

THE APPLE TREE
45 MOUNT PLEASANT
LONDON WC1X 0AE



CONSTRUCTION MANAGEMENT PLAN
February 2021 (REV C)

Viorel Gah Ltd
11 Morpeth Avenue, Borehamwood,
Herts, WD6 4BW

Construction/ Demolition Management Plan

pro forma

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
28/09/2020	Rev A	Philip Cunningham - Pre-Construction Submission
18/01/2021	Rev B	Philip Cunningham - Pre-Construction Submission update for consultation
18/02/2021	Rev C	Philip Cunningham Updated following comments from Camden Council

Additional sheets

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

Date	Version	Produced by

Introduction

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

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and nature of development. Further policy guidance is set out in Camden Planning Guidance **(CPG) 6: Amenity** and **(CPG) 8: Planning Obligations**.

This CMP follows the best practice guidelines as described in the [Construction Logistics and Community Safety \(CLOCS\)](#) Standard and the [Guide for Contractors Working in Camden](#).

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

The approved contents of this CMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this CMP if problems arise during construction. Any future revised plan must also be approved by the Council and complied with thereafter.

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as road closures or hoarding licences.

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

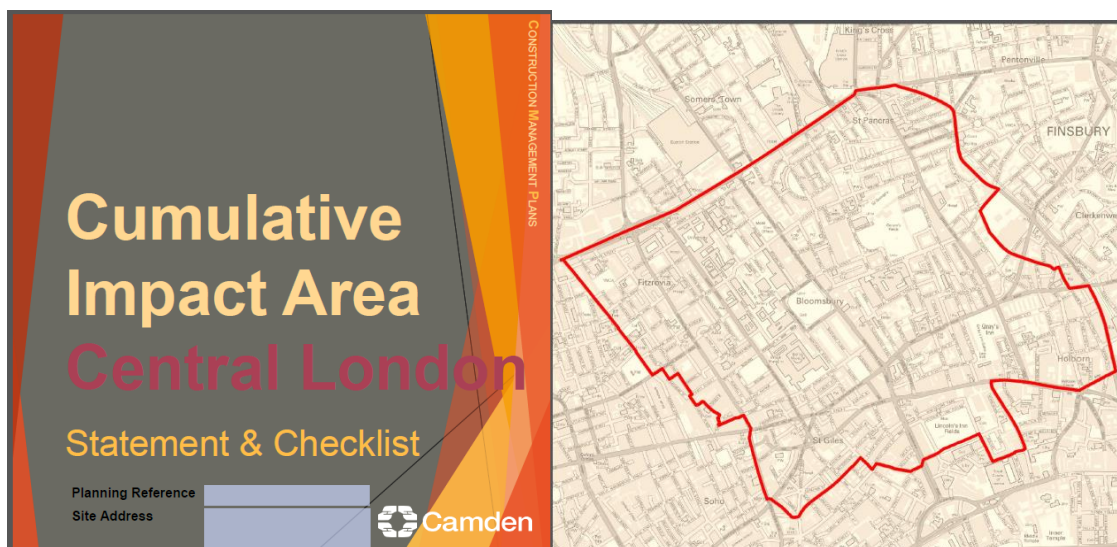
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP. Please only provide the information requested that is relevant to a particular section.

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

Revisions to this document may take place periodically.

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

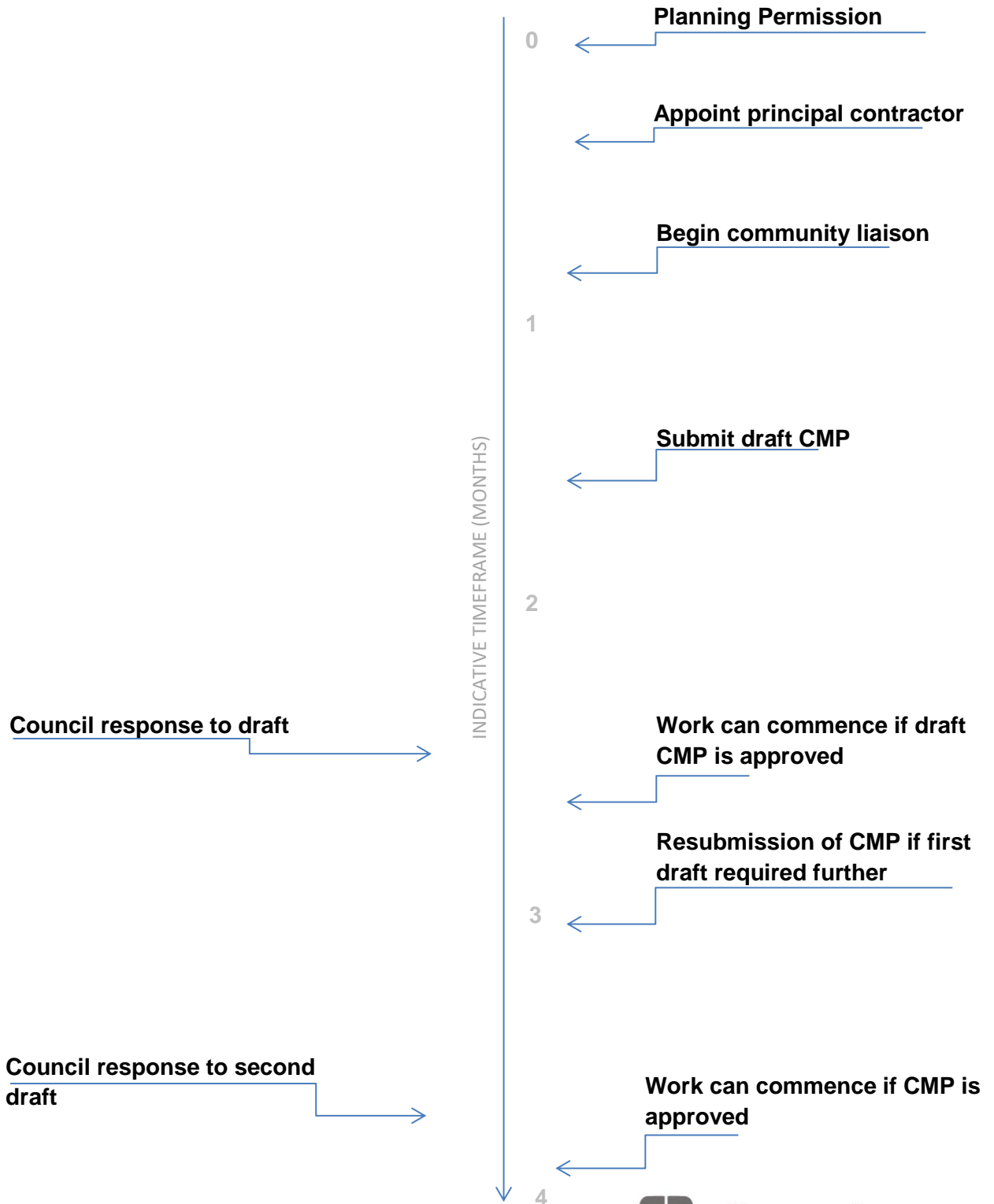
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans>



Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



INTRODUCTION AND BACKGROUND

A Planning Application (020/0760/P) has been submitted for proposed work at The Apple Tree Pub, 45 Mount Pleasant, London WC1X 0AE. The works involve:

Demolition of existing rear outbuilding and erection of courtyard garden room; erection of two storey toilet block; installation of plant enclosure; enlargement of the existing basement; and various repair and refurbishment works in connection with expansion of public house (Class A4).

It is good practise for a Construction Management Plan (CMP) to be prepared for these types of projects and the S106 Agreement requires a CMP (in accordance with the Council's proforma) to be approved for this scheme. The S106 defines a CMP as:

a plan setting out the measures that the Owner will adopt in undertaking the demolition of the Existing Buildings and the construction of the Development using good site practices in accordance with the Council's Considerate Contractor Manual and in the form of the Council's Pro Forma Construction Management Plan as set out in the First Schedule hereto to ensure the Construction Phase of the Development can be carried out safely and with minimal possible impact on and disturbance to the surrounding environment and highway network including (but not limited to):-

- (a) a statement to be submitted to Council giving details of the environmental protection highways safety and community liaison measures proposed to be adopted by the Owner in order to mitigate and offset potential or likely effects and impacts arising from the demolition of the Existing Buildings or structures on the Property and the building out of the Development;*
- (b) proposals to ensure the protection and preservation of the listed building during the Construction Phase;*
- (c) proposals to ensure there are no adverse effects on the Conservation Area features*
- (d) amelioration and monitoring effects on the health and amenity of local residences site construction workers local businesses and adjoining developments undergoing construction;*
- (e) amelioration and monitoring measures over construction traffic including procedures for notifying the owners and or occupiers of the residences and businesses in the locality in advance of major operations delivery schedules and amendments to normal traffic arrangements (if any);*
- (f) the inclusion of a waste management strategy for handling and disposing of construction waste; and*

- (g) *identifying means of ensuring the provision of information to the Council and provision of a mechanism for monitoring and reviewing as required from time to time*

As set out in the Design and Access Statement, No. 45 Mount Pleasant is situated mid-way between Farringdon Road and Gray's Inn Road, to the south-east of the Mount Pleasant Postal Sorting Office. It lies within the Hatton Garden Conservation Area, which was adopted by London Borough of Camden in September 2017. The area is characterised by a mix of uses from commercial to residential, which together with the diversity of retail and restaurant activities that also make up the streetscape, contribute to the special nature and success of the area.

It is noted that a Ground Investigation and Basement Impact Assessment Report has been prepared by Geotechnical & Environmental Associates Limited

This CMP has been prepared in line with good practise using feedback from the Council on other recent projects

Viorel Gah Ltd have been engaged to carry out the construction works. Viorel Gah Ltd are a well-established local contractor with substantial experience in delivering this type of project.

'A Construction Management Plan outlines how construction work will be carried out and how this work will be serviced (e.g. delivery of materials, set down and collection of skips), with the objective of minimising traffic disruption and avoiding dangerous situations and minimising the impact on local amenity. A Construction Management Plan should cover both demolition and construction phases of development. Details of the Construction Management Plan will relate to the scale and kind and location of the development and they should assess the impact on transport and on local amenity including road user amenity. Should any one of these criteria be considered not to be relevant, then specific justification, as to why that particular criterion is not relevant, will need to be provided.'

The approved contents of this CMP must be complied with unless otherwise agreed with the Council. The project manager shall work with the Council to review this CMP if problems arise in relation to the construction of the development. Any future revised plan must also be approved by the Council and complied with thereafter.

It can be seen that the proposed works are relatively modest in size. A large proportion of the works will be carried out internally which will greatly reduce environmental risk and impact. The basement works are limited and mainly involve increasing the headroom of the existing cellar plus a small additional area of basement. The work will not require any demolition, with the exception of the rear outbuilding. This will be carried out using small hand and power tools. As such this is a Construction Management Plan and not a Demolition and Construction Management Plan.

This Construction Management Plan sets out details of the environmental protection, highway safety and community liaison measures that will be implemented in order to mitigate the impacts from the project. It will be seen that the Construction Management Plan puts into place measures that will ensure there are no adverse effects on the Conservation Area features. We will be registering the project with the Considerate Contractors Scheme. As part of this we will be consulting and notifying our neighbours throughout the project (particularly in respect to major deliveries) and we will be operating an open door policy so that any issues that may arise can be dealt with as quickly as possible. In order to minimise the likelihood of any issues arising we have put in place robust measures to control noise, pollution and dust which may adversely impact on the health or amenity of our local neighbours. The Construction Management Plan also includes a waste management strategy for handling and disposing of construction waste. We will update the Council every three months (or more frequently if requested) on our progress and any issues/complaints throughout the construction period.

We acknowledge that this CMP will be a live document throughout the construction. We are committed to having **No Complaints** during the built. If any complaints were to be received, these would be reviewed by Viorel Gah Ltd and also by an independent person. Any required remedial measures will be put in place to ensure further complaints are not received. The CMP will then be amended accordingly.

Contact

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

Address:

The Apple Tree 45 Mount Pleasant London WC1X 0AE

Planning reference number to which the CMP applies:

2020/0760/P

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

Name: Philip Cunningham
Address: The Cunningham Consultancy Limited
147 Billy Lows Lane
Potters Bar
Herts
EN6 1UY

07903202557
Email: billylow@ntlworld.com

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

Name: Matt Duckett
Viorel Gah Ltd
11 Morpeth Avenue, Borehamwood, Herts, WD6 4BW
07947858029
E-mail: mattd2015@icloud.com

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3. In the case of Community Investment Programme (CIP), please provide contact details of the Camden officer responsible.

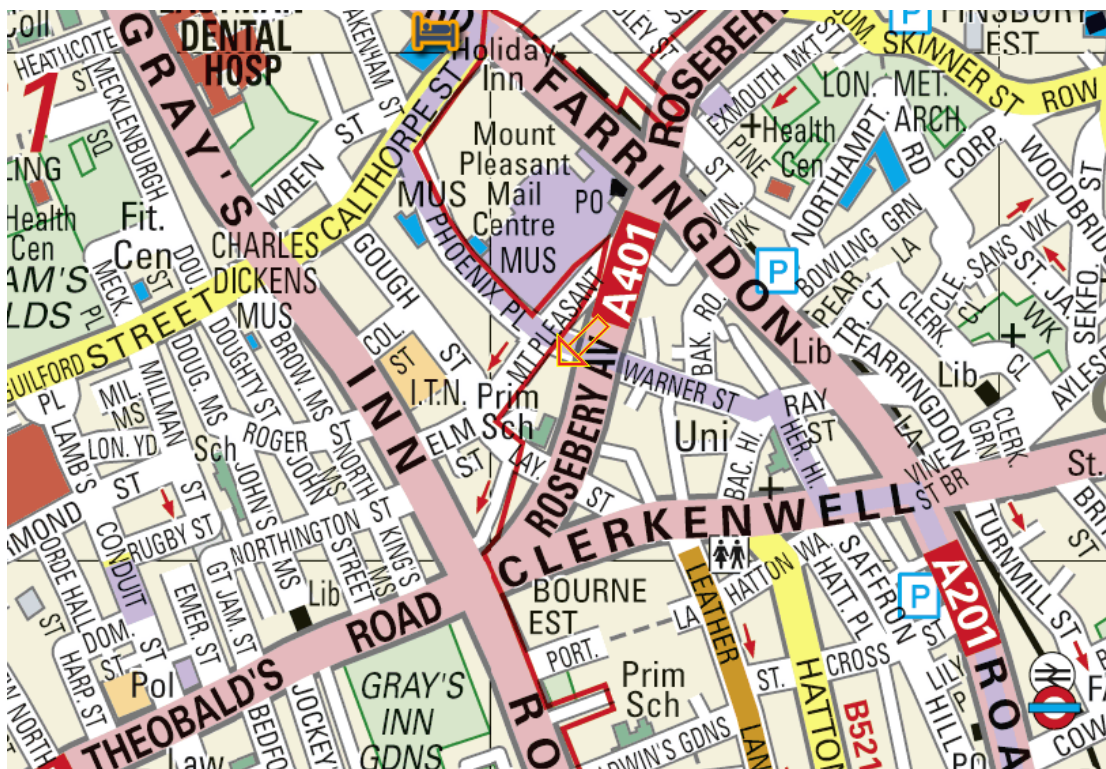
Name: Matt Duckett
Viorel Gah Ltd
11 Morpeth Avenue, Borehamwood, Herts, WD6 4BW
07947858029
E-mail: mattd2015@icloud.com

5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: Matt Duckett
Viorel Gah Ltd
11 Morpeth Avenue, Borehamwood, Herts, WD6 4BW
07947858029
E-mail: mattd2015@icloud.com

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.



As set out in the Design and Access Statement, No. 45 Mount Pleasant is situated mid-way between Farringdon Road and Gray's Inn Road, to the south-east of the Mount Pleasant Postal Sorting Office. It lies within the Hatton Garden Conservation Area, which was adopted by London Borough of Camden in September 2017. The area is characterised by a mix of uses from commercial to residential, which together with the diversity of retail and restaurant activities that also make up the streetscape, contribute to the special nature and success of the area.

The works involve the erection of courtyard garden room and a two storey toilet block, installation of a plant enclosure and the enlargement of the existing basement. Various repair and refurbishment works will also be undertaken.

Mount Pleasant and Warner Street lie within a controlled parking zone which effectively prevents on-street parking in the area. The roads are subject to a 20mph speed limit and there are speed humps along Warner Street. Single and double yellow lines cover the property's frontage. It is noted that the CS6 cycle route runs along Warner Street.

Viorel Gah Ltd have been engaged to carry out the construction works. The proposed works consist of an enlarged basement and rear single storey extension.

Access to the site will be from Farringdon Road (A201) via Ray Street and Warner Street. It is noted that the Ray Street is one-way except for cycles. The junction of Farringdon Road and Ray Street is signal controlled. Farringdon Road is a Red Route. It is noted that the access route is constrained by the 14'3" height restriction under the Roseberry Avenue Bridge. Egress will be via Phoenix Place and Calthorpe Street and back to Farringdon Road (A201). The junction of Farringdon Road and Calthorpe Street is also signal controlled.

The agreed contents of the Construction Management Plan will be complied with unless otherwise agreed with 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 and complied with thereafter.



View from the property toward Phoenix Place



View from the property towards Mount Pleasant (north-eastwards)



View from the property towards Mount Pleasant (south-westwards)



View from the property towards Warner Street showing the 14'3" restriction

7. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings etc).

As stated above, The works involve the erection of courtyard garden room and a two storey toilet block, installation of a plant enclosure and the enlargement of the existing basement. Various repair and refurbishment works will also be undertaken to the public house. As such the work is of a fairly modest and routine nature.

The access and egress routes are fairly straight forward though particular care needs to be taken of cyclists as the route forms part of CS6. The controlled parking zone which effectively prevents on-street parking in the area will actually assist access and egress and will benefit loading and unloading. The 20mph speed limit and the speed humps along Warner Street should help improve safety.

It is noted that the access route is constrained by the 14'3" height restriction under the Roseberry Avenue Bridge

8. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

The overall programme of works is 12 months. This can be split into three main phases (some overlap between phases):

Work Phase	Proposed Start	Proposed End	Duration
Site set up, internal strip and preparation	Feb 21	March 21	1 month
Excavation and structural work	April 21	Sept 21	6 months
1 st /2 nd fix and fit out	July 21	Jan 22	7 months

The 24 hour contact will be

Name: Matt Duckett

Tel: 07947858029

E-mail: mattd2015@icloud.com

Detail of the 24 hour emergency contact details will be displayed at the site.

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

The standard working hours for the site will be as follows:

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays

No working on Sundays or Public Holidays

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft.

This consultation must relate to construction impacts, and should take place following the granting of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. **The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off.** This communication should then be ongoing during the works, with neighbours and

any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

The Council can advise on this if necessary.

10. Sensitive/affected receptors

Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).

The area is mixed use in nature with adjacent offices and business premises together with significant residential use nearby. All these receptors could potentially be affected

11. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

Please provide details of consultation of draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Details of the consultation are provided below.

All nearby and adjacent properties were posted a consultation letter. A copy of the letter is shown below. Letters were hand delivered. It is noted that most properties are currently not occupied due to COVID restrictions. No responses have been received to date.

The ward councillors of Holborn and Covent Garden were also consulted by e-mail on 20th January 2021.

sue.vincent@camden.gov.uk

awale.olad@camden.gov.uk

julian.fulbrook@camden.gov.uk

Again, no responses have been received to date

Details of consultation

Extensive consultation with neighbours has taken place and has been reinforced with consultation in respect to the required Party Wall agreements. The contact details have been obtained during this process to ensure a good dialog can be maintained during the construction work.

No significant issues have arisen from these consultations.

Furthermore, as a “neighbourly” gesture, the contractor has agreed not to undertake “noisy” works on a Saturday.

The Contractor will keep residents and others informed about unavoidable disturbance such as from unavoidable noise, dust, or disruption of traffic. Clear information shall be given well in advance and in writing.

The Principal Contractor will be :

Name: Matt Duckett
Viorel Gah Ltd
11 Morpeth Avenue, Borehamwood, Herts, WD6 4BW
07947858029
E-mail:matt2015@icloud.com

We will be operating an ‘open door’ policy and will welcome our neighbours if they have any concerns etc. The Site Manager will hopefully be able to quickly answer any queries or concerns. The client is also keen to have a good and close relationship with the neighbours

and is again happy to talk to them where this may be of value. However, it is important that an independent and impartial person is responsible for dealing with community liaison and therefore this role will be carried out by an independent consultant, Philip Cunningham (01707850923).

We are committed to having **No Complaints** during the built. If any complaints were to be received, these would be reviewed by Viorel Gah Ltd and also by an independent person. Any required remedial measures will be put in place to ensure further complaints are not received. The CMP will then be amended accordingly.

We will be registering the project with the Considerate Contractors Scheme. As part of this we will be consulting and notifying our neighbours throughout the project (particularly in respect to major deliveries) and we will be operating an open door policy so that any issues that may arise can be dealt with as quickly as possible. In order to minimise the likelihood of any issues arising we have put in place robust measures to control noise, pollution and dust which may adversely impact on the health or amenity of our local neighbours.

The CMP is an important document and therefore we are consulting neighbours and have brought this document to their attention. The CMP will be amended where necessary in light of any feedback. A copy of the letter has been attached below

bdc**cm**

CONSTRUCTION MANAGEMENT

PROJECT MANAGEMENT

COST CONSULTANCY

www.bdc.com.co.uk

18th January 2020

Delivered By Hand

Dear Neighbour

COMMENCEMENT OF WORKS THE APPLE TREE PUB, 45 MOUNT PLEASANT, LONDON WC1X 0AE.

The purpose of this letter is to inform you of the upcoming works at The Apple Tree Pub, 45 Mount Pleasant, London WC1X 0AE. The works involve the erection of courtyard garden room and a two storey toilet block, installation of a plant enclosure and the enlargement of the existing basement. Various repair and refurbishment works will also be undertaken. A large proportion of the works will be carried out internally.

The standard working hours for the site will be as follows:

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays

No working on Sundays or Public Holidays

The Principal Contractor will be:

Vioel Gah Ltd
11 Morpeth Avenue, Borehamwood, Herts, WD6 4BW
07947853029
E-mail: matt2015@icloud.com

A Construction Management Plan has been prepared to help minimise construction impacts, and relates to both on site activities and the transport arrangements for vehicles servicing the site.

To obtain a copy of the Construction Management Plan please e-mail Andrew Selby at aselby@bdc.com.co.uk (Project Manager)

If you let me have your contact details, we will be able to keep you better informed etc. throughout the project.



On behalf of The Property Owner

By Design Construction Management Ltd | 55 Heath Street London NW3 6UG | 020 7435 5559 | www.bdc.com.co.uk
Registered in England & Wales No: 9099975. Registered Address: By Design Construction Management Ltd Unit A, 5 Colville Road, London, W3 8BL

 Camden

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.

The only significant site currently under construction that is close to the development is the large housing development opposite. This work is nearing completion and should have very limited impact on the proposed project. However contact will be made with the site manager.



As such no specific Construction Working Group will be set up. However, in order to address any concerns of surrounding neighbours, close contact will continue to be made. Viorel Gah Ltd acknowledge that a key element of good community/ neighbourhood relations is the contact between the site team/sub-contractors/ suppliers and the local residents. As such the site manager will ensure that this ethos is reinforced at all site briefings and inductions. The site will also operate an 'open door' policy to allow any local resident to visit the site office to raise any concerns with site manager. Information boards with the contact details of key staff and head office will be on display on the hoardings.

At all sites a Contact Board shall be displayed prominently; this is to ensure that problems can be rectified quickly, and that residents and others can channel their questions and complaints to a member of staff who has the authority to take action.

The Contact Board will include the following:

- a) The title 'Contact Board'

- b) Name of the main contractor, address and person to whom correspondence should be addressed.
- c) Name of the site manager.
- d) Month and year of completion of works.

Names and telephone numbers of staff who can take immediate action, so that contact can be made at any time.

As mentioned above, the Contractor will keep residents and others informed about unavoidable disturbance such as from unavoidable noise, dust, or disruption of traffic. Clear information shall be given well in advance and in writing.

Any complaints will be recorded.

The London Borough of Camden have brought to our attention that works have recently commence on the Phase 2 Mount Pleasant site, the main HGV access for which will be on Phoenix Place. They also note that the redevelopment of Panther House on Gray's Inn Rd is also due to commence imminently, and it is not clear at this stage to what extent deliveries will be taken at the rear of the site, accessed via Mount Pleasant. Works are also due to commence shortly on the site at 18 Vine Hill, whose vehicle departure route passes The Apple Tree site.

Viorel Gah Ltd can confirm that we will participate in a construction working group for the area should this become necessary.

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.

An application has been made to register this project with Considerate Contractors Scheme. The Invoice below has been paid and we are awaiting a receipt from the scheme and the CCS registration number

Our Ref Order ID: SRO19617
VAT No. : 807 1629 35
Your Ref / PO number :
Your VAT REG. No.:

Tax point date: 17 February 2021

BDCM
108 Heath Street
Hampstead
London
NW3 1DR



Administration Office
Considerate Constructors Scheme
PO Box 75 Ware, SG12 0XK
Tel: 0202 48585
enquiries@constructors.org.uk
www.constructors.org.uk

Proforma Invoice - SRO19617

QTY.	Product	Price	Totals
The Apple Tree Pub			
1	Site Registration fee including signage	£520.00	£520.00
		NETT	£520.00
		VAT	£104.00
		TOTAL	£624.00

Your order will not be processed until payment has been received

BACS payments to:
HSBC BANK plc
Sort code: 40-23-10
A/c no: 51596267
A/c name: Considerate Constructors Scheme
BACS Reference: SRO19617

Cheques should be made payable to:
'Considerate Constructors Scheme'
Please write 'SRO19617' on the back of your cheque to help us
to identify your payment

To make a credit/debit card payment, please call the CCS office on 0800 783 1423
quoting reference 'Online Order SRO19617'

Registered Office:
Considerate Constructors Scheme Limited
25 Stone Street, London, WC1E 7BT
Company Registration Number: 3465121 England



Royal Charter Award for
Excellence in Construction
Awarded by the Worshipful
Company of Constructors



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 only significant site currently under construction that is close to the development is the large housing development opposite. This work is nearing completion and should have very limited impact on the proposed project. However contact will be made with the site manager.



It is not anticipated that the cumulative impacts from further sites in the area will create significant problems.

Contact will be made with any other sites and any other consented schemes in the immediate vicinity to ensure co-ordination where required so that any disruption is minimised.

Transport

This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the CLOCS Standard.

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors

and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by CCS monitors as part of your enhanced CCS site registration, and possibly council officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section.

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

CLOCS Contractual Considerations

15. Name of Principal contractor:

Name: Matt Duckett
Viorel Gah Ltd
11 Morpeth Avenue, Borehamwood, Herts, WD6 4BW
07947858029
E-mail: matt2015@icloud.com

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

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, and that all drivers servicing the site will have undertaken approved additional training (eg. SUD, elearning, Van Smart, on-cycle training etc). CLOCS Compliance will be included as a contractual requirement.

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.

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. Results from these checks will be logged and retained, and enforced upon accordingly. Where the contractors own vehicles and drivers are used the above approach will be modified accordingly.

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

17. Please confirm that you as the client/developer and your principal contractor have read and understood the CLOCS Standard and included it in your contracts.

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

Confirmed

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

Site Traffic

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

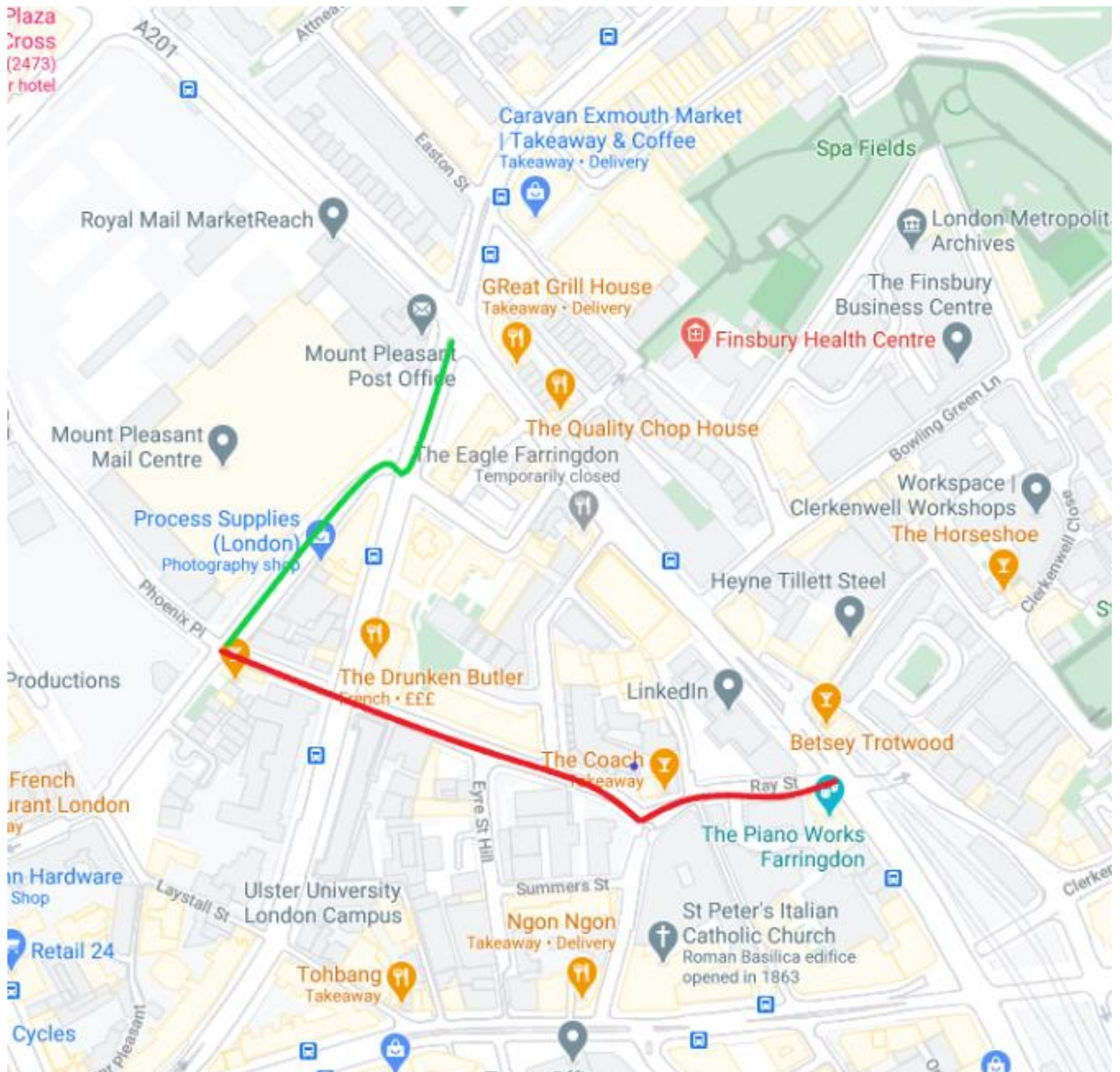
18. Traffic routing: *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur.”* (P19, 3.4.5)

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, stations, public buildings, museums etc.

Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

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

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



Access to the site will be from Farringdon Road (A201) via Ray Street and Warner Street. It is noted that the Ray Street is one-way except for cycles. The junction of Farringdon Road and Ray Street is signal controlled. Farringdon Road is a Red Route. It is noted that the access route is constrained by the 14'3" height restriction under the Roseberry Avenue Bridge. Egress will be via Phoenix Place and Calthorpe Street and back to Farringdon Road (A201). The junction of Farringdon Road and Calthorpe Street is also signal controlled.

Corrected map attached.

It is acknowledged that this route will need to be kept under review and revised if necessary.

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.

Details of the access routes will be provided to all suppliers when placing orders and when arranging for visitors to the site.

As strict delivery procedure will be followed for all parking and loading arrangements. A designated site operative will ensure that traffic flow is maintained at all times and that any inconvenience to other road users (drivers, cyclists and pedestrians) is kept to a minimum.

All subcontractors and suppliers will be required to give 48 hours' notice of deliveries. Deliveries will be allocated time slots to ensure good control and coordination and to minimise the chance of any disruption to other road users.

Deliveries will be made from the kerbside in front of the site.

The designated site operative will be responsible for the movement of materials from delivery vehicles to the site. Where necessary site operatives will control deliveries along the footway to ensure safety is maintained at all times.

All materials will be stored within the site boundary.

No parking will be permitted within the site as no spaces will be available. All subcontractors will be informed that all roads in the area are restricted by parking controls and they will be encouraged to use public transport.

19. Control of site traffic, particularly at peak hours: *"Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries"* (P20, 3.4.6)

Construction vehicle movements should be restricted to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays. If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to the hours of 9.30am and 3pm on weekdays during term time.

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

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors.

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

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

The proposed working hours during which vehicles will arrive and depart will be 08.00am to 18.00pm Monday to Friday and between 08.00 and 13.00 hours on Saturdays. Only in exceptional circumstances will vehicles arrive or depart outside these hours.

It is likely a number of varying types of vehicles will be require to undertake deliveries to and from site. These will include:

Skip Lorries (approx. size 7.5m long and 2.4m wide)

Ready Mix Concrete Lorries (approx. size 8.25m long and 2.45m wide)

Flatbed delivery lorries, for items such as steelwork/timber/windows/doors etc (approx. size 8.5m long and 2.4m wide)

It is not anticipated that this scheme will require any more than 4-6 deliveries a day on average. It is envisaged that this level of delivery will be fairly constant throughout all three construction phases.

Nearly all deliveries and the skip exchanges are expected to last less than 15 minutes.

No vehicles will enter the site and there will be not be a tight manoeuvres required for the site access or servicing. As such no Autotrack swept path analysis has been undertaken.

Where possible, peak time deliveries and deliveries during school drop off/pick up times will be minimised.

b. Cumulative affects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the

route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

As stated above, the only significant site currently under construction that is close to the development is the large housing development opposite. This work is nearing completion and should have very limited impact on the proposed project. However contact will be made with the site manager.

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

There are no tight manoeuvres tight manoeuvres on vehicle routes to and from the site or in terms of the access and egress arrangements at the site and as such no swept path drawings have been prepared.

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

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

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

Due to the limited number of deliveries and the booking system, no off-site holding area will be required.

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

Due to the limited number of deliveries and the booking system, no construction material consolidation centre will be required and/or delivery by water/rail is not felt to be appropriate.

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 subcontractors and suppliers will be to turn off their engines during deliveries. The designated site operative will be responsible for ensuring this rule is fully complied with.

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.

No vehicles will enter the site – N/A

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

No vehicles will enter the site – N/A

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.

No vehicles will enter the site – N/A

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.

No vehicles will enter the site – N/A

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.

It is not anticipated that any parking bays will need to be suspended. The yellow lines in front of the property will provide space for loading/unloading with vehicles stopping in front of the parking bays which is located on the opposite side of the road. The plan below shows the location of the existing parking bay on the opposite site of the road in brown; this parking bay is around 1.8 metres wide. The location of the pedestrian is shown in solid blue (please note the kerb on the north side of Warner Street has been extended from that shown in the drawing). The green box (2.5m x 9m) shows where loading/unloading will take place. There is a gap of around 5 metres between the loading area and the parking area. The road is 6.5 metres wide and therefore there should be sufficient space for vehicles to pass.

All traffic management will be carried out in accordance with the Red Book - Safety at Street Works and Road Works : A Code of Practice.

This loading and unloading arrangement will be monitored and if problems arise, remedial action (potentially suspending part of the parking bay on the opposite side of the road) will be taken.



b. Where necessary, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded. Please provide detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 b.

No vehicles will enter the site – N/A

Street Works

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

Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.

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

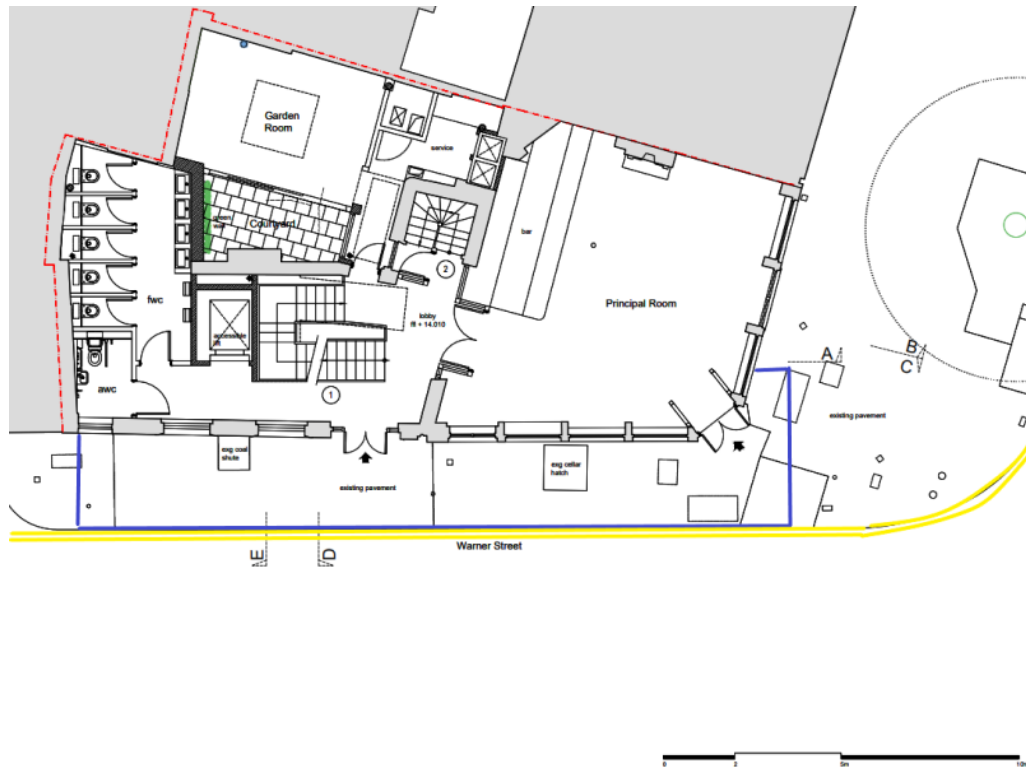
If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

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

22. Site set-up

Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.

The footway on Warner Street outside the property is 2.4 metres wide and the carriageway width is 6.5 metres wide. The footway on the opposite of the road is 3.5 metres wide. There is a very wide footway outside the property on Mount Pleasant though it is noted that this footway also includes large mature trees and cycle parking facilities. Warner Street forms part of the CS6 cycle route.



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](#).

It is not anticipated that any parking bays will need to be suspended. The yellow lines in front of the property will provide space for loading/unloading with vehicles stopping in front of the parking bays which is located on the opposite side of the road as shown in the photo below.



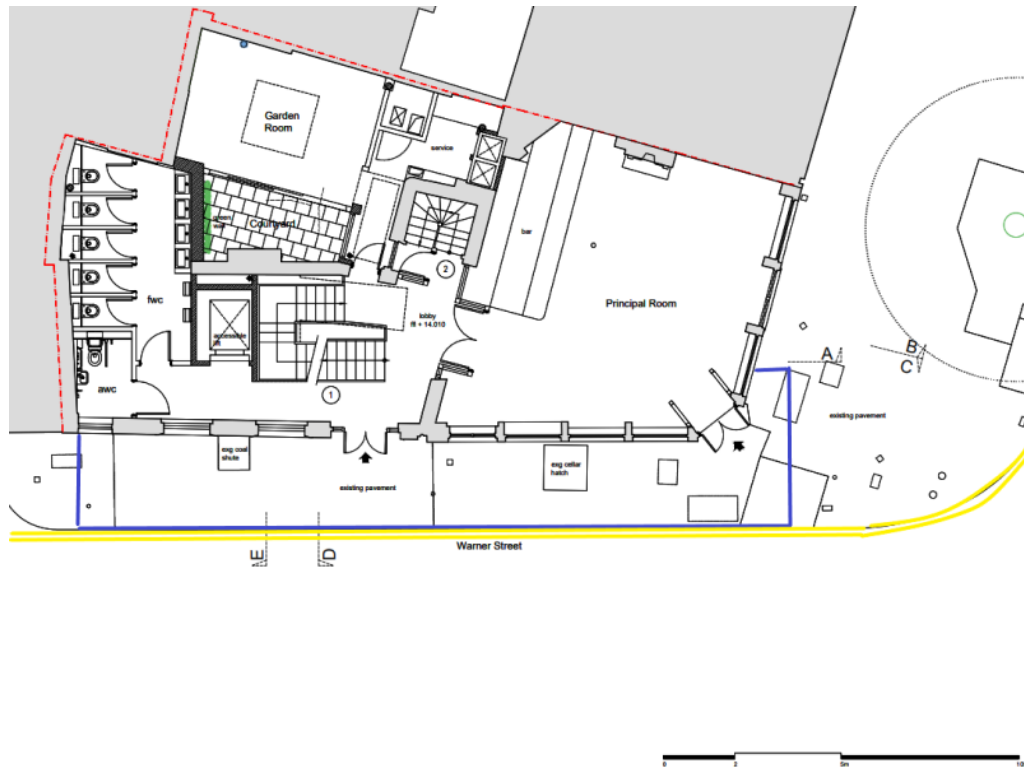
It is accepted that there will be need to keep potential bay suspensions under review.

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.

For buildability and for safety reasons, it is proposed that the section of footway on Warner Street outside the property is hoarded off as shown in blue below. This will be required in order to carry out the excavation of the basement. Spoil will be brought to street level via the existing coal hatch or cellar doors. Spoil will be stored in skips and moved through skip transfer or place on the (protected) pavement and removed by grab lorry.



2.4 metre high wooden hoardings will be provided around the site during the main works. The hoardings will be painted in the livery of Viorel Gah Ltd and will be maintained in good order throughout the construction period. Gates will be provided in the hoarding for deliveries. There will be no public viewing built into the hoardings as these are not felt appropriate for this project. There will be no decorative displays as these are not felt to be appropriate.

There will be no scaffolding, gantry/cranes overhanging the public highway.

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.

N/A

25. Motor vehicle and/or cyclist diversions

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

No diversion will be required

Cyclists will not materially be affected by the works.

26. Scaffolding, hoarding, and associated pedestrian diversions

Pedestrians safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramps must be used if cables, hoses, etc. are run across the footway.

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions, and hoarding should not restrict access to adjoining properties, including fire escape routes. Lighting and signage should be used on temporary structures/skips/hoardings etc.

A secure hoarding will generally be required at the site boundary with a lockable access.

a. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

2.4 metre high wooden hoardings will be provided around the site during the main works. The hoardings will be painted in the livery of Viorel Gah Ltd and will be maintained in good order throughout the construction period. Gates will be provided in the hoarding for deliveries. There will be no public viewing built into the hoardings as these are not felt appropriate for this project. There will be no decorative displays as these are not felt to be appropriate.

As the section of footway will be closed pedestrians will be diverted to the other side of Warner Street. Appropriate Chapter 8/Red book signing will be used together with temporary ramps. It is noted that the pedestrian footfall along Warner Street is low.

There will be no scaffolding, gantry/cranes overhanging the public highway.

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

N/A

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.

Property already connected to mains

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.

Apart from a micro-excavator such as the JCB 8010, it is anticipated that only handheld tools will be used. Most works will also be carried out internally which will greatly reduce environmental risk and impact. There will be hoarding around the site, with a gate and then the main door of the property. Thus two noise and dust barriers from the work within the property. These doors shall be kept closed whenever any noisy and potentially dusty activity is being undertaken.

The quietest and newest vehicles/plant machinery shall be used at all times. All vehicles and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers, shall be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions.

The Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce noise (including vibration) to a minimum, with reference to the general principles contained in British Standard BS5228: 2009 'Noise and Vibration Control on Construction and Open Sites'.

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.

Noise monitoring:

Even though the scope of construction work is limited, it is fully acknowledge that Noise, Dust and Vibration can cause real nuisance to neighbours and lead to complaints. Viorel Gah Ltd are experienced in working in sensitive locations and have do so for many years without problems arising. A key factor in this success is that we work with a number of partners to ensure we continue to use best practise. For this project our Noise, Dust and Vibration consultant would be:

KP Acoustics Ltd.
Britannia House
11 Glenthorne Road
London
W6 0LH
Phone: +44-(0)208-2228778

KP Acoustics Limited are experienced acoustic consultants that provide clear advice in **acoustics, noise and vibration**

We are committed to having **No Complaints** during the built. If any complaints were to be received, these would be reviewed by Viorel Gah Ltd and also by an independent person. Any required remedial measures will be put in place to ensure further complaints are not received. The CMP will then be amended accordingly.

We will be registering the project with the Considerate Contractors Scheme. As part of this we will be consulting and notifying our neighbours throughout the project (particularly in respect to major deliveries) and we will be operating an open door policy so that any issues that may arise can be dealt with as quickly as possible. In order to minimise the likelihood of any issues arising we have put in place robust measures to control noise, pollution and dust which may adversely impact on the health or amenity of our local neighbours.

If any concerns are raised we will call in KP Acoustics to assess the situation and to advise the most appropriate way in which any problems can be addressed.

The team are all used to working with neighbours and accommodating any special requirements.

Due to the nature of the area, existing noise levels are expected to be low.

Noise levels from construction during the working day will be monitored against indicative 75dB action level and in line with the recommended levels in BS 5228-1: 2009 Annex E for a residential area. As mentioned above, part from a micro-excavator such as the JCB 8010, it is anticipated that only handheld tools will be used. Most works will also be carried out internally which will greatly reduce environmental risk and impact. There will be hoarding around the site, with a gate and then the main door of the property. Thus two noise and dust barriers from the work within the property. These doors shall be kept closed whenever any noisy and potentially dusty activity is being undertaken.

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

It is not anticipated that noise levels will exceed indicative 75dB action level and in line with the recommended levels in BS 5228-1: 2009 Annex E for a residential area. Monitoring will be undertaken to ensure compliance with this recommendation.

Where the measured noise levels are more than 3 dB (A) above the maximum indicative 75dB action level or in the event of a complaint of noise an investigation shall be carried out to ascertain the cause of the exceedance or the complaint and to check that Best Practicable Means are being used to control the noise. Noise levels shall be reduced further if it is reasonably practicable to do so.

Vibration is not predicted to be an issue in light of the nature of the proposed works.

However, it is accepted that concerns may arise and therefore if this is the case we would again call in KP Acoustics to assess the situation and to advise the most appropriate way in which any problems can be addressed.

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 Mitigation:

Viorel Gah Ltd have built up a substantial amount of experience in terms of minimising noise and vibration by taking advice from specialist companies such as KP Acoustics, and by implementing mitigation measures. The key mitigation measure currently employed are set out below.

All hand operated tools and equipment shall be effectively silenced and will bear the manufacturers guaranteed maximum sound level generated. The recommendations made in BS 5228-1: 2009 "Code of Practice for Noise and Vibration control on Construction and Open Sites" will be specified for adoption by the contractor, and its sub-contractors. Vibration levels shall be compared with the criteria in BS 5228: 2009 part 2 (i.e. 1mms^{-1} PPV for potential disturbance in residential), though Vibration is not predicted to be an issue in light of the nature of the proposed works.

- Any noise emitting equipment on site that is required to run continuously will be housed in a suitable acoustic enclosure.
- Machines in intermittent use will be shut down in the intervening periods between works or throttled down to a minimum.
- The use of and noise from, percussive tools will be limited as far as reasonably possible.
- The hoarding erected around site will also help to reduce noise transmission.
- Excavators will be fitted with hydraulic pulverisers and shears whenever possible in preference to hydraulic hammers.
- All plant and machinery will be fitted with silencers and where hydraulic hammers are used they will be fitted with bafflers as per 855228-1: 2009.
- Sound reduced compressors will be used and/or fitted within acoustic enclosures where necessary.
- The positioning of compressors will also be taken into consideration to reduce noise transfer to neighbouring properties.
- Pneumatic tools will be fitted with silencers or mufflers
- Electrically powered tools will be used as opposed to petrol/diesel powered, wherever possible.
- Care will be taken when erecting or striking scaffolds to avoid impact noise from banging steel.
- No personal audio equipment will be allowed on site e.g. radio.
- Acoustic blankets will be employed where necessary on the party wall.

Visual assessments on dust levels will be taken on a daily basis by the works manager and recorded in the site diary. Should noise/vibration/dust complaints arise from the building construction/building works, these complaints must be recorded in a complaint's register and made available to the Local Authority, if requested. The complaint register shall provide information on day, time, details of complaint, details of monitoring carried out and any additional mitigation works.

As mentioned above, the proposed works are modest in size and most works will also be carried out internally which will greatly reduce environmental risk and impact. There will be hoarding around the site, with a gate and then the main door of the property. Thus two noise and dust barriers from the work within the property. These doors shall be kept closed whenever any noisy and potentially dusty activity is being undertaken.

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

The recommendations made in BS 5228-1: 2009 "Code of Practice for Noise and Vibration control on Construction and Open Sites" will be specified for adoption by the contractor, and its sub-contractors.

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

4 No. PM10 monitors will be used for this project.

Best Practice Means (BPM) will be used to ensure that dust does not cause nuisance. Where dust is considered to be a risk during a specific site activity, mitigation measures will be included in the task specific method statement for the work. The controls listed in the method statement will be assessed on site to ensure they are adequately carried out and effective. The controls will be briefed to the engineers and operatives to ensure they are aware of mitigation measures and controls to be employed. During demolition the following controls will be implemented:

- Monaflex sheeting will be placed to screen the demolition where possible.
- A soft strip of materials will be carried out prior to structural demolition.
- Materials will be removed from site as soon as possible for appropriate recycling and disposal.
- Drop heights will be minimised as far as possible.
- A water spray will be used to control dust.

Mitigation measures to ensure dust is kept to a minimum will include:

- Large stockpiles of materials will be avoided and are not anticipated due to the nature of the project and the restrictive available area during the initial excavation.
- Use dust screening where possible.
- Damping down the areas with water to suppress the dust whilst ensuring the application does not create excessive mud.
- Construction plant will be well maintained and operated to minimise emissions.
- Good housekeeping including the regular sweeping of floors will be maintained and debris disposed of in enclosed skips.
- Outer surfaces of skip will be washed before leaving site. Vehicles shall not enter or leave site via road in any but exceptional circumstances.
- Equipment and techniques such as dust extractors will be used to minimise dust when using cutters and saws.
- Portable knapsack dust suppressors will be employed on floors.
- The Environmental Advisor will brief operatives on good practice and will carry out regular inspections to ensure that BPM is employed across the project.
- Wind conditions will be taken account of when arranging activities that are likely to emit aerosols, fumes, odours and smoke.

Materials will be pre-fabricated and pre-cut off site where possible to minimise dust from cutting and grinding activities. If cutting and grinding cannot be mitigated off site then water suppressant systems and or local exhaust ventilation will be employed.

In terms of our Strategy we have taken due regard of the Mayor's Best Practise Guidance on Control of Dust and Emissions.

Visual assessments on dust levels will be taken on a daily basis by the works manager and recorded in the site diary.

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.

Dirt and dust on the public highway will be greatly restricted as no vehicles will access the site. Waste material will be transported directly into skip or removed by grab lorry. All muck away lorries will be covered to reduce the risk of debris falling onto the highway.

If conditions require, dust will be suppressed by spraying with water. However, as there is only very limited demolition and no site traffic, it is felt that this is unlikely to be required.

In the unlikely event of materials being deposited on the public highway, immediate action will be taken by site staff to safely remove the material. If a large spill did occur, an approved road sweeper will be hired to remove the material and clean the public highway.

As no vehicles will enter the site, no wheel washing facilities will be provided.

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

4 No. PM10 monitors will be used for this project.

Even though the scope of construction work is limited, it is fully acknowledge that Noise, Dust and Vibration can cause real nuisance to neighbours and lead to complaints. Viorel Gah Ltd are experienced in working in sensitive locations and have do so for many years without problems arising. A key factor in this success is that we work with a number of partners to ensure we continue to use best practise. For this project our Noise, Dust and Vibration consultant would be:

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KP Acoustics Limited are experienced acoustic consultants that provide clear advice in **acoustics, noise and vibration**

We are committed to having **No Complaints** during the built. If any complaints were to be received, these would be reviewed by Viorel Gah Ltd and also by an independent person. Any required remedial measures will be put in place to ensure further complaints are not received. The CMP will then be amended accordingly.

See above for further details

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.**

An initial Risk Assessment has been undertaken in line with GLA's Control of Dust and Emissions During Construction and Demolition 23 July 2014. During the three phases of site set up, earthworks/structural works and fit out the dust emission magnitude was deemed to be small

The Air Quality (Dust) Risk Assessment should be set out using the following four phases of development:

- Demolition
- Earthworks
- Construction
- Trackout

A site is allocated to a risk category based on two factors:

The scale and nature of the works, which determines the potential dust emission magnitude as small, medium or large.

The sensitivity of the area to dust impacts is defined as low, medium or high sensitivity.

The dust emission magnitude is small for all four stages

As the receptors include some residential properties, these are classified as High sensitivity receptor

As such the Risk of Dust Impacts is Low for the Earthworks, Construction and Trackout phases.

As mentioned above, the work will not require major demolition.

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](#).

The relevant mitigation measures from the SPG will be delivered onsite.

The Contractor will:

Take into account the impact of air quality and dust on occupational exposure standards to minimise worker exposure and breaches of air quality objectives that may occur outside the site boundary, such as by visual assessment; and keep an accurate log of complaints from the public, and the measures taken to address any complaints, where they were required.

4No. PM10 monitors will also be installed

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

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

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

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

The site is not deemed to be High Risk, though 4 No. PM10 monitors will be installed as the site is located within the CIA.

- 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).

Even though the scope of construction work is limited, it is fully acknowledged that Pests can cause real nuisance. Viorel Gah Ltd are experienced, working in conjunction with our specialist partners, in dealing with pests. A key factor in this success is that we work with a number of partners to ensure we continue to use best practise. For this project our Pest Control partner would be:

Gary Coates
West London Pest Control
Contact e-mail: gary@westlondonpestcontrol.co.uk
Telephone: 07979128476

Viorel Gah Ltd have built up a substantial amount of experience in terms of pest management including containing a pest infestation. This experience has been obtained by taking advice from specialist companies such as West London Pest Control Ltd, and by implementing mitigation measures.

The first mitigation measure will be to carry out baiting.

Prior to work commencing on site a report will be prepared by West London Pest Control Limited.

Additional key mitigation measures currently employed are set out below.

Pest Management

Renovation

1. Renovation of buildings containing a pest infestation can result in a dispersion of these pests into the surrounding area and may also result in the same pests infesting the new buildings.
2. Six weeks prior to the commencement of renovation, individual blocks, properties and the surrounding area will be surveyed by professional pest control staff in order to identify the presence and extent of any infestations. Where infestations are identified, appropriate treatments must be implemented to eliminate infestation before demolition.
3. Unprotected exposure to the debris arising from bird infestation in disused buildings can result in disease such as ornithosis. Such debris should always be dealt with by fully trained persons wearing appropriate personal protective equipment.

Sewers and rodents

1. Rats live in sewers and move through drainage systems. They come to the surface and enter buildings through breaks and faults in the drainage system.
2. Capping of drainage systems will be carried out where appropriate to isolate old redundant sewers /drains, including those servicing properties that have been vacated and are awaiting clearance and demolition.
3. Redundant drains and sewers will be grubbed out and the connection with the sewer effectively sealed.
4. Live sewer connections will be appropriately sealed and capped while construction works are in progress to prevent rat egress from the sewers.

5. To prevent rat egress from live drains and sewers to new systems, the live systems will be temporarily sealed off with expanding drainage stoppers until connection to new drainage is completed.
6. Pest monitoring and baiting programmes will be instigated on construction and refurbishment sites, including a proactive surface monitoring baiting programme during the demolition / construction process. Exposure of construction staff to risks associated with a rodent infestation may contravene the Health and Safety at Work, Etc. Act 1974.
7. An all-encompassing sewer rat monitoring programme will be implemented in the sewer systems within the project area for the duration of the project.
8. Sewers and drains will be cleared of any remaining building debris.
9. While carrying out the connection of new drains to the existing system, any exposed drain shall not be left overnight without capping with a drain stopper to prevent any rodents using the drain runs.

Site hygiene

1. Contractors will ensure that construction sites are kept as clear and tidy as possible. Accumulations of surplus or damaged building materials can act as harbourage for pests, and should be removed and disposed of promptly and safely.
2. Construction staff will not leave food debris within buildings under construction, as this will encourage pests to become established.
3. Staff site facilities including canteens, accommodation and sanitary provision will be constructed and maintained in a clean and hygienic manner and in accordance with relevant regulations and codes of practice. Waste must be stored safely in suitably located, pest-resistant, closable containers and removed frequently.

Compliance Monitoring

Information relating to site inspections, copies of receipts and details of any work carried out will be retained and provided to the Local Authority upon request.

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

An asbestos survey has not yet been carried out but one will be carried out prior to construction and any recommendations following the survey and report will be followed. No significant asbestos is anticipated due to the age of the building.

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.

Viorel Gah Ltd have a strict policy in respect to the conduct of employees (both direct and sub-contractors). All complaints will be taken seriously and investigated. Action will be taken where appropriate. Repeat offenses or serious breaches will result in the removal of staff from site.

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

From 1st September 2015

(i) Major Development Sites – NRMM used on the site of any major development will be required to meet Stage IIIA of EU Directive 97/68/EC

(ii) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IIIB of EU Directive 97/68/EC

From 1st September 2020

(iii) Any development site - NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC

(iv) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IV of EU Directive 97/68/EC

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

- a) Construction time period (11/2020 - 10/2021yy):
- b) Is the development within the CAZ? (Y):
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y):
- d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: YES
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: YES
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: YES

● SYMBOL IS FOR INTERNAL USE

Agreement

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed in writing by the Council. This may require the CMP to be revised by the Developer and reapproved by the Council. The project manager shall work with the Council to review this Construction Management Plan if problems arise in relation to the construction of the development. Any future revised plan must be approved by the Council in writing and complied with thereafter.

It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

Signed:

Date: ...18th January 2021

Print Name: Matt Duckett

Position: ... Project Manager, Viorel Gah Ltd
Please submit to: planningobligations@camden.gov.uk

End of form.

V2.5