation has been received for the relocation of the existing substation and provision of the new. This has recently been revised.
- UKPS have been active in assisting initial architectural design and a revised quotation is expected.
- We have agreed the position of a temporary substation within the public square between Laystall Court and Elm Street as indicated in Appendix 20B and shown as a blue square.
  
- The scope of other new services will be confirmed during the detailed design stage, and discussions with other statutory utilities will be progressed where required.
- BT and Thames water applications have been made and their responses are awaited.
- Local capacities are being investigated for any required upgrades or diversions.

## Environment

To answer these sections please refer to the relevant sections of **Camden's Minimum Requirements for Building Construction (CMRBC)**.

28. Please list all [noisy operations](#) and the construction method used, and provide details of the times that each of these are due to be carried out.

- Demolition of 156-164 Gray’s Inn Road
- Façade Retention to 156-160 Gray’s Inn Road
- Demolition of Brain Yard Tram Shed with retention of the 2no flank boundary walls
- Construction of thrust blocks to support temporary works to Brain Yard flank wall
- Underpinning to party wall and current retaining wall
- Reduced level dig
- Construction of basement back to ground level
- Scaffold all elevations of Panther House
- Removal of all windows
- Partial demolition of Panther House with the removal of stair cores and floor slab area
- Creating structural openings through existing floors will be via saw cutting, Brokk/8t excavator with hammer attachment
- This list above will be further developed during the next phase as further methods are confirmed by appointment of subcontractors

The above listed items will take place Monday - Friday between 08:00 – 10:00. 12:00-14:00, 16:00-1800.

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

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

29. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place, please indicate



the date (before any works are being carried out) that the noise survey will be taking place and agree to provide a copy.

Please Refer to:

**Appendix 38 Erith Background Survey 3-month Monitoring.**

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

**Please refer to Appendix 30 for the Noise, Vibration and Dust Management Plan**

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.

#### NOISE AND VIBRATION

The latest/best machinery and tools will be used for all demolition works to minimise noise and vibration. Noise, Dust and Vibration monitors will be installed on each elevation. These will be real time monitoring with text and email alerts sent if amber or red levels are breached. When an alert is received the works will cease and the situation/methods will be reviewed. Only upon implementation of additional controls or method change can the works continue. The Principal Contractor will control and limit noise and vibration levels, as far as is reasonably practicable, so that dwellings and other sensitive receptors are protected from excessive noise and vibration levels arising from construction activities.

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

The Principal Contractor's NDV records, reports and strategy will be provided by fully accredited organisations once appointed and before work commences.

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

**Please refer to the Appendix 36 Erith Dust Management Plan**

The Dust management plan outlines a step-by-step approach to assessing and managing the risk from dust with mitigating actions.

Dust from construction and removal works can have a negative effect on the amenity of neighbouring residents. As with noise and vibration, dust and other pollutants can have a range of effects, the severity of which can vary depending upon the on the recipient as referenced in the IAQM 'Guidance on the assessment of dust from demolition and construction'.

We have provided full consideration of both preventative and reactive dust mitigation measures.

**Dust Monitoring**

Dust management will be managed by actively monitoring in accordance with the Dust monitoring Plan, and provision of mitigating procedures that can prevent and remedy the effects of dust.

Monitoring will be carried out at constantly. Prevention/ mitigating measures will be used which will increase in frequency during works of higher risk, where they are more likely to generate dust, e.g., demolition, site traffic and excavation works. Levels of dust will be actively managed and monitored

We have provided dust Monitoring information below to assist prevention and then mitigation measures further below. We have also listed mitigation measures to reduce adverse effect should they be experienced.

### **Dust Monitoring**

Automated particulate monitoring of average 15-minute PM<sub>10</sub> dust levels will be undertaken. The monitoring would be undertaken in accordance with The London Councils' Best Practice Guidance: The control of dust and emissions from construction and demolition (November 2006) and Air Quality Monitoring in the Vicinity of Demolition and Construction Sites 2018 – IAQM.

Alert threshold response will be available by SMS text or e-mail facility. The system will be set up such that the site's Project Manager will be notified when dust levels reach the proposed project action level of PM<sub>10</sub> (15-minute average). A second alert will be set at the proposed upper limit action level of PM<sub>10</sub>. This approach provides warning to site personnel, so they can review and modify their activities and implement further practicable mitigation measures where these are identified and can be effectively implemented.

On occasions when exceedances of the upper limit action level occur, the Project Manager should register what activities have taken place during the day to be included in the report. The propagation of dust is related to wind direction and speed around the site. It has been assumed that meteorological data for the local area is readily available and a site weather monitoring station is not required on site.

Monitoring data will be downloaded from monitors, and normal operation of the monitors will be verified, on a regular basis via a remote modem link. Calibration would be checked during periodic visits to site. Weekly summary reports will be issued to relevant parties by email, as required.

All data will be remotely managed so that the involvement of non-acoustically trained staff is minimised. Raw data will be collected on a remote server and treated according to the specific requirements, therefore providing a highly flexible solution. All data will be accessible through a secure website, with individual access to the RG Group team.

The dust (PM<sub>10</sub>) monitors are MCerts compliant instruments meeting the requirements for Indicative Ambient Particulate Monitors. Each monitor is fitted with a modem to allow data-streaming to an online web portal.



### **Responding to Complaints**

In addition, it is the responsibility of the Site Manager to record, respond to and follow up all complaints regarding dust. Site Managers are responsible for ensuring that suitably qualified personnel are available to always respond to complaints.

The following actions will be carried out in the event of obvious high levels of observed dust.

- On site activities will be immediately inspected to identify and record likely sources.
- If on site sources are identified as obvious high levels of observed dust, the relevant activities will be halted until remedial measures can be implemented and/or increased in frequency (e.g., wetting down, road sweeping, sheeting up); and
- Once mitigation measures are implemented, site activities will continue whilst being observed to ensure that the mitigation has been effective. All the remedial measures applied should be registered by the Site Manager to be included in the report.

### **Measures for Mitigating Dust Nuisance**

It is important that appropriate mitigation measures are applied to minimise dust emissions from the site, in accordance with the Mayor's SPG for Control of Dust and Emissions during Construction and Demolition and good practice.

General advice for all construction and removal work will include the following:

- Dust generated by the construction process will be suppressed via a fine directional spray jet of water aimed at the source, and any material to be transported to be wetted down prior to transit.
- During the superstructure works, and prior to the façade installation, dusty floors will be damped down and maintained in a clean dust free state. Monarflex sheeting will assist in this regard by reducing wind-drying effects.
- Skips and powder containers to be covered when not in use
- Wherever possible fabrication / dismantling is undertaken off site
- Cutting equipment to be used with water suppressant and/or suitable extract system
- Vehicles transporting materials capable of generating dust to and from site will be suitably sheeted on each journey to prevent release of materials and particulate matter. The sheeting material will be maintained in good order, free from excessive rips and tears.
- Plant is well maintained (with efficient dust suppression systems) and switched off when not in use.
- The stockpiling of dust generating materials on site will be minimised
- Wet brushing techniques will be used for cleaning
- Regular checks for visual observation of dust and soiling within 50m of site
- Soft strip inside the building before removal works (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).
- Screening to be erected surrounding site boundaries where possible
- All employees are provided with an appropriate induction and on-going briefings regarding dust mitigation measures required from the works they are carrying out

Furthermore, according to IAQM guidelines, it would be necessary to inspect the area in the local vicinity of the construction works to ensure that surfaces are not soiled by dust emissions from the site, with suitable cleaning offered if necessary. To minimise this, it would be recommended that screens are erected around the site boundaries as appropriate.

### **Principal Contractors**

#### **Measures for Mitigating Dust Nuisance**

A full management team will be always maintained on site during working hours and available to react to complaints and all environmental issues

The Principal Contractors will ensure that effective dust and emission control measures are in place for every dust generating activity, and in accordance with the Camden Minimum Requirements.

#### **Scaffold Sheeting**

Both buildings will be fully encapsulated with monarflex to scaffold before demolition works start. This will allow greater control of the internal environment as windows, doors and then structural elements are progressively removed.

The main works will similarly utilise sheeted scaffold for the new build.

#### **Water Suppression**

The demolition Contractor Erith will use direct water suppression, using hose pipes and extinguishers as a backup, and this will be used for all demolition works.

Moto Fog or Dust Busters Fine mist dust suppression units will be set up around the site and located to suit operational needs. Fine mist water sprays at the workface will allow capture and control of the dust and contain it to the working areas where it will be cleaned up as part of the demolition material clearing process.

The main Contractor McLaren Construction and will utilise similar methods as required but there will be very little demolition work required and the likely dust generation risk will be much less. During frame construction, the floors will be kept clean and tidy and regularly sprayed to ensure that all dust will be damped down.

#### **Maintaining Water Pressure**

Water supply and pressure will be maintained across the site to ensure that full control is maintained during high-risk periods such as in hot dry and windy weather. Erith have installed a pressurised pump system to maintain water pressure across the site and at the demolition work face.

During the main works period, pumps and reservoir tanks will be similarly maintained by McLaren's temporary services sub-contractor.

## **Stockpiles**

### **Demolition Period**

It is not Erith's proposal to stockpile hardcore material onsite in fact due to the considerable site constraints. It won't be possible to have stockpiles. As demolition works progress at each level the demolition arisings will be loaded into the internal demolition chute formed from the existing lift shaft, fine mist water spray's will again be used during this process. The base of the demolition chute is located within the basement of Panther House itself, from here arisings will be pushed into the basement area of Brain Yard through a new internal opening and then loaded via excavator directly into 8 wheeled tipper lorries for offsite disposal.

**Note** that only a small two storey section of roof and internal walls, floors and courtyard walls are to be demolished on the Panther House structure.

### **Main Works Period**

Small areas of excavated material may be temporarily stockpiled ready by the loading area for removal within the site footprint basement area by excavator positioned on the hard standing at ground level. The basement area is very small so significant stockpiles are not possible.

The construction team will ensure that these storage locations are water spray treated prior to removal and sheeted if they are left in place for any time.

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.

### **Jet Washing and Vehicle Track Out**

#### **Demolition**

The vehicle bay at the Gray's Inn Road entrance will have an attendant Jet washer to clean wheels and used when required for the duration of the project.

The entrance is a hard standing both in the current existing condition during demolition, and as a new permanent facility during and after the construction process. Road sweepers and attendant gatemen will ensure that track-out does not occur. Erith and McLaren will both ensure that a water-spray road sweeper will be in attendance, and daily if required.

#### **Basement Excavation**

Vehicles will enter from Gray's in Road, be loaded with excavated material, and cleaned if needed before departure. They will park within the site on a hard standing erected as part of the permanent works above the new basement area. Any run-off will flow back into the site and collected into settlement tanks prior to discharge under license.

A road sweeper vehicle will be called off as required as mentioned above

#### **Main Works**

Tower Crane TC1 will be used to load and unload from within the site via the Gray's Inn Road entrance and on a clean hard standing. The jet wash will be in attendance at all times and used if required.

Tower Crane TC2 will be used to load and unload from Mount Pleasant on a clean hard standing.

Bins will be used to convey material from the floors to a waiting compactor vehicle

#### **Traffic Marshals**

Traffic Marshals will constantly monitor vehicles and prevent debris from being deposited on the road surface. As added security; a visiting road sweeper vehicle will continue to visit site regularly, and daily during particularly high-risk periods if required.

Any debris that does fall onto road or footpath will be immediately cleared by the attendant traffic marshal. We will ensure that vehicles leave site in a suitable condition, and do not deposit debris, mud, or other deleterious material on the road. Ensuring clean roads will also mitigate the risk of airborne dust, generated during dry windy conditions. Paths and roads likely to be affected by the works will be monitored and maintained daily, or hourly as required and kept clean.

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

**Please refer to:**

**Appendix 16 Dust Management Plan**  
**Appendix 30 for the Noise, Vibration and Dust Management Plan**  
**Appendix 38 Monitoring Plan and Survey**

Note: A separate report produced by Murphy Geospatial dated 24<sup>th</sup> May 2021 with detailed monitoring proposals has been forwarded to Environmental Health for approval.

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.**

**Please refer to the Dust Management Plan provide by Erith Contractors Ltd in Appendix 36, which has been revised following comments from the London Borough of Camden**

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](#).

**Confirmed**

**Please refer to Appendix 37 for the completed checklist**

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

Note: real-time dust (PM<sub>10</sub>) 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 (PM<sub>10</sub>) 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.**

**4no real-time MCERTS dust (PM<sub>10</sub>) monitors will be installed, as required, with the site being classified as 'high risk' in the Air Quality Assessment for Panther House.**

**Appendix 38**

**As described within the KP Acoustic document in Appendix 38 three months of baseline monitoring has been undertaken.**

**Erith will install the PM<sub>10</sub> MCERT monitors one week prior to commencing works and they will remain in place for the duration of the works.**

**Weekly reports will be made available for issue to all relevant parties.**

**Monitoring strategy information has been provided in:**

**Appendix 30 The Noise, Vibration and Dust Management Plan**

**Appendix 36 Dust Management Plan**

**Appendix 38 Baseline Survey”**

39. Please provide details about how rodents, including rats, will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

All pest control will be carried out in accordance with section 7.3 of the “Guide for Contractors Working in Camden”.

A contract with a reputable pest control contractor will be placed and all recommended preventative measures will be carried out.

Any instances of rodent infestation or similar will be recorded and promptly actioned. All specialist contractor inspection reports will be made available to the Environmental Health Officer on request.

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

Asbestos Management Survey – 38 Mount Pleasant, Panther House, London, WC1 8EU dated 6<sup>th</sup> March 2016

Asbestos Management Survey – Retail Shops, 160 -164 Gray’s Inn Road, London, WC1 8EU dated 2<sup>nd</sup> February 2016

Asbestos Management Survey – 156 -158 Gray’s Inn Road, London, WC1 8EU dated 2<sup>nd</sup> February 2016

Asbestos Management Survey – First Floor Office Suite, 160 Gray’s Inn Road, London, WC1 8EU dated 2<sup>nd</sup> February 2016

Asbestos Management Survey – Retail Shops, 160 -164 Gray’s Inn Road, London, WC1 8EU dated 2<sup>nd</sup> February 2016

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

41. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g., provision of a suitable smoking area, tackling bad language and unnecessary shouting.

We can confirm that the Principal Contractor will be a member of the Considerate Contractors Scheme. Documentation verifying this will be made available on site, and to Camden Council.

In accordance with the Considerate Contractors Scheme section 1.3, and table 1.1 (reproduced below) of the, “Guide for Contractors Working In Camden”, the Principle Contractor commits to working towards the standards outlined in table 1.1. The conduct of all staff working in connection with this development will be measured against the standards detailed below. The site will be designed so that welfare facilities and smoking areas are in positions least likely to cause disruption to residents and businesses.

The expectations for standards of conduct will be reiterated during regular daily briefings and toolbox talks. This will be a contractual obligation for the appointed suppliers and subcontractors.

Notices will be clearly displayed around the site, to emphasise and reinforce appropriate behaviour.

**Code of Conduct for Considerate Contractors**

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





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

**From 1<sup>st</sup> 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 1<sup>st</sup> 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

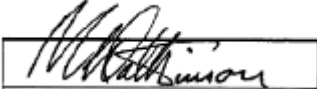
Please provide evidence demonstrating the above requirements will be met by answering the following questions:

- a) Construction period **24 May 2021 – October 2023:**  
**123 Weeks from start of demolition to Practical Completion**
- b) Is the development within the CAZ? (Y/N):  
**Yes**
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):  
**Yes**
- 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 Project Panther House When Registration is complete**
- 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 detail 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**

# 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: 22<sup>nd</sup> June 2021

Print Name: M Watkinson

Position: Technical Delivery Director

Please submit to: [planningobligations@camden.gov.uk](mailto:planningobligations@camden.gov.uk)

End of form.

V2.5