Construction Management Plan Pro-forma

Camden

PRO-FORMA

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Queries: planningobligations@camden.gov.uk

Camden

CONSTRUCTION MANAGEMENT PLAN

INTRODUCTION

A Construction Management Plan (CMP) should help developers minimise the impact of their construction on the surrounding community, both for the construction on site and the transport arrangements for servicing the site.

The completed and signed CMP should address how any impacts associated with the proposed works will be mitigated and manage the cumulative impacts of construction in the vicinity of the site. The level of detail included in a CMP will depend on the scale and kind of development. Further policy guidance is set out in Camden Planning Guidance **(CPG)** 6: Amenity and **(CPG)** 8: Planning Obligations

This CMP follows the best practice guidelines in Transport for London's (TfL's Standard for Construction Logistics and Cyclist Safety (**CLOCS**) scheme) and Camden's Minimum Requirements for Building Construction **(CMRBC)**.

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

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

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

Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary.

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

Section 1 – Site Contacts

Q1. Please provide the full postal address of the site and the planning reference relating to the Construction works.

Site Address:357 Euston Road/44 Warren Street, London, NW1 3AL

Planning application reference: N/A until application has been registered

Type of CMP – Condition discharge

Q2. Please provide contact details for the person responsible for submitting the CMP

Name: Jonathan Payne

Address: CorraMore, Unit A1, Workspace, Tobermore Road, Draperstown, Derry, Northern Ireland, BT45 7AG

Tel: 028 796 28882

Email: jonathan.payne@corramore.com

Q3. Please provide the registered contact address details for the main contractor responsible for undertaking the works.

Name:CorraMore

Address: Unit A1 Workspace, Tobermore Road, Draperstown, Derry, Northern Ireland, BT45 7AG

Tel: 028 796 28882

Email: : jonathan.payne@corramore.com

Q4. Please provide full contact details of the site and project manager responsible for day-to-day management of the works.

Name: Damian Kerr

Address: C/O Corramore, Unit A1, Workspace, Tobermore Road, Draperstown, Derry, Northern Ireland, BT45 7AG

Tel: 028 796 28882

Email: damian.kerr@corramore.com

Q5. Please provide full contact details of the person responsible for dealing with any complaints from local residents and businesses, etc. In the case of Community Investment Programme (CIP), please provide contact details of the responsible Camden officer.

Name: Chris Mc Guckin

Address: Corramore, Unit A1, Workspace, Tobermore Road, Draperstown, Derry, Northern Ireland, BT45 7AG

Tel: 028 796 28882

Email: chris.mcguckin@corramore.com

Q6. Please provide full contact details of the person responsible for community liaison if different to above.

Name: as above

Address:

Tel:

Email:

Q7. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: Jonathan Payne

Address: Corramore, Unit A1, Workspace, Tobermore Road, Draperstown, Derry, Northern Ireland, BT45 7AG

Tel: 028 796 28882

Email: jonathan.payne@corramore.com

Section 2 – About the Site

Q8. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

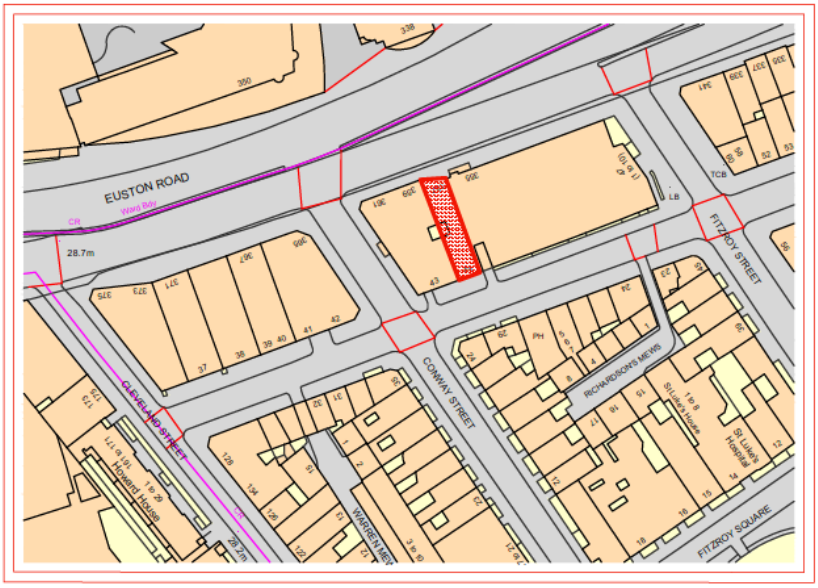
The site is a long narrow site and fronts onto two roads, 357 Euston Road and 44 Warren Street. There is an existing four storey concrete framed and brick clad building on the site which also has a basement.

The Euston Road frontage is an extremely busy red route and the surrounding area is predominantly offices and ground floor retail.

The Warren Street frontage is a much quieter streetscape, with the surrounding area being a mix of retail, leisure and residential.

This development proposal is for the demolition of the existing building, and the construction of a new seven storey building with one basement level. The building will be a mixed use development with offices and nine apartments.

A site location plan is included below.



Q9. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings).

Demolition of the existing building and the comprehensive redevelopment of the site encompassing a basement and 7 upper floors to provide a mixture of office accommodation and 9 residential apartments together with cycle parking. The overall development will have a floor area of 1055m2.

The building will be constructed with a reinforced in-situ concrete frame with lignacite masonry blockwork, triple glazed power coated aluminium windows and curtain walling and some panels of aluminium power coated cladding.

The main issues and challenges of the development will be the demolition of the existing building, and constructing the new building on a site with a narrow frontage which limits access.

Q10. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting, etc.).

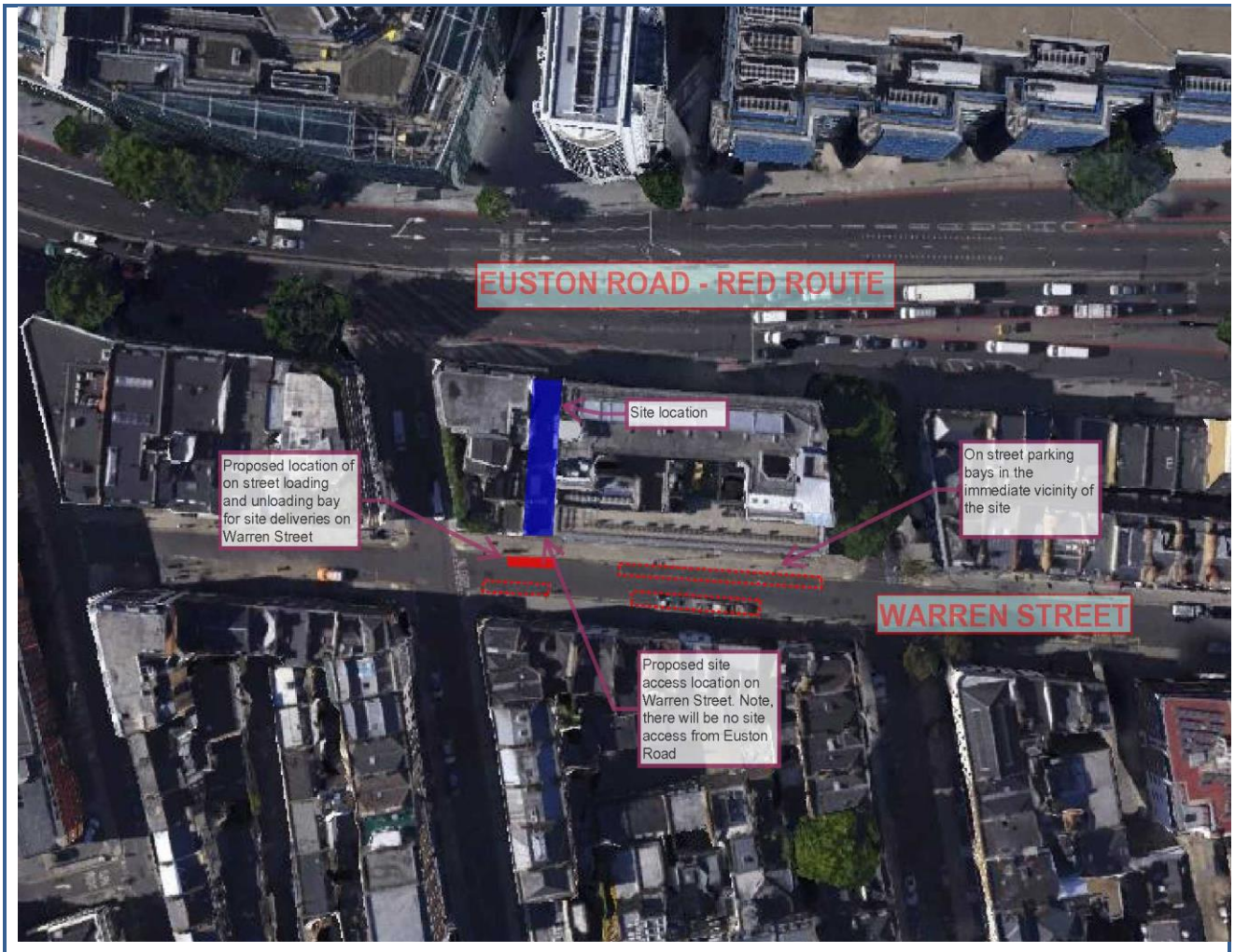
The nearest potential receptors that may be affected by the activities on site are:

- 43 Warren Street
- 45 Warren Street
- 355 Euston Road
- 359 Euston Road

The proposal is to service and access the development during construction from Warren Street, hence the buildings on the opposite side of the road on Warren street may also be potential receptors that may be affected by the activities on site, however any affects would be minimal. The potential receptors for this would be:

- 28 Warren Street
- 27 Warren Street
- 24 Conway Street

Q11. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.



Q12. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be useful).

Subject to planning, we would propose commencing on site in June or July 2016, and would propose a construction programme as follows:

- Phase one would be demolitions, and we would propose a period of 10 weeks
- Phase two would be the basement and ground floor slab, and we would propose a programme of 11 weeks .
- Phase 3 would be the concrete frame, roof coverings and cladding, and the proposed programme would be 31 weeks
- Phase 4 would be the internal fit out. This would require a programme 44 weeks

Note, phases 3 and 4 would overlap to give an overall programme of approximately 18 months, hence a proposed completion date of December 2017.

The programme is shown on the gant chart which is included in appendix 1

Q13. Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT. etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

There will be no changes to the current utility services that service the site

Q14. Please confirm the standard working hours for this site, noting that the standard working hours for construction sites in Camden are as follows:

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

The proposed standard hours of working on the site will be:

Monday to Friday – 8.00am to 6.00pm
Saturday – 8.00am to 1.00pm
Sunday – closed.

Q15. Please confirm when an asbestos survey was carried out at the site and include the key findings.

A type 2 asbestos survey was carried out on the site on 2nd May 2008 by Bureau Veritas in order to locate and assess asbestos containing building elements in accordance with MDHS100 and the Control of Asbestos Regulations 2006.

The survey noted that asbestos was only present in the boiler room in the basement, roof reference B.01. in 2 isolated areas as follows:

ROOM REFERENCE	DESCRIPTION	ASBESTOS TYPE	MATERIAL ASSESSMENT POINTS	PRIORITY ASSESSMENT POINTS	COMBINED ASSESSMENT POINTS	PRIORITY
Boiler room B.01	Cement flue pipe	Chrysotile	4	6	10	Very low
Boiler room B.01	Rope seal to cement flue	Chrysotile	6	5	11	Very low

The survey has therefore only identified 2 isolated areas of asbestos which pose a low risk. These items will be identified for licensed removal prior to the commencement of demolition works.

Section 3 – Transportation Issues Associated with the Site

Q16. Please provide a brief description of the proposed working hours within which vehicles will service the site during the construction period (Refer to the *Guide for Contractors Working in Camden*). Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. Construction vehicles must be managed and prevented from causing obstructions to the highway.

The proposed hours of working on the site will be:

Monday to Friday – 8.00am to 6.00pm
Saturday – 8.00am to 1.00pm
Sunday – closed.

During these working hours, construction traffic movements will be restricted to the following hours:

Monday to Friday – 9.30am to 4.30pm
Saturday – 8.00am to 1.00pm
Sunday – site is closed, hence no traffic movements

Q17. Please provide details of the 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. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures. You will need to consider whether the roads on the route(s) to and from the site are suitable for the size of vehicles to be used. Please provide details of other known developments in the local area or on the route.

Numerous types of delivery vehicles will be used to bring materials to and from the site. These include:

- Skip lorries. These will include roll on/roll off skips for major demolition works (approx size 7.5m long and 2.4m wide) and standard 8 yard skips for waste (approx size 7m long and 2.4m wide.
- Ready mix concrete lorries. (approx size 8.25m long and 2.45m wide).
- Flat bed delivery vehicles for the delivery of various materials including scaffolding, steelwork, reinforcement, bricks/blocks, timber, roofing materials, plaster, joinery etc. (approx size 8.5m long and 2.45m wide.

The approximate vehicle movements during the various stages of construction will be as follows

ACTIVITY	VEHICLE FREQUENCY	TYPE OF VEHICLE
Demolitions	5 to 10 per day	Rigid tipper lorries. Note that a 6 tonne tracked excavator will be required for the demolitions to load conveyor belts for the removal of down takings, however this can be delivered on a flat bed rigid axle lorry
Groundworks and excavations	10 to 15 per day	Rigid tipper lorries and concrete lorries. Again, a 6 ton tracked excavator will be required for the excavation works, however this can be delivered to site on a flat bed rigid axle lorry
Concrete works	10 per day	Rigid flat bed lorries for deliveries of steelwork and formwork, and concrete lorries for the delivery of concrete
Cladding works	2 per day	Rigid flat bed lorries for deliveries of bricks, insulation, roofing materials, cladding and windows
Fit-out works	2 per day	Rigid flat bed lorries used for the delivery of materials for the fit out works

Q18. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.)

There will be no scaffold overhang to any public footpath on Euston Road or Warren Street.

The tower crane that we propose to use will have a luffing jib, thereby eliminating the need for over sailing, except for unloading/loading from the loading bay in Warren Street. All lifts will be limited to the unloading bay and carried out under the supervision of a trained banksman. The crane will left in its "parked" position at the end of each days work, keeping it within the site boundary.

We would proposed to service the site by having a temporary loading bay on the highway on Warren Street in front of the development. In order to protect the public, we would propose building a structural roof walkway across the footpath across the site frontage on Warren Street. We would propose that this walkway is roofed over at a height of approximately 2.50m

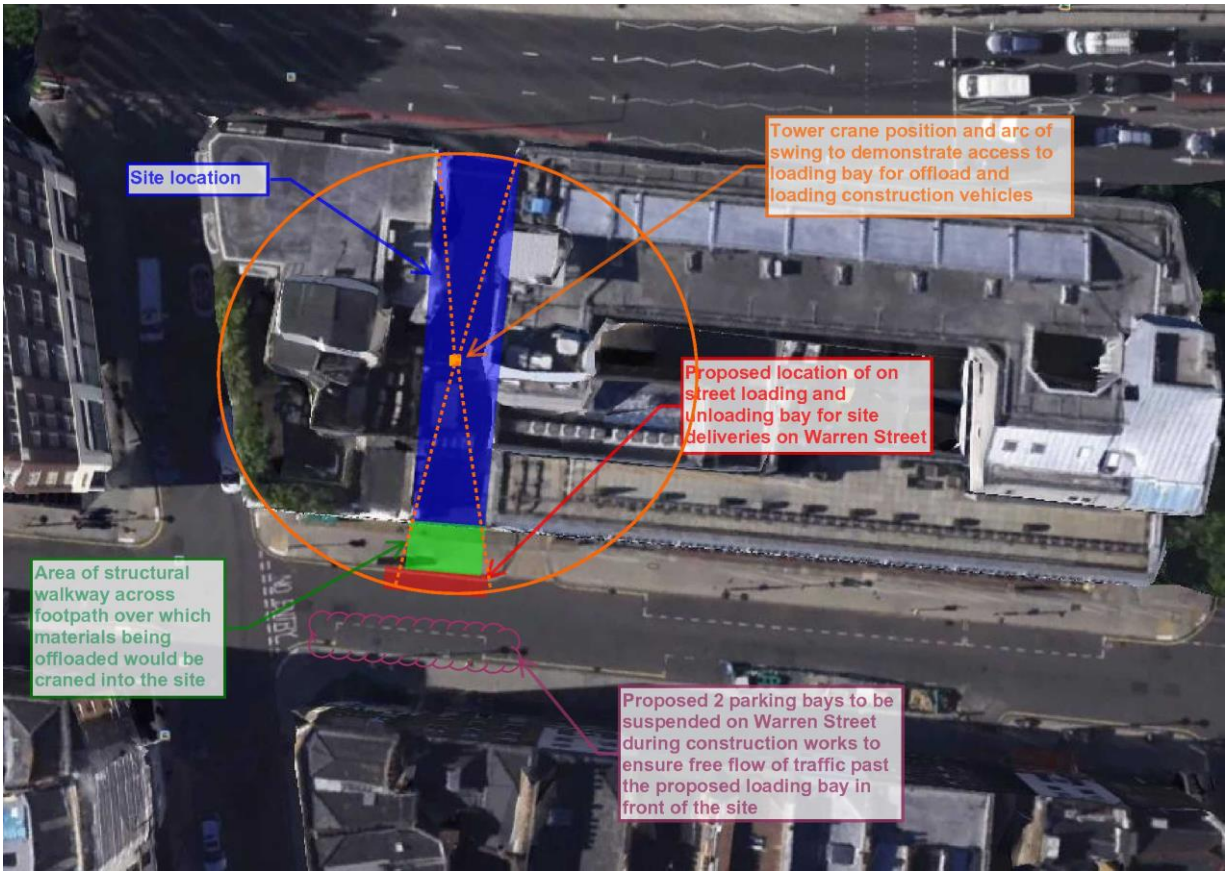
Q19. Please provide details of hoarding requirements or any other occupation of the public highway.

The elevations to Euston Road and Warren Street will be secured on the site boundaries with 2.40m high plywood hoardings complete with a painted finish. These hoardings will not infringe onto the public highway.

In addition, it is proposed to service the site by having a temporary loading bay on the highway on Warren Street in front of the development. In order to protect the public, we would propose building a structural roof walkway across the footpath across the site frontage on Warren Street. We would propose that this walkway is roofed over at a height of approximately 2.50m, and any materials that are delivered to site can be offloaded with a site crane and these materials will be slewed across the top of the walkway into the site. The roof of this proposed walkway will be designed and constructed to support the impact of any materials that are being craned over the top of it, and will have a fan structure to prevent any debris from reaching the public footpath.

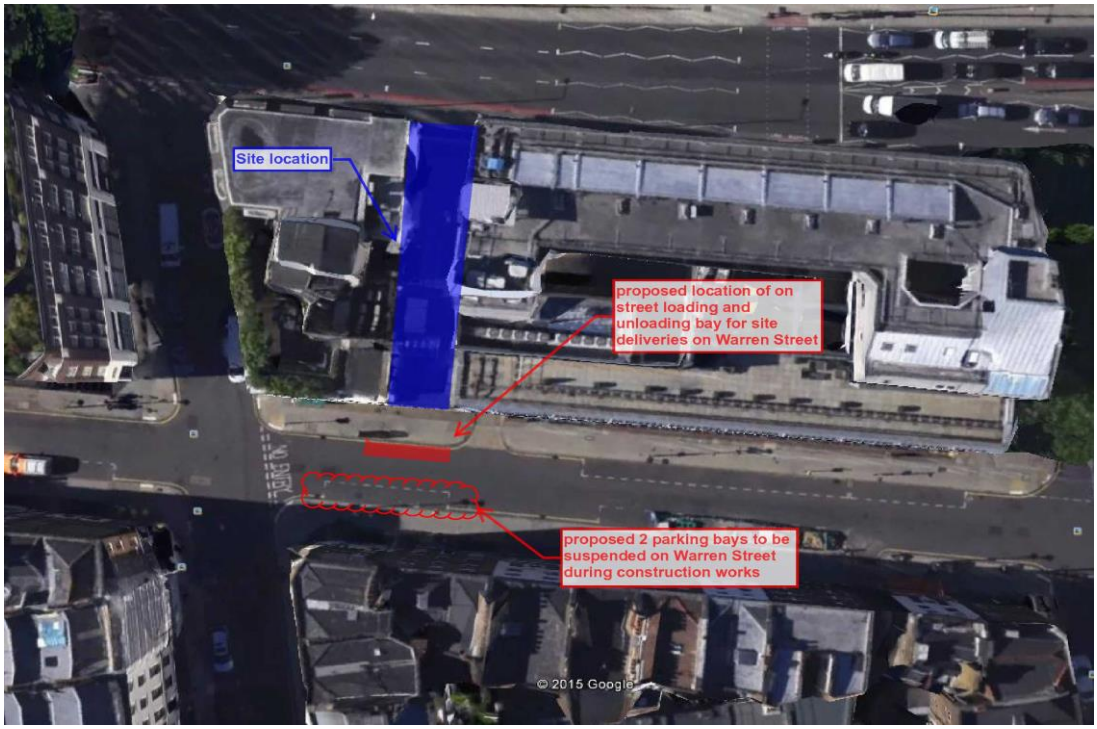
Q20. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses). Use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway including; the extent of hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

In order to construct the development, we do not propose to close the footpath, however we are proposing to establish a loading bay area on the public highway adjacent the site on Warren Street as the site is too narrow and restricted to drive vehicles onto the site for loading and off-loading. In order to prevent any obstructions to the flow of traffic on the highway, we are proposing to extinguish to 2 parking bays on the opposite side of Warren Street which are in front of 29 Warren Street, and the end gable of 24 Conway Street which fronts onto Warren Street. This would ensure that all traffic flows freely along warren Street. The diagram below explains this proposal in graphic detail.



Q21. Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction. If construction vehicles cannot access the site, details are required on where they will wait to load/unload.

As noted above, and shown on the diagram below, we propose to use an area adjacent to the footpath in front of the Warren Street elevation on the highway as a designated loading/unloading bay during the construction period. At present traffic is restricted from stopping at this section of roadway by the single yellow line restrictions. On the immediate opposite side of the roadway, there are 2 parking bays which we are proposing to suspend during the construction works to allow for the free unrestricted flow of traffic past the construction site where the loading bay will be positioned. This proposal is shown on the diagram below.



The photo below shows the parking bays that we propose to suspend from street level

Section 4 - Traffic Management for the Site

Q22. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Banksman and/or Traffic Marshall arrangements. You should supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted). Vulnerable footway users include wheelchair users, the elderly, people with walking difficulties, young children, people with prams, blind and partially sighted people, etc. A secure hoarding will generally be required to the site boundary with a lockable access. Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/ skips/ hoardings, etc. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

When vehicles are entering or leaving the proposed loading bay in Warren Street, these will be supervised by our road marshal. Where vehicle are unloading in Warren Street, this will be supervised by either the road marshal or the crane banksman.

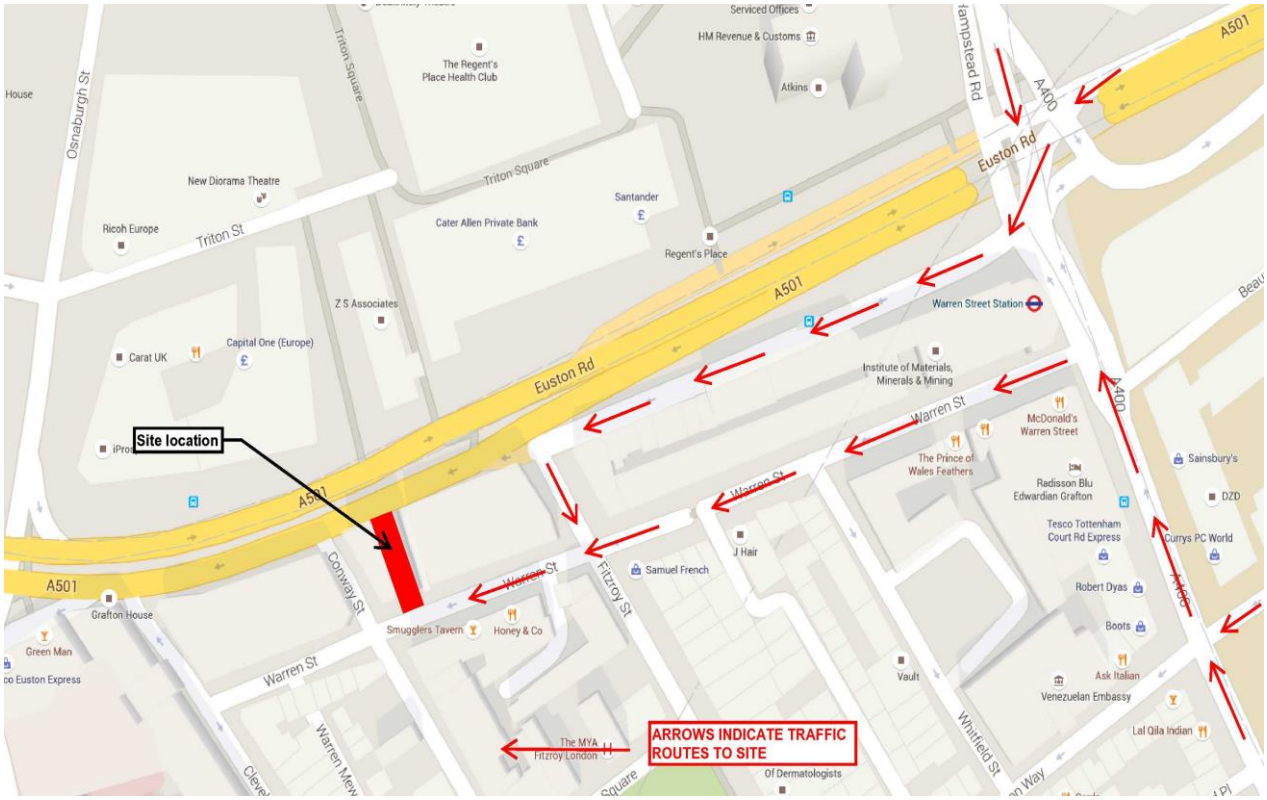
The general public/pedestrians will have right of way along the pathways that surround the site. The construction site gates will be kept closed and monitored by site security, only when deliveries are made to the site will they be opened to allow access for off loading of materials, at which time barriers will be put across the pavement to prevent access by pedestrians. These barriers will be manned by our site security. All delivery vehicles will be supervised/controlled by a banksman. When unloading via the tower crane in Warren Street, the footpath will be closed off and pedestrians will be requested to use the pavement on the opposite side of the road under the supervision of a road marshal.

The appointed Logistics Manager will also ensure that the external perimeter of the site is regularly patrolled (twice a day) to ensure that any debris is kept clear of the pavements.

With regard to cyclist safety any delivery vehicle parked within the loading area will be coned off to direct the cyclist around the lorry. We will as part of our sub contractor procurement process ensure that all sub contractors and suppliers delivering materials to the site follow the conditions outlined in the Standard for Construction Logistics and Cyclist Safety (CLOCS).

Should there be any complaints arising from the works, local residents will be able to call personally to the site offices. Any residents visiting site to raise a complaint will be requested to sign-in and our security guard will escort the visitor to the site offices. Our Community Liaison Manager will deal personally with comments or complaints from the public or neighbours and will ensure that they are resolved swiftly. A record will be kept of all comments and complaints.

Q23. Please detail the proposed access and egress routes to and from the site, showing details of links to the Transport for London Road Network (TLRN). Such routes should be indicated on a drawing or diagram showing the public highway network in the vicinity of the site. Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. Consideration should be given to any major trip generators (e.g. schools, offices, public buildings, museums, etc.) on the route, and how any problems can be avoided or mitigated.



Q24. Please describe how the access and egress arrangements for construction vehicles will be managed. Confirm how contractors, delivery companies and visitors will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

All deliveries are to be supervised by a banksman and reported to the Site Manager. All deliveries will be pre-booked so that the traffic marshal and banksman know when the delivery is coming and will take measures to ensure that the public are not affected by the delivery. The traffic banksman must be obeyed and no phones or handsfree kits are to be used whilst driving.

CorraMore will plan works including; vehicle movement, deliveries, temporary routes and facilities to ensure that the safety of the public is maintained at all times.

All deliveries will be coordinated and programmed to alleviate pressure on the road network. Deliveries will have to be pre-booked with site so that there is not any delivery vehicles waiting in the street. This will be achieved via the use of our weekly sub contractor meetings where deliveries will be planned and booked. Deliveries will only take place between 9.30am and 4.30Mon–Fri and 8.00am to 1.00pm on Saturdays.

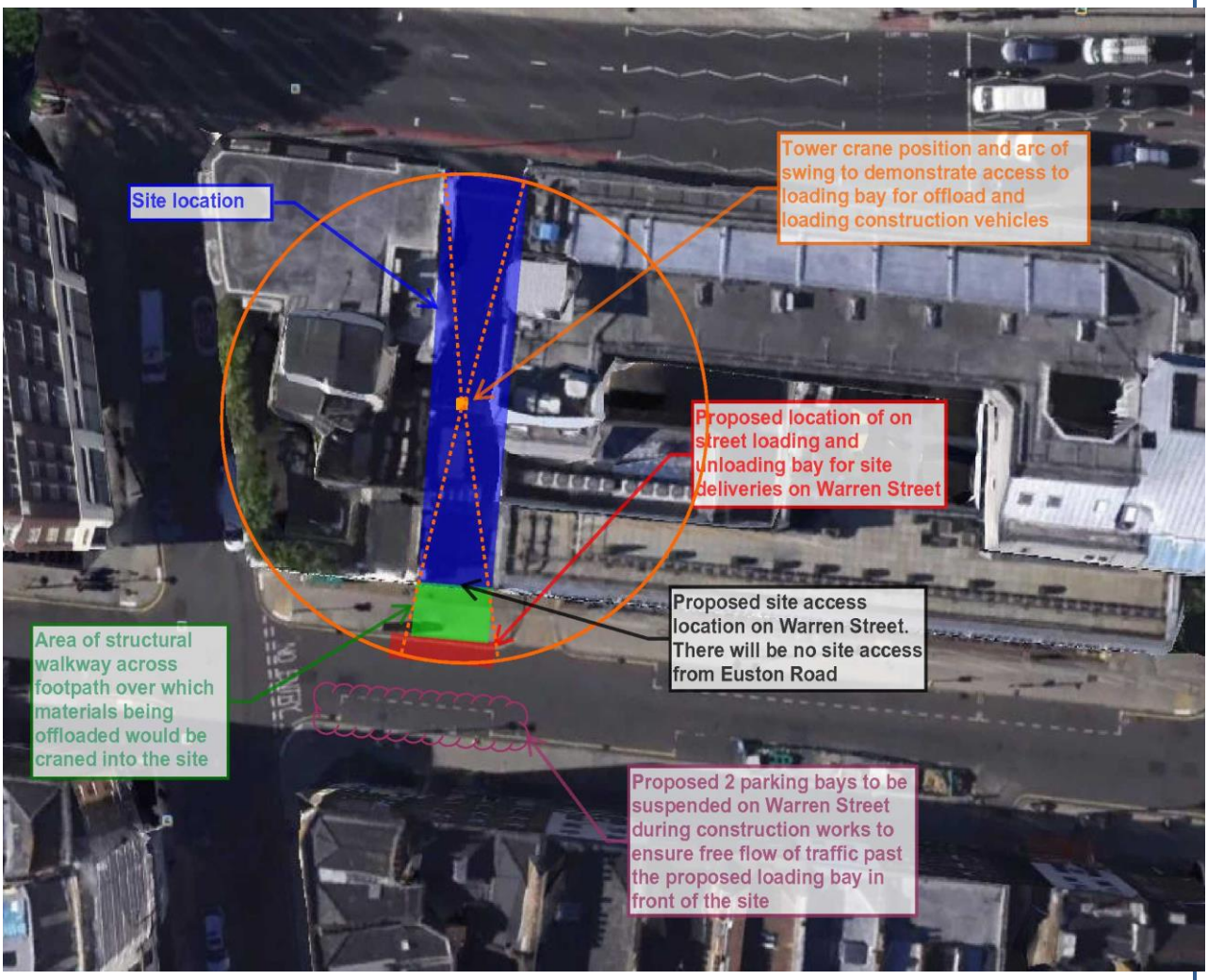
All deliveries will be overseen by a banksman and traffic marshal at all times. These delivery times have been set so to avoid the peek hours in the local vicinity.

All suppliers and sub contractors who are supplying materials to the site will be issued with a transport plan which will include a prescribed route to site.

As part of our plans to mitigate the impact of the project and its deliveries on the road network, we will in the first instance look to our supply chain to store materials off site and only deliver the materials when they are needed

Q25. Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site.

Below is a drawing showing the site access and loading/unloading arrangements. Note that there is no location outside the site for any on street skips as we propose to use the roadway adjacent the site for a loading/unloading bay. Therefore we propose to have small skips located on site, and these will be loaded and unloaded using the tower crane. It is also proposed to remove construction rubble and the demolition down takings with the use of rubble conveyor belts that will remove rubble across the structural walkway on Warren Street and will deposit directly into rigid tipper lorries located in the loading/unloading bay



Q26. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

As previously noted, all deliveries to site will be via Warren Street, and delivery lorries will all be rigid axle flat bed lorries that can pull up in front of the site in the dedicated loading bay for offloading with the site crane. Hence, there will be no requirement for the turning or reversing of delivery vehicles, therefore swept path drawings are not required.

Note that access and egress from the site are all as previously indicted on the drawing attached to our response to question 20.

Section 5 – Environmental Issues

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

Q27. Please provide details of the times of noisy operations, outlining how the construction works are to be carried out.

NOISY OPERATIONS

Noise and vibration levels will be controlled to ensure that the Development is operated in a way that minimises detrimental impact to the amenities of local public.

Excavations, piling works and foundation construction will be among the most significant activities. The noisiest activities are likely to be demolition and piling works. Although concreting operations will also give rise to noise, the levels generated would not be considered to be significant.

As the building rises above the ground, there will be some noise from scaffolding and formwork erection but the majority of activities and plant (e.g. concrete pumping) are considered to generate low noise levels.

Details of construction activities, prediction levels/assessments will be discussed with the relevant authority, both prior to construction and during construction. Detailed construction programmes will be available in advance of work starting on site. Prediction, evaluation and assessment of noise and vibration as well as discussions between the construction team and local authority will be an ongoing activity throughout the construction period.

Where work outside of agreed hours or likely to exceed specified noise limits is necessary then this shall only proceed subject to notification to the Environmental Health Officer and approval given. Except for emergency situations, notification will be in advance of any requirement for out of hours/noisy working.

Where the potential for noise exists, e.g. during demolition, 'Best Practicable Means' will be used to reduce noise to achieve compliance consistent with the recommendations of BS 5228

CONSTRUCTION WORKS METHODOLOGY

1. DEMOLITIONS

Prior to commencing demolition works the following intrusive survey will be undertaken:

- The building will be surveyed following vacant possession;
- Demolition survey to establish, if present, the location and quantity of asbestos containing material within the buildings and associated structures to be demolished.
- The survey will be undertaken strictly in accordance with the Control of Asbestos regulations (HSG

248) and the appropriate HSE guidance in HSG 264;

- The surveying organisation and individual surveyors will be accredited to an appropriate body as competent to perform such work in compliance with ISO 17020 and ISO 17025;
- Intrusive building survey will involve destructive inspection, as necessary, to gain access to all areas and this typically involves breaking open ceilings, floors, partitions and internal boxing;
- A Demolition Environmental Management Plan (DEMP) will be prepared.

The Demolition Contractor will record, control, remove and dispose of all asbestos containing materials in accordance with current legislation and best practice and this will include the following:

- Preparation and approval of specific detailed asbestos removal method statements;
- A mandatory 14 day approval period will be required by the Health and Safety Executive (HSE) for each of these method statements (ASB5 Approval);
- No works can commence without the ASB5 notice being approved by the HSE;
- Additional asbestos finds will result in re-notification of ASB5 approval to the HSE;
- Asbestos removal will be carried out under licence with registered firms being members of Asbestos Removal Contractors Association (ARCA);
- Removal of asbestos will be under controlled conditions. Air monitoring for asbestos fibres will be undertaken to ensure the health and safety measures are in accordance with statutory regulations;
- Safe transit routes will be established;
- Air testing of enclosures will be carried out during the course of the removal works to confirm that the area is clear from asbestos contamination;
- Asbestos containing material will be double bagged and transferred into asbestos waste skips
- The asbestos waste will be removed from site by registered carriers for disposal at a registered disposal site.

Demolition methodology will be finalised following tender and appointment of a Demolition Contractor who will undertake both the asbestos removal and demolition. An indicative and preliminary demolition method statement is outlined below. It must be stressed that the methodology outlined below may alter once full access is available and an intrusive structural investigation has been carried out.

- Soft strip will commence in areas directly after any asbestos removal has been completed and following certification from the asbestos monitoring consultant, this will include removal of all non structural elements by operatives
- The building itself will be demolished mainly by hand using small mechanical tools and munchers
- The building will then be demolished on a floor by floor basis with a central chute leading down to the ground floor. Small bins will be filled from the chute and a small tipper lorry with a hi-ab crane will visit site on a daily basis and remove the demolition spoil.
- The party walls to both adjacent properties will require propping during the demolition of the existing building and until permanent restraint is provided by the new structure. Propping during the demolitions will be flying shores from gable to gable on a floor by floor basis.
-

2. NEW CONSTRUCTION METHODOLOGY

Upon completion of the demolition, the lower ground floor will possibly require some underpinning. The underpinning to the lower ground floor will need to follow an underpinning sequence and be back filled adequately until the next pin is constructed.

It is proposed to deepen the existing lower ground floor by approximately 1.0m. The existing basement slab will be removed and mass concrete underpins will be constructed to the perimeter walls. A 200 thick RC liner wall will be cast in front of the underpinning. An RC raft slab will form the foundation to the new building

The new building will be of reinforced concrete construction comprising of cast in-situ flat slabs and columns. The walls to the lift shaft will provide lateral stability to the structure with the floor slabs acting as diaphragms in transferring

lateral forces to the core walls. Typical floor slabs will be 250 thick , and a gap of 100mm is proposed between the existing party walls and new RC columns. The floor slabs are to extend through this gap to maintain restraint to the party walls.

The external envelope of the new building will be lignacite facing masonry blocks with planished finish, colour snowstorm, with powder coated aluminium cladding forming part of the aluminium curtain walling system. The top floor will have aluminium louvered screens around the plant.

Q28. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

A noise survey has yet to be carried out, however we would confirm that a noise survey will be carried out in January 2016 and a copy will be provided.

Q29. Please provide predictions for noise and vibration levels throughout the proposed works.

These will be issued with the report for the noise survey

Q30. Please provide details describing mitigation measures to be incorporated during the construction/demolition works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

Corramore will ensure that disruptive sound levels will be kept to a minimum. A variety of measures will be used to effect the reduction of noise transmitted from site, this will include:

- Coordinated delivery times and efficient traffic management to prevent queuing traffic accessing the site.
- Ensuring all plant has sound reduction measures (mufflers, baffles or silencers).
- Utilising construction techniques that minimise the production of noise
- Utilisation of baffle system during the demolition process
- Strict adherence to the site working hours.
- Using acoustic hoarding where necessary.
- Carry out daily noise surveys at perimeter of site and record findings.
- Implement action plan where noise levels exceed acceptable levels.
- Positioning plant away from properties
- Machines in use will be throttled down a to a minimum
- Cutting operations will be kept off site as much as possible by prefabrication
- Localised shrouding of plant in accordance with BS5228

All works will be carried out to ensure that the ground vibrations are contained within limits set out below:

- A peak particle velocity of 1mm/s at any occupied residential property
- Peak particle velocity of 3mm/s at any other property in any orthogonal direction.

In the event that levels exceed predicted levels, then all noisy works that are causing these excesses, will be immediately suspended pending approval of alternative measures and techniques that will bring the particular operation within the acceptable noise levels.

Q31. Please provide evidence that staff have been trained on BS 5228:2009

We will ensure that all construction staff will be fully trained on BS 5228:2009 prior to works commencing on site. Our own staff will be fully trained through in-house training, and all sub-contractors will be required to provide evidence as part of their tender appointment procedures that their staff are also trained in BS 5228:2009.

Part of the site induction will require confirmation that training has been given, and we will provide refresher training throughout the construction period through tool box talks.

Q32. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented.

Noise and vibration levels will be controlled as set out below to ensure that the Development is operated in a way that minimises detrimental impact to the amenities of local public.

Excavations, piling works and foundation construction will be among the most significant activities. The noisiest activities are likely to be demolition and piling works. Although concreting operations will also give rise to noise, the levels generated would not be considered to be significant.

As the building rises above the ground, there will be some noise from scaffolding and formwork erection but the majority of activities and plant (e.g. concrete pumping) are considered to generate low noise levels.

On occasions it may prove necessary to carry out noisy activities outside of normal working hours. In such instances prior consultation will be carried out with the local authority

Details of construction activities, prediction levels/assessments will be discussed with the relevant authority, both prior to construction and during construction. Detailed construction programmes will be available in advance of work starting on site. Prediction, evaluation and assessment of noise and vibration as well as discussions between the construction team and local authority will be an ongoing activity throughout the construction period.

Where work outside of agreed hours or likely to exceed specified noise limits is necessary then this shall only proceed subject to notification to the Environmental Health Officer and approval given. Except for emergency situations, notification will be in advance of any requirement for out of hours/noisy working.

Where the potential for noise exists, e.g. during demolition, 'Best Practicable Means' will be used to reduce noise to achieve compliance consistent with the recommendations of BS 5228.

Construction and demolition works will be carried out in such a way as to limit the emissions to air of pollutants, particularly dust and fine particles, employing Best Practicable Means. The site will be managed in accordance with the CMP to minimise the potential effects on air quality from construction.

Monitoring will be undertaken throughout the construction period to enable proactive management of dust levels. Wind speed and direction will be included in the monitoring. There will also be on-going liaison with Environmental Officer re-garding the construction control measures set in place.

Construction plant can be a significant source of emissions although control measures can be implemented to minimise any adverse impacts. The following measures will be employed:

- Site plant and equipment will be kept in good repair and maintained in accordance with the manufacturers specifications. Allowing for economic constraints, the plant will be selected on the basis of which has the least potential for dust and other emissions;
- Plant will not be left running when not in use;
- Plant with dust arrestment equipment will be used where practical;
- Where practical, cleaner fuels will be employed for construction plant

Vehicle movements may result in dust emissions (by re-suspending dust from the road or from spilling dusty loads) and exhaust emissions. However, a number of control measures can be adopted to eliminate or minimise such emissions:

- Wheel washing facilities on site to prevent mud from construction operations being transported on to adjacent public roads;
- Regular cleaning of hard-surfaced site entrance roads;
- Ensuring that dusty materials are transported appropriately (e.g. sheeting of vehicles carrying spoil and other dusty materials);
- Hoarding and gates to prevent dust breakout; and
- Appropriate dust site monitoring will be included within the site management practices

Dust emissions from construction will be controlled through careful pre-project planning and effective site management. The following control measures and good management practices, will be employed:

- Site operations will be planned to take into account local topography, prevailing wind patterns and local sensitive
- Burning of materials on site will be prohibited;
- Loading and unloading will only be permitted in designated areas;

Provision of water sprays and wind/dust fences where possible, particularly in dust sensitive locations, for example, during demolition works. Water spraying and/or screening will be undertaken prior to and during demolition;

Q33. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

Mud and debris on the road is one of the main environmental nuisance and safety problems arising from construction sites. CorraMore will make provision to minimize this problem.

In the early stages of the project when demolition and ground works are being carried out, wheel washers will be used to wash down all vehicles that enter/leave the construction site.

The wash bay area will be impermeable and isolated from the surrounding area by a raised kerb or roll over bund to contain solids, with effluent directed to the foul sewer (subject to discharge consent).

We will also make provision for cleaning of the road if required by an approved road sweeper.

We will insist on all muck away lorry's be fully sheeted to minimize the risk of any mud over-spilling onto the highway.

We will consider spraying a fine spray to suppress dust on the following:

- Structures and building during demolition.
- Unpaved areas that are subject to traffic or wind.
- Sand, spoil and aggregate stockpiles.
- During loading/unloading of dust generating materials

Q34. Please provide details describing arrangements for monitoring of noise, vibration and dust levels.

Monitoring would be carried out with the use of automated monitoring equipment that would be supplied and maintained by a specialised company.

Each noise monitoring position would have a microphone attached to a sound level meter in a weatherproof housing.

Each vibration monitoring position would have a transducer attached to a Seismograph within a weatherproof box.

Each dust monitoring position would have a monitor that will sample particle concentrations down to a fraction of a microgram every 15 minutes.

Q35. Please confirm that a Risk Assessment has been undertaken in line with the GLA's Control of Dust and Emissions Supplementary Planning Guidance (SPG), and the risk level that has been identified, with evidence.

A risk assessment will be undertaken in the first quarter of 2016, a minimum of 3 months prior to works commencing on site in line with the GLA's Control of Dust and Emissions Supplementary Planning Guidance.

Notification will be given of the risk level that is identified, along with the required evidence.

Q36. Please confirm that all relevant mitigation measures from the SPG will be delivered onsite.

All relevant mitigation measures from the SPG will be delivered on site.

Q37. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the SPG. Please confirm that these monitors will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

In the event that the site is identified as a High Risk Site, then the 4nr real time dust monitors will be installed 3 months prior to the commencement of works, and the real time data and quarly reports will be provided to the Council detailing any exceedances of the threshold and any measures that were implemented on site to address these exceedances.

Q38. Please provide details about how rodents, including rats, will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and copies of receipts (if work undertaken).

Prior to the demolition of the existing buildings, Corramore will instruct a qualified pest control firm to survey the existing building to establish the existence of any pests–in particular rodents. If there is evidence of rodents following the survey then the qualified pest control firm will follow the procedures set out by the HSE in Information Sheet MISC515 for the laying of baits. The baits being approved under the Control of Pesticides Regulations 1986 (as amended 1997) / Biocidal Products Products Regulations 2001 (as amended 2003). As part of the work by a qualified pest control firm, Corramore will require detailed method statements which can be issued to the Council.

There is evidence that rodents live in the sewer system. Corramore will ensure that existing drains and sewers that are serving the existing building are either sealed up and/or grubbed out.

During the demolition works the monitoring for the evidence of rodents will continue.

Evidence of the pest control that has to be carried out will be provided to the Council in the form of payment survey reports, method statements and payment receipts for the work carried out by the pest control firm

Section 6 – Monitoring, Compliance, Reporting and Consultation about Traffic and Activities related to the Site

(Refer to Tfl best practice guidance and (CMRBC) sections: noise operations, abatement techniques, noise levels, vibration levels, dust levels, rodent control, community liaison, etc.)

Q39. Please provide details describing how traffic associated with the development will be managed in order to reduce/minimise traffic congestion. Deliveries should be given set times to arrive, dwell and depart. Delivery instructions should be sent to all suppliers and contractors. Trained site staff must assist when delivery vehicles are accessing the site, or parking on the public highway adjacent to the site. Banksmen must ensure the safe passage of pedestrians, cyclists and motor vehicular traffic in the street when vehicles are being loaded or unloaded. Vehicles should not wait or circulate on the public highway. An appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected.

All deliveries are to be supervised by a banksman and reported to the Site Manager. All deliveries will be pre-booked so that the traffic marshal and banksman know when the delivery is coming and will take measures to ensure that the public are not affected by the delivery. The traffic banksman must be obeyed and no phones or handsfree kits are to be used whilst driving.

CorraMore will plan works including; vehicle movement, deliveries, temporary routes and facilities to ensure that the safety of the public is maintained at all times.

All deliveries will be coordinated and programmed to alleviate pressure on the road network. Deliveries will have to be pre-booked with site so that there is not any delivery vehicles waiting in the street. This will be achieved via the use of our weekly sub-contractor meetings where deliveries will be planned and booked. Deliveries will only take place between 9.30am and 4.30Mon–Fri and 8.00am to 1.00pm on Saturdays.

All deliveries will be overseen by a banksman and traffic marshal at all times. These delivery times have been set so to avoid the peek hours in the local vicinity.

All suppliers and sub-contractors who are supplying materials to the site will be issued with a transport plan which will include a prescribed route to site.

As part of our plans to mitigate the impact of the project and its deliveries on the road network, we will in the first instance look to our supply chain to store materials off site and only deliver the materials when they are needed.

Q40. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).

We will, if deemed necessary, make use of the London Construction Consolidation Centre if that helps with the management and holding of materials before they come to site

Q41. Please provide details of consultation on a draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors. Details should include who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. In response to the comments received, the CMP should then be amended where appropriate and where not appropriate a reason should be given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying it out.

Although no consultation has yet taken place with local residents, businesses or local groups or ward Councilor's, these groups will be consulted on this CMP at least 3 months prior to works commencing on site.

After the consultation process, during which amendments may be made to the CMP in line with the feedback of the consultation, CorraMore will implement the following in connection with Community Liaison and Consultation in connection with the development and see regular improvement and upkeep of the Construction Management Plan.

Communication will be via:

- A quarterly newsletter will be published and delivered to our neighbours. The newsletter will also be displayed on a fixed noticeboard on the hoardings at Warren Street.
- Our Site Manager will be our first point of contact for any liaison with the local community including addressing any complaints or concerns.
- The contact details for our site manager will be displayed prominently on the site gates with communication available with the site manager 24/7.

Consultation will also be sought throughout the project via a Construction Working Group where we can report on our progress and key construction activities, but at the same time, seek feedback and comment from the group with a view to constant improvement of the Construction Management Plan. The Construction Working Group would include, but not be limited to the following:

- The immediate residents who are neighbours to the site
- The managers of the adjacent businesses and offices
- The Local Ward member for which the site falls within

Our Site Manager will maintain a log of all visits to the site by the public and neighbours where they wish to make any complaints–any such complaints will be acted upon and report at the Construction Working Group. We propose that the Construction Working Group will meet monthly.

Q42. Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works. Please confirm how the contact details of the person responsible for community liaison will be advertised to the local community and how the community will be updated on the upcoming works i.e. in the form of a newsletter/ letter drop, or weekly drop in sessions for residents.

As individual citizens, as a company and in partnership with London Borough of Camden and our supply chain, we will take due care of the community and environment within which we will be working.

The site team will have direct responsibility for fostering good community relations with all neighbouring residents and businesses. From the start of this project an individual directly involved in the management of the site will be identified as being specifically responsible for community relations (Community Liaison Representative). This single

point of contact will be established for all liaisons with the general public.

We will initiate early and honest communications to establish a good rapport with the community which will help reduce problems that may arise during the construction process. Part of the process will be the inclusion of regular Newsletters keeping our neighbours up to date with what has and will happen on site.

We will ensure that any particularly sensitive works or issues are dealt with in a professional and accountable manner, with the public and local community kept informed at all times. This may include things like out of hours delivery of large items of plant.

Information boards will be displayed on the site hoarding which will highlight the key personnel on site including their contact details. The regular newsletters will also highlight the key personnel and their contact details. In the event of a complaint the Community Liaison Manager will respond by return or as soon as they can. All complaints will be logged, all actions tracked and each item closed out to the satisfactory agreement of all parties.

Prior to any person being allowed on site they have to go through a Health, Safety and Environment Project Induction which, amongst others, will highlight the requirements set out in the Considerate Constructors Scheme and in Corramore's own project procedures.

Q43. Please provide details of any schemes such as the 'Considerate Constructors Scheme', the 'Freight Operators Recognition Scheme' or 'TfLs Standard for construction logistics and cyclist safety – CLOCS scheme' that the project will be signed up to. Note, the CLOCS standard should be adhered to and detailed in response to question 46. Such details 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 Contractors Manual".

CorraMore will reinforce its determination to contribute positively to the local environment by registering the project with the Considerate Constructor Scheme. Particular initiatives within this plan will include:

- Control of the works so that dust and waste from the construction activities cannot blow into surrounding areas;
- Noise minimization consistent with good construction practice;
- Clean and neat front of house site presentation;
- Wheel washing of construction vehicles prior to leaving site;
- Road cleaning vehicle as necessary;
- Courteous approach to the public by site personnel and security guards;
- Carefully scheduled deliveries so that lorries do not backup
- Local employment wherever possible.
- A newsletter describing current works will be made available to local residence.

CorraMore will set itself a target of achieving a minimum score for each CCS inspection criteria of "very good".

Q44. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of suitable smoking area, tackling bad language and unnecessary shouting.

Smoking on site will not be permitted, except in a designate open and well ventilated area during designated times. This area will out of site from the public to ensure no operatives will be visible when smoking, and appropriate smoking bins will be provided.

Bad language and shouting will not be tolerated on site, and all operatives will sign up to CorraMore's code of conduct as part of the site induction process. This code of conduct specifically notes that bad language and shouting are not allowed. This code of conduct will reinforced at the weekly sub-contractor meetings, and will also be topics for discussion during the regular tool box talks.

Q45. Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site.

At the time of preparing this report, a survey of the area has indicated that there are no other construction sites in the vicinity of this project. However, in this area of central London, we would expect other developments to commence during the construction of our project, and hence, in this event, then we believe that our site would have some impacts in the neighbours and the road network and we will seek to work with the representatives from other sites to seek to mitigate the effects, the mitigating being the co-ordination of major deliveries to site.

Q46. Please provide details to confirm that all contractors and sub-contractors operating large vehicles over 3.5 tonnes will meet all of the following conditions, as outlined in the CLOCS Standard

OPERATIONS:

- **Quality operation**: accreditation via an approved fleet management audit scheme e.g. Fleet Operator Recognition Scheme (FORS) or equivalent.
- **Collision reporting and analysis**: of any collision involving injury to persons, vehicles or property, ideally including use of the CLOCS Manager collision reporting tool.
- **Traffic routing**: any route specified by the client is adhered to unless otherwise specified.

i. **VEHICLES:**

- **Warning signage**: warning cyclists of the dangers of passing the vehicle on the inside
- **Side under-run protection**: fitted to all vehicles over 3.5 tonnes which are currently exempt

- **Blind spot minimisation**: front, side and rear blind-spots completely eliminated or minimised as far as is practical and possible
- **Vehicle manoeuvring warnings**: enhanced audible means to warn other road users of a vehicle's left hand turn or other manoeuvres

ii. **DRIVERS:**

- **Training and development**: approved progressive training and continued progressive training especially around vulnerable road users (including for drivers excluded from Certificate of Professional Competence requirements)
- **Driver licensing**: regular checks and monitoring of driver endorsements and that drivers hold the correct licence for the correct vehicle

STANDARD FOR CONSTRUCTION CLIENTS

- **Construction logistics/management plan**: is in place and fully complied with – as per this document.
- **Suitability of site for vehicles fitted with safety equipment**: that the site is suitably prepared for vehicles fitted with safety equipment to drive across.
- **Site access and egress**: should be carefully managed, signposted, understood and be clear of obstacles.
- **Vehicle loading and unloading**: vehicles should be loaded and unloaded on-site as far as is practicable.
- **Traffic routing**: should be carefully considered, risk assessed and communicated to all contractors and drivers.
- **Control of site traffic, particularly at peak hours**: other options should be considered to plan and control traffic, to reduce traffic at peak hours.
- **Supply chain compliance**: contractors and sub-contractors throughout the supply chain should comply with requirements 3.1.1 to 3.3.2.

We would confirm that all contractors and sub-contractors operating large vehicles over 3.5 tonnes will meet all of the following conditions, as outlined in the CLOCS Standard.

Full documentary information confirming the above will be provided prior to the commencement of works.

Q47. Please provide details of any other relevant information with regard to traffic and transport (if appropriate).

n/a

The agreed contents of this 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 Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

Signed: …… **Date:** 12th October 2015

Jonathan Payne Director

Print Name: …… **Position:** ……

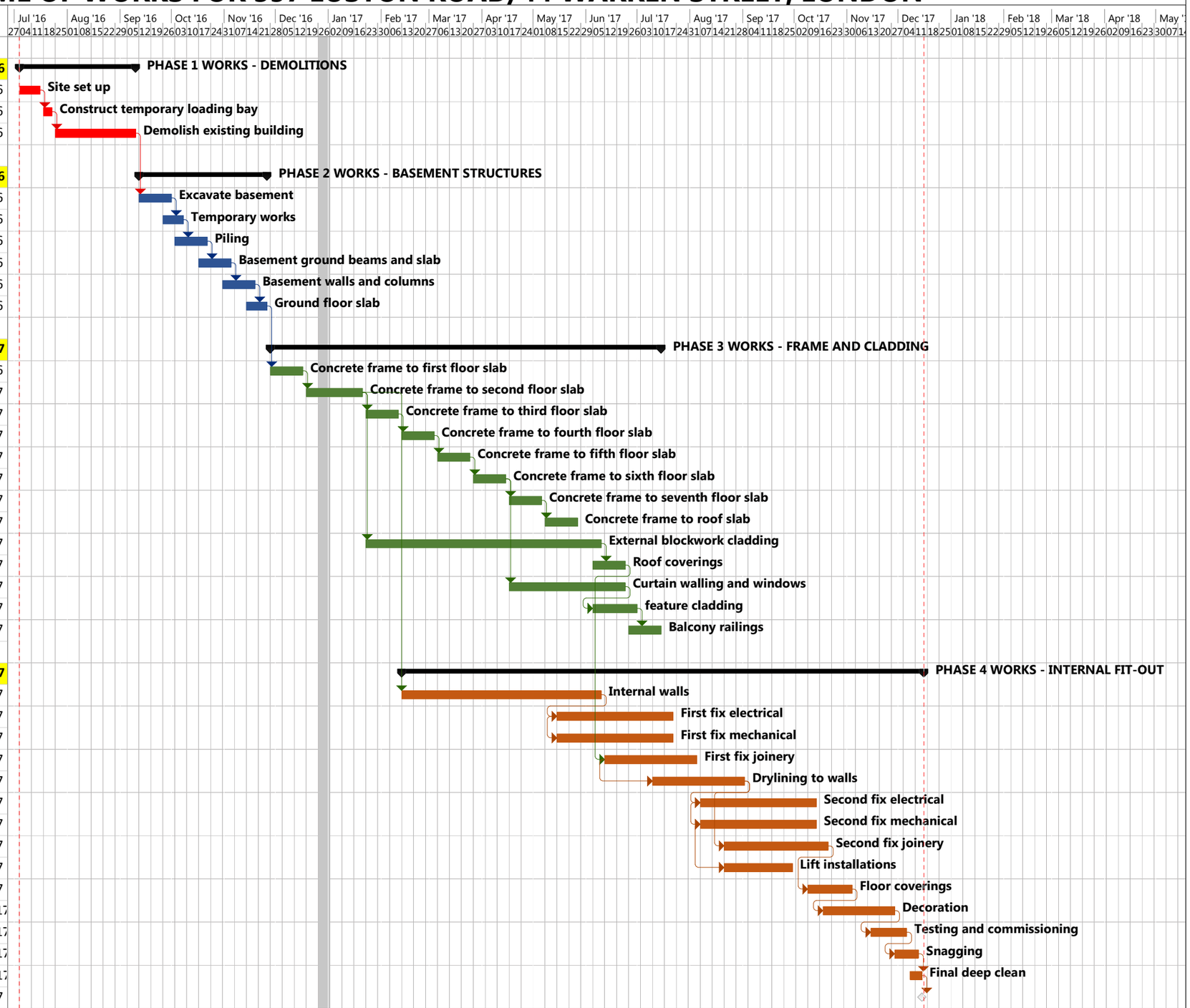
Submit: planningobligations@camden.gov.uk

End of form

APPENDIX 1 : CONSTRUCTION PROGRAMME

PROPOSED PROGRAMME OF WORKS FOR 357 EUSTON ROAD/44 WARREN STREET, LONDON

ID	Task Name	Duration	Start	Finish
1				
2	**PHASE 1 WORKS - DEMOLITIONS**	**50 days**	**Mon 04/07/16**	**Fri 09/09/16**
3	Site set up	10 days	Mon 04/07/16	Fri 15/07/16
4	Construct temporary loading bay	5 days	Mon 18/07/16	Fri 22/07/16
5	Demolish existing building	35 days	Mon 25/07/16	Fri 09/09/16
6				
7	**PHASE 2 WORKS - BASEMENT STRUCTURES**	**55 days**	**Mon 12/09/16**	**Fri 25/11/16**
8	Excavate basement	15 days	Mon 12/09/16	Fri 30/09/16
9	Temporary works	10 days	Mon 26/09/16	Fri 07/10/16
10	Piling	15 days	Mon 03/10/16	Fri 21/10/16
11	Basement ground beams and slab	15 days	Mon 17/10/16	Fri 04/11/16
12	Basement walls and columns	15 days	Mon 31/10/16	Fri 18/11/16
13	Ground floor slab	10 days	Mon 14/11/16	Fri 25/11/16
14				
15	**PHASE 3 WORKS - FRAME AND CLADDING**	**155 days**	**Mon 28/11/16**	**Fri 14/07/17**
16	Concrete frame to first floor slab	15 days	Mon 28/11/16	Fri 16/12/16
17	Concrete frame to second floor slab	15 days	Mon 19/12/16	Fri 20/01/17
18	Concrete frame to third floor slab	15 days	Mon 23/01/17	Fri 10/02/17
19	Concrete frame to fourth floor slab	15 days	Mon 13/02/17	Fri 03/03/17
20	Concrete frame to fifth floor slab	15 days	Mon 06/03/17	Fri 24/03/17
21	Concrete frame to sixth floor slab	15 days	Mon 27/03/17	Fri 14/04/17
22	Concrete frame to seventh floor slab	15 days	Mon 17/04/17	Fri 05/05/17
23	Concrete frame to roof slab	15 days	Mon 08/05/17	Fri 26/05/17
24	External blockwork cladding	100 days	Mon 23/01/17	Fri 09/06/17
25	Roof coverings	15 days	Mon 05/06/17	Fri 23/06/17
26	Curtain walling and windows	50 days	Mon 17/04/17	Fri 23/06/17
27	feature cladding	20 days	Mon 05/06/17	Fri 30/06/17
28	Balcony railings	15 days	Mon 26/06/17	Fri 14/07/17
29				
30	**PHASE 4 WORKS - INTERNAL FIT-OUT**	**220 days**	**Mon 13/02/17**	**Fri 15/12/17**
31	Internal walls	85 days	Mon 13/02/17	Fri 09/06/17
32	First fix electrical	50 days	Mon 15/05/17	Fri 21/07/17
33	First fix mechanical	50 days	Mon 15/05/17	Fri 21/07/17
34	First fix joinery	40 days	Mon 12/06/17	Fri 04/08/17
35	Drylining to walls	40 days	Mon 10/07/17	Fri 01/09/17
36	Second fix electrical	50 days	Mon 07/08/17	Fri 13/10/17
37	Second fix mechanical	50 days	Mon 07/08/17	Fri 13/10/17
38	Second fix joinery	45 days	Mon 21/08/17	Fri 20/10/17
39	Lift installations	30 days	Mon 21/08/17	Fri 29/09/17
40	Floor coverings	20 days	Mon 09/10/17	Fri 03/11/17
41	Decoration	30 days	Wed 18/10/17	Tue 28/11/17
42	Testing and commissioning	15 days	Wed 15/11/17	Tue 05/12/17
43	Snagging	10 days	Wed 29/11/17	Tue 12/12/17
44	Final deep clean	5 days	Fri 08/12/17	Thu 14/12/17
45	Project completion	1 day	Fri 15/12/17	Fri 15/12/17



CorraMore

Phase 1 task - demolitions
Phase 2 task - basement structures
Phase 3 task - frame and cladding
Phase 4 task - internal fit-out
Phase summary
Milestone