Construction Management Plan

pro forma v2.1

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
30/06/16	1	M.Davis, Kier Construction London
25/07/16	2	M.Davis, Kier Construction London
28/07/16	3	MD – Tibbald's Comments incorporated

Additional sheets

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

Date	Version	Produced by

Appendices

1	Construction Methodology
2	Local Plan
3	Proposed Site Plan
4	Summary Construction Programme
5	Utilities Tracking Schedule
6	Utilities Search Report
7	UKPN Correspondence
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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.**"

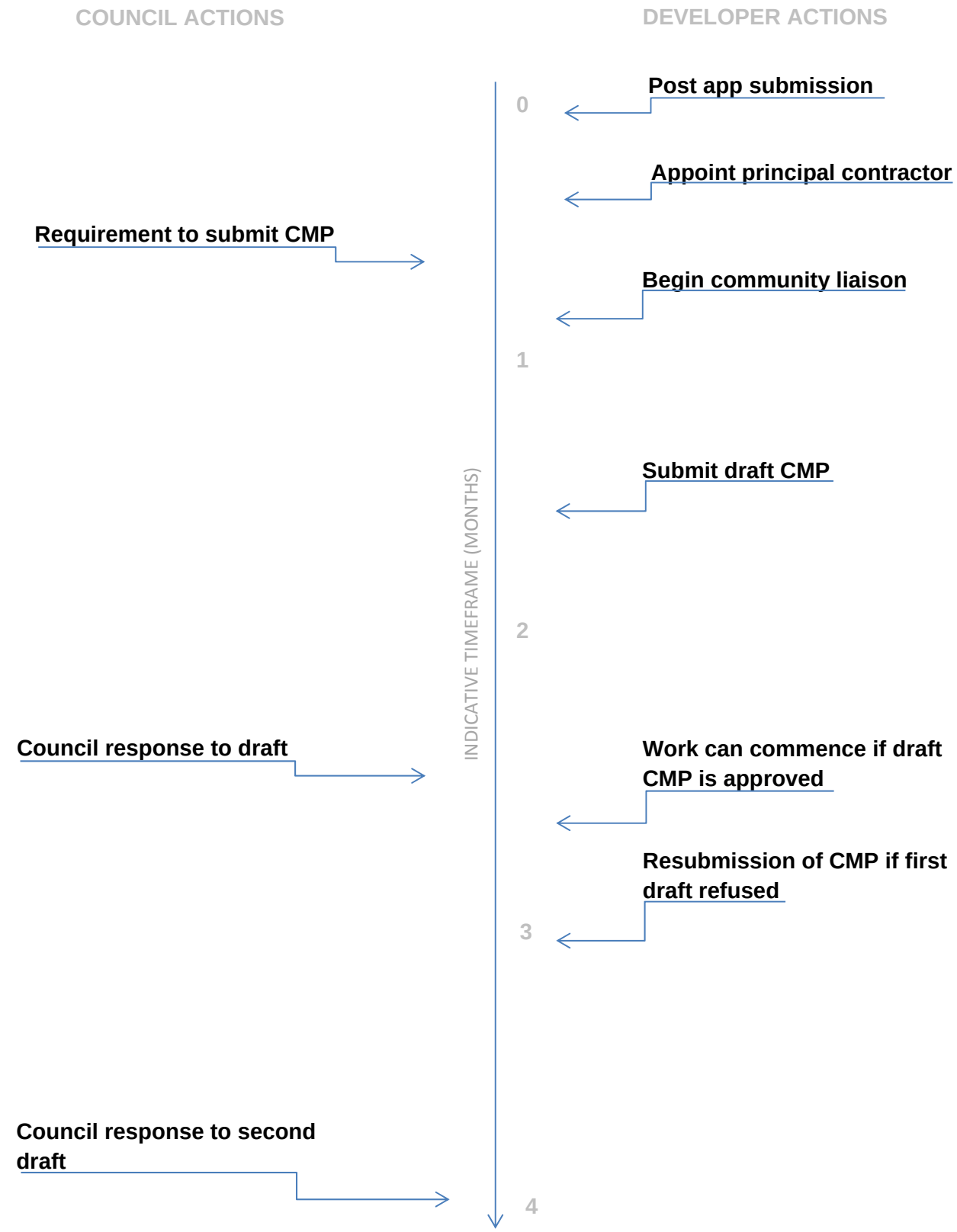
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically 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: The Greenwood Centre, Greenwood Place, Kentish Town, London. NW5 1LB

Planning ref: 2013/5947/P

Type of CMP - Section 106 planning obligation

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

Name: Matt Davis

Address: Keir Construction London, 2 Langston Road, Loughton. IG10 3SD

Email: matthew.davis@kier.co.uk

Phone: 0208 418 3917

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: Matt Davis

Address: Keir Construction London, 2 Langston Road, Loughton. IG10 3SD

Email: matthew.davis@kier.co.uk

Phone: 0208 418 3917

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: Dyllon Parkinson

Address: 7th Floor, 5 Pancras Square, London N1C 4AG

Email: Dyllon.Parkinson@camden.gov.uk

Phone: 020 7974 3283

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: Matt Davis

Address: Keir Construction London, 2 Langston Road, Loughton. IG10 3SD

Email: matthew.davis@kier.co.uk

Phone: 0208 418 3917

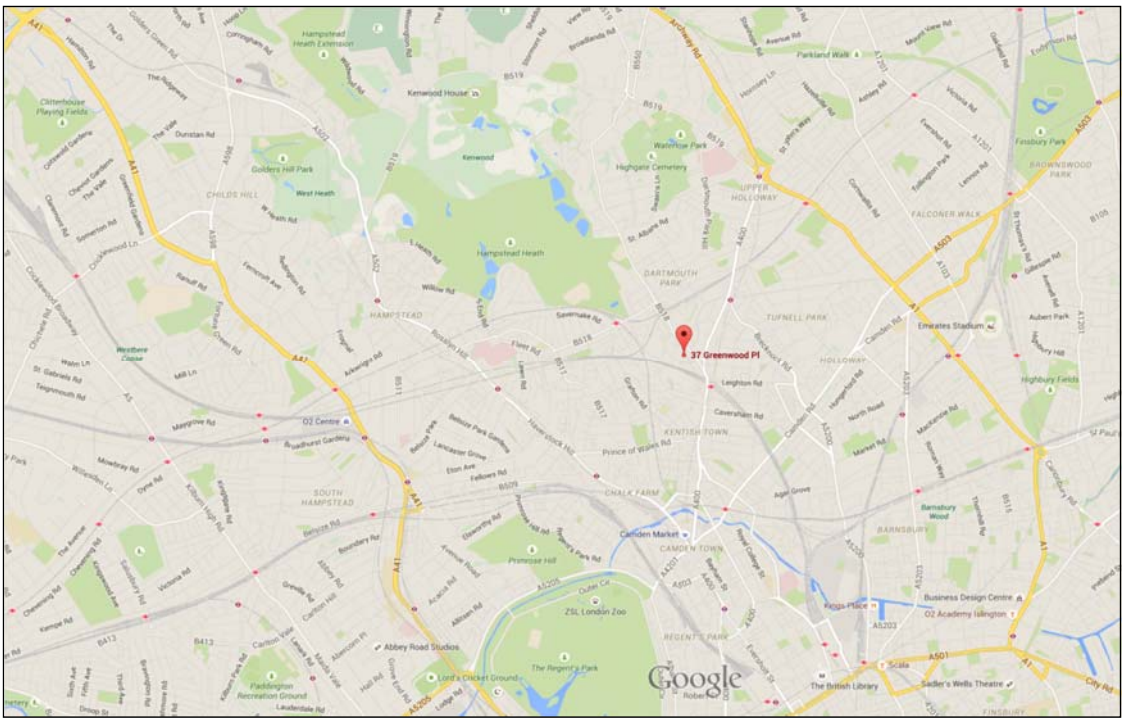
Site

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

The London Borough of Camden is to redevelop 25 & 37 Greenwood Place to provide a 3600 m^2 new resource and community services centre for adult social care with associated therapy spaces within the Centre for Independent Living (CiL), a hydrotherapy-pool and associated facilities and rooms, outside space, garden and roof terraces. It will comprise the CiL, Dementia, PMLD, (Profound and Multiple Learning Disabilities), Autism, Learning Disabilities and Mental Health day facilities.

Demolition of the existing buildings on the site is to be carried out under a separate demolition contract between LB Camden and a specialist demolition contractor. Construction of the new building will commence after the demolition contractor has fully demobilised from the site.

Site Location



The site is located in Greenwood Place, Kentish Town, in the London Borough of Camden. It comprises the Greenwood Centre (including a former hostel and part of Deane House) and the public realm to the entirety of Greenwood Place. The site is surrounded by industrial and commercial uses westerly, Highgate Road to the north-east, and the commercial centre of Kentish Town to the south-east.

The current Greenwood Centre is predominantly a single storey 1960's warehouse building of approximately 1,900m^2, which has been converted for adult social care use. It is adjacent to Deane House and other large neighbouring buildings which are occupied by a variety of office / studios and light industrial uses.

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 new development will comprise three storeys and one basement level. Building elements include piled foundations, RC and steel frame superstructure. The building envelope will be made up of a lightweight steel frame internal leaf with a mixture of brickwork, Curtain walling and composite windows externally. The design incorporates stepped roof terraces and first and second floor levels as well as a community garden space on the main building roof. There are no pitched roofs within the scheme. Internally the approximate 3600m2 gross floor area is split up into operational spaces using metal stud partitions. Reference can be made to a detailed methodology appended to this document.

Construction work will commence with the demolition and removal of the existing ground floor slab and the completion of an Archaeological watching brief as required by the Planning Consent. From this point, substructure works will commence comprising Continuous Flight-Auger and Sheet steel piling, the latter of which will be used to form the perimeter of the basement. The demolition and substructure phases of the works are expected to give rise to the greatest amount of noise and vibration and a detailed management plan has been developed as outlined later in this document. Similarly, careful consideration has been given to site access during this time to enable vehicles to be driven onto site and for a fire escape route to be maintained from Deane House.

Once out of the ground the RC frame superstructure will be built to the full 3-storeys, immediately followed by the steel frame elements utilising the tower crane installed on site. The commencement of the envelope will see the building's perimeter scaffold erected which will be used for the completion of all envelope trades.

Throughout the construction phase the following aspects will need to be managed to ensure the minimum impact on the local area:

- Access onto and away from site for site deliveries – Greenwood Place presents a very constricted space in which to manoeuvre site vehicles. Several mitigating measures will be put in place to protect the safety of the general public and site workers. All of which are detailed later in this document.
- Maintenance of a safe pedestrian route along Greenwood Place – with the only existing pedestrian footway needing to be closed due to the works, a protected diversion will need to be set up and managed. The site demise will necessitate the closure of part of Greenwood Place to vehicular access as a through route, but will maintain a pedestrian route at all times.

- Limited space on site for material storage – sub-contractors will be required to utilise local depots and facilities for the storage of materials which can be called-off on a Just-in-time basis to serve site requirements.
- Nuisance arising from construction works – the site team will be in regular liaison will all local affected parties through the Construction Working Group and will give advanced notice of works that even after the application of Best Practicable Means are expected to give rise to elevated levels of disruption. This will be complimented by ongoing site monitoring for noise, vibration, air quality and movement of adjacent structures with immediate action taken where exceedances occur. Please refer to the detailed monitoring scheme detailed later in this document.
- Maintenance of Deane House Fire Escape Route – a strategy has been developed to maintain this provision throughout all phases of construction work. Close liaison with Deane House property management will ensure that any changes are clearly communicated to tenants in a timely manner.

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.).

The proposed development is to be constructed in close proximity to several occupied premises. The Local Plan included in Section 9 illustrates the location of each of these premises relative to the site.

- J Murphy, a large construction / utilities contractor whose plant yard and premises occupy the entire south-western boundary of the site. A secondary Vehicle access to this yard is located off Greenwood Place South.
- A&A Self Storage (19 Lensham House), a large self-storage warehouse on the north-east boundary of the site, with parking spaces along the proposed site access route.
- Deane House Studios (No. 27), a four storey building containing small business units, located at the north-west corner of the site. The Greenwood Resource Centre includes internal alterations within Deane House to provide new ancillary facilities for the resource centre. Additionally the new hydrotherapy pool and lower ground floor area is to be constructed against the Deane House party wall. In addition a fire escape route must be maintained from the rear of Deane House around the perimeter of the new development throughout the construction phase.
- Highgate Business Centre (33 Greenwood Place), a six storey block of small offices / business units located on Greenwood Place North with parking spaces at the front.
- Linton House, located on the corner of Greenwood Place North and Highgate Road. This building is currently undergoing refurbishment, with site access via Greenwood Place North. We have consulted with the contractor, Bleinham House Construction to familiarise ourselves with their operations, particularly special deliveries and craneage requirements associated with the additional storey to be constructed. Given the necessary statutory periods to remove the telecommunications equipment from the roof of Linton House, the aforementioned roof works will not be commencing until January 2016, therefore we will be adopting a consultative approach with them to ensure our operations are coordinated.
- Christ Apostolic Church, located on Greenwood Place South. The entrance to the church

and car park is from Highgate Road, and will not be significantly impacted by the construction of the new Greenwood Resource Centre.

- Kentish Town Forum, a large concert venue, located on Greenwood Place South. A large car park / service yard at the rear of The Forum is accessed via gates off Greenwood Place South, adjacent to the gates to J Murphy's premises.

This Construction Management Plan will be agreed well in advance of works commencing with all of the parties affected by the works, will be fundamental to the safe and efficient construction of the new development. Initial discussions have already taken place with JM Murphy and the O2 Forum, and with 27 Deane House through LB Camden Property Manager, Debra Briggs. Further consultation is to be carried out with affected properties through the setting up of a construction working group mid-August to allow the demolition works to have sufficiently progressed so as not to confuse discussions.

A separate demolition contract has been awarded for the Greenwood Place development. Kier will arrange to meet with the demolition contractor as early as possible to gain an understanding of their traffic and logistics plans, and incorporate any lessons learnt into the construction phase. We would also seek to jointly attend any community liaison meetings that the demolition contractor holds to ensure a smooth transition from the demolition phase to the construction phase.

The Local Authority Planning, Highways, and Environmental Health Departments would also be engaged during the development of the Construction Management Plan to gain their input and advice, to ensure that the Plan is approved prior to the works commencing.

The tower crane will be a 'luffing jib' type so as not to over-sail beyond the boundary of the site, it will only be in use during normal site working hours. Outside of site hours the crane will be left in free-slew mode for safety reasons, the minimum radius will not over sail any site boundaries. The crane will be controlled by the operator and banksman at all times and there are strict protocols and guidance for crane use that will be adhered to at all times.

The introduction of any large construction project to a community could have an impact on local services, particularly emergency services. To this end as a matter of course we make contact to the local fire station, police station and hospital A&E before construction works commence. We will provide site details such as location, how long it will be in operation, working hours, labour levels and the type of work being carried out. As part of our on-going liaison with the local community we have in the past often offered the local fire stations the use of our tower cranes for emergency practice drills where they simulate rescues from tower cranes.

Other issues considered are:

- Existing Services
  Trace and accurately mark out and plot the existing services terminated by others and drains crossing the site prior to works commencing

- Party Wall Agreements
  A Party Wall Surveyor has been appointed to administer, negotiate and agree Party Wall agreements to those adjacent owners who comply and for works notifiable under the Party Wall Act. All Party Wall Agreements will be in place prior to notifiable work commencing on site.

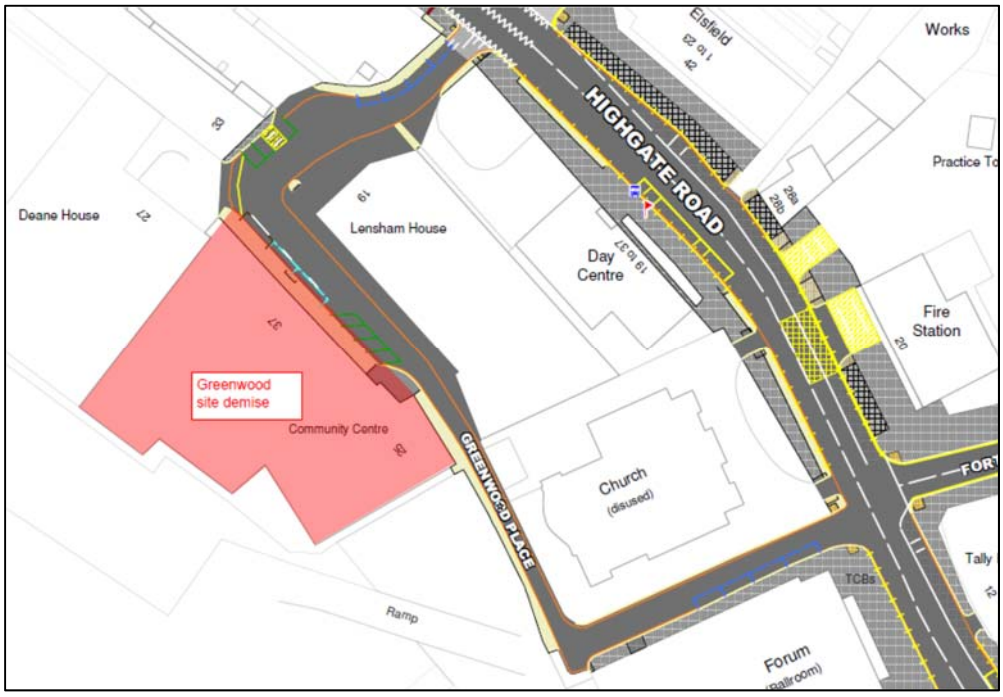
- Licences and Permissions
  Ensure all hoarding, scaffold licences required to complete the security hoarding to the site are in place. Ensure all dispensations and permissions to suspend / close footpaths to Greenwood Place are sought and agreed with the London Borough of Camden and communicated to the local residents.

- Security, Access and Traffic Management:
  Erect the site hoarding to control site access and egress, ensuring the safety of the public, and implement an agreed Traffic Management Plan controlling safe pedestrian and vehicular access and egress to/from site.

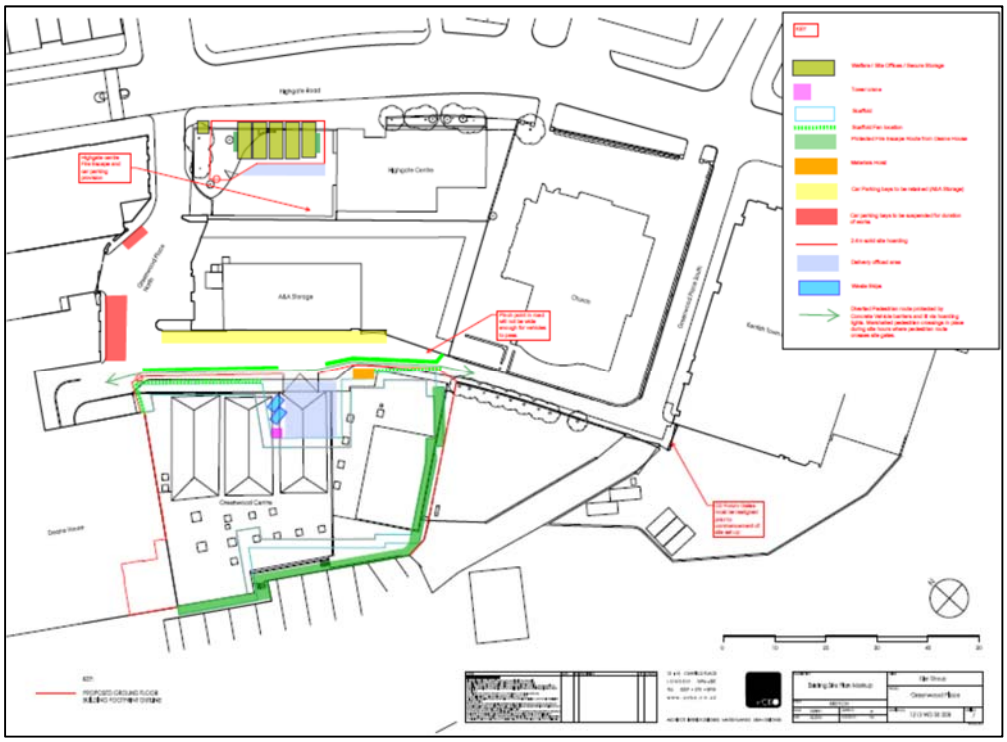
- Signage
  Erect signage to clearly show the extent of any permissions/closures agreed with the London Borough of Camden's Highways Department.

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.

Local Plan



Proposed Site Plan (Scalable version appended to this document)



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).

Please refer to Summary Construction Programme appended to this document.

Works Package	Duration (weeks)	Planned Start Date
Site Establishment (incl hoardings)	4w	31/10/16
Demolition & Archaeology	4w	07/11/16
Ground Works & Foundations(incl piling)	28w	21/11/16
Tower Crane Installation	1w	06/02/17
Superstructure	21w	27/03/17
External Envelope	34w	18/05/17
Tower Crane Removal	1w	14/12/17
Internal Fit Out and Finishes	42w	30/06/17
External Landscaping	6w	22/12/17
Highway Works to Greenwood Place (by LB Camden)	12w	10/01/18
Commissioning and Handover	34w	23/10/17
Final Completion	-	July 2018

The above programme is indicative and subject to review and amendment.

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

Site working hours will be as above with work on Saturday only being used as and when required by progress on site. In order to prevent potentially disruptive works causing nuisance to adjacent commercial tenants, small elements of work will utilise Saturday shifts as needed. No works will be planned to take place outside of these times however should something outside of our control occur (such as the break-down of plant, eg the tower crane or concrete pumps), requiring the site to work beyond the stipulated times, then we would speak to the local Environmental Health Officer in order to get their guidance on how best to approach the out of hours working. To mitigate the risk of such occurrences, although the site hours as dictated by

the Planning Consent allow working up to 18:00 hours, all works are planned to finish at 17:00, allowing an hour contingency period at the end of the day.

As a matter of course we always notify neighbours who will be directly affected or potentially inconvenienced by our works in order to minimise the impact we have on them and to ensure that they are fully informed at all times. These communications will be undertaken via our community email group.

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.

Initial discussions with Statutory Undertakers have been carried out to understand the requirement for new supplies as per the appended Utilities Tracker document. Similarly, full desktop Searches have been completed with reports also appended. At this point discussions have confirmed that a new electrical supply from a new substation to be incorporated within the new development will be required. Correspondence from UK Power Networks appended. Discussions over the routing of this new supply along Greenwood Place to serve the new substation are ongoing and updates will be provided as and when known. Early indications are that there will not be a requirement for a new water or gas supply for the development, due to anticipated demand and utilising services that currently feed 25 & 37 Greenwood Place (existing buildings to be demolished).

The new development will require a single connection to the existing Thames Water combined sewer running along Greenwood Place as below. An application is to be made to Thames Water for this connection and works in the highway is not anticipated to impact vehicle routes in the area. A full traffic management and public protection scheme will be put in place and agreed with the relevant authority prior to any works commencing. It is currently anticipating that these works will be carried out towards the beginning of the construction programme to take advantage of a period of fewer site vehicle movements.

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.

Significant consultation has yet to take place with all affected local parties as access has only recently been granted to one of the key project neighbours. A Project Stakeholder tracker (appended) has been developed to identify all affected parties and an initial draft of this CMP is due to be issued to all parties mid-August. We recognise that this liaison is out of sequence but the ongoing demolition works would mean that it would cause confusion for adjacent parties. Feedback received from this consultation will then be fed into a revised CMP prior to commencement on site in October 2016. During the pre-construction phase we would make contact with, and arrange to meet all of the parties and stakeholders directly affected by the proposed works, and we would form a Community Liaison Group. We will also issue an introductory letter the wider community, including properties on Highgate Road in the vicinity of the site, inviting them to join the Community Liaison Group.

We would hold a series of consultation meetings to explain our plans to the group, and listen to their views and concerns. We have found in the past the computer generated 3-D phasing diagrams are a very effective means of communicating our plans to non-construction minded groups, in any case we will identify the particular needs of each consultee to ensure we are presenting an appropriate media, e.g. easy read, braille, etc. The Construction Management Plan would be revised and amended accordingly and reissued for review. This process would continue until a finalised Plan is agreed with the group.

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.

Once the Construction Management Plan is agreed, during the construction works we would hold monthly meetings with the Construction Working Group.
The objective of these meetings would be to:

- Review the works carried out in the period and discuss any issues or concerns.

- Explain the forthcoming works, particularly any major deliveries, noisy or out-of-hours works, temporary road closures, access alterations etc.
- Discuss and agree any changes to the Construction Management Plan.
- We would also aim to provide site tours to the Group at appropriate stages of the construction works to help them understand how we are managing the works. In the past we have found this to be very effective in gaining their appreciation of the complexities of the works and logistics.

Outside of these monthly meetings the intention would be to form an open and effective working relationship whereby any of the stakeholders affected by the works feels comfortable to either come into the site offices or phone the site manager to discuss and immediate issues or concerns, and resolve these immediately at local level. We have successfully implemented this culture on recent projects in densely populated residential and commercial environments.

We would also provide regular progress updates via information boards on the site hoardings, along with an email distribution list of all stakeholders who wish to receive information in this format.

Site contact details and out of hours emergency contact details will be prominently displayed on the site hoardings.

We will maintain a complaints register throughout the life of the project and comments / incidents added to the register are reviewed and discussed with the aim of closing out all complaints to the satisfaction of the individual concerned.

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".

The development will be registered and audited by the Considerate Constructors Scheme under which Kier pride themselves on achieving high levels of compliance and best practice. Evidence of registration will be provided and subsequent audits will be made available to the Construction Working Group and local Authority.

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.

Refurbishment of Linton House by Bleinham House Construction is on-going and is expected to overlap the commencement of this development by a matter of months with their anticipated completion the end of 2016. Access to the Linton House site is via Greenwood Place North and as such will be shared with construction traffic serving this development. Kier have already been in contact with the contractor and will continue to liaise closely to co-ordinate incoming deliveries. Once on site, a weekly co-ordination meeting is planned with Bleinham House Construction Site Management to discuss co-ordination of special deliveries or site activities. This meeting will also be used to deal with any issues that arise through the close proximity of the two sites.

The Resource centre development will operate a strict one vehicle in, one vehicle out policy so that at no point do we have site vehicles waiting in Greenwood Place or Highgate Road. An online delivery booking system will be used along with the advanced positioning of a site traffic marshall at the entrance to Greenwood Place North to turn away any site delivery not pre-booked or that arrives at the incorrect time.

Please refer to the local plan included in response to question 9 of this CMP.

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:

Kier Construction Ltd.

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).

Ensuring compliance with the CLOCS Standard by the development commences with the inclusion of the Standards within enquiry documents sent to sub-contractors for initial pricing of the scheme. In the first instance we have used Kier's established supply chain partners who are experienced in working to and meeting these requirements. Evidence of compliance (FORS accreditation, vehicle safety features & driver training) will be required prior to sub-contractor selection where the WRRR terms apply and will be made a mandatory deliverable on the sub-contractor or supplier in executing an order. Kier will also make it incumbent upon any potential sub-contractor to register with CLOCS in order that they stay up to date with the latest information.

Once on site, Kier will provide training to its Site Management and Traffic Marshalls as to how to undertake spot checks on vehicle compliance and driver competency, as well as report non-conformances. We will target to carry out spot checks on1 in every 3 applicable supply chain vehicles delivering to site. Site management will maintain a log of every vehicle visiting site and will make these records available for any Compliance Audits being undertaken.

Kier will adopt the same penalties and action levels as defined by WRRR terms with escalation ultimately leading to suspension of works or termination of contract for serious repeat non-compliances.

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:

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)**

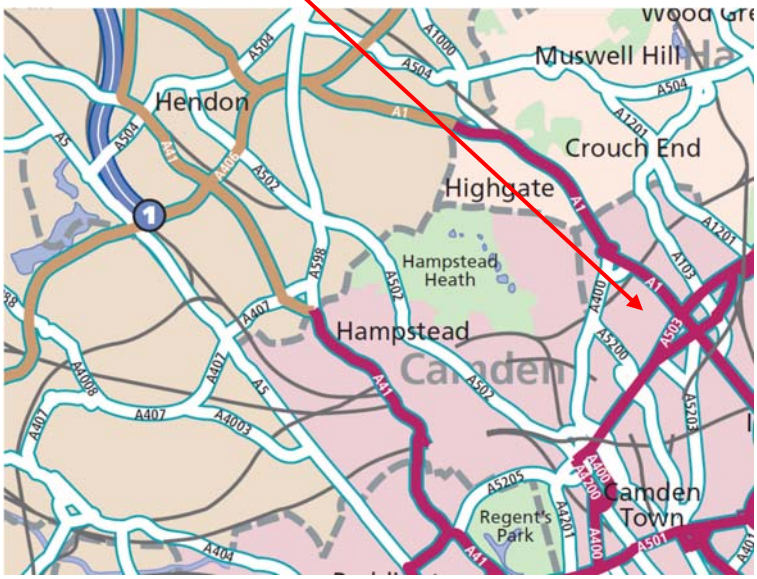
Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (i.e. those that attract high volumes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

Below is the Transport for London base map with site location and routes from the TLRN annotated. The primary access route will be via the A1 and A400, which provides access to Highgate Road (B518).

Greenwood Centre



Vehicle Size & Tracking

An assessment of predicted vehicle sizes has been undertaken and vehicle tracking diagrams produced to verify that the proposed access routes are viable.

Vehicle Movements

An assessment of predicted vehicle frequencies will also be undertaken prior to works commencing. The site will operate a strict delivery booking system of 1 hour time slots to control deliveries to ensure as far as reasonably practicable that there are no delivery vehicles held waiting in the vicinity of the site. No deliveries will be organised or accepted prior to 08:00 hours or after 17:00 hours.

The project team will also review means of reducing the number of vehicle movements to site, such as by 'designing-out' multiple deliveries by utilising off-site prefabrication and pre-cast concrete columns and stair sections.

Control of Deliveries

The site will have a designated loading / off-loading point in the main site entrance as shown on the site logistics plan. All Deliveries will be controlled by a strict booking-in system managed by the Site Manager and Gateman to spread deliveries across the week. Deliveries will not be accepted onto site outside of their allocated time-slot and will be instructed to re-book. Unplanned deliveries will be turned away and advised to return to site at a pre-arranged delivery time. Unplanned deliveries will not be allowed to wait outside the site boundary or impede the surrounding roads.

When planning deliveries the following shall be considered:

- All deliveries to site will be subject to our site hours of working.

- Defined unloading areas will be prepared.
- Material storage areas will be prepared to minimise the time taken to unload.
- Kier will ensure that there is a policy of staggering deliveries in order to minimise any queuing or waiting vehicles adjacent to the site.
- Kier operates a “just in time” delivery system which maximises site storage space and distribution, and provides greater control of vehicular deliveries.
- Planned deliveries ensure the correct lifting procedure is in place complying with the manual handling assessment.

Vehicle Emissions

All vehicles used on site will only be left running during use. If a vehicle or piece of equipment is not being used then it is to be turned off to reduce both emissions and on site noise levels. With good planning and delivery schedules unnecessary vehicle trips to site can be kept to a minimum.

Unloading

Due to the considerable site constraints (limited storage space etc) this has prompted the decision to deploy a tower crane as early as possible in the construction programme. A hard-standing unloading area will be established as the principle unloading area, with wheel-cleaning facilities provided. In addition, an on-site turning head will be kept clear so that vehicles can be driven out of Greenwood Place forwards.

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 sub-contractors and suppliers will be issued with a copy of the Kier Construction Management plan prior to placement of orders by Kier Procurement Department. Where necessary, regular suppliers to the site will be invited to visit prior to any works commencing so that they can see at first hand the restrictions that are present. Compliance with the site online delivery pre-booking system will be made a condition of every order placed with non-compliance being penalised appropriately.

A mandatory advanced call to site when a vehicle is 5 miles away will be communicated to sub-contractors and supplier in the same way.

With regard to visitors and operatives alike, it will be made clear that there is no provision for on-site car parking and the use of local public transport will be recommended. Sub-contractors will be scored positively in monthly performance reviews for their level of public transport usage.

On site compliance will be reviewed on a weekly basis during site progress meetings to ensure that once again, the message is reinforced.

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.**

Works Package	Anticipated Vehicle type / size	Anticipated dwell time	Average daily number
Site Waste Removal			
Waste Removal from site (Substructure Phase)	Rigid skip lorry	15 mins	1 per week
Waste Removal from site (Superstructure Phase)	Waste Compactor	15 mins	1
Site Establishment (incl hoardings)			
General material delivery	12m rigid (hiab)	20 mins	1
Demolition & Archaeology			
Plant delivery / collection	Articulated low-loader	30 mins	2 per week
Bulk aggregate collection (muck away)	10m tipper	30 mins	6
Ground Works & Foundations (incl piling)			
Plant delivery / collection	Articulated low-loader	30 mins	2 per week
Bulk aggregate collection (muck away)	10m tipper	30 mins	10

General material delivery	12m rigid (hiab)	20 mins	1
Concrete	10m concrete mixer	45 mins	6
Tower Crane Installation			
Crane component delivery	12m Rigid	3 hours	One-off
Craneage	Mobile crane (size TBC)	All day (road closure and crane licence needed)	One-off
Superstructure			
General material delivery	12m rigid (hiab)	20 mins	1
Concrete	10m concrete mixer	45 mins	6
Concrete Pumping	40T concrete pump	All day (no other deliveries will be permitted on pour days)	1
External Envelope			
General material delivery	12m rigid (hiab)	20 mins	5
Scaffold	12m rigid	2 hours	2 per week
Tower Crane Removal			
Crane component delivery	12m Rigid	3 hours	One-off
Craneage	Mobile crane (size TBC)	All day (road closure and crane licence needed)	One-off
Internal Fit Out and Finishes			
General material delivery	12m rigid (hiab)	20 mins	7
Screed (bulk material)	10m tipper	15 mins	2
External Landscaping			
General material delivery	12m rigid (hiab)	20 mins	4
Bulk material	10m tipper	15 mins	2

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

Please refer to section 16.

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.

Kier Construction will employ fully-time traffic marshalls. One will be positioned permanently out on the junction with Highgate road. His role will be to receive advance warning calls for vehicles approaching site and intercept vehicles and move them on if they are not booked in.

The second traffic marshall will be stationed at the site vehicle gate and will wait to be called forward by the Highgate road Marshall using a radio when a vehicle is to be brought down Greenwood Place. His role will be to safely bank the vehicle into the correct position within the site boundary, conduct any spot-checks where applicable, log the delivery and prepare the delivery for safe offload. Once offloaded, he will then be responsible for the safe manoeuvring of the vehicle back out to Highgate road.

Whilst a vehicle is being offloaded on site, the Highgate road traffic marshall will not let any other vehicle turn into Greenwood Place and will instead wave them passed.

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.

To be determined. At the moment, nowhere suitable within the Borough of Camden has been located.

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).

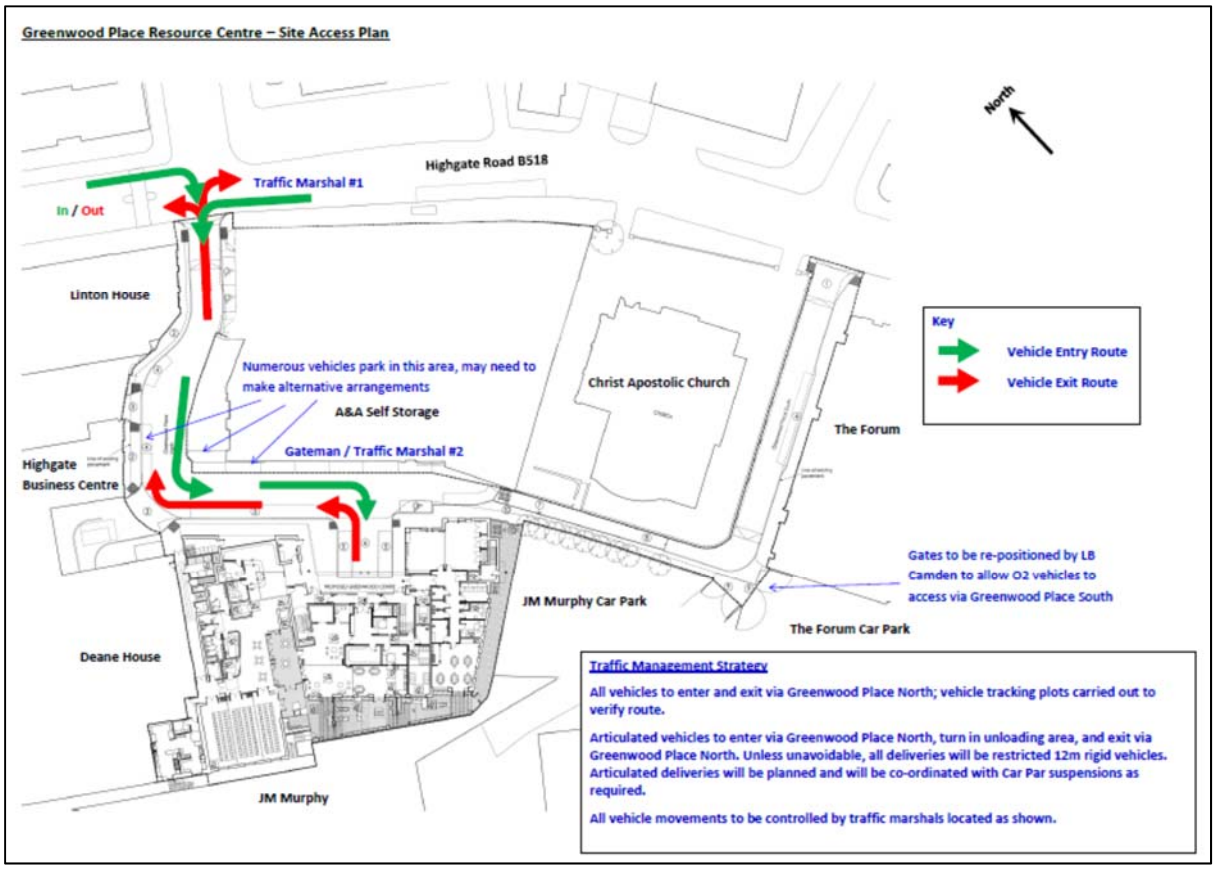
Kier have identified the following resource-heavy work packages and have negotiated the use of off-site construction storage facilities for each. Materials are delivered into these facilities and are then brought to site daily on smaller vehicles which will also ease the burden on storage space on site.

- Concrete Piling – contractor proposed will use their yard adjacent to site
- Groundworks
- Structural Frame
- Mechanical & Electrical.

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



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

Please refer to section 21(c)

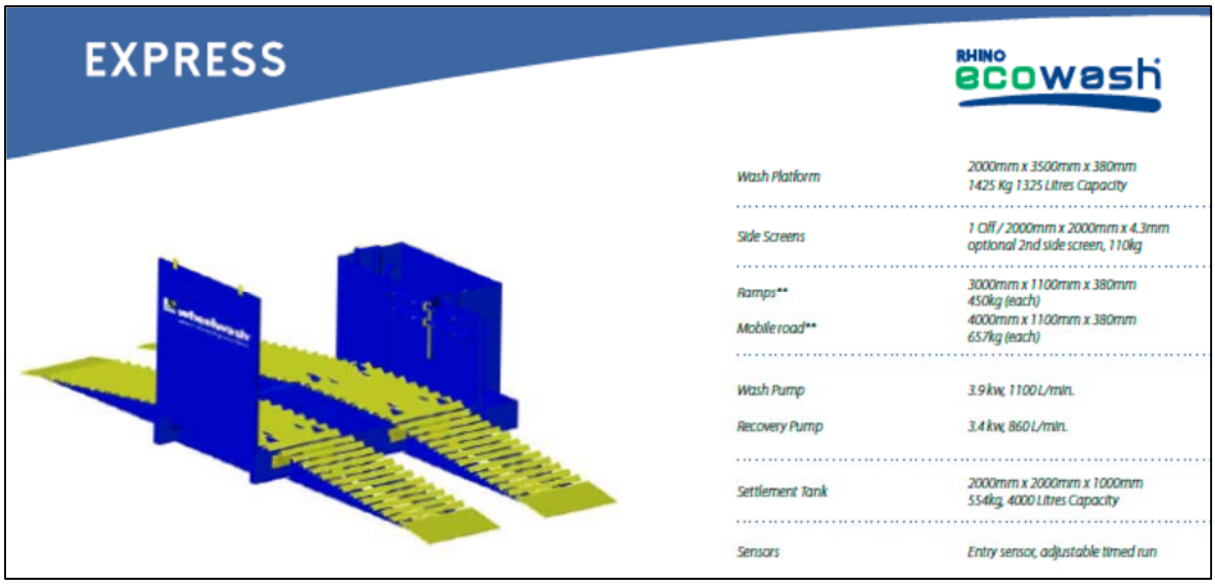
c. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

Please refer to swept path diagrams include in section 20(a). A full-scale drawing has also been appended to this document

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 construction work and associated site set up will fall into two distinct phases due to the fact that the new development footprint uses practically all of the site area. The control of site mud being taken off-site and associated run-off will also be managed differently between these phases.

Phase one will involve initial site set up and completion of substructures including bulk excavation of the basement. This phase will see the highest number of vehicles being driven onto and off of site and as such there will be a permanent wheelwash installation such as the type pictured below. Wash water is captured in the tank below and recirculated to provide efficient use of water. Additionally during high traffic periods the site will be serviced by a road sweeper which will operate to cover the extent of Greenwood Place.



Phase two will commence with the installation of the RC frame superstructure. At this point, all excavation works will be complete and due to the completion of the building footprint, there will be no access for vehicles onto site. There will be no need during this phase for a proprietary wheelwash but site will continue to ensure that the surrounding area is kept clear by use of road sweepers as and when required but typically once a week. All arisings from road sweepers will be taken off site and disposed at a licenced facility by the vehicle.

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 refer to site plan appended to this document. As the proposed development occupies the vast majority of the site, it will be necessary to close the existing pedestrian footpath along the front of the development. This site will be enclosed using 2.4m timber site hoarding and a protected pedestrian route will be provided across the site-road boundary using concrete protection blocks as pictured below. Scaffold fans will be installed where scaffold is to be built adjacent to the site boundary.

Gates to the unloading area will be required to open out as due to spatial restrictions, it would not be possible to secure the area with a large vehicle inside if they opened inwards. The operation of these gates will be the sole responsibility of the permanent traffic Marshall positioned in this location. Outward opening gates will also have the added benefit of physically blocking the pedestrian route during vehicle movements in and out of the area.

During initial site set up, there will be no need to extend the hoarding line out into Greenwood Place and therefore it is anticipated that all plant and material deliveries will be completed within the site boundary. However, the pedestrian footpath and associated diversions will need to put in place from the outset of the works.

It is anticipated for specific activities that the temporary suspension of A&A Storage spaces opposite the site frontage will be required for mobile crane lifting activities. The suspension of these spaces will be agreed directly with A&A Storage and necessary Crane Operation Licences will be in place prior to the applicable activities. A road closure will also be required requiring that pedestrians will be diverted out to Highgate road rather than along Greenwood Place. All required diversionary signage will be put in place and communicated in advance to local building users. Physical barriers will be positioned so as to prevent unauthorised access to works area. It is anticipated that the following activities will require the partial temporary closure of Greenwood Place for mobile crane lifting outside the site boundary:

1. Erection of tower crane – 5 days
2. Dismantling of tower crane – 2 days

Waste skips will be located wholly within the site boundary and collections are expected to be every other day during peak periods.

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.

Throughout the construction period it will be necessary to suspend 4 no. business-use parking spaces located in front of 33 Greenwood Place (Highgate Studios) to enable vehicle turning circles to be achieved. As this period will be longer than 6 months and as highlighted above, a TTO will be sought for these suspensions.

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).**

Please refer to appended Site Plan

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

Please refer to appended Site Plan

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).

Please refer to section 23 which details those instances where road closures will be required and temporary diversionary route will be put in place.

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.

Whilst there is minimal pedestrian use of the section of Greenwood Place directly in front of the site, it will be necessary to maintain this route throughout construction. This will be achieved by the provision of a pedestrian walkway protected by concrete vehicle barriers.

Kier will have two full-time traffic marshalls on site during all operational hours. The first will be positioned at the junction with Highgate road and will be responsible for the safe marshalling of pre-booked vehicles into Greenwood Place and the management of the cross-over point in this location. The second will be positioned at the site gates and will be responsible for marshalling vehicles along Greenwood Place and safely into site. Pedestrians & Cyclists will be protected behind vehicle barriers and when site gates are opened will physically not be able to come into contact with site vehicle movements.

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.

In order to protect the public, it will be necessary to provide scaffold fans in locations shown on the site plan. These will be constructed to NASC and relevant scaffold guidelines and will be erected off the 2nd lift of scaffold to prevent potential collision by vehicles.

The hoarding will be 2.4m high and solid timber and as per the site plan will be required to be placed out in the public highway to accommodate the site works. It will be lit through hours of darkness to provide sufficient illumination to maintain the diverted pedestrian route.

It will be necessary to use the tower crane on site to offload from the designated unloading area and as such will overhang the public highway. The crane will at no point oversail beyond the site boundary when it is working but it's out of service radius will mean that it will potentially 'weather-vane' when not in use over the public highway.

- 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.

Any works that can be heard beyond the boundary of the site must not be carried out outside of the following times:

- 08:00hrs – 18:00hrs – Monday to Friday
- 08:00hrs – 13:00hrs – Saturdays
- No work on Sundays or bank holidays

No works will be planned to take place outside of these times however should something outside of our control occur (such as the break-down of plant, e.g. the tower crane or concrete pumps), requiring the site to work beyond the stipulated times, then we would speak to the local Environmental Health Officer in order to get their guidance on how best to approach the out of hours working. To mitigate the risk of such occurrences, although the site hours as dictated by the Planning Consent allow working up to 18:00 hours, all works are planned to finish at 17:00, allowing an hour contingency period at the end of the day.

As a matter of course we always notify neighbours who will be directly affected or potentially inconvenienced by our works in order to minimise the impact we have on them and to ensure that they are fully informed at all times. These communications will be undertaken via our community email group.

Work Activity	Construction Methodology
Demolition – grubbing up of existing foundations and removal of existing retaining walls	Removal by excavator fitted with bucket and where required, hydraulic breaker. Loading by excavator and removal of materials by tipper trucks.
Bulk Excavation, formation of Piling Mat	Excavator. Removal of spoil and delivery of aggregates by tipper truck.
Sheet Piling to basement	Silent and Vibrationless piling method to be used.
Bored Concrete Piling	Open bore auger piling rig to be used
Concrete foundations and pilecaps	Local excavation by excavator, reinforcement cages tied on site but will be delivered pre-bent. Concrete pours direct from truck or pumped for inaccessible parts of site.
Structural Concrete frame (setting of	Proprietary formwork system to be used. Reinforcement cut

formwork, reinforcement, concrete pours and striking of reinforcement)	on site where required using hand grinders. Concrete pours for columns and walls by tower crane, slabs by concrete pump.
Structural Steel frame	Erection by mobile or tower crane. Fixing of steel members by MEWP and air gun.
Scaffold erection, adaption and dismantling	Manual handling of scaffold components and use of scaffold spanners / hammers to secure. Layer system scaffold proposed.
External envelope – lightweight steel framing system with Cement particle board cladding.	Cutting of SFS members to size using hand grinder. Fixing by Paslode gun (into concrete) and screw gun. CP board fixed to outside of SFS using screw gun and cut to size using a hand saw where required.
External envelope – curtain walling & composite windows	Access via standing scaffold and use of tower crane for hoisting. Minimal cutting of components anticipated. Secured using battery hand tools.
Roof cover – Liquid applied membrane system	Blowtorch will be used to hot weld the membrane. Insulation will be cut using hand saws and all remaining work not anticipated to by noisy.
External works – shallow excavation, paving, decking & timber structures	Excavation work by mini excavator (due to space restrictions) with hand compactors where required. Construction of timber structures will utilise power tools and as such will have a noise impact. Location of the external works will mean that the new building will provide screening for adjacent properties.

It is not anticipated that internal fit out works once the building envelope is enclosed will cause any noticeable noise disruption to adjacent properties.

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.

Background Noise Survey was completed by Hann Tucker on behalf of Kier Construction between 13th & 20th May. Please refer to appended survey report.

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

Specialist input to follow.

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.

The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce and control noise and vibration, with reference to the general principles contained in British Standard BS5228: 2009 'Noise and Vibration Control on Construction and Open Sites', including:

- The quietest / lowest impact processes that are reasonably practicable will be employed on site to carry out the demolition and construction works.
- The quietest vehicles and plant shall be used as far as is reasonably practicable.
- No machinery starting up on site before the designated site start times.
- No engines left running on vehicles waiting to enter the site.
- Noise suppression / screening will be a prime consideration in order to reduce the noise impact for the surrounding community (e.g. around generators).
- Keeping voices and conversations to a low in volume. No shouting or swearing.
- No banging of doors, gates, scaffolding.

As far as reasonably practicable, construction methods will be selected to minimise noise and vibration. In addition, local residents will be advised when the above works are programmed to commence via our regular information updates.

Noise monitoring will be undertaken using a combination of semi-permanent (continuous) and attended monitoring methods. The locations of the semi-permanent (continuous) monitoring stations are as described in the Environmental Monitoring Scope appended. Attended monitoring methods will be carried out using a GEO Fennel FSM 130+ Noise Hand Held Type 2 Sound level Meter or similar. The purpose of this is to carry out spot checks on work activities against the levels predicted.

Where the measured noise levels are more than 3 dB (A) above the predicted noise levels averaged over the defined period of time (in this case 15 minutes) or in the event of a complaint of noise, an investigation shall be carried out to ascertain the cause of the exceedance or the complaint and to check that Best Practicable Means are being used to control the noise in accordance with the steps set out in the application for 'prior consent'. Noise levels shall be reduced further if it is reasonably practicable to do so. The work activity will cease if found that improvements need to be made.

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

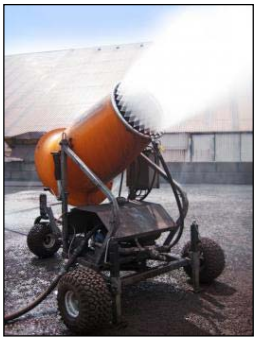
CIRIA-accredited 'Environmental Good Practice on Site' training has been completed by Project Manager and will also be completed by other site management staff when confirmed. Please refer to appended training certificate. The course covers the

requirements of BS 5228:2009. Environmental best practice training will be given to all operatives starting on site by means of a specific environmental induction.

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

Control of dust, particularly during periods of dry and windy weather, is a prime concern for all construction projects. Kier has a hierarchical policy of prevention – suppression – containment with regards to dust control for all of our projects in order to prevent dust migrating beyond the site boundary. This applies to an operative drilling a hole to dust being blown about the site in dry weather.

Control of dust will be implemented following the guidelines set out in the best practice guidance 'The Control of Dust and Emissions from Construction and Demolition' produced by The Greater London Authority, together with the 'Dust and Air Mitigation Measures' guidance provided by the Institute for Air Quality Management. When necessary water suppression will be utilised at the point of works by means of a 'Dust Boss' or similar equipment, as shown below.



Dust emissions shall be monitored throughout the working day concurrently with the noise monitoring. Should dust be observed either in the air or deposited on vehicles or other sensitive receptors works shall be suspended and the working practice reviewed to determine a method to prevent a recurrence.

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.

Please refer to section 22(d). Due to the size of the proposed building footprint within the site boundary, no vehicles will be able to enter site once the superstructure commences. There is therefore minimal opportunity for dirt or dust to be spread onto the public highway.

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. All fuel will be stored in bunded tanks, at least 10m from any drain or gully. Emergency spill kits will also be available on site. All concrete wash-out will be controlled and treated to prevent contamination by use of Siltbuster units, 'Concretesocks' etc.

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

Please refer to appended Environmental Monitoring Scope document

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.

To follow

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.

Awaiting issue of GLA mitigation measures checklist from LB Camden.

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.

Refer to appended Environmental Monitoring scope. Due to the demolition of the existing buildings in the months immediately prior to the commencement of construction there will be no opportunity to conduct a baseline air quality survey and therefore monitors will be installed at the commencement of the construction phase. We will however liaise with the demolition contractor to ascertain whether baseline air quality information has been collected prior to the commencement of the demolition works. If so, we will use this data to benchmark site performance.

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).

Immediately following the completion of demolition works by others Kier will commission a rodent survey to review the potential for rodents on site. Any recommendations from this survey will be implemented at the commencement of the construction period. At this time, survey reports will be shared with LB Camden.

High standards of site cleanliness, particularly within the site welfare will be a focus throughout construction and all site operatives will receive training to this effect.

Monthly environmental inspections will be carried out on site within which signs of the existence of rodents will be covered.

Immediately following installation of new drainage on site, underground pipework will be bunged at the connection to the main sewer and filled with water. This will enable site to quickly determine if any installed drainage is damaged at a later date but will also prevent rodents from accessing new building drainage from the existing sewer.

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

Refurbishment and Demolition asbestos surveys have been completed for the existing buildings on site by IOM in July 2014 on behalf of London Borough of Camden (LBC). Reports are appended to this document. Minor levels of Asbestos-containing materials were detected and have since been removed by LBC in advance of the demolition of the existing buildings.

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.

Appropriate conduct of site operatives will be a key part of the site induction which all operatives and visitors to site will receive. A strict policy of no smoking outside the site boundary will be put in place and the provision of a covered smoking area will be made available to operatives within site in a location which is not in clear site of adjacent properties. The use of bad language on site will not be tolerated by site management and instances will be dealt with immediately. Conduct of the workforce when away from site will also be covered by the site induction and all operatives will be required to remove protective clothing when outside of site.

In addition to the above site radios will be utilised and used by site management and all works supervisors on site to mitigate the need for shouting to pass messages on. Daily co-ordination meetings will be held with all site supervisors when issues of poor conduct can be dealt with and messages reinforced.

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:

a) **Construction time period (mm/yy - mm/yy):** 10/16 – 07/18

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

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

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:**

   We confirm that the development has been registered on the NRMM Register under the name of 'Greenwood Place Resource Centre 2016'.

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:**

   We confirm that this will be maintained on site. Weekly inspection and regular service forms a part of mandatory Kier Safety, Health & Environmental Standards and compliance will be monitored on an ongoing basis.

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: 25/07/16

Print Name: Matt Davis

Position: Project Manager

Please submit to: planningobligations@camden.gov.uk

End of form.