

Construction/Demolition Management Plan

pro forma

Contents

Revisions	3
Introduction	4
Timeframe	6
<u>Contact</u>	7
<u>Site</u>	9
<u>Community liaison</u>	17
<u>Transport</u>	27
<u>Environment</u>	53
<u>Agreement</u>	73

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
May 2023	Rev 00	Erith Contractors Ltd.
July 2023	Rev 01	Erith Contractors Ltd.

Additional sheets

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

Date	Version	Produced by
May 2023	Appendix A – Programme Summary	Erith Contractors Ltd
May 2023	Appendix B - Logistics Drawings	Erith Contractors Ltd
May 2023	Appendix C – Affected Receptors	Erith Contractors Ltd
May 2023	Appendix D – Air Quality Assessment	GEM Air Quality Ltd
May 2023	Appendix E – Asbestos Survey Re-inspection	RPS Consultants
July 2023	Appendix F - Statement of Community Involvement & Construction Working Group Meeting Minutes	Kanda Consulting
May 2023	Appendix G – Noise Impact Assessment	Max Fordham LLP
May 2023	Appendix H – GLA Mitigation Checklist	Erith Contractors Ltd
May 2023	Appendix I - Cumulative Impact Area – Central London – Statement & Checklist	Erith Contractors Ltd
To Follow	Background Survey – 3 month monitoring results	
To Follow	Predictions for Noise Levels	
To Follow	Full Asbestos Survey & Key Findings (post vacant possession)	
To Follow	NVD Management Plan	
To Follow	CCS Site Registration number	Erith Contractors Ltd
To Follow	Evidence that Staff have been trained on BS 5228:2009	

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.

CMP development sites will be inspected by Camden's Site Planning Inspectors or nominated officers to assess compliance with the CMP. These inspections will be planned and unplanned site visits for the duration of the works. Developers/contractors are required to provide access to sites for inspection and cooperate fully throughout the inspection process ensuring compliance with the CMP.

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 (CIA) 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.

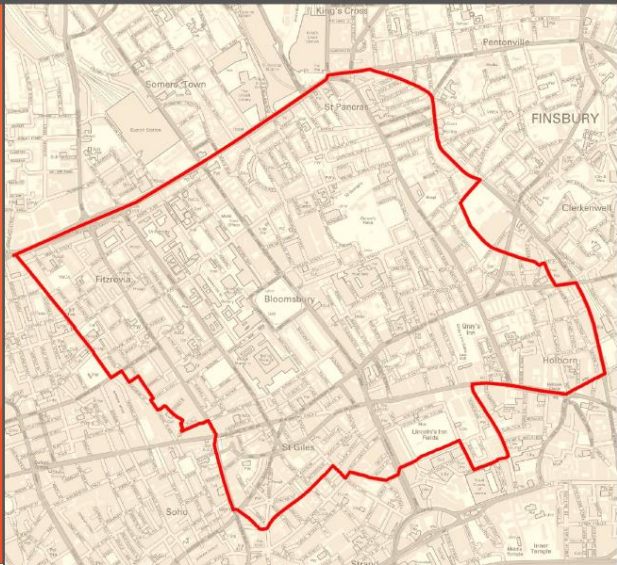
The CIA Checklist (editable pdf) can be found at <https://www.camden.gov.uk/about-construction-management-plans>

Cumulative Impact Area Central London Statement & Checklist

Planning Reference
Site Address



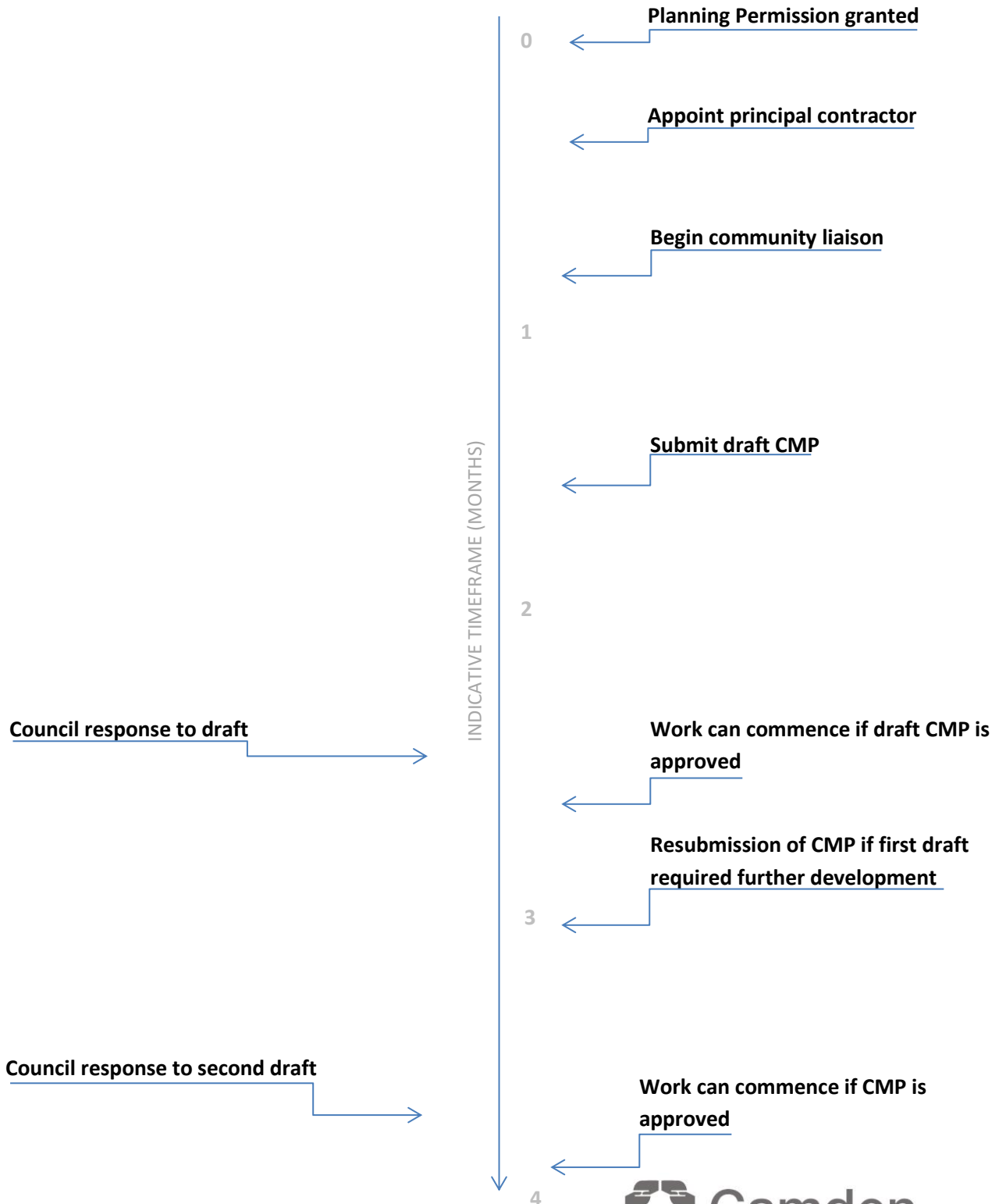
CONSTRUCTION MANAGEMENT PLANS



Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



Contact

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

Address: 100 & 88 Gray's Inn Road and 127 Clerkenwell Road, London WC1X 8AL

Planning reference number to which the CMP applies: 2022/4259/P

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

Name:

Address:

Email:

Phone:

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.

Principal Contractor – Demolition, Enabling Works & Basement Construction Phase

Name: Steven Gillam (on behalf of) Erith Contractors Ltd. Limited

Address: Erith House, Queen Street, Erith, Kent DA8 1RP

Email: Steven.Gillam@erith.com

Phone: 07918 188831

Principal Contractor – Main Works Phase

Name: To be advised when contractor is appointed

Address:

Email:

Phone:

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 the Community Investment Programme (CIP), please provide the contact details of the Camden officer responsible.

Name: Cherrie O' Kane (Erith Contractors Ltd)

Address: Erith House, Queen Street, Erith, Kent DA8 1RP

Email: cherrie.okane@erith.com

Phone: 07894 259321

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: To be advised when contractor is appointed

Address:

Email:

Phone:

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. Please fill up [Cumulative Impact Area \(CIA\) checklist form](#) if site fall within the CIA zone (Central London)

Description of the Site:

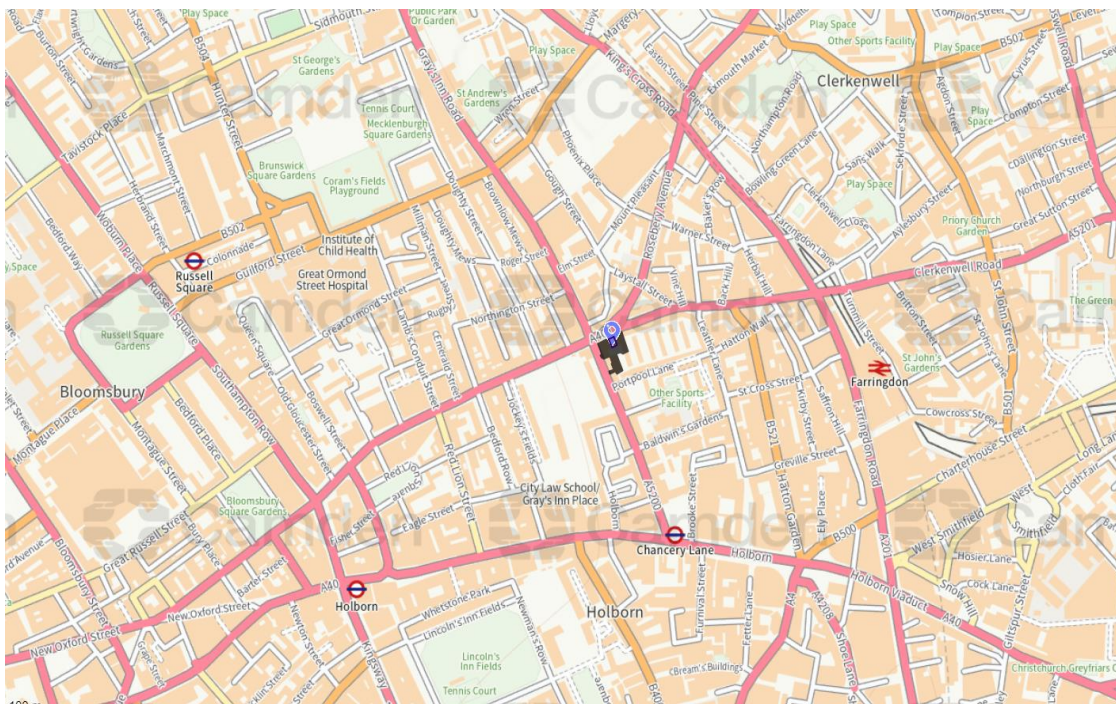
The Site comprises three buildings: 100 Gray's Inn Road, 127 Clerkenwell Road and 88 Gray's Inn Road ('the Site').

No. 100 Gray's Inn Road is located on the junction of Gray's Inn Road and Clerkenwell Road and is the most prominent of the three buildings. It is a ground plus seven storey 1960's office building with a single basement and with a reinforced concrete structure and a metal and glass clad façade.

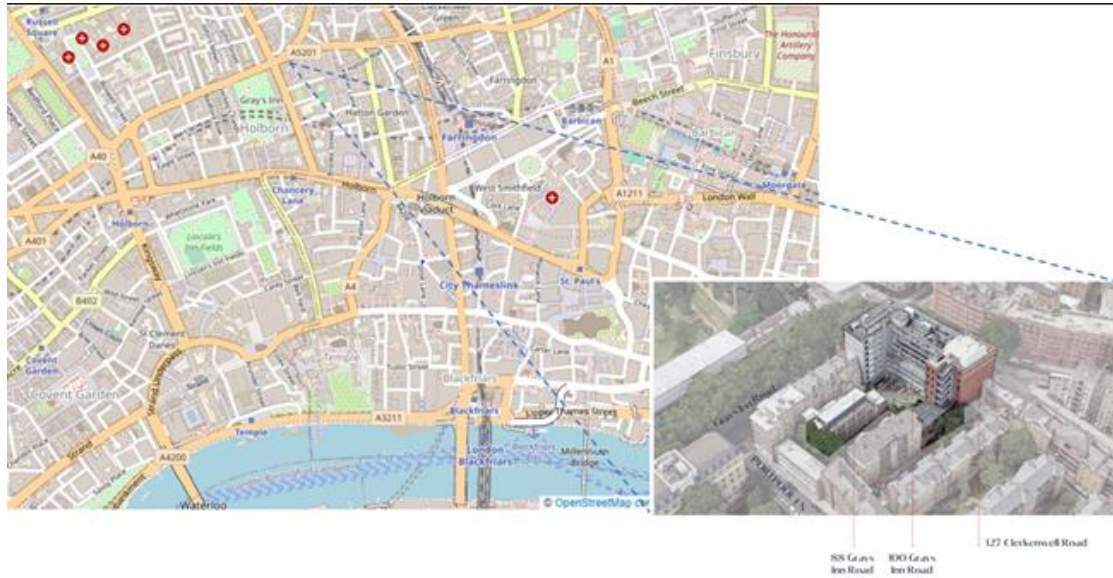
No. 127 Clerkenwell Road is a ground plus six storey 1980's building, located to the East of the site with a brick clad reinforced concrete structure comprising of 8 storeys complete with a metal frame plant room located on the roof.

No. 88 Gray's Inn Road is a small 4 storey structure utilised for office space, and is located off the main Gray's Inn Road accessed via an underpass off Gray's Inn Road.

Site Map:



Site Location Plan



Buildings comprising 'the Site'



Surrounding Area

The site's immediate surroundings consist of both residential dwellings, as well as commercial & office premises.

The site is bound by Clerkenwell Road (A5201) to the North, Gray's Inn Road (A5200) to the West, and Portpool Lane to the South. 125 Clerkenwell Road - a ground plus two storeys in height building- and the Bourne Estate are to the East and South of the site. The Bourne Estate consists, predominantly, of five storey blocks of flats with balcony access.

86 – 98 Gray's Inn Road premises, border 88 Gray's Inn Road to the West.

The existing ground level for the development is at approximately 21.0m AOD.

To the front of the Site on Gray's Inn Road and Clerkenwell Road tree lines exist, that will be retained, suitably managed, and protected throughout the development, forming ultimately a key part of the post development landscape.

Hatton Garden Conservation Area

The site also lies within the Hatton Garden Conservation Area and within the Background Setting Consultation Area behind St Paul's Cathedral from Blackheath Point (threshold at circa 52.9m AOD). Below the boundaries of the Hatton Conservation Area can be seen in green, with the Site being marked with a blue pin.



Development Proposals

The scheme includes the demolition of 100 Gray's Inn Road (100 GIR) and 127 Clerkenwell Road (127 CR) and the erection of a mixed-use office led (Class E) development comprising a basement, ground plus eight storey building for flexible retail / restaurant / office uses at ground floor and basement (Class E), basement excavation, provision of roof terraces, external plant equipment and enclosures, servicing bay, waste storage, cycle parking, public realm works; partial demolition and extension of 88 Gray's Inn Road for use of the upper floors for housing (Class C3) and ground floor as offices (Class E) with associated external alterations and associated works.

100 GIR and 127 CR will be replaced with a new 138,037 sqft (GIA) office building, covering the footprint of both 100 GIR and 127 CR. The proposed building will also include stepped terraces progressing up the height of the building along the south face with another step at Level 08 on the north face. An engineered timber structure is currently proposed for the superstructure and will consist of a glulam frame with cross-laminated timber (CLT) floors. Vertical cores and Basement will be reinforced concrete structures.

88 Gray's Inn Road will be refurbished with provision of affordable housing on all upper floors alongside affordable office at the ground floor, with overall combined 12,849 sqft of accommodation.

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).

Demolition & Enabling Phase Construction Works

The Demolition & Enabling works to 100 Gray's Inn Road and 127 Clerkenwell Road include:

- Site investigations & intrusive surveys to the existing structures
- Installation of site hoarding, gated access points, perimeter scaffolding and protective gantries to pedestrian walkways
- Soft strip and demolition of the existing buildings
- Retention and temporary support of the existing retaining basement walls, including underpinning of them
- Installation of tower crane
- Disconnection of incoming utility services
- Relocation, disconnection, and reconnection of the two on site UKPN Substations
- New reinforced concrete substructure and foundation works (including new piled foundations)
- Construction of new reinforced concrete basement up to and including ground floor podium slab
- Construction of the two new reinforced concrete cores to full height

New Build Phase – Main Construction Works

100 Gray's Inn Road (combined footprint with 127 Clerkenwell Road)

- Construction of ground plus eight storey building superstructure, consisting of a glulam frame with cross-laminated timber (CLT) floors
- Installation and commissioning of all associated with the completion of the project mechanical, electrical, rooftop plant equipment, fit-out works
- Installation of precast concrete Façade together with red brick masonry and red concrete horizontal banding elements, inclusive of window frames and glazing
- Provision of high-quality office accommodation measuring 11,895 sqm GIA across the site
- At the ground floor of the new building, two units will be used for either retail or as a restaurant (both Class E) and a further unit, measuring 814 sqm GIA, will be used as either retail, restaurant or offices.
- Public realm works, including the use of timber cobbles.
- A dedicated servicing bay accessed off Gray's Inn Road, including a turntable and refuse stores.
- Biodiverse roof and intensive planting at the rear and roof level of the new building

88 Gray's Inn Road

- Partial demolition of newer elements of 88 Gray's Inn Road, including sections at the North and West sides of the building as well as the top floor roof extension. *It shall be noted that during the Enabling, Demolition & Substructure construction phase of the project, 88 Gray's Inn Road main structure will remain untouched, with demolition and extension of new floors taking place during follow up Main Works.*
- Replacement of the existing top floor structure with a new lightweight structure consisting of a steel frame with traditional joisted roof structure.
- A series of balconies will be provided as part of the proposed alterations.
- Partial excavation to ensure that services can be installed at basement level, including Air Source Heat Pumps
- Removal of existing windows
- Extension of the existing lift core through the existing and proposed structure, consisting of a steel frame
- A single storey extension will be provided to the North of the ground floor to house the proposed plant room.
- External works

Main Issues and Challenges

The majority of challenges & potential issues relating to the works on site are mainly due to its sensitive urban location and the proximity of nearby structures, residential & commercial properties and established urban spaces. The main ones are presented below:

- The Site lies within the Hatton Garden Conservation Area
- Proximity adjacent neighbouring residential and commercial premises – particularly:
 - 125 Clerkenwell Road to the East
 - Ledam and Shene Buildings to the South-East of the site (part of neighbouring Bourne Estate)
 - 86 to 98 Gray's Inn Road premises to the North & West
- High volumes of pedestrian traffic across Clerkenwell and Gray's Inn roads
- Traffic and Site logistics, given the location of the site at a major road junction.
- Establishment of a protected pedestrian gantry along Gray's Inn Road and Clerkenwell Road footpaths, recognising the mature tree lines adjacent to the site and protecting them.
- Noise, dust and vibration controls including hoarding along the perimeter of the site.
- UXO presence (medium risk) and contaminated ground
- Asbestos containing materials (ACM) within existing buildings and removal of them.
- Maintaining vehicle access onto the site and accommodating HGV and plant deliveries
- Agreement with Camden Council for provision of an off-loading zone or delivery pit lane on Clerkenwell Road
- Existing utilities and services in close proximity to site demise
- Maintaining the two existing UKPN substations within site demise & relocation of them (within site boundary)
- Superstructure construction phase elements requiring articulated deliveries.

8. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale.

We have provided a Draft outline programme for Demolition & Enabling Works phase in the Appendix A. This will be updated to reflect the new start date as required, once this CMP has been approved.

Main Works programme will be provided once the relevant contractor has been appointed and schedule of activities has been finalised.

The project team is in the process of finalising documents associated with the scope of Main Works for the main contractor. It will be ensured that as soon as the Enabling, Demolition & Substructure works are finished (or prior to that), the construction contractor (Main Works phase) will start their work, making sure a streamlined handover from demolition to construction takes place.

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

Demolition & Enabling Works Phase

- Pre-start & Lead in Activities: July 2023 – November 2023
- Site Setup & Preparation: August 2023 – September 2023
- Demolition Enabling: August 2023 – September 2023
- Asbestos Surveys & removals: August 2023 – September 2023
- Internal Soft Strip: September 2023 – November 2023
- External Scaffold Erection: August 2023 – November 2023
- Structural Demolition (Superstructure & Substructure): November 2023 – May 2024
- Substructure Underpinning works: September 2023 – June 2024
- Gray's Inn Road Substation works: October 2023 – January 2024
- Piling works: March 2024 – April 2024
- Tower Crane Installation: May 2024
- Substructure RC works (including GF slab): April 2024 – August 2024
- Reinforced Concrete Cores construction: May 2024 – September 2024

Main Contract Works Phase

TBC once Main Contract Works contractor has been appointed.

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

This is Camden’s standard times. However, the times operated should be specific to the site and related to the type of work being carried out, and the proposed working hours will be considered on a case-by-case basis.

If the site is within the Cumulative Impact Area (CIA), then Saturday working is not permitted, unless agreed with Camden.

We confirm that Camden standard working hours for construction sites (as stated below) will be adhered to and followed.

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

Standard noisy hours during demolition works are: 8am-10am, 12pm-2pm, and 4pm-6pm, Monday to Friday.

The possibility for reduced impact hours associated with noisy works during 8am-9am could be explored with LB of Camden, by adjusting the early noisy working hours to 9am-11am in lieu of 8am-10am and in an attempt to alleviate early hours impact on surrounding sensitive receptors from those works. This is however subject to approval by the LBC council and will be captured as required on the S61 Agreement.

It should be noted however that there might be other construction sites and work taking place in the vicinity, causing noise during the standard hours and rendering any benefits from any early noisy hours adjustments to post 9am effectively redundant. This will be discussed further with LBC.

Erith Contractors are not planning to work any additional noisy hours, others that those permitted by LB of Camden

Any Saturday working will be subject to prior notification and agreement with LB of Camden.

Possible exceptions are the below:

- Abnormal load deliveries for heavy plant under movement orders (Movement orders stipulate early and/or late movement timeframes for transportation, deliveries and collections of abnormal loads)
- Road closures for tower crane erection and dismantling; these activities will be carried out at weekends and agreed in advance as required, with all necessary permits and authorisations obtained
- Weekend working will be potentially required for the erection of the scaffold pedestrian gantries along Clerkenwell Road and Gray's Inn Road due to limited footpath width at those locations and to avoid high pedestrian volumes during working days and peak hours (Subject to LB of Camden approval)

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.).

All neighbouring properties can be affected by the construction activities and good management and communication will be promoted and maintained to assist in mitigating the effects of the construction work. The properties adjacent to the building will have direct sight of the new build and demolition areas of the project so have the potential to be affected by the construction activities. These buildings contain a variety of functions (mixed use including residential, retail and office) and the needs of each will be addressed prior to works commencing, to establish their particular concerns and requirements.

Please refer to Appendix C for a layout of the site and the affected receptors in the vicinity

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**. Please ensure that any changes to parking and loading on the public highway are reflected in the consultation. Please agree highways set up plans in advance with Camden if there is any uncertainty with this.

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 the draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Please refer to Appendix F for the Statement of Community Involvement document & responses, as well as meeting minutes from Construction Working Group held in July 2023 in conjunction with the local community and stakeholders.

Prior to the submission of the planning application, a thorough public consultation exercise with key stakeholders and local community, lasting over 15 months, was led by Kanda Consulting and is summarised in The Statement of Community Involvement report appended to this CMP.

Key activities included a dedicated project website launch (100graysinnroad.community) (June 2021), newsletters distribution to 3,299 residents and businesses (Sept 2021, May 2022), public exhibitions (Dec 2021, May 2022), doorstep engagement, and meetings with stakeholders.

The distribution area of all newsletters can be seen below.



Feedback received was largely positive with some concerns being raised related primarily to construction disturbance and potential overlooking. Particularly for the latter, significant design changes were introduced to the rear terraces and balconies, in response to those concerns.

In addition, a Construction Working Group (CWG) meeting was organised and held in July 2023, with key stakeholders and seven neighbouring residents and workers attending and participating.

Letters were sent by Royal Mail to 1065 neighbouring addresses and emails sent to those on the mailing list for the project.

During this meeting, Erith Contractors were introduced to the community members and presented their upcoming activities associated with the Enabling, Demolition and Substructure works for 100 & 88 Gray's Inn Road and 127 Clerkenwell Road development, as well as their community and social values and ways on how to liaise with the team. The complaints procedure was also presented and clarified to the attendees.

The key comments and any concerns raised by the attendees are summarised below and were associated primarily with:

- Access to the site from the courtyard between Ledam and Sheen buildings
- Protective measures to the trees in the courtyard
- 88 Grays Inn Road works affecting the adjacent Quiet Garden
- Coordination of works with other contractors in the area
- Noise, Dust, Vibration (NVD) monitoring for the project, potential exceedances of target levels and process to be followed should these occur
- Potential toxins or other toxic materials that could be released in dust during demolition
- Potential light pollution at night emitted from the project's construction site
- Maintaining pedestrian pavement access around the site, ensuring being accessible to wheelchair users
- Noisy working hours and potential exploration with LBC for variations to the early standard Camden Noisy Works hours
- Any noisy works taking place outside of the agreed with LBC standard hours
- Safety measures where the site joins the Quiet Garden behind Shene building, ensuring that children cannot access the site
- Partnership and engagement with local schools as well as potential opportunities for young people being offered to the residents of the Bourne Estate
- Streamlined transition between Enabling/Demolition works and Main works following up
- Frequency and form of future CWG meetings and ways of notifying people who may be interested in joining

Details of the CWG meeting, including minutes with questions and responses given, can be found in Appendix F. Erith's presentation and 4D Sequence of Works video have also been uploaded on project's dedicated website (<https://100graysinnroad.community/>)

This CMP and its relevant sections have been amended accordingly, taking into account and addressing all the comments received during the CWG meeting in July 2023.

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

- An initial construction newsletter to local residents and businesses around the site, outlining the general construction programme and providing details of how to get in touch with the team (including outside of working hours) via phone, email and freephone. This newsletter will be issued one week prior to taking site possession.
- Monthly newsletters to stakeholders informing them of upcoming works and any works undertaken. Erith will hand deliver newsletters to local residents and business around the site, with all info about future meetings included within.
- Ad-hoc newsletters for irregular occurrence, such as tower crane erection or transport movement orders, will be produced and distributed as well.
- Regular updates to the project's dedicated website <https://100graysinnroad.community/>
- Updates to on-site noticeboards
- Emails to those who have asked to be kept informed of progress
- Quarterly Meetings with local community and stakeholders.

Kanda Consulting will organise and facilitate a second meeting of the CWG, a few weeks prior to demolition commencement.

The communication with neighbours and any community liaison groups will be ongoing and regular, updating them with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Once the CMP is online on the project's dedicated website and/or the planning portal, the community members will be able to review and provide any comments they might have. Following that, a meeting will be arranged if required to discuss and address any comments or concerns that might have been raised.

Any queries or concerns raised by members of the public or Camden council during works (or CMP review), will be responded to quickly and effectively, and the CMP will be amended if necessary and where appropriate to capture comments and taken actions.

In addition, an on-site contact will be established for urgent enquiries and a dedicated freephone line and email address will be available for more general enquiries. Contact details have been provided previously on Section 4 of this CMP document.

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.

Community Liaison

The CWG has been set up and facilitated by Kanda Consulting. It was advertised by letters sent via Royal Mail to 1065 neighbouring addresses, and emails sent to those on the mailing list for the project. The first meeting took place on 20 July 2023, and future meetings will be arranged and facilitated by Kanda Consulting in consultation with the members of the CWG.

Details of the person responsible for community liaison are included in Section 4.

The information board on the site hoarding will display the contact details for the Community Support Liaison, Project Director/Manager, and Senior Construction Manager throughout the project.

Community Engagement

Erith always engage with local schools, encourage children to come to local sites, create a safe area for a visit. Explaining the benefits of construction and good career prospects in this industry for young people.

There are three local primary schools close by which we will contact individually, offering them site walks, a perspective on what a live construction site looks like and ultimately a really good experience for their students. Erith will also look at helping schools with their own small projects should an opportunity arises.

In addition to any partnership and engagement with local schools in the vicinity, Erith will look to engage in the project with young people from the area, in collaboration with the local community and residents of the estates in the vicinity.

Construction Working Group (CWG)

ECL will establish working groups and collective dialogue/communication channels with adjacent sites as required. Ward Councillors from LB of Camden will also be invited to attend, and notes will be shared with them. All construction working group meetings will be run in accordance with Camden's guidance on how to run a CWG.

We propose to include immediate neighbours in a Construction Working Group, including any other construction sites in the vicinity to ensure works are coordinated and impact to the area due to construction activities is minimised as much as possible.

One week prior to taking site possession, ECL will issue our first newsletter with information on upcoming works. A meeting will also be organised a few weeks prior to demolition commencement.

As part of the initial site preparations, community noticeboards will also be installed on the site hoarding. These noticeboards will contain essential information, including:

- 24-hour contact details for the project
- Community liaison information for the project
- Important dates related to the project, such as construction phases and milestones
- Registration details of the project's Considerate Constructors Scheme
- Copies of the latest newsletters (monthly distribution to interested parties)
- Notifications about upcoming noisy works
- General project information of interest, such as environmental performance, CCS score and feedback, community engagement, and social value statistics

A monthly newsletter will be created and shared with local neighbours and relevant stakeholders, containing amongst others information about future meetings. The newsletter will also include contact details for the community support liaison officer, allowing the local community to reach out if needed. Where necessary, and as part of our coordination efforts with any adjacent sites, joint communication newsletters will be issued where and as required.

Quarterly meetings will be held with the Construction Working Group throughout the project, and all compliments and complaints will be addressed according to the agreed procedures. All information about future meetings will be included in the monthly newsletters being distributed by Erith via hand-delivery to the key stakeholders, members of the local community and participants of the CWG.

In addition, the Construction Management Plan (CMP) will be made available on both the project's dedicated website and the Camden planning portal, providing the opportunity to anyone who may be interested in the project to review it.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [CCS site registration](#) for the full duration of your project including additional [CLOCS visits](#) for the full duration of your project. Please provide the CCS site ID number that is specific to the above site. A company registration will not be accepted, the site must be registered with CCS.

Be advised that Camden is a Client Partner with the Considerate Constructors Scheme and has access to all CCS inspection and CLOCS monitoring reports undertaken by CCS.

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

The Site will be registered with CCS before works commencing, for both the demolition & enabling works and follow up construction phases. Details of registration and associated registration number to be confirmed upon appointment. All Erith projects are CCS and CLOCS registered. By registering with CCS, Erith can further demonstrate their commitment to those affected by our works. This includes our work force, our neighbours, local businesses and other residents.

It is also confirmed that Erith Contractors Ltd. will follow the 'Guide for Contractors Working in Camden' and abide by it.

14. Neighbouring sites

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

Erith Contractors Ltd (ECL) will collaborate with other contractors working on nearby sites to facilitate the development of a delivery and waste removal vehicle schedule. This schedule will consider the construction vehicle movements of other local sites, aiming to minimize the cumulative impact on the area. By adopting this approach, the project aims to reduce the overall disruption caused by construction vehicle activities.

It is confirmed that instructions from the Council regarding the coordination and scheduling of construction traffic will be strictly followed. Ongoing communication with Camden Council's Highways Department will be maintained throughout the demolition and construction phases to ensure compliance and mitigate any disturbance caused by construction traffic.

The Construction Management Plan (CMP) will be regularly updated to incorporate any new or completed developments as required. Additionally, the map provided below will be updated as needed, once the project is underway on-site.



The main major development of similar scale in the imminent vicinity, to the North of the 'Site', along Gray's Inn Road, is that of 38 Mount Pleasant/ 156-158 & 160-64 Gray's Inn Road (Panther House).

Construction works have started in 2021 and are expected to last until the end of 2023, running for a period concurrently with those in 100 & 88 Gray's Inn Road development.

ECL are already involved in the Panther House project as well, undertaking façade retention, demolition and strip out works, and are fully aware of the challenges and construction activity could have in the area. The Construction and Demolition Management Plan, including the logistics drawings and plans, have been produced taking into consideration this overlap period between the two sites and their construction & logistics activities.

Prior to starting on site (100 & 88 Gray's Inn Road), ECL will collaborate closely with the Panther House project team to coordinate and finely refine works and logistics, including potential traffic impact mitigation measures along Gray's Inn Road, Rosebery Avenue and Clerkenwell Road for the overlap period.

There are also contractors working at the adjacent Ledam Buildings undertaking scaffolding, window and roof works. Erith will also invite them in the Construction Working Group, and will hold regular meetings to ensure works are coordinated.

In addition, further reviews in the Planning Portal will be undertaken regularly to identify any other construction sites in the local area and engage as required with them, in order to mitigate collaboratively the cumulative impacts of the construction in the vicinity.

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 CLOCS monitoring visits through CCS 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.

Please note that this section may also be referred to as a Construction Logistics Plan in the context of the CLOCS Standard.

CLOCS Contractual Considerations

15. Name of Principal contractor:

Principal Contractor – Demolition, Enabling Works and Basement Construction Phase

Erith Contractors Limited

Principal Contractor – Main Works Phase (TBC)

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

Principal Contractor – Demolition, Enabling Works and Basement Construction Phase

The Erith Group hold CLOCS Champion status with the scheme and are Gold accredited with the Fleet Operator Recognition Scheme (FORS). Erith's supply chain are all prequalified with CLOCS and FORS as a mandatory requirement for working for Erith.

Contracts/ Contractors

FORS Silver accreditation as a minimum will be a contractual requirement, FORS Gold operators will be appointed where possible. Where FORS Silver operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment (as per CLOCS Standard P13), and that all drivers servicing the site will have undertaken approved additional training (e.g. 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.). CLOCS Compliance will be included as a contractual requirement.

Desktop checks

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

Site checks

Checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale. Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale. These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment. Results from these checks will be logged and retained and enforced upon accordingly. Collision reporting data will be requested from operators and acted upon when necessary.

Additionally, to improve our understanding and maintain our site exemplary levels of compliance and safety, ECL undergo regular site monitoring visits in conjunction with CLOCS partners, the Considerate Constructors Scheme (CCS). This is an external audit against the CLOCS standard and legal requirements on site. The CLOCS standard requires and encourages fleet operators to use vehicle with enhanced safety features such as greater direct vision, lower axel heights and side under-run protection. Erith has exceeded this requirement with the additional specification of nearside sensors, 360-degree cameras and in-cab audible warnings for the driver.

Erith also actively promote the CLOCS scheme through the 'Exchanging Places' campaign which is a tool to help people, particular pedestrians and cyclists to see the road from the perspective of a lorry driver. Our involvement with the scheme is succinct with the primary goals of reducing collisions between construction vehicles and the community, improve air quality and reduce emissions, achieve fewer vehicle journeys and reduce reputational risk. The standard is applied to all of our construction projects and vehicle fleet, to standardise our working practice and the requirements placed upon our stakeholders.

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:

Yes- 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.

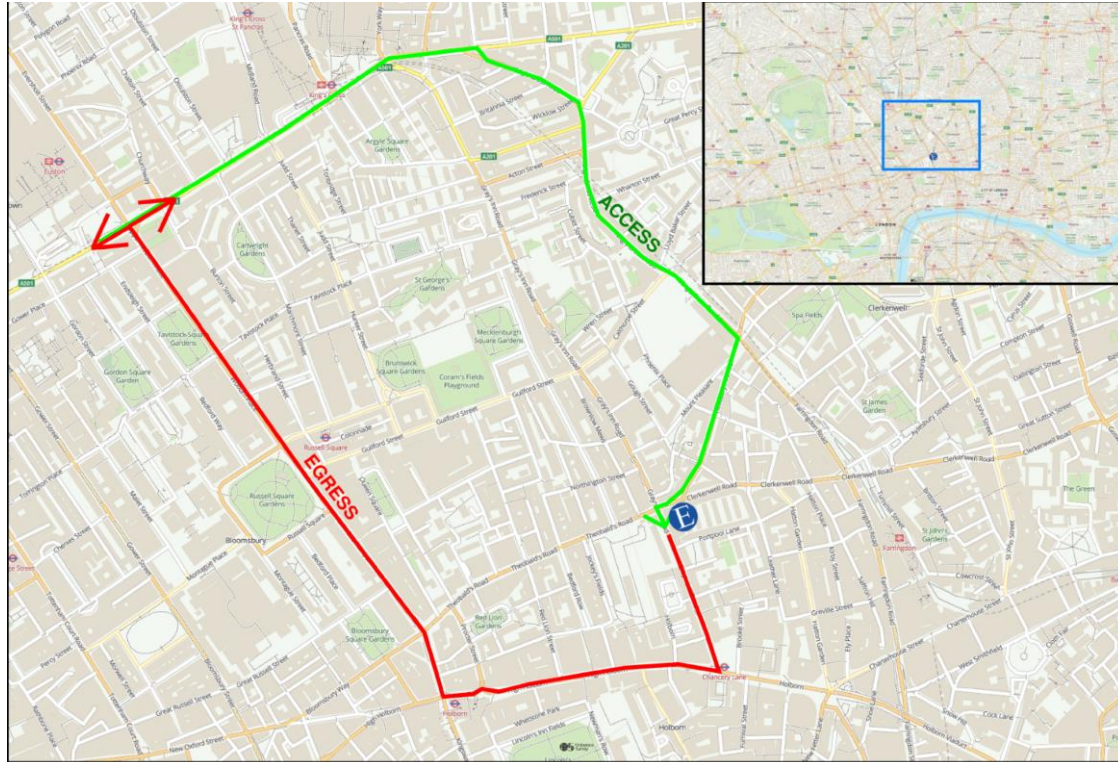
a. Please show vehicle approach and departure routes between the site and the Transport for London Road Network (TLRN). Please note that routes may differ for articulated and rigid HGVs.

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

Please refer to Appendix B for detailed Vehicle approach plans and logistics drawings.

Snapshots and brief vehicle approach strategy are provided below.

Vehicle Access & Egress traffic routes



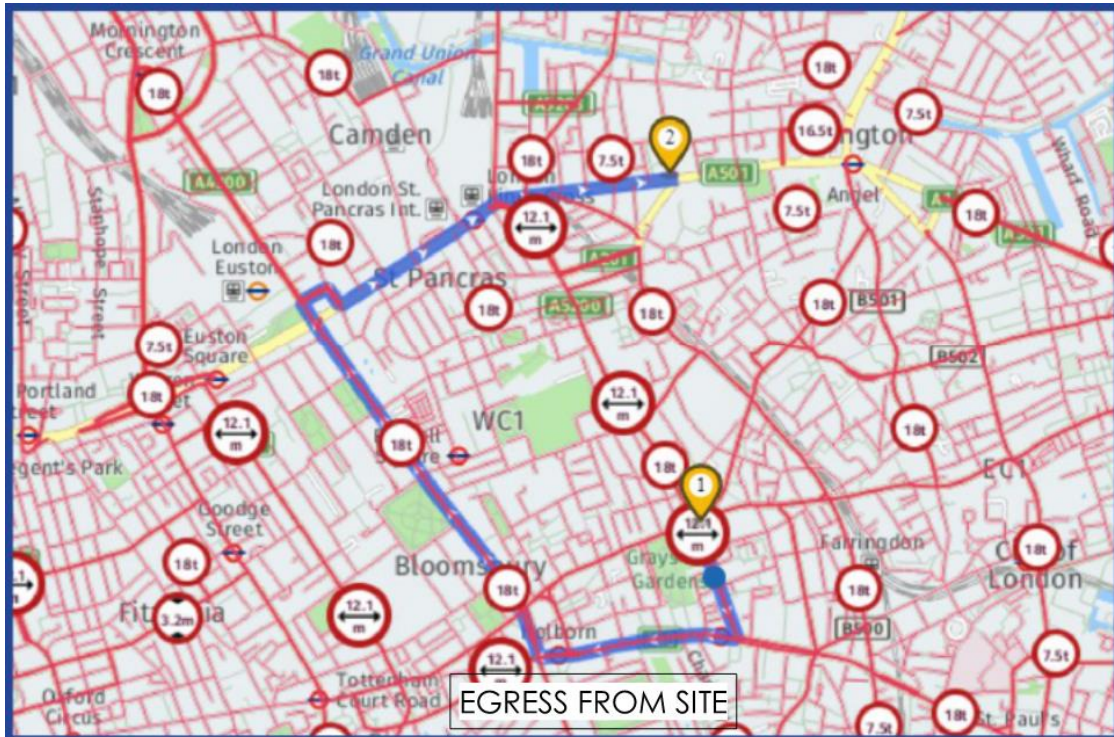
Vehicle Access to Site

Please note that pin '2' depicts the 'Site'



Vehicle Egress from site

Please note that pin '1' depicts the 'Site'



Vehicles will approach the site utilising A501 road along King's Cross St. Pancras, then turning South onto A201 and then again onto Rosebery Avenue. From there, vehicles will cross Clerkenwell Rd and enter Gray's Inn Road, before they reverse into the site from the existing Gray's Inn Road crossover point.

When exiting the site, vehicles will turn South onto Gray's Inn Road, before reaching A40 where a West turn will be made. At the A40 & A4200 junction, vehicles will turn and move along A200 up until A501, where at this point an Eastbound final direction will be followed, away from Camden.

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

b. Please confirm how contractors and delivery companies will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

All Contractors / Hauliers will be issued with ECL's Traffic Management Plan which will describe in detail site access & egress vehicle routes. The Traffic Management Plan will provide a full list of instructions and will be given to all supply chain members or any internal company fleet vehicles, to be applied to their delivery procedure. Compliance with the plan will be a contractual requirement for the appointed supply chain.

The plan will provide clear instructions for the route to site, timing of deliveries, coordination with the site traffic marshals, contact numbers, and what to do if things do not go according to the plan. Each contactor or supplier will confirm receipt of those documents and that the relevant drivers and personnel have been fully briefed.

Those plans will also be communicated in tender, appointment, and pre-start meetings. Regular logistics meetings will also be held, ensuring constant re-enforcement of the requirements of the project as well as communicating any changes to the plan. ECL will undertake regular audits and visual checks as required, to ensure that suppliers comply with the agreed routing. Finally:

- All vehicles will be booked into site at least 24hrs in advance to regulate the flow and avoid vehicle congestion and overlap
- Drivers will be required to contact site to ensure that their slot is available on approach
- Traffic Marshalls will also act proactively and contact the drivers in advance should delay be anticipated; once the entrance is clear, the drivers will be contacted by mobile phone to come to site where the traffic marshals will be waiting for them

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.

a. 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

Demolition, Enabling & Basement Construction Phase works

No vehicles larger than 8-wheelers will service the project throughout this period. Tippers will be used for hard-core demolition arisings, 40yrd bin lorries for timber and steel, tippers for bulk excavation activities, plus concrete and reinforcement steel deliveries.

- Tipper lorries: 15 – 20 per day
- Concrete deliveries - max 20 per day (basement pours only)
- Plant deliveries: 8no in total of no more than 2no in any one day;
 - 1no at the start until asbestos and soft strip has been removed
 - 3no during the structural demolition
 - 4no at the end of the Demolition, enabling & Basement construction phase work, when plant is removed.
- Waste Removal & RoRo vehicles: No more than 10no per day, throughout this phase and mostly during soft strip and asbestos removal
- Small tools & equipment deliveries (small vans): No more than 3no per day throughout this period
- Flatbeds - plant movements only

Main Works Construction Phase – TBC once Contractor has been appointed.

CMP will be updated to reflect this information as required.

b. Please specify the permitted delivery times.

Where possible, vehicles will be brought to site between the hours of 09.30 and 16.30 hrs on weekdays, to avoid peak periods. On Saturdays, vehicle movements will be limited to between 08.00 and 13.00.

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

Exception to the above will be the plant and tower crane components deliveries which will need to utilise low loader & standard articulated vehicles and possible move under Metropolitan Police Movement orders (and associated time restrictions).

Kerbside offloading is proposed for crane offloading of any articulated or large HGVs that cannot be accommodated through the site access point along Gray's Inn Road.

c. 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.

Please refer to previous *Section 14 – Neighbouring Sites*, of this submission.

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

One active development and of similar scale, has been identified in close proximity to the site and which is the:

38 Mount Pleasant (Panther House), 156-158 & 160-164 Gray's Inn Road, London WC1X 8ED
Smaller scale refurbishment works are also being undertaken at Ledam Building premises.

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

Please refer to Appendix B of this document, for Logistics Drawings and swept path analyses

The site logistics during the enabling and demolition phase of the project will see the HGV loading happening within site demise, utilising primarily the existing vehicle entrance and crossover on Gray's Inn Road. This access point, requiring vehicles to reverse under Traffic Marshal control, will be maintained and utilised for the entirety of works.

There is another existing vehicle entrance and established crossover point at 127 Clerkenwell Road. This vehicle access /egress point will only be utilised as secondary point and used sparingly and as a contingency measure.

During the Substructure and Construction phase, the existing vehicle access crossover points will have to be removed to allow the new ground floor slab to be constructed. At this phase, the temporary pit lane along Clerkenwell Road will have to be utilised, being the only option available for deliveries.

Swept path analyses for traffic around the pit lane option along Clerkenwell Road as well as at the existing vehicle entrances and crossovers have been provided within the Appendix B.

e. 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 off-site holding areas are currently envisaged for the demolition & enabling works.

Deliveries will be carefully managed using a "Just in Time" approach through a delivery management system, ECL haulage will develop waiting areas as required.

Prior to arrival, all vehicles will receive a confirmation of their booked delivery slot. As they approach the site, each delivery driver will contact the site to confirm the delivery status. If any site issues arise that could impact the delivery, the traffic marshal will communicate with the driver to reschedule their arrival or cancel the delivery if necessary.

Should the need arise for a suitable waiting point to be established nearby, where drivers could phone ahead prior to being called to site, this will be discussed and agreed first with Camden Highways department prior to any implementation.

The following additional holding areas on route have also been identified and will be reviewed with Camden for availability should the need arise, and regularly monitored.

- Rosebery Avenue (to be reviewed in conjunction with Panther House site requirements as well for the overlap period)
- Robert Street
- A4201 Albany Street
- Harrington Square
- A400 Hampstead Road overbridge (HRB)
- Park Crescent (East) & (West)
- Freight Lane
- Swinton Street
- Granby Terrace overbridge (GTB)

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

Currently, and for the first phase of works (Demolition, enabling & basement construction works) no use of construction material consolidation centres is envisaged by Erith. To reduce cumulative impact of construction traffic, a comprehensive Logistics Plan will be created and executed. Waste segregation areas will be strategically located on site to minimize vehicle movements required for material transportation off site.

Main Works contractor, once appointed, will investigate as required the use of appropriate material consolidation and holding areas close to the project– nearest being the Camden Town and Bow Centre.

g. 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).

Operators of excavators, dumpers, and lorries will refrain from unnecessary engine revving, and all machinery will be turned off when not in use.

Written communication will be provided to all subcontractors, specifying the requirement to switch off delivery vehicle engines upon arrival at the site. Competent and experienced Traffic Marshals will be present to receive and guide delivery vehicles to their designated locations. Once safely positioned, the Traffic Marshals will ensure that vehicle engines are turned off. Delivery drivers will remain with their vehicles during the unloading process.

Prior to attending the site, all subcontractors will receive a copy of this Construction Management Plan (CMP) to ensure they are fully informed about the necessary site requirements. They will also adhere to the relevant requirements of CLOCS/FORS and the Camden Guide for Construction Practice.

Emissions

The following mitigation measures will be implemented, to reduce emissions in relation to construction plant:

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

20. Site entry/exit: *“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 leave this section blank and refer to Q21. Where loading is to take place from a dedicated pit lane located on the public highway, please use this section to describe how vehicle entry/departure will be managed.

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 entry and exit points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.

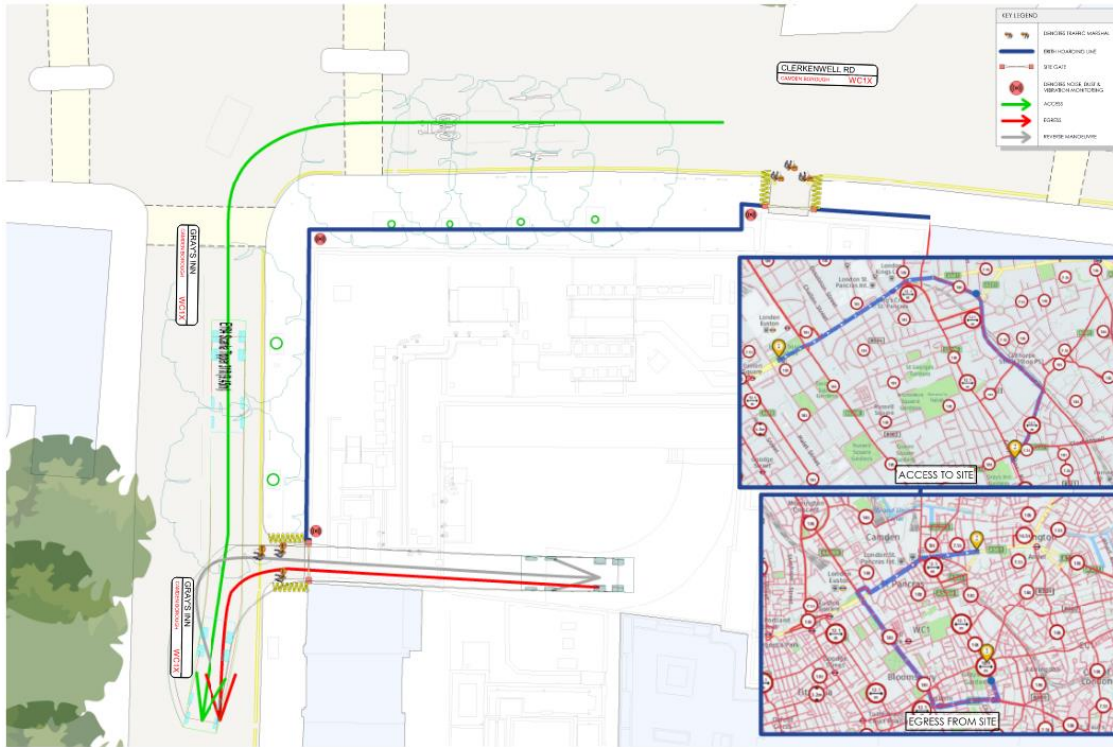
Details of the site access and egress for Demolition, Enabling and Substructure works phase are shown at Appendix B (Logistics Drawings).

During demolition and enabling works phase, the vast majority of vehicles access /egress will take place from the existing crossover point along Gray’s Inn Road. There is another existing vehicle entrance and established crossover point at 127 Clerkenwell Road but this will only be utilised as secondary point and used sparingly and as a contingency measure.

During the Substructure and Construction phase, the existing vehicle access crossover points will have to be removed to allow the new ground floor slab to be constructed. At this phase, the temporary pit lane along Clerkenwell Road will have to be utilised, being the only option available for deliveries.

For the tower crane erection/dismantling works, as well as for initial lifting operations of demolition plant onto the existing roof, visiting mobile cranes will be required to undertake those targeted lifting operations; As such, a temporary road closure on Clerkenwell Road will be required which will be arranged by ECL and all relevant licences and permissions will be obtained prior to closures. Clerkenwell Road has been chosen as the only viable option due to tree canopies obstructing possible lifting operations on Gray’s Inn Road. Due to site access underpass spatial constraints along Gray’s Inn Road, any larger than 8-wheeler tipper lorries will not be able to be accommodated within the site. To facilitate a safe loading and unloading of those vehicles, it would be necessary for a temporary pit lane to be established along Clerkenwell Road, subject to LB Camden & Statutory Authorities approvals and licenses. This pit lane will only be used for vehicles that cannot enter the site through the underpass on Gray’s Inn Road., primarily during the Basement /Substructure construction phase of works.

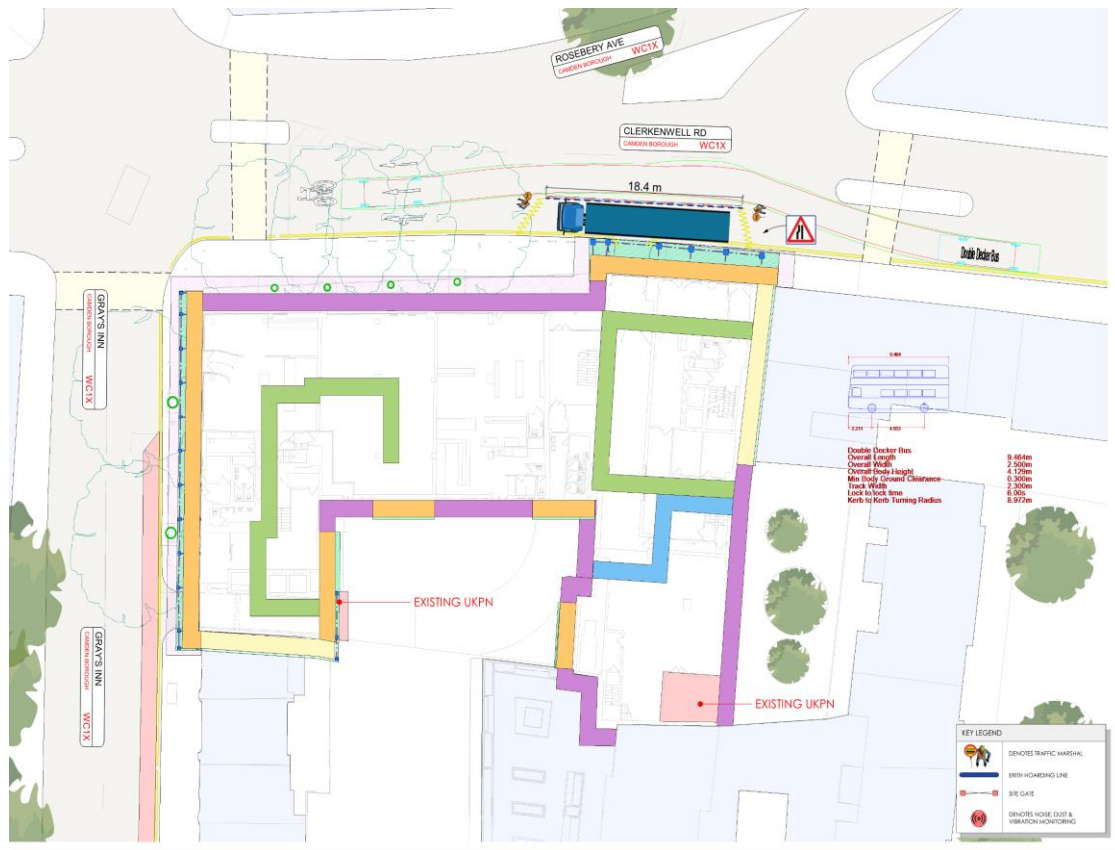
Main Vehicle Site Access / Egress (Existing crossover at 100 Gray's Inn Road)



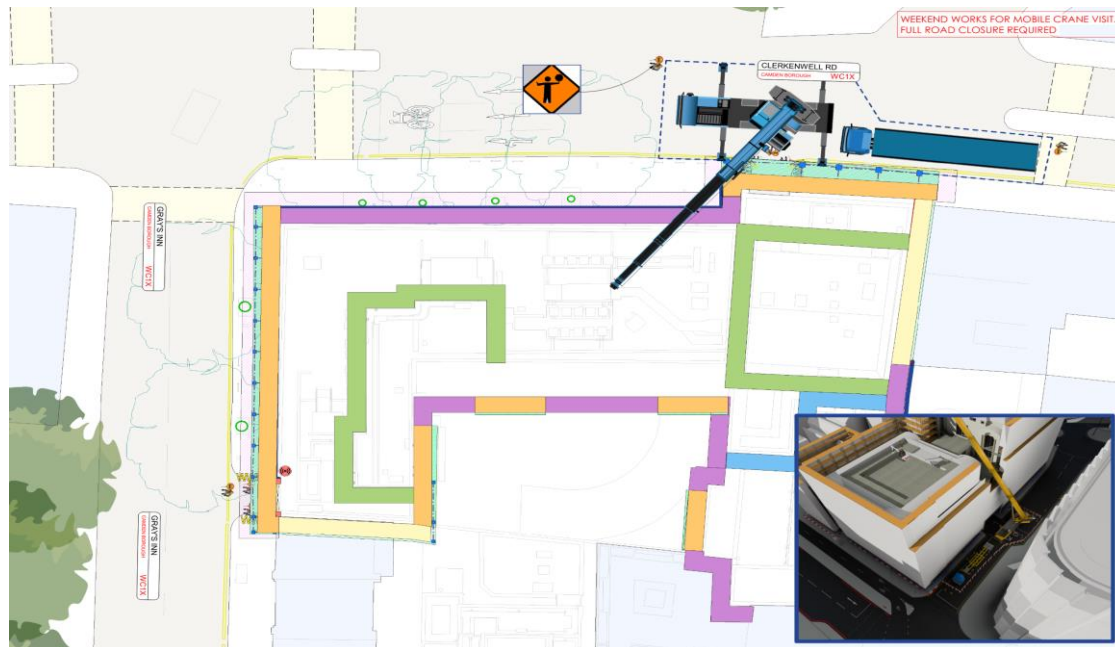
Secondary Vehicle Site Access / Egress (Existing crossover at 127 Clerkenwell Rd, used only sparingly and as a contingency)



Pit Lane along Clerkenwell Road (subject to statutory approvals)



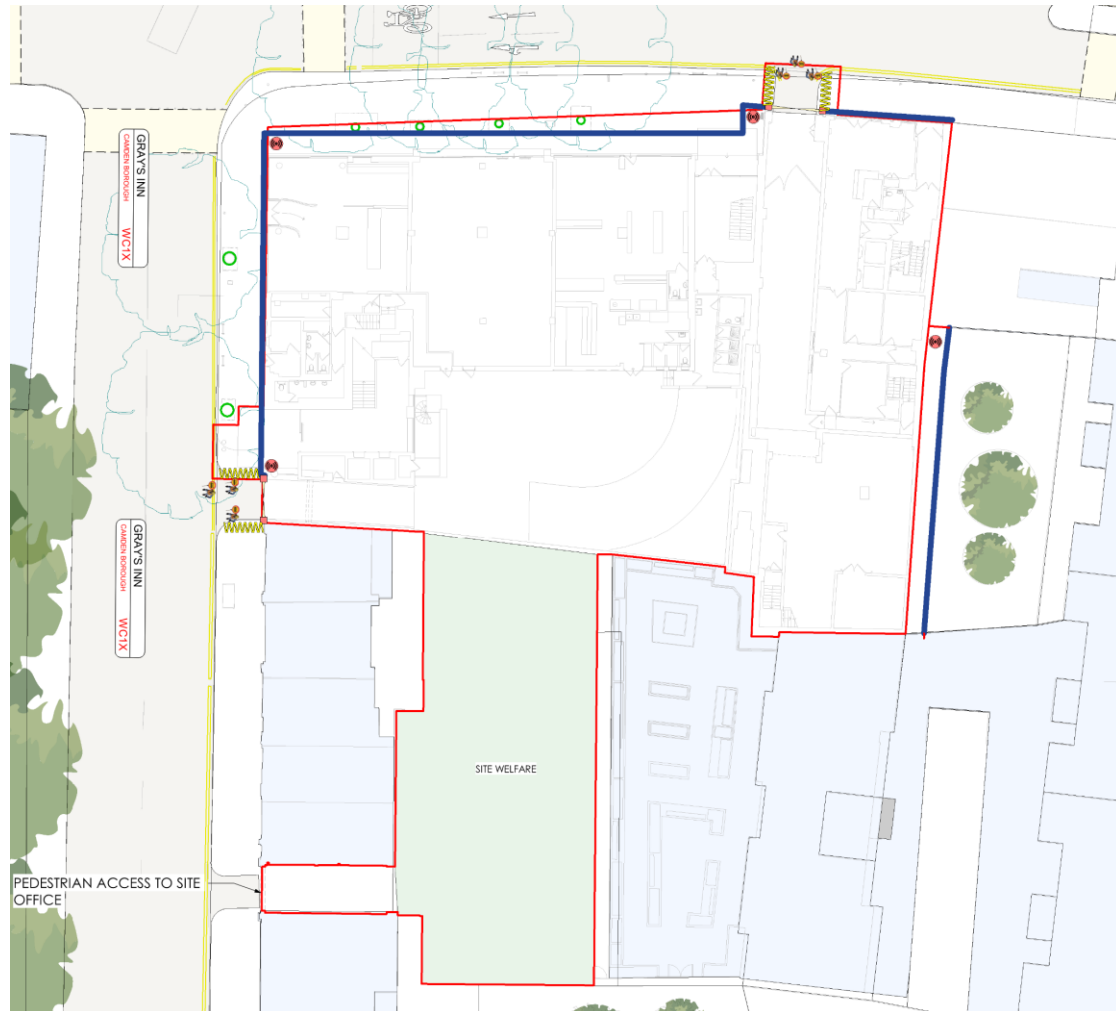
Temporary Closure on Clerkenwell Road (only for targeted lifting operations)



For any changes associated with access-egress and/or delivery arrangements, and required for the Main Contract works, the CMP will be updated accordingly and issued again to LB Camden.

Site welfare will be established within the 88 Gray's Inn Road premises during the enabling, demolition and substructure construction works. Site personnel will access those facilities via the dedicated 88 Gray's Inn Road access undercroft.

88 Gray's Inn Road – Site Welfare Establishment & Site personnel access



Please note that access to the site will not be generally required from the courtyard area located adjacent to 127 Clerkenwell Rd and Shene and Ledam buildings. The main access will be along Gray's Inn Road with only nominal access being required in the courtyard for a short period of time and during the initial scaffold erection for demolition of 127 Clerkenwell Rd building components. Erith will ensure any trees in the courtyard are wrapped in hessian and protected accordingly.

b. Please describe how the entry and exit 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 refer to the Logistics Drawings, within Appendix B , included in this submission

At main site vehicle entry /exit point along Gray's Inn Road and the secondary at 127 Clerkenwell Road, there will be a minimum of 3no dedicated Traffic Marshals at each location (1no banking the vehicle and 2no guiding pedestrians and cyclists), possessing all necessary qualifications and experience for their role, who will control traffic and pedestrian and cyclist movements as necessary, while vehicles are reversing into the site and when exiting (front gear). All Traffic Marshalls will operate STOP-WORKS signs to manage traffic, temporarily barrier off pavements and cycle lane to ensure the safety of pedestrians and cyclists while vehicles are accessing and egressing the site. ECL will ensure any disruptions to pedestrians, cyclists and road users are kept to a minimum and traffic flow is generally unobstructed.

The vehicles themselves will enter and leave the site in a slow and controlled manner, being always aware of pedestrians and other road users. No vehicle will enter or exit from the site unless under the strict control of the Traffic Marshalls.

In addition, no vehicle reversing will be permitted without the use of a qualified Traffic Marshall / Banksman. Reversing out onto the road is strictly forbidden. Once the vehicles have entered the site, they will be guided -with the aid of the Traffic Marshall into position for loading or unloading.

The Clerkenwell road pit late will be fully controlled with another 2no dedicated traffic marshals and secured with proprietary fencing/hoarding & concertina barriers, allowing other traffic to pass around it. A pedestrian gantry will be provided on footpath (subject to approval), allowing safe, segregated from traffic, and uninterrupted pedestrian flow. Clear segregation of the public, construction operatives and site vehicular traffic will be maintained at all times, with access and egress points to the site being kept closed when they are not being used.

Concertina barriers



Adding to the above, the supply chain delivery operators will be members of the FORS and CLOCS Schemes, with up-to-date cycle awareness safety training.

Erith will also encourage the use of public transport for site operatives. There are several underground stations, bus stops and cycle dock stations, within short walking distance of the site. No onsite parking will be provided and only works vehicles will be permitted onto the site.

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

Please refer to the Logistics Drawings within Appendix B, included in this submission

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.

Enabling Works & Demolition

The vehicle bay at the Gray's Inn Road entrance will have an attendant Jet washer to clean wheels and used when required for the duration of the project. The entrance is a hard standing both in the current existing condition during demolition, and as a new permanent facility during and after the construction process. An attendant Jet washer will be also made available at the 127 Clerkenwell Road existing vehicle access/egress point as required. This again is a hard standing area which as noted in previous section will only be used sparingly and as a contingency.

Road sweepers and attendant gatemen will ensure that track-out does not occur. Erith will ensure that a water-spray road sweeper will be regularly attending the site, as required.

Basement Excavation & Construction

Vehicles will enter from Gray's in Road, park on a hard standing, be loaded with excavated material, and cleaned if needed before departure. *This access/egress point will be the main one used until such point that needs to be removed for new construction of ground floor to take place. At that point in time, only the temporary pit lane will be utilised.*

Any run-off from hard standing will flow back into the site and either collected into settlement tanks prior to discharge under license or be allowed to disperse down the surface water drainage equipped with a filter cover place over it to prevent soil/dirt from entering the drain. Traffic Marshals will constantly monitor vehicles and prevent debris from being deposited on the road surface. Any debris that does fall onto road or footpath will be immediately cleared by the attendant traffic marshal. We will ensure that vehicles leave site in a suitable condition, and do not deposit debris, mud, or other deleterious material on the road. Ensuring clean roads will also mitigate the risk of airborne dust, generated during dry windy conditions. Paths and roads likely to be affected by the works will be monitored and maintained daily, or as required and kept clean.

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 on the public highway and it has been agreed with Camden that a dedicated pit lane is not viable/necessary. If loading is taking place on site, or in a dedicated pit lane, please skip this section.

a. Please provide the location where vehicles will stop to unload. If this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

Please refer to the Logistics Drawings, within Appendix B, included in this submission

The vast majority of vehicle loading / unloading will take place within the site premises as described in previous sections of this submission. For larger lorries that cannot be accommodated through the Gray’s Inn Road underpass crossover, the loading /unloading will take place within a secure /hoarded temporary delivery pit lane along Clerkenwell Road, subject to approvals from LB Camden and all other relevant statutory authorities licenses. Use of the temporary delivery pit lane is primarily anticipated during the Basement Construction activities. Once the existing Ground floor crossover underpass points along Gray’s Inn Road & Clerkenwell Road have been removed to allow for the new Ground floor slab to be constructed, the temporary delivery pit lane will be the only viable option for deliveries.

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. Please note that deliveries should pause where possible to allow passage to pedestrians.

Please refer to the response provided in Q20-b.

All Traffic Marshalls will operate, having at their forefront the safety of pedestrians, cyclists and other road users.

Site set up

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 Restrictions (TTRs) 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 four week period required for the application processing and statutory consultation as part of the TTR process. This is in addition to the CMP review period.

If the site is on or adjacent to the TLRN (red route), please provide details of preliminary discussions with Transport for London (TfL) in the relevant sections below. Please note that TfL are the highways authority for such routes and all permits will be issued by them.

Consultation with TfL will be necessary if the site requires the use of temporary signals on the Strategic Road Network (SRN), or impacts on bus movement, then TfL will need to be consulted.

Consultation with TfL will be necessary if the site directly conflicts with a bus lane or bus stop.

22. Site set-up and occupation of the public highway

Please provide detail drawings of the site up on the public highway. This should be presented as 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 all relevant key dimensions. Please note that lighting column removal/relocation may be subject to UKPN lead times and is outside of our control. Any gantries will require a structural assessment and separate agreement with the structures team.

a. Please provide details of any measures and/or structures that need to be placed on the highway. This includes dedicated pit lanes, temporary vehicle access points/temporary enlargement of existing crossovers, occupied parking bays, hoarding lines, gantries, crane locations, crane oversail, scaffolding, scaffolding oversail, ramps, barriers etc. Please use this space to justify the use of the highway, and to state how the impacts have been minimised.

Please provide drawings separately in the appendices and reference their location below. Please provide further details of any changes to parking and loading in section 23.

Please refer to the Logistics Drawings, within Appendix B, included in this submission

The Site is neither adjacent to TFL Red route network nor there is a direct conflict with a bus lane or bus stop.

During initial setup, solid hoarding (min 2.4m height) will be provided at the perimeter of the site to prevent unauthorised access, segregate and safeguard the public from construction works, as well as to attenuate the noise and prevent the spread of dust and materials outside the site boundary. Particular attention will be paid to the hoarding line at the location where the Site's boundary joins the Quite Garden behind Shene building, to prevent children from accessing the site. Site welfare for the enabling works phase, will be established within the site premises (at 88 Gray's Inn Road).

Due to the nature of works to be undertaken (demolition), it will be necessary to erect a perimeter scaffold, fully encapsulated with flame retardant white monarflex and with additional scaffold fans, before demolition starts. This will not only allow a safe and controlled removal of the internal building elements and structure, but will also safeguard the safety of the public. In the unlikely event that some sections of the pavement may be required to be closed off for short period of time and during scaffold erection works, ECL will ensure there will always be a safe walkway around for pedestrians, where this is the case.

Along Gray's Inn Road site elevation, when constraints such as :

- the footpath's available width
- the minimum width requirements for the scaffold
- trees' trunk line along the pavement

are taken into consideration, it becomes apparent that a pedestrian gantry, equipped with a protective overhead suitable crash-deck, will be required to be installed. Any perimeter scaffold along that elevation will commence off that gantry, allowing for safe and unobstructed pedestrian traffic to be maintained during the demolition works.

At the front of 127 Clerkenwell Road, due to the building's façade projecting towards the road, the available footpath width is generally reduced , before it widens again around the 100 Gray's Inn Road existing building. Due to the requirement for a safe demolition of the 127 Clerkenwell Road building as well, and in order to maintain a pedestrian traffic flow across that footpath, a pedestrian gantry will be erected as well. Similarly to Gray's Inn Road elevation, any scaffold located at the front of this building will be based off the low level gantry. All necessary signage, lighting, scaffold tower & pedestrian protection measures, will be provided at the gantry areas as required. All necessary temporary traffic orders and hoarding/scaffolding licenses will be applied for and get approved as necessary by the LB Council and relevant statutory authorities, prior to these works commencing on site.

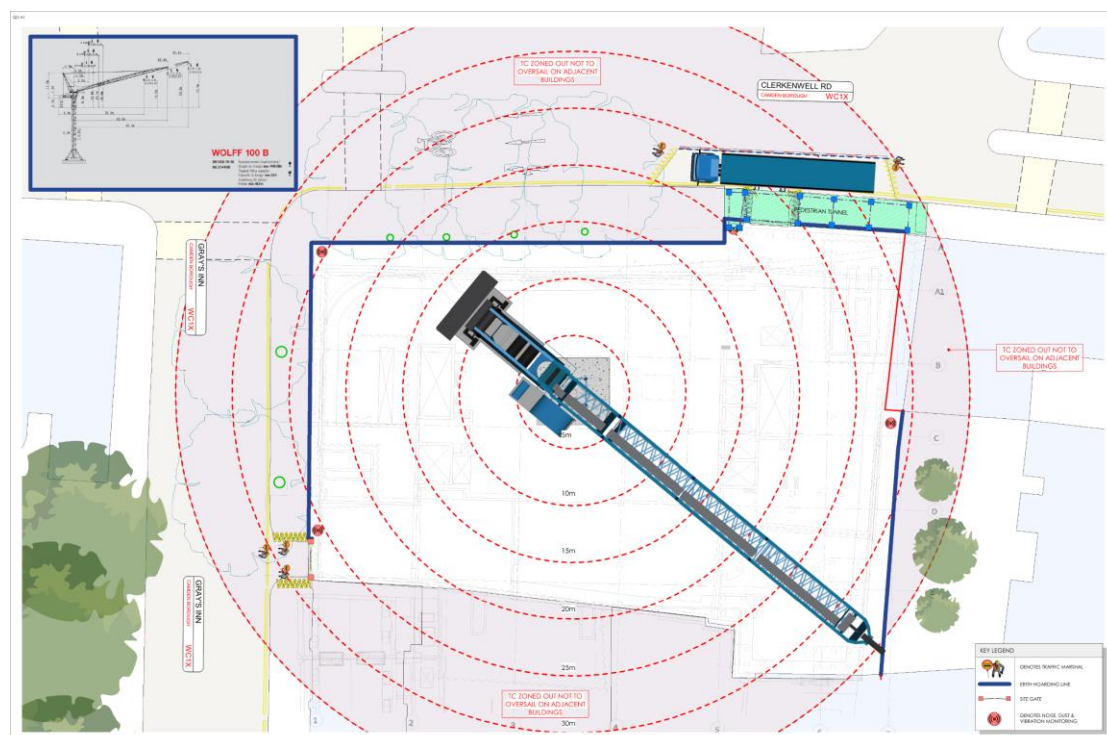
Where pedestrian scaffold gantries are to be erected along Gray's Inn Road and Clerkenwell elevations, a temporary footpath closure (weekend) will be potentially required due to reduced footpath width along those areas and to avoid high pedestrian volumes during working days and peak hours (Subject to LB of Camden approval). All necessary temporary traffic orders and hoarding/scaffolding licenses will be applied for and get approved as necessary by the LB Council and relevant statutory authorities, prior to these works commencing on site.

With regards to accessibility along scaffolded footpaths and gantries, we will maintain Camden minimum width footpath (1.2m) at the very minimum, and Erith will look to maintain greater than this wherever possible (subject to scaffold designs). Footpaths surrounding the Site will still remain accessible to wheelchair users.

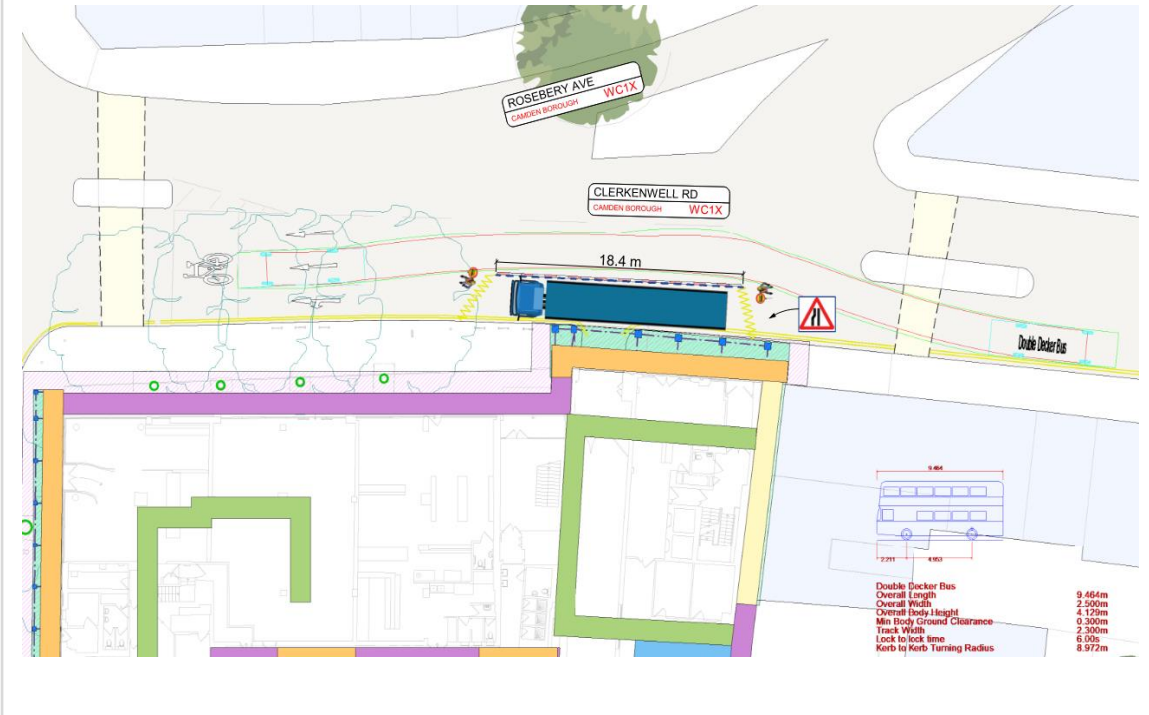
Regarding the temporary pit lane along Clerkenwell Road, this will only be used for vehicles larger than 8-wheeler tippers that cannot be accommodated through the existing 100 Gray's Inn Road site crossover/underpass, due to spatial (and mainly width) constraints, and primarily during Basement construction works. The vast majority of vehicle loading & unloading will take place within the site demise.

Heavy tree line canopies are present at the perimeter of the 100 Gray's Inn Road building, not allowing for the positioning of temporary pit lane along those elevations, since there will be no direct access with the tower crane.

Proposed Tower Crane position (zoned out at the boundary) & Perimeter tree lines



The only available area around the site, that could both accommodate blue-sky access from the tower crane as well as allow larger vehicles, is the one close to the North Elevation of 127 Clerkenwell Road building; hence this location has been chosen for the establishment of a temporary pit lane. To ensure that road traffic will still be maintained, a swept path analysis has been undertaken, demonstrating that traffic and buses would still be able to travel around this point. Double yellow line suspensions will be required at this particular location.



b. Please provide details and associated drawings/diagrams showing any temporary traffic management measures needed as part of the above site set up. Alternatively this can be shown as part of the above drawings if preferred. Please note that this must conform to the [Safety at Street Works and Road Works Code of Practice](#).

Please refer to the Logistics Drawings within Appendix B, included in this submission

23. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and these are allowed for a maximum period of 6 months only. Information regarding parking suspensions can be found [here](#). For periods greater than 6 months, or for any other changes to the parking/loading/restrictions on the highway, a [Temporary Traffic Restriction \(TTR\)](#) will be required for which there is a separate cost. Please note that any temporary changes to parking and loading to be delivered using a TTR need to be consulted upon as part of our legal

obligations as a highways authority. Camden may require separate consultation to take place specifically around such changes if these have not been adequately reflected in any prior consultation as part of the CMP process.

A space cannot be suspended for convenience parking, a [trade permit](#) is available for trade vehicle parking. Building materials and equipment must not cause obstructions on the highway. Building materials may only be stored on the public highway if permitted by the Street Works team.

Please provide details of any proposed such changes on the public highway which are necessary to facilitate the construction works. Where these changes apply to parking bays, please specify the type of bays that are to be impacted and the anticipated timeframes.

No parking bay suspensions or storing of materials on the highway will be required. Also, no closing of a road to traffic or imposing a one-way restriction on a road that accommodates two way traffic flow are required.

Details on temporary pit lane establishment, scaffold gantries and tower crane erection (weekend road closure), have been provided in previous sections. Particularly for the tower crane erection, a specific traffic management plan and measures will be produced and implemented respectively, in coordination with LB Camden and relevant authorities. All necessary temporary traffic orders and hoarding/scaffolding licenses will be applied for and get approved as necessary by the LB Council and relevant statutory authorities in advance and prior to these works commencing on site.

24. Motor vehicle/cyclist diversions/pedestrian diversions

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

Please note that footway closures are not permitted unless there is no alternative. Footway access must be maintained using a gantry or temporary walkway in the carriageway unless this is not possible. Where this is not possible, safe crossing points must be provided to ensure that pedestrian access is maintained. Where formal or controlled crossing points are to be suspended, similar temporary facilities must be provided. Camden reserves the right to require temporary controlled crossing points in the event of any footway closures.

Please provide details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion signs on

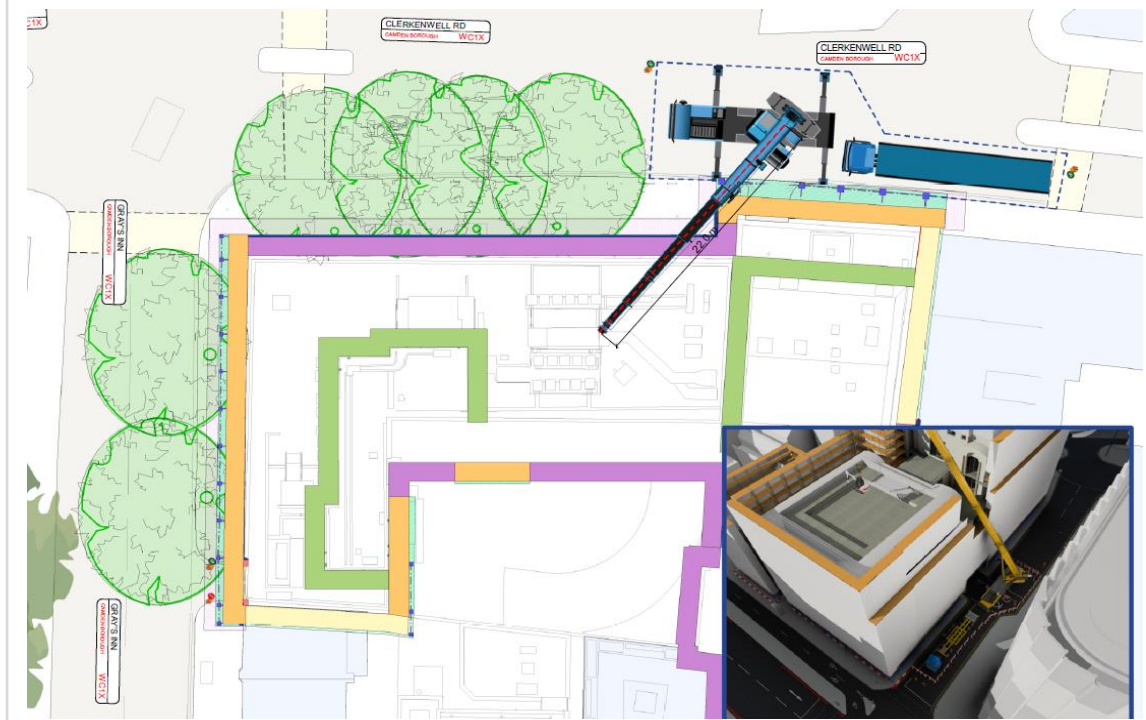
drawings or diagrams and provide these in the appendices. Please use the following space to outline these changes to and to reference the location of any associated drawings in the appendices. Please show diversions and associated signage separately for pedestrians/cyclists/motor traffic.

Please refer to the Logistics plans in the Appendix B of this submission and also to responses provided in previous sections.

No long-term vehicle or pedestrian diversions are envisaged. There will be minor traffic disruptions and short-term diversions as a result of the proposals. Short term road closures (weekends) will be applied for for crane erection and dismantling as well as for positioning of demolition plant on the existing building's roof via a mobile crane. Where pedestrian scaffold gantries are to be erected along Gray's Inn Road and Clerkenwell elevations, temporary footpath closure (weekend) will be potentially required due to reduced footpath width along those areas. Temporary Traffic Orders will be requested and applied for these works as well as for the pit lane proposed on Clerkenwell Road. All required safety and diversion signage and measures will be installed as required and in advance of the those works, following approval from LBC and granting of the temporary traffic orders.

With regards to accessibility along scaffolded footpaths and gantries, ECL will maintain Camden minimum width footpath (1.2m) at the very minimum, and will look to maintain greater than this wherever possible (subject to scaffold designs). Footpaths surrounding the Site will still remain accessible to wheelchair users.

Temporary road closures will be required to facilitate the erection of site tower crane (TC1) & positioning of demolition plant on top of the existing buildings



25. 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.

There are 2no existing UKPN substations located on site; 1no within the basement of 100 Gray's Inn Road and 1no on ground floor of 127 Clerkenwell Road building, both of which will need to be relocated (within site boundaries again) to their new and permanent locations on (new) ground floor as part of the enabling works phase and are to be kept live for the duration of the works.

One substation will have host a 1250kVA transformer whereas the other one a 1000KVA

The scope of other new services will be confirmed during the detailed design stage and discussions with other statutory utilities will be progressed where required, including investigation of local capacities for any required upgrades or diversions.

Options for the utility companies to the share the same excavations and traffic management proposals will be explored following appointment.

Finally, although the majority of the connections of the site to utilities is anticipated to be carried under the next phase (Main Contract Works), should there is a requirement for Erith Contractors Ltd to connect to utilities earlier, liaison with neighbouring sites will take place as necessary to ensure works are coordinated accordingly.

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 operation and the construction methods used, and provide details of the times that each of these are due to be carried out.

By its nature demolition and construction works cause noise. Noise is created by mechanical plant, cutting, drilling, hammering and sawing.

All noisy work will be restricted to be after 8.00 am and before 6.00 pm during weekdays with reduced impact works after 08.00 am and before 1.00 pm on Saturdays. No works will take place on Sundays or Bank Holidays.

Standard noisy hours during demolition works are: 8am-10am, 12pm-2pm, and 4pm-6pm Monday to Friday. The possibility for reduced impact hours associated with noisy works during 8am-9am could be explored with LB of Camden, by adjusting the early noisy working hours to 9am-11am in lieu of 8am-10am and in an attempts to alleviate early hours impact on surrounding sensitive receptors from those works. This is however subject to approval from LBC Council and will be captured as required on the S61 agreement.

It should be noted however that there might be other construction sites and work taking place in the vicinity, causing noise during the standard hours and rendering any benefits from any early noisy hours adjustments to post 9am effectively redundant. This will be discussed further with LBC.

Erith Contractors are not planning to work any additional noisy hours, others that those permitted by LB of Camden.

Erith will enter into a Section 61 agreement with Camden Council in advance of the works, which will confirm the permitted noise and vibration levels. All noisy works will be managed in accordance with section 4 of the "Guide for Contractors Working in Camden".

Potential noisy works include:

1. Demolition of existing buildings, basement areas, slabs, foundations (including demolition enabling works such as creation of structural openings through existing floors via saw cutting, Brokk/8t excavator with hammer attachment)

Please note that demolition will be carried out through the working day with timed breaks, and with low noise generating attachments being used to control noise. Pulverising techniques will be employed by ECL in preference to percussive techniques.

2. Loading of crushed and bulk material for removal off site
3. Piling & Piling enablement works (Pile mat compactor, small Piling rig Klemm 709 or similar and attendance vehicles)
4. Basement excavation and installing temporary works (excavator and muck away lorries).
5. Heavy machinery tracking across site
6. Scaffolding being erected
7. Concrete vibration

29. Please confirm when the most recent pre-construction noise survey was carried out and provide a copy. If a noise survey has not taken place, and it has been requested by the local authority, 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 initial background noise survey was carried out in September 2020 and in June 2021 (at various survey locations). A copy is included in Appendix G.

Further noise monitoring is being arranged prior to the commencement of demolition to provide a 3-months baseline. A copy will be provided to LB Camden when available and the CMP will be updated accordingly to incorporate that as an Appendix.

30. Please provide predictions for noise levels throughout the proposed works.

Complete set of predictions for noise levels throughout the proposed works will be undertaken upon Contractor appointment and submitted to LB of Camden. They will be included in a follow up CMP revision as an appendix.

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

Noise and vibration monitoring will be undertaken in accordance with the Mayor of London's Construction Plan and LB Camden requirements. A solid timber hoarding will be erected around the site to attenuate the noise, provide security, contain the works and prevent the spread of dust and materials outside of the site boundary. Scaffold will be Monarflex encapsulated to reduce audible volumes from beyond the site boundary. Local acoustic screening of operations, using acoustic quilts like Echo Barrier or similar solutions will be employed at the working floor level to reduce noise transmission.

Fixed permanent Noise, Dust and Vibration (NVD) monitors will be positioned on the hoarding in line with key receptors. These will run continuously, providing real time monitoring, with text and email alerts sent if amber or red levels are breached. ECL will generally stay under the NVD peak limits. On occasions when exceedances of the upper limit action level occur, ECL will investigate immediately and notify Camden Council. When an alert is received the works will cease and the situation/methods will be reviewed. Only upon implementation of additional controls or method change can the works continue. Erith Contractors Ltd will control and limit noise and vibration levels during demolition and enabling works phase, as far as is reasonably practicable, so that dwellings and other sensitive receptors are protected from excessive noise and vibration levels arising from construction activities.

Noise trigger limits and thresholds will be set after consultation with LB Camden and following a period of background monitoring.

Vibration levels will be set in accordance with the current legislation and LB of Camden, and these are being defined in relation to Residential or commercial receptors.

Monitoring Thresholds are set for residential receptors as:

- 1 mms⁻¹ PPV – Amber Alert – Review works methodology
- 3 mms⁻¹ PPV – Red Alert – Stop Works.

Monitoring Thresholds are set for commercial receptors as:

- 3 mms⁻¹ PPV – Amber alert – review works methodology
- 5 mms⁻¹ PPV – Red Alert – Stop Works

The units will be installed as soon as practical on securing of the site and power is available. The reports from the monitoring equipment will be provided to LB Camden on a monthly basis or other agreed intervals. A Section 61 application will be applied for.

Monthly environmental monitoring data and reports will also be made readily available and shared also with local residents / stakeholders and members of the public. These will be posted both online on the project's website (<https://100graysinnroad.community/>) and around the hoarding in notice boards. Information on how to access the monthly environmental reports will be advertised and communicated to the local community via monthly newsletters and quarterly construction working group and community liaison meetings, as well as being presented on the site boundaries in public view.

Demolition

Modern machinery and tools will be used for all demolition works to minimise noise and vibration. Demolition methodology incorporates the use of hydraulic multiprocessor attachments. The process involves “crunching” the concrete away from the reinforcement, reducing the use of breakers and lowering the noise impact produced on site. When demolition progresses to slabs and foundations, breakers will be utilised.

Where appropriate, the following measures to minimise noise and vibration levels will be adopted:

- Using modern, quiet and well-maintained equipment
- Using low impact techniques, such as munchers where applicable;
- Using electrically powered equipment (mains or super silenced generators);
- Use of screws and drills rather than nails when installing the hoarding;
- Careful material handling such as lowering rather than dropping items;
- Isolating the deconstruction works from sensitive neighbours, to minimise the transfer of vibration and structure borne noise; (eg. Saw cutting perimeter of slabs prior to breaking out, where adjacent to neighbouring receptors, to minimise impact of vibration)
- Avoidance of unnecessary noise between operations, shouting, loud and excessive revving of engines by effective site management.
- The use of radios on site, shouting, swearing, singing; sitting outside the site is not to be permitted at any time.
- No idling engines to reduce noise and pollution.
- Implementation of measures such as silencers, vibration dampers, barriers, screens and the strategic placement of plant and equipment will be employed to minimise noise levels at the site boundary.
- Acoustic enclosure: Continuously running equipment that emits noise will be housed within suitable acoustic enclosures to prevent noise propagation.
- Communication with neighbours; inform neighbouring properties about the planned works, providing them with necessary details. Make reasonable efforts to minimise potential adverse effects on their properties during construction process.

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

ECL’s NVD records and reports, will be provided by fully accredited organisations once appointed and before work commences.

Evidence for staff training on BS 5228:2009 will be provided to the Council on appointment

33. Please provide specific details on how air pollution and dust nuisance arising from dusty activities on site will be prevented. This should be relevant and proportionate to activities due to take place, with a focus on both preventative and reactive mitigation measures.

Information regarding dust management on site can be found below, focusing both on prevention as well as mitigation measures to reduce adverse effect should they be experienced.

Dust Monitoring

ECL will comply with 'The London Best Practice Guidance' and 'The Mayor's Air Quality Strategy' throughout the construction period.

Automated particulate monitoring of average 15-minute PM10 dust levels will be undertaken. The monitoring would be undertaken in accordance with The London Councils' Best Practice Guidance: The control of dust and emissions from construction and demolition and Air Quality Monitoring in the Vicinity of Demolition and Construction Sites 2018 – IAQM.

Alert threshold response will be available by SMS text or e-mail facility. The system will be set up such that the site's Project Manager will be notified when dust levels reach the proposed project action level of PM10 (15-minute average). A second alert will be set at the proposed upper limit action level of PM10. This approach provides warning to site personnel, so they can review and modify their activities and implement further practicable mitigation measures where these are identified and can be effectively implemented.

ECL will generally stay under the NVD peak limits and will investigate immediately any breaches of them. On occasions when exceedances of the upper limit action level occur, the Project Manager should register what activities have taken place during the day to be included in the report and Council will get notified. The propagation of dust is related to wind direction and speed around the site. It has been assumed that meteorological data for the local area is readily available and a site weather monitoring station is not required on site.

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

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

The dust (PM10) monitors are MCERTs compliant instruments meeting the requirements for Indicative Ambient Particulate Monitors. Each monitor is fitted with a modem to allow data-streaming to an online web portal.

Light Pollution

In response to concerns raised during the CWG (July 2023) regarding potential light pollution emitted from the construction site during the night, Erith Contractors will have all site lights installed on timers so they are turned off at the end of the working shift. Hoarding lights as well as pedestrian lights on Grays Inn Road and Clerkenwell Road scaffold elements, will have to be left on for pedestrian safety at night.

Responding to Complaints

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

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

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

Measures for Mitigating Dust Nuisance

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

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

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

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

Dust Mitigation Measures – Demolition & Enabling Works phase

The building will be completely stripped out before demolition including any hazardous to health finishes and materials, leaving only the concrete structure. A full management Erith team will be always maintained on site during working hours and available to react to complaints and all environmental issues. Erith will ensure that effective dust and emission control measures are in place for every dust generating activity, and in accordance with the Camden Minimum Requirements.

Hoarding

Temporary solid hoardings will be erected along all site boundaries to act as a windbreak and to limit any lateral dust 'escape'.

Scaffold Sheeting

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

Water Suppression

The demolition Contractor Erith will use direct water suppression, using hose pipes and this will be used for all demolition works. Water will be sprayed onto the works to keep the areas dampened. Fine mist water sprays at the workface will allow to capture and control the dust and contain it to the working areas where it will be cleaned up as part of the demolition material clearing process.

At height demolition works will have hoses fed up though the arms of the machines or by using a hose attached to the basket of a MEWP. For medium to low level dust mist spraying units (Dust Boss) will be used to spray a fine water mist at the works. When working on the ground water hoses (or moto fog if the need arises) will be used to keep the ground and stockpiles of concrete damp and prevent dust from blowing off the ground of the stockpiles.

A hard standing area will be utilized for all loading /unloading of vehicles. All vehicle loads entering / departing the site are to be covered and material sprayed with water on all unsealed or exposed areas via watering carts at regular intervals during dry-weather.

Maintaining Water Pressure

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

Stockpiles

Erith don't envisage large stockpiling of hardcore material onsite due to site spatial constraints. As demolition works progress at each level, the demolition arisings will be loaded into the internal demolition chute formed from the existing lift shaft or encapsulated temporary slab openings, with fine mist water sprays being used again during this process.

The base of the demolition chute will be located at and within ground floor of existing building. From here arisings will be tracked across ground floor and then loaded via excavator directly into 8 wheeled tipper lorries for offsite disposal.

34. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

Jet Washing and Vehicle Track Out

Demolition

The vehicle bay at the Gray's Inn Road entrance will have an attendant Jet washer to clean wheels and used when required for the duration of the project. The entrance is a hard standing both in the current existing condition during demolition, and as a new permanent facility during and after the construction process. Road sweepers and attendant gatemen will ensure that track-out does not occur. Erith will ensure that a water-spray road sweeper will be regularly attending the site, as required.

Basement Excavation & Construction

Vehicles will enter from Gray's in Road, park on a hard standing, be loaded with excavated material, and cleaned if needed before departure. Any run-off will flow back into the site and either collected into settlement tanks prior to discharge under license or be allowed to disperse down the surface water drainage equipped with a filter cover place over it to prevent soil/dirt from entering the drain.

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

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

Traffic Marshals

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

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

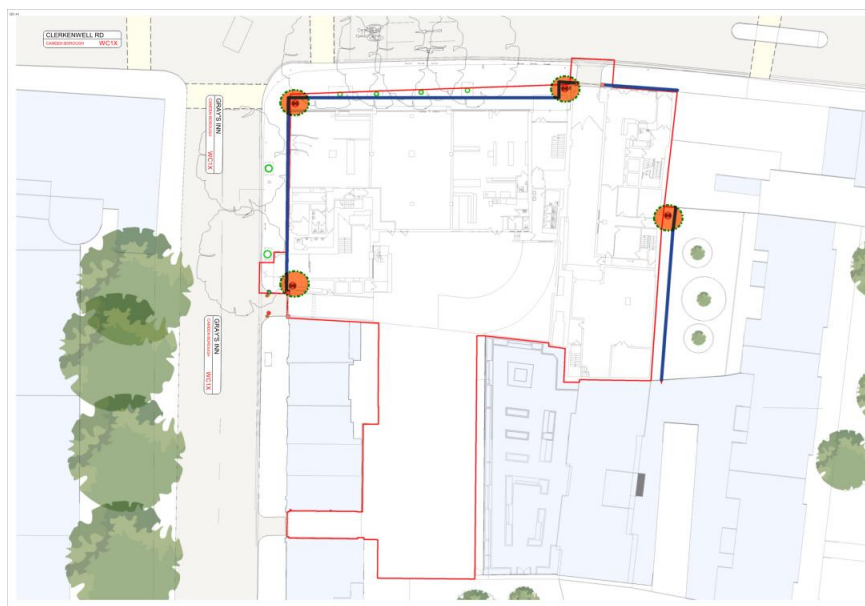
35. For medium or high impact risk level sites, please provide details describing arrangements for monitoring of noise, vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

Monitoring of dust, noise and vibration is to be carried out at 4no (TBC) locations at the boundaries of the development site, closest to sensitive residential receptors, exceeding the requirements associated with medium risk site designation. These monitoring units will each incorporate: 1 no. Class 1 Noise monitor (BS EN 61672-1 & 3:2014 compliant), 1 no. PM10 dust and particulate monitor (MCERT device) and 1 no. triaxial vibration sensor with wall/floor bracket (BS EN 5228:2009).

There will be access to a monitoring portal and the agreed trigger and action levels (following our S61 agreement with the LBC Council) will have already been set by the monitoring 3rd party company on the portal and in advance of any works commencing.

The monitors will remain in place for the duration of the works and will be in place 3 months prior to commencement of onsite works. Access to real-time data will be provided, as well as to the monthly reports which will include details of any exceedances, explanations for them and the measures taken in response to them.

Email and/or SMS alerts are to be set up such that the site manager is contacted should trigger levels be reached, at which point works would halt and reviewed until additional mitigation measures or changes to activities or conditions allow activities to continue without risk.



Monitoring baseline, 3 months prior to commencement of onsite works will be established and included in a follow up CMP revision as an appendix.

Criteria for Dust

The site threshold action levels of 250µg/m³ and 190µg/m³ (as 1-hour and 15-minute mean for concentrations of PM₁₀ respectively) will be adopted initially, as identified in the GLA SPG.

Criteria for Vibration

Vibration threshold levels are outlined below for both Residential & Commercial receptors
 For Residential Receptors

- 1 mms⁻¹ P.P.V. Trigger Level (3 mms⁻¹ P.P.V for Commercial)
- 3 mms⁻¹ P.P.V. Action Level (5 mms⁻¹ P.P.V. for Commercial)

Criteria for Noise

The following noise levels will apply, as required by the Borough of Camden.

Parameter:	Trigger (Amber)	Action (Red)
Noise Level:	75 dB (A) L _{eq} 15 min (short term) 70 dB (A) L _{eq} 10hr (08:00-18:00)	80 dB (A) L _{eq} 15 min (short term) 75 dB (A) L _{eq} 10hr (08:00-18:00)

All above criteria are to be agreed with Local Authority/EA.

Please note that due to the nature of construction/demolition noise, levels could rise above the threshold stipulated, and therefore continuous noise, vibration and dust monitoring will be undertaken to ensure operational periods of site activity are controlled.

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 \(SPG\)](#) (document access at bottom of webpage), 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.**

Confirmed. Air Quality Assessment was carried out in September 2022

Please refer to Appendix D, included as part of this submission.

The complete air quality assessment, including the risk assessment and mitigation checklist can be found within this Appendix.

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. (See Appendix 7 of the SPG document.)

Confirmed. Please refer to Appendix H for the completed GLA mitigation measures checklist.

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 an

explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

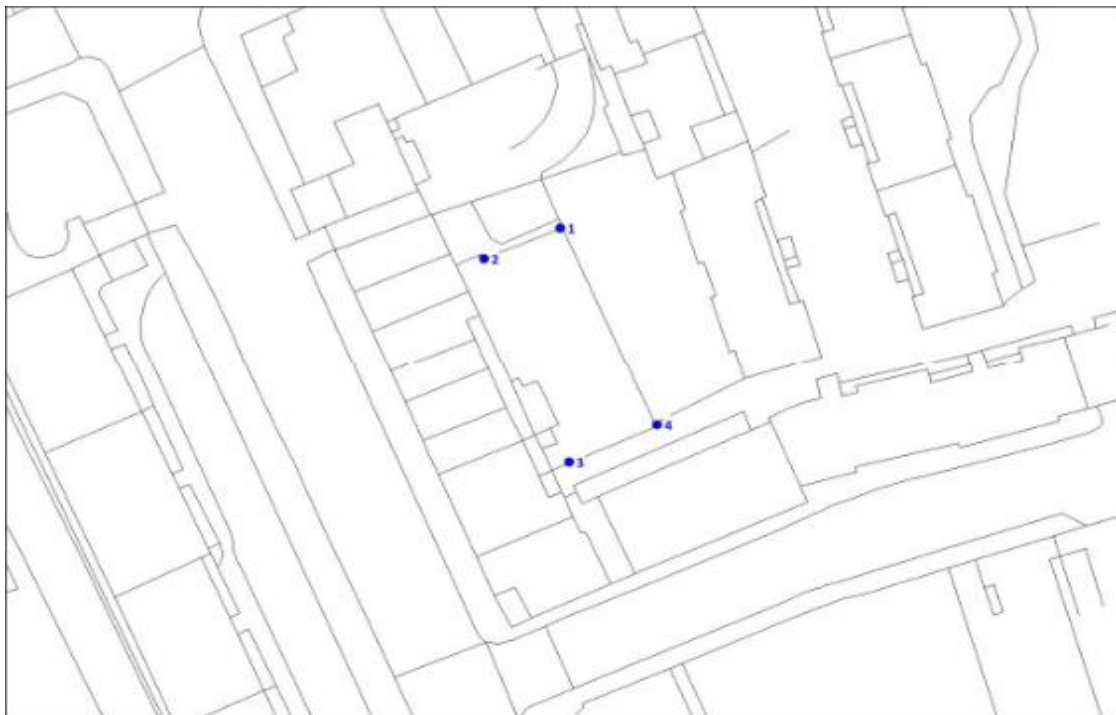
In accordance with Camden’s Clean Air Action Plan, the monthly dust monitoring reports must also be made readily available and accessible online to members of the public soon after publication. Information on how to access the monthly dust monitoring reports should be advertised to the local community (e.g. presented on the site boundaries in full public view).

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.

A detailed air quality assessment has been undertaken based on the potential impacts of the proposed development located at 88 & 100 Gray’s Inn Road and 127 Clerkenwell Road, in Camden, London. The assessment has evaluated the potential impact on local air quality from the activities at the site, focusing on demolition, earthworks, construction and track out activities particularly.

The site has been designated as a ‘**Medium Risk Site**’. The sensitivity of the area to dust soiling and human health impacts has been assessed following the London SPG on the control of dust and emissions during construction and demolition. This guidance sets out an approach which identifies the sensitivity of the area based on the number of sensitive receptors within specific distances and (for human health sensitivity) and the PM10 concentration. Sensitive receptors, both residential and commercial ones, have been modelled representing the different facades of the proposed development; these are shown below.

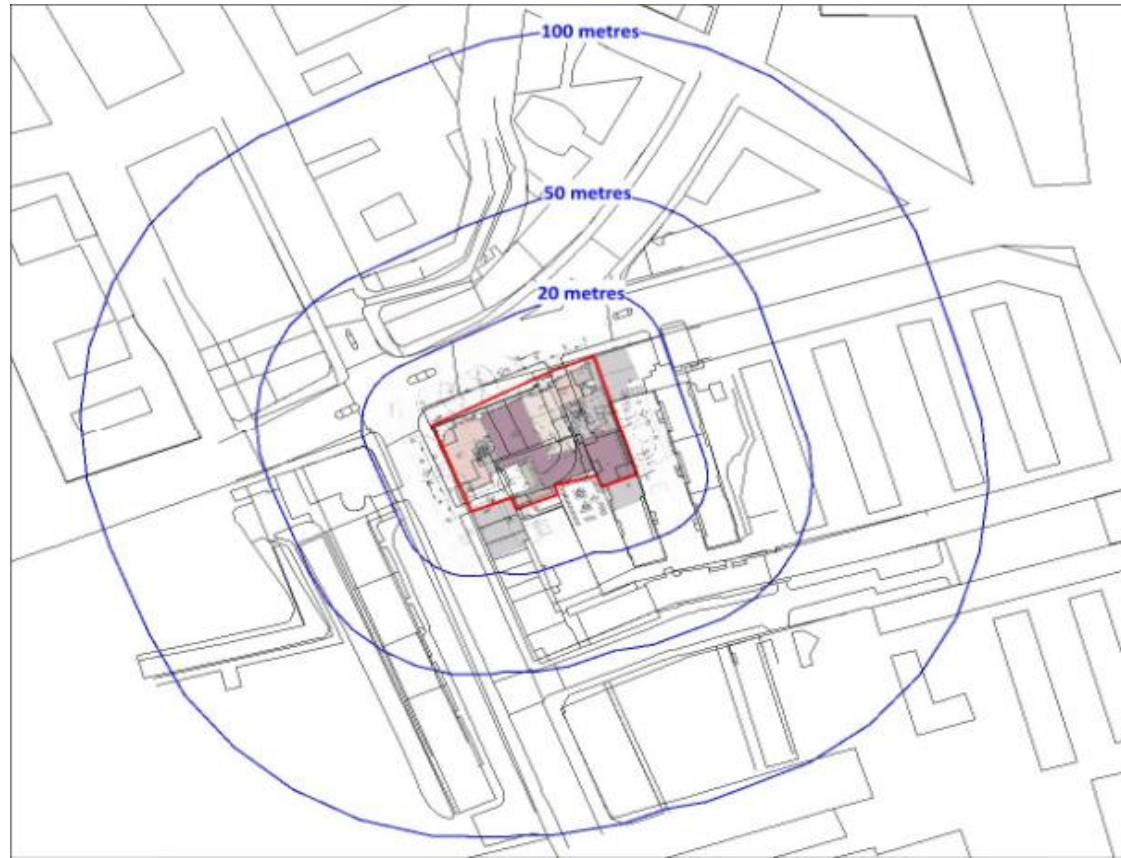
Modelled Receptor Locations (Residential)



Modelled Receptor Locations (Commercial)

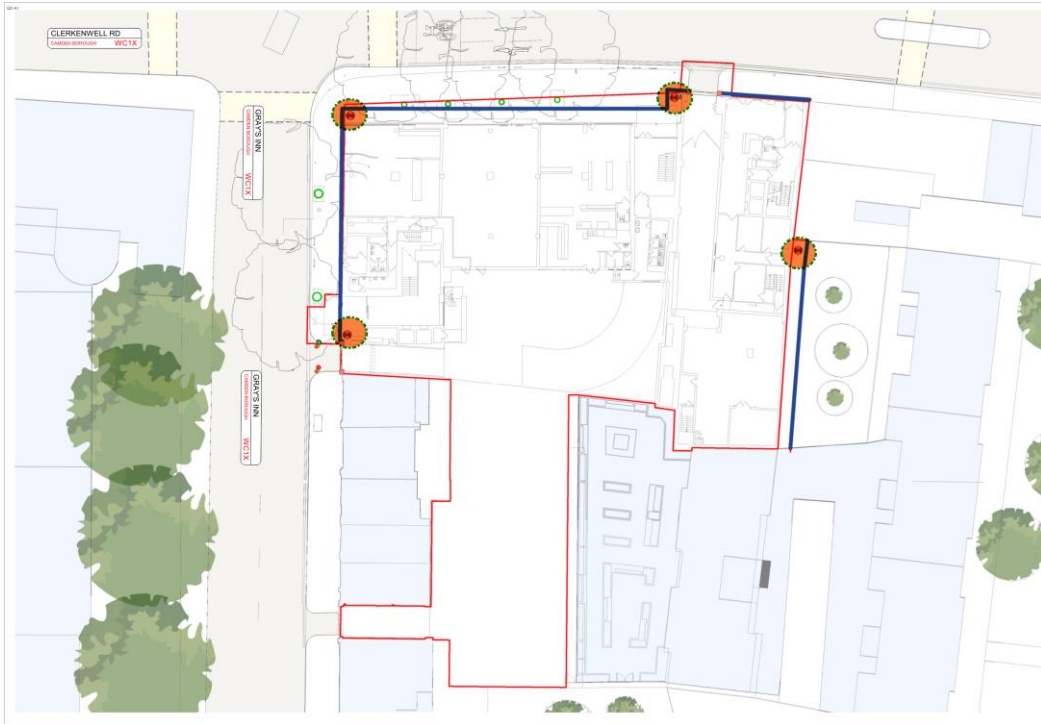


Distance from the proposed development



Please refer to Appendix D for the Air Quality Assessment undertaken already for the site

4no (TBC) real-time MCERTS dust (PM₁₀) monitors will be in place as shown on the plan below, despite the site being classified as 'medium risk' in the Air Quality Assessment undertaken already. *Position of monitors will be adapted on drawings as required to reflect any current positions utilised for 3-months in advance to works monitoring requirements.*



The monitors will remain in place for the duration of the works and will be in place 3 months prior to commencement of onsite works.

Monthly dust monitoring reports will 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 agreed trigger levels, and an explanation on the causes of any exceedances in addition to additional mitigation measures implemented to rectify these.

Monthly environmental monitoring data and reports will also be made readily available and shared also with local residents / stakeholders and members of the public. These will be posted both online on the project's website (<https://100graysinnroad.community/>) and around the hoarding in notice boards.

Information on how to access the monthly environmental reports will be advertised and communicated to the local community via monthly newsletters and quarterly construction working group and community liaison meetings, as well as being presented on the site boundaries in public view.

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

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

Prior to the start of the project and any demolition or construction, the site area will be assessed to check for evidence of rodents. The site management team will also regularly walk the site and look for evidence of any faeces from rodents. If the site is deemed to have a rodent issue, a licensed pest control contractor will be engaged, and all recommended preventative measures will be carried out.

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

Site welfare will be controlled such that waste food does not accumulate and any arising food waste from the canteen will be placed directly within the appropriate bins and secured prior to collection.

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

An original asbestos survey was undertaken at 100 Gray's Inn Road, WC1X 8AL on 9th December 2016 by RPS, with a subsequent re-inspection and re-assessment of previously identified and/or presumed Asbestos Containing Materials (ACM) undertaken within communal areas of the same building, on the 10th March 2021. A copy of the report for the latter can be found in **Appendix E**.

These surveys identified suspected ACM, with the key findings being referenced below:

- Gaskets to various pipes in Car Park area, Boiler & Water Tank rooms, external Ground Floor Gas room,
- Insulating board products (fillet within fire door) in Carpark area
- Woven textile products (textile gasket to AHU ducting) in Car Park
- Bonded materials within (brake shoes to lift motors) in Lift Motor Room

A full R&D asbestos survey will be undertaken following vacant possession of the existing buildings and issued to LBC as required.

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.

All personnel and visitors will undergo a comprehensive site induction and are required to follow the site rules. A suitable smoking area will be identified on site at commencement and smoking will only be permitted in that designated area.

The use of inappropriate language will not be tolerated and will be promptly addressed by the site manager. To minimize the need for verbal communication, banksman and operatives will maintain constant contact through two-way radios, reducing the necessity for shouting.

In addition, the site will be registered with the Considerate Contractors Scheme prior to works commencing. Documentation verifying this will be made available on site and to Camden Council.

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

The expectations for standards of conduct will be reiterated during regular daily briefings and toolbox talks. This will be a contractual obligation for the appointed suppliers and subcontractors. Notices will be clearly displayed around the site, to emphasise and reinforce appropriate behaviour.

Code of Conduct for Considerate Contractors

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

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions. See the Mayor of London webpage 'Non-Road Mobile Machinery (NRMM)' for more information, a map of the Central Activity Zone, and for links to the NRMM Register and the NRMM Practical guide (V4):

<https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/nrmm>

Direct link to NRMM Practical Guide (V4):

https://www.london.gov.uk/sites/default/files/nrmm_practical_guide_v4_sept20.pdf

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):
Demolition, Enabling & Basement Construction Phase: July 2023 – September 2024
Main Contract Works Phase: TBC
- b) Is the development within the CAZ? (Y/N):
Yes
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):
Yes
- d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:
Confirmed; Site name 100 Gray's Inn Road (100 & 88 Gray's Inn Road and 127 Clerkenwell Road, London WC1X 8AL) when registration is complete post appointment.
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection:
Confirmed
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required:
Confirmed

43. Vehicle engine idling (leaving engines running whilst parked or not in traffic) produces avoidable air pollution and can damage the health of drivers and local communities. Camden Council and the City of London Corporation lead the London **Idling Action Project** to educate drivers about the health impacts of air pollution and the importance of switching off engines as a simple action to help protect the health of all Londoners.

Idling Action calls for businesses and fleet operators to take the **Engines Off pledge** to reduce emissions and improve air quality by asking fleet drivers, employees and subcontractors to avoid idling their engines wherever possible. Free driver training materials are available from the website: <https://idlingaction.london/business/>

Please provide details about how you will reduce avoidable air pollution from engine idling, including whether your organisation has committed to the Engines Off pledge and the number of staff or subcontractors who have been provided with free training materials.

For details about ECL's mitigation measures to reduce emissions in relation to construction plant, please refer to Section 19-g of this document.

No idling policy enforced at all times.

ECL will comply with the Engines Off pledge.

Mental Health Training

44. Poor mental health is inextricably linked to physical health, which in turn impacts performance and quality, and ultimately affects productivity, creativity and morale. Workers in the construction industry are six times more likely to take their own life than be killed in a fall from height.

We strongly recommend signing up to the “[Building Mental Health](#)” charter, an industry-wide framework and charter to tackle the poor mental health in the construction industry, or joining [Mates In Mind](#), which providing the skills, clarity and confidence to construction industry employers on how to raise awareness, improve understanding and address the stigma that surrounds mental health.

The Council can support by providing free Mental Health First Aid training, publicity resources and signposting to local support services.

Please state whether you are or will be signed up to the Building Mental Health charter (or similar scheme), and that and appropriate number of trained Mental Health First Aiders will be available on site.

ECL will be signed up with Building Mental Health charter, with a minimum of 2 mental health first aiders being available on site at all times

● 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.

V2.9