Construction Management Plan

pro forma v2.1

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
18 May 2016	Draft	Ian Gardner

Additional sheets

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

Date	Version	Produced by
Appendix A	Dated 17/06/16	HMU

Introduction

The purpose of the Construction Management Plan (CMP) is to help developers to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

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

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and 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 as described 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 in writing. 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."

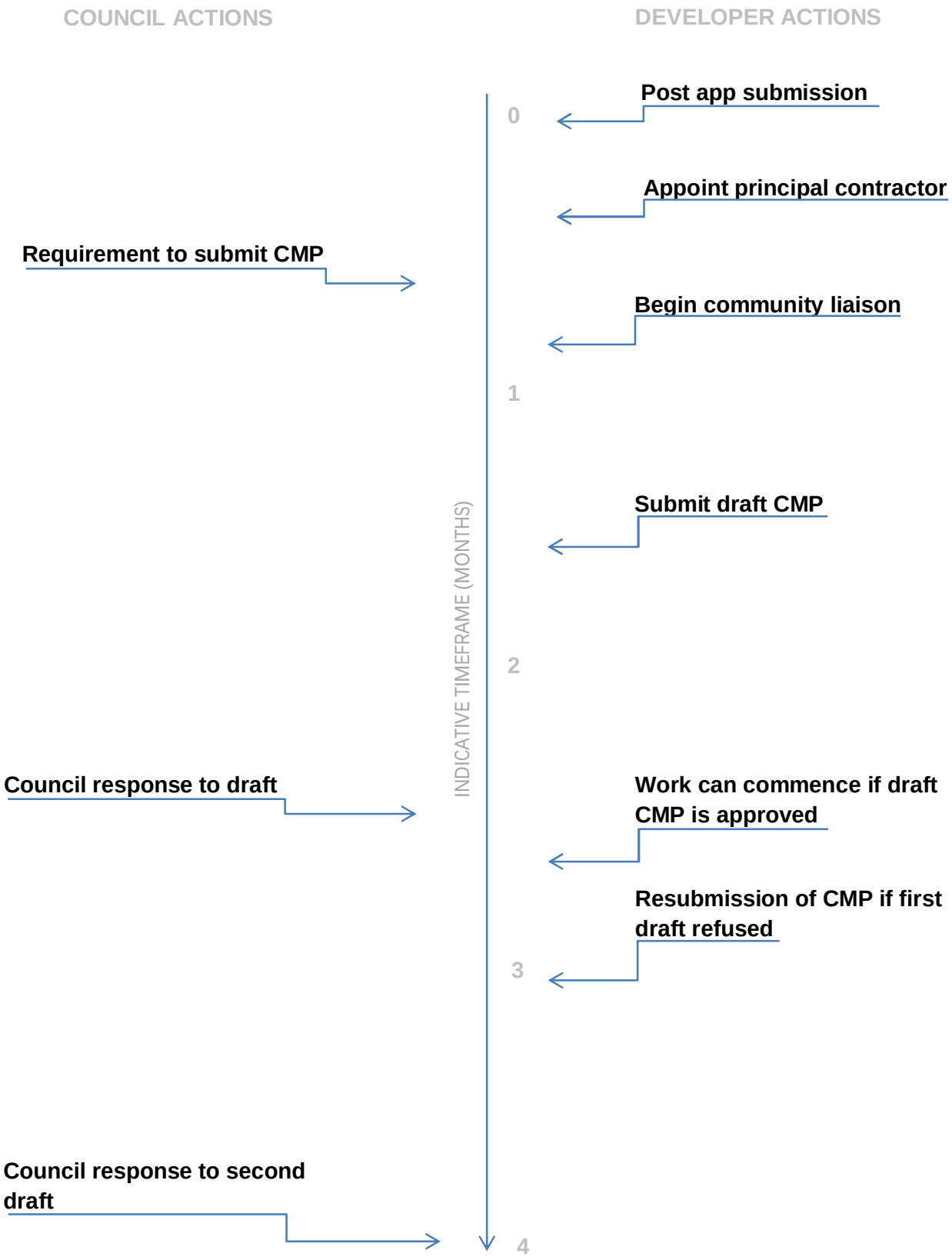
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately 3 months from completion.

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

Revisions to this document may take place periodically.

Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Post app submission
0
Appoint principal contractor
Requirement to submit CMP
Begin community liaison
1
Submit draft CMP
INDICATIVE TIMEFRAME (MONTHS)
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft refused
3
Council response to second draft
4

Contact

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

Address: UCH, 235 Euston Road, London NW1 2BU

Planning ref: 2013/2824/P

Type of CMP - Section 106 planning obligation.

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

Name: Ian Gardner

Address: Sweco, 1 Northumberland Avenue, London WC2N

Email: ian.gardner@sweco.co.uk

Phone: 020 3002 1216

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

Name: TBC once contractor appointed.

Address:

Email:

Phone:

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

Name: TBC by contractor once appointed Address: Email: Phone:

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

Name: TBC by contractor once appointed Address: Email: Phone:

Site

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

Site location plan attached as Drawing 116338-TP-3002-00.

UCLH is located within the Bloomsbury area of LBC, bordered to the north by the A400 Euston Road slip, to the east by the A400 Gower Street, to the south by Grafton Way and to the west by the A400 Tottenham Court Road, with site location indicated in Drawing 116338-TP-3002-00.

The existing site layout, local road highway network that immediately borders the site, existing on-street and off-street parking provision, access routes and pedestrian infrastructure is indicated on the attached Drawing 116338-TP-3002-00.

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

The existing ambulance drop off area is located between the existing UCLH A&E facility and the Elizabeth Garrett Anderson building, with access off of Gower Street. The site is approximately 450sqm. The proposals are for this area to be infilled, providing an extension to the ground floor of the A&E facility. As a result, ambulance access will be relocated to the new drop off facility on Beaumont Place.

The scope of the development works are as follows:

Step 1 , Site set up :

-Pedestrian safety cordon placed on western footpath of Gower Street (between Grafton Way and the Euston Road slip) to prevent pedestrians from approaching work area;
-Pedestrian diversions implemented (pedestrians to cross over from western side section of Gower Street to eastern side utilising existing pelican crossing points);
-Vehicle holding and loading area cordoned off;
-Infill area cordoned off;
-Removal of 8 cycle stands on Grafton Way;
-Footpath strengthening adjacent to existing ambulance access off Grafton Way for vehicle and crane crossover;
-Signage and handrails removed adjacent to existing Ambulance access off Gower Street.

Steps 2-5:

-Dismantling the existing canopy over infill area.
-Removal of existing canopy over infill area.
-Infill area enabling works including levelling, new concrete upstands and creation of concrete plinths.
-Infill area remains cordoned off.
Drawing 116338-TP-3002-01 shows the highway proposals for stage 1-5.

Steps 6-11a:

-Enabling works for Beaumont Place canopy installation, including creation of pedestrian gantry between A&E and EGA (vehicle access off of Gower Street).
-Installation of Beaumont Place entrance façade hoarding, with vehicle access off Gower Street.
-Crane positioned adjacent to work area, east of Beaumont Place.
-Creation of material / steel delivery and storage areas within hoarding line.
-Installation of entrance façade.
Drawing 116338-TP-3002-02 shows the highway proposals for stage 6-11a.

Step 11b:

-Hoarding and work area to be extended into the ambulance drop off area on Beaumont Place.
-Vehicle hold area created on Beaumont Place at the end of the existing glass canopy.
-Beaumont Place ambulance drop off area to be partially closed off and re-provided further south on Beaumont Place.
-Temporary suspension of disabled parking on Beaumont Place. Disabled parking relocated to Maple House.
-Installation of new entrance façade canopy over work area.
Drawing 116338-TP-3002-03 shows the highway proposals for stage 6-11b.

Step 12-16:

-Clear work area on Beaumont Place and reopen ambulance drop off on Beaumont Place.
-Erection of infill steelwork, drainage and roof.
-Vehicle access off Gower Street.

Step 17-21:

-Dismantling existing cladding within infill and installation of sheet and element cladding.
-Door installations and connections.
-Vehicle access using holding area on Gower Street.

Step 24:

-Internal M&E fitout.
-Vehicle access using holding area on Gower Street.
Drawing 116338-TP-3002-01 shows the highway proposals for stage 12-24.

The infill canopy removal and construction of the site presents a number of constraints that have been influential in determining our proposed methodology. These constraints include:

-Providing safe pedestrian diversion routes while the steelworks are taking place via Gower Street.
-Minimising the environmental impacts of the demolition and construction works on the surrounding neighbours including Maple House residents.
-Minimising the impact on UCLH operations along Beaumont Place to 1 week with access via Gower Street for the majority of the programme.
-Providing alternative set down areas for ambulances and disabled drivers while the works are taking place on Beaumont Place.
- The Traffic Management Plan aims to ensure that vehicle arrivals, plant deliveries and equipment deliveries do not adversely interrupt the local traffic system.
-Traffic along Gower Street will not be affected.

8. 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.).

Both the adjacent A&E and EGA Wing are owned and operated by UCLH. The UCL Lewis 's Building is located opposite the site. Maple House (shared office and residential) is located approximately 30m west of the site. Euston Square station is located approximately 50m north east of the site.

TfL Underground tunnels operate in an east to west direction, approximately 65m north of the site.

9. 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.

Please see attached Drawing 116338-TP-3002-00

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

The outline programme lasts for approximately 11 months, as follows:

Enabling works, vehicle access off Gower Street
25/07/16 – 05/08/16

Site set up, dismantling existing roof, creation of pedestrian gantry and set up for step 7 – vehicle access via Gower Street
Step 1-6 = 8/8/16 - 21/10/16 (11 wks)

Erection of steelwork for canopy - vehicle access via Gower Street
Step 7-11a = 24/10/16 – 18/11/16 (4 wks)

Erection of steelwork over canopy - vehicle access via Beaumont Place
Step 11b = 21/11/16 - 25/11/16 (1 wk)

Erection of steelwork / roof - vehicle access via Gower Street
Step 12-16 = 28/11/16 - 13/01/17 (5 wks)

Dismantling cladding within infill - vehicle access via Gower Street
Step 17-18 = 16/1/17 - 10/2/17 (4 wks)

Cladding - vehicle access via Gower Street
Step 19-20 = 13/2/17 - 10/3/17 (4 wks)

Door Installation and connections - vehicle access via Gower Street
Step 21 = 13/3/17 - 14/4/17 (5 wks)

Internal Fit-out (Main Contractor) - vehicle access from Gower Street
28/11/16 - 2/6/17 (25 wks)

Appendix A displays the Construction programme Gantt Chart.

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

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

The standard hours will be:
-8.00am to 6pm on Monday to Friday.
-8.00am to 1.00pm on Saturdays.
-No working on Sundays or Public Holidays.

12. 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.

A utilities statutory undertakers assessment will be undertaken prior to any site works.

Any utilities which pass through the developable area and the footpath adjacent to the existing ambulance access on Gower Street, will be marked on a plan. A section of footpath on Gower Street will be strengthened to enable vehicle crossover. Access to the MRI scanner will be available throughout the works.

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft. This consultation must relate to construction impacts, and should take place following the grant of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off. This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements should consider establishing contact with other sites in the vicinity in order to manage traffic routeing and volumes. Developers in the Tottenham Court Road area have done this to great effect.

The Council can advise on this if necessary.

13. Consultation

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

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

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 them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

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

This will be confirmed at a later date. University College London Hospitals NHS Foundation Trust (UCLH) is currently engaging in a thorough public engagement strategy for Phase 4 and 5 to keep residents informed about the construction and demolition process. It is anticipated that a similar strategy will be implemented for the A & E infill. It is anticipated that the appointed building contractor will also inform residents of what is to be expected and to take their feedback when appropriate to develop the Construction Management Plan.

14. Construction Working Group

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, the way in which 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.

UCLH have organised and employed Local Dialogue for Phase 4 and 5 who communicate and arrange official meetings between local stakeholders, client, contractors and councillors. They also handle news leaflet drops. It is anticipated the same company will be used to inform public and UCLH staff of the A & E infill proposals.

Through this channel UCLH project identity and communication is maintained. Stakeholders can raise queries, concerns, complaints and praise which shall be answered, if not immediately, then soon after.

The building contractor will also have their own specific community liaison team and will consult with stakeholders and neighbours throughout demolition and construction. This team will also deal with any complaints. More information can be provided once a building contractor is appointed.

15. Schemes

Please provide details of any schemes such as the 'Considerate Constructors Scheme', 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".

TBC by Contractor. The site will be registered with Considerate Constructors and should have a target a score of 40.

16. Neighbouring sites

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

We are currently working closely with the UCLH Phase 4 and Phase 5 contractor team to establish the exact dates of any anticipated road closures / road traffic orders associated with the UCLH Phase 4 & 5 development on the corner of Huntley Street / Grafton Way and at 43 Huntley Street. The Phase 4 & 5 contractors have provided plans for future traffic orders and road closures in the area, alterations will be monitored throughout the demolition and construction programme up to project completion in 2018.

Phase 4

The list of approved main Phase 4 TROs is shown below:

November 2015 – End of 2017	Huntley Street will be converted to one-way single lane northbound. A gantry at the northern end of Huntley Street will be constructed with vehicle height restrictions (height unknown). Grafton Way remains a one-way single lane westbound.
Only for limited days (dates to be confirmed by contractor)	Grafton Way carriageway will be temporarily closed, pedestrian access still granted. Huntley Street will be converted to one-way single lane southbound. A gantry at the northern end of Huntley Street will be constructed with vehicle height restrictions (height unknown).

*Other closures may take place, however these are likely to be short term, temporary diversions lasting no more than a few days.

Phase 5

No road closures or diversions are proposed as Part of the Phase 5 works. The only highways change associated with the proposals is to change the eastern side of University Street from one way eastbound to two way working.

West End Project

We are consulting with the West End Project delivery team in determining the programme for West End Project construction. Initial discussions reveal no road closures are planned as part of the West End Project delivery.

However, utility diversion works as part of the West End Project will take place on Gower Street are anticipated to take place from June 2016 until August 2016.

Eventually, Gower Street will be converted to two-way traffic and Tottenham Court Road use will be changed to buses and cyclists only. However, these major changes are not expected to take place until 2018, after the infill of the A&E has been completed.

Transport

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

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

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

Checks of the proposed measures will be carried out by the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed here, details of the monitoring process are available here.

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

Please refer to the CLOCS Overview and Monitoring Overview documents referenced above which give a breakdown of requirements.

CLOCS Considerations

17. Name of Principal contractor:

TBC by contractor once appointed.

18. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our CLOCS Overview document in the appendix and CLOCS Standard point 3.4.7).

The contractor will emphasise the CLOCS standard during induction (especially to the traffic marshals) to ensure that cyclist safety is a priority. No vehicle shall reverse and/or enter the site without the permission of the traffic marshal who will be ensuring all members of the public, including cyclists, are not in the vicinity and/or made aware of the moving construction vehicles.

19. Please confirm that you as the client/developer and your principal contractor have read and understood the CLOCS Standard and included it in your contracts. Please sign-up to join the CLOCS Community to receive up to date information on the standard by expressing an interest online.

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

TBC by contractor

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

Site Traffic

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

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

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (i.e. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

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

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of links to the Transport for London Road Network (TLRN).

Site traffic routing is displayed in Figure 1 (all steps apart from step 11b) and Figure 2 (step 11b).

Figure 1: Traffic routing for all steps apart from Step 11b. To site (blue) and from site (red).

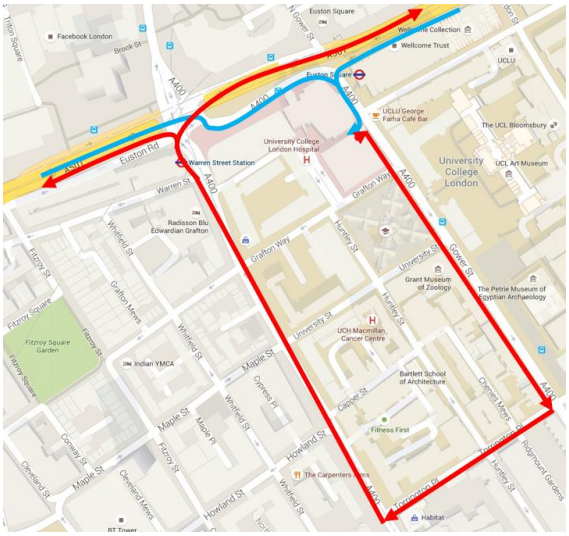


Figure 1 shows delivery vehicles enter and depart via Gower Street. It is not necessary to alter the existing highway for vehicle arrivals and departures via Gower Street. However, it will be necessary to strengthen part of the kerb on Gower Street, immediately adjacent to the existing disused A & E vehicle access to accommodate vehicle crossovers.

Figure 2: Traffic routing for Step 11b

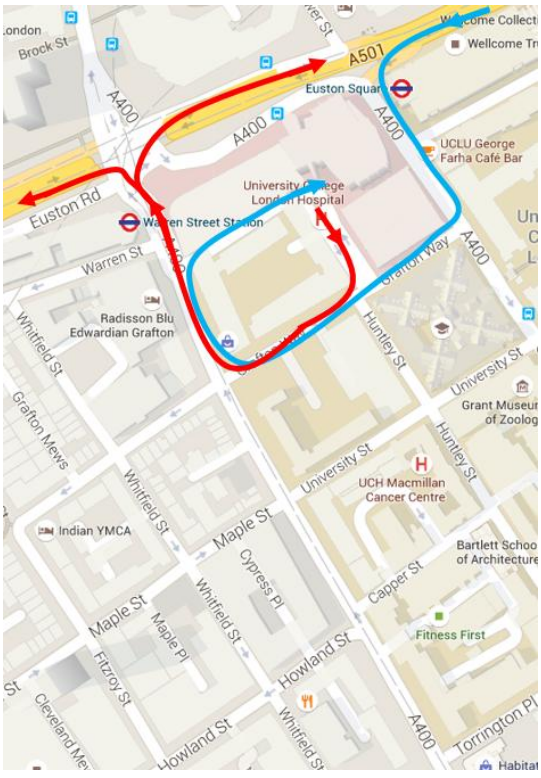


Figure 2 shows for step 11b, construction delivery vehicles enter Beaumont Place via Tottenham Court Road. On departing, construction vehicles exit Beaumont Place onto Grafton Way and depart north onto Tottenham Court Road. No alterations to the highway network are required.

b. Please 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.

A minimal amount of vehicle deliveries are expected throughout the demolition and construction. At the busiest period, it is expected that 5 vehicles will arrive at the site per day, with only one vehicle being on site at any given time (in addition to a crawler crane).

All contractors and visitors will be made aware of the traffic management plan at induction, traffic routes plans will be issued to all delivery companies by the site manager showing which route they will need to take and continue to take throughout the phases All lorries will be tracked by the contractor and will be monitored to ensure only one lorry is on site at any one time. Each lorry will be allocated a time slot. Competent traffic marshals will be present on site, who will control the construction vehicles entering and exiting the site. They will ensure that the 'no idling policy' is in place and will send away any lorry that has arrived to site outside of the agreed time slot.

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

Construction vehicle movements 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. (Refer to the *Guide for Contractors Working in Camden*).

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors. Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

a. 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.

Vehicle deliveries will take place between 9.30am and 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays. No schools are located in the immediate area.

There will be a maximum of 5 inbound and 5 outbound vehicle trips per day, with a 7m long (max) crawler crane being positioned on site during stages 1-16.

A maximum of 1 x 15.5m articulated vehicle can be stored within the hoarding line on Gower Street (stages 1-24) and 1 x 10m rigid vehicle can wait in the area identified on Beaumont Place (required during stage 11b only). Vehicles will be called to site on a 'just-in-time' basis from remote holding yards.

The vast majority of the work can be undertaken using rigid vehicles with a maximum length of 10m. An articulated vehicle may be required to deliver the crawler crane and larger steel items via Gower Street. No articulated vehicle movements will occur along Beaumont Place. The holding area on Gower Street has been designed to accommodate a 15.5m long articulated vehicle. However, deliveries by articulated vehicle are to be infrequent at around 2 per week during the stages involving steelwork.

Smaller vehicles of varying lengths (5m transits – 8m rigid vehicles) are also likely to be used throughout the construction programme, particularly during steps 17-24. These will be contained within the proposed cordon line on Gower Street and will be called up as required.

Frequencies of arrivals and departures and dwell times will vary throughout the programme. Where one vehicle delivery is required per day, the vehicle may dwell for the whole day. Where between 2 and 5 vehicles are required per day, a strict arrival and departure schedule will be adopted.

During all stages except for stage 11b, vehicles will wait within the designated cordon on Gower Street. As a result, disabled parking on the western side of Gower Street will need to be suspended for the duration of the programme. Disabled drivers can park in alternative locations, such as on Huntley Street or utilise the Maple House car park.

b. Please provide details of other developments in the local area or on the route.

UCLH Phase 4, UCLH Phase 5, UCL Data Centre and the West End Project. The traffic impact of these are explained in more detail in the response to Q16.

c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

The contractor will only have one site entrance and this will be controlled by a senior gateman. All vehicles will be booked in in advance.

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

A holding area in Kent is proposed. The exact location is to be confirmed by the contractor.

All contractors and visitors will be made aware of the traffic management plan at induction, traffic routes plans will be issued to all delivery companies prior to the undertaking of deliveries. All delivery companies will be notified by the site manager about which route they will need to take and continue to take throughout the demolition and construction phase.

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

TBC by contractor.

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

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and other traffic when vehicles are entering and leaving site, particularly if reversing.

a. Please detail the proposed access and egress routes to and from the site

During all stages other than stage 11b, vehicle access will occur via Gower Street. Traffic marshals will be positioned at all vehicle access points to ensure the safe passage of vehicles and prevent pedestrians from entering the cordon.

In addition, during stage 11a and 11b, traffic marshals will operate the pedestrian gantry gates between the A&E and EGA to ensure pedestrians do not pass while materials are being transferred.

During stage 11b, traffic marshals will operate the gates within the cordon, oversee the vehicle movements and stop any pedestrians from passing during vehicle access and egress.

b. Please describe how the access and egress arrangements for construction vehicles will be managed.

Please see response to Q20b and Q21.

c. 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).

Please see Drawings 116338-TP-3002-01, 02, 03

The drawings show the swept path of vehicles entering and departing the site. Vehicles will have to access the site as explained previously. All vehicle manoeuvres will be closely managed by trained banksmen.

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled.

All vehicles will be parked on hard standing ground when they are being loaded, if required tyres and wheels will be washed onsite using a low powered jet wash machine. However, as no excavation is proposed, it is expected that minimal amounts of soil will be carried by vehicles.

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

If this is not possible, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 24 if any parking bay suspensions will be required.

Please see Drawings 116338-TP-3002-01, 02, 03

During the preliminary stages, vehicle activity will take place within the existing site access within the site hoarding.

As the infill is developed, less space will be available onsite for vehicles. At this point, vehicles will have to unload from Gower Street. Servicing and deliveries will be managed by the traffic marshal team.

Highway interventions

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

- 24. Parking bay suspensions and temporary traffic orders

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

Please provide details of any proposed parking bay suspensions and TTO's which would be required to facilitate construction. Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.

Information regarding parking suspensions can be found here.

The two disabled parking bays on Gower Street will need to be suspended during the length of the programme, as shown in Drawing 116338-TP-3002-01.

25. Scaled drawings of highway works

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any 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.

- a. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).

As the site is being infilled, there is no possible location for vehicles to be stored on site. The use of a small section on the western side of Gower Street is proposed for storage, covering the existing A & E access. This section has been chosen to minimise the impact on the local highway, as it can only be used by moving traffic when the existing disabled bays on the western side of Gower Street at the existing A&E access, are vacant. It will therefore have minimal impact on the operation of Gower St.

Please see Drawings 116338-TP-3002-01, 02, 03. A vehicle crossover is required on the footpath adjacent to the A &E vehicle access junction with Gower Street.

b. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

Safety Signage will consist of:
-Curation construction signs placed on hoarding panels,
-Site contact board.
Barriers and accessibility measures such as ramps
-As described in Q6b
-Lighting
-Hoarding lighting

26. Diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted).

No traffic diversions are required on the public highway. Construction vehicles will need to mount part of the kerb on the western side of Gower Street at the existing A&E vehicle access in order to occupy only one lane of Gower Street. The cordon around the vehicle and loading area on Gower Street is required as sheet steel and steel beams will be transferred between the vehicle and infill area, crossing the footpath. As a result, pedestrian diversions are required as below.

27. VRU and pedestrian diversions, scaffolding and hoarding

Pedestrians and/or cyclist safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and

partially sighted. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/skips/hoardings etc.

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

a. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

The traffic management routing (described in Q20. Traffic routing) ensures that pedestrians and all road users, including cyclists remain safe. The pedestrian barriers ensure that the footpath on the western side of Gower Street between Grafton Way and the Euston Road slip is completely closed with traffic marshals positioned at the edge of the footpath prohibiting any pedestrians walking around the barrier, other than to access existing cycle storage or to access vehicles on the single yellow line.

The pedestrian diversions are required during the length of the programme. A pedestrian safety cordon will be placed on western footpath of Gower Street (between Grafton Way and the Euston Road slip) to prevent pedestrians from approaching the work area. Pedestrians will be diverted to cross over from western side section of Gower Street to eastern side utilising existing pelican crossing points, as shown in Drawing 116338-TP-3002-01.

The contractor's fleet will ideally be fitted with Fresnel lenses, side scan equipment which results in an audible beep when a cyclist is on the left inside space. Under run guards should also be fitted to prevent cyclists from coming into contact with lorry wheels as well as a number of other safety features.

The hoarding and barriers will have adequate lighting throughout day and night to make pedestrians and road users aware that there will be vehicles entering and exiting the site.

b. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

No structures will overhang the public highway. Scaffolding is to be set up within the hoarding and cordons lines.

- SYMBOL IS FOR INTERNAL USE

Environment

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

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

General site operating hours are 8.00am-6.00pm weekdays and 8:00am-1.00pm on Saturday. Noisy works shall be conducted within this time frame. No works to be carried out Sundays or Bank Holidays without prior consent from the Local Authorities and residents.

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

A noise survey will be carried out four weeks prior to any works on site.

Noise monitoring will continue throughout demolition and construction works.

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

TBC by contractor once appointed.

31. Please provide details describing mitigation measures to be incorporated during the construction/demolition works to prevent noise and vibration disturbances from the

activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

This will be confirmed by the contractor, once appointed. However, based on similar work, the following measures are planned:

All works undertaken on site will be undertaken in accordance with Camden Council contractor's guidance following best practice at all times. The following details the some of the mitigation measure to be implemented:

-Live environmental implementation plan to be implemented.
-Section 61 obtained from Camden Council
-Robust monitoring of dust, noise and Vibration
-Chosen methods of infill canopy removal to minimise nuisance caused to local sensitive receptors.
-96% recycling across the demolition phase.
-Strict traffic management plan to be adhered to at all times.

The following measures will be put in place to ensure noise levels do not exceed expected limits;

-Fully encapsulated scaffold around the infill
-Super-silenced plant to be used
-Acoustic barriers to be fixed to the top lift perimeter of the scaffold if necessary.
-Noise monitoring will be carried out on a weekly basis. If noise levels begin to exceed expected levels or the site receives any complaints from stakeholders, then monitoring will be carried out more often.

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

TBC by contractor once appointed.

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

The contractor will mitigate dust concerns/issues by:

-Effective communication/liaison with neighbouring properties.
-Good site management.
-Cleaning of site entrances/loading areas/lorries leaving site.
-Damping down of lorries leaving site and the facility to wash wheels.
-Good quality hoardings to site boundary kept clean and tidy.
-Provision of temporary water supplies to dropping and loading zones.
-Real time dust monitoring and recording will be carried out during the works with particulate levels having been agreed with project team so as not to impact on adjacent stakeholders.
-The use of high pressure water hose or dust suppression water cannon's which can ensure the water can get directly to the source of the dust.
-Dust monitoring will be carried out throughout the works.

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

As no excavation is planned, minimal amounts of dirt will be produced. However, regular checks will be made to the surrounding public highways every day to ensure no dust or dirt has been spread. The fully encapsulated scaffold and continuous damping down will ensure that this is not the case.

If dirt or dust does spread onto the public highway, then the site manager will ensure this is cleaned immediately and if necessary, a road sweeper will be sent to site ASAP.

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

This will be confirmed by the contractor, once appointed. However, based on similar work, the following measures are planned:

Noise:
The contractor will place noise sensors on the facades of the closest sensitive buildings and ensure that limits are adhered to. The sensors will record 24 hours a day and information will be downloaded weekly.

The contractor will comply with the guidelines set out within the Camden Council Contractors Guide Manual for Demolition and Construction sites.

Vibration:
The contractor will place vibration monitors on the facades of the closest sensitive buildings and ensure that limits are adhered to. The sensors will record 24 hours a day and information will be downloaded weekly.

Dust:
As no excavation is planned, minimal amounts of dirt will be produced. However, the contractor will place dust monitors on the facades of closest sensitive buildings and ensure that limits are adhered to, this will record 24 hours a day and information will be downloaded weekly.
The resultant records will be issued to the relevant LB Camden Environmental Officer, as required.

36. Please confirm that a Risk Assessment has been undertaken at planning application stage 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. Please attach the risk assessment as an appendix if not completed at the planning application stage.

This will be confirmed by the contractor, once appointed.

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

This will be confirmed by the contractor, once appointed. However, based on similar work, the following measures are planned:

Site Management:

-Local Dialogue are developing and implementing stakeholder communications in regards to the project.
-Dust management will be via specific RAMS for the canopy removal.
-Contact details of site management and head office will be displayed on site hoarding.
-Complaints are to be recorded on site and available for inspection by Council.
-Monitoring of dust will be undertaken on site and recorded.
-Site diary is to be maintained to record events.
-Dialogue will be undertaken throughout the demolition and construction process with the Phase 4 & Phase 5 contractors and West End Project planners.

Preparing & Maintaining Site:

-Main processing activities will be away from receptors.
-Scaffold will be within the hoarding / cordon line.
-Atomised water will be used as dust suppressant.
-Loading areas are on concrete hard standing. The loading areas will regularly be swept clean.
-Hoarding cleanliness shall be maintained.
-Demolition arisings shall be cleared very regularly from site to prevent stockpiles forming.
-Window cleaning of nearby buildings can be arranged if required.

Measures Specific to Demolition:

-The canopy will be removed from site prior to construction.
-Any biological debris will be removed from the site prior to works.

Measures Specific to Trackout:

-Road sweeper to be used as required, although unlikely as no excavation is taking place and activity will be undertaken within the hoarding and cordon lines. Wheel wash facilities will also be supplied.
-Vehicles will only arrive and depart the site via the accesses on Gower Street.
-Damping down will be available.

- 38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the SPG. Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works,

and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

The site is not a High Risk Site.

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

An initial Rodent Survey will be carried out 4 weeks prior to work commencing onsite. There was no evidence of any vermin internally or externally upon our initial site walks. A second investigation will be carried out over a 2 week period (before hard demolition begins). This survey will be made available to Camden Council on completion.

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

This will be confirmed by the contractor, once appointed.

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

This will be confirmed by the contractor, once appointed. However, based on similar work, the following measures are planned:

The contractors will be providing all necessary facilities such as smoking areas within the site hoarding and cordons. This will minimise any negative public interaction or perception. At site induction, the site manager will emphasise to all personnel the importance of their behaviour and general conduct on site and within the surrounding areas. A no nonsense attitude will be taken to personnel who do not respect the site rules with regards to conduct.

Dependent on the complaint, each member of the relevant chain in the construction management hierarchy will respond and act on any complaint either reported on site or through our head office. All complaints made through the head office contact number out of site working hours will be dealt with at our security call centre and responded the following day. All complaints will be dealt with in a timely manner to ensure it does not have any further impact on any stakeholder.

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

From 1st September 2015

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

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

From 1st September 2020

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

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

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

TBC by contractor once appointed.

a) Construction time period (mm/yy - mm/yy):

b) Is the development within the CAZ? (Y/N):

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

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

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

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

SYMBOL IS FOR INTERNAL USE

Agreement

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

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

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately 3 months from completion.

Signed: .....

Date: 18 MAY 2016

Print Name: IAN GARDNER

Position: PRINCIPAL TRANSPORT PLANNER, SCHEDO.

Please submit to: planningobligations@camden.gov.uk

End of form.

Camden

Notes

1. Notes
2.

Rev.	Date	Amendment Details	Orig	Chk'd	App'd

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1 Northumberland Ave.
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Web: www.sweco.co.uk

SWECO

Client
HMU

Drawing Status
FOR COMMENT

Project Title
A & E CONSTRUCTION
TRAFFIC MANAGEMENT PLAN

Drawing Title
SITE LOCATION

Scale	Originator	Drawn	Checked	Approved
1:500@ A3	IG	IG	IG	MF
Original Size	**Date**	**Date**	**Date**	**Date**
A3	16/05/2016	10/05/2016	16/05/2016	16/05/2016

Drawing Number
116338-TP-3002-00

Revision
-

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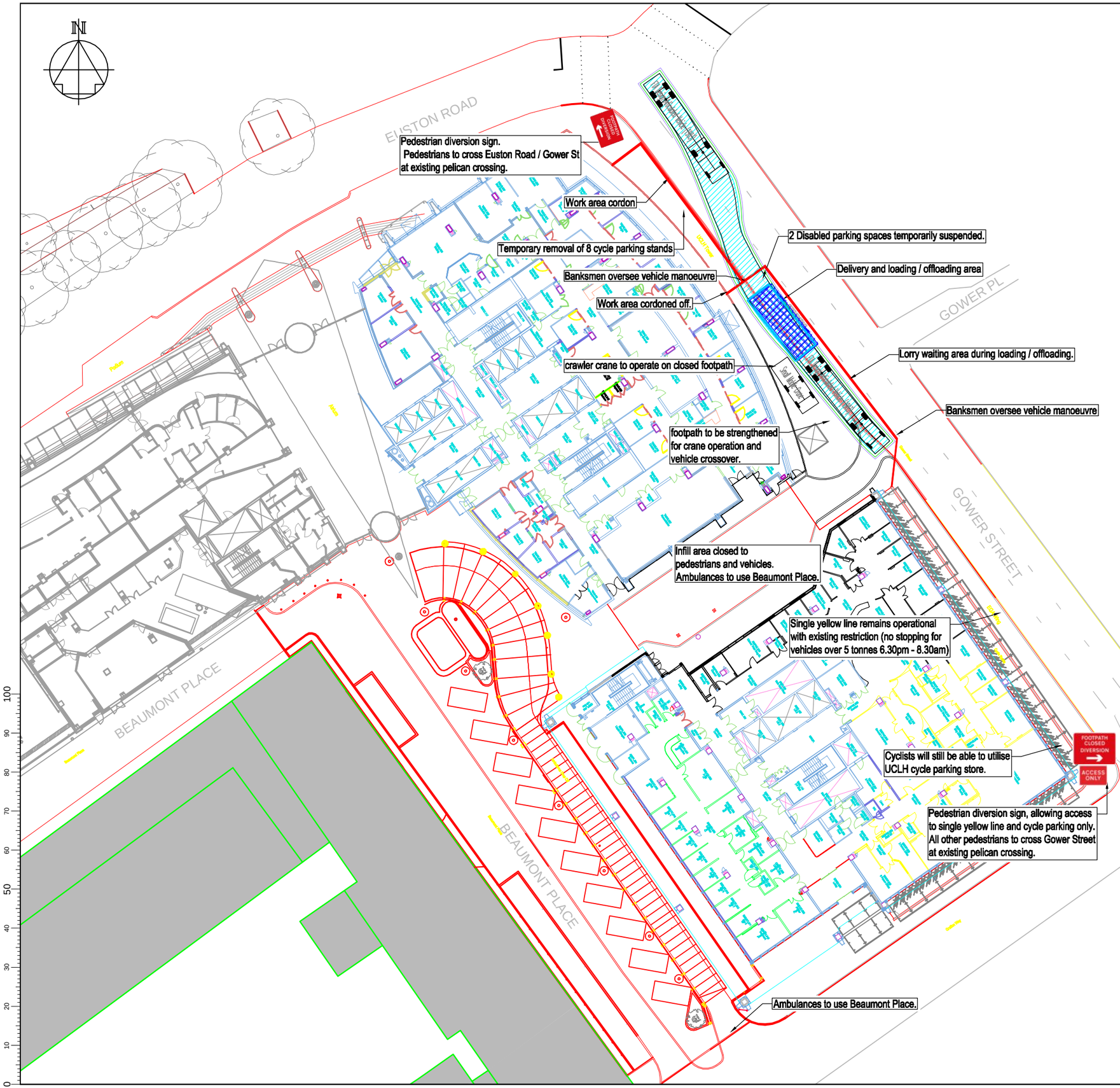

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Notes

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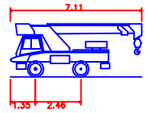
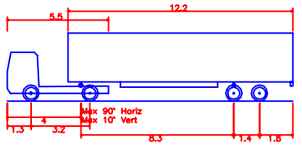


Small Mobile Crane

Overall Length	7.110m
Overall Width	2.500m
Overall Body Height	2.895m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.800m



FTA Design Articulated Vehicle (1983)

Overall Length	15.500m
Overall Width	2.500m
Overall Body Height	3.695m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	6.750m

Rev.	Date	Amendment Details	Orig	Chk'd	App'd

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SWECO

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HMU

Drawing Status
FOR COMMENT

Project Title
A & E CONSTRUCTION
TRAFFIC MANAGEMENT PLAN

Drawing Title
STEELWORKS STEP 1-5
AND STEP 12-24

Scale	Originator	Drawn	Checked	Approved
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Original Size	Date	Date	Date	Date
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Drawing Number
116338-TP-3002-01

Revision
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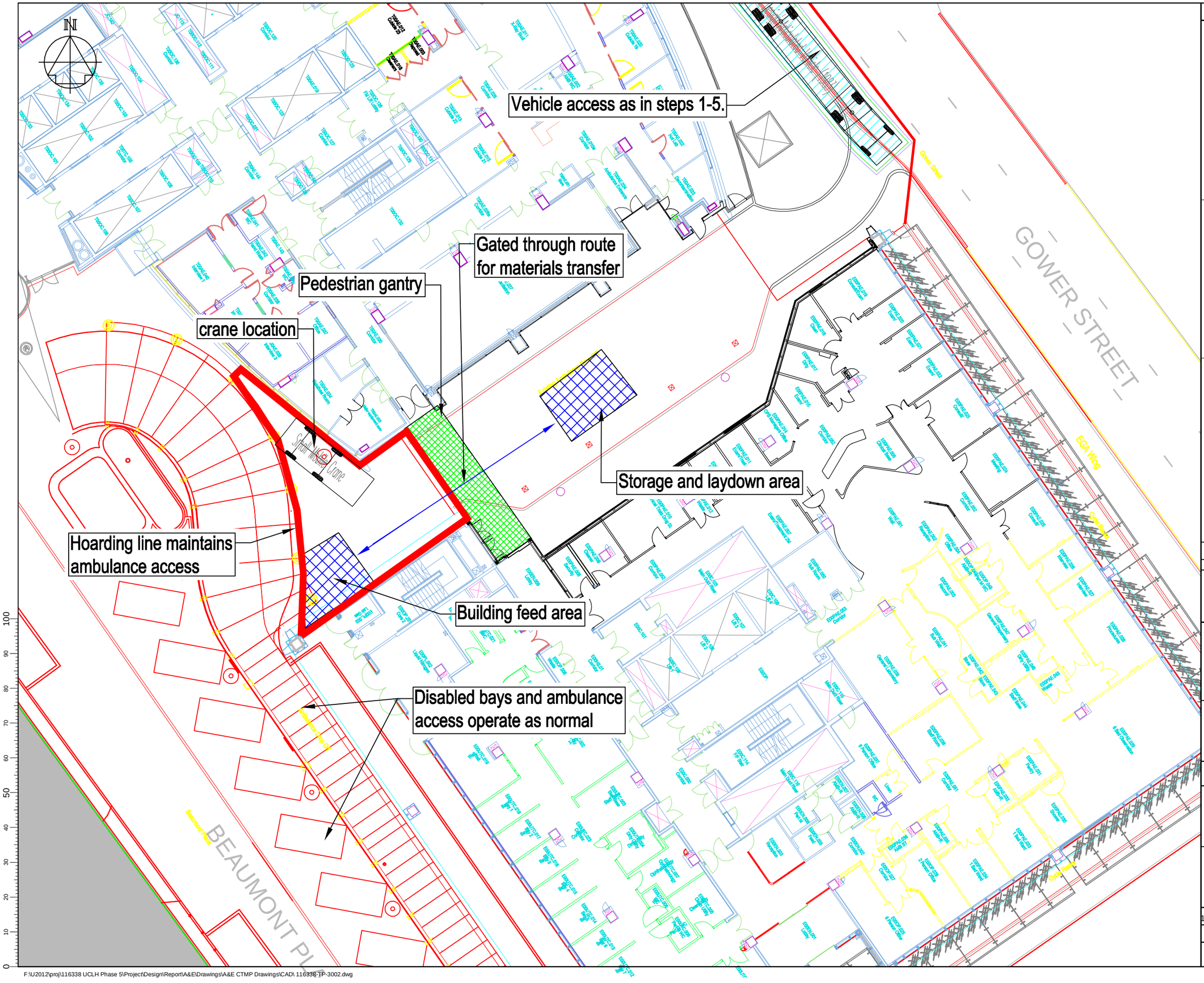

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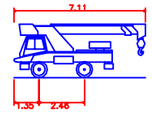
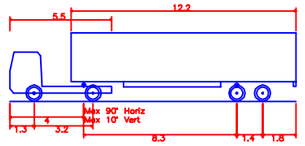


Small Mobile Crane	
Overall Length	7.110m
Overall Width	2.500m
Overall Body Height	2.895m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.800m



FTA Design Articulated Vehicle (1983)	
Overall Length	15.500m
Overall Width	2.500m
Overall Body Height	3.695m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	6.750m

Rev.	Date	Amendment Details	Orig	Chk'd	App'd

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Web: www.sweco.co.uk

SWECO

Client

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Drawing Status

FOR COMMENT

Project Title

A & E CONSTRUCTION
TRAFFIC MANAGEMENT PLAN

Drawing Title

STEELWORKS STEP 6-11A
LENGTH OF STAGE: 4 WEEKS

Scale	Originator	Drawn	Checked	Approved
1:250@ A3	IG	IG	IG	MF
Original Size	Date	Date	Date	Date
A3	10/05/2016	10/05/2016	10/05/2016	10/05/2016

Drawing Number: 116338-TP-3002-02

Revision: -

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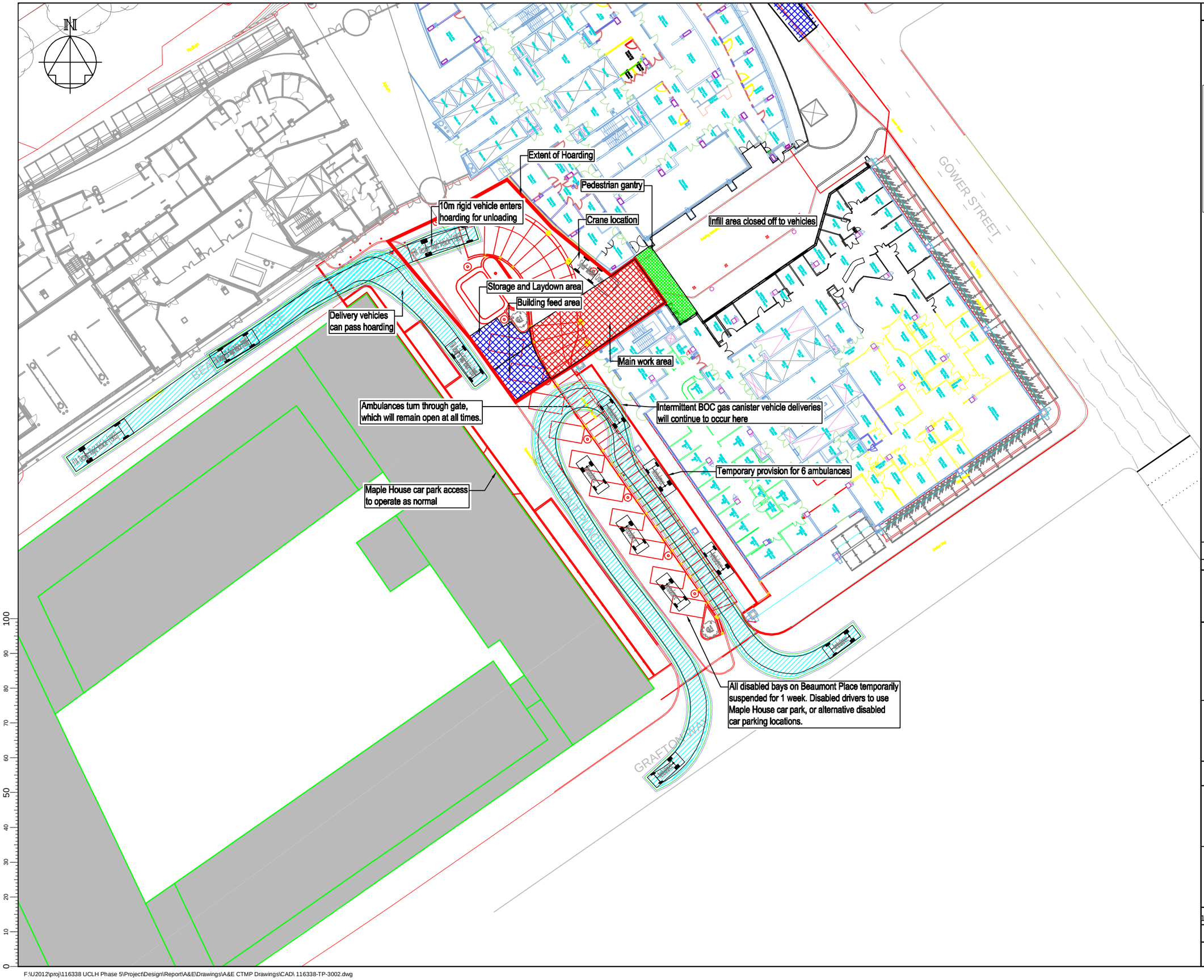

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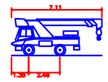
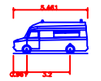


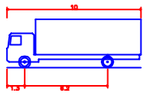
Small Mobile Crane

Overall Length	7.110m
Overall Width	2.500m
Overall Body Height	2.550m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.800m



Ambulance

Overall Length	5.461m
Overall Width	2.020m
Overall Body Height	2.436m
Min Body Ground Clearance	0.225m
Track Width	1.660m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.500m



FTA Design Rigid Vehicle (1983)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.653m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	12.000m

Rev.	Date	Amendment Details	Orig	Chk'd	App'd

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Web: www.sweco.co.uk

SWECO

Client
HMU

Drawing Status
FOR COMMENT

Project Title
A & E CONSTRUCTION
TRAFFIC MANAGEMENT PLAN

Drawing Title
STEELWORKS STEP 11B
LENGTH OF STAGE: 1 WEEK

Scale	Originator	Drawn	Checked	Approved
1:250@ A3	IG	IG	IG	MF
Original Size	Date	Date	Date	Date
A3	10/05/2016	10/05/2016	10/05/2016	10/05/2016

Drawing Number
116338-TP-3002-03

Revision
-

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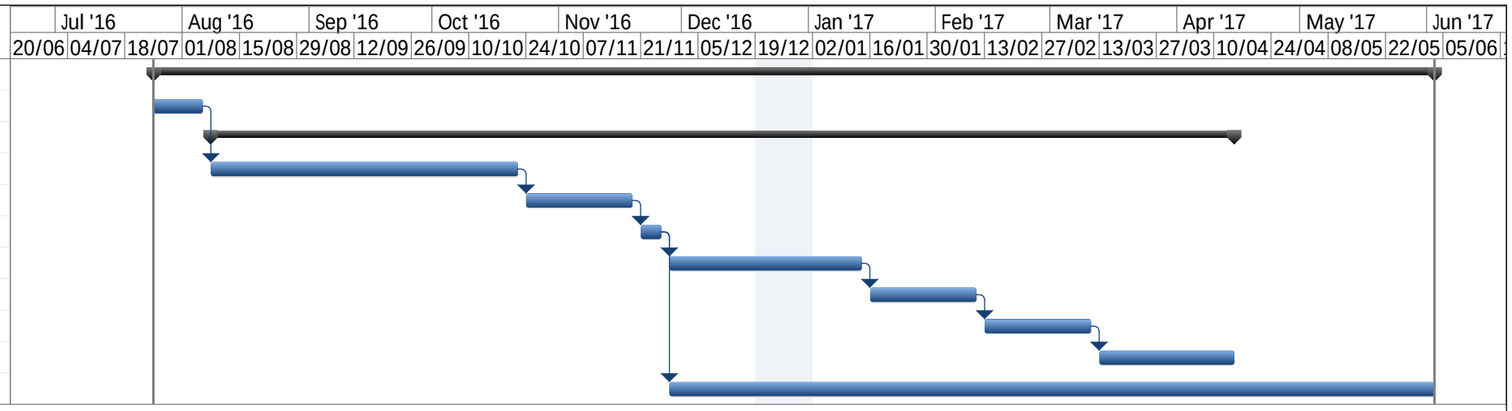
APPENDIX A:

GANTT CHART OF PROPOSED CONSTRUCTION PROGRAMME

ID	Task Mode	Task Name	Duration	Start	Finish
1		CONSTRUCTION	215 days	Mon 25/07/16	Fri 02/06/17
2		Enabling Works	2 wks	Mon 25/07/16	Fri 05/08/16
3		Structural Envelope	170 days	Mon 08/08/16	Fri 14/04/17
4		Step 1 - 6	11 wks	Mon 08/08/16	Fri 21/10/16
5		Step 7-11a	4 wks	Mon 24/10/16	Fri 18/11/16
6		Step 11b	1 wk	Mon 21/11/16	Fri 25/11/16
7		Step 12-16	5 wks	Mon 28/11/16	Fri 13/01/17
8		Step 17-18	4 wks	Mon 16/01/17	Fri 10/02/17
9		Step 19-20	4 wks	Mon 13/02/17	Fri 10/03/17
10		Step 21	5 wks	Mon 13/03/17	Fri 14/04/17
11		Internal Fit-Out	25 wks	Mon 28/11/16	Fri 02/06/17



Project: A&E Phase 6 - Outline Construction Programme
Date: Tue 17/05/16

Task	External Tasks	Manual Task	Finish-only		
Split	External Milestone	Duration-only	Deadline		
Milestone	Inactive Task	Manual Summary Rollup	Progress		
Summary	Inactive Milestone	Manual Summary			
Project Summary	Inactive Summary	Start-only			