Construction/ Demolition Management Plan

pro forma

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
11/10/2021	Rev A	Peter Batten
01/11/2021	Rev B	Peter Batten
11/08/2022	Rev C	Peter Batten
13/01/2023	Rev D	Peter Batten
06/04/2023	Rev E	Peter Batten

Additional sheets

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

Date	Version	Produced by
		RGP tracking drawings
		Asbestos Survey
		FORS Gold Certificate

Introduction

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

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

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

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

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

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

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

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

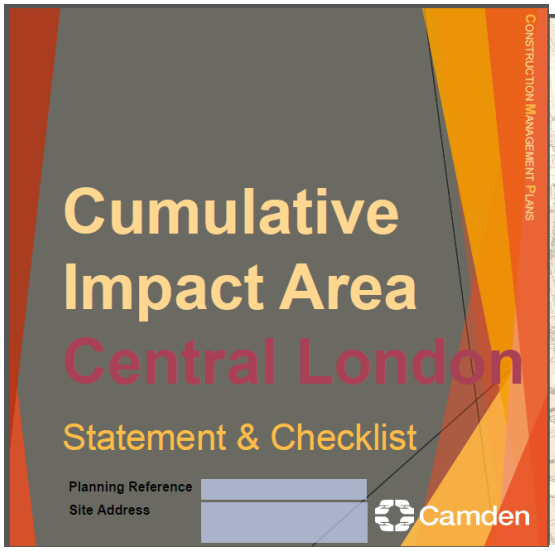
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

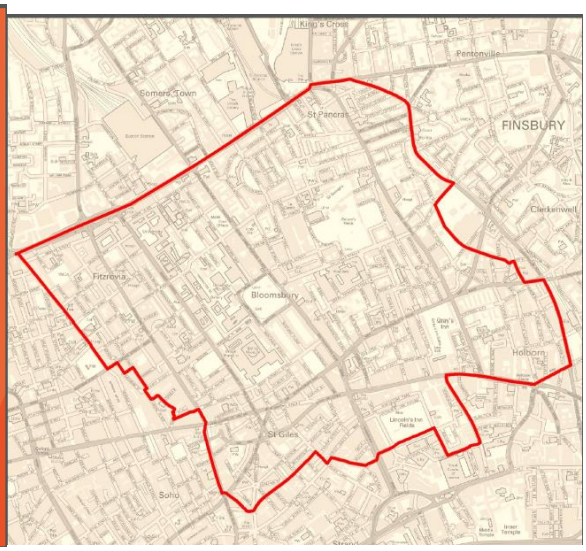
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

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

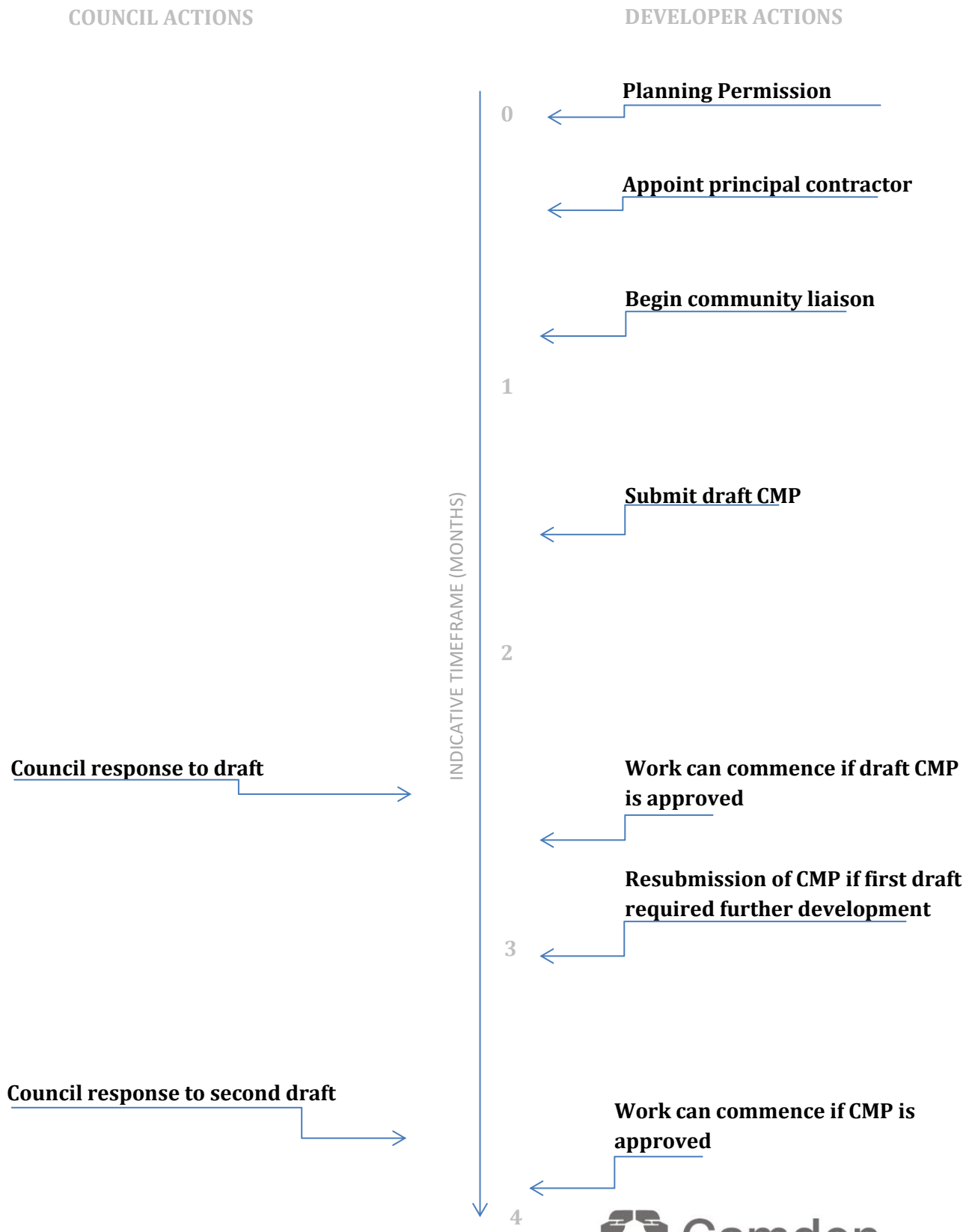
The CIA Checklist can be found at https://www.camden.gov.uk/about-construction-management-plans





Camden

Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Planning Permission
0
Appoint principal contractor
Begin community liaison
1
Submit draft CMP
INDICATIVE TIMEFRAME (MONTHS)
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft required further development
3
Council response to second draft
Work can commence if CMP is approved
4

Contact

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

Address: The Constitution, 42 St Pancras Way, London NW1 0QT

Planning reference number to which the CMP applies: 2021-5985-P

This CMP has been reviewed in draft as part of the planning application and is has subsequently now been finalised to discharge the relevant planning condition (5).

Consultation feedback from the Council's transport officer at the time of the application confirmed that "*a Construction Management Plan (CMP) and bond is onerous for this development, however you may want to secure Construction Management Statement via condition*". This document therefore provides the necessary information to address this requirement.

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

Name: Peter Batten

Address: RGP, 1-2 Paris Garden, London, SE1 8ND

Email: p.batten@rgp.co.uk

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.

Name: Richard Horton

Address: Hook & Hatchet Inn, Church Road, Hucking, Maidstone, ME17 1QT

Email: allanpbishop@gmail.com

Phone: 07961453827

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

Name: Charlotte Goosey & Richard Horton

Address: Hook & Hatchet Inn, Church Road, Hucking, Maidstone ME17 1QT

Email: allanpbishop@gmail.com

Phone: 01622 880222

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: Charlotte Goosey

Address: Hook & Hatchet Inn, Church Road, Hucking, Maidstone, ME17 1QT

Email: allanpbishop@gmail.com

Phone: 01622 880222

Site

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

The site is located east of St Pancras Way, as illustrated on Plan 01, attached hereto.

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

The proposals are to alter, extend and refurbish the existing public house. There would be minor demolition works only (to remove the existing single storey toilet block and garden wall) and the extension would be predominantly to the rear of the property. Details are provided within the architectural plans approved as part of the planning application.

This CTMP was originally prepared as a draft document to support the planning application, during which it was reviewed by Camden Council and confirmed as being acceptable in principle. This has subsequently been finalised now that a contractor is appointed.

The site falls outside the cumulative area a full CMP is not required based on the scale of works, however, this document has been prepared to establish the key construction management principles.

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

Start date: 24th April 2023, 25 weeks duration.

End date: 9th October 2023

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

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

The proposed working hours will comply with Camden's above standard hours.

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.).

Residential properties are located immediately to the north of the site and other residential gardens to the east. St Pancras Way is located to the west and the Regents Canal Towpath to the south. The construction works will implement suitable mitigation and management measures to minimise any impact on these receptors.

11. Consultation

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

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

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

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

A draft version of this CMP was submitted as part of the planning application, despite the relatively small nature of works. The content of this has therefore been reviewed by interested parties during the determination of the planning application.

A total of 4 public representations were made to the planning application, of which only 1 raised concerns over the development (from the residents association for flats 1 - 12, 44 St Pancras Way). With respect to construction works, residents requested that noisy works do not take place during the early morning, evenings and weekends, with no further comment made on the proposed construction works / CMP. These timings for noisy work are reflected herein, in accordance with Camden's standard noisy working hours, as detailed within Section 9 of this CMP.

The draft CMP was also reviewed by Camden's highway officer during the determination of the application and the proposed works process and mitigation measures where considered acceptable. The officer confirmed at the time that a full CMP would be onerous for the scale of works and a simpler construction statement would be sufficient.

Further consultation is being planned in the form of newsletters and local letter drops to residents to ensure they are informed of the works, albeit no formal consultation events are currently planned owing to the relatively small scale of the works.

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.

Andy Cutts, Youngs & Co.

Email; andy.cutts@youngs.co.uk

Newsletters and local letter drops to residents.

13. Schemes

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

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

Considerate Contractors – Camelot Construction - Company Ref: C2935

Have registered the site for the enhanced CCS.

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.

Planning permission 2019/4201/P at Pratt Street, is located off St Pancras Way a short distance to the south of The Constitution. The CTMP for this permitted development has been reviewed and confirms works are intended to be carried out from July 2021 and completed in December 2023. Swept path drawings confirm that construction vehicle routing to the Pratt Street development would not pass The Constitution at any stage of the demolition / build works, with access instead being via other routes. Any conflicts and cumulative impacts would therefore be minimal.

Transport

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

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

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

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

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

CLOCS Contractual Considerations

15. Name of Principal contractor:

Camelot Construction Ltd

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

All operational, vehicle and drivers who are to attend site over the duration will be contacted in advance about the compliance regulations. All vehicles attending site will be recorded on a spreadsheet.

All drivers of vehicles over 3.5t will have undertaken Safe Urban Driver training, and all vehicles over 3.5t will be fitted with blindspot minimisation equipment (Fresnel lens/CCTV) and audible left turn alerts.

The principal contractor has confirmed that their operatives do not use any vehicles over 3.5t. Few of their suppliers use vehicles over this weight, however, those that do, have FORS accreditation. The main supplier has FORS Gold accreditation (copy of certificate enclosed). Safe Urban Driver training is essential to obtain FORS Gold and all their vehicles have to meet the required standard of blind spot and audible left turning.

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:

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

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

Site Traffic

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

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

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

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

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

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

HGVs from the south, east and west are anticipated to arrive via the A501. These will travel to the site along A5200 York Way, Agar Grove and A5202 St Pancras Way. When departing, these HGVs would follow the A5202 which connects directly back to the A501.

HGVs from the north are anticipated to arrive via the A1. These will travel to the site via A503 Camden Road and A5202 St Pancras Way. When departing, these HGVs would turn on to Georgiana Street, Royal College Street and the A503 back to the A1.

Each of these proposed routes are illustrated within Plan 01, attached hereto and would be utilised by HGV's. However, owing to the nature of works proposed, most vehicle movements would be below 3.5t. No articulated vehicles are anticipated at any stage of the works.

There is a 15ft (i.e. 4.57m) height restriction under the railway bridge on St Pancras Way approximately 120m north of the site. All vehicles would pass under this bridge on approach to the site, however, all construction vehicles would be below the stated height limit.

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.

The routing information will be shared with all contractors who will be advised to use the identified routes when utilising HGVs.

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

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

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

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

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

For Example:
32t Tipper: 10 deliveries/day during first 4 weeks
Skip loader: 2 deliveries/week during first 10 weeks
Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project
18t flatbed: 2 deliveries/week for duration of project
3.5t van: 2 deliveries/day for duration of project

Vehicle type	Duration required	Delivery frequency
Skip lorry	Duration of project	1-2 visits per week
3.5t van	Duration of project	1-2 visits per day
Small flatbed lorry	During construction (not fit-out)	Up to 1 visit per day

The above are estimated frequencies, based on experience of similar works. Other occasional vehicle types may be required subject to specific requirements of the contractor.

b. Cumulative affects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

Planning permission 2019/4201/P at Pratt Street, is located off St Pancras Way a short distance to the south of The Constitution. The CTMP for this permitted development has been reviewed and confirms works are intended to be carried out from July 2021 and completed in December 2023. Swept path drawings confirm that construction vehicle routing to the Pratt Street development would not pass The Constitution at any stage of the demolition / build works, with access instead being via other routes. Any conflicts and cumulative impacts would therefore be minimal.

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

Swept path analysis for the required vehicle types has been carried out and is attached hereto within drawing **2021/6215/001**. This demonstrates the necessary construction vehicles referred to above (Section 19, part a) would have sufficient space to unload from within the short spur road adjacent to the public house by reversing in (under supervision of a traffic marshal) and departing in a forward gear. This would enable vehicles to unload clear of the carriageway, other vehicles, cyclists and segregated from pedestrians. There are no other constrained approach routes requiring specific consideration / swept path assessment.

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

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

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

A delivery schedule would be prepared for each phase of the works to ensure that only 1 vehicle is present at the site at any one time. Given the frequency of construction vehicle visits would be reasonably low, this would not be problematic. This would ensure that no vehicle waiting takes place outside the designated vehicle unloading area.

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

Given the scale of works proposed, the ability for delivery by water or rail is limited. However, the contractor will consolidate vehicle trips to the development as far as possible. This will be supported by the preparation of the above delivery schedule and delivery booking system.

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

No idling will be permitted. All vehicle drivers will be required to turn off their engines whilst on-site.

20. Site access and egress: *"Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles."* (P18, 3.4.3)

This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please skip this section and refer to Q23.

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

a. Please detail the proposed site access and egress points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.

Plan 01 together with drawing **2021/6215/001**, both attached, show the proposed access and egress arrangements to / from the site. Vehicles would reverse off St Pancras Way into the proposed set-down area in a controlled manner, where there would be a secure gated compound, segregating vehicles and construction activity from other users. Once activity is complete, these vehicles would depart in a forward gear and re-join St Pancras Way in a southbound direction.

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

Drawing **2021/6215/001**, attached, illustrates the proposed access arrangement for vehicles to access the site. This would be undertaken in a controlled manner and would likely comprise a traffic marshal to the rear of the vehicle, on the footway immediately north of the site. This position would give a clear view along the cycle lane approach, towards approaching vehicles and also into the construction compound.

As requested by the Council, construction deliveries would be timed to avoid peak hours on the cycle lane. As per Camden's standard hours, construction vehicle movements should generally be restricted to the hours of 9.30am to 4.30pm, which encompasses the likely AM and PM peak hours for cyclists commuting (8am to 9am and 5pm to 6pm). These timings would be reflected when booking construction deliveries to minimise impact on cycle movements.

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

Drawing **2021/6215/001**, attached, illustrates the proposed arrangement.

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.

It is not anticipated that wheel washing would be needed during the majority of works due to the minor scale of works and since the majority of works are unlikely to generate dust. If the Council consider such facilities to be essential during the minor demolition works and excavation of foundations, wheel washing could be incorporated within the compound area.

21. Vehicle loading and unloading: *"Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable."* (P19, 3.4.4)

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

a. please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all

points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

Construction vehicles would be accommodated within the applicant's site demise when delivering materials as shown within drawing **2021/6215/001**.

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

As detailed within question 20b

Street Works

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

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

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

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

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

22. Site set-up

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

Drawing **2021/6215/001**, attached, illustrates the existing highway layout, including cycle lanes, footway extents, pedestrian crossings and the proposed access location to the site.

23. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and these are permitted for a maximum of 6 months only. For exclusive access longer than 6 months, you will be required to obtain a Temporary Traffic Order (TTO) for which there is a separate cost.

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

months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

Information regarding parking suspensions can be found here.

No parking bay suspensions would be required with all vehicles intended to be accommodated within the site compound within the service spur.

24. Occupation of the public highway

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

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

No occupation of the public highway is intended, with materials being stored and vehicles being accommodated from the private spur road alongside the public house building. Scaffolding would be required along the perimeter of the building as detailed within Section 26. This area will be hoarded and secure.

b. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses, removal of street furniture etc). If these are attached, use the following space to reference their location in the appendices.

No highway works are proposed.

25. Motor vehicle and/or cyclist diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion

signs on drawings or diagrams. If these are attached, use the following space to reference their location in the appendices.

The footways on St Pancras Way would be unaffected and would remaining open at all times. The only exception may be for momentary periods whilst vehicles cross the footway to access the site compound area. However, priority would be given to pedestrians and cyclists in these instances.

26. Scaffolding, hoarding, and associated pedestrian diversions

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

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

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

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

The proposed construction area and construction compound would be securely hoarded to ensure the safety of others and to maintain a secure site area.

Scaffolding would be required over the public highway for part of the works, rather than for the full duration of works. This would be required to enable external repairs, redecoration and to enable alterations to the main roof to create the plant platform. Such scaffolding is anticipated to be no more than 1 metre in width and hence would not protrude substantially into the footway given there is an overall footway width in excess of 4 metres along this part of St Pancras Way. A retained width of 3 metres would be suitable to accommodate the likely pedestrian volumes and exceeds the minimum width requirements to accommodate disabled users, for example. Any scaffolding along the southern (towpath) frontage would be set back from the edge of the pedestrian desire route, no further than the low-level brick wall.

No diversions would therefore be necessary. Any scaffolding on the footway / towpath would be clearly signed and would include any necessary protection.

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

There would be no further overhanging or oversailing of the public highway. Any crane access requirements would be confirmed in due course.

27. Services

Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

Some of the incoming utility services are to be upgraded. Initial contact has been made already with various service providers.

Environment

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

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

The following represent the noisiest equipment / operations required at the site and their associated decibel readings:

- Mini Digger JCB 8016 - 93dB
- Skip Loader JCB 1ton - 83dB
- Small concrete breaker (Bosch) - 108dB
- Small pneumatic drill SDS (Bosch) - 93dB
- Angle grinder 110V (Bosch) - 86dB
- 110V mixer (Belling) - 84dB

Use of the above will be carried out during the Council's permitted "noisy working hours" only (i.e. Mon-Fri 8am-6pm and Sat 8am-1pm).

Use of these will be internally within the building or within the enclosed garden to the rear and hence this will act to limit the level of noise experienced locally.

Additionally, the following mitigation will be in place at all times as a minimum:

- Equipment will be turned off when not in use.
- Delivery vehicles will have engines turned off when on-site, with no idling allowed.
- Mains power rather than generators will be used wherever possible.

The Construction manager will be responsible for the monitoring and management of noise at the site and adhering to the Noise Working Standards set out by the Local Authority Environmental Health Department.

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

None carried out to date.

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

As detailed within Section 28.

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.

Using 'silenced' plant and/or equipment and low vibration construction methods, wherever possible. Using mains power instead of generators, wherever possible.

Ensuring all operatives are professionally trained to use equipment and provided with ear and eye protection.

Ensuring delivery drivers turn off their engines upon arrival and when loading/unloading goods. Ensuring all deliveries are scheduled and assisted by a Banksmen to ensure deliveries do not need to wait to park. Idling will in no instances be acceptable.

Strategically placing noise generating plant as far as possible from the general public.

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

Onsite training given with regards to assessing noise and vibration levels on site.

Risk assessments completed for both noise and vibration.

Follow up toolbox talks throughout the duration of the project.

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 focus on both preventative and reactive mitigation measures.

Using water spray to reduce dust generation.

Using protection plates and mobile screens.

Use of a wheel washing facility on-site, if deemed necessary, during demolition and foundation works.

Materials/waste stored on the site will be covered and generally contained internally within the building.

All vehicles carrying materials to / from the site should be covered to reduce the likelihood of spillages or leaks.

All construction vehicles will follow the designated route outlined above to reduce the impact of vehicle emissions. Vehicles will also comply with emissions standards for the surrounding roads, including the London Low Emission Zone standards.

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.

Wheel washing facilities can be used during the demolition and foundation works if necessary and the surrounding highway will be inspected and cleaned at the end of each day.

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

Noise, vibration and dust levels are unlikely to be material issues owing to the small scale of the development, however details are provided within Section 28.

The generation of any dust would be limited to the minor demolition at the onset of the works and not thereafter.

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**.

The GLA guidance confirms that Air Quality (Dust) Risk Assessments apply only to "major" developments and therefore do not need to be completed for this site.

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.)

Not applicable.

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

Note: **real-time dust (PM_{10}) monitoring with MCERTS 'Indicative' monitoring equipment will be required for all sites with a high OR medium dust impact risk level**. If the site is a 'high impact' site, 4 real time dust monitors will be required. If the site is a 'medium impact' site', 2 real time dust monitors will be required.

The dust monitoring must be in accordance with the SPG and IAQM guidance, and **the proposed dust monitoring regime (including number of monitors, locations, equipment specification, and trigger levels) must be submitted to the Council for approval**. Dust

monitoring is required for the entire duration of the development and must be in place and operational **at least three months prior to the commencement of works on-site**. Monthly dust monitoring reports must be provided to the Council detailing activities during each monthly period, dust mitigation measures in place, monitoring data coverage, graphs of measured dust (PM_{10}) concentrations, any exceedances of the trigger levels, and explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

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.

Dust monitors and regular monitoring reports are not considered necessary for a development of this scale and nature.

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).

This is not anticipated to be an issue but pest control would be contacted if necessary.

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

See attached asbestos survey.

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.

The contractor will implement a Code of Practice to ensure staff maintain high standards at all times when in or around the site.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions. 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: https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/nrmm

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): 04/23 to 10/23

b) Is the development within the CAZ? (Y/N): No

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y): 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: Yes

e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: Yes

f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: Yes

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 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.

Camelot have committed to the engines off pledge.

There are 20 staff/subcontractors being provided with free training materials.

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: ……19th December 2022

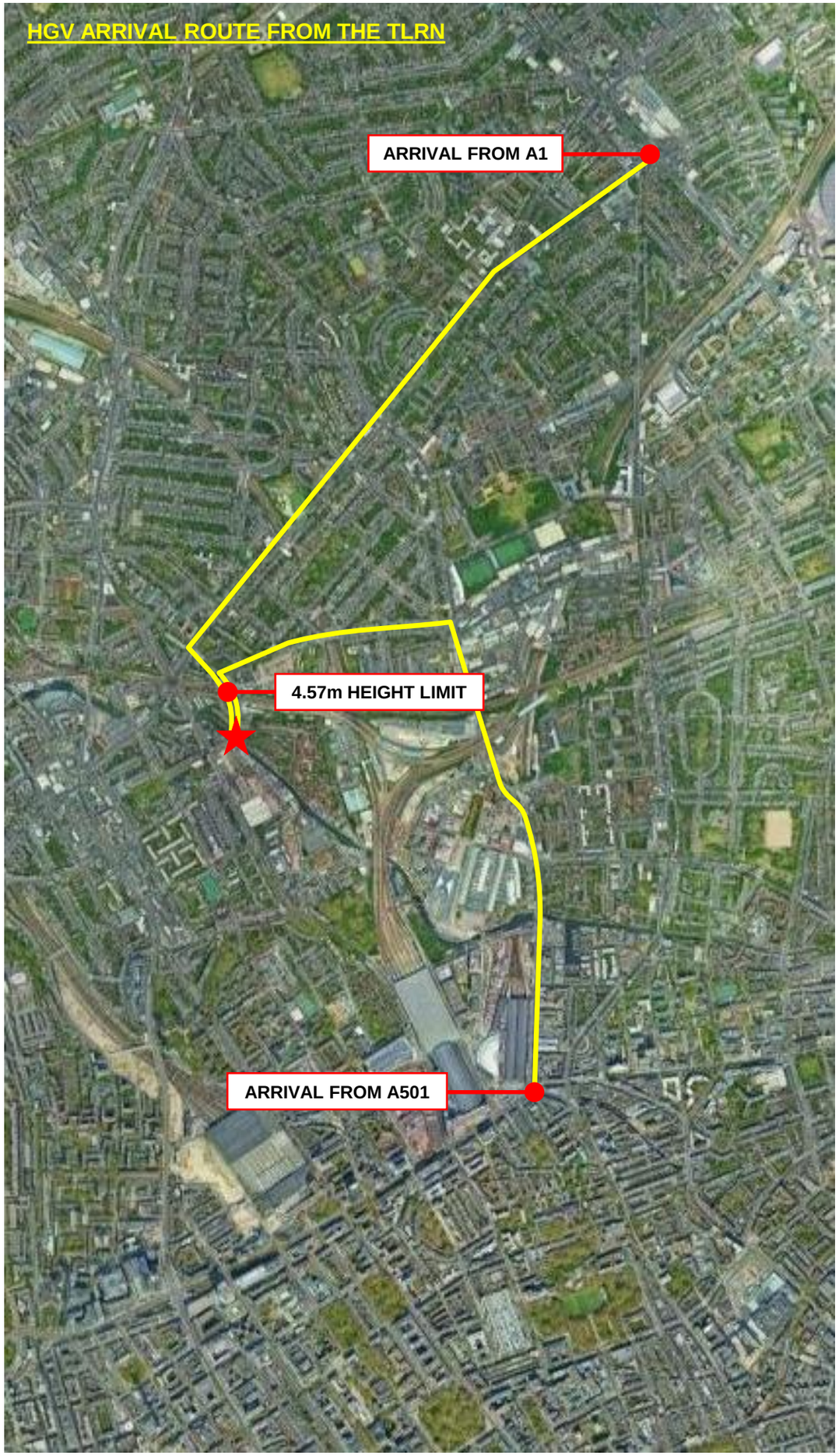
Print Name: ……Charlotte Goosey

Position: ……Office

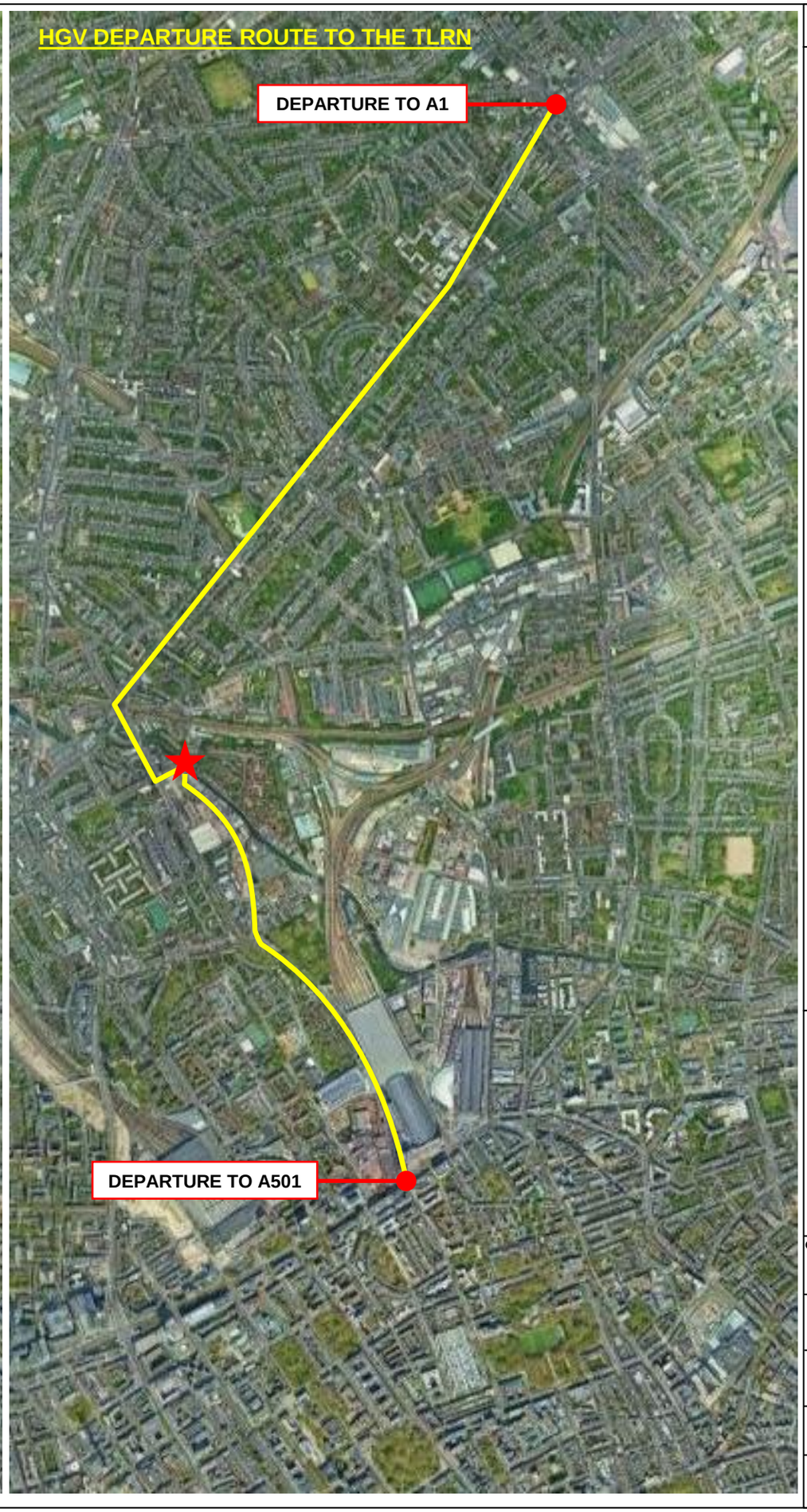
End of form.

V2.6

HGV ARRIVAL ROUTE FROM THE TLRN



HGV DEPARTURE ROUTE TO THE TLRN



LEGEND

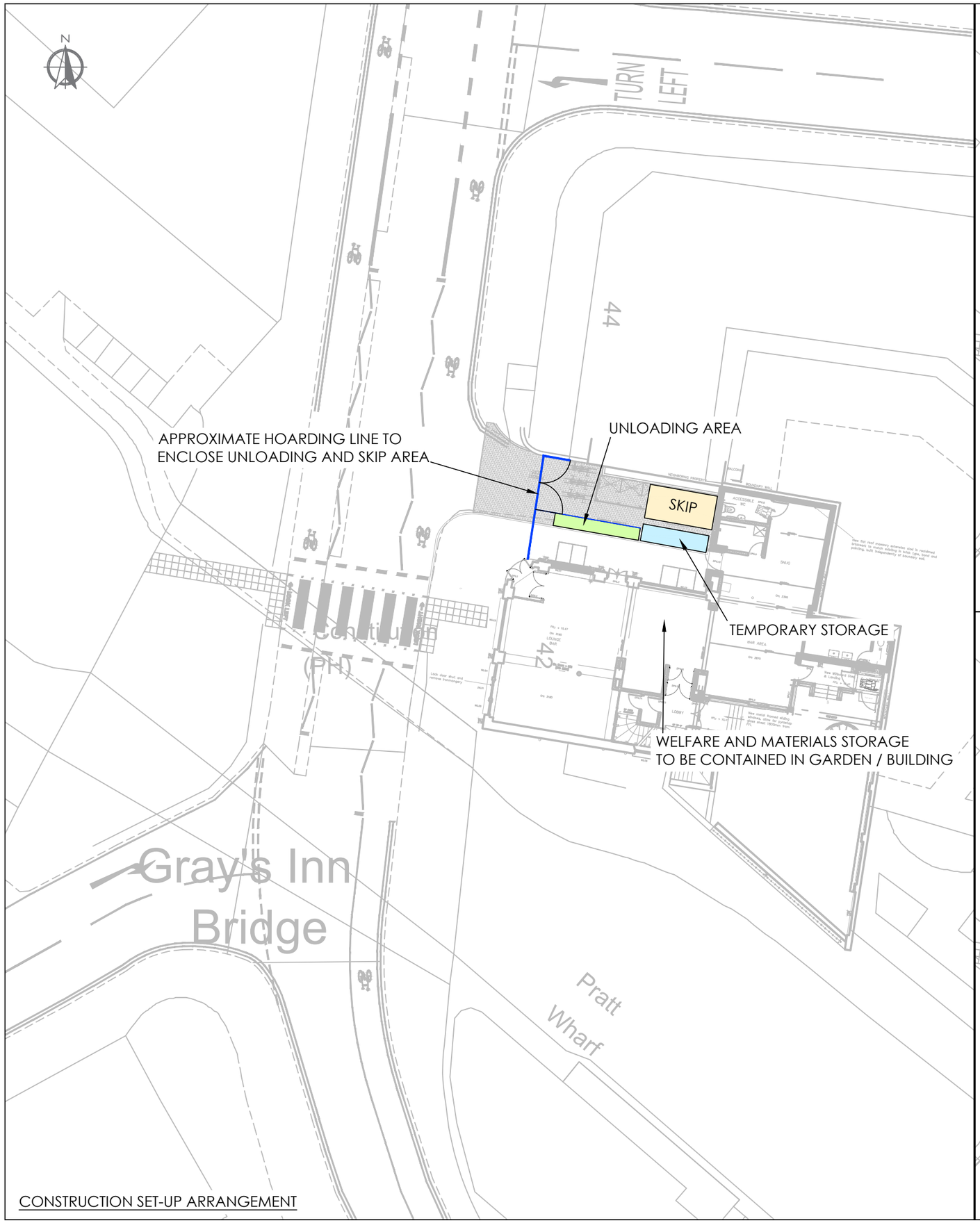
SITE LOCATION

RGP

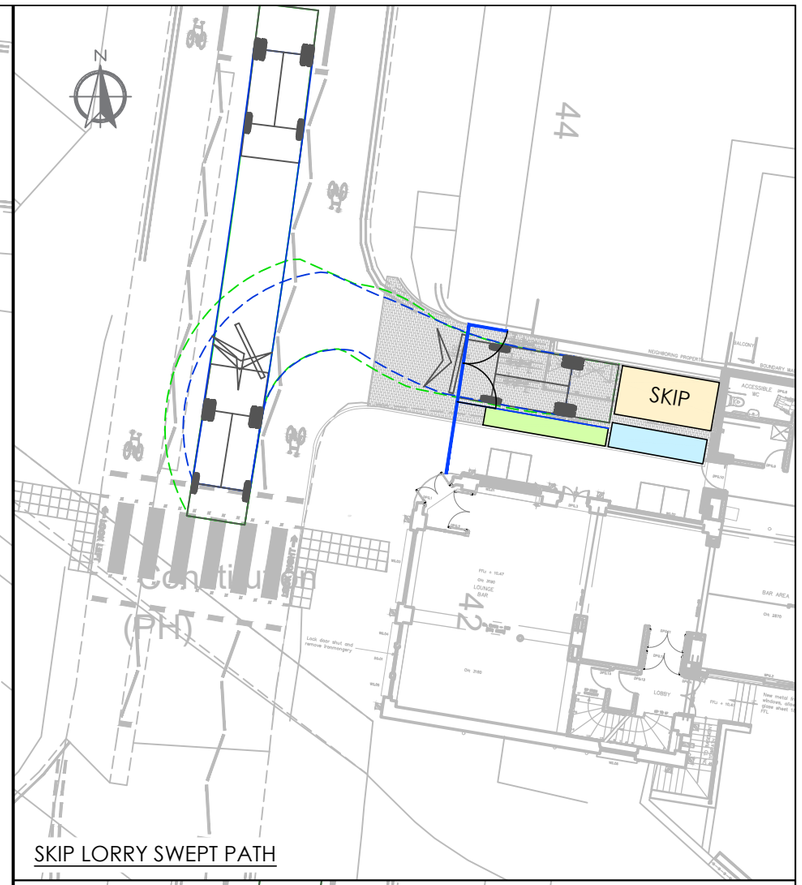
Transport Planning and Infrastructure Design Consultants
Shackleford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
30 Stamford Street, London, SE1 9LQ
Tel: 01483 861681 / 020 7078 9662 Fax: 01483 861682
www.rgp.co.uk

Client:	Young & Co's Brewery PLC
Project:	The Constitution, St Pancras Way
Title:	HGV Construction Routing Plan

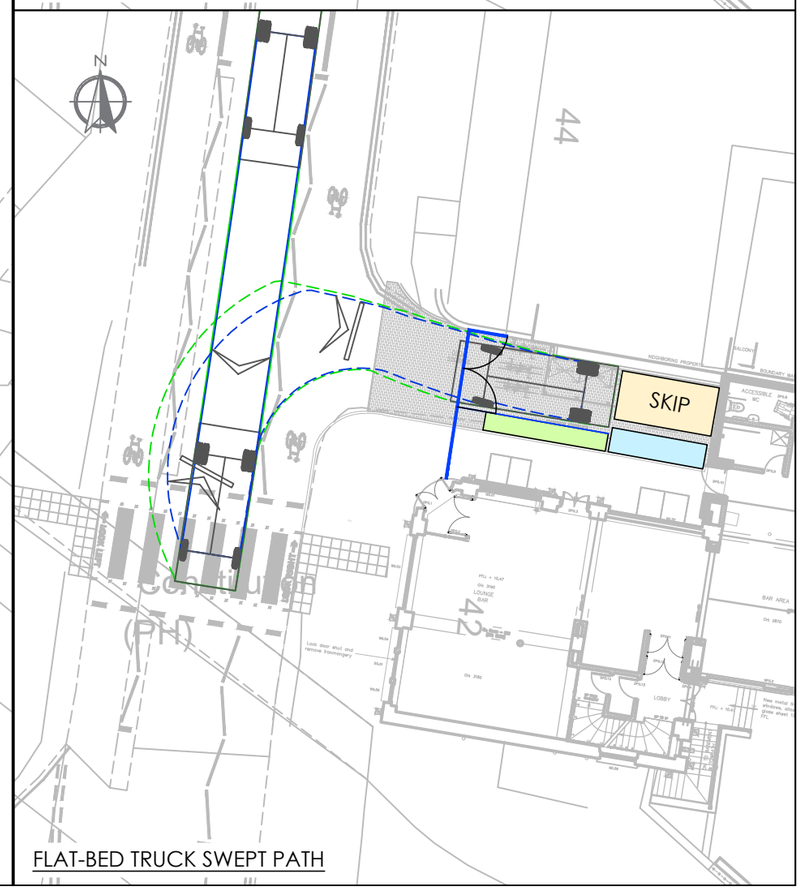
Plan No:	Job No:	Date:	
01	6215	October 2021	
Drawn By:	**Checked By:**	**Rev:**	
PJB	NDR	-	A3



CONSTRUCTION SET-UP ARRANGEMENT



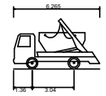
SKIP LORRY SWEPT PATH



FLAT-BED TRUCK SWEPT PATH

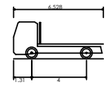
NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.



Small Skip Lorry

Overall Length	6.265m
Overall Width	2.390m
Overall Body Height	3.650m
Min Body Ground Clearance	0.396m
Max Track Width	2.435m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.340m



Flat-bed Truck

Overall Length	6.528m
Overall Width	2.500m
Overall Body Height	2.877m
Min Body Ground Clearance	0.327m
Track Width	2.393m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.850m

RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

Rev.	Drawn	Comments	Date
P1	DLH	FIRST ISSUE	04/10/21

RGP
Transport Planning and Infrastructure Design Consultants
Shackleford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
30 Stamford Street, London, SE1 9LQ
Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

Client	Young & Co's Brewery PLC
Project	The Constitution, 42 St Pancras Way, NW1
Drawing Title	Construction Set Up
Drawing No.	2021/6215/001
Rev.	P1
Scale	1:250
Drawn By	DLH
Checked By	PJB
	A3

SH Asbestos Services – 07759 449146

Asbestos Surveys and Asbestos Removal,
Creating a safer working environment

The Constitution Pub,
42 St Pancreas Way,
London,
NW1 0QT

Asbestos Management Survey

Client Name:	Ms Wendy Clare
Client Contact:	07710418263
Client Address:	The Constitution Pub,42 St Pancreas Way, London, NW1 0QT
Address of premises surveyed:	The Constitution Pub,42 St Pancreas Way, London, NW1 0QT
Type(s) of survey undertaken:	Management Survey
Survey Date(s):	01-10-14
Report No:	One (1)
Surveyor/s:	Mr Shaun Hennessey BOHS (Certified Surveyor) – 07759 449146
Report Date:	05-10-14
Q.C Check by:	Shaun Hennessey BOHS (Cert)

Signed: *Shaun Hennessey*
07759 449146 – 01405 817877

HEAD OFFICE
1 Grange Square
Moorends,
Doncaster
DN8 4NJ
Email: asbestosservices@gmail.com
Web: shasbestos.com

INDEX

1.0 EXECUTIVE SUMMARY

1.1 Shaun Hennessey received instructions from the client to undertake a Management Asbestos survey located at:

1.2 The Constitution Pub , 42 St pancreas way, London, NW1 0QT

The Survey was undertaken on **05-10-14** by Mr Shaun Hennessey BOHS (cert)

1.2 The following table indicates locations with identified (or presumed) ACMs:

Building / Site	Room No. Location	Material Description	Material Position	Quantity	Priority

1.3 Areas not accessed during the survey (these area should be presumed to contain asbestos). See section 2 for agreed exclusions and areas of no access.

Building / Site	Room No. Location	Comments

1.4 The following areas require remedial actions as a priority:

Building / Site	Room No. Location	Material Description	Material Position	Quantity	Recommendations

INTRODUCTION

2.1 The survey was undertaken in order to locate and identify the presence of any asbestos containing materials within all reasonably accessible areas.

2.2 The extent and type of all asbestos containing materials found on the site were defined for the purpose of providing an asbestos register in compliance with current legislation.

2.3 The survey methodology was carried out in line with Procedures Manual and HSE documents HSG264 & HSG277.

Address of premises surveyed:	The Constitution pub, St Pancreas Way, London, NW1 0QT
Property Image:	
Agreed scope of survey:	Standard HSG264 Asbestos management Survey of the site or areas within the site as described in this report.
Agreed exclusions and inaccessible areas:	No Exclusion Areas At the time of the survey.
Site Review: (site description, use and construction etc.)	The property is a 3 storey building with a basement being used as a pub and living quarters, the pub is spread across the entire ground floor as well as the basement; the living accommodation is on the top two floors.

ACCESS LIMITATIONS

3.1 Shaun Hennessey and all site surveyors aim to gain access to all reasonably accessible areas within the scope of a survey (see Section 5) during the site survey. However, it may not be possible to gain access to some areas whilst the surveyors are on site. The locations of these inaccessible areas can be found within the surveyor's site sheets in Appendix B and are denoted in the action column as not accessible (N/A) or a specific note within the comments column. Areas of restricted access are further discussed within Section 2 of this report.

3.2 All non-accessed areas should be presumed to contain asbestos.

4.0 ASBESTOS SURVEY TYPE

4.1 Management Survey - Standard Sampling, Identification & Assessment

4.2 This is the normal type of survey appropriate for the routine maintenance of a building or site. It aims to locate, sample and assess all asbestos containing materials, so far as is reasonably practicable. The information produced can more confidently be used as an action plan to minimise the risk of exposure to asbestos for occupants and maintenance operatives. The survey must be carried out in such a manner as to minimise the damage to the building fabric and decoration however Management surveys will often involve minor intrusive work and some disturbance. The extent of intrusion will vary between premises and depend on what is reasonably practicable for individual properties, ie it will depend on factors such as the type of building, the nature of construction, accessibility etc. It would not be normal to exclude asbestos containing materials regarded as "Low Risk" such as asbestos cement products or bonded composites from this type of survey.

4.3 There may still be limitations on access during the survey and any such limitations must be clearly identified wherever possible.

4.4 It is important to remember that even though a survey has been conducted; all asbestos containing materials on a site may not have been discovered or identified. Any area that cannot be accessed or has not been explored must be presumed to contain asbestos.

5.0 SAMPLING AND ASBESTOS SURVEY STRATEGY

5.1 The asbestos survey was conducted by means of visual inspection of all accessible areas of the site defined. Where the Site surveyors suspected that a material on the site contained asbestos, a bulk sample was taken for analysis. The objective of carrying out sampling was to identify the asbestos fibre content of the materials and to define the extent of that asbestos material on site.

5.2 Samples were taken using a variety of tools including a chisel, sharp knife, a core sampler or screwdriver, where appropriate. In all cases of sampling, care was taken to ensure that the samples were representative of the material involved and that sufficient quantity of material was sampled. In the case of applied coatings this meant ensuring that the full depth of the material was sampled, for example by using a hand borer (e.g. a cork borer). In the case of board or tile materials, the sample was taken from the full thickness of the material.

5.3 In areas on the site where there were substantial quantities of visually uniform material, then a small number of samples were taken and should be considered as being representative for the whole area. Therefore, visually similar materials in the same areas should be assumed to be similar to those sampled.

5.4 Shaun Hennessey and all Site surveyors did not inspect areas of "no access" on the site at the time of the survey. These areas may have been locked rooms or areas where access for inspection would have required an unreasonable degree of dismantling to the structure of the building. The client should be advised about the possibility of there being asbestos material in all areas of no access and should take appropriate precautions prior to future entry or disturbance to such areas.

6.0 METHOD OF BULK SAMPLE ANALYSIS

6.1 All samples will only be forward to a UKAS accredited laboratory.

6.2 Analysis of the samples will be by using methods as described in the Laboratory Manual Section 2. All techniques used were in strict accordance with the HSE document HSG248 Appendix 2 entitled, "Asbestos in Bulk Materials". Sampling and identification by polarised light microscope (PLM).

6.3 All our laboratories are accredited to ISO 17025 (by the United Kingdom Accreditation Service; UKAS) for the sampling and analysis of suspect asbestos materials.

7.0 HEALTH & SAFETY STATEMENT

7.1 All sampling was undertaken causing the minimum possible nuisance and potential risk to the health and safety of the building occupants and site visitors.

7.2 As required under The Control of Asbestos Regulations 2006, dust release during sampling was reduced to as low as reasonably practicable and an assessment in respect of likely dust release dictated the need for precautionary measures to be taken. Where applicable this included the following measures:

a) Isolation of the sampling area.
b) Damping of the material, by use of an atomiser spray, to suppress dust release.
c) Appropriate cleaning and removal of any fallen debris.
d) Use of personal protective equipment.

7.3 After sampling any broken or unsealed material with potential to cause airborne dust was sealed with a protective label or cavity sealant and any remaining dust or debris was removed by wet wiping. Immediately after collection, all samples were double-sealed in self-seal plastic bags. Great care was taken to prevent cross-contamination between samples. Any disposable material used in sampling or dust created while sampling was treated as contaminated by asbestos and was taken away in sealed plastic bags and stored as asbestos waste awaiting disposal.

7.4 All sampling did not impair the structural integrity of the building or plant.

7.5 All high level location sampling that required the use of an extension ladder was undertaken whilst the ladder was secured, either by ties or by an additional member of staff.

RISK ASSESSMENT AND PRIORITY RATING SCHEME FOR ASBESTOS MATERIAL

8.0 All asbestos containing materials identified on the site have been incorporated into a Risk Assessment Priority Rating System in accordance with the Health & Safety documents HSG264 & HSG227, which allow the client the opportunity to plan any requirements for management, removal, remedial action or costing purposes.

Implementation of the system will ensure that:

- A safe working environment is maintained on site with respect to all asbestos containing materials identified.
- Compliance with the appropriate current Health & Safety Legislation.

8.2 A **Material Assessment** score has been assigned to each asbestos element identified on the site surveyed. Non-asbestos elements have not been assigned a priority rating. The Material Assessment score is based on a combined assessment of the four main categories which determine the amount of potential fibre release from an ACM when subject to a standard disturbance.

These are:

- Product Type.
- Extent of Damage or Deterioration.
- Surface Treatment.
- Asbestos Type.

8.3 Each category is scored as either: High = 3, Medium = 2 or Low = 1; two categories also allow a nil score. The scores assigned to each of the four categories are added together to give a total Material Score of between 2 and 12. Presumed or strongly presumed asbestos containing materials are scored as Crocidolite asbestos (3), unless analysis of similar samples from the building shows a different asbestos type, or if there is a reasoned argument that another type of asbestos was almost always used in the production of that ACM.

8.4 Materials with assessment scores of 10 or more are regarded as having a high potential to release fibres, if disturbed. Scores of between 7 and 9 are regarded as having a medium potential and between 5 and 6 a low potential. Scores of 4 or less have a very low potential to release fibres.

8.5 **Material Assessment Score:**

Sample variable	Score	Examples of scores
Product type (or debris from product)	1	Asbestos reinforced composites (plastics, resins, mastics, roofing felts, vinyl floor tiles, semi-rigid paints or decorative finishes, asbestos cement etc)
	2	Asbestos insulating board, mill boards, other low density insulation boards, asbestos textiles, gaskets, ropes and woven textiles, asbestos paper and felt
	3	Thermal insulation (eg pipe and boiler lagging), sprayed asbestos, loose asbestos, asbestos mattresses and packing
Extent of damage/deterioration	0	Good condition: no visible damage
	1	Low damage: a few scratches or surface marks; broken edges on boards, tiles etc
	2	Medium damage: significant breakage of materials or several small areas where material has been damaged revealing loose asbestos fibres
	3	High damage or delamination of materials, sprays and thermal insulation. Visible asbestos debris
Surface treatment	0	Composite materials containing asbestos: reinforced plastics, resins, vinyl tiles
	1	Enclosed sprays and lagging, asbestos insulating board (with exposed face painted or encapsulated), asbestos cement sheets etc
	2	Unsealed asbestos insulating board, or encapsulated lagging and sprays
	3	Unsealed laggings and sprays
Asbestos type	1	Chrysotile
	2	Amphibole asbestos excluding Crocidolite
	3	Crocidolite

8.6 A **Priority Assessment** score has also been assigned to each of the positive materials, which is an algorithm of several variable factors within the area, which can influence the potential for or exposure to fibre release.

These are:

- Normal Occupant Activity Level.
- Likelihood of Disturbance.
- Human Exposure Potential.
- Maintenance Activity.

8.7 Each category and sub-category is scored as either: High = 3, Medium = 2, Low = 1 or Very Low = 0. The Priority Assessment score is achieved by calculating the mean average score for each main section, i.e. the categories listed above, and adding the scores for all 4 categories together. The scores assigned to each of the four categories are added together to give a total Priority Assessment score of between 0 and 12. By adding the total Material Assessment score to the total Priority Assessment score a Total Priority / Material Score is obtained. The Total Priority / Material score can range from 2 to 24.

8.8 **Priority Assessment Score Algorithm:**

Assessment factor	Score	Examples of score variables
Normal occupant activity		
Main type of activity in area	0	Rare disturbance activity (eg little used store room)
	1	Low disturbance activities (eg office type activity)
	2	Periodic disturbance (eg industrial or vehicular activity which may contact ACMs)
	3	High levels of disturbance, (eg fire door with asbestos insulating board sheet in constant use)
Secondary activities for area	As above	As above
Likelihood of disturbance		
Location	0	Outdoors
	1	Large rooms or well-ventilated areas
	2	Rooms up to 100 m^2
	3	Confined spaces
Accessibility	0	Usually inaccessible or unlikely to be disturbed
	1	Occasionally likely to be disturbed
	2	Easily disturbed
	3	Routinely disturbed
Extent/amount	0	Small amounts or items (eg strings, gaskets)
	1	≤10 m^2 or ≤10 m pipe run.
	2	>10 m^2 to ≤50 m^2 or >10 m to ≤50 m pipe run
	3	>50 m^2 or >50 m pipe run
Human exposure potential		
Number of occupants	0	None
	1	1 to 3
	2	4 to 10
	3	>10
Frequency of use of area	0	Infrequent
	1	Monthly
	2	Weekly
	3	Daily

Average time area is in use	0	<1 hour
	1	>1 to <3 hours
	2	>3 to <6 hours
	3	>6 hours
Maintenance activity		
Type of maintenance activity	0	Minor disturbance (eg possibility of contact when gaining access)
	1	Low disturbance (eg changing light bulbs in asbestos insulating board ceiling)
	2	Medium disturbance (eg lifting one or two asbestos insulating board ceiling tiles to access a valve)
	3	High levels of disturbance (eg removing a number of asbestos insulating board ceiling tiles to replace a valve or for re-cabling)
Frequency of maintenance activity	0	ACM unlikely to be disturbed for maintenance
	1	≤1 per year
	2	>1 per year
	3	>1 per month

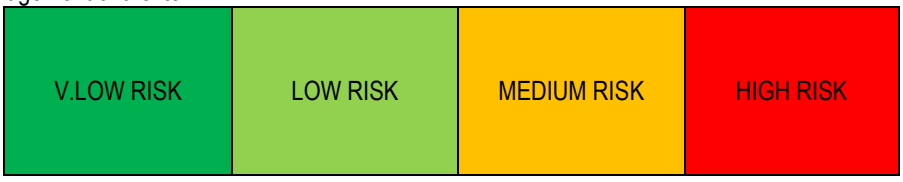
8.9 **Combined Material & Priority Assessment Rating**

8.10 The Total Material Assessment score and the Total Priority Assessment scores are combined and converted into an Assessment Rating which allows the client to prioritise any remedial work.

8.11 Materials obtaining a combined score of 17 or more are rated as posing a High Priority risk of exposure to anyone within their immediate vicinity. A combined score of between 12 and 17 means the material is rated as being Medium Priority risk. Any asbestos containing material achieving a combined score between 8 and 11 is regarded as posing a Low Priority risk to people inhabiting the area, whilst materials scoring 7 or below are classified as being Very Low Priority risk.

8.12 **Risk Assessment Traffic Light System**

8.13 The above combined material and priority scores are also allocated a colour within the asbestos register (section 9), this directs the reader to the risk of the material identified, recommendations are available alongside the risk to aid with the management of the item.



- High Priority

High Priority rating asbestos containing materials are in a locations and / or conditions, which require urgent attention. High priority asbestos containing materials are usually not suited to any form of containment programme and should be stripped or environmentally cleaned as soon as possible. All fallen asbestos debris and surface contaminating materials will always be assigned a High Priority rating. Any disturbance to High Priority rating materials is liable to expose personnel to elevated levels of airborne respirable asbestos fibres and this is also liable to spread the extent of the contamination throughout the rest of the building.

- Medium Priority

All Medium Priority rating asbestos containing materials are in a locations and / or conditions which require some remedial action. The action may be minor repairs to damaged surfaces or encapsulation of all exposed asbestos surfaces. Following completion of remedial work the medium priority rated asbestos material may be assigned a low priority rating. In the long term it is recommended that all Medium Priority rating materials be removed as soon as resources become available.

- Low and Very Low Priority

Low and Very Low Priority rating asbestos containing materials are in a locations and / or conditions which do not give rise to a significant health risk, *PROVIDED THE MATERIAL REMAINS UNDISTURBED*, either by routine maintenance operations and / or by personnel carrying out their normal daily work activities which could cause impact or surface damage to the material. A Low or Very Low Priority rating is only valid if this provision is maintained. Building managers should be aware of any changes in the work activities in areas where Low and / or Very Low Priority rating asbestos containing materials are located. Low and Very Low Priority rating asbestos containing materials would change to High Priority rating materials if, at a future date, it is decided to carry out building works which would require some disturbance of the asbestos containing material.

8.14 Appendix B of this report summarises the Surveyors site notes material and priority assessments, if a break-down of the material and priority assessment is required, it will be made available at the clients requests. All site information collected during the survey is stored on the company database indefinitely.

8.15 Changes in priorities can be assessed only by the clients asbestos Manager / Consultant on site in the light of planned and / or unscheduled maintenance operations or changes in the normal working schedules as they arise.

9.0 EXTENT OF IDENTIFIED ASBESTOS (REGISTER)

Building	The Constitution Pub, NW1 0QT			
Room	G1 – Bar Area			
Material Description	N/A			
Material Position	N/A			
Status	N/A			
Sample / presumption Ref	N/A			
Asbestos Type	N/A			
Quantity	N/A			
Condition	N/A			
Comments	A visual inspection was carried out and no suspect materials were identified.	**Recommendation**	None	**N/A**

Building	The Constitution Pub, NW1 0QT			
Room	G2 – Male W/C			
Material Description	N/A			
Material Position	N/A			
Status	N/A			
Sample / presumption Ref	N/A			
Asbestos Type	N/A			
Quantity	N/A			
Condition	N/A			
Comments	A visual inspection was carried out and no suspect materials were identified.	**Recommendation**	None	**N/A**

Building	The Constitution Pub, NW1 0QT			
Room	G3 – Ladies W/C			
Material Description	N/A			
Material Position	N/A			
Status	N/A			
Sample / presumption Ref	N/A			
Asbestos Type	N/A			
Quantity	N/A			
Condition	N/A			
Comments	A visual inspection was carried out and no suspect materials were identified.	**Recommendation**	None	**N/A**

Building	The Constitution Pub, NW1 0QT			
Room	G4 – Kitchen			
Material Description	N/A			
Material Position	N/A			
Status	N/A			
Sample / presumption Ref	N/A			
Asbestos Type	N/A			
Quantity	N/A			
Condition	N/A			
Comments	A visual inspection was carried out and no suspect materials were identified.	**Recommendation**	None	**N/A**

Building	The Constitution Pub, NW1 0QT			
Room	B1 – Seating Area			
Material Description	N/A			
Material Position	N/A			
Status	N/A			
Sample / presumption Ref	N/A			
Asbestos Type	N/A			
Quantity	N/A			
Condition	N/A			
Comments	A visual inspection was carried out and no suspect materials were identified.	**Recommendation**	None	**N/A**

Building	The Constitution Pub, NW1 0QT			
Room	B2 – Bar			
Material Description	N/A			
Material Position	N/A			
Status	N/A			
Sample / presumption Ref	N/A			
Asbestos Type	N/A			
Quantity	N/A			
Condition	N/A			
Comments	A visual inspection was carried out and no suspect materials were identified.	**Recommendation**	None	**N/A**

Building	The Constitution Pub, NW1 0QT			
Room	B3 – Store			
Material Description	N/A			
Material Position	N/A			
Status	N/A			
Sample / presumption Ref	N/A			
Asbestos Type	N/A			
Quantity	N/A			
Condition	N/A			
Comments	A visual inspection was carried out and no suspect materials were identified.	**Recommendation**	None	**N/A**

Building	The Constitution Pub, NW1 0QT			
Room	B4 – Cupboard			
Material Description	N/A			
Material Position	N/A			
Status	N/A			
Sample / presumption Ref	N/A			
Asbestos Type	N/A			
Quantity	N/A			
Condition	N/A			
Comments	A visual inspection was carried out and no suspect materials were identified.	**Recommendation**	None	**N/A**

Building	The Constitution Pub, NW1 0QT			
Room	B5 – Cleaning Cupboard			
Material Description	N/A			
Material Position	N/A			
Status	N/A			
Sample / presumption Ref	N/A			
Asbestos Type	N/A			
Quantity	N/A			
Condition	N/A			
Comments	A visual inspection was carried out and no suspect materials were identified.	**Recommendation**	None	**N/A**

Building	The Constitution Pub, NW1 0QT			
Room	B6 – Small bar Area			
Material Description	N/A			
Material Position	N/A			
Status	N/A			
Sample / presumption Ref	N/A			
Asbestos Type	N/A			
Quantity	N/A			
Condition	N/A			
Comments	A visual inspection was carried out and no suspect materials were identified.	**Recommendation**	None	**N/A**

Building	The Constitution Pub, NW1 0QT			
Room	B7 – Cellar (Barrel Drop)			
Material Description	N/A			
Material Position	N/A			
Status	N/A			
Sample / presumption Ref	N/A			
Asbestos Type	N/A			
Quantity	N/A			
Condition	N/A			
Comments	A visual inspection was carried out and no suspect materials were identified.	**Recommendation**	None	**N/A**

Building	The Constitution Pub, NW1 0QT			
Room	B8 – Cold Room			
Material Description	N/A			
Material Position	N/A			
Status	N/A			
Sample / presumption Ref	N/A			
Asbestos Type	N/A			
Quantity	N/A			
Condition	N/A			
Comments	A visual inspection was carried out and no suspect materials were identified.	**Recommendation**	None	**N/A**

Building	The Constitution Pub, NW1 0QT			
Room	B9 – Bottle Store			
Material Description	N/A			
Material Position	N/A			
Status	N/A			
Sample / presumption Ref	N/A			
Asbestos Type	N/A			
Quantity	N/A			
Condition	N/A			
Comments	A visual inspection was carried out and no suspect materials were identified.	**Recommendation**	None	**N/A**

Building	The Constitution Pub, NW1 0QT			
Room	F1 – Landing			
Material Description	N/A			
Material Position	N/A			
Status	N/A			
Sample / presumption Ref	N/A			
Asbestos Type	N/A			
Quantity	N/A			
Condition	N/A			
Comments	A visual inspection was carried out and no suspect materials were identified.	**Recommendation**	None	**N/A**

Building	The Constitution Pub, NW1 0QT			
Room	F2 – Store Room			
Material Description	N/A			
Material Position	N/A			
Status	N/A			
Sample / presumption Ref	N/A			
Asbestos Type	N/A			
Quantity	N/A			
Condition	N/A			
Comments	A visual inspection was carried out and no suspect materials were identified.	**Recommendation**	None	**N/A**

Building	The Constitution Pub, NW1 0QT			
Room	F3 – Living Room			
Material Description	N/A			
Material Position	N/A			
Status	N/A			
Sample / presumption Ref	N/A			
Asbestos Type	N/A			
Quantity	N/A			
Condition	N/A			
Comments	A visual inspection was carried out and no suspect materials were identified.	**Recommendation**	None	**N/A**

Building	The Constitution Pub, NW1 0QT			
Room	F4 – Kitchen 1			
Material Description	N/A			
Material Position	N/A			
Status	N/A			
Sample / presumption Ref	N/A			
Asbestos Type	N/A			
Quantity	N/A			
Condition	N/A			
Comments	A visual inspection was carried out and no suspect materials were identified.	**Recommendation**	None	**N/A**

Building	The Constitution Pub, NW1 0QT			
Room	F5 – Kitchen 2			
Material Description	N/A			
Material Position	N/A			
Status	N/A			
Sample / presumption Ref	N/A			
Asbestos Type	N/A			
Quantity	N/A			
Condition	N/A			
Comments	A visual inspection was carried out and no suspect materials were identified.	**Recommendation**	None	**N/A**

Building	The Constitution Pub, NW1 0QT			
Room	F6 – Office			
Material Description	N/A			
Material Position	N/A			
Status	N/A			
Sample / presumption Ref	N/A			
Asbestos Type	N/A			
Quantity	N/A			
Condition	N/A			
Comments	A visual inspection was carried out and no suspect materials were identified.	**Recommendation**	None	**N/A**

Building	The Constitution Pub, NW1 0QT			
Room	F7 – Corridor			
Material Description	N/A			
Material Position	N/A			
Status	N/A			
Sample / presumption Ref	N/A			
Asbestos Type	N/A			
Quantity	N/A			
Condition	N/A			
Comments	A visual inspection was carried out and no suspect materials were identified.	**Recommendation**	None	**N/A**

Building	The Constitution Pub, NW1 0QT			
Room	S1 – Landing			
Material Description	N/A			
Material Position	N/A			
Status	N/A			
Sample / presumption Ref	N/A			
Asbestos Type	N/A			
Quantity	N/A			
Condition	N/A			
Comments	A visual inspection was carried out and no suspect materials were identified.	**Recommendation**	None	**N/A**

Building	The Constitution Pub, NW1 0QT			
Room	S2 – Bathroom			
Material Description	N/A			
Material Position	N/A			
Status	N/A			
Sample / presumption Ref	N/A			
Asbestos Type	N/A			
Quantity	N/A			
Condition	N/A			
Comments	A visual inspection was carried out and no suspect materials were identified.	**Recommendation**	None	**N/A**

Building	The Constitution Pub, NW1 0QT			
Room	S3 – Master Bedroom			
Material Description	N/A			
Material Position	N/A			
Status	N/A			
Sample / presumption Ref	N/A			
Asbestos Type	N/A			
Quantity	N/A			
Condition	N/A			
Comments	A visual inspection was carried out and no suspect materials were identified.	**Recommendation**	None	**N/A**

Building	The Constitution Pub, NW1 0QT			
Room	S4 – Bedroom			
Material Description	N/A			
Material Position	N/A			
Status	N/A			
Sample / presumption Ref	N/A			
Asbestos Type	N/A			
Quantity	N/A			
Condition	N/A			
Comments	A visual inspection was carried out and no suspect materials were identified.	**Recommendation**	None	**N/A**

Building	The Constitution Pub, NW1 0QT			
Room	S5 – Spare room 1			
Material Description	N/A			
Material Position	N/A			
Status	N/A			
Sample / presumption Ref	N/A			
Asbestos Type	N/A			
Quantity	N/A			
Condition	N/A			
Comments	A visual inspection was carried out and no suspect materials were identified.	**Recommendation**	None	**N/A**

Building	The Constitution Pub, NW1 0QT			
Room	S6 – Spare Room 2			
Material Description	N/A			
Material Position	N/A			
Status	N/A			
Sample / presumption Ref	N/A			
Asbestos Type	N/A			
Quantity	N/A			
Condition	N/A			
Comments	A visual inspection was carried out and no suspect materials were identified.	**Recommendation**	None	**N/A**

10.0 GENERAL LIMITATIONS & CAVEATS

10.1 Whilst every care has been taken to try and locate all asbestos containing materials within the building, we cannot guarantee that all items with an asbestos content have been identified, particularly in circumstances where detailed mechanical service plans are unavailable.

10.2 It is not always possible to detect materials within the deepest fabric of a building, in some service ducts and floor voids, buried pipe-work, partition walling which may have been plastered or decorated, inaccessible areas etc.

10.3 We try whenever practical to inform the client of areas which may give cause for concern. However, where buildings have undergone extensive refurbishment there is always a risk that unidentified asbestos containing materials, which may lay hidden, could be disturbed during future building works.

10.4 Please note that, unless requested by the client, we have not taken samples from, gasket materials (unless specified) or items within catering equipment, electrical switchgear or cable sheathing, all of which can contain asbestos fibres. Specific items of plant, working machinery, furnaces etc, will not have been inspected unless otherwise stated.

10.5 It is not always possible to positively identify all fire doors within a property during the survey for a number of reasons therefore it should be presumed that all fire doors may contain asbestos regardless of whether they are listed in the asbestos register.

10.6 Any recommendations contained herein, are based on information available at the time of writing, but we are unable to take account of future developments or changes in legislation.

10.7 SH asbestos services are not accredited to allocate Priority Assessments to identified asbestos containing materials therefore it does not relieve the client from the responsibility to manage these materials.

10.8 The interpretation or use of this report does not relieve the user of the responsibility for understanding the requirements of the appropriate legislation.

10.9 All laboratory documentation relating to the testing or inspection work will be retained for a minimum of 6 years from the date of production.

10.10 Further information can be obtained from. SH Asbestos Services at the address detailed at the front of this report.

10.11 If any of the buildings on site are to undergo major refurbishment or demolition works a further Pre-demolition/Refurbishment survey should be completed prior to commencement of the work.

10.12 The asbestos quantities within this report are for recording purposes only. Contractors wishing to remove asbestos materials within this report are to conduct their own measurements.

APPENDIX B

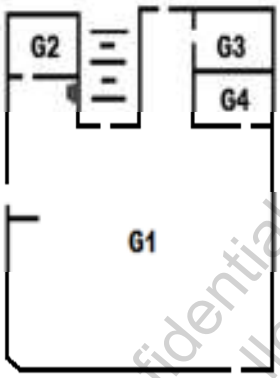
(Site Plan)

Site address

THE CONSTITUTION PUB,
42 ST PANCREAS WAY,
LONDON,
NW1 0QT

SH Asbestos Services 07759449146
asbestosservices@gmail.com

GROUND FLOOR



NOT TO SCALE

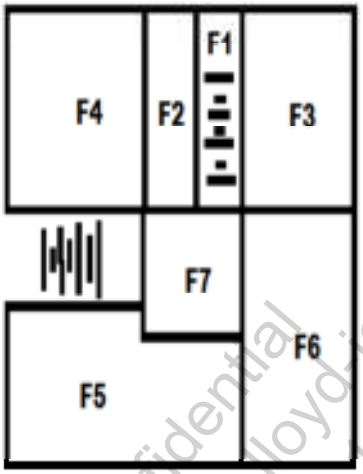
Sample location
Asbestos Confirmed
Area where ACM'S are Presumed
Areas Excluded From Survey

Site address

THECONSTITUTION PUB,
42 ST PANCREAS WAY,
LONDON,
NW1 0QT

SH Asbestos Services 07759449146
asbestosservices@gmail.com

FIRST FLOOR



NOT TO SCALE

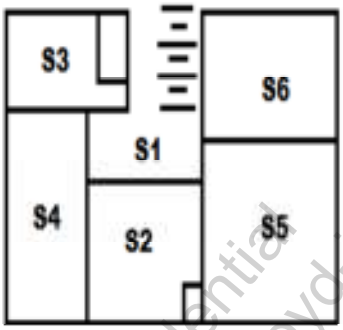
Sample location .....
Asbestos Confirmed.....
Ares where ACM'S are Presumed.....
Areas Excluded From Survey.....

Site address

THE CONSTITUTION PUB,
42 ST PANCREAS WAY,
LONDON,
NW1 0QT

SH Asbestos Services 07759449146
asbestosservices@gmail.com

SECOND FLOOR



NOT TO SCALE

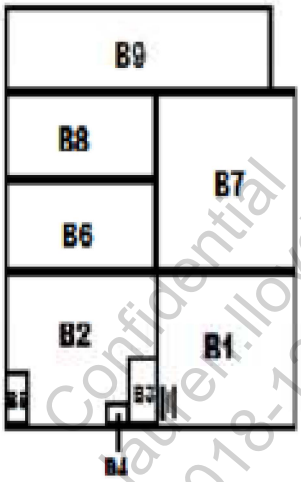
Sample location
Asbestos Confirmed
Ares where ACM'S are Presumed
Areas Excluded From Survey

Site address

THE CONSTITUTION PUB
42 ST PANCREAS WAY,
LONDON,
NW1 0QT

SH Asbestos Services 07759449146
asbestosservices@gmail.com

CELLAR



NOT TO SCALE

Sample location
Asbestos Confirmed
Area where ACM'S are Presumed
Areas Excluded From Survey

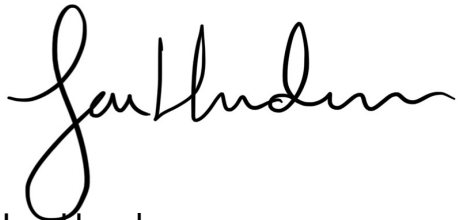
FORS Gold

Travis Perkins PLC - General Merchant

has been assessed and has met the Gold level requirements of the Fleet Operator Recognition Scheme (FORS).

Operating Centre accreditation is limited to the following location only: NN4 7HD

This certificate is valid from 08/05/2022 to 07/05/2023 and remains valid as long as FORS requirements continue to be maintained.



Ian Henderson
on behalf of the Fleet Operator Recognition Scheme

FORS ID : 000007-2

FORS Gold

Scope of accreditation for:

Travis Perkins PLC - General Merchant

Valid from 08/05/2022 to 07/05/2023

Total number of vehicles	**1105**
Heavy goods vehicles (HGVs)	769
Wheeled plant	0
Passenger carrying vehicles (PCVs)	0
Vans	336
Cars	0
Powered two-wheeler (P2Ws)	0
Total number of operating centres	**498**

Operating centre postcodes

NN4 7HD

FORS ID : 000007-2