Construction Management Plan

pro forma v2.0

Camden

Contents

Review

For Internal use only

Please initial and date in the relevant section of the table.

The **highlighted areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.

Pre app

Community liaison	
CLOCS	
Transport	
Highways	
Parking	
Environmental health	
Sustainability	*(attach appendix if necessary)*
Sign off	

Draft

Community liaison	
CLOCS	
Transport	
Highways	
Parking	
Environmental health	
Sustainability	
Sign off	

- INDICATES INPUT REQUIREMENT FROM MULTIPLE TEAMS THROUGHOUT DOCUMENT

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 Construction Management Plan includes, where relevant, measures from the HS2 Code of Construction Practice as well as any relevant undertakings and assurances given through the HS2 select committee process. The Construction Management Plan also includes measures from the LB Camden's Guide for Contractors Working in Camden.

The works will be undertaken by two contractors; the first phase of demolition will be undertaken by Keltbray Ltd, and the second phase of demolition by the HS2 Enabling Works Contractor (to be appointed).

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.

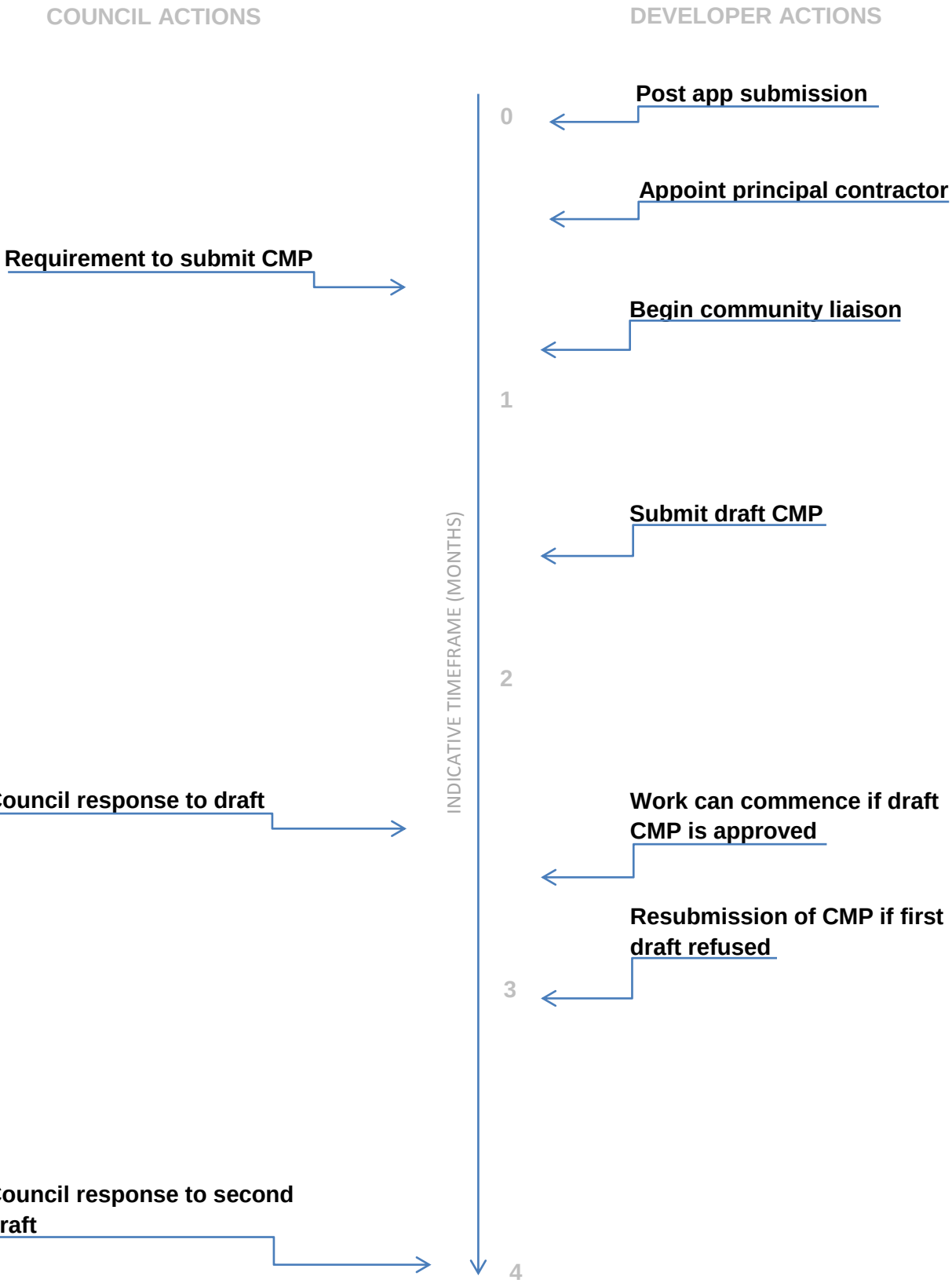
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "**Demolition Notice**"

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 is completed electronically and submitted as a Word file to allow comments to be easily documented.

(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:
110-122 Hampstead Road
London
Greater London
NW1 2LT

Planning ref: 2016/0588/NEW

Type of CMP: Demolition (please read alongside Application Statement, Demolition Method Statement and Annexes)

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

Name: High Speed Two (HS2) Limited, Matthew Wong

Address: 16 Upper Woburn Place, London, WC1H 0BS

Email: hs2enquiries@hs2.org.uk

Phone: 020 7944 4908

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.

Phase 1 Contractor:

Name: Sean Eels (Project Manager)

Address: Keltbray Group, St Andrew's House, Portsmouth Road, Esher, Surrey, KT10 9TA

Email: enquiries@keltbray.com

Phone: 020 7643 1000

Phase 2 demolition contractor information to be provided once appointed.

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.

Name: High Speed Two (HS2) Limited, Suzanne Crouch

Address: 16 Upper Woburn Place, London, WC1H 0BS

Email: hs2enquiries@hs2.org.uk

Phone: 020 7944 4908

5. Please provide full contact details of the person responsible for community liaison/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 responsible Camden officer.

Please refer to question 3.

6. 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.

Phase 1 Contractor:

Name: Sean Eels (Project Manager)

Address: Keltbray Group, St Andrew's House, Portsmouth Road, Esher, Surrey, KT10 9TA

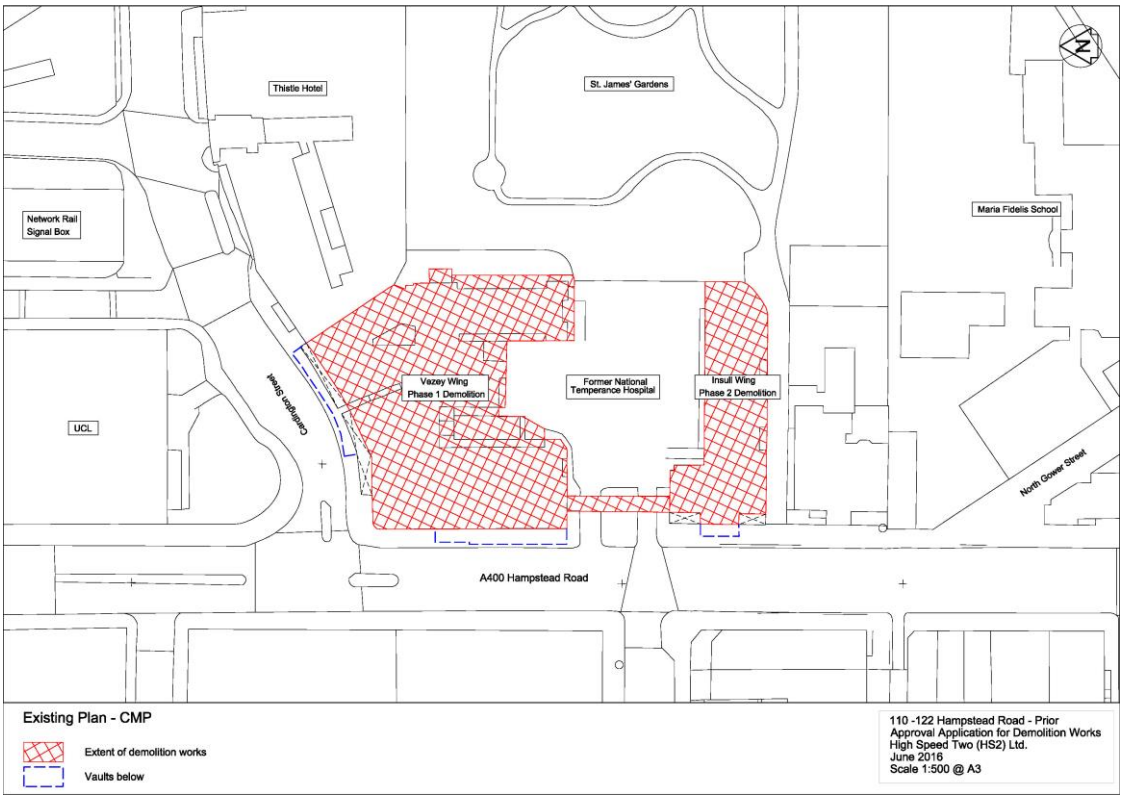
Email: enquiries@keltbray.com

Phone: 020 7643 1000

Phase 2 demolition contractor information to be provided once appointed.

Site

1. 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 situated on the intersection of A400 Hampstead Road and Cardington Street. To the north east the sites is bounded by the Thistle Hotel with St. James' Gardens to the east. To the south boundary there is a pedestrian path running between the former Hospital and the Margarete Centre NHS Building. The west boundary is A400 Hampstead Road.

The site is currently occupied by the largely disused National Temperance Hospital (NTH). The NTH comprises two sections: the first on the corner of A400 Hampstead Road and Cardington Street was constructed from 1879 and opened in 1881, becoming known as the Vezey Wing. Extensions were added in 1885 and in 1925. The 1925 extension was constructed to the north of the site, adjacent to the print works building on Cardington Street which was later converted into the Thistle Hotel. Further additions were made to the southern section in the 1930s, becoming known as the Insull Memorial Wing. These form two distinct clusters of building blocks on the site. The northern half of the site is occupied by mainly four / five storey buildings, arranged in a number of sub-wings. The central area of the site is more open in nature, with the six storey Insull Wing to the southern side. The two main wings of the former Hospital are linked by a raised first floor Link Bridge, and basement tunnel.

Adjacent to the site across Cardington Street is the University College London building at 132 Hampstead Road which is due for demolition as part of the HS2 project. On the opposite side of the A400 Hampstead Road from HS2 are the LB Camden residential blocks known as the Tarns and, set back from the road, Rydal Water. To the south-west there is a parade of independent shops as well as the Bengali Workers' Association 'Surma Community Centre'.

Details of existing and anticipated construction sites in the local area is provided in *Community Liaison Q4.*

Photographs of the site and its surroundings are provided in Annex 1.

2. 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 110-122 Hampstead Road, in two Phases:

- Phase 1 will comprise the demolition of the Vezey Wing and connecting Link Bridge of the formal hospital, which is scheduled to commence in September 2016. Demolition works for Phase 1 are scheduled to be completed by March 2017.
- Phase 2 will comprise the demolition of the Insull Wing, and is scheduled to commence in September 2017. Demolition is expected to be complete by March 2018.

Please note, the demolition works will fall within the durations set out above but may not take the entire duration. Please refer to the Demolition Method Statement for more information on how demolition would be undertaken.

For each Phase, the demolition will occur in three stages:

- **Soft strip and window removal**. External scaffolds will be erected and internal soft strip will take place, followed by deconstruction of the roof sections and the façades.
- **Demolition of the structures to basement level**. The Link Bridge between the Vezey and Insull Wings will be removed early in this stage. The demolition of the remainder of the building will take place through a deconstruction process with craneage facilitating removal of the waste for segregation and removal.
- **Basement clearance and infill**. The basement will be cleared and filled with load-bearing material.

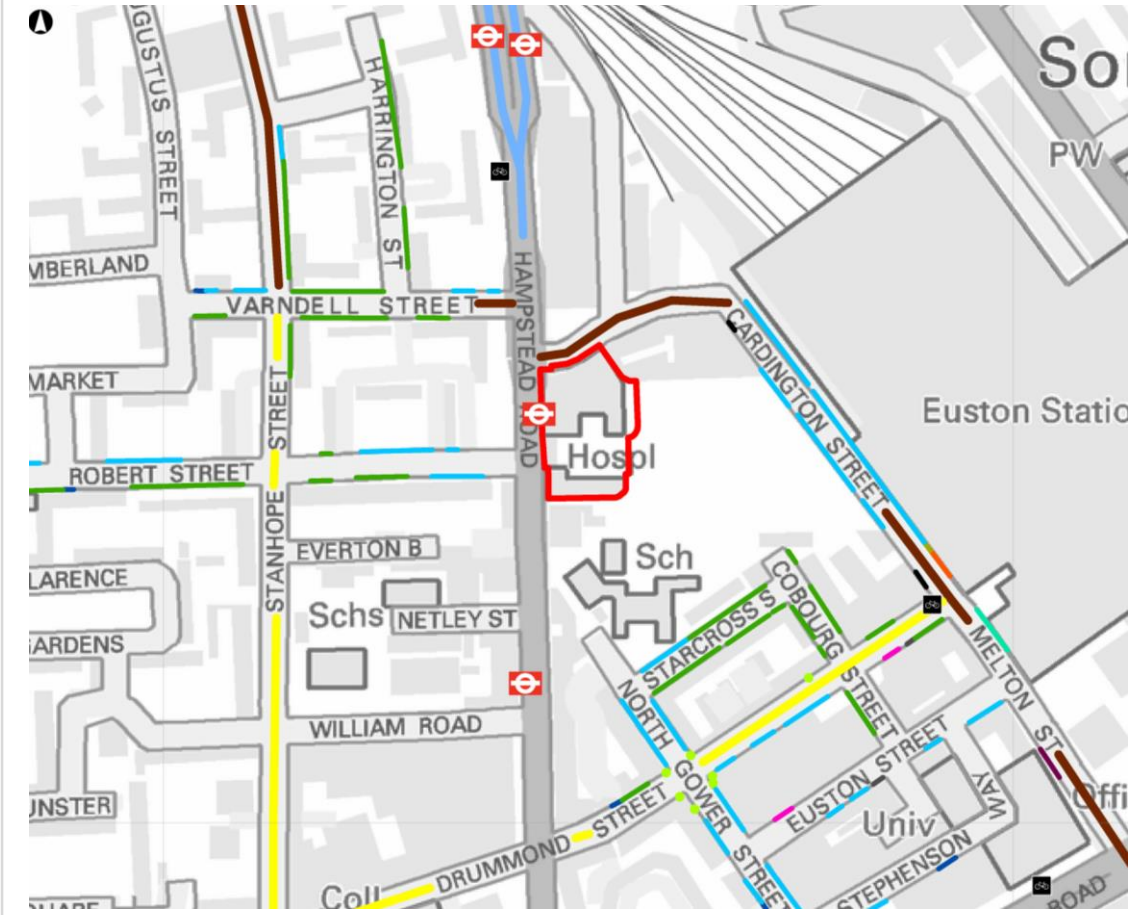
The main demolition issues and challenges being mitigated through the measures set out in this Construction Management Plan and the Demolition Method Statement are:

- Demolition of existing buildings within an urban environment
- Interface with surrounding residential properties, occupiers and the general public
- Proximity to The Maria Fidelis Convent School
- Party wall agreement with Thistle hotel
- Proximity of public highways
- Access to the site via A400 Hampstead Road, which is a route within the Transport for London. Road Network (TLRN)

3. 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.).

- Camden Town Unlimited, Insull Wing
- Thistle Hotel
- 132 Hampstead Road, University College London
- The Tarns residential block on Hampstead Road
- Rydal Water residential block
- Woodhall residential block
- LB Camden replacement residential units at junction of Robert Street and Hampstead Road
- LB Camden replacement residential units at junction of Varndell Street and Hampstead Road
- Surma Community Centre
- The Maria Fidelis Convent School
- Netley Primary School
- Residential dwellings on Robert Street
- The NHS Margarete Centre
- Whitehall Park Development Investment, 106 Hampstead Road (office)
- Network Rail, Maintenance Facility on Cardington Street

4. 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.



Legend

- Site Boundary
- Residential Permit Parking
- Pay & Display Parking
- Blue Badge Parking
- Doctor Parking Bay
- Motorcycle Parking
- Car Club
- Loading Bay
- Taxi
- Bus Stand
- Coach Bay
- Public Cycle Parking
- London Cycle Hire — *Barclays Cycle Hire Station*
- Quieter routes recommended by cyclists
- Cycle Route GNS 2
- Cycle Route GNS 1
- Bus Stop

5. 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).

Key dates

Phase 1

- Contractor anticipated to be appointed: June 2016
- Demolition works scheduled to be undertaken: September 2016 – March 2017

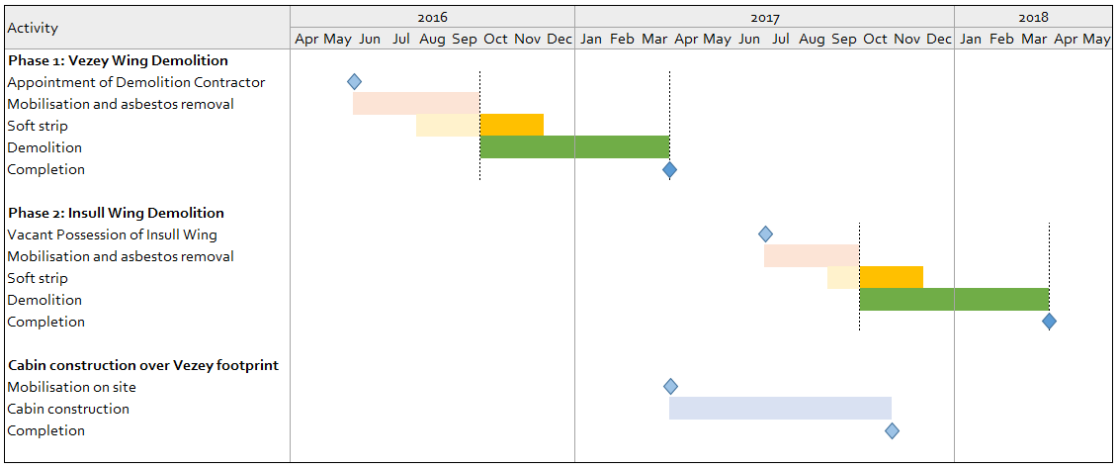
Phase 2

- Contractor anticipated to be appointed: September 2016
- Demolition works scheduled to be undertaken: September 2017 – March 2018

The programme for the works is provided below. Please note, the demolition works will fall within the durations shown but may not take the entire duration. Please refer to the Demolition Method Statement for more information on how demolition would be undertaken.

A gantt chart summarising the programme is provided below and in Annex 2. Please note, the gantt chart includes some activities which do not fall under the works for which prior approval determination is being sought, such as mobilisation works, asbestos removal, some soft strip activities and cabin construction. These activities are shown as lighter colours, and are included for information purposes only.

Main demolition works will not start until the bus stop on Hampstead Road has been relocated. Main demolition works do not include soft stripping, removing asbestos and any low level demolition within the courtyard.



6. 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 normal working hours for this site will follow the standard working hours set out above.

In alignment with standard practice, and to maximise productivity within the core hours of construction, the contractors will utilise a period of up to one hour before and up to one hour after normal working hours for start-up and close down of activities. This will be quiet work such as deliveries, movement to place of work, unloading, maintenance and general preparation works. This will not include operation of plant or machinery likely to cause any disturbance to local residents or businesses. These periods will not be considered an extension of core working hours. A site management representative will be nominated to enforce restrictions on activities during this period to avoid the risk of noise or nuisance to the community.

Except in the case of an emergency, any work required to be undertaken outside core hours (other than quiet work or equipment repairs or maintenance) will be agreed with LB Camden prior to undertaking the works under Section 61 of the Control of Pollution Act 1974.

7. 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.

The contractors for each phase will liaise with the relevant utility companies to establish the requirements for monitoring any movement to the utilities adjacent to the site and corresponding trigger levels.

Existing utilities will be checked and capped off to allow demolition to proceed. This will take place ahead of soft strip works.

The provision of an on-site power connection will be pursued in advance where reasonably practicable and safe to do so for both Phases of the works. The contractor will contact the relevant utility companies through established channels when required.

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft.

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.

1. 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.

HS2 Ltd. has undertaken consultation with the nearest potential receptors and other relevant parties:

- UCL
- Maria Fidelis Convent School
- Network Rail
- Thistle Hotel
- NHS Margarete Centre
- TfL
- Camden Town Unlimited
- Whitehall Park Development Investment, 106 Hampstead Road
- Surma Community Centre
- Lovell (the contractor for replacement housing on Hampstead Road)
- LB Camden (through pre-application advice and traffic working group)

Details of the consultation undertaken with these groups, the issues raised and how they have been addressed are included in Annex 3.

HS2 Ltd. has also engaged with local residents and the wider public through a mail-out to 19,902 address points and two community information events held at HS2 in Euston on Thursday 12 May 2016 (1600-2000) and Saturday 14 May 2016 (1000-1400). In total, 31 people attended these events, including residents from Robert Street and nearby housing estates, Lovells Construction, UCL staff and students, local architects and LB Camden.

The main issues raised during the community information events were: vehicle movements and routing in relation to the works; how asbestos would be managed; general noise and dust impacts and working hours; and the status of the building in relation to statutory listing. The issues raised have been reflected in this Construction Management Plan and other application documents, where appropriate.

Details of the mail-out area and community information events material are provided in Annex 3.

2. 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.

HS2 Ltd and the appointed contractors will continue to liaise with the stakeholders and local residents throughout the lifetime of the works, and consult with LB Camden on their plan of engagement.

At least two weeks in advance, or as otherwise agreed, of the works the contractors will distribute information to notify stakeholders and local residents in advance of works commencing. This information will detail the location, nature, programme and expected duration of activities. Additional information will be distributed at appropriate intervals throughout the works to advise of the project.

A Community Working Group will be used to liaise with stakeholders and local residents. If appropriate, HS2 Ltd will work with Lovell (the contractor for replacement social housing on Hampstead Road) to participate in any established working groups, to ensure coordinated approach to information sharing. A Community Working Group will remain established throughout the demolition works.

The nearest residential receptors to the site are The Tarns, Rydal Water and Woodhall during Phase 1 with the addition of new LB Camden replacement residential units (currently under construction) for Phase 2. HS2 Ltd and the contractors will employ targeted engagement methods to provide advance information of works and include these residents and any associated community groups in the Community Working Group.

The contractors will nominate a Community Relations Representative, who will work with HS2 Ltd to liaise with the community to provide appropriate information and address any concerns. The HS2 Public Helpdesk will be in operation 24 hours per day 7 days per week to manage enquiries from the public. In addition the HS2 in Euston drop-in information centre in the Insull Wing will be a source of information for stakeholders during the Phase 1 demolition works. Site information, such as contact details and key personnel will be displayed on the site hoarding.

The Community Relations Representative (CCR) will attend any community liaison meetings along with HS2 representatives.

The contractors will log and report all enquiries and complaints received to the HS2 Ltd Public Helpdesk. HS2 Ltd will operate a complaints monitoring system to record and track complaints received. The contractors will respond promptly to complaints, working with HS2 Ltd to rectify any problems either individually or via established working groups.

HS2 Ltd requires the contractors to communicate with stakeholders in accordance with HS2's Equality, Diversity and Inclusion commitments. Efforts to engage with the local community include provision of bilingual staff.

3. 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".

The demolition works will aim to achieve 'Excellent' scoring as part of the Considerate Constructors Scheme. Any additional requirements set out in relevant undertakings and assurances will also be undertaken. Please refer to Annex 4 for more information.

4. 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.

Phase 1

The following construction activities at nearby sites are relevant:

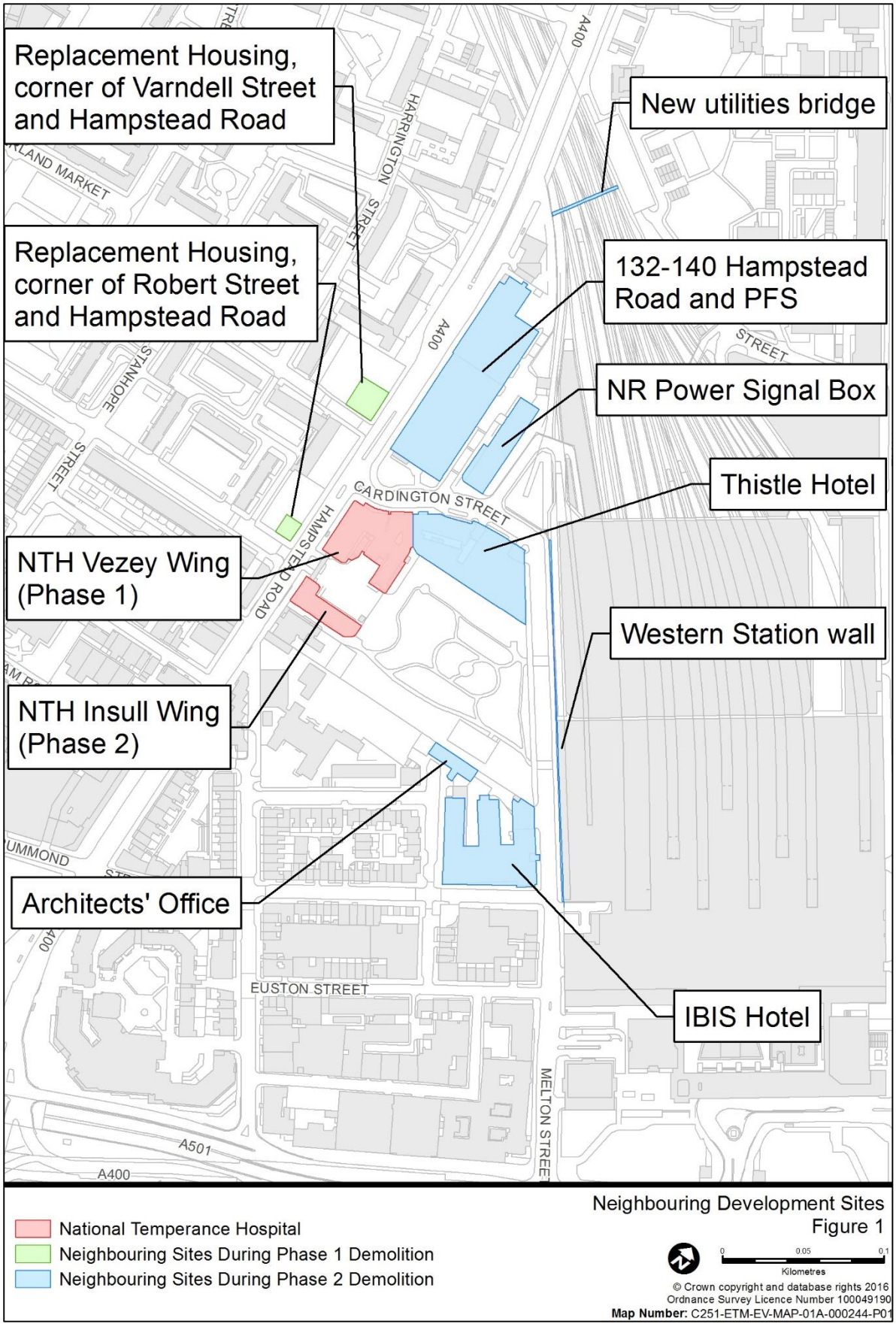
- Two sites being developed by LB Camden as replacement housing, needed as a result of HS2:
    - Former One Stop Shop, on corner of Robert Street and Hampstead Road: 24 replacement homes. Opposite side of A400 Hampstead Road from the 110-122 Hampstead Road site.
    - Newlands, on corner of Varndell Street and Hampstead Road: 32 replacement homes. Opposite the Bartlett School of Architecture, approximately 120m north of the 110-122 Hampstead Road site.

Phase 2

The following construction activities at nearby sites are relevant:

- The LB Camden replacement housing will either be in the final stages of completion or have been completed.
- Other HS2 works are planned to be in progress, including construction of a temporary utilities bridge south of Hampstead Road Bridge and works to the western wall of the existing station. In early 2018, there is likely to be some overlap between Phase 2 and other HS2 activities including the demolition of 132-140 Hampstead Road, the Ibis Hotel and the Thistle Hotel.

Cumulative impacts of all HS2 construction activities were taken into consideration in the HS2 Phase One Supplementary Environmental Statement 2 and Additional Provision 3 (September 2015) Environmental Statement. This model has been used, with the inclusion of the Phase 2 demolition works as now planned, to assess the cumulative impacts of the Phase 2 demolition. See also Environment 1-4 and Annexes 5 and 6 of this CMP. The key sites referred to above are shown on Figure 1 below.


Replacement Housing, corner of Varndell Street and Hampstead Road
Replacement Housing, corner of Robert Street and Hampstead Road
New utilities bridge
132-140 Hampstead Road and PFS
NR Power Signal Box
Thistle Hotel
NTH Vezey Wing (Phase 1)
NTH Insull Wing (Phase 2)
Western Station wall
Architects' Office
IBIS Hotel
CARDINGTON STREET
HAMPSTEAD ROAD
EUSTON STREET
MELTON STREET
HARRINGTON STREET
STANHOPE STREET
A400
A501
National Temperance Hospital
Neighbouring Sites During Phase 1 Demolition
Neighbouring Sites During Phase 2 Demolition
Neighbouring Development Sites
Figure 1
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Kilometres
© Crown copyright and database rights 2016
Ordnance Survey Licence Number 100049190
Map Number: C251-ETM-EV-MAP-01A-000244-P01

Camden

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 which give a breakdown of requirements.

CLOCS Considerations

1. Name of Principal contractor:

Address: Keltbray Group, St Andrew's House, Portsmouth Road, Esher, Surrey, KT10 9TA

Email: enquiries@keltbray.com

Phone: 020 7643 1000

Phase 2 demolition contractor information to be provided once appointed.

2. 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).

To undertake the Local Authority requirement to meet the CLOCS recommendations the contractors will ensure that:

- Prominent signage is to be fitted to all vehicles over 3.5 tonnes gross vehicle weight that visually warns other road users not to get too close to the vehicle.
- Warning signage needs is visible to a VRU before they enter the area of risk on approach to the vehicle.
- Warning signage is to be placed on the rear of all vehicles (where appropriate) at eye / cyclist level for clear visible communication.
- Signage will be both pictorial to visually warn other road users not to get too close to the vehicle.
- Where text is included on signage, it must be legible by a cyclist at a reasonable distance from the vehicle.
- Signage is not offensive and will not give instructional advice e.g. 'Stay back' or 'No Entry' to the vulnerable road user.
- Additional warning signage should be applied to side-guards on both sides of the vehicle. In accordance with Section 2.3 of the "CLOCS Guide – Vehicle Safety equipment".
- The fitting of side-guards to all rigid mixer, tipper and waste type vehicles over 3.5 tonnes gross vehicle weight that are currently exempt from fitment without exception.
- All vehicles over 3.5 tonnes gross vehicle weight have front, side and rear blind-spots completely eliminated or minimised as far as is practicable through a combination of fully operational indirect vision aids and driver audible alerts.
- All vehicles over 3.5 tonnes gross vehicle weight are equipped with enhanced audible means to warn other road users of a vehicle's left manoeuvre.
- Drivers are trained and certified in the importance of all fitted vehicular equipment and their purpose.
- Drivers are trained and certified in the use of each piece of fitted safety equipment prior to them taking out a vehicle.
- Drivers are trained and certified in the process of reporting any faults with fitted safety equipment.
- Drivers are trained and certified in the procedure for undertaking a daily walk round of their vehicle, and completion of a formalised check sheet for evidence of a daily review of all safety equipment along with normal vehicle review requirements.

In addition to CLOCS, the contractors will be required to enrol and comply with all of the requirements of the Fleet Operator Recognition Scheme (FORS). FORS is a voluntary accreditation scheme encompassing all aspects of safety, fuel efficiency, vehicle emissions and improved operations. FORS in general helps fleet operators to measure and monitor performance and alter their operations in order to demonstrate best practice and improve road safety.

The contractors and all sub-contractors will meet the Bronze and Silver levels as well as the Gold standard (additive standards) and meet the following criteria. (The list below is indicative of the overall scheme and not exhaustive.)

The contractors will:

- Conduct audits of their fleet against FORS approved audit
- Be fully prepared to meet all FORS required quality requirements including physical works to vehicles, driver (fleet team) training and preparation and demonstration of real fleet improvements related to both safety and the environment
- Communicate considerately and effectively with all parties to demonstrate compliance with the FORS scheme both physically and through demonstrable evidence
- To attend competence and FORS awareness training
- Maintain a fully functioning complaints system that is fully auditable
- Undertake senior management reviews on all fleet operation policies annually
- Brief and train all Fleet team members in company FORS related policies to ensure a shared goal within their logistics teams
- Ensure that only qualified, or sufficiently trained staff are used to manage and work within their logistics team, including drivers and supervisors
- Inspect all vehicles as required, by suitably qualified persons, and undertake both routine and planned maintenance in a timely manner to ensure that all vehicles are road worthy and safe for usage on a daily basis
- Record, monitor and manage fuel and tyre usage
- Ensure that all vehicles over 3.5 tonnes are fitted with the correct safety equipment to protect pedestrians, and vulnerable road users
- Install vehicle warning systems to all vehicles over 3.5 tonnes (including audible means to warn other road users of reversing and left hand turns)
- Install blind spot minimisation equipment to all vehicles over 3.5 tonnes including in vehicle “indirect vision” aids such as reversing cameras and audible alerts
- Maintain policies to ensure no driver can drive beyond reasonable hours and that the drivers are fit and healthy to undertake their shift on each day of work

3. 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:

The CLOCS Standard will be a requirement placed on the contractors for the project.

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.

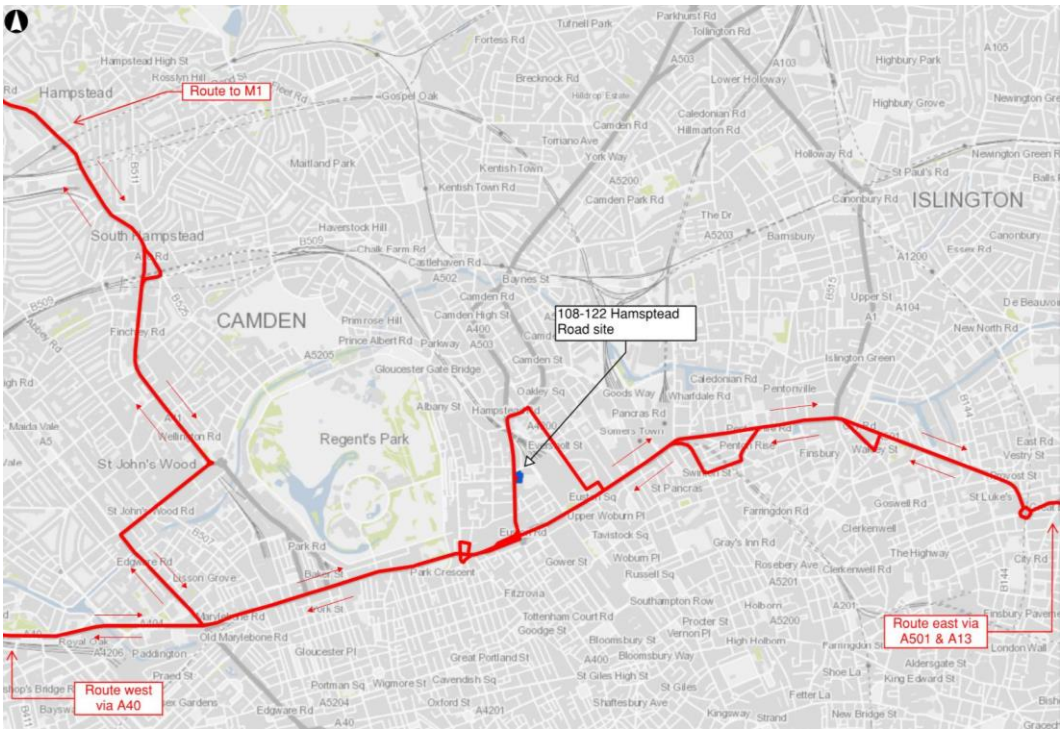
4. Traffic routing: *"Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless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

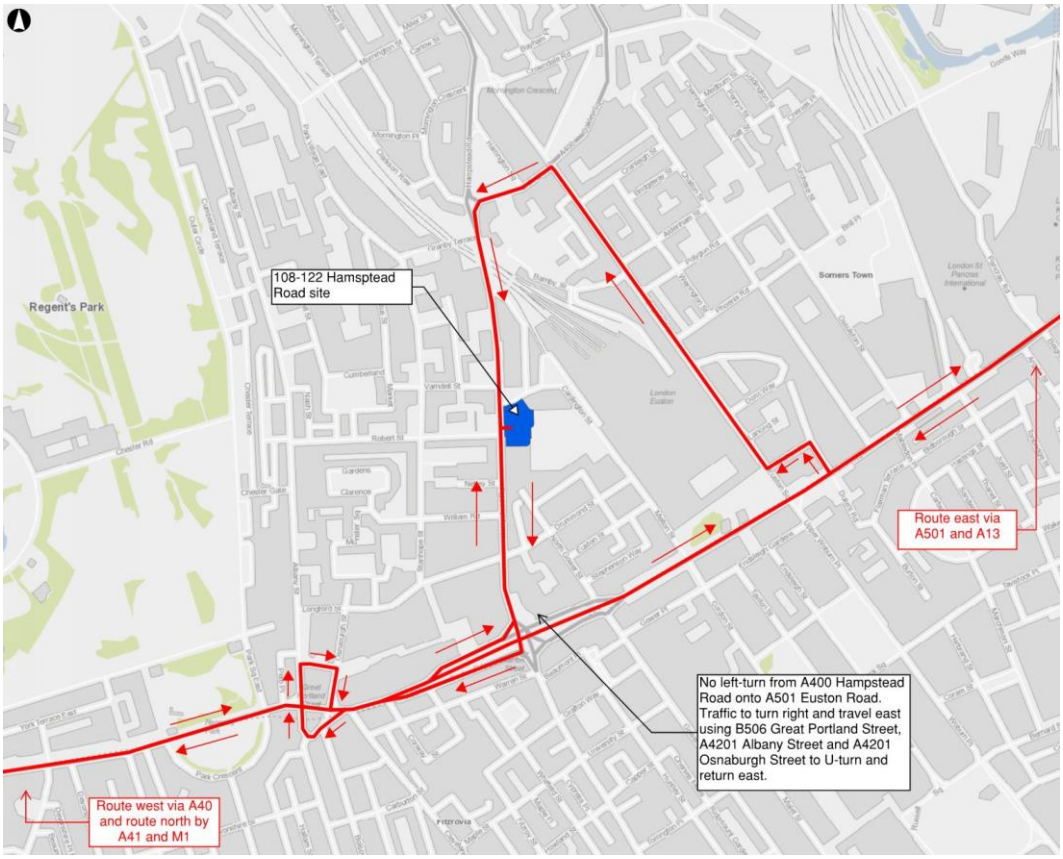
Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (ie. those that attract high volumes 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).

The figures below show the primary construction traffic routes to the site (top) and the local traffic routes to the site (bottom).





A400 Hampstead Road will be the primary access route to the site. Traffic arriving from and departing to the west via the A501 Euston Road will do so via the southern section of A400 Hampstead Road with arriving traffic turning right into the site from A400 Hampstead Road and the departing traffic turning left out onto A400 Hampstead Road. Traffic arriving from the east along A501 Euston Road will use Churchway, Grafton Place, A4200 Eversholt Street and A400 Lidlington Place/Harrington Square to arrive from the north along A400 Hampstead Road. This is because vehicles cannot turn right from A501 Euston Road onto A400 Hampstead Road. In addition, as there is no permitted left turn from A400 Hampstead Road onto A501 Euston Road - traffic departing to the east will travel west on A501 Euston Road and use B506 Great Portland Street, A4201 Albany Street and A4201 Osnaburgh Street to turn and travel east along A501 Euston Road.

In the Euston area, the routes used by vehicles travelling to and from the site are all main road routes and local roads will not be used. Both A400 Hampstead Road and A501 Euston Road are part of the Transport for London Road Network (TLRN) and the additional construction traffic generated will be appropriate for those types of roads. While the site is in close proximity to the Maria Fidelis Convent Lower School, the additional traffic will not generate any additional impacts on the school as it will not impact North Gower / Starcross Streets, where the entrances are located. In addition, controlled crossing points are provided at regular intervals on A400 Hampstead Road.

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.

All deliveries to site will be undertaken through an electronic "booking-in" system, managed by the appointed contractor, with all deliveries allocated a specific time slot. Typically, failure to adhere to their time slot may result in a sub-contractor's delivery being denied access to the site.

Vehicles arriving at the site will be able to pull onto the site directly from the main carriageway. The access gates will be manned and an operative will control pedestrian flow while the vehicle is being directed into the site. A similar process will be adopted for vehicles exiting the site. A personnel access gate will be provided to A400 Hampstead Road. The appointed contractor should have a control point at this gate and should check that only authorised personnel are allowed access to the site.

All persons employed on, or visiting site will be subject to a health and safety induction so that they are aware of the hazards present on the site and the restrictions imposed under the contractors' health and safety management procedures. All visitors will be accompanied around the site by a representative of the employer (generally the contractor) unless previously agreed otherwise. More information is provided in Annex 4.

Due to the size of the site, minimal parking will be allowed on site for short term delivery or maintenance vehicles. All contractors and sub-contractors on site will be advised that no parking is available on the site and that all personnel should use public transport.

5. 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.

A schedule of predicted size and frequency of vehicles will be finalised by the contractors. Vehicle movements/deliveries will be reduced during weekday highway peak hours 8am-9.30am and 4.30pm-6pm. Given that the additional traffic will not generate any additional impacts on the Maria Fidelis Lower Convent School as it will not impact North Gower / Starcross Streets, where the entrances are located, no additional reduction in the hours of vehicles movements/deliveries are considered necessary.

Vehicular movement for site deliveries outside the normal working hours (including shoulder time) will need to be agreed with LB Camden and / or TfL.

For Phase 1 demolition, we anticipate that daily vehicle movements set out below will apply:

- Small vehicles (vans, cars etc.): ~6 No. per day (12 Trips)
- Large axle vehicles: ~20 No. per day (40 Trips)

On average we have estimated 18 deliveries to site per day (36 trips) is estimated.

The frequency of vehicles is anticipated to be the same or lower for Phase 2 demolition.

Note: In addition, there will be a small number of trips by large articulated vehicles for delivery/removal of large plant and equipment (e.g. specialist crushing equipment).

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

Phase1

The following construction activities at nearby sites are relevant:

- Two sites being developed by LB Camden as replacement housing, needed as a result of HS2:
    - Former One Stop Shop, on corner of Robert Street and Hampstead Road: 24 replacement homes. Opposite side of A400 Hampstead Road from the 110-122 Hampstead Road site.
    - Newlands, on corner of Varndell Street and Hampstead Road: 32 replacement homes. Opposite the UCL Bartlett School of Architecture, approximately 120m north of the 110-122 Hampstead Road site.

Phase 2

The following construction activities at nearby sites are relevant:

- The LB Camden replacement housing will be in its final stages of completion.
- Other HS2 works are planned to be in progress, including works around Mornington Street Bridge and Park Village East, various utilities works, construction of a temporary utilities bridge south of Hampstead Road Bridge and works to the western wall of the existing station. There may be some overlap of Phase 2 with other HS2 activities including the demolition of 132-140 Hampstead Road, the Ibis Hotel and the Thistle Hotel.

Cumulative impacts of all HS2 construction activities were taken into consideration in the HS2 Phase One Supplementary Environmental Statement 2 and Additional Provision 3 (September 2015) Environmental Statement transport assessment.

Following Royal Assent, there will be an overall HS2 Local Traffic Management Plan for the Euston area, prepared in consultation with LB Camden and Transport for London. The vehicles from the Phase 2 demolition would be managed as part of this LTMP.

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.

Please see answer to *Site Traffic 4b.*

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 necessary compliance checks. Please refer to question 5 if any parking bay suspensions will be required for the holding area.

Not applicable – delivery vehicles will access the site directly from their base location and so off-site holding areas are not required. Please refer to *Site Traffic 4b* for more information on how delivery vehicles will be managed.

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).

Not applicable.

6. 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

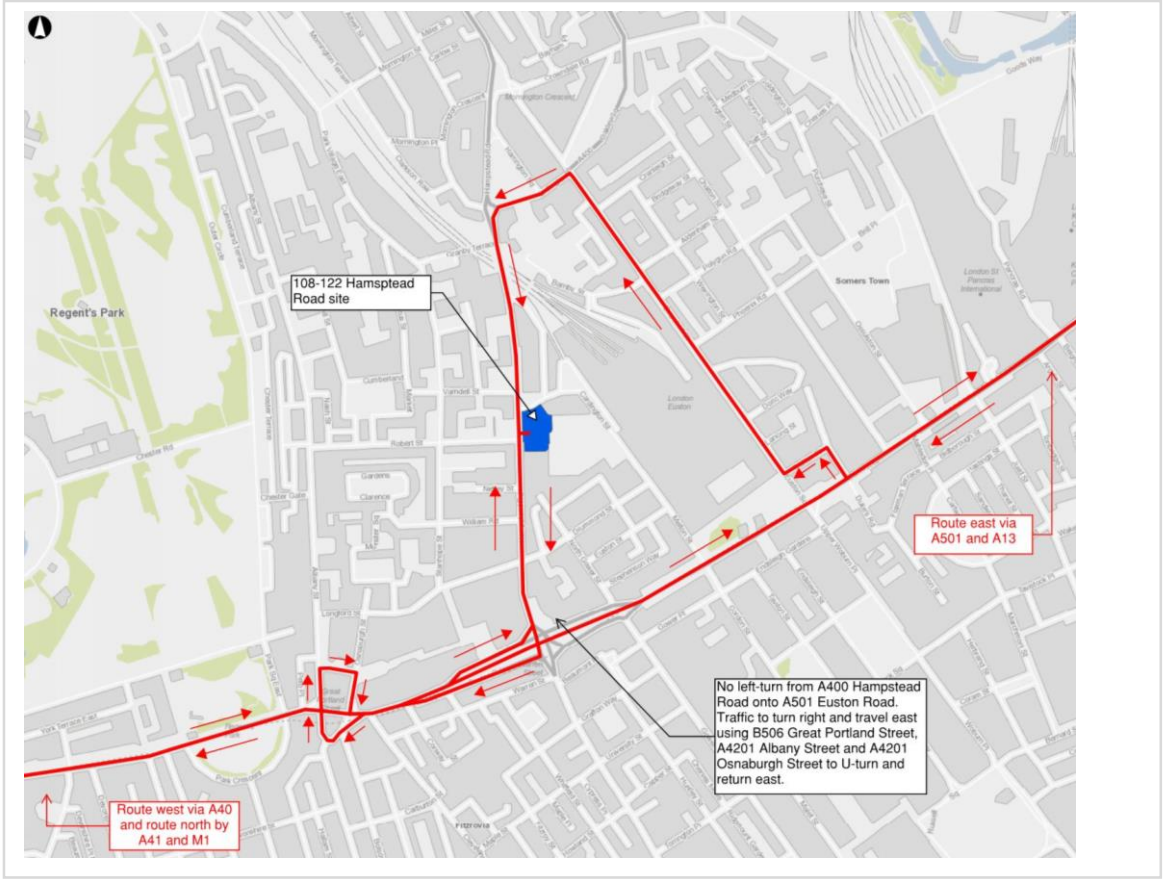
The length of road fronting the site will require a working zone along the face of the existing building. It is planned to locate the hoarding line approximately along the middle of the exiting footway (refer to *Transport 9b*). To maintain an operational footpath it is planned to relocate the existing bus stop south along the road (refer to *Transport Q10*). The southbound carriageway will then operate with a central right turn as existing into Robert Street with a single southbound free flow traffic lane as existing. North bound lanes are expected to remain as existing. Pedestrian crossings will remain open.

A400 Hampstead Road will be the primary access route to the site – please refer to the response to *Site Traffic 4a* for details of routing. Following demolition of the existing elevated Link Bridge, construction access gates will be installed. The gates will be designed so as not to encroach on to the footpaths or highway or into the site. Early demolition of the of the elevated Link Bridge is required to allow access, as shown in the swept paths included in *Site Traffic 6c.*

Existing services and street furniture (e.g. the traffic camera pole) will be protected. If any pavements or kerbs are damaged due to construction traffic they will be repaired or re-instated, with pedestrian and highways areas remaining safe throughout.

Vehicles arriving at the site will be able to pull onto the site directly from the main carriageway. The access gates will be manned and an operative will control pedestrian flow while the vehicle is being directed into the site. A similar process will be adopted for vehicles exiting site.

A separate personnel access gate will be provided to A400 Hampstead Road to control pedestrian access to the site. The number of construction workers on-site at any one time will depend on the different phases of the work. It is estimated that during the peak period of demolition activity there will be approximately 20 to 30 operatives on site. There will be no on-site parking provided for construction worker vehicles. Site operatives and visitors will be encouraged to use public transport – the site is located near Euston Station and Underground Station and public bus routes.



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

Site access and egress gates will be provided from A400 Hampstead Road onto the site.

The assumed main site access / egress for demolition and basement infill works will be via the arrangement of the gates on A400 Hampstead Road utilising the first as in and the second as out while still in place.

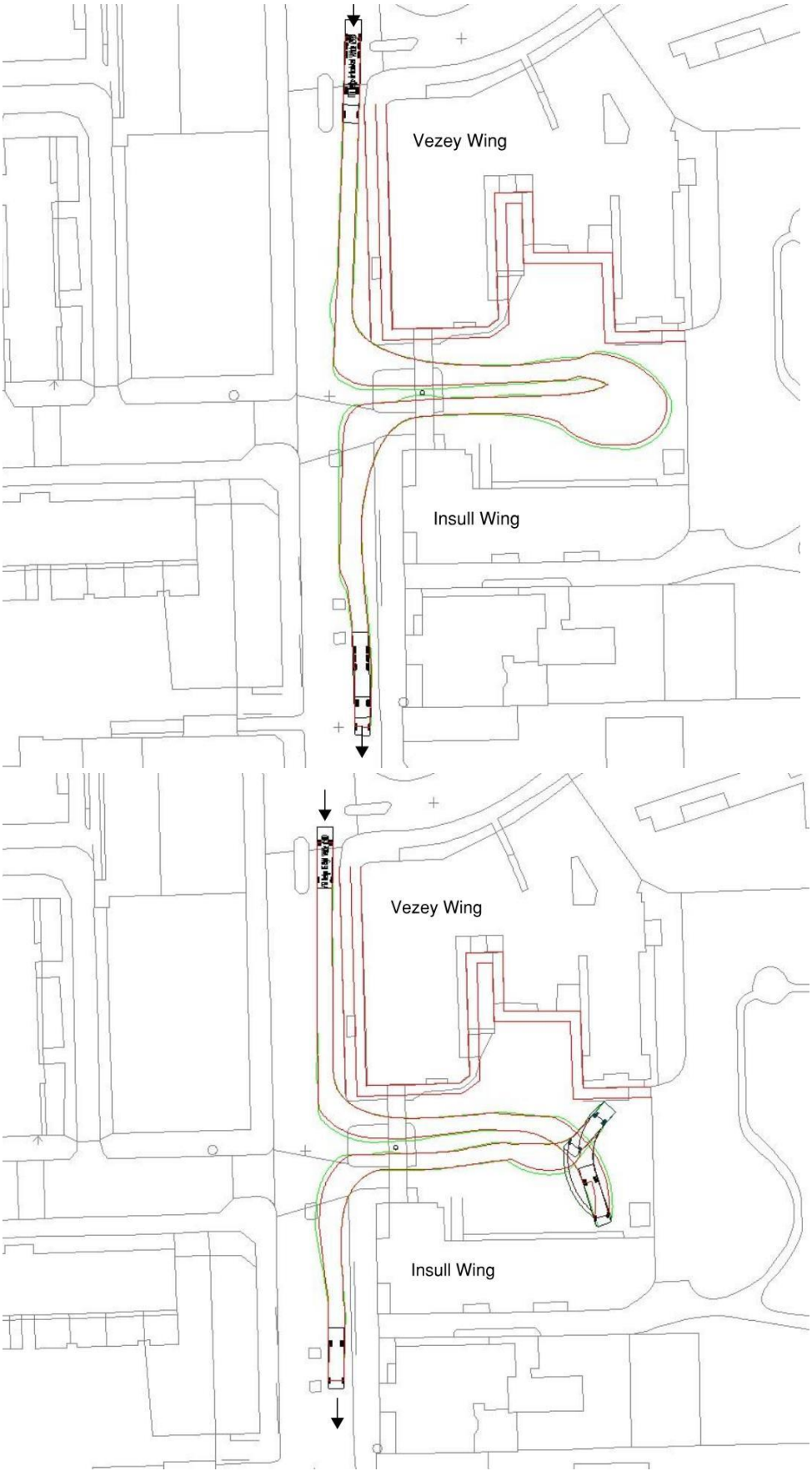
The initial demolition of the Link Bridge is required to allow access to the site. Post removal of the Link Bridge, the contractor will install gates within the area made free by the demolition.

Vehicles arriving at the site will be able to pull onto the site directly from the main carriageway. The gates will be manned, and banksmen operatives will ensure suitable pedestrian and vehicular segregation using extendable gates or similar on either side of the pedestrian walkway. This will ensure that pedestrians do not cross vehicular paths, as well as ensuring that they do not gain access to the site. The same arrangement will be provided at the exit gate from the site.

Existing services and street furniture (e.g. traffic camera pole) are to be protected.

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).

Swept paths are shown for 16.5m articulated vehicles (top) and 10.0m rigid HGV (bottom).



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.

The proposed works do not involve excavations, which will reduce the amount of site materials likely to be picked up on construction and delivery vehicle wheels.

Jet-washing or other suitable arrangements will be installed to wash down vehicle wheels to prevent any site materials being carried from the site onto the highway.

The site will have designated hard standing loading areas. These areas will also serve as wheel wash areas for vehicles leaving the site. The main exit point is a paved area which can be monitored and cleaned as required to prevent site materials tracking on to the road.

All ground or surface water run-off will be strictly controlled in line with environmental legislation and best practice to prevent pollution of drains and watercourses.

7. 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 8 if any parking bay suspensions will be required.

As a general principle, all deliveries to site will be off-loaded within the site boundary. However it is likely that certain vehicle loads, either due to their timing on the programme or their physical size (e.g. major mechanical plant) it may be necessary to off load from A400 Hampstead Road. Where offloading is to occur on the A400 Hampstead Road roadside, permissions will be sought as required from TfL, in consultation with LB Camden.

Highway interventions

- **8. Parking bay suspensions and temporary traffic management orders**

Please note that a parking bay suspension should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, suspensions whose duration exceeds 6 months must apply for a Temporary Traffic Order (TTO). For parking bay suspensions of one year or longer, a Traffic Management Order (TMO) must be applied for.

Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction.

Information regarding parking suspensions can be found here.

There are no parking bays on A400 Hampstead Road or Cardington Street in the vicinity of the site. It should not be necessary to suspend car parking bays, as all off-loading should be undertaken from within the site. Where offloading is to occur on the road side, permissions will be sought as required from TfL, in consultation with LB Camden.

9. 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).

Existing entrances to the site will be used. Services within pavement will be protected. If any restoration works are required following demolition works, these will be agreed with, and undertaken in accordance with, the highways authority.

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

A hoarding line is proposed to support the demolition methodology, which will need to be further developed by the contractors and agreed with the Local Authority and TfL prior to commencing the works, where required, the relevant agreements and licences will be sought for any works in the public highway.

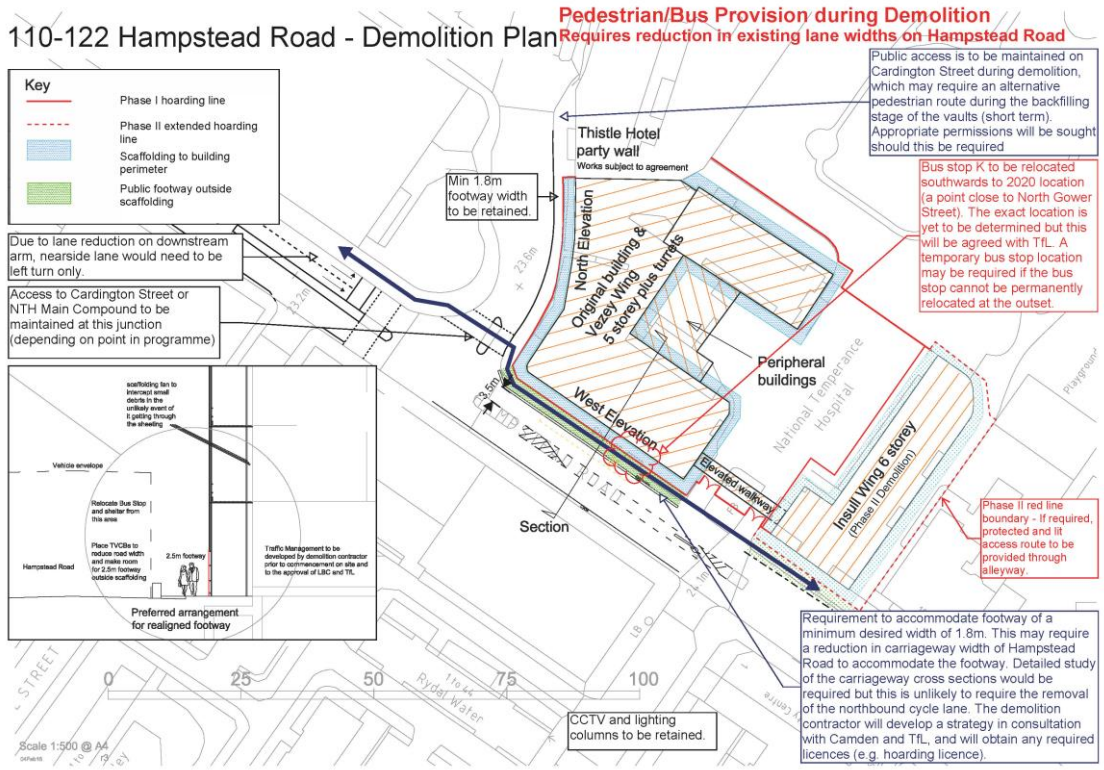
Hoarding will surround the site, and will be constructed in solid state to 2.4m in height. The hoarding will be painted in HS2 standard colours on the public-facing sides, and will be maintained to a good standard. Artwork and graphics may be used on hoardings where practicable.

It is anticipated that where the hoarding is set in to the road, temporary vertical concrete barriers will be installed at the base of the hoarding for added protection.

Signage will be displayed on the hoarding for health and safety purposes, Considerate Contractors and general site signage.

Backfilling of the existing vaults may require a temporary reduction in the pavement width on Cardington Street to facilitate these works over a short time period. If pedestrian diversions are required during this period, appropriate measures would be discussed with TfL and LB Camden in advance.

The extents of hoarding are shown in the drawings below, and are also provided in Annex 7.

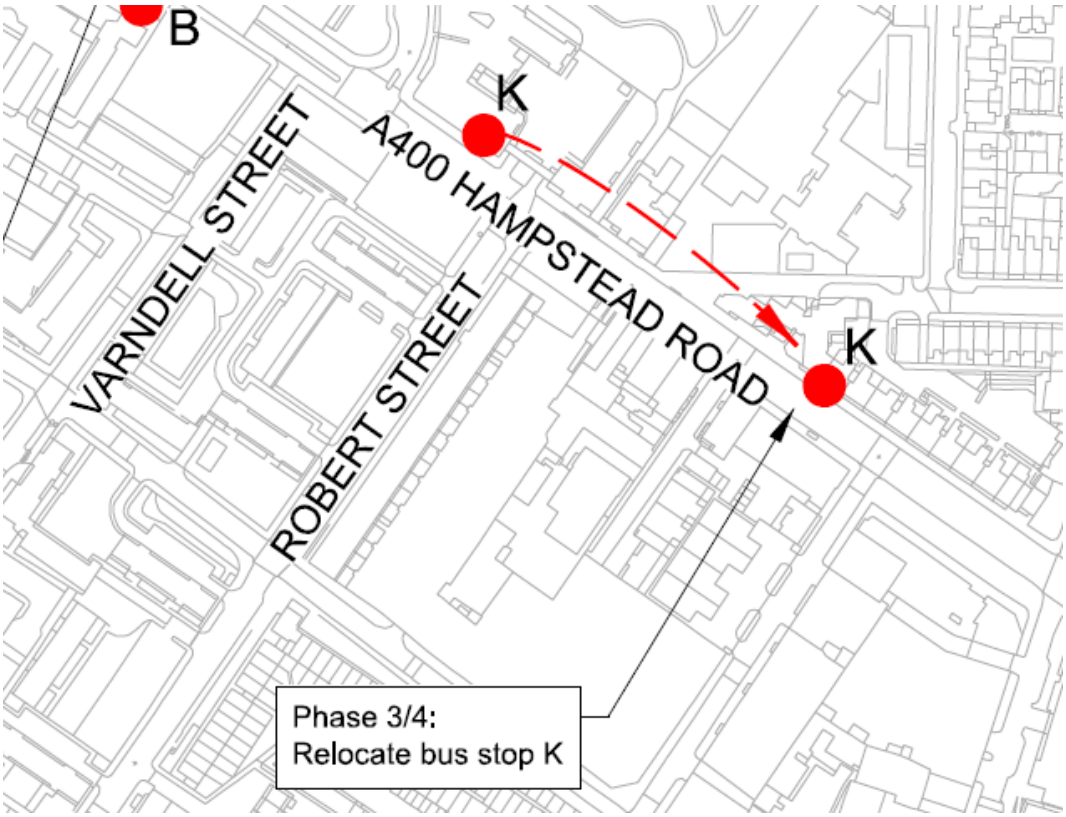


10. Diversions

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).

Not applicable.

The existing Transport for London (TfL) bus stop and shelter is planned to be relocated to a new location as indicated in the figure below. It is proposed to move the bus stop to the permanent location proposed under the HS2 Bill. However, until timescales for the permanent relocation of the bus stop are confirmed, the exact location cannot be defined. As such, the bus stop may be moved to a temporary location for an interim period. This will be subject to consultation and agreement with TfL.



11. 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 to 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.

It is preferred to move the pedestrians to a protected zone outside of the scaffolding which will separate them from the work activities including scaffold construction, demolition, and backfilling of the vaults. This can be undertaken due to the bus stop relocation and traffic arrangements as described above.

It is anticipated that where the hoarding is set in to the road, temporary vertical concrete barriers will be installed at the base of the hoarding for added protection.

If a temporary pedestrian tunnel is required in order to maintain pedestrian access along Cardington Street, the A400 Hampstead Road or the footpath between A400 Hampstead Road and St James' Gardens, then the scaffolding will be extended and protected using baulk timbers and lighting. The pedestrian access will be fully lit throughout, and on the highway side there will be baulk timbers that will be lit along their length. The area will be regularly maintained to ensure it is kept clean and maintained to acceptable standards. Details will be provided when relevant licences are sought from LB Camden or TfL.

The relocation of the bus stop enables sufficient room for cyclists and vehicles.

Signage will be displayed on the hoarding for health and safety purposes as well as Considerate Contractors Scheme information and general site signage.

Banksmen operatives will ensure suitable pedestrian and vehicular segregation during the arrival or departure of vehicles from site, using extendable gates or similar on either side of the pedestrian walkway, safe access will be provided to the site for pedestrians and cyclists, and cycle parking will be available at the site during the works.

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.

External scaffolding will be erected to enclose the faces of the building that front onto the roads to facilitate demolition. The full height scaffolding will be enclosed in reinforced polythene. This help to minimise dust and debris from being deposited onto the adjacent roads and buildings. Protective scaffolding fans will be erected prior to commencement of demolition.

All scaffolding will be fitted with a proprietary alarm system to prevent unauthorised access onto the scaffold and into the building.

Details of crane usage, including swing and oversailing, will be provided as part of a crane licence application where required.

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).**

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

Annex 5 provides a preliminary noise and vibration assessment for the proposed works, summarised below. This has been undertaken by ETM for HS2 Ltd, in advance of the appointment of the contractors for the Phase 1 and Phase 2 demolition. It will be the responsibility of the contractors to provide a detailed noise assessment as part of the application for prior consent under s61 of the Control of Pollution Act, 1974 and apply 'Best Practicable Means' to reducing noise exposure at sensitive receptors.

The noise and vibration assessment has focused on the hard strip demolition works rather than the initial stages of the works on site involving scaffolding and soft-strip that will be less noisy. A full plant list used in the noise and vibration assessment is provided in Annex 5 Table 2. These include:

- Concrete pulveriser mounted on excavator
- Compressor
- Tracked Loader (CAT)
- Cherry picker
- Mobile Crane 80T
- Circular saw/Cut off saw/Disc cutter
- Generator
- 20T 360 deg Excavator
- Mobile Crushing Plant
- Core drilling concrete 250mm diameter, electric
- Lorry Delivery
- Water Pump
- Vibrating Roller (small)

2. 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.

Additional baseline noise surveys were carried out on 08 April 2016 to establish current daytime noise levels, as reported in para 4 of Annex 6, and summarised below.

Baseline Noise Levels (Daytime)

Noise Sensitive Receptor	**Baseline - $L_{Aeq, period}$ dB**
The Tarns, Varndell Street	68*
'Rydal' Housing, corner of Robert Street and Hampstead Road (under construction)	69*
132 Hampstead Road, Bartlett School	62
Thistle Hotel (West)	56
Thistle Hotel (East)	56
Insull Wing (office)	52
Margarete Centre	52
Maria Fidelis School De-Hoet Wing, main building	51
*derived from Supplementary Environmental Statement (SES) 2 and Additional Provision 3 (September 2015) baseline long term monitoring site LM7027 on Hampstead Road	

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

Details of the noise predictions are set out in Annex 5. The predictions have considered a 12 week hard strip works period, within the overall October 2016 to March 2017 works period. Noise levels will vary across the demolition periods, as the sources move down each building and as screening changes as the sources move around the site. They also vary up and down the building façade of each Noise Sensitive Receptor (NSR) as screening varies. Generally, upper floors show the highest noise levels. The ranges of noise levels predicted at all NSRs are shown in the table below and a more detailed breakdown of these is provided in Table 4 of Annex 5.

Ranges of Predicted Construction Noise Levels (LAeq, day)

NSR	Phase 1 Demolition – between September 2016 – March 2017	Phase 2 Demolition and other HS2 works –assumed to be January to February 2018
The Tarns, Varndell Street	56-74	75 - 79
Housing, corner of Robert Street and Hampstead Road (under construction).	Under construction	75 - 80
132 Hampstead Road, Bartlett School	57 - 77	Vacant
Thistle Hotel (West)	58 - 84	Vacant
Thistle Hotel (East)	53 - 71	Vacant
Insull Wing (office)	55 - 81	To be demolished
Maria Fidelis School De-Hoet Wing	40 - 47	71 - 79
Maria Fidelis School Main Building	40 - 70	71 - 77

Phase 1

Based on this assessment, it is not anticipated that any residential properties in the vicinity of the works will require noise insulation or temporary rehousing in line with the Information Paper E23: Control of Construction Noise and Vibration for Phase 1 of the works.

The Lowest Observed Adverse Effect Levels and Significant Observed Adverse Effect Levels presented in Tables 1 and 3 of Appendix A do not prejudice local authorities' powers and obligations under Sections 60 and 61 of the Control of Pollution Act 1974. In particular, in determining an application by the Nominated Undertaker or his contractors for a consent under Section 61 of the Control of Pollution Act 1974, a Local Authority will remain under an obligation to have regard to the need for ensuring that the Best Practicable Means are employed to minimise noise, notwithstanding any declared Lowest Observed Adverse Effect Levels and Significant Observed Adverse Effect Levels presented in this Information Paper."

No impacts are predicted at the Maria Fidelis School De-Hoet building because it is screened by the Insull Wing. At the Maria Fidelis School Main Building, the Thistle Hotel (West), 132 Hampstead Road and the Insull Wing, the upper predictions show high noise levels, which will need to be addressed by the contractors using Best Practicable Means, to be agreed in the s61 consent.

It will be the responsibility of the contractor to secure s61 consent and apply Best Practicable Means to reducing noise during Phase 2. By the time that Phase 2 takes place, it is anticipated that The Tarns will have had noise insulation installed as part of the wider HS2 noise insulation programme already agreed with LB Camden. Discussions are ongoing between HS2 Ltd and LB Camden about the best way to ensure that any enhancement needed to the noise attenuation for the new housing at the corner of Robert Street is in place before this is occupied.

In accordance with 10.4 of the LB Camden Assurance '*The Secretary of State will require the Nominated Undertaker to use reasonable endeavours to ensure, subject to securing the necessary access and consents (and the construction timetable), that those qualifying properties have the appropriate mitigation installed before commencement of those 'HS2 Works' that trigger the need for noise insulation.'*

During Phase 2, the contractor will continue to work with Maria Fidelis Convent School and with the Margarete Centre to manage any impacts that arise in the context of the wider HS2 works. It is anticipated that windows on the north façade of the Margarete Centre will be provided with noise insulation.

Predicted levels of ground vibration from the compaction roller vary from 0.1 to 0.5mm/s PPV indicated negligible or minor effects at all NSRs except the Insull Wing where levels peak at 0.9 mm/s and the West end of the Thistle Hotel where levels peak at 2mm/s when the compaction roller is at its closest. These peak levels may lead to short periods of disturbance to occupants, which will be managed by agreement with CTU and the Thistle Hotel.

Phase 2

The noise from the Phase 2 demolition work has been modelled concurrently with the anticipated HS2 works in the area between September 2017 and March 2018, with the results presented reflecting the 'worst case' within this period, which is January to February 2018.

4. 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.

Consideration of Best Practicable Means assumes that concrete pulverisers will be utilised and the basement slab will be drilled rather than broken using breakers, in both cases, where practicable to do so. Further details of construction methodologies will be detailed within the prior consent applications under s61 of the Control of Pollution Act 1974.

The noise modelling did not, at this stage, incorporate any other specific noise control measures and did not take into account the noise attenuation that will be obtained from the site hoardings or other local noise barriers. The locations of these will be determined by the way the contractors decide to work the site.

The s61 prior consent applications will be submitted by the contractors, laying out specific measures that will be used and further details of the noise levels from the plant proposed. HS2 Ltd is discussing protocols relating to s61 consents for the wider HS2 works with LB Camden and other local authorities along the route, taking account of the 'Statement of Expectations' December 2015. Once those are agreed, HS2 Ltd's contractors will be required to follow these.

A TAP will be agreed with Maria Fidelis School, in consultation with LB Camden, which the contractor will be required to comply with in order to reduce the impact on the School. This includes but is not limited to, BPM measures on-site, such as screening, scheduling of noisy work to avoid particularly sensitive times, and no disruptive works being undertaken during school examinations. In the event that despite these measures, triggers levels are likely to be exceeded then further noise mitigation will be investigated and may be agreed with Maria Fidelis School and installed.

Under the Trigger Action Plan for Maria Fidelis School, rooms in the St Patrick's Wing used for Special Education Needs purposes will be fitted with noise insulation before noisy works begin in Phase 1. It is anticipated that the windows on the north façade of the Margarete Centre will be offered noise insulation for Phase 2 works. The Margarete Centre is shielded by the Insull Wing during Phase 1 works.

Noise levels will be logged continuously at the school, and at one location, against noise predictions agreed in the S61 consents and in line with the Camden Minimum Requirements. If trigger levels are exceeded, the monitoring system will automatically notify the contractor, who, under the terms of the contract will be required to consider further noise control measures to ensure Best Practicable Means are being used to avoid disturbance. The noise levels will also be shared with LB Camden as required, in accordance with the conditions of the S61 consent to be agreed with LB Camden.

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

The contractors will ensure that appropriate staff have been trained under BS5228: 2009 to undertake noise monitoring, reporting and remediation actions.

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

The contractors will be required to:

- Strip the insides of buildings before demolition.
- Ensure buildings or structures to be demolished are sprayed with water or screened as necessary, prior to and during demolition.
- Shield or enclose rubble shoots or use water to suppress dust emissions from such equipment.
- Ensure skips are covered and secured.
- Not burn any material on site.
- Plan the site layout to locate machinery and dust-causing activities away from sensitive receptors, where reasonably practicable.
- Use appropriate methods, such as the erection of hoardings or other barriers along the site boundary, where appropriate, to mitigate the spread of dust to any sensitive buildings or other environmental receptors.
- Enclose, shield or install filters on equipment likely to generate excessive quantities of dust beyond the site boundaries.
- Provide dust suppression in all areas of the site that are likely to generate dust.
- Cover materials, deliveries or loads entering and leaving the construction site.
- Take into account the predominant wind direction relative to sensitive receptors.
- Enclose or securely sheet material stockpiles and keep watered or stabilised as appropriate.
- Plan the works so that handling operations for materials are kept to the minimum reasonably practicable.

7. 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.

To minimise significant amounts of dirt or dust that may spread in to the public highway, the contractors will undertake all reasonably practicable measures will to avoid/limit and mitigate the deposition of site materials on the highway. These measures will have regard to the nature and use of the site(s) in question, and will include:

- Hardstanding at the access and egress points will be cleaned at appropriate intervals.
- Vehicle wash down points to clean vehicle wheels at each exit point onto the highway.
- The correct loading of vehicles and sheeting of loads where necessary to avoid spillage during their journeys.
- Appropriate wheel cleaning measures will be employed to prevent the transfer and accumulation of site materials on the public highway.
- The use of mechanical road sweepers combined with water sprays for the suppression of dust to clean hardstandings, roads and footpaths in the vicinity of the site.

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

Noise

For Phase 1, two unattended (semi-permanent) monitoring stations will be set up at appropriate locations, to be agreed with LB Camden. One is expected to be located in the Maria Fidelis School grounds. Semi-permanent equipment will provide text alerts to four designated numbers when any pre-set trigger values are exceeded. Exceedances and the causes will be logged. Attended monitoring to be carried out at locations representative of receptors list in Section Site 3, and other receptors if deemed appropriate.

For Phase 2, similar arrangements will be employed, although the locations will be reviewed in the light of the wider arrangements for monitoring that will be in place for HS2 works by that time.

The monitoring regime will be agreed with LB Camden through the S61 process.

Air Quality

For Phase 1, four continuous dust monitors (Osiris, Topas or equivalent) will be located around the site prior to works starting on site, at locations to be agreed with LB Camden. The monitors will have internet connectivity allowing real time data view and download. Given the relatively small scale of the site, two monitors are considered to be sufficient.

For Phase 2, similar arrangements will be employed, although the locations will be reviewed in the light of the wider arrangements for monitoring that will be in place for HS2 works by that time.

The contractors will set up the dust monitoring equipment to operate an alarm (PC and mobile based) if a specified trigger level is exceeded. The contractor will then investigate the cause of the trigger, looking at both on-site and off-site causes, and take all practicable measures to contain and prevent the release of dust from the site. Exceedances and the causes will be logged.

All vehicles above 3.5 tonnes within the London Low Emission Zone (within the M25 motorway) shall comply with Euro VI emissions standards where reasonably practicable.

All Non-Road Mobile Machinery (NRMM) of net power between 37kW and 560kW shall be compliant with Stage IV European Emissions Standards, as far as reasonably practicable. This is a higher standard than is required by the Mayor's Supplementary Planning Guidance on the 'Control of Dust and Emissions from Demolition and Construction'. As a minimum, the use of NRMM will comply with the SPG.

9. 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.

A dust risk assessment was undertaken in line with the GLA SPG and the results are included in HS2 Phase One Supplementary Environmental Statement 2 and Additional Provision 3 (September 2015) Environmental Statement - Volume 5: Technical appendices. An extract of the assessment in included below which takes account of the dust emission potential from on-site activities and the sensitivity of the surrounding area. The dust risk level identified was high in the area surrounding the site. It should be noted that the risk identified is prior to the implementation of mitigation measures. Implementation of mitigation measures will reduce the risk to 'low', which will be maintained during both Phase 1 and Phase 2 of the demolition works.

Activity	Dust soiling	Human health
Demolition	High risk	High risk

10. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of risk identified in question 9 have been addressed by completing the GLA mitigation measures checklist. Please attach this as an appendix.

Please see Annex 8 for the relevant GLA mitigation measure checklist.

11. If the site is a High Risk Site, 4 real time dust monitors will be required, 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 GLA SPG recommends the following for high risk sites: “Operate a minimum of two automatic particulate monitors to measure PM10 levels” if measuring along a line and, if monitoring at sensitive receptors, “Identify which location(s) need to be monitored and set up an automatic particulate monitor at each of these to measure representative PM10 levels”.

The four continuous dust monitors (Osiris, topas or equivalent) will be installed around the site, as soon as reasonably practicable once the contractor has taken control of the site prior to works starting on site for baseline monitoring and during demolition activities. One monitor will be a MET One E Sampler. The monitors will have internet connectivity allowing real time data view and download.

The proposed Site Action Level (SAL) for PM10 is 190 µg/m3, as an hourly mean. This is based on emerging advice from Kings College London to HS2 Ltd. If preferred by LB Camden for Phase 1, the SAL will revert to the SPG value (250 µg/m3, as a 15 minute mean)

A report detailing the baseline monitoring results will be provided to LB Camden. This will be followed by monthly reports during the demolition works. These will summarise the measured concentrations (including maximum and mean of the weekly concentrations monitored). The reports will also highlight any exceedance of the threshold and actions and measures taken in response to the exceedance communicated by the site staff.

12. 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).

The existing building will be assessed for the presence of rodents and vermin prior to demolition. Should any rodent or vermin issues be present, an external contractor will be appointed to eradicate these.

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

A Demolition Asbestos Survey was undertaken for the Vezey Wing in 2015, with site visits undertaken between 05 October and 04 November 2015. Significant quantities of asbestos-containing materials were noted at this site.

A Demolition Asbestos Survey was undertaken for the Insull Wing in 2015, with site visits undertaken between 16 March and 27 March 2015. Some asbestos-containing materials were found on this site. CTU are aware of the areas affected and have taken appropriate measures in their current use of the building.

A licensed removal contractor is required to undertake the removal of any asbestos or asbestos-containing materials, which will involve a notice to the relevant licensing authority prior to commencement of the work. Any asbestos will be stored and removed from the site in accordance with the Asbestos Regulations.

The Demolition Asbestos Surveys for the Vezey and Insull Wings are provided in Annex 9.

14. 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.

The contractors will be required to abide by the arrangements in the Considerate Constructors Scheme, with the aim to achieve 'Excellent' scoring.

SYMBOL IS FOR INTERNAL USE

Agreement

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

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

Signed: .....

Date: 07 JULY 2016

Print Name: MATTHEW WONG

Position: HS2 PROJECT MANAGER, EUSTON

Please submit to: planningobligations@camden.gov.uk

End of form.

Camden