

Construction Management Plan

pro forma

DRAFT

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
17 th September 2019	MS-BPD -CMP- WSI1 -001	James Kidgell

Additional sheets

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

Date	Version	Produced by
17 th September 2019	MS-BPD -CMP- WSI1 - Site Plan- division of responsibilities	James Kidgell
17 th September 2019	MS-BPD -CMP- WSI1 - Site Location Plan	James Kidgell
17 th September 2019	MS-BPD -CMP- WSI1 - programme	James Kidgell
17 th September 2019	MS-BPD -CMP- WSI1 - Planning permission data	James Kidgell
17 th September 2019	MS-BPD -CMP- WSI1 - Planning permission local plan [capture]	James Kidgell
17 th September 2019	73853-CUR-00-XX-DR-TP-05000-P1	James Kidgell
17 th September 2019	73853-CUR-00-XX-DR-TP-05001-P1	James Kidgell
17 th September 2019	73853-CUR-00-XX-DR-TP-05004-P1	James Kidgell
17 th September 2019	TfL SRN Route Plan - Bedford Passage	James Kidgell
4 th October 2019	AWW base cmp programme.	David Masters

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.

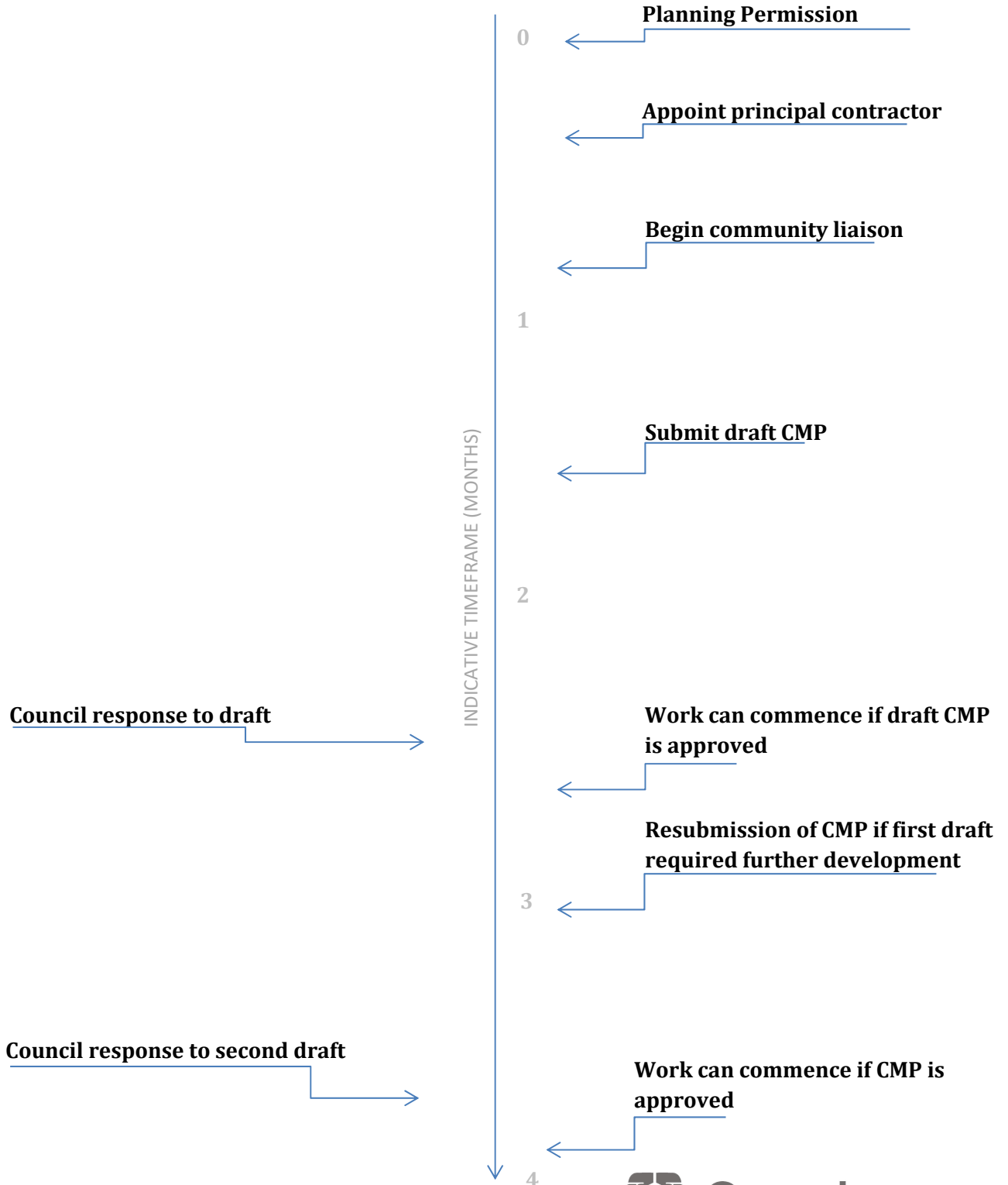
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

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: Middlesex Hospital Annex, 44 Cleveland Street, London W1T
4JT
Planning reference number to which the CMP applies: 2017/0414/P.

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

Name: Rhian Halford
Address: C/O Temple Group Ltd, the Woolyard, 52 Bermondsey Street, London, SE1
3UD.
Email: rhian.halford@templegroup.co.uk
Phone: 020 7394 3700

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.

It should be noted at this stage and for the benefit of other questions that the site within the planning boundary is split into two responsibility areas for two different Main Contractors i.e. Morgan Sindall and Ark Build PLC. This division is detailed on the attached plan MS-BPD -CMP- WSI1 -Site Plan- division of responsibilities. The details are as follows:

Site area 1 Contractor: Morgan Sindall

Name: James Kidgell
Address: 10th Floor, One Eversholt Street, London, NW1 2DN
Email: james.kidgell@morgansindall.com
Phone: 07976429312

Site area 2 Contractor: Ark Build PLC

Name: Jason Lucas

Address: Unit 12 Langston Road Loughton IG10 3FL

Email: jlucas@arkplc.com

Phone: 07949433907

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.

Responsibility is divided by works associated within the site and the below notes the contact details of those who are responsible for community liaison throughout the works.

Site area 1 Contractor: Morgan Sindall

Name: James Flanagan

Phone: 07866189989

Site area 2 Contractor: Ark Build PLC

Name: Jason Lucas

Phone: 07949433907

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.

Note – responsibility for works on site are divided and therefore responsibility for the action in question should first be established prior to legal documents/notices being issued.

Contractor: Morgan Sindall

Name: James Kidgell (Senior Project Manager)

Address: 10th Floor, One Eversholt Street, London, NW1 2DN

Email: james.kidgell@morgansindall.com

Phone: 07976429312

Contractor: Ark Build PLC

Name: Michael Finlay (Director)

Address: Unit 12 Langston Road Loughton IG10 3FL

Email: mfinlay@arkplc.com

Phone: 0208 532 5900

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.

In response to this section please read the following in conjunction with the relevant plans appended to this CMP [MS-BPD -CMP- WSI1 -Site Location Plan & MS-BPD -CMP- WSI1 -Site Plan- division of responsibilities].

Description of the site

The site is located in the Bloomsbury Ward of the London Borough of Camden. Situated at 44 Cleveland Street, it lies south of Howland Street, north of Tottenham Street and Tottenham Mews and west of Charlotte Street. The site is located close to the Camden- Westminster Local Authority boundary and is situated within the Charlotte Street Conservation Area (CSCA). The total site area is 0.305 hectare.

The site has now been cleared as per the Demolition Management Plan requirements.

The Workhouse is four-storeys in height and fronts onto Cleveland Street. The building is set behind a tall boundary wall. Two three-storey 19th Century buildings sit on the site boundaries to the north and south of this, referred to as the North and South Houses respectively. The Workhouse, North & South House remain and form Site 2.

East of the existing buildings the adjoining buildings to the Workhouse have now been demolished. This area has been cleared of buildings from the ground floor up. This is referred to as Site 1 and provides the main location area for the next phase of works to be carried out. For the next 1.5 years this will be the key area for Archaeological work to be carried out of which this CMP entails.

The surrounding area

The site surroundings are predominantly mixed use, offices, cafes recreational buildings and local schools.

Overall Development proposal

Refurbishment of and alterations to the existing former Workhouse Building (Grade II listed) and North and South Houses (fronting onto Cleveland Street) to provide 12x residential units (Class C3); demolition of part of South House and buildings at rear of Workhouse Building and redevelopment to provide a part 4, part 5, part 8 storey building comprising 4,535sqm of commercial floor space (Class B1) and 38x residential units (Class C3); and associated works including opening up of Bedford Passage, creation of public open space, landscaping works, and partial demolition of front boundary wall.

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).

The proposed works to be covered by this iteration of the CMP is the works associated with the clearance of items contained/ referenced in the “Middlesex Hospital Annex Evaluation Report” associated with the development under the planning condition.

This involves the following key items of work contained within the area bounded by red lines and marked “1” in the plan “MS-BPD -CMP- WSI1 -Site Plan- division of responsibilities”.

The installation of temporary cofferdam structures to facilitate isolated deep excavations (up to 4m) for the removal of items of archaeological interest. (Phase 1 Archaeological works)

Once completed this first activity makes way for the installation of perimeter piling to establish a basement structure to the boundary of the site. (i.e. the piling and capping beam works)

Once a basement structure is in place this leads on to the phased bulk excavation of the site area contained within the area bounded by red lines and marked “1” in the plan “MS-BPD -CMP- WSI1 -Site Plan- division of responsibilities” to a depth of approx. 4 - 5m. (Phase 2 Archaeological works)

All of the above works are considered to be in close proximity to the neighbouring properties with the potential to cause nuisance and Party Wall awards will be agreed prior to works proceeding.

Access to the site will be carefully assessed, especially for larger vehicles, due to the network of roads containing both residential and commercial properties and a complex network of one-way roads and the like.

Running concurrently with the above works will be the works to be undertaken within the area bounded by the blue lines and marked “2” in the plan “MS-BPD -CMP- WSI1 -Site Plan- division of responsibilities” consisting mostly of the following:

Façade treatment works to the existing buildings including the replacement of the roof structures & coverings, windows/doors and treatment to the brickwork outer skin of the building. Additionally, there will be works to improve the foundations and extend some small areas of the basement to the South house and Workhouse buildings.

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).

Contractor: Morgan Sindall

It is anticipated that works contained within the area bounded by red lines and marked “1” in the plan “MS-BPD -CMP- WSI1 -Site Plan- division of responsibilities” will commence on 25th November for an approximate duration of 83 weeks. With this type of work, it is common to see both improvements and delays to the anticipated durations, due to weather impacts and archaeological findings once works commence. Please refer to the attachment titled: MS-BPD-CMP-programme for the overall programme of works.

Contractor: Ark Build PLC

The works to be undertaken within the area bounded by the blue lines and marked “2” in the plan “MS-BPD -CMP- WSI1 -Site Plan- division of responsibilities” has begun under the previously submitted DMP with a further anticipated duration of 48 weeks and will be undertaken in one phase of works, concluding on 28th October 2020. Please refer to the MS-BPD-CMP-programme.

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

It is anticipated that all works will be carried out Monday to Friday 08:00-18:00.

On the occasion that further working hours are required they will either; meet the requirements as laid out in the “Guide for Contractors Working In Camden” document in relation to noise at the boundary and/or on be carried out on Saturdays ensuring noisy works are contained to the hours between 08:00 – 13:00

If emergency works are required outside of the standard working hours, the contractor(s) will liaise with Camden Council to agree the appropriate work schedule and timing.

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.).

Noise sensitive receptors The general surrounding area comprises a broad mix of uses including commercial and residential uses. Of note are Cleveland Street (West); King and Queen Public House, art gallery and restaurants with residential use above, South Cleveland Street - Fitzroy Place. The modern Sainsbury's Wellcome Centre Building (North), The eight-storey Astor College (East), Tottenham Mews; which contains a range of workshop and warehouse buildings (Southeast), a commercial office building known as Middlesex House (Southwestern boundary).

Dust sensitive receptors dust sensitive receptors are likely to be similar to the those outlined in the noise section. Key receptors will be the modern Sainsbury's Wellcome Centre Building (North), the eight-storey Astor College (East) due to the prevailing south westerly winds in the UK. Although, some localised effects may be observed during the specific phases of demolition.

Ecological receptors the ecological receptors for the site include birds during breeding season, bat highways (light pollution), and trees within the Charlotte Street conservation area – two trees located on Cleveland St.

Water sensitive receptors; groundwater aquifers underlying the site and sewer systems.

Traffic sensitive receptors; Cleveland Street (West), Howland Street, New Cavendish Street (Northwest). Tottenham Street and Tottenham Mews (South), and Charlotte Street (East), and local highway routes, including the A5204 Mortimer Street and the A501 Euston Road

Cultural/heritage receptors The site is located on the site of a former burial ground and workhouse which is of historical significance. The archaeological works will be undertaken in accordance with the Archaeological Written Scheme of Investigation (WSI) if appropriate and agreed with HE and approved by Camden. This document will detail the generic principles, standards, methods and techniques to be employed for cultural heritage works

11. Consultation

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

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

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

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

A Public Consultation day has been arranged for the 29th October at 15:30 at the Fitzrovia Centre in Foley Street, London W1W 6DL. A copy of the letter distributed to interested parties is attached to this CMP.

Presentation slides will be developed as part of this consultation and will be attached to the final CMP. The updated consultation report and actions from the consultation day will also be appended to this CMP following the consultation day.

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.

Project community Liaison officer: The project has appointed a community Liaison officer who shall develop and implement a stakeholder engagement plan, including community engagement.

Community hotline: The following community hotline numbers will be made available on all correspondence with the community stakeholders and will be clearly displayed on the site hoardings and shared with the Noise and licencing enforcement team at Camden Borough Council (0207 974 4444).

All contact boards will adhere to the Camden Minimum requirements and include the following details:

Principal Contractor [Front of site]: Ark Build PLC

- Company Address: Unit 12, Loughton Business Centre, Langston Road, Loughton, IG10 3FL
- Name of Site Manger: Jason Lucas
- Month and Year of project completion: (Jan 2019 – for demolition), (August 2020) for Construction
- The Community hotline number: 0208 532 5900 (during office hours). Out of Hours: 0808 186 0012.
- The Community Liaison Officer: Jimmy Taylor-Gard 07904620266.

Principal Contractor [Rear of site]: Morgan Sindall

- Company Address: 10th Floor, One Eversholt Street, London NW1 2DN
- Name of Site Manger: James Flanagan
- Month and Year of project completion: June – 2021 (for the completion of the Archaeological works), Q3/Q4 – 2023 (for Construction)
- The Community hotline number: 020 7078 0591 (during office hours).
- The Community Liaison Officer: James Flanagan: 07866189989.

The Community Liaison Officer will coordinate the response with the site team. Any complaints for onsite activities will be investigated immediately and if justified, action will be taken immediately to reduce activity to within agreed thresholds, and if possible to the satisfaction of the complainant. Initial findings will be prepared within the same working day.

12. Continued

If additional control measures are required, the project team will aim to accommodate any reasonably practicable actions for remediation. Where this is not possible the team will endeavour to work towards a satisfactory outcome for any remediation with the consultee.

A response will be provided within a maximum of 10 working days of the initial request detailing the actions taken to the enquirer. The Community Liaison officer will be responsible for logging all communications in a register containing the contact details of the person calling, nature of the enquiry (complaint/complement), date and time of the initial contact, action taken to resolve any issues raised, date and time of action taken to monitor or resolve any issue, reasons for any unresolved issue or request. The register will be made available to Camden upon request. Camden will be notified in the event that a justified complaint cannot be resolved to the satisfaction of the complainant within the time specified. The contact details for the site managers/ Community liaison officers will be circulated to all attendees of the public consultation and the party wall representatives.

Ongoing engagement To ensure the local community are kept up to date with the progress of the works and upcoming works that may affect the community, a newsletter detailing a 2-4 week look ahead programme of the works will be available to the local community from the site notice boards on the hoardings or at site office. This will outline the works over the next 2-4 weeks, including; type of works, plant and vehicle details, and contact details for concerns or comment.

Newsletters will be sent to residents and businesses at every month with clear information about the works and actions taken to mitigate the impact. Contact details of key staff and the community liaison officer will be included in any correspondence.

In addition, any material changes to the Construction management plan will be completed with further consultation with the community.

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.

Morgan Sindall actively engage with CCS achieving awards for outstanding performance.

Morgan Sindall will provide a registration number once register approx. 2-4 weeks prior to the start on site.

Ark Build have an active registration number: 117062

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.

Data has been extracted from the London development database (<https://maps.london.gov.uk/webmaps/idd/>) to determine the 'Neighbouring sites' of planning permission for development. The information is provided in document Ref: MS-BPD -CMP- WSI1 -Planning permission data & MS-BPD -CMP- WSI1 -Planning permission local plan [capture]

Where other construction sites have been identified, the contractor will liaise closely with the relevant construction managers to ensure that any potential cumulative impacts due to construction are minimised, managed and mitigated as necessary. This will include deliveries/collections and traffic movements to site, noise, dust and vibrations, air quality and dust.

The Site Manager, Community Liaison Officer, and/or a suitable representative of ARK Build PLC and Morgan Sindall will attend collaborative meetings to assist in coordination of the work programmes, logistics planning and community engagement.

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:

It should be noted for the benefit of this question that the site within the planning boundary is split into two responsibility areas for two different Main Contractors. This division is detailed on the attached plan MS-BPD -CMP- WSI1 -Site Plan- division of responsibilities, therefore the details are as follows:

Site area 1 Contractor: Morgan Sindall

Address: 10th Floor, One Eversholt Street, London, NW1 2DN

Site area 2 Contractor: Ark Build PLC

Address: Unit 12 Langston Road Loughton IG10 3FL

16. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our [CLOCS Overview document](#) and [Q18 example response](#)).

Contracts

FORS Bronze accreditation is a contractual requirement, FORS Silver or Gold operators will be appointed where possible.

The Principal Contractor Ark Build PLC is FORS Bronze accredited (Registration No 008658). Ark will ensure 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. Safe Urban Driving + 1 x e-learning module OR Work-Related Road Risk Vulnerable Road User training + on-cycle hazard awareness course + 1 x e-learning module etc.).

The Principal Contractor Morgan Sindall is FORS Silver accredited (Registration No 000301). Morgan Sindall will ensure 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. Safe Urban Driving + 1 x e-learning module OR Work-Related Road Risk Vulnerable Road User training + on-cycle hazard awareness course + 1 x e-learning module etc.).

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.

16. Continued

Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale. These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment. Results from these checks will be logged and retained and enforced upon accordingly.

Where the contractor's own vehicles and drivers are used the above approach will be modified accordingly.

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

Signage will also be provided as a reminder to fleet operators and to assist others in compliance.

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:

Name of Developer contact; Middlesex Annex LLP – Peter Boroughs.

Name of Principal Contractor; Ark Build PLC – Michael Finlay.

Name of Principal Contractor; Morgan Sindall – James Kidgell

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.

Please see attached the Swept Path Analysis diagrams;

73853-CUR-00-XX-DR-TP-05000-P1

73853-CUR-00-XX-DR-TP-05001-P1

73853-CUR-00-XX-DR-TP-05004-P1

Please also refer to the TfL SRN Route Plan - Bedford Passage

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.

Subcontractors, suppliers and service providers: Contractual requirements will identify the need for sub-contractors to comply with the developed site logistics plan, site routing details, site restrictions, and access and egress information for all deliveries/ collections made to and from site.

These will be further communicated in the induction presentation material for all attending operatives.

Visitors visitors to site will be provided with a sustainable travel plan detailing the sustainable travel options which will be emailed prior to site attendance and printed onsite attached to the CCS board.

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

Vehicle movements will be restricted to the at the following times; 8:30-9:30 & 15:00-16:00 in order to avoid the increase in pedestrians in the area due to the local school operating hours.

For the Morgan Sindall works, the following is an assessment of the peak numbers of vehicle movements per week during the three defined phases for the works associated with the items of work contained within the area bounded by red lines and marked "1" in the plan "MS-BPD -CMP- WSI1 -Site Plan- division of responsibilities", please read this in conjunction with the programme to ascertain the relevant durations ["MS-BPD -CMP- WSI1 – programme"]

Phase 1 Archaeological works

32t Tipper: 3 deliveries/day

Skip loader/ compactor: 1 delivery per week

Artic (for plant): 1 delivery at the start of the phase and 1 further delivery during the course of the works

Artic (for the delivery of accommodation/welfare units): 1 delivery at the start of the phase (followed by 1 collection at week 6) 5 deliveries per day for 1 week at week 2 or 3 for the delivery of the welfare block.

18t flat bed: 2 deliveries/collections every other week commencing on the fourth week

3.5t van: 3 deliveries per week for the duration of the phase

28t Vacuum Tankers (emptying septic tank): 1 collection per week for the duration of the phase

Piling and capping beam works

32t Tipper: 2 deliveries/day

Skip loader/ compactor: 1 delivery per week

Artic (for plant): 1 delivery at the start of the phase and 1 further delivery during the course of the works

19. Control of site traffic, particularly at peak hours continued..

18t flat bed: 3 deliveries/collections every week

3.5t van: 3 deliveries per week for the duration of the phase

28t Vacuum Tankers (emptying septic tank): 1 collection per week for the duration of the phase

Phase 2 Archaeological works

32t Tipper: 3-4 deliveries/day

Skip loader/ compactor: 2 delivery per week

Artic (for plant): 1 delivery at the start of the phase and 1 further delivery during the course of the works

18t flat bed: 2 deliveries/collections every other week commencing on the fourth week

3.5t van: 3 deliveries per week for the duration of the phase

28t Vacuum Tankers (emptying septic tank): 1 collection per week for the duration of the phase

For Ark Build PLC works - the following is an assessment of the peak numbers of vehicular movements during the Air, Wind and Watertight phase of the project. These works have been split into 5 phases defined as follows;

Steel works – to all buildings. Duration 23 weeks - commencing late October 2019

- 18t flat bed with Hiab Lorry – maximum of 21 deliveries spread through the early phases of the works, detailed as follows;
 - North House - will require 5 x deliveries at various stages.
 - South House - will require 4 x deliveries at various stages.
 - Work House – will require 12 x deliveries at various stages.
- Smaller van deliveries
 - North House - will require 1 x deliveries at various stages.
 - South House - will require 1 x deliveries at various stages.
 - Work House – will require 4 x deliveries at various stages.

Combined vehicular deliveries for this element – 29

19. Control of site traffic, particularly at peak hours continued..

Roof structure and coverings. Duration 33 weeks from mid-November 2019

- 18t flatbed Hiab Lorry - 10 deliveries for timber as and when required.
- 18t flatbed Hiab Lorry - 8 x deliveries for the delivery of the slate materials.
- 7.5t flatbed Hiab Lorry - 8 x deliveries for small roof associated materials.
- Skip lorry - 6 x deliveries.
- Combined vehicular deliveries for this element – 32

Ground works. Duration 40 weeks from Early October 2019

- Artic (for plant) - 2 x required 1 x at the start of the phase and then another towards the end for collection.
- 32t Tipper - 12 total during this phase of the works.
- Grab lorry - 10 total during this phase of the works
- 18t flatbed Hiab Lorry - 8 deliveries for associated materials as and when required.
- Smaller van deliveries - 10 during this phase of the works.
- Combined vehicular deliveries for this element – 42

Window installation. Duration 19 weeks from October 2019

- 7.5t flatbed Hiab Lorry - 12 during this phase of the works
- Smaller van deliveries - 10 during this phase of the works.
- Combined vehicular deliveries for this element – 22

Work House rear façade removal and re-installation duration 30 weeks from September 2019

- 7.5t flatbed Hiab Lorry - 8 x required during the early phase of the works
- 7.5t flatbed Hiab Lorry - 9 x required during the build phase of the works
- 7.5t flatbed Lorry - 8 x required for scaffold removal
- Combined vehicular deliveries for this element – 25

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.

Data has been extracted from the London development database (<https://maps.london.gov.uk/webmaps/idd/>) to determine the 'Neighbouring sites' of planning permission for development.

Where other construction sites have been identified, the contractor will liaise closely with the relevant construction managers to ensure that any potential cumulative impacts due to construction are minimised, managed and mitigated as necessary. This will include deliveries/collections and traffic movements to site, noise, dust and vibrations, air quality and dust.

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

Please see attached the Swept Path Analysis diagrams;

73853-CUR-00-XX-DR-TP-05000-P1

73853-CUR-00-XX-DR-TP-05001-P1

73853-CUR-00-XX-DR-TP-05004-P1

Please also refer to the TfL SRN Route Plan - Bedford Passage

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.

No waiting or parking will be allowed at site.

There will be a requirement, as a one off activity to unload vehicles from the road side on Cleveland Street when the welfare cabins are delivered to site. This unloading activity will be controlled by trained traffic marshals at all times and shall last no longer than 2 working days.

Neither Ark Build PLC or Morgan Sindall envisage the need for a holding point to control congestion, based on current works on site and anticipated delivery numbers, but will monitor this during the works and implement if needed with appropriate Highways consents.

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 scale of the site and type of work being undertaken by either or both the contractors, no consolidation centre will be utilised.

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

The traffic marshals assigned to the project will be mandated to undertake a driver's induction with all delivery/collection vehicle drivers. Part of this induction addresses the subject of engine idling. If vehicles then fail to comply, they will be instructed by the traffic marshals to shut off their engines, unless a valid reason can be given.

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 see the appended document "MS-BPD -CMP- WSI1 -Vehicle Access and egress".

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.

Please see the appended document "MS-BPD -CMP- WSI1 -Vehicle Access and egress".

Deliveries and collections will be managed via a collective booking in system, therefore all vehicles accessing the site should be expected making it easier to control and direct them accordingly. A traffic marshal stationed at the gate will be the first point of contact, initially visually, once aware the traffic marshal will control the public vehicles accordingly to allow safe access to the site. In the main, this will be via recognised signage and hand signals along with the use of a concertina barrier where possible. That same person will be responsible for ensuring the gate is closed when not in use and/or under watch of an authorised person.

Once on-site vehicles will be controlled to the required unloading/loading point. Upon return to the public highway, the previous actions will be undertaken in reverse.

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 see attached the Swept Path Analysis diagrams;

73853-CUR-00-XX-DR-TP-05000-P1

73853-CUR-00-XX-DR-TP-05001-P1

73853-CUR-00-XX-DR-TP-05004-P1

Please refer to the TfL SRN Route Plan - Bedford Passage.

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.

For the majority of the vehicles attending the site, loading and unloading will be undertaken from a stable and clean surface. There will be on occasion, the possibility of vehicles requiring to access less stable and clean areas of the site. On these occasions, a tanked wheel wash will be provided and administered by the subcontractor personnel responsible for the vehicle, ensuring all vehicles leaving the site do so in a condition as not to affect the public highway and its users. The catch tank will be emptied when necessary with silts being disposed of separately to water.

If it is not possible to install the above wheel wash facility then we would propose to use a jetwash, providing temporary drainage connections to deal with any water run off.

The proposed jet washing facility will ensure that:

- isolated using channels, gullies, gradient (fall on the surface) and kerbs where necessary and will be assessed, monitored and reviewed throughout the scheme
- directed to a silt trap or settlement tank to remove larger particles of silt and sediment
- either collected in a sealed system for reuse, discharged to the public foul sewer with prior permission of the local sewer provider or collected in a sealed system for authorised disposal. This is dependent on the levels of dust deposition and weather conditions at the time of demolition.

If recycling and reuse isn't possible on site, discharging all the vehicle washing and cleaning effluent to a public foul sewer (Thames Water) is generally the next best environmental option for the effluent to be carried to a purpose-built and closely monitored sewage treatment plant. Permission (a consent or agreement) from the local sewer provider (Thames Water) will be obtained to discharge vehicle washing and cleaning effluent to a public foul sewer to comply with the law.

Daily assessments of the site access/egress and immediate haul roads will be completed by traffic marshals to evaluate compliance. Where any mud or debris related to the works is identified a suitable cleaning regime will be implemented based on the scale of the issue; through use of road sweeping.

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.

N/A

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.

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.

Please refer to Road Network and Surrounding bid survey appended to this CMP.

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](#).

There are no planned suspensions for these phases of the works

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 is no planned occupation of the public highway other than already agreed hoarding licences for the development under the current Traffic order.

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.

Section 50 crossover

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.

N/A

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.

To be updated by Llewelyn Davies

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.

We are in early discussions with UKPN, via UKPS regarding the installation of a 200 Amp LV POC for the site works contained within the area bounded by red lines and marked "1" in the plan "MS-BPD -CMP- WSI1 -Site Plan- division of responsibilities"

All other utility connections have been provided during the demolition phase of the works

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.

During Phase 1 Archaeological works the noisy activities will be limited to the installation of sheet piles using a 20t excavator with vibration mounted attachment to avoid impact driven. Where possible sheet piles will be pushed into the ground in a progressive push & dig method.

It might be necessary, during the archaeological hand excavation works to remove small obstructions. These will be removed by breaking them down to manageable sizes with electric handheld breakers where noise emitting from the machines will be above the personal action limits but not to a level considered to effect external site receptors

There will be other noise emitting operations although they will not be of a level that would exceed personal action limits and therefore not deemed to affect external site receptors.

Note – all noisy works will be carried out during the agreed site operating hours only.

During the Piling and Capping beam works noise will be emitted from various sources of diesel power machines such as piling rigs, excavators, dumpers and the like. All vehicles will meet current standards in an attempt to limit the noise emitted.

During Phase 2 Archaeological works the noisy activities will be limited to the installation of sheet piles using a 20t excavator with vibration mounted attachment to avoid impact driven. Where possible sheet piles will be pushed into the ground in a progressive push & dig method.

It might be necessary, during the archaeological hand excavation works to remove obstructions. These will be removed via a breaker attachment on a small excavator breaking them down to manageable sizes where noise emitting from the machines will be above the personal action limits but not to a level considered to effect external site receptors.

There will be other noise emitting operations although they will not be of a level that would exceed personal action limits and therefore not deemed to affect external site receptors.

Note – all noisy works will be carried out during the agreed site operating hours only.

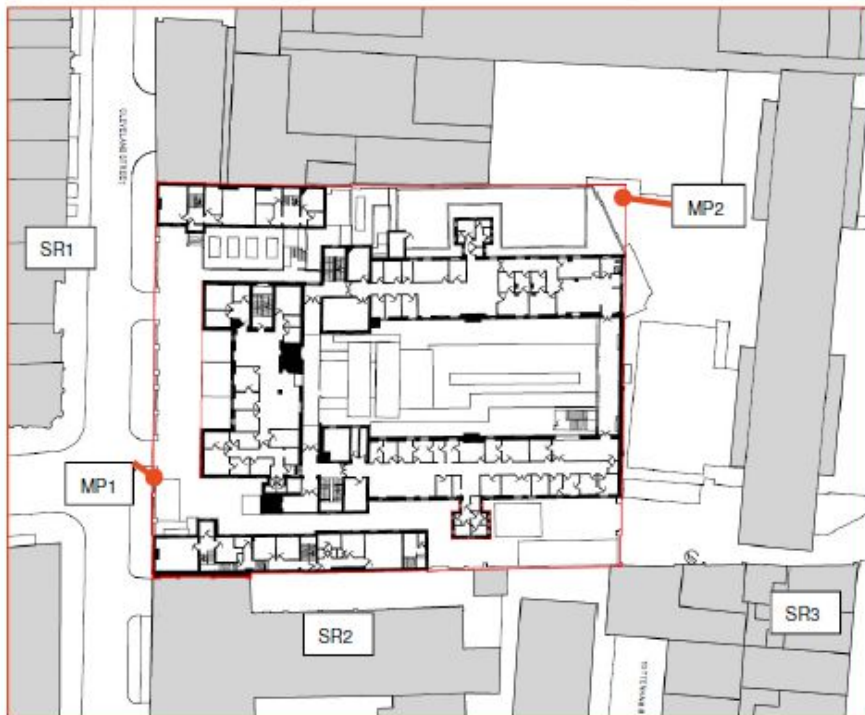
Question 28. Continued

With regards to the area marked “2” in the plan “MS-BPD -CMP- WSI1 -Site Plan- division of responsibilities” the only noisy works considered relevant to this section would be the installation of the steel roof structures, where it is unlikely that the noise levels will exceed expectations at the boundary, and the short duration breaking up of hard standings to the front of the site at the Cleveland Street boundary.

29. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

An Acoustic survey report of the site was completed in 19 January 2017, ‘UCLH Charity Middlesex Annex Camden Acoustic Assessment’. This document is referenced as (DMP_29_1).

Currently, noise and vibration continuous monitoring is in place as shown in the diagram below (location MP1 and MP2).



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

The predictions for the noise and vibration levels throughout the proposed works are contained below.

Activity	Activity Duration (days)	Highest Predicted noise level at façade of receptor during activity, $L_{Aeq,10h}$ (dB) (demolition only)					Start date	End date
		Astor College Student Accommodation	Middlesex House Office	Cleveland street residential	Tottenham Mews residential	Charlotte Street (rear) residential		
A1: Site Access Enabling Works	5	34	50	65	34	40	Completed	
A2: Pre-Demolition Soft-Strip / Retained Strip-Out	78	56	40	40	38	39	Completed	
A3: Scaffolding to Enable Site Demolitions	47	5	29	46	7	9	Completed	
A4: Structural Demolition	142							
Phase 1 – lift and side extension (hand demo)	10	62	67	49	45	55	27/09/18 11/10/18	
Phase 2 – south house rear parts (hand demo)	25	61	78	42	52	56	01/10/18 30/11/18	
Phase 3 – Gable end facing Astor college (hand demo)	14	63	44	39	44	51	-	
Phase 4 – South Annexe (machine demo)	55	80	81	49	56	72	01/10/18	
Phase 5 – Party wall between the Welcome Building Yard and MAS (hand demo)	15	58	39	49	35	36	-	
Phase 6 – North Annexe (machine demo)	33	76	73	70	51	70	-	
A5: Waste Material Clearance	-	5	29	46	7	9	-	

Receptor	Noise Impact threshold $L_{Aeq,T}$
Astor College Student Accommodation	65 dB (category A)
Middlesex House Office	70 dB
Cleveland street residential	70 dB (category B)
Tottenham Mews residential	65 dB (category A)
Charlotte Street (rear) residential	65 dB (category A)

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.

To achieve the London Borough of Camden's Requirements we will aim to achieve zero complaints in relation to the project. The following Best Practical Means (BPM) for Noise and vibration management, as defined by Section 72 of the Control of Pollution act 1974 and the general principles of BS5228:2009 will be implemented to reduce noise and vibration during construction to acceptable levels. Our Noisy operations have been identified in Q28 and will be completed within the working hours set out below, and in liaison with the sensitive receptors identified in the 3D noise model assessment outlined in Q30.

Working hours

Two distinct working periods have been identified as core working hours. Where practicable, all works shall be undertaken during normal working hours defined as follows:

- 08:00 – 18:00 hours weekdays; and
- 08:00 – 13:00 hours Saturday.

The core hours are in line with guidance in BS5228 Part 11, any work outside these hours would be subject to prior agreement, and/or reasonable notice given to LBC and their Environmental Health Officers (EHOs). These hours would be strictly adhered to unless or in the event of:

- an emergency demands continuation of works on the ground of safety;
- works are being carried out within the containment of the building envelope; or
- completion of an operation that would otherwise cause greater interference with the environment / general public if left unfinished.

Pre-site preparation

- Workforce briefings will be undertaken to explain BPM to minimise noise and the specific commitments / conditions arising from the proposed works.
- The use of 2.4m high hoarding to surround the site towards the north, south, west and east.
- Where practicable, we will carefully locate ordinary building materials normally stored on site (e.g. bricks, aggregate, timber or top soil) to provide noise screening.

Equipment and vehicles

- Where reasonably practicable the quietest and modern vehicle/plant machinery shall be used;
- All vehicles and mechanical plant used for the works will be fitted with effective exhaust silencers, will be maintained in good and efficient order and operated in such a manner as to minimise noise emissions;
- Audible reversing warning systems on mobile plant and vehicles will be of a type which, whilst ensuring that they give proper warning, have a minimum noise impact on persons outside the site, such as broadband/white noise reversing alarms, and will be set to the minimum output noise level required for health and safety compliance;
- Plant and equipment to be located as far from sensitive receptors as reasonably practicable;
- When applicable, plant and vehicles will start-up sequentially rather than all together;
- Equipment and vehicles will be shut down when not in use and avoid unnecessary revving of engines;
- Handling of materials in manner which reasonably practicably minimises noise;
- Appropriate choice of routes and programming for the transport of construction materials, waste, equipment and personnel;
- Specifying the minimum sized generator required to power the site where necessary.
- Additional mitigation measures which will be implemented to further mitigate and minimise adverse impact at receptors include the following:
 - Liaise with representatives of the affected receptors to inform them of the impact and discuss potential mitigation measures every 2 weeks;
 - Monitoring of noise levels to be able to investigate and take action if noise level exceed expected levels or complaints are received;
 - When the activities taking place at the time allow, seek to provide respite should there be specific major meetings or situations where this would be essential for occupiers, where this is practicable.
- A section 61 agreement with Camden Borough Council will be sought for the duration of the works.
- Ad-hoc noise measurements within Middlesex house will be completed to evaluate the reduction measures in operation, if justified and access is granted.

Additional measures such as regular periods of respite during the day and taller site boundary screening have been considered by the contractor but they have not deemed them practicable due to various reasons including cost; increasing the duration of demolition works; restriction of access on the site to carry out demolition and safety.

Q14 outlines the responsibilities for the Community Liaison and details of how any complaints will be addressed. The site procedure for establishing a complaint is provided in Q35 and follows the same process as a triggered Threshold alert. All complaints will be dealt with in a reasonable timeframe and will seek to resolve the issue to a satisfactory conclusion

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

Please see John Fisk CV demonstrating his credentials and competency in BS5228:2009. Ref DMP_32_1.

Further training on requirements will be provided in the site induction and toolbox talks for site operatives.

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

Dust and air quality mitigation from construction plant, vehicles and equipment Measures will be implemented to limit air emissions from construction plant, vehicles and equipment, which will include the following, as appropriate:

- Construction plant, vehicles and equipment, will be located away from sensitive receptors, exhausts directed in an appropriate height / direction where practicable and enclosures, shielding and filters used where appropriate;
- Construction plant, vehicles and equipment will be operated in accordance with manufacturer's guidance and will be regularly maintained and checked, with records kept on site;
- Movement of construction traffic will be kept to a minimum;
- Damping down of dust generating vehicles and equipment;
- Roads and access will be kept clean by methods such as brushing and provision of dust suppression & wheel washing facilities. Dry Sweeping will be discouraged at all times;
- Use of electrical / battery powered equipment and low emission vehicles where practicable. Diesel generators may be required onsite, if suitable power cannot be supplied through the mains electrical supply;
- Non-road mobile machinery will use ultra-low sulphur diesel and meet the NRMM standards applicable for the duration of the project, or apply for an appropriate exemption, where vehicles cannot meet the required standard.
- the sheeting of all vehicles carrying loose or potentially dusty material to or from the working areas;
- Vehicles and plant will be switched off and secured when not in use;
- The permanent Haul roads will be maintained as far as practicable, however Vehicles may need to turn within the site. Where a non-permeable surface cannot be maintained wheel washing must be completed before vehicles leave site (details are provided in Q34);
- Materials will be separated once excavated using an on site mobile screener, this is to ensure all skeleton fragments are found and logged under the archaeological scope of works, other than this material will not undergo any site treatment and crushing of materials onsite will not be permitted. All materials will be transferred offsite for disposal and treatment.

33. continued

Control of stockpiles of materials:

- installation of physical barriers or screens around the site will limit the dispersal of dust emissions and to the full height of material stockpiles;
- the covering of loose materials as soon as possible;
- Any loose material stockpiles will be covered, seeded, or misting used to control dust;

General measures for dust control:

- the development and implementation of Stakeholder communication and engagement plan
- ARK Build PLC and Morgan Sindall will display the contact details for the individuals accountable for air quality and dust issues and the regional/head office contacts at the site boundary
- a community engagement log will be used to detail community enquiries, or complaints regarding air quality and the project response. The log will be kept onsite and will be available to Camden Borough Council on request
- a daily visual check for nuisance dust, with the frequency of monitoring increased during dry and windy conditions. Records of site inspections will be kept onsite within site diaries and will be available to Camden Borough Council on request
- No Explosives or blasting will be allowed.
- no burning of materials on site
- maintenance of haul routes to minimise dust and regular sweeping (water assisted).
- Regular dampening down of un-surfaced haul routes and working areas in dry conditions. checks of the identified sensitive receptor sites for dust soiling and automatic monitoring of PM10 at the site boundary to ensure that the mitigation measures are being effective.
- Setting PM10 concentration thresholds at the sensitive receptor locations and an alert system to warn of potential exceedance being sent to the site manager(s) for air quality onsite. Where site activities are responsible for the threshold being significantly exceeded, these works will cease on site until suitable remediation measures have been identified to reduce the levels to acceptable levels.
- All operatives will receive training in the management of dust and emissions suitable to the activities being completed onsite.

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.

The following measures will be adopted by the MHA site to minimise dust deposition on the public highways:

- Where practicable, all vehicles will remain on hard standings or paved haul roads to avoid mud deposition on vehicles. Haul road surfaces will be maintained to ensure integrity.
- Wheel-washing will be used to clean vehicle wheels before leaving site.
- All skips and lorries will be securely covered to prevent deposition or material escape during transit.
- All soil stockpiles will be bunded or trenched and frequently collected from site to avoid run-off. Stockpiles will be covered to prevent wind spread.
- The site haul roads, access and egress routes will be vacuumed or wet swept to prevent build-up of fine dust materials on a regular basis.
- Regular use of water assisted road sweepers will be used where build up and deposition of track-out has occurred.
- Dry sweeping will be discouraged at all times.
- Regular inspections of the site haul roads will be completed to ensure the control measures are effective in control of dust/ mud deposition. The results will be recorded in a site record.

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

The following measures will be adopted to monitor noise, vibration, dust and air quality:

- A regular environmental site inspection will be completed to monitor noise and vibration levels, and air quality mitigation measures.
- Automatic monitoring of the noise and vibration levels at the site boundary nearest to the sensitive receptor locations will be completed throughout the duration of the demolition works. attended noise monitoring will be completed in line with consultation with the Camden Borough Council Environmental Health Officer and Westminster Borough Council.
- Indicative automatic monitoring of PM10 at the site boundary points to the South West, North, and North East of the site will be completed throughout the duration of the demolition works, based on the predominant wind direction for the site

35. Continued

Noise and Vibration monitoring protocol

Thresholds for noise and vibration will be based on the standards outlined in BS5228, baseline noise assessment and in consultation with the Camden Borough Council Environmental Health Officer and Westminster Borough Council.

Continuous average noise levels for LAeq, 1hour, 5 hours (for Saturday works), and 10 hours (for Weekday works) will be recorded, at the site boundary nearest to the relevant sensitive receptor identified for the duration of the works.

Similarly, vibrations will be monitored for Peak Particle Velocity (PPV) in mm/s at locations nearest to the relevant sensitive receptors for the works. A threshold of 1mms^{-1} PPV for potential disturbance in residential receptors (SR1,3,4, and 5) and a trigger criteria of 2mms^{-1} for commercial receptors (SR2).

The situation will be monitored to prevent a further profile alerts, or the threshold alert being reached. Works may be rescheduled or stopped to prevent this occurring and may require liaison with other contractors where cumulative noise or vibration may be occurring.

Profile alert levels will be set to warn the site team of a possible future breaches, and thresholds will alert of an exceedance. Key site managers and the Environmental Manager will receive alerts via an email or text to allow for investigation of the source of the noise or vibration and check BPM measures are in place if related to the works to reduce the noise or vibration to an acceptable level before, or if a breach is made. The same process will be followed in relation to a complaint.

Dust soiling checks at sensitive receptors:

A visual check will be completed of the work site near to sensitive location areas to evaluate dust conditions, and deposition. The findings including site

weather conditions and wind directions and speed in the site manager(s) site diaries. Where expose to dust cannot be avoided, and soiling occurs, Ark Build PLC will clean or arrange for the window and ledges to be cleaned during periods of significant dust generating work activity and on completion of works.

Air quality monitoring protocol

Osiris airborne particulate monitors will be used to record 15-minute average PM10 concentrations. The Osiris operates by continuously drawing an air sample through a laser beam and sensor which uses the reflection of light off particles as they pass the laser, as a measure of particle size. The Osiris monitor is sensitive to airborne particulate concentrations, down to a fraction of one microgram per cubic metre. Certificates of calibration of the units will be retained onsite and inputted into each monthly report. The monitoring units will remain in-situ for the duration of the project.

35. Continued

For air quality thresholds, an upper level of 250 ug/m³ over a 15-Minute average period will be set as a cut-off point (in line with GLA guidance) to provide a warning that further steps may be necessary to address the levels of dust on site at that time. The air quality threshold has been identified in the Air Quality baseline report submitted to the Camden Borough Council Environmental Health Officer to close out the planning condition 23.

A trigger alert system will provide an early warning system when nearing exceedance; a lower threshold alert (200 ug/m³ over 15 min Average), as well as an upper threshold alert for actual exceedance (250 ug/m³ over 15 min Average). The site manager(s) will seek to identify any site sources of the air emissions. If related to works, the identified works will be stopped until further reduction measures are put in place and an assessment of compliance made.

Complaints and threshold alert monitoring

All threshold alert breaches and complaints will be logged in a trigger alert log, detailing the time, date, level attained, the nature of the works being completed, and the cause of the alert and mitigation measures adopted. All complaints will be investigated immediately to determine, if it is justified. If related to the works all measures will be checked for compliance and additional controls put in place where this is practical. All information will be logged in the site enquiries log. In the event of a complaint to Camden Borough Council, all works /activities causing the complaint will cease, until a further agreement to work is negotiated.

Incident reporting:

An incident logbook shall be on site and all incidents shall be recorded stating date time and worker/s involved and action taken/measures incorporated to prevent recurrence of similar event.

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA policy. [The Control of Dust and Emissions During Demolition and Construction 2104 \(SPG\)](#), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

Please see the AQ assessment document reference DMP_36_1 AQ assessment, page 20-22 for the determination of the risk level and section 7.1 page 44 for the mitigation measures adopted. The key control measures are identified in the response to question 33, and 42.

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

All highly recommended within the GLA SPG have been adopted except for the requirement to locate the access gates >10m from receptors as this is not possible due to the urban location of the site.

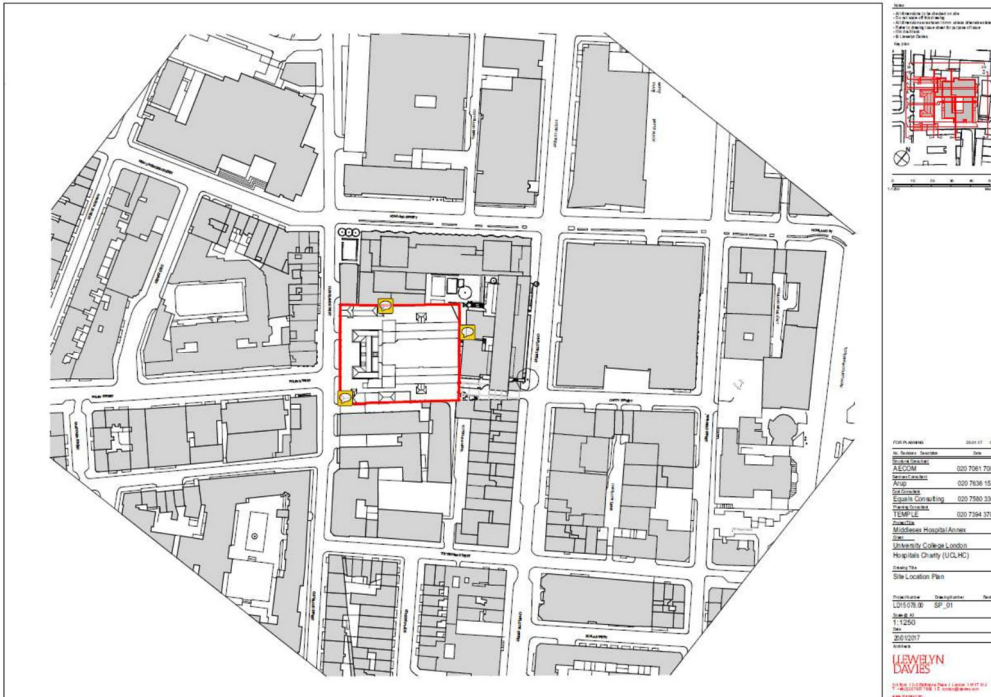
- 38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the [SPG](#).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

Using the Mayor of London SPG for Control of Dust and Pollution, the site has been identified as a medium risk site and as such requires 2 real time dust monitors during the works. In consultation with Camden, Temple Group acting on behalf of UCLH 3 Osiris air quality monitors have been installed to capture baseline monitoring for the site;

38. Continued

- Monitor 1 – located to the South West of the site (Cleveland Road);
- Monitor 2 – Located to the North West of the site (Astor College / Charlotte St); and
- Monitor 3 – Located to the North East of site (the modern Sainsbury's Wellcome Centre Building).

A map of the monitoring locations is provided below.



A 12-week baseline air quality assessment was completed onsite on the 12 September 2017 to the 5 December 2017 and is provided in document Ref: DMP_38_2.

This can be made available to Camden Borough council upon request. Real-time monitoring will be completed for the duration of the works and a quarterly report provided to Camden Borough council detailing any exceedance of the thresholds and measures that were implemented to address the exceedance.

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).

Infestations have been controlled by Ark Build during the demolition works as outlined in the DMP

Further monitoring visits to the existing buildings will be completed throughout the works to control the risk of infestations. Baiting programmes will be completed where appropriate, including a surface monitoring baiting programme. If infestation should occur, Camden Borough Council will be informed as soon as possible.

All disused drains and sewers will be sealed or capped. Redundant drains will be grubbed out and connections sealed. Records will be kept of all actions taken and any approvals obtained. Ingress from live drains will be prevented by sealing and capping during construction. Egress will be controlled by use of expanding drainage stoppers until new connections are completed. The drainage plan attached will be used to identify capping points. DMP_39_2. Capping has been completed.

To control the risk of infestation onsite, both Ark Build PLC & Morgan Sindall will adhere to the Workplace (Health, Safety and Welfare) Regulations 1992 and:

- Employ Good housekeeping at the site offices and welfare facilities and ensure no food will be allowed to be consumed other than in the site welfare facilities;
- Control Organic/Food waste and dispose of waste frequently to minimise the risk of pest infestation; and
- Store all waste in suitably located, pest-resistant, closable containers.

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

An Asbestos survey was completed in September 2017 prior to removal by licenced contractors prior to the soft stripping of the MHA buildings.

56 items were identified during the survey, with 10 further possible. The asbestos survey was provided for your information in the DMP - DMP_40_1.

All identified asbestos has been removed as part of the soft stripping/ demolition works, there remains a small risk that further items will be identified through the remaining works.

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.

An on-site smoking area will be provided immediately adjacent to North House building to discourage offsite smoking.

All employees onsite will receive an induction before starting work on the site requirements, which will include measures to reduce off site nuisances: No radios or audible music devices, and requirements to leave the site quietly (and signage provided as a reminder), use of two-way radios to avoid shouting, provision of bins to prevent littering, and regular checks of the external hoarding to prevent graffiti and fly posting.

Toolbox talks will be completed with all site operatives to remind them of their responsibilities during the works. Records of all training will be kept onsite.

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

From 1st September 2015

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

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

From 1st September 2020

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

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

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

a) Construction time period (mm/yy - mm/yy): October 2019 – June 2021

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 provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:

The site has been registered as Middlesex Hospital Annex 2018. See DMP_42_1 NRMM registration for evidence.

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:

A copy of the site NRMM registry will be kept in the Contractors site office. A copy of the plant service records will be kept within the same folder. A photo of each NRMM plant engine plate will be taken before, or upon receipt at site and kept in the same folder.

The Site NRMM registry will contain:

deployment start date, deployment end date and deployment duration, the machinery type, the machinery Manufacturer, engine manufacture year, engine power, Plant ID, engine EU type approval No, EU engine emission stage, type of retrofit (if applicable with retrofit company, retrofit date, retrofit details, and retrofit approver), exemption request and exemption status.

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:

Please see response above.

● SYMBOL IS FOR INTERNAL USE

Agreement

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

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

Signed:

Date:

Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

End of form.