

URS

79 Camden

Road & 86-

100 St

Pancras Way, Camden

Construction Management
Plan

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Prepared for:

Barratt London Brentford

UNITED

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EXECUTIVE SUMMARY

This Construction Management Plan (CMP) outlines the commitments and measures that will be adopted by Barratt London Brentford during the construction phase to ensure that the development at 79 Camden Road, and 86 – 100 St Pancras Way, NW1 9EU, Camden (referred to as '79 Camden Road') will have a minimal impact on the environment and any disturbance to local community will be mitigated.

This CMP will continue to be updated as and when more detailed construction information becomes available, prior to and during works. The nature of the CMP requires that it is regularly monitored and updated where necessary when further details become available.

As such, the development of the CMP is an iterative process and is subject to on-going dialogue between stakeholders and consultees to ensure that the CMP addresses the necessary issues.

A Demolition Management Plan (DMP) has also been agreed.

In order to simplify this structure attached are appendices from Erith whom are carrying out the construction of the basement box and its foundations in their role as Principal Contractor. Therefore the CMP has been amended to include the Erith documents as appendices to make this easier to follow for the EHO and road teams in particular following discussions.

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

1. PURPOSE AND STRUCTURE OF THE CMP

1.1 Purpose

The aim of the Construction Management Plan (CMP) is to provide a mitigation framework, setting out a series of actions and measures to be implemented in the run up to, and during, the construction phase in order to avoid, remedy or mitigate the potential impacts arising from the works during the construction phase.

The framework captures the commitments and measures identified within the Technical Reports that accompanied the Detailed Planning Application (ref. 2013/7646/P), and incorporates the measures consistent with best practice and industry guidance, to manage potential effects on the environment. In doing so, this document provides a ‘continuous link’ between available best practice, guidance and design of the scheme, through to the construction of the project and its implementation.

A Demolition Management Plan (DMP) has also been agreed, which outlines the demolition strategy and the measures that will be implemented to mitigate the potential impacts on the surrounding environment. Where relevant, details and measures provided within the DMP will also be part of this CEMP to ensure consistency in the approach / procedures between the demolition works and construction works.

1.2 Structure of the CMP

The CMP adopts the following structure:

- Planning Permission Requirement: summary of the project and the requirements of the planning permission (ref. 2013/7646/P), including the Section 106 Agreement which sets out a series of obligations to be implemented;
- Site and Sensitive Receptors: presents a description of the existing site and surrounding area, and identifies potential issues and constraints associated with the construction works. An outline of the potential sensitive receptors to be affected by the construction works.
- Construction Works Overview: outline of the roles and responsibilities during the construction works, and indicative stages and phasing of the construction works (i.e. timing and duration);
- Description of the Construction Works: information on the activities involved in the establishment and management of the site, as well as overview of the enabling works. Details are presented relating to the tower cranes, traffic management and deliveries, materials storage and waste management;
- Site Management and Administration: information on the administration of the CMP file, including staff training, contractor procurement, and site health and safety. Community liaison and communication is also addressed;
- Environmental Mitigation Overview: identification of potentially sensitive receptors, key environmental issues, management of environmental risks and reducing impacts;
- Monitoring, Auditing and Reporting: procedures for recording and reporting monitoring and audit results, action for non-compliance; and
- Commitment to Environmental Best Practice: overview of commitment to adopting measures consistent with best practice and industry guidance into the working methods.

1.3 Project Location

The site is located within the London Borough of Camden (LBC), London. The location of the site is illustrated in Figures 1-1 and 1-2 below.

Figure 1-1: Site Location



Figure 1-2: Existing Site Layout and Buildings



site boundary



2. PLANNING PERMISSION AND SECTION 106 AGREEMENT REQUIREMENTS

The Planning Application (ref. 2013/7646/P) submitted to the London Borough of Camden to enable development of the land at 79 Camden Road, and 86 – 100 St Pancras Way, NW1 9EU, Camden (referred as 'the site'), obtained resolution to grant conditional planning permission, subject to the conclusion of an agreement pursuant to Section 106 of the Town and Country Planning Act 1990. The S106 Agreement, and therefore granting of the permission, was dated 15th May 2014.

2.1 Summary of the Proposed Development

The development '79 Camden Road' involves a residential led scheme (164 units), comprising a split of 50% affordable, 50% private sale. An existing office building currently occupies the site and will be demolished ahead of the redevelopment. The management of environment issues relating to the demolition phase is addressed in the Demolition Management Plan (DMP) and cross-references to the DMP are made in this CMP, where relevant.

The new building will be S shaped wrapped around six cores, and forms two courtyard areas, one for each tenure type (refer to Figure 2-1). The accommodation consists of 1, 2 and 3 bedroom units. A combined heat and power (CHP) solution is the preferred heating strategy and green roofs are located on the roof terraces as well as communal play areas.

2.2 Section 106 Agreement - Requirements

The s106 Agreement sets out a series of obligations to be implemented, including the preparation of a Construction Management Plan. The s106 Agreement sets out a series of requirements to be included within the CMP. A copy of the requirements outlined within the s106 Agreement is presented within Appendix A. These are outlined within Table 2-1 below. Reference is made to where within the CMP the requirement has been addressed.

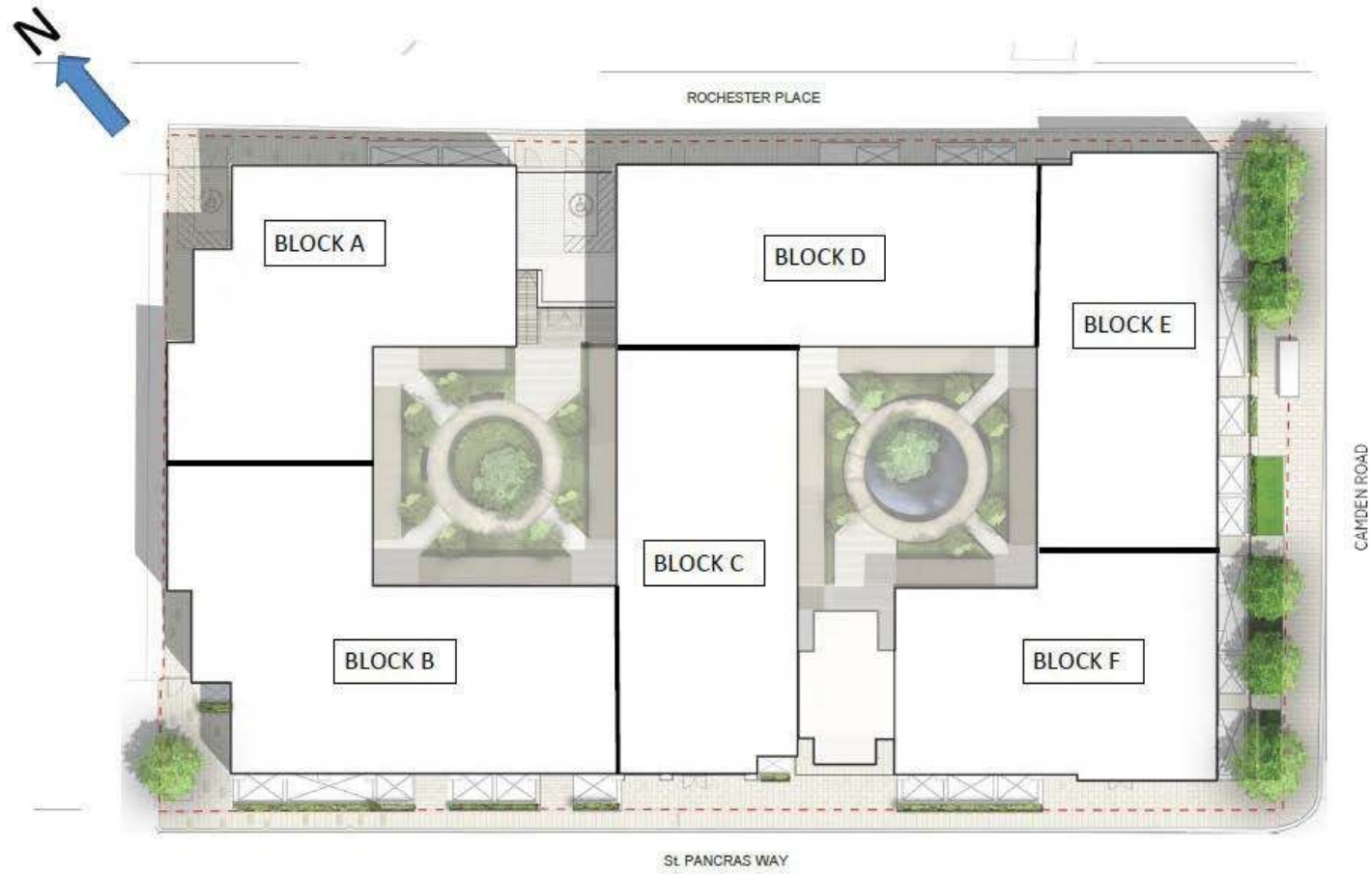
Table 2-1. Requirements sought by s106 Planning Agreement of Planning Permission (ref. 2013/7646/P).

Requirement	Reference in the CMP
(i) A statement to be submitted to Council giving details of the environmental protection, highways safety and community liaison measures proposed to be adopted by the Developer in order to mitigate and offset potential or likely effects and impacts arising from the building out of the Development;	<ul style="list-style-type: none">• Details prepared within this document (Construction Management Plan), including description of the works, site management and safety, mitigation of effects, community liaison, monitoring and best practice (sections 4 to 9).• Appendix F: Mitigation measures to mitigate potential effects arising during construction.
(ii) Incorporation of the relevant provisions set out in the First Schedule;	<ul style="list-style-type: none">• Refer Table 2-2 - Requirements from Agreement – First Schedule

(iii) Incorporation of the relevant provisions set out in the Second Schedule;	<ul style="list-style-type: none"> Refer Table 2-3 - Requirements from Agreement – Second Schedule
(iv) Amelioration and monitoring effects on the health and amenity of local residences site construction workers local businesses and adjoining developments undergoing construction;	<ul style="list-style-type: none"> Details prepared within this document (Construction Management Plan), including description of the works, site management and safety, mitigation of effects, community liaison, monitoring and best practice (sections 4 to 9). Appendix F: Mitigation measures to mitigate potential effects arising during construction
(v) Amelioration and monitoring measures over construction traffic including procedures for notifying the owners and or occupiers of the residences and businesses in the locality in advance of major operations delivery schedules and amendments to normal traffic arrangements (if any);	<ul style="list-style-type: none"> Information presented in CMP relating to construction traffic, access and deliveries to the site (refer section 5.4 – Traffic Management and Deliveries). Mitigation measures for construction traffic and transport issues – refer Appendix F (Section L – Traffic and Transport). Further mitigation regarding construction traffic movement and management – refer Appendix H (Highway Measures) Procedures for liaison with residents, businesses in the locality (refer section 6.6 – Community Liaison, Communication and

Requirement	Reference in the CMP
	<p>Complaints).</p> <ul style="list-style-type: none"> Mitigation measures – refer Appendix F (Section C – Community Liaison). Notification of surrounding community – refer Appendix E (Construction Engagement Strategy)
(vi) The inclusion of a waste management strategy for handling and disposing of construction waste;	<ul style="list-style-type: none"> Outline of the waste strategy – refer section 5.6 (Waste Management – General Requirements). A Site Waste Management Plan (SWMP) will be developed, implemented and regularly reviewed/updated in accordance with the Developer’s Standards and external registration. The SWMP will include methods for waste segregation, storage and removal arrangements, and measures to deal with wastewater. Requirement for SWMP within Appendix F: Mitigation Measures (Section F – Waste).
(vii) Identifying means of ensuring the provision of information to the Council and provision of a mechanism for monitoring and reviewing as required from time to time.	<ul style="list-style-type: none"> Information outlining the approach to monitoring – refer section 8 (Monitoring, Auditing and Reporting). Details on the strategy and methodology of the monitoring – refer Appendix G (Monitoring Strategies)

Figure 2-1: Proposed Ground Floor and Residential Block Layout



2.2.1 S106 Agreement - First Schedule (Air Quality and Carbon Reduction)

Refer Appendix A for details on requirements from S106 Agreement – First Schedule.

Table 2-2. Requirements from Agreement – First Schedule

Requirement	Reference in the CMP
Method Statement shall define the risk rating of the site – determined using the assessment methodology from the Best Practice Guidance.	Refer CMP section 4.4: Risk Assessment – Best Practice Guidance. Site has been defined as 'medium' risk
A. Techniques to control PM10 and NOx emissions from vehicles and plant	Best practice measures presented are included within the CMP. Refer CMP Appendix F: Mitigation Measures (section M – Air Quality)
B. Techniques to control dust emissions from construction;	Best practice measures presented are included within the CMP. Refer CMP Appendix F: Mitigation Measures (section M – Air Quality)
C. Air Quality Monitoring;	Information outlining the approach to monitoring – refer CMP section 8 (Monitoring, Auditing and Reporting). Details on the strategy and methodology of the monitoring – refer CMP Appendix G (Monitoring Strategies)
D. Techniques to reduce CO ₂ emissions from construction vehicles;	Commitment for the adoption of 'green fleet management practices' presented within CMP as mitigation requirement (Refer Appendix F: Mitigation Measures (section I – Sustainability). Contractor method statement to outline the approach and detail for achieving measures as part of appointment for the works (to be reviewed / approved by the Principal Contractor).

2.2.2 S106 Agreement - Second Schedule (Highway Measures)

Refer Appendix A for details on requirements from S106 Agreement – First Schedule.

Table 2-3. Requirements from Agreement – Second Schedule

Requirement	Reference in the CMP
Brief description of the site, surrounding area and development proposals	Refer sections of CMP: - (3) Site and Sensitive Receptors - (4) Construction Works Overview - (5) Description of Construction Works - (6) Site Management and Administration
Proposed start and end dates for each phase of construction	Refer sections of CMP: - (4) Construction Works Overview
Proposed working hours within which vehicles will arrive and depart	Refer sections of CMP: - (5.1.4) Hours of construction working; - (5.4.4.1) Deliveries to site during peak periods. Refer CMP Appendix F – Mitigation Measures (Section A.3 – General Activities – Site Establishment)

Access arrangements for vehicles	<p>Refer sections of CMP:</p> <ul style="list-style-type: none"> - (5.4.2) Strategy for access and egress to the site (including 'Access Routes to the Site' and 'Access to Site for Loading and Unloading'); - (5.4.3) Management of access and deliveries to site; - (5.4.4) Protocol for control of deliveries <p>Refer CMP Appendix:</p> <ul style="list-style-type: none"> - (F) Mitigation Measures (Section K – Traffic and Transport)
Proposed routes for vehicles between the site and the Transport for London Road Network (TLRN).	<p>Refer sections of CMP:</p> <ul style="list-style-type: none"> - (5.4.2) Strategy for access and egress to the site;
	<p>Refer CMP Appendix:</p> <ul style="list-style-type: none"> - (F) Mitigation Measures (Section K – Traffic and Transport)
Typical sizes of all vehicles and the approximate frequency and times of day they will need access to the site	<p>Refer sections of CMP:</p> <ul style="list-style-type: none"> - (5.4.3) Overview of Vehicles Accessing Site and Frequency - (5.4.4) Management of Access and Deliveries to Site - (5.4.5) Protocol for Control of Deliveries - (5.4.5.1) Deliveries to Site During Peak Periods - (5.4.6) Management of Operating Large Vehicles
Swept path drawings for any tight manoeuvres on vehicle routes to the site	<p>None required.</p> <p>Vehicles accessing the site will be along St Pancras Way. It is proposed that the footpath and one lane of the road on St Pancras Way will need to be suspended from September at off peak hours to allow for vehicles to be unloaded. Refer Figure 5-1: Vehicle Movement To Enable Loading and Unloading.</p>
Details (including drawings) of any highway works necessary to enable construction	<p>Refer sections of CMP:</p> <ul style="list-style-type: none"> - (5.4.9) Highway Works To Enable Construction (includes reference to highway works specified within S106 Agreement, as per definition, obligations – refer Appendix A (S106 Agreement))
Parking and unloading arrangement of vehicles and delivery of materials and plant to site	<p>Refer sections of CMP:</p> <ul style="list-style-type: none"> - (5.4.2) Strategy for access and egress to the site (including 'Access Routes to the Site' and 'Access to Site for Loading and Unloading'); - (5.4.3) Management of access and deliveries to site; - (5.4.4) Protocol for control of deliveries; - (5.5) Materials Storage <p>Refer CMP Appendix:</p> <ul style="list-style-type: none"> - (F) Mitigation Measures (Section K – Traffic and Transport)
Details of proposed parking bays suspensions and temporary traffic management orders	<p>Refer sections of CMP:</p> <ul style="list-style-type: none"> - (5.4.2) Strategy for access and egress to the site (including 'Access to Site for Loading and Unloading'); - (5.4.7) Road and footpath closures <p>Refer CMP Appendix:</p> <ul style="list-style-type: none"> - (F) Mitigation Measures (Section K – Traffic and Transport)
Proposed overhang (if any) of the public highway (scaffolding, cranes, etc)	<p>Refer sections of CMP:</p> <ul style="list-style-type: none"> - (5.2.1.2) Erection of Scaffold – on site - (5.3) Overview of Tower Crane Provision <p>Refer CMP Appendix:</p> <ul style="list-style-type: none"> - (D) Tower Crane Drawings - (F) Mitigation Measures (B.2 – Health and Safety)
Details of hoarding required or any other occupation of the public highway	<p>Refer sections of CMP:</p> <ul style="list-style-type: none"> - (5.1.1) Project Office Set Up; - (5.2.1.1) Site Hoarding; - (5.4.2) Strategy for access and egress to the site (including 'Access to Site for Loading and Unloading'); <p>Refer CMP Appendix:</p> <ul style="list-style-type: none"> - (F) Mitigation Measure (Section A.4 – General Activities – Site Establishment)

Details of pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary) and any Banksman arrangements	Refer sections of CMP: <ul style="list-style-type: none"> - (5.1.3) Pedestrian Access - (5.4.3) Management of Access and Deliveries to Site - (5.4.7) Road and Footpath Closures Refer CMP Appendix: <ul style="list-style-type: none"> - (F) Mitigation Measure (Section B.3 – Health and Safety)
Details of how traffic associated with the development will be managed in order to reduce congestion	Refer sections of CMP: <ul style="list-style-type: none"> - (5.4) Traffic Management and Deliveries Refer CMP Appendix: <ul style="list-style-type: none"> - (F) Mitigation Measure (Section K – Traffic and Transport)
Details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres)	Traffic and cycle marshalls Should onsite congestion occur, the Project Team will review the strategy and investigate if there are opportunities for “off-site” holding areas to alleviate the congestion and advise suppliers accordingly.
Details of how any significant amounts of dirt or dust that may be spread onto the public highway will be cleaned or prevented	Refer sections of CMP: <ul style="list-style-type: none"> - (5.4.6) Management of Road Cleanliness Refer CMP Appendix: <ul style="list-style-type: none"> - (F) Mitigation Measure (Section K – Traffic and Transport; Section L – Water Management; and Section M – Air Quality)
Details of consultation on a draft CEMP with local residents, business, local groups and Ward Councilor’s	Refer sections of CMP: <ul style="list-style-type: none"> - (6.6.3) Public Liaison Refer CMP Appendix: <ul style="list-style-type: none"> - (E) Construction Engagement Strategy
Details of any Construction Working Group that will be set up, addressing the concerns of surrounding residents, as well as contact details, and how details will be advertised to the community	Refer sections of CMP: (6.6.3) Public Liaison utilizing Hardhat <ul style="list-style-type: none"> - Refer CMP Appendix: <ul style="list-style-type: none"> - (E) Construction Engagement Strategy - (F) Mitigation Measures (Section C.3 – Community Liaison)
Details of any schemes such as the ‘Considerate Contractors Scheme’ that the project will be signed up to. Contractors also required to follow the ‘Guide for Contractors Working in Camden’	Refer sections of CMP: <ul style="list-style-type: none"> - (6.6.3) Public Liaison - (9) Environmental Reports, Industry Guidance and Best Practice Refer CMP Appendix: <ul style="list-style-type: none"> - (F) Mitigation Measures (Section A.2 – General Activities – Site Establishment)
Details of other construction sites in the local area and how the CEMP takes into consideration the cumulative effects of construction local to the site	Refer sections of CMP: <ul style="list-style-type: none"> - (4.5) Other Construction Sites Within The Surrounding Area
All contractors and sub-contractors operating large vehicles over 3.5 tonnes must meet specified conditions	Refer sections of CMP: <ul style="list-style-type: none"> - (5.4.5) Management of operating large vehicles Refer CMP Appendix: <ul style="list-style-type: none"> - (F) Mitigation Measures (Section K.15 – Traffic and Transport)

2.3 Key Planning Permission Conditions

There are several planning conditions attached to Planning Permission (ref. 2013/7646/P) which will provide further information / detail when considering the works associated with the construction phase. Where relevant, these planning conditions are referenced within the Mitigation Schedules (refer Appendix F) against the corresponding actions / measures.

3. SITE AND SENSITIVE RECEPTORS

3.1 Existing Site and Surrounding Area

The site covers an area of 0.42 hectares (ha) and is bounded to the south east by Camden Road (A503), to the south west by St Pancras Way (A5202), to the North West by commercial properties fronting St Pancras Way and to the north east Rochester Place. The existing site layout is illustrated in Figure 1-2. The site is located in a mixed use residential and commercial area.

The existing site comprises three buildings (79 Camden Road, 98 St Pancras Way and 100 St Pancras Way), of which are currently all vacant. The existing site is bordered on three sides with carriageways and with an existing building on the remaining North West boundary. Camden Road is a major thoroughfare with bus stops directly outside the site boundary line. St Pancras Way runs North West to south east and has no right turn from Camden road. Rochester place is a narrow cobbled surface street with one way traffic and on street parking bays adjacent to the site.

Camden Road London Overground Station is located approximately 160 metres (m) to the south east of the site and Camden Road Underground Station is located 600m to the south east of the site. There are two bus stops along Camden Road and one bus stop along St Pancras Way.

Within the area surrounding the site, there is a primary school located on Camden Street, approximately 600m south of the site, and a secondary school located on Charrington Street, approximately 1.2 kilometres (km) south east of the site. The surrounding area also contains some community facilities, including a GP surgery on Bartholomew Road (located approximately 300m north west); a dentist on Kentish Town Road (located approximately 300m south west); a library on Kentish Town Road (located approximately 700m to the north); and the Kentish Town Sports Centre (approximately 600m north west). A superstore is also located on Camden Road, approximately 500m south of the site.

The entire London Borough of Camden has been designated as an Air Quality Management Area (AQMA), where the UK standards for certain ambient pollutants are predicted to be exceeded and management measures are adopted to improve air quality locally by the local planning authority.

The site is formed primarily of impermeable surfaces (with areas of ephemeral vegetation, an ornamental raised bed and scattered trees around the site boundary) and, as such, the majority of the site's surface water runoff is discharged into the combined sewer network in the area.

There are no World Heritage Sites, Scheduled Monuments, Registered Battlefield or Registered Parks and Gardens within a 250 m radius of the site (archaeological study area). Six non-designated archaeological and historical assets are located within the archaeological study area of the site, one of which lies within the site itself. The site is not located within an Archaeological Priority Area; however, the southern limit of the Kentish Town Archaeological Priority area is located within the north of the archaeological study area.

There are no Special Areas of Conservation (SACs), Special Protection Areas (SPAs) or Ramsar sites within 5km of the site. In addition, there are no statutory designated sites for nature conservation on or directly adjacent to the site. The closest statutory designated sites for nature conservation within 2km of the site are:

- Camley Street Nature Park – Local Nature Reserve located 1.1km to the south east of the site;
- Barnsbury Wood – Local Nature Reserve located 1.6km to the east of the site; and
- Belsize Wood – Local Nature Reserve located 1.9km to the north west of the site.

There are no non-statutory designated sites for nature conservation on or immediately adjacent to the site. However; there are 29 non-statutory designated sites for nature conservation within 2km of the works boundary, of which nine are designated as Sites of Local Importance for Nature Conservation (SLINCs), nine as Grade 1 Sites of Borough Importance for Nature Conservation (SBINCs), seven as Grade 2 SBINCs, and four as Site of Metropolitan Importance for Nature Conservation (SMINCs).

No records of protected or otherwise notable species are found to occur within the site and there are trees located on the site and nearby off-site.

3.2 Potential Issues / Constraints During Construction

Potential key challenges identified for the construction phase include:

- The development covers the entire footprint of the site and therefore there is very little space to accommodate delivery vehicles, material storage, and welfare facilities;
- The site is such that it is surrounded on all elevations. The only current vehicular access to the site is via St Pancras Way;
- The sequencing of construction of the new buildings will have to be closely coordinated, and monitoring procedures will have to be implemented to ensure that adjacent stakeholder properties are not affected by the construction process;
- Camden Road is a TfL Red route which needs to be considered in relation to access and egress from the site during construction. As such, there are specific limitations on access to and egress from such a route. It is planned that access to and egress from the site during the construction phase will be via St Pancras Way;
- Part of St Pancras Way is a TfL Red route which will need to be considered in relation to access and egress from the site together with the site set up during construction;
- Rochester Place – Rochester Place is a narrow cobbled street which contains resident parking. The footpath on this road is between 800mm-900mm wide. It will be necessary for scaffold to be erected on the footpath to facilitate the construction of the new buildings. The Barratt's Development Team will liaise with LBC for the footpath suspension and any additional measures to help facilitate the construction of the scheme and mitigating impacts on surrounding residents; and
- 102 St Pancras Way – Optomen Television occupies the premises at 102 St Pancras Way directly adjacent to the site. The Barratt Development Team have been in discussions with the occupiers regarding potential impacts arising during the demolition and construction phases, including matters relating to working space, party walls and rights of light. The Project Manager will maintain communication with the occupiers during the construction works.

3.3 Potential Effects and Sensitive Receptors

A summary of the potential environmental effects likely to arise during the construction works, and a summary of the likely sensitive receptors to be considered is presented in the below table. Proposed measures to mitigate the potential environmental effects are also included, with reference to the framework of mitigation measures provided within Appendix F.

The below list (Table 3-1) relating to the works will be reviewed and updated where necessary throughout the construction phase.

Table 3-1. Summary of the potential environmental effects and sensitive receptors to be affected by the construction works

Topic	Potential Environmental Effect from Works	Likely Sensitive Receptor	Mitigation Reference (section within mitigation framework – Appendix F)
Noise and Vibration	<ul style="list-style-type: none"> Noise arising from construction works/activities/plant causing nuisance; Increase in noise levels generated by increase in road traffic from construction vehicles Increased vibration from HGVs; Increased vibration levels from construction activity (i.e. piling) 	<ul style="list-style-type: none"> Closest residential properties (i.e. Rochester Place) Pedestrians Local businesses Wildlife 	<ul style="list-style-type: none"> General Activities (A) Noise and Vibration (I) Health and Safety: (B) Community Liaison: (C)
Transport	<ul style="list-style-type: none"> Construction traffic increasing congestion on local road network; Increase in proportion of HGV on local road network; Road closure and highway alteration works; Disruption and safety to road network users 	<ul style="list-style-type: none"> Major roads in local area (traffic congestion) Pedestrians Cyclists 	<ul style="list-style-type: none"> General Activities (A) Traffic and Transport: (J) Air Quality (L) Water Management (E) Health and Safety (B)
Air Quality	<ul style="list-style-type: none"> Dust arising from construction activities on site (e.g. excavations); Dust from exposed ground surface, stockpiles; Loaded HGV traffic as dust source (including transfer of mud / materials by vehicles onto local road network); Emissions from construction vehicles; Emissions from onsite plant; 	<ul style="list-style-type: none"> Air Quality Management Area Closest residential properties (i.e. Rochester Place) Local businesses Pedestrians Cyclists Wildlife 	<ul style="list-style-type: none"> General Activities (A) Air Quality (L) Appendix G: Air Quality Monitoring
Ecology	<ul style="list-style-type: none"> Disruption to nesting birds and habitat; Disturbance to, and removal, of existing mature trees 	<ul style="list-style-type: none"> Flora Fauna 	<ul style="list-style-type: none"> Condition 12 – Removal of vegetation Condition 13 – Protection of trees during construction Ecology (M) Tree Protection: (N)

Heritage Assets	<ul style="list-style-type: none"> Impact on the setting of Conservation Area; Disruption to existing buried heritage assets / archaeology 	<ul style="list-style-type: none"> Buried heritage assets 	<ul style="list-style-type: none"> Community Liaison: (C) Noise and Vibration (I) Traffic and Transport:(J) Air Quality (L)
Water Resources	<ul style="list-style-type: none"> Damage to existing water supply utility; Damage to existing drainage utility; Increase in surface water run-off from the site, Increased pressure / flooding 	<ul style="list-style-type: none"> Surface Water bodies Existing utility infrastructure (water supply, storm/foul water drainage) Groundwater / Aquifer 	<ul style="list-style-type: none"> General Activities (A) Water Management (K) Sustainability (H)
Topic	Potential Environmental Effect from Works	Likely Sensitive Receptor	Mitigation Reference (section within mitigation framework – Appendix F)
	<ul style="list-style-type: none"> on local drainage network; Increased water consumption; Disturbance to local surface water bodies; Disturbance to groundwater from construction of foundations; Flooding risk 		
Ground Conditions / Contamination	<ul style="list-style-type: none"> Uncontrolled release of asbestos during removal; Potential exposure to hazardous material and contaminated land; Creation of preferential pathways and mobilisation of contamination; Pollution to land, air and water; Human health exposure; Contaminated dust arising from excavations and construction works; Ground contamination from spillages; Risk of below ground structures being damaged and leaking; Disturbance of existing unexploded ordnance / blast damage on site; Ground gas – human contact with flammable material 	<ul style="list-style-type: none"> Site workers / contractors General public Wildlife Surface Waterways Groundwater / Aquifer 	<ul style="list-style-type: none"> General Activities (A) Ground Conditions (G) Utilities (F) Water Management (K) Health and Safety (B)
Waste	<ul style="list-style-type: none"> Generation of waste; Inefficient increase in vehicle movements; Pollution to land, air, water 	<ul style="list-style-type: none"> Residents Non-residential occupants Water resources Wildlife 	<ul style="list-style-type: none"> General Activities(A) Health and Safety (B) Ecology (M) Tree Protection (N) Waste: (E)
Visual	<ul style="list-style-type: none"> Change to views of the site and local townscape during construction (i.e. hoarding, machinery) and completed development 	<ul style="list-style-type: none"> Residents Non-residential occupants Pedestrians Local businesses 	<ul style="list-style-type: none"> General Activities (A) Lighting (D) Tree Protection (N)

4. CONSTRUCTION WORKS OVERVIEW

4.1 Site Management - Roles and Responsibilities

An effective CMP relies on each of the roles and responsibilities being clearly defined and unambiguous. The successful implementation of the CMP and management of the environmental impacts is reliant on clear definition and understanding of requirements among Project Team staff. An outline of the key roles and responsibilities are listed below.

Table 4-1. Summary of the key roles and responsibilities

Role	Key Responsibilities
Developer (Barratt London Brentford)	Responsibility for appointment / allocation of the Principal Contractor, Project Manager and Environmental Manager, and holds overall responsibility for the activities on site and implementation of the CMP.
Project Director / Manager	<p>The Project Manager is responsible for directing the Principle Contractor on the project, and include:</p> <ul style="list-style-type: none"> • Lead responsibility on contractual appointments and budget matters; • Check that the Principal Contractor has allocated sufficient resources to allow delivery of the CMP and direct as required; • Assign specific requirements / duties to competent members of the project team; • Co-ordinate communication with key stakeholders and other third parties as required; <p>Review findings of the monitoring programme, and direct Principal Contractor / Environmental Manager as required.</p>
Principal Contractor	<p>Responsibility of the day to day management of the construction activities on site, ensuring the activities adhere to the actions set out in the CMP, including:</p> <ul style="list-style-type: none"> • Ensuring that the construction activities are carried out in compliance with the CMP; • Checking the qualifications and competence of the contractors / subcontractors for appointment; • Ensure environmental awareness training for all workers, including an induction for all site workers / contractors to support the implementation of the CMP; • Observing the construction activities to ensure they undertaken are in accord with contract; • Monitor the performance of contractors/ sub-contractors and provide direction as necessary; • Monitoring (co-ordinate with Environmental Manager) the construction programme to ensure CMP actions are integrated into it; • With the Environmental Manager, undertaking a monthly audit of the CMP; • Undertaking corrective actions in the event of breaches of CMP.
Site Manager(s)	<ul style="list-style-type: none"> • Lead responsibility for the practical construction of the development, including day to day co-ordination of the contractors • Co-ordinate with the Project Manager and Principal Contractor for management of the construction activities.

Environmental Manager	<p>Co-ordinate monitoring and reporting of the CMP implementation, through liaison with the Principal Contractor and other parties as appropriate, to ensure that the works are implemented in accord with the commitments in the CMP, including:</p> <ul style="list-style-type: none"> • Checking that the CMP is audited and reported back to client on a monthly basis; • Reviewing the CMP and other complementary plans and procedures to ensure they are compliant with the CMP; • Monitor the Principal Contractor to ensure that all relevant legal consents, licenses, etc. are in place in advance of the relevant works commencing, and that all requirements are adhered to; • Co-coordinating the technical and environmental specialists as part of the implementation of the monitoring regime to monitor and record the impacts arising from the construction activities; • Acting as the first point of contact for any environmental issues encountered by the Principal Contractor - Investigate all environmental incidents, and ensure they are
Role	Key Responsibilities
	<p>recorded and reported, with corrective / preventative actions are undertaken;</p> <ul style="list-style-type: none"> • Contribute to communication on environmental matters between project team and relevant consultees / stakeholders; • Co-ordinate the CMP review process; and • Ensure that the objectives of the CMP are being achieved and that are not contrary to any relevant legal requirements.
Health and Safety Officer	<p>Responsible for managing health and safety of workers / contractors during construction, including:</p> <ul style="list-style-type: none"> • Acting as the first point of contact for any health and safety issues encountered by the Principal Contractor - Investigate all health and safety incidents, and ensure they are recorded and reported, with corrective / preventative actions are undertaken; and • Ensure health and safety awareness training for all workers, including an induction for all site workers / contractors.
Contractor / Sub-Contractor	<ul style="list-style-type: none"> • Individual contracts will incorporate relevant requirements in respect of environmental control - a commitment to responsibilities within the CMP will be a contractual obligation for trade contractors; • Work to agreed plans, methods and procedures to minimise environmental impacts; • Understand the importance of avoiding pollution on-site, including noise and dust, and how to respond in the event of an incident to avoid or limit environmental impact; • Report all incidents immediately to their line manager; • Monitor the work place for potential environmental risks and alert their line manager if any are observed.

4.2 Stages of Development

The works to redevelop the site are scheduled to be undertaken within approximately a 24 month period.

4.2.1 Sales and Marketing Units

During the main works undertaken across the site, a sub-set of works will be undertaken as part of the preparation of the show room flats.

The sales and marketing suite will be set up in block F, using apartments PD 01 (904 Sq. Ft) and PD 07 both being duplex apartments which front onto Camden Road and St Pancras Way. This will allow easy customer access to the show units without having to enter the building site.

The following details of the show units will be provided within Block F.

- PD 06 (1003 Sq. Ft) a two bedroom duplex apartment, situated on the lower and ground floors with views over the courtyard.

- PD 12 (544 Sq. Ft) a one bedroom first floor apartment fronting onto Camden Road.
- PD 11 (755 Sq. Ft) a conventional 2 bedroom first floor apartment being dual aspect with views over Camden road and the Courtyard.

The following Figures 4-1 and 4-2 show the proposed location of the show room units.

Figure 4-1: Location of the Sales and Marketing Show Rooms (located on Lower and Ground Floors)



Figure 4-2: Locations of the Sales and Marketing Show Rooms (located on First Floor)



4.2.2 Main Stages of Development

The Permanent Works are scheduled to start in April 2015 and be completed and operational in 2017. There are to be three main stages of development proposed and are described within Table 4- 2 below.

Table 4-2. Three Main Stages of Works to Implement the Development

Activity	Activity Components	
Stage 1: Will consist of the securing of the site, initial site set up and the demolition of the existing building		
Soft Strip	Disconnection of existing services	Potential impacts on surrounding environment managed under the Demolition Management Plan – these works are nearing completion
	Removal of existing office furniture	
	Removal of non-structural materials	
Asbestos Removal	Installation of asbestos decontamination unit	
	Asbestos strip moving in controlled zones from basement level upwards through the building	
	Removal of remaining soft strip items restricted by Asbestos	
Structural Demolition	Creation of well holes within the building using existing lift shafts or cutting through existing floor slabs	
	Erection of demolition specification scaffold where necessary	
	Top down demolition clearing floor by floor to ground level	
Stage 2: Will consist of substructure works, lower ground floor slab and frame and ground floor slab		
Piling	Site formation preparation	Potential impacts on surrounding environment managed under the Construction Management Plan
	Piling Mat	
	Piling	
Reduced Level Dig	Temporary works	
	Propping And Shoring	
	Reduced level dig and cart away	
Services and Utilities	Enabling works for future connection to existing drainage system	
	Enabling Works for future utility connections	
Basement Slab	Form basement slab and stubs columns	
	Form Penetrations for future services and drainage	
	Erect Tower Cranes	
Structure to Ground Floor Slab	Form Columns	
	Form Lift and stair cores	
	Form Risers and Penetrations	
	Form Ground Floor Slab	
Stage 3: Will consist of all superstructure works, internal fit out and external works.		
Key activities involved in the Stage 3 works will involve:		Potential impacts on surrounding environment managed under the Construction Management Plan
<ul style="list-style-type: none"> - Construction of the superstructure frame; - Brick / Blockwork; - Roof works; - Internal fit-out of the residential units for blocks A to F. 		

4.3 Construction Sequence and Programme

For the purposes of demonstrating the various stages of the construction of the development plots, an outline of the construction programme is provided below (Table 4-3 and Figure 4-4) setting out the key stages of the works. The description represents a snapshot of the key construction activities taking place.

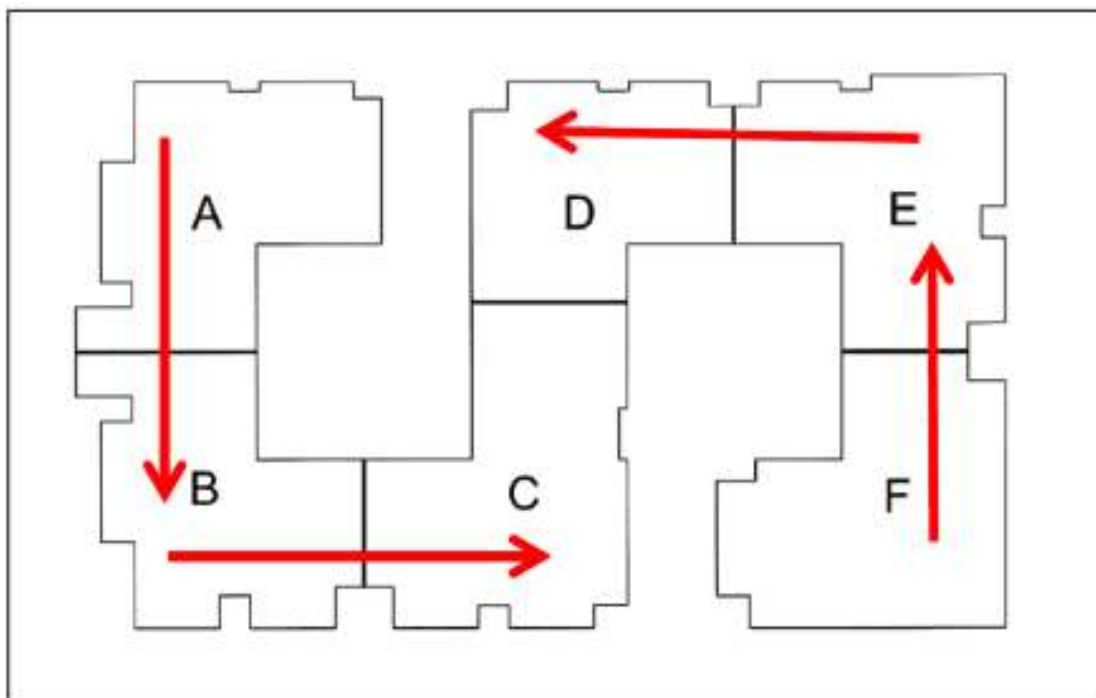
An outline of the sequence of the construction of the building cores is presented at Figure 4-3. Phasing drawings, which set out the sequence of the construction of the project, are detailed within Appendix C.

Table 4-3. Outline of construction programme setting out key stages

Month (Relationship with Main Stages of works (re Table 4-2))	Stage of Construction	Outline of key on-site management activities
October 2014 (Stage 1)	Site Commencement	<ul style="list-style-type: none"> On commencement of the project, the perimeter of the site will be hoarded (2.4m hoarding to be erected around site boundary) Lighting to be fixed to all elevations Construction entrance will use the existing access points off St Pancras Way. Demolition of the existing buildings will commence. A temporary site compound for the demolition phase will be set up where within the existing car park area off St Pancras Way. Care and consideration will be required in terms of vehicles accessing / egressing the site - gateman controlled at entry/exit, and Vehicle Marshalling Zone using controlled entry/exit onto St Pancras Way
April 2015 (Stage 1; Stage 2)	Demolition Complete	<ul style="list-style-type: none"> The demolition of the existing buildings on site will be complete. Substructure works will start with rotary piling. There is a part road closure in Rochester Place to facilitate the construction of the site offices, welfare facilities maintaining a clear pedestrian walkway. Tower Crane 1 will be erected on 26 May 2015 from within the curtilage of the site
September 2015 (Stage 2)	Substructure Works	<ul style="list-style-type: none"> Substructure construction works will also be complete and superstructure works will have commenced. Tower Crane 2 will be erected during July 2015 Unloading of materials from SPW during off peak hours Fit out and external works in progress for the show apartments and sales suite.
March 2016 (Stage 2; Stage 3)	Completion for Handover of Marketing Suite and Show Apartment to Sales	<ul style="list-style-type: none"> Superstructure works will be progressing throughout the site. The show apartments and sales suite in Block F will be complete and ready for handover. Alterations to the hoarding and scaffold to facilitate good access to the sales area.
June 2016 (Stage 3)	Removal of Tower Crane 1 (TC1)	<ul style="list-style-type: none"> Superstructure works on site will be complete, Roof works and balcony installation will be in progress and Internal fit out will have commenced on all the blocks. TC2 will be dismantled in this month
September 2016 Month 21	Removal of Tower Crane 2	<ul style="list-style-type: none"> Roof works will be complete,

Month (Relationship with Main Stages of works (re Table 4-2))	Stage of Construction	Outline of key on-site management activities
(Stage 3)	(TC1)	<ul style="list-style-type: none"> Balcony installation and scaffold dismantle to the various blocks will be in progress. Internal fit out will be progressing on all the blocks. TC1 will be dismantled in this month.
October 2016 Month 22 (Stage 3)	Completion for Handover of Block A and Block F	<ul style="list-style-type: none"> Blocks A and F will be completed and ready for handover to sales. Blocks B, C, D and E internal fit out will be in progress. The hoarding will be removed and amended to handover of the above noted blocks. The loading/unloading area will also be reduced to suit.
November 2016 Month 23 (Stage 3)	Completion for Handover of Block B and Block E	<ul style="list-style-type: none"> Blocks B and E will be completed and ready for handover to sales. Blocks C and D internal fit out will be progressing towards completion. The hoarding will be removed and amended to handover of the above noted blocks. The loading/unloading area will also be reduced to a drop off zone.
March 2017 Month 24 (Stage 3)	Completion for Handover of Block C and Block D	<ul style="list-style-type: none"> Blocks C and D will be completed and ready for handover to sales. Remaining external works will be completed and the scheme will be complete.

Figure 4-3: Outline of the sequence of the construction of the building cores



4.4 Risk Assessment – Best Practice Guidance

In accord with the GLA’s Best Practice Guidance (‘The Control of Dust and Emissions from Construction and Demolition’ (2006)), the site has been defined as being of ‘medium risk’, on the basis of:

GLA Guidance – Site Evaluation Guide (Medium Risk Site)	Site / Development Details
Development of between 1,000 and 15,000 square metres of land	Area of the site being developed is 4,200 square metres (0.42 hectares)
Development of between 10 to 150 properties	Total number of units – 167
Potential for emissions and dust to have an intermittent or likely impact on sensitive receptors	Potential emissions and dust to have an intermittent impact on sensitive receptors

In accordance with the site evaluation guide, it is considered that the works on site would fall within the ‘medium risk’ category, on the basis of the total area being developed, the number of units, and the potential for emissions to have an impact on surrounding sensitive receptors. Whilst the total number of units being built exceeds the guide, overall the increase, in the context of the size of the site and the criteria for the ‘high risk category’ is not considered significant to determine that the site be defined as ‘high risk’

In accordance with the guide, the appropriate recommendations / mitigation measures extracted from the guide have been included within the mitigation framework, presented within the ‘Mitigation Schedules’ (Appendix F). The implementation of the mitigation measures will help reduce the potential impact of the construction activities to ‘low risk’.

4.5 Other Construction Sites within the Surrounding Area

There are no other known significant developments at present under construction within the surrounding area of the site that are likely to affect the works at the 79 Camden Road or cumulatively affect surrounding receptors.

5. DESCRIPTION OF CONSTRUCTION WORKS

5.1 Site Establishment and Management

5.1.1 Project Office Set-Up

The welfare facilities will be located Rochester Place (as shown indicatively on the phasing drawings – Appendix C) and will comprise of a stand-alone facility. Access to the Project Offices will be from Rochester Place. Offices will be created by double-stacking 'portacabin' units to allow adequate space for all staff and visitors, along with meeting rooms. Welfare facilities will include changing/drying rooms with a male and female toilet facilities and canteen. These will be screened from the residents.

Very limited space will be afforded to trade contractors to establish site offices and storage compounds in these locations. Available space will generally within the basement. A defined pedestrian and plant access will be established and maintained. No parking will be provided on site.

Offices and welfare facilities will allow adequate space for all site staff, meeting rooms/induction facility, visitors, operatives, and welfare facilities. Welfare facilities will include changing/drying rooms, toilets, shower and canteen facilities.

The relevant licence and permits will be sought from the LBC before setting up on the pavement / highway, taking into account the requirements outlined within the 'Camden's Considerate Contractor's Manual'.

5.1.2 Site Personnel

It is expected that approximately 200 personnel will be on site as works progress during the build phase. A maximum of 4 to 6 visitors could be expected per day.

5.1.3 Pedestrian Access

Pedestrian access to the site from the office facility will be via a dedicated and segregated pedestrian only route. This will be constructed to the rear/side of the compound. This route will be clearly identified on the Traffic and Pedestrian Management Plan (TPMP) and will require both lighting and appropriate signage.

The TPMP will be reviewed and updated regularly throughout the course of the project to ensure that it is relevant and can be properly implemented at all times. The TPMP will conform to the Developer's standards and legislative H&S requirements and will be explained at all Site Inductions.

5.1.4 Hours of Construction Working

The hours of construction working that is audible at the site boundary shall only be undertaken between the hours of:

Monday to Friday 0800 hours to 1800 hours (site opens at 7:30am, work starts 8:00am)

Saturday 0800 hours to 1300 hours

(Note: Further details regarding management of access and deliveries to the site (including protocol for deliveries and deliveries during peak periods); refer sections 5.4.3 and 5.4.4 below).

No work to be carried out on Sundays and Bank Holidays (unless agreed in advance with the LBC). *The dismantling of the tower cranes will require the closure of St Pancras Way.*

5.1.5 Out of Hours / Emergency Working

Should noisy work outside of these hours be required, this would be subject to an application and separate approval from the LBC via the Section 61 process under the 'Control of Pollution Act 1974'.

Where out of hours working is unavoidable for emergency / safety or delays / overrun of key activities (for example, concrete pour), consent to proceed will be sought from LBC Environmental Health department in the first instance.

Following this, stakeholder representatives will be notified and construction management staff will remain on site until such a time as the works are completed. The Project Manager will liaise with the Environmental Health Department prior to commencement of the project.

5.1.6 Site Security and Lighting

5.1.6.1 *Security*

Security for the project will be by means of CCTV directly connected to the security company via an ISDN line. It is intended that there be an out of hours visiting security patrols, initially during the demolition phase. The second phase will commence when more plant and materials are on site for the construction of the structure/envelope to all the blocks/cores. At this stage, the cameras and movement sensors can be erected and pre-set to record and notify the security company, should there be any intrusion. Readily removable elements susceptible to theft will not be fitted until individual units can be secured and a controlled key issue procedure implemented.

5.1.6.2 *Lighting*

Flood lights will be installed to provide safe levels of light for site operations within the bounds of the site at ground level. Consideration will be made to ensure that the lights are positioned so that they do not create a nuisance to surrounding neighbours, and these will be switched off at the end of the working day. Additional lighting will be installed at hoist run-off area and external scaffold stairs. Appropriate lighting to the hoardings will be installed.

5.2 Site Enabling Works

5.2.1 Site Hoarding and Scaffold

5.2.1.1 *Site Hoarding*

The site boundaries will be secured by hoardings 2.4m high (barrier from ground level). Where hoardings are located across ground the top edge should slope evenly and bottom adjusted as required to achieve 2.4m high.

A secure illuminated hoarding will be erected around the site ahead of demolition. This should be set out in a manner that allows it to remain in place for the duration of the construction programme.

The hoarding will be constructed from painted solid ply timber, with 'Barratt London' branded di-bond decorative panels fixed to all areas. The hoarding will be held in place by counter weights, without physical fixings to the ground slab or highways. The top of the hoarding will also be restrained back to the structure of the scaffold where appropriate.

5.2.1.2 *Erection of Scaffold – on-site*

There will be scaffold with lifts at each floor level, erected around each of the Blocks A to F in accordance with the construction programme and these will incorporate sliding transoms to facilitate the construction of the external envelope.

The scaffold will be tied back to the building at slab edges or adequate bracing provided. In addition there will be landing bays incorporated into the scaffold to further facilitate the swift delivery of materials to the required floor levels.

All elevations of scaffold will have continuous monarflex type sheeting applied to the outside face of the scaffold to obscure the building works, to mitigate debris or dust, and to safe guard against materials accidentally dropped.

5.2.1.3 *Inspection – Hoarding and Scaffold*

The scaffold and hoarding will need to be in place for the duration of the works along with an appropriate maintenance strategy. Daily and weekly scaffold and hoarding inspection will be implemented and any issues resolved immediately.

5.3 **Overview of Tower Crane Provision**

Two "Luffer" type tower cranes are to be erected to service the construction works, as detailed within the Tower Crane Plan (Appendix C). Two luffing cranes are the preferred solution to maximise output and to allow greater flexibility during peak periods.

The use of "Luffer" Cranes will ensure that over sailing issues to neighbouring properties is avoided. The Tower Crane Plan sets out the areas of use of the crane and those areas of the site, which cannot be oversailed. [An oversail licence is being applied for to enable off loading from St Pancras Way in Septmebr 2015.](#)

In addition the following should be noted:

- The cranes are to be founded at basement level.

- All lifting operations to be in accordance with the site Lifting Plan and at all times overseen by the Lift Supervisor.

Further details regarding the methodology and access requirements for both the erection and dismantle of the Tower Crane, so that this can be done safely and without inconvenience to our neighbours, will be prepared before the relevant works commence on site.

5.4 Traffic Management and Deliveries

5.4.1 Traffic and Pedestrian Management Plan

Please refer to Erith traffic management plan in appendices.

The TPMP will include drawings, maps and written text detailing the preferred delivery vehicle approaches to the site along with procedures for controlling vehicles and pedestrians on the site itself. The TPMP will be displayed in diagrammatic format on the Site Notice Board and will be explained at all Site Inductions for those working on site.

As the work progresses, the TPMP will be reviewed and updated regularly throughout the course of the project to ensure that is relevant and can be properly implemented at all times.

5.4.2 Strategy For Access and Egress to the Site

Access Routes to the Site

Please refer to Erith traffic management plan.

Vehicles travelling the site will be via the M25 and access can be gained either via the A1 (Route 1) or the A41 (Route 2). An outline of the routes is identified within Figure 5-2. A summary of the routes is provided below.

Route 1: (Yellow route) Vehicles arriving via the A1 will turn onto the A400 (Junction Road) at the roundabout opposite Archway Underground Station, and proceed along this road (past Tufnell Park and Kentish Town Underground Stations) until the junction with the A5202 – St Pancras Way. Vehicles will traverse along St Pancras Way and access the one way system to the site.

Route 2: (Blue route) Vehicles arriving via the A41 will enter the triangular junction opposite the Swiss Cottage Underground Station and turn onto the B509 (Adelaide Road). Vehicles will travel along this road until the junction with the A502 (Chalk Farm Road), located opposite the Chalk Farm Underground Station, and turn left heading northward for a short distance before making a right turn onto Prince of Wales Road, travelling east until reaching the junction with the A400 (Kentish Town Road). At this junction, vehicles will turn right, heading south for a short distance until the junction with the A5202 – St Pancras Way. Vehicles will traverse along St Pancras Way and access the one way system to the site.

Figure 5-2: Vehicle Access to the Site



5.4.3 Overview of Vehicles Accessing the Site and Frequency

Typical sizes of vehicles that will access the site include:

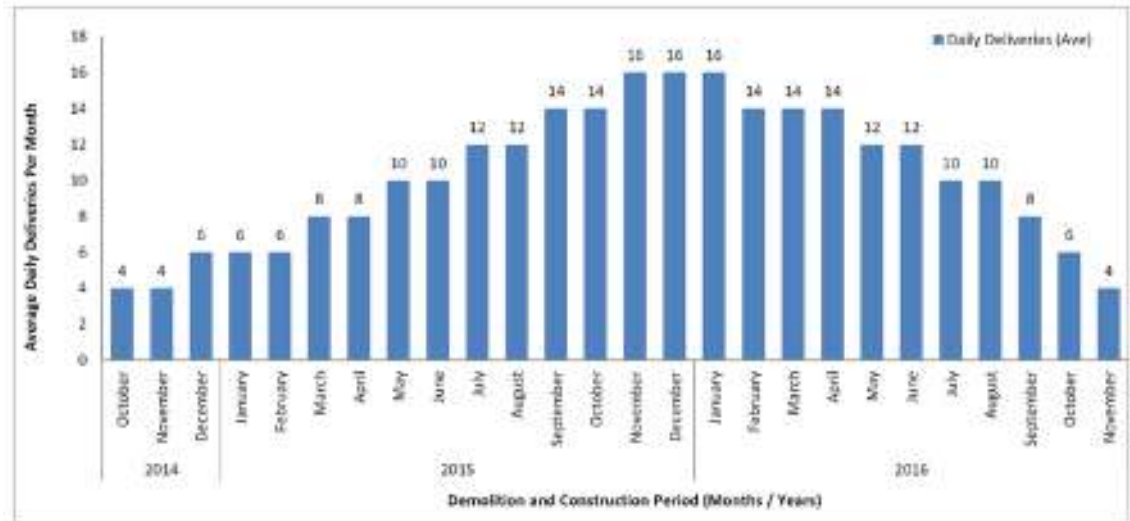
- 6 and 8 wheeler tipper wagons (particularly during the demolition and groundworks);
- Hiab lorries- 6 & 8 wheelers;
- Low loaders;
- Lorries with 20ft and 40ft trailers;
- Concrete wagons – 6m³ and 8m³ capacity; and
- Skip Lorries – 8 yard and 20 yard.

The estimated average number of vehicle movements per day during each of the demolition and construction works is shown in Figure 5-3 below. The estimates are based on a worse case daily average, with the peak estimated deliveries to the site occurring during October to December 2015.

Deliveries to the site will be controlled to avoid congestion of the surrounding roads. The management of vehicles accessing the site is addressed within the following sections:

- Management of Access and Deliveries to Site (section 5.4.4);
- Protocol for Control of Deliveries (section 5.4.5);
- Deliveries to Site During Peak Periods (section 5.4.5.1); and
- Management of Operating Large Vehicles (section 5.4.6).

Figure 5-3 – Predicted Monthly Deliveries During Demolition and Construction Works



5.4.4 Management of Access and Deliveries to Site

Please refer to Erith traffic management plan in appendix.

5.4.5 Protocol for Control of Deliveries

A 'Delivery Policy' will be developed and incorporated into all trade contract orders, which will show the agreed delivery routes that must be used for the construction traffic. This document will include as a minimum:

- Permitted hours for deliveries/access to the site (refer section 5.4.4.1 below);
- Access routes and storage areas;
- Arrangements/License Applications for deliveries/access outside generally permitted hours;
- Holding Area (if required); and
- Code of Conduct and PPE requirements for all drivers.

5.4.5.1 Deliveries to Site during non-Peak Periods

Control of construction traffic will commence with the placement of orders to trade contractors that restrict deliveries to avoid certain times of the day, particularly early mornings (7:00am - 9:30am) and departure times (4:30pm - 7:00pm). Site Management will enforce these controls.

5.4.6 Management of Operating Large Vehicles

All contractors and sub-contractors operating large vehicles over 3.5 tonnes must meet all of the following conditions:

- Operators must be a member of TfL's 'Fleet Operator Recognition Scheme' (FORS) or similar at the Bronze level;
- All drivers must have undertaken cycle awareness training such as the Safe Urban Driver module through FORS or similar;
- All vehicles associated with the construction of the development must:
 - Have side guards fitted, unless it can be demonstrated to the reasonable satisfaction of the employer that the lorry will not perform the function for which it was built, if side guards are fitted;
 - Have a close proximity warning system fitted comprising of a front mounted, rear facing CCTV camera (or a Fresnel Lens where this provides reasonable alternative), a close proximity sensor, an in-cab warning device (visual or audible) and an external warning device to make the road user in close proximity aware of the driver's planned manoeuvre;
 - Have a Class VI mirror; and
 - Bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.

5.4.7 Management of Road Cleanliness

The approach is to put measures in place to prevent debris from being tracked on to the highway in the first place, rather than implement reactive controls. The Site Manager will be responsible for ensuring that this is controlled by:

- Using a single access and egress point to the site.
- Ensuring the access/egress gate is managed at all times to monitor and control the cleanliness of vehicles leaving the site.
- Create a clean hard standing inside the gates and where possible keep vehicles on this rather than on unmade areas of the site.
- Keep an attendant 'Jetwash' wheel wash facility on site to clean vehicles before leaving.

The jet washing facility will be located at the exit point. It will be installed and controlled by the Principal Contractor until the work is completed. Temporary drainage will be required on site at the jet wash location to prevent dirty water and arising's being washed onto the road/footpath. A sump will be used to minimise the risk of oils or other contaminants entering the drainage system.

Despite these measures, it is possible that some minor residual materials may end up on surrounding roads. To ensure this is swiftly cleaned, during the high risk periods, a street sweeper will be deployed as and when required by the Site Management.

All operatives will be made aware of the requirements during site induction and task briefing.

5.4.8 Road and Footpath Closures

The Project Team will liaise with the highway authority to agree specific restrictions in terms of access arrangements and proposed road and footpath closures.

A Licence for the suspension of parking bays along Rochester Place (from Rochester Mews to Camden Road) has been approved.

In addition it is proposed that the footpath and one lane of the road on St Pancras Way will need to be suspended to allow for vehicles to unload in off peak hours from September 2015.

All vehicle movements will be controlled by the Site Manager and traffic marshals. This will be monitored and reviewed on a daily and weekly basis to adapt to the requirements of the construction programme and, to ensure that neighbouring residents and business are not negatively affected during construction of the development.

5.4.9 Highway Works to Enable Construction

Minimal works will be required to the highway to enable the construction of the development. Details relating to the extent of the Highway Works required are outlined within the S106 Agreement (refer definition for 'Highway Works' – section 2.26; and obligations for 'Highways Contribution' – section 4.8). Refer copy (selected) of S106 Agreement within Appendix A.

Works to the footpath along St Pancras Way will be required (along unloading bay area) to repair damage to the footpath. The Project Team will liaise with the highway authority to enter into appropriate agreements (i.e. Section 278 Agreement) to facilitate these works upon completion of the construction works.

5.5 **Materials Storage**

With limited material storage available on site, all suppliers and contractors will be encouraged to manage deliveries with the 'just in time' ethos to ensure there is minimum opportunity for theft and maximum ability to maintain the area in good order.

Materials will be unloaded and distributed to the allocated storage bays within the compound. From there they will be moved to the construction areas by the respective trade contractors, by means identified within their respective site specific method statements and risk assessments. Individual trade contractors using appropriate plant and lifting equipment will transfer materials from the compound to the site.

Weather susceptible materials will remain the responsibility of individual contractors until incorporated into the works.

5.6 **Waste Management – General Requirements**

A Waste Management Plan (SWMP) will be developed, implemented and regularly reviewed/updated in accordance with the Developer's standards. The SWMP will include methods for waste segregation, storage and removal arrangements, and measures to deal with wastewater.

The project will be registered with the Environment Agency. Registration details will be issued to all contractors. The Waste Removal Contractor will be made responsible for the removal of all waste from site and will comply with the Duty of Care requirements. Records of all waste materials and their removal will be maintained in accordance with Statutory Legislation and records kept on site. These include ensuring waste is transported by registered carriers, disposal to appropriately licensed sites and maintenance of appropriate waste transfer documentation.

All contractors will be required to make due allowance for all plant and labour, and to control and dispose of waste that they create to skips provided. Waste will be removed from site using skips. Waste will be segregated on site during construction into basic categories:

- General & Office Waste;
- Concrete;
- Brick;
- Plasterboard;
- Metal; and
- Specialist (Oil, Paint, Aerosol etc.)

The Principal Contractor will audit waste carriers and disposal facilities and maintain documentary evidence that these requirements are being met, including a register of waste carriers, disposal sites (including transfer stations) and relevant licensing details for each waste stream. Waste contractors who remove waste will be registered with the Environment Agency.

6. SITE MANAGEMENT AND ADMINISTRATION

6.1 The CMP File

The on-going management and completion of CMP actions need to be documented and kept on file for record management. Audits of the CMP will be logged in the file, which will be kept at the site compound, available for view.

The CMP File will include:

- Copy of the latest version of the CMP;
- Details of the appointed roles and relevant contact details for external stakeholders (i.e. LBC, Environment Agency, etc);
- Monitoring and Audit Information; and
- Complaints Register.

6.1.1 Documentation Control

The CMP will be held and maintained electronically, with the latest revisions identified with a document reference.

6.2 Staff Induction and Training

6.2.1 Induction Training

Appropriate induction training will be given to all persons working on the site. Part of the induction will include the site protocols, procedures and controls. All employees and subcontractors will be required to fully comply with the site requirements.

All staff are also required to undergo environmental awareness training, as part of the induction to the site, in order to make them aware of the key roles and responsibilities, procedures to be followed and to ensure competency.

All site operatives and visitors will be given appropriate personal protective equipment (PPE) for the activities to be undertaken.

Staff Training

The raising of environmental awareness is an important consideration for the implementation of the CMP. All staff will undergo environmental awareness training as part of the induction, and further updates as necessary. A training plan that identifies the requirements for all personnel allocated with environmental responsibilities will be produced and be contained within all relevant documents for all demolition and construction activities. Awareness and appreciation for the contents and purpose of the CMP will be a priority during the training and induction process.

Line managers and supervisors would ensure that all personnel engaged in activities that may have an impact on the environment are competent to carry out their duties or, where necessary, arrange for suitable training to be undertaken, before commencement of the associated construction activity.

To ensure compliance, trade contractors will have contractual obligations to adhere to requirements for environmental control, based on good working practice, such as careful programming, resource conservation, adhering to health and safety regulations and quality procedures.

All contractors involved with the construction phase, including trade contractors and site management, will be committed to adopt the agreed best practice and environmentally sound methods. The trade contractors will be required to demonstrate how they will meet the targets of the CMP and how the potential impacts will be offset, reduced or minimised.

Health, Safety and Environmental requirements will be made clear in the procurement process and the Principal Contractor will be responsible for quality assurance, corrective action and disciplinary procedures for non-compliance. In addition, the Principal Contractor will hold informal 'Toolbox Talks' as necessary, to promote safe working and environmental responsibility.

6.3 Supply Chain Procurement

Where relevant the requirements of the CMP will be included within the supply chain orders.

The Developer will also seek to use local suppliers and subcontractors on the development.

6.4 Local Employment

In accordance with the requirements of LBC, the Developer will aim to employ local labour and apprentices to work on the development, in accord with the obligations of the S106 Agreement (sections 4.9 – Local Employment; and 4.10 – Local Procurement) and the Third Schedule of the Agreement (Local Procurement Code). Refer Appendix A for selected sections of the S106 Agreement.

6.5 Health and Safety

The safety of the general public, site workers and visitors to the site will be the uppermost guiding factor to all operations carried out on site.

A Construction Phase Health and Safety Plan (CPHS) will be developed, which will include the Barratt Group “White Book” Safety, Health and Environmental Procedures.

6.5.1 Staff and Contractors

The approach of safety first is passed down the supply chain, where all operatives on site must present a CSCS card and complete an on-site induction before beginning work on the site. Appropriate PPE must be worn at all times and entry to site will not be permitted if operatives arrive to site without this. In addition we will set out the minimum qualifications required for their trade supervisors. A full set of site rules will be displayed on site and explained during inductions.

Each member of the team will be expected to fully comply with the requirements of the CPHS, current regulations and the site rules. Failure to comply would lead to removal from site and in the case of repeat or serious breaches, permanent exclusion from site.

The Site Manager will carry out a recorded weekly inspection; and this will be reinforced by a monthly audit by senior site management. The Developer’s Health and Safety department will visit and audit site every two weeks.

6.5.2 General Public

Throughout the demolition and initial phases of the construction programme, the development site will remain closed to the general public. Control and safety of the general public at the entrances / exits will be managed by trained personal.

Measures to safeguard visitors to the site and to segregate them from on-going construction operations will be implemented. A defined pedestrian and plant access will be established and maintained. Safe and unobstructed routes to operational buildings will be provided. Clear visitor routes will be defined through the use of appropriate signage. Where possible, construction traffic movements will be segregated from visitor traffic and pedestrian routes.

6.6 Community Liaison, Communication and Complaints.

6.6.1 CMP File

In line with good environmental practice, the CMP file will be available at the site compound. The documents within the file will be available to view by regulatory bodies on request.

6.6.2 External Organisations

It is best practice to ensure a good working relationship with the relevant authorities and statutory and non-statutory bodies, including the local planning, environmental protection, waste and highway authorities, the Environment Agency, and Transport for London (TfL).

There will be regular and proactive liaison with the LBC and other third parties as appropriate on environmental issues throughout the project implementation. The project team / Principal Contractor should determine whether there are any works which may benefit from early discussion.

6.6.3 Public Liaison

6.6.3.1 *Public Consultation Strategy*

Refer Appendix E for detail relating to the 'Construction Engagement Strategy'.

The document outlines the consultation activity undertaken as part of the pre-submission of the planning application, and elaborates further on the approach to be undertaken post-grant of consent.

Communication regarding the commencement of the works has been undertaken in the form of a letter being distributed to all local residents, and inviting to the first 'Construction Liaison Group'. A copy of the letter, and a map showing the extent of the local resident distribution of the letter, is presented in Appendix E.

6.6.3.2 *Communication during Construction Works*

We engage Hardhat to carry this out on our behalf.

Neighbours will be kept informed of the Construction process through the following means:

- Newsletters: will produce six newsletters a year updating the local community on construction progress and giving vital information such as working hours and contact information;
- Website: a dedicated website has been developed and will be continued throughout the construction process, keeping the local community informed about the scheme and will offer opportunities for local residents to leave feedback;
- [Construction Working Group](#): a steering group will be established, made up of community representatives from those residents and groups affected by construction or representing key local interests and the first one is scheduled for 12 May 2015.
- Local Stakeholder Engagement: will undertake an active role in engaging with local councillors and key community groups; and
- Specific Notices: specific notices, emails and letters will be sent out to the local community explaining one-off construction related activities such as wide loads being delivered out of hours or road closures.

6.6.3.3 *Key Roles for Communication*

The Project Manager will liaise with neighbours and a contact number will be provided for dealing with any queries.

The Project Director will attend the regular community meetings with the residents, so that any concerns can be voiced and agreement reached, on action to be taken to tackle those concerns where practical.

Outside of normal working hours, site security staff will act as the main point of contact via a dedicated phone number. Security will alert the Principal Contractor (or representative) if necessary.

6.6.4 Complaints

Contact numbers for construction management will be displayed on the site hoarding. Direct contact numbers will be provided to all stakeholders.

A Complaints Register will be set up and held both in the site office. All complaints will be recorded for action in the register. Complaints made to the site or Project Management regarding environmentally related issues is to be recorded into the Complaints Register within 24 hours. Complaints about noise or incidences where action levels are exceeded are to be reported and immediately investigated.

The complainant will be notified what action is being taken to address the complaint and closed out by letter from construction management following the appropriate action.

7. ENVIRONMENTAL MITIGATION OVERVIEW

For each category listed below, a series of mitigation measures is provided within a mitigation framework (refer Appendix F), outlining the methods, activities and responsibilities on site during the construction phase, derived from the commitments referred within the supporting technical environmental reports supporting the application and industry standards and best practice. This is so that the potential impacts arising from the construction activities can be avoided or mitigated to an appropriate level of impact. The measures are translated into a framework of actions to be undertaken, either before the construction works commence, and will identify the key roles and responsibilities for implementing those actions.

The framework presented in Appendix F relating to the works will be reviewed and updated where necessary throughout the construction phase. The Project Manager shall work with the LBC to review this CMP if problems arise in relation to the construction of the Development.

The schedule of mitigation measures has been divided into the following categories:

- (A) General Activities – Site Establishment
 - Overview: Outlines a series of site establishment measures, including hours of operation, boundary treatment and contact details relating to the management of the site.
- (B) Health and Safety

- Overview: Requires a set of actions to be undertaken to prevent accidents or injury for operators working on site.
- (C) Community Liaison
 - Overview: Identifies actions to maintain contact and establish good relations with the local community.
- (D) Lighting
 - Overview: Addresses measures to mitigate the impact of the provision of artificial lighting during construction.
- (E) Waste
 - Overview: Refers to the provision of a Site Waste Management Plan
- (F) Utilities
 - Overview: Addresses a series of actions to prevent damage of the existing sub-surface utilities.
- (G) Ground Conditions
 - Overview: Identifies mitigation measures to prevent contaminants entering the ground, or contaminated ground being dispersed.
- (H) Sustainability
 - Overview: Outlines a series of best practice measures in order to reduce the impact of construction activities on the environment.
- (I) Noise and Vibration
 - Overview: Outlines the measures to be implemented during the construction phase to reduce the impact of noise on nearby sensitive receptors. Refer to Erith in appendices.
- (J) Traffic and Transport
 - Overview: Outlines a series of mitigation measures for the management of deliveries to the site, as well as catering for the associated impacts that the development is likely to have on the surrounding local road network.
- (K) Water Management
 - Overview: Identifies a series of mitigation measures and actions to prevent contaminants entering the existing environment and potentially pollute water

bodies.

- (L) Air Quality
 - Overview: Outlines the measures to be implemented during the construction phase to reduce the impact of dust and vehicle emissions on nearby sensitive receptors.

- (M) Ecology
 - Overview: Identifies a series of mitigation measures to avoid and reduce disturbance to wildlife.

- (N) Tree Protection
 - Overview: Outlines a series of best practice measures to prevent disturbance or permanent damage to trees (growing from adjoining sites or on the street).

8. MONITORING, AUDITING AND REPORTING

8.1 Monitoring

Monitoring of the development will ensure the overall environmental performance of the development is of a high standard.

Frequent monitoring during construction activities will be carried out to ensure construction activities are in accord with legislative and best practice environmental actions and requirements, and that agreed mitigation measures (refer Mitigation Schedules – Appendix F) are being implemented.

The Environmental Manager will hold the responsibility for maintaining a register of all environmental monitoring, which should be made available for inspection on request.

8.1.1 Air Quality Monitoring

Groundwork and concrete frame operations are likely to represent the highest risk for the generation of airborne emissions, particularly as much of these activities will take place in the summer months. This will be recognised within the construction programme and strict monitoring will be imposed.

Throughout the construction process, a strict regime of cleaning and damping down will be enforced to control the emission of airborne dust. Given the variable weather patterns, site conditions will be monitored daily by the Project Manager and damping down instructed accordingly.

Detail of the monitoring regime (i.e. equipment, location, frequency) will be in consultation with the relevant local and statutory authorities. Details of the monitoring strategy and protocol, is presented at Appendix G – Monitoring Strategies.

8.1.2 Noise Monitoring

Noise monitoring checks will be carried out to ensure on-going compliance. The noise levels will be monitored using hand-held equipment.

Details of the agreed monitoring regime will be provided in Appendix G.

8.1.3 Vibration Monitoring

The operation most likely to give rise to vibration during the construction phase is likely to be the piling works. The modern bored pile methods are not anticipated as being problematic given the distance of the works from adjacent buildings, with the exception of 102 St Pancras Way.

It may be prudent to install vibration-monitoring equipment during this particular phase of work so that we may effectively deal with possible complaints, by demonstrating that works fall within accepted industry criteria.

Following consultation with the local authority, should vibration monitoring be required, details will be finalised before the piling works commencing and details of the agreed monitoring regime will be provided within Appendix G.

8.1.4 Dust Monitoring

The operation most likely to give rise to vibration during the construction phase is likely to be the excavation works.

It may be prudent to install dust monitoring equipment during this particular phase of work so that we may effectively deal with possible complaints, by demonstrating that works fall within accepted industry criteria.

Please refer to appendices for details in Erith method statement.

8.2 **Audit**

The CMP will be audited on a monthly basis by the Environmental Manager. Periodic auditing of the CMP will ensure the identified environmental risks are being safeguarded against and the commitments and requirements are being delivered.

This audit will involve the Environmental Manager and the Principal Contractor reviewing the site observation and monitoring records.

The aim of the audit will be to:

- Assess the effectiveness of the mitigation measures;
- Identify any shortcomings in the actions;
- Check compliance with legislation and consent requirements; and
- Specify any further action needed to safeguard the environment. A CMP progress report can provide updates and a record of the compliance with the environmental commitments outline within the CMP, including relevant legal consents and licences.

In addition, the Developer's Health and Safety department will visit and audit the site every two weeks.

8.3 **Non-Compliance and Corrective Action**

8.3.1 Measures within the Mitigation Schedule

In the event of non-compliance of CMP actions, the Environmental Manager and / or Principal Contractor can request corrective action to make amends and to ensure construction activities are in accord with legislative and best practice environmental actions and requirements, and agreed mitigation measures. This will be issued to the relevant contractor via a CMP Corrective Note, stating what action is needed.

Any breaches of legislative requirements will be immediately acted upon, including ceasing activity (if deemed necessary).

8.3.2 Results of the Monitoring

Should any non-compliance be identified this will be recorded in site inspection records and copied at Director Level for action.

9. ENVIRONMENTAL REPORTS, INDUSTRY GUIDANCE & BEST PRACTICE

9.1 Planning Application - Technical Reports

This document has been prepared using information from the Technical Reports that accompany the Planning Application (ref. 2013/7646/P). These include the following:

- 'Phase 1 Habitat Survey Report' (September 2013); (prepared by URS);
- 'Noise Assessment' (October 2013), URS; (prepared by URS);
- 'Air Quality Assessment' (October 2013); (prepared by URS);
- 'Surface Water Drainage Statement' (October 2013); (prepared by URS);
- 'Heritage Desk-Based Assessment' (October 2013); (prepared by URS);
- 'Tree Survey' (October 2013); (prepared by B. J. Unwin Forestry Consultancy);
- 'Transport Assessment' (October 2013); (prepared by SKM Colin Buchanan); and
- 'Travel Plan' (October 2013); (prepared by SKM Colin Buchanan).

9.2 Industry Practice and Best Practice

Works on site will be expected to incorporate the appropriate pollution prevention and mitigation measures consistent with best practice and industry guidance. Key references to be adopted include:

- London Borough of Camden - 'Guide for Contractors working in Camden' (February 2008) (also referred as 'Camden's Considerate Contractor's Manual'), including measures relating to:
 - Noise and Vibration;
 - Noise from construction sites;
 - Noise and vibration from piling operations;
 - Air Quality and Nuisance;
 - Dust emissions;
 - Air pollution emissions (fumes and smoke).
- Mayor of London – 'The Control of Dust and Emissions from Construction and Demolition

– Best Practice Guidance’ (November 2006);

In accordance with the guide, the risk rating for the site has been defined as medium risk and would therefore endeavour to comply with the appropriate recommendations / mitigation measures extracted from the guide (refer CMP section 4.4). The recommendations are provided within the ‘Mitigation Schedules’ (Appendix F).

- Environment Agency – ‘Pollution Prevention Guidance’ (PPGs) notes, including:
 - PPG 1: General guide to the prevention of pollution;
 - PPG 2: Above ground oil storage tanks;
 - PPG 3: Use and design of oil separators in surface water drainage systems;
 - PPG 5: Work or maintenance near water;
 - PPG 6: Working at construction and demolition sites: preventing pollution guidance;
 - PPG 8: Safe storage and disposal of used oils;
 - PPG 13: Vehicle washing and cleaning;
 - PPG 21: Pollution incident response planning; and
 - PPG 22: Dealing with spills.
- Control of Pollution Act 1974 (CoPA) - provisions to control noise. Section 61 of the CoPA allows a legally binding agreement with the local authority to limit noise levels at the boundary of the construction site, providing the best practicable means of preventing, reducing and minimising noise.
- The project will be registered under the ‘Considerate Contractor’s Scheme’ and will target to exceed the Considerate Constructors minimum requirements and comply with the Code of Considerate Practice, as outlined below.
 - Considerate: All work is to be carried out with positive consideration to the needs of traders and businesses, site personnel and visitors, and the general public. Special attention is to be given to the needs of those with sight, hearing and mobility difficulties.
 - Environment: Be aware of the environmental impact of your site and minimise as far as possible the effects of noise light and air pollution. Efforts should be made to select and use local resources wherever possible. Attention should be paid to waste management, reusing and recycling materials where possible.
 - Cleanliness: The working site is to be kept clean and in good order at all times, Site facilities, offices, toilets and drying rooms should always be maintained to a good standard. Surplus materials and rubbish should not be allowed to accumulate on the site or spill over into the surroundings. Dirt and dust from construction operations

should be kept to a minimum.

- Good Neighbour: General information regarding the scheme should be provided for all neighbours affected by the work. Full and regular communication with neighbours, including adjacent residents, trader and businesses, regarding programming and site activities should be maintained from pre-start to completion.
- Respectful: Respectable and safe standards of dress should be maintained at all times. Lewd or derogatory behaviour and language should not be tolerated under threat of severe disciplinary action. Pride in the management and appearance of the site and the surrounding environment is to be shown at all times. Operatives should be instructed in dealing with the general public.
- Safe: Construction operations and site vehicle movements are to be carried out with care and consideration for the safety of site personnel, visitors and the general public. No building activity should be a security risk to others.
- Responsible: Ensure that everyone associated with the site understands implements and complies with this code.
- Accountable: The Considerate Contractors Scheme poster is to be displayed where clearly visible to the general public. A site's contact details should be obvious to anyone affected by its activities.

APPENDIX A S106 AGREEMENT REQUIREMENTS (SELECTED)

The following selected sections of the S106 Agreement have been attached:

- Definitions (re Construction Management Plan; Demolition Management Plan);
 - Definitions (Highway Works) and Plan 7 (area for highway works);
 - Obligations by the Developer (Construction and Demolition Management Plans);
 - Obligations by the Developer (Highways Contributions);
 - Obligations by the Developer (Local Employment; Local Procurement);
 - First Schedule – Construction Management Plan and Demolition Management Plan – Air Quality and Carbon Reduction;
 - Second Schedule - Construction Management Plan and Demolition Management Plan – Highway Measures; and
 - Third Schedule – Local Procurement Code.
-

DATED

15 May

2014

(1) BDW TRADING LIMITED

and

(2) THE MAYOR AND BURGESSES OF
THE LONDON BOROUGH OF CAMDEN

A G R E E M E N T

relating to land known as
79 Camden Road and 86-100 St Pancras Way London NW1 9EU
pursuant to Section 106 of the Town and Country Planning
Act 1990 (as amended) and
Section 278 of the Highways Act 1980

Andrew Maughan
Head of Legal Services
London Borough of Camden
Town Hall
Judd Street
London WC1H 9LP

Tel: 020 7974 1918
Fax: 020 7974 2962

G:\case files\culture & env\planning\lmm\s106 Agreements (2013/7646/P)
CLS/COM/LMM/1685.2453

2.8	"Block B"	means that part of the Development shown marked 'B' on Plan 5
2.9	"Block C"	means that part of the Development shown marked 'C' on Plan 5
2.10	"Block D"	means that part of the Development shown marked 'D' on Plan 5
2.11	"Block E"	means that part of the Development shown marked 'E' on Plan 5
2.12	"Block F"	means that part of the Development shown marked 'F' on Plan 5
2.13	"the Certificate of Practical Completion"	the certificate issued by the Developer's contractor architect or project manager certifying that the Development has been completed
2.14	"Community Facilities Contribution"	means the sum of £294,980 (Two hundred and ninety four thousand nine hundred and eighty pounds) to be paid by the Developer to the Council in accordance with the terms of this Agreement and to be applied towards the provision or improvement of community facilities in the vicinity of the Development.
2.15	"Construction Management Plan"	a plan setting out the measures that the Developer will adopt in undertaking the construction of the Development using good site practices in accordance with the Council's Considerate Contractor Manual to ensure the Construction Phase of the Development can be carried out safely and with minimal possible impact on and disturbance to the surrounding environment and highway network including (but not limited to):-

- (i) a statement to be submitted to Council giving details of the environmental protection highways safety and community liaison measures proposed to be adopted by the Developer in order to mitigate and offset potential or likely effects and impacts arising from the demolition of the existing buildings or structures on the Property and the building out of the Development;
- (ii) incorporation of the relevant provisions set out in the First Schedule annexed hereto;
- (iii) incorporation of the relevant provisions set out in the Second Schedule annexed hereto;
- (iv) amelioration and monitoring effects on the health and amenity of local residences site construction workers local businesses and adjoining developments undergoing construction;
- (v) amelioration and monitoring measures over construction traffic including procedures for notifying the owners and or occupiers of the residences and businesses in the locality in advance of major operations delivery schedules and amendments to normal traffic arrangements (if any);
- (vi) the inclusion of a waste management strategy for handling and disposing of construction waste; and

- (vii) identifying means of ensuring the provision of information to the Council and provision of a mechanism for monitoring and reviewing as required from time to time
- 2.16 "the Construction Phase" the whole period between
- (i) the Implementation Date and
 - (ii) the date of issue of the Certificate of Practical Completion
- 2.17 "the Council's Considerate Contractor Manual" the document produced by the Council from time to time entitled "Guide for Contractors Working in Camden" relating to the good practice for developers engaged in building activities in the London Borough of Camden
- 2.18 "Demolition Date" The commencement of works comprised in the Demolition Phase
- 2.19 "the Demolition Phase" Works for the demolition of the existing building at the Property in accordance with the Planning Permission and subsequent site clearance
- 2.20 "the Demolition Phase Management Plan" a plan setting out the measures that the Developer will adopt in undertaking the Demolition Phase of the Development using good site practices in accordance with the Council's Considerate Contractor Manual to ensure the Demolition Phase of the Development can be carried out safely and with minimal possible impact on and disturbance to the surrounding environment and highway network including (but not limited to):-
- (i) a statement to be submitted to the Council giving details of the

environmental protection highways safety and community liaison measures proposed to be adopted by the Developer in order to mitigate and offset potential or likely effects and impacts arising from the demolition of the existing buildings or structures on the Property and the building out of the Development;

- (ii) incorporation of the relevant provisions set out in the First Schedule annexed hereto;
- (iii) incorporation of the relevant provisions set out in the Second Schedule annexed hereto;
- (iv) amelioration and monitoring effects on the health and amenity of local residences site construction workers local businesses and adjoining developments undergoing construction;
- (v) amelioration and monitoring measures over construction traffic including procedures for notifying the owners and or occupiers of the residences and businesses in the locality in advance of major operations delivery schedules and amendments to normal traffic arrangements (if any);
- (vi) the inclusion of a waste management strategy for handling and disposing of construction waste; and
- (vii) identifying means of ensuring the provision of information to the Council and provision of a mechanism for

appropriately qualified and recognised independent verification body in respect of the Property certifying that the measures incorporated in the Energy Efficiency and Renewable Energy Plan have been achieved in the Development and will be maintainable in the Development's future management and occupation; and

(viii) identifying means of ensuring the provision of information to the Council and provision of a mechanism for review and update as required from time to time

2.25 "the Highways Contribution" the sum of £179,000 (One hundred and seventy nine thousand pounds) to be paid by the Developer to the Council in accordance with the terms of this Agreement and to be applied by the Council in event of receipt for the carrying out of the Highways Works all works will be subject to final measure and any level adjustment required and for the avoidance of doubt the Council in accepting this sum does not undertake any responsibility in connection with any required statutory undertakers works and excludes any statutory undertakers costs

2.26 "the Highways Works" works to the public highway and associated measures in the immediate vicinity of the Property the extent of which is shown coloured purple on Plan 7 comprising :

(a) removal of redundant vehicular crossovers on St Pancras Way and construction of 2 new vehicular crossovers on Rochester Place;

- (b) re-cobbling of part of carriageway on Rochester Place;
- (c) repaving of footways adjacent to Camden Road, St Pancras Way and Rochester Place frontages;
- (d) relocation of street furniture in a location to be agreed with the Developer;
- (e) amendments to parking bays on Rochester Place and the cycle facilities on St Pancras Way including alterations to existing traffic management orders if and where necessary; and
- (f) other works required as a direct result of the Development to repair any damage to the public highway in the immediate vicinity of the Property caused by construction traffic associated with the Development (being such works as considered necessary by the Council acting reasonably and in accordance with Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended))

2.27 "the Implementation Date" the date of implementation of the Development by the carrying out of a material operation as defined in Section 56 of the Act other than works comprised within the Demolition Phase and references to "Implementation" and "Implement" shall be construed accordingly

2.28 "Intermediate Housing" Affordable Housing which is above target rents but is substantially below open market levels and is affordable to people who at the

PLAN 7

AS

COPYRIGHT
The copyright in this drawing is assigned to any third party whether by provision of copies or originals or otherwise unless agreed in writing.

DO NOT SCALE FROM THIS DRAWING
The contractor shall check and verify all dimensions on site and report discrepancies in writing to Sheppard Robson before proceeding work.

FOR ELECTRONIC DATA ISSUE
Electronic data / drawings are issued as "read only" and should not be interrogated for measurement. All dimensions and levels should read only from those values stated in text, on the drawing.

AREA MEASUREMENT
The areas are approximate and can only be verified by a detailed dimensional survey of the completed building. Any decisions to be made on the basis of these ordinations, whether as to project viability, pre-fitting, lease agreements or the like, should include due allowance for the increases and decreases inherent in the design development and building processes. Figures relate to the likely areas of the building at the current state of the design and using the Gross External Area (GEA) / Gross Internal Area (GIA) / Net Internal Area (NIA) method of measurement from the Code of Measuring Practice, 6th Edition (RICS Code of Practice). All areas are subject to Town Planning and Conservation Area Consent, and detailed Rights to Light analysis.

NOTES

SITE BOUNDARY

EXTENT OF HIGHWAY WORKS

(Handwritten signatures and initials)

REV. DATE AMENDMENT

(Handwritten initials)

KEYPLAN

CLIENT

SHEPPARD ROBSON

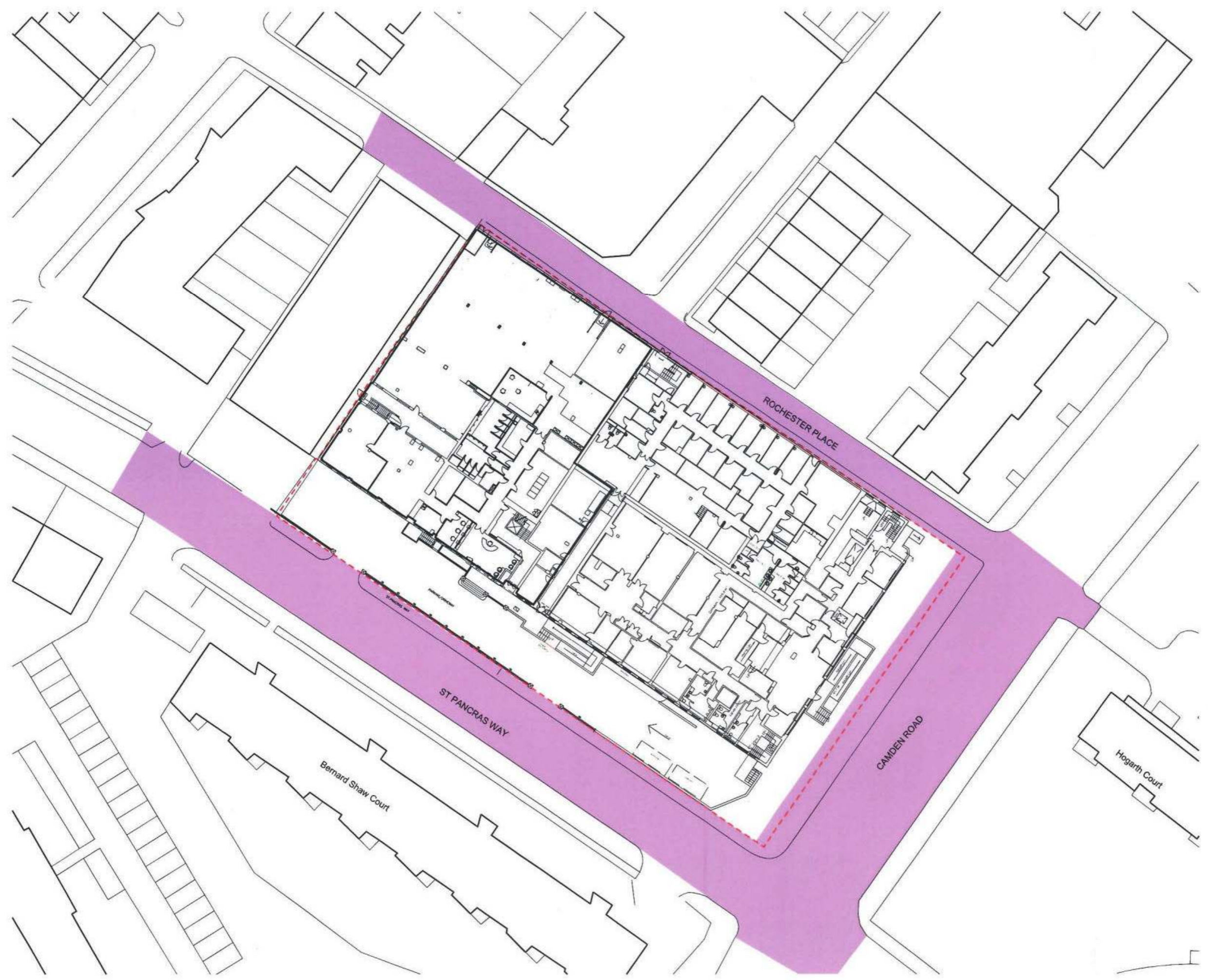
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PROJECT
79 CAMDEN ROAD

SCALE: AS DATE 07.05.2014 ORIGINATOR JM CHECKED TK AUTHORISED AS

TITLE
EXTENT OF HIGHWAY WORKS

STATUS



File name: L:\Projects\4390_411-4398\CAD\02\01\18_Site\180418_79CamdenRoad_180418.dwg

18/05/2014

Council has received the Community Facilities Contribution in full as demonstrated by written notice to that effect.

4.4 DEMOLITION AND CONSTRUCTION MANAGEMENT PLANS

- 4.4.1 Prior to the Demolition Date to provide the Council for approval a draft Demolition Management Plan.
- 4.4.2 Not to commence the Demolition Phase until such time as the Council has approved the Demolition Management Plan as demonstrated by written notice to that effect.
- 4.4.3 On or prior to the Implementation Date to provide the Council for approval a draft Construction Management Plan.
- 4.4.4 Not to Implement nor allow Implementation of the Development until such time as the Council has approved the Construction Management Plan as demonstrated by written notice to that effect.
- 4.4.5 The Developer acknowledges and agrees that the Council will not approve the Demolition Management Plan or the Construction Management Plan unless it demonstrates to the Council's reasonable satisfaction that the Demolition Phase and Construction Phase respectively of the Development can be carried out safely and with minimal possible impact on and disturbance to the surrounding environment and highway network.
- 4.4.6 To ensure that throughout the Demolition Phase and Construction Phase the Development shall not be carried out otherwise than in strict accordance with the requirements of the Demolition Management Plan and Construction Management Plan respectively and not to permit the carrying out of any works comprised in demolition or building out the Development at any time when the requirements of the Demolition Management Plan or Construction Management Plan are not being complied with and in the event of non compliance with this sub-clause the Developer shall forthwith take any steps required to remedy such non-compliance.

4.5 SERVICE MANAGEMENT PLAN

- 4.5.1 On or prior to the Implementation Date to submit to the Council for approval the Service Management Plan.
- 4.5.2 Not to Implement nor permit Implementation until the Service Management Plan has been approved by the Council as demonstrated by written notice to that effect.

4.5.3 Not to Occupy or permit Occupation of any phase of the Development until a satisfactory post-completion review has been submitted to and approved by the Council in writing confirming that the measures incorporated in the Service Management Plan in respect of that phase as approved by the Council have been incorporated into that phase of the Development.

4.5.4 Following the Occupation Date the Developer shall not Occupy or permit Occupation of any part of the Development at any time when the Development is not being managed in strict accordance with the Service Management Plan as approved by the Council and shall not Occupy or permit Occupation of the Development otherwise than in strict accordance with the requirements of the Service Management Plan.

4.6 TRAVEL PLAN

4.6.1 On or prior to the Occupation Date to:-

- (a) submit to the Council the Travel Plan for approval; and
- (b) pay to the Council the Travel Plan Monitoring Contribution.

4.6.2 Not to Occupy or permit Occupation of any part of the Development until such time as:

- (a) the Council has approved the Travel Plan as demonstrated by written notice to that effect; and
- (b) the Council has received the Travel Plan Monitoring Contribution in full.

4.6.3 Not to Occupy or to permit Occupation of any part of the Development at any time when the Development is not being managed in strict accordance with the Travel Plan as approved by the Council from time to time unless the Council agrees otherwise.

4.7 EDUCATION CONTRIBUTION

4.7.1 On or prior to the Implementation Date to pay to the Council the Education Contribution in full and not to Implement or to allow Implementation until such time as the Council has received the Education Contribution in full as demonstrated by written notice to that effect.

4.8 HIGHWAYS CONTRIBUTION

4.8.1 On or prior to the Implementation Date to:-

- (i) pay to the Council the Highways Contribution (subject to Clause 4.8.6) in full; and

(ii) submit to the Council the Level Plans for approval.

4.8.2 Not to Implement or to allow Implementation until such time as the Council has:-

(i) received the Highways Contribution in full (subject to Clause 4.8.6); and

(ii) approved the Level Plans as demonstrated by written notice to that effect.

4.8.3 For the avoidance of doubt the Developer acknowledges that the Council has the right reserved to it to construct the public highway to levels it considers appropriate and does not undertake any responsibility in connection with any required statutory undertakers works and that the Highways Contribution excludes any statutory undertakers costs PROVIDED ALWAYS THAT the Council shall use reasonable endeavours to ensure that the Highways Works are carried out at an appropriate stage in the Construction Phase which shall be agreed with the Developer.

4.8.4 On completion of the Highway Works the Council shall provide to the Developer a certificate specifying the sum ("the Certified Sum") constituting the reasonable and proper costs expended by the Council in carrying out the Highway Works accompanied by a full detailed breakdown of such costs and copies of all relevant invoices within fourteen days of a written request for the said certificate being submitted to the Council by the Developer.

4.8.5 If the Certified Sum exceeds the Highway Contribution then the Developer shall within fourteen days of the issuing of the said certificate pay to the Council the amount of the excess PROVIDED THAT the Developer shall only be obliged to pay the reasonable and proper costs incurred by the Council in carrying out the Highways Works and if the Highways Contribution exceeds the Certified Sum then the Council shall within fourteen days of the issuing of said certificate pay to the Developer the amount of the difference.

4.8.6 To enter into an agreement with Transport for London ("TfL") pursuant to S278 of the Highways Act 1980 if necessary to ensure the delivery of any of the Highways Works in respect of public highway for which TfL is the Highways Authority provided that any financial contribution payable pursuant to such an agreement (or the equivalent value of such works provided for in such an agreement) shall be deducted from the amount of the Highways Contribution payable to the Council pursuant to Clause 4.8.3 (i) of this Agreement.

4.9 LOCAL EMPLOYMENT

4.9.1 In carrying out the works comprised in the Demolition Phase and Construction Phase the Developer shall use its reasonable endeavours to ensure that no less than 20% of the work force is comprised of residents of the London Borough of Camden.

4.9.2 In order to facilitate compliance with the requirements of sub-clause 4.9.1 of this Agreement the Developer shall use its reasonable endeavours to:-

- (a) work in partnership with King's Cross Construction; and
- (b) ensure that:-
 - (i) all construction vacancies and work placement opportunities are advertised exclusively with King's Cross Construction for a period of at least one week before marketing more widely;
 - (ii) all contractors and sub-contractors provide information about all vacancies arising as a result of the Demolition Phase and Construction Phase to King's Cross Construction;
 - (iii) King's Cross Construction is notified of all vacancies arising from the building contract for the Development for employees, self-employees, contractors and sub-contractors;
 - (iv) King's Cross Construction is supplied with a full labour programme for the lifetime of the Development (with six-monthly updates) demonstrating;
 - what skills and employment are needed through the life of the programme; and
 - measures to ensure that these needs are met as far as possible and appropriate through the provision of local labour from residents of the London Borough of Camden;
 - (v) the Council is provided with a detailed six-monthly labour return for monitoring the employment and self employment profile of all workers referred by Kings Cross Construction and employed during the Construction Period. During the Demolition Phase and Construction Phase the Developer shall use reasonable endeavours to provide training opportunities on site for employees resident within the London Borough of Camden and to provide a

six-monthly statement setting out the details of candidates employed to Kings Cross Construction.

4.9.3 The Developer shall (unless otherwise agreed in writing with the Council) employ at least 10 apprentices on the works comprised in the Demolition Phase and the Construction Phase and shall work with King's Cross Construction to promote and advertise the training places to potential candidates. Each apprentice employed by the Developer during the Demolition Phase and the Construction Phase shall:

- (a) be offered employment for a period of not less than 52 weeks;
- (b) be paid at a rate of the national minimum wage or above;
- (c) be provide with appropriate day release to undertake training at a further education collage; and
- (d) be supported with a **£1,500.00** contribution towards the cost of recruitment and training.

4.9.4 The Developer shall (unless otherwise agreed in writing with the Council) provide at least 13 work placement opportunities of not less than two weeks each on the works comprised in the Demolition Phase and Construction Phase and shall work with King's Cross Construction to promote and advertise the work placement opportunities to potential candidates.

4.9.5 The Developer shall (unless otherwise agreed in writing with the Council) deliver at least 1 supplier capacity building workshop/Meet the Buyer event to support Camden SMEs to tender for construction contracts in relation to the Development.

4.10 LOCAL PROCUREMENT

4.10.1 Prior to the Implementation Date to use reasonable endeavours to agree a programme for the Construction Phase to provide opportunities for local businesses to bid/tender for the provision of goods and service to the Development in accordance with the Council's Local Procurement Code.

4.10.2 Prior to the Implementation Date to meet with the Council's Labour Market and Economy Service's Local Procurement Team at least one month in advance of tendering contracts to agree the specific steps that will be taken to give effect to the Local Procurement Code.

4.10.3 To use reasonable endeavours to ensure that throughout the Construction Phase works shall not be carried out otherwise than in accordance with the requirements of the Local Procurement Code as agreed pursuant to Clause 4.10.2 and in the event of non compliance with this sub-clause 4.10.3 the Developer shall upon written notice from the Council forthwith take any steps required by the Council to remedy such non-compliance.

4.10.4 To use reasonable endeavours to provide opportunities for local businesses to bid/tender for the provision of facilities management services and other post construction supply of goods and services.

4.11 PUBLIC OPEN SPACE CONTRIBUTION

4.11.1 On or prior to the Implementation Date to pay to the Council the Public Open Space Contribution in full and not to Implement or to allow Implementation until such time as the Council has received the Public Open Space Contribution in full as demonstrated by written notice to that effect.

4.12 PUBLIC REALM CONTRIBUTION

4.12.1 On or prior to the Implementation Occupation Date to pay to the Council the Public Realm Contribution in full and not to Implement or to allow Implementation until such time as the Council has received the Public Realm Contribution in full as demonstrated by written notice to that effect.

4.13 WHEELCHAIR ACCESSIBLE HOMES

4.13.1 The Developer or Registered Provider (as appropriate) shall procure that the fit out works necessary for each Wheelchair Accessible Home are agreed in advance with the Council's occupational therapist consultant in accordance with details provided in the Planning Application and needs of the proposed occupier and are carried out to the satisfaction of the Council's occupational therapist consultant.

4.13.2 The Wheelchair Accessible Homes shall be retained and maintained as Wheelchair Accessible Homes in accordance with the fit out required pursuant to 4.13.1 unless such fit out is no longer required by the occupier of the unit or otherwise agreed by the Council.

4.14 STREET TREE PLANTING CONTRIBUTION

4.14.1 On or prior to the Implementation Date to pay to the Council the Street Tree Planting Contribution in full and not to Implement or to allow Implementation until such time as the

THE FIRST SCHEDULE

Construction Management Plan and Demolition Management Plan

Air Quality and Carbon Reduction

Requirements to control and minimise NO_x, PM₁₀, CO₂ emissions from construction sites and avoid nuisance and dust complaints.

A method statement shall be prepared and adopted as part of the Demolition Management Plan and Construction Management Plan to minimise gaseous and particulate matter emissions generated during the Demolition Phase and Construction Phase. The method statement shall identify the specific measures which will be implemented to control air pollution emissions during each of the following stages of the Demolition Phase and Construction Phase: (a) demolition; (b) ground breaking; and (c) construction/build.

The Demolition Phase and Construction Phase shall be carried out in accordance with the Best Practise Guidance Note "Control of dust and emissions from construction and demolition" published by London Councils, 2006. The risk rating of the site shall be defined in the method statement and determined using the risk assessment methodology in the Best Practise Guidance. Techniques to control dust from construction activities and emissions from vehicles and plant, and undertake air quality monitoring, shall conform to the 'medium' or 'high' risk categories outlined in the Best Practice Guidance.

The following best practice measures shall be included as a minimum in the method statement:-

A - Techniques to control PM₁₀ and NO_x emissions from vehicles and plant

- a) Low emission plant fitted with catalysts, diesel particulate filters or similar devices shall be used;
- b) Plant shall be well maintained, with routine servicing of plant and non-road mobile machinery (NRMM) to be completed in accordance with the manufacturers recommendations;
- c) Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment;
- d) Non-road mobile machinery (NRMM) shall use ultra low sulphur tax-exempt diesel and be fitted with appropriate exhaust after-treatment such as catalysts, diesel particulate filters as stated on the approved list managed by the Energy Saving Trust. Details of the plant and control equipment shall be included in the method statement;

- e) All construction vehicles shall comply with the Euro 4 emissions standard and where possible use low emission fuels and alternative technology;
- f) Plant and vehicles shall be located way from the closest receptors or house in closed environments where possible.

B - Techniques to control dust emissions from construction and demolition

- a) Keep site fencing, barriers and scaffolding clean using wet methods;
- b) Buildings to be demolished shall be wrapped;
- c) Provide easily cleaned hard standing for vehicles and clean using wet sweeping methods;
- d) Provide the use of wheel-wash facilities near the site exit. Fit wheel-washes with rumble grids to dislodge accumulated dust and mud prior to leaving the site to avoid carrying dust or mud off the site;
- e) Inspect internal haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable;
- f) Routinely clean the Public Highways and accesses using wet sweeping methods especially during dry periods;
- g) Impose and signpost maximum speed limits of 10 mph on surfaced haul routes and work areas within the Property;
- h) Ensure all vehicles carrying loose or potentially dusty material to or from the site are fully sheeted;
- i) Store materials with the potential to produce dust away from site boundaries;
- j) Sheet, seal or damp down stockpiles of excavated material held on site;
- k) Any loose materials brought onto the site shall be protected by appropriate covering;
- l) The site shall be dampened down during the working day and again at the end of the day to reduce the amount that is re-suspended dust;
- m) Ensure water suppression is used during demolition operations;

- n) Ensure mobile crushing and screening plant and cement batching plant which are regulated under the Local Air Pollution Prevention and Control regime operate in compliance with a Part B Permit. This shall be submitted to the local authority prior to operation;
- o) Site personnel shall be trained in dust mitigation and a manager shall be present for managing dust on site.

C - Air Quality Monitoring

- a) Throughout the Demolition and Construction Phase continuous particulate matter (PM10) monitoring shall be undertaken. Two instruments will be deployed at the site boundary in a transect orientated to the prevailing wind direction, with a third monitor located at the nearest sensitive receptor. One monitor shall be co-located with an anemometer.
- b) Adequate quality assurance/quality control procedures shall be in place including monitor maintenance and calibration as well and data checking. PM10 data shall be collected automatically on an hour basis.
- c) A trigger action level for PM10 concentrations of $200\mu\text{g.m}^{-3}$ (15 minute average) shall be used to identify incidences of elevated dust emissions at the site boundary. The development site shall comply with the trigger action throughout the demolition and construction phases.
- d) An on-site alert system (email or SMS) shall be in place to notify appropriate staff that the trigger action level has been reached. Immediate and appropriate measures can be put in place to rectify abnormal particulate emissions. A procedure shall be established to deal with abnormal dust emissions. All incidences of abnormal particulate emissions leading to breaches of the trigger action level, shall be documented in the site log book (date and time), with details of the action take to remediate dust emissions.
- e) An e-mail specifying details of any alert to be sent out to the Council's air quality officer as soon as practicable following any breach of the site trigger action level.
- f) An electronic report shall be submitted to the Council's air quality officer every three months summarising the following information from each monitoring site – 24 hour average PM10 concentration, date and time of any breach of the trigger action level with the 15 minute mean concentration, prevailing wind direction and details of the cause of elevated dust emissions and mitigation measures.

- g) The Council shall be notified of any changes to the location and operation of dust PM10 monitoring instrumentation.
- h) A 24-hour phone hotline shall be set up so that residents can complain about high dust or PM10 levels directly to the developer.

The following items shall be included in the method statement:

- a) A specific timetable identifying the start and finish dates of each phase, including dust generating activities and PM10 monitoring.
- b) An inventory of stationary and fugitive dust, PM10 and NOx emission sources with an explanation of how these will be mitigated in accordance with the London Council's Best Practise Guidance.
- c) A map identifying the location of dust generating activities, plant equipment associated with emissions to air and PM10 monitors.
- d) An air quality monitoring protocol prepared in accordance with the requirements of section C.

D - Techniques to reduce CO₂ emissions from construction vehicles

A commitment from the that contractors' vehicles involved in construction and demolition work will adopt 'green fleet management practices' that will result in a 10% reduction in tail-pipe CO₂ emissions over the duration of the construction phase. A green fleet management plan included in the method statement identifying measures to improve vehicle efficiency and reduce CO₂ emissions from construction vehicles. This could include the use of fuel monitoring equipment in vehicles, eco-driver training, accreditation with FORS (Freight Operator Recognition Scheme run by TfL) or SAFED (Safe and Fuel Efficient Driving run by the DfT) and use of low carbon vehicles such as hybrid electric, electric and bio-methane.

THE SECOND SCHEDULE

Construction Management Plan and Demolition Management Plan

Highway Measures

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

(Note the term 'vehicles' used here refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearing, delivering of plant, material and construction, staff parking etc)

- a) A brief description of the site, surrounding area and development proposals for which the Demolition Management Plan and/or Construction Management Plan applies.
- b) Proposed start and end dates for each phase of construction.
- c) The proposed working hours within which vehicles will arrive and depart.
- d) The access arrangements for vehicles.
- e) Proposed routes for vehicles between the site and the Transport for London Road Network (TLRN). Consideration should also be given to weight restrictions, low bridges and cumulative affects of construction on the highway. A map of the TLRN can be downloaded from the following site:-

http://www.tfl.gov.uk/assets/downloads/TFL_Base_Map_Master.pdf
- f) Typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction.

- g) Swept path drawings for any tight manoeuvres on vehicle routes to the site.
- h) Details (including accurate scaled drawings) of any highway works necessary to enable construction to take place.
- i) Parking and loading arrangement of vehicles and delivery of materials and plant to the site.
- j) Details of proposed parking bays suspensions and temporary traffic management orders.
- k) Proposed overhang (if any) of the public highway (scaffolding, cranes etc.).
- l) Details of hoarding required or any other occupation of the public highway.
- m) Details of how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Banksman arrangements.
- n) Details of how traffic associated with the Development will be managed in order to reduce congestion.
- o) Details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).
- p) Details of how any significant amounts of dirt or dust that may be spread onto the public highway will be cleaned or prevented.
- q) Details of consultation on a draft Demolition Management Plan and Construction Management Plan with local residents, business, local groups (e.g. residents/tenants and business associations) and Ward Councillors. Details should include who was consulted, how the consultation was conducted and the comments received in response to the consultation. In response to the comments received, the Demolition Management Plan and Construction Management Plan should then be amended where appropriate and where not appropriate a reason should be given why not. The revised Demolition Management Plan and Construction Management Plan should also include a list of all the comments received. You are advised to check your proposed approach to consultation with the Council before carrying it out.
- r) Details of any Construction Working Group that will be set up, addressing the concerns of surrounding residents, as well as contact details for the person responsible for community liaison on behalf of the developer, and how these contact details will be advertised to the community.

- s) Details of any schemes such as the “Considerate Contractors Scheme” that the project will be signed up to should form part of the consultation and be notified to the Council. Contractors will also be required to follow the “Guide for Contractors Working in Camden” also referred to as “Camden’s Considerate Contractor’s Manual”
- t) Details of other construction sites in the local area and how your Demolition Management Plan and Construction Management Plan takes into consideration the cumulative effects of construction local to your site.
- u) All contractors and sub-contractors operating large vehicles over 3.5 tonnes must meet all of the following conditions:-
- 1) Operators must be a member of TfL’s Fleet Operator Recognition Scheme (www.tfl.gov.uk/fors) or similar at the Bronze level.
 - 2) All drivers must have undertaken cycle awareness training such as the Safe Urban Driver module through FORS or similar.
 - 3) All vehicles associated with the construction of the Development must:
 - i. Have Side Guards fitted, unless it can be demonstrated to the reasonable satisfaction of the Employer, that the Lorry will not perform the function, for which it was built, if Side Guards are fitted.
 - ii. Have a close proximity warning system fitted comprising of a front mounted, rear facing CCTV camera (or Fresnel Lens where this provides reliable alternative), a Close Proximity Sensor, an in-cab warning device (visual or audible) and an external warning device to make the road user in close proximity aware of the driver’s planned manoeuvre.
 - iii. Have a Class VI Mirror
 - iv. Bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.
- v) Any other relevant information with regard to traffic and transport.
- w) The Demolition Management Plan and Construction Management Plan should also include the following statement:-

“The agreed contents of the Construction Management Plan must be complied with unless otherwise agreed with the Council. The project manager shall work with the Council to

review this Construction Management Plan if problems arise in relation to the construction of the Development. Any future revised plan must be approved by the Council and complied with thereafter."

It should be noted that any agreed Demolition Management Plan and Construction Management Plan does not prejudice further agreement that may be required for things such as road closures or hoarding licences

THE THIRD SCHEDULE

LOCAL PROCUREMENT CODE

1. INTRODUCTION

The use of local procurement agreements is a useful tool in helping the Council to improve economic prosperity and diversity in the local area which is a key aim of the Camden Community Strategy and the Local Development Framework (adopted November 2010). The sourcing of goods and services locally will also help to achieve a more sustainable pattern of land use and reduce the need to travel. The use of section 106 Agreements attached to the grant of planning permission will be used as a mechanism to secure appropriate levels of local procurement of goods and services.

A fuller explanation of the policy background and the justification for the use of local procurement agreements and when they will be required is contained with Sections 32 and 33 of the Camden Planning Guidance (adopted December 2006) which can be viewed on the Council's web site. This document is in line with the objectives of other organizations such as the London Development Agency and Government Office for London.

The purpose of this code is to maximise the opportunities available to Local Businesses in Camden from larger property developments taking place in Camden both during and after the construction phase. The local procurement code describes how the Owner/Developer in partnership with Camden Labour Market & Economy Service will ensure that Local Businesses benefit directly from the opportunities arising from both the Construction Phase of the Development and the end use of the Property.

The requirements of the local procurement code apply to the developer, main contractor and subcontractors appointed by them as well as tenants subsequently occupying the building. The code is designed to support developers and contractors in fulfilling their commitments to the planning agreements by clarifying what is required from the outset. Although the wording is emphatic, Camden Labour Market & Economy Service seeks to work in partnership with contractors to assist them in meeting specifications and in finding suitable local companies. They will provide a regularly updated pre-screened directory of local companies in construction, fitting-out and furnishing trades in support of local procurement agreements.

2) MAIN REQUIREMENTS OF THE CODE

A) CONSTRUCTION.

We will request that the developers meet with London Borough of Camden's Labour Market & Economy Service's Local Procurement Team ("the Local Procurement Team") at least 1 month in advance of tendering contracts to clarify how the local procurement code will work and the co-operation required from the developer, main contractor and subcontractors.

The Council will seek to ensure that the developer inserts the following clauses in the tender documentation issued to the main contractor:

2.1 Actions & Responsibilities of Main Contractor

1. The main contractor will provide the Local Procurement Team with information on the estimated timing of their procurement programme and a schedule of works packages to be let ("the Procurement Schedule") and to provide updates of the Procurement Schedule as and when it is updated or revised.
2. The main contractor will work with the Local Procurement Team to: include local companies on their tender lists wherever possible and to aim to achieve the procurement of construction contracts and goods and services from companies and organisations based in Camden towards a target of 10% of the total value of the construction contract.
3. The main contractor is required to provide regular monitoring information to the Local Procurement Team every six to eight weeks during the construction phase, via e-mail, phone, fax or liaison meeting providing details of:
 - all local companies which are sent a tender enquiry or a tender invitation detailing the date and the works package or items concerned;
 - the outcome of all works packages tendered, where there is a local company on the tender list, stating whether the local company was unsuccessful, successful or declined to tender and the contract value in the case of a contract being awarded to a local company.
 - All local wholesalers and building materials suppliers which are asked to provide prices and the value of any purchases of materials and other wholesaler supplies procured.

(The Local Procurement Team can provide a pro forma local procurement log to assist in the monitoring process)

Full contact details of all subcontractors appointed (whether local or from elsewhere)

4. The main contractor should include a written statement in the tender documentation sent out to sub contractors informing them of their s106 requirement obligations as set out in section 2.2 below and ensure cooperation is agreed as a prerequisite to accepting sub contract tenders
5. The main contractor should provide an opportunity for the Local Procurement Team to brief subcontractors on the requirements of the Local Procurement code.
6. The main contractor will identify any actions that are required in order to overcome known barriers to Local Businesses to accessing their supply chain in respect of the Construction Phase.

2.2 Actions And Responsibilities of Sub-Contractors

1. All sub-contractors appointed will be required to work with the Local Procurement Team and to aim to achieve the procurement of construction goods and services from companies and organisations based in Camden towards a target of 10% of the total value of their construction sub-contract. (A regularly updated sub-directory of local suppliers will be supplied to subcontractors by the Local Procurement Team).
2. All subcontractors are required to provide regular monitoring information either to the main contractor or directly to the Local Procurement Team every six to eight weeks during the construction phase, via e-mail, phone, fax or liaison meeting providing details of :
 - All local wholesalers and building materials suppliers which are asked to provide prices and the value of any subsequent purchases of materials and other wholesaler supplies procured.
 - All local companies which are sent a tender enquiry or a tender invitation detailing the date and the works package concerned and the outcome of all sub-contracts tendered.

APPENDIX B SCHEDULE OF ENVIRONMENTAL LEGISLATION

The following is a list of some of the environmental legislation considered relevant to the site and to be taken into account during the construction activities. This schedule will be reviewed and updated where necessary throughout the construction programme.

Environmental Legislation	Summary of Relevance to the Site
Hazardous Substances	
Asbestos (Licensing Regulations 1983 (as amended 1998))	Intended to ensure that physical works involving asbestos, such as asbestos removal, are undertaken only by suitably qualified persons.
Control of Asbestos 2006	Employers are designated various responsibilities to protect employees from potential exposure to asbestos at work.
Control of Substances Hazardous to Health (COSHH) Regulations 1999 (as amended 2002)	Provide a legal framework for controlling people's exposure to all 'very toxic, toxic, harmful, corrosive or irritant' substance and apply to all places of work.
Waste	
Environmental Protection (Duty of Care) Regulations 1991	<p>A legal duty of care is imposed on producers, carriers, disposers of waste:</p> <ul style="list-style-type: none"> Waste is not illegally disposed of or dealt with without a licence or in breach of a licence or in any way that causes pollution or harm; Waste is transferred only to an 'authorised person', i.e. a local authority, registered carrier or a licenced disposer; and When waste is transferred, it is accompanied by a full written description which forms part of a waste transfer note (or consignment note for hazardous wastes). <p>All persons subject to duty of care are required to ensure that neither they nor any other person commit an offence under the Regulations</p>
Environmental Protection Act (EPA) 1990: Part 2a	Section of the EPA created by the Environment Act 1995 containing the legislative framework for identifying and dealing with contaminated land.
Environment Act 1995	Inserted Part '2a' to the EPA 1990, giving powers and responsibilities to Local Authorities regarding contaminated land.
Discharges to Water / Land	
Water Resources Act 1991	<p>The Act requires water abstractions to be licensed, and certain discharges into controlled waters to be subject to Environment Agency consent. It is an offence under the Act 'to cause or knowingly permit':</p> <ul style="list-style-type: none"> Poisonous, noxious or polluting matter, or any solid waste matter, to enter controlled waters; and Matters other than trade or sewage effluent, to be discharged from a sewer in contravention of a relevant prohibition.
Control of Pollution (Oil Storage) (England) Regulations 2001	Impose general requirements for the storage of oil and the types of container used.
Building Regulations 1991 (as amended 2002)	The Regulations impose requirement upon people carrying out certain building operations. Building work must comply with Schedule 1 of the Regulations which included minimum standards for various aspects including site preparation, toxic substance, drainage etc.
Emissions to Air / Noise	
Control of Pollution Act (COPA) 1974 (Sections 60,61)	Section 60 of COPA gives powers to the Local Authority to control noise and vibration from construction sites. The basis of the COPA legislation is that Best Practical Means should be used to control noise and vibration pollution.
Clean Air Act 1993	The Act prohibits, subject to certain condition, the emission of dark and black smoke from chimneys serving boilers and other industrial plant.
Ecology	
Wildlife and Countryside Act 1981 (as amended by the Countryside and Rights of Way Act 2000)	This Act as amended provides protection for various species of plant and animals, as listed in Schedules 1 to 10.

APPENDIX C PROGRAMME OF CONSTRUCTION

Month	Overview of key activities summarised within drawings
October 2014	<ul style="list-style-type: none"> • Hard site to secure and form entrance point • Soft strip, asbestos removal and demolition of existing building
May 2015	<ul style="list-style-type: none"> • Demolition complete • Tower Crane 1 erected and operational in May 2015 • Load / unload area and offices set up, including half road closure of St Pancras Way • Substructure works underway in Block F to facilitate show apartments and sales suite • Offices / Welfare set-up
September 2015	<ul style="list-style-type: none"> • Substructure works on site almost complete and superstructure works commenced • Tower Crane 2 erected and operational (July 2015) • Fit out and external works in progress for show apartments and sales suite • Offices / Welfare set-up
March 2016	<ul style="list-style-type: none"> • Superstructure works progressing on site • Show apartment complete and ready for handover to sales • Hoarding at sales area altered to facilitate access to sales area • Offices / Welfare set-up
May 2016	<ul style="list-style-type: none"> • Superstructure works complete, roof works in progress and internal fit out on-going to all blocks • Tower Crane 1 removed • Offices / Welfare set-up
September 2016	<ul style="list-style-type: none"> • Scaffold removal in progress and fit out progressing to all blocks • Tower Crane 2 removed • Offices / Welfare set-up
November 2016	<ul style="list-style-type: none"> • Blocks A and F complete and ready for handover • Blocks B, C, D, and E internal fit out in progress • Loading / unloading area and hoarding amended to suit site handovers • Offices / Welfare set-up
January 2017	<ul style="list-style-type: none"> • Blocks B and E complete and ready for handover • Blocks B and C internal fit out in progress • Offices removed and drop off zone reduced in size as noted • Offices / Welfare set-up
March 2017	<ul style="list-style-type: none"> • Blocks C and D complete and ready for handover

**APPENDIX D - CAMDEN'S MINIMUM REQUIREMENTS FOR BUILDING / CONSTRUCTION /
DEMOLITION SITES**

APPENDIX E – ERITH'S PROJECT MANAGEMENT PLAN

APPENDIX F – ERITH'S TRAFFIC MANAGEMENT PLAN

APPENDIX G – ERITH'S SITE DELIVERY SAFE SYSTEM OR WORK

APPENDIX H – ERITH'S NOISE ASSESSMENT & METHOD STATEMENT

APPENDIX I – RBA ACOUSTIC’S CONSTRUCTION NOISE ASSESSMENT REPORT

APPENDIX J – ERITH'S DUST MITIGATION MEASURES

APPENDIX K – PEST MINIMISATION – BEST PRACTISE

APPENDIX L – ERITH'S COMPLAINTS PROCEDURES

