

Construction Management Plan

pro forma v2.1

Kiln Place Estate

By Neilcott Construction

4th draft issued on 03 July 2017

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
19 April 2017	1 st Draft	Vince Wilson
23 May 2017	2 nd Draft	Vince Wilson
21 June 2017	3 rd Draft	Vince Wilson
03 July 2017	4 th Draft	Vince Wilson

Additional sheets

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

Date	Version	Produced by

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](#)."

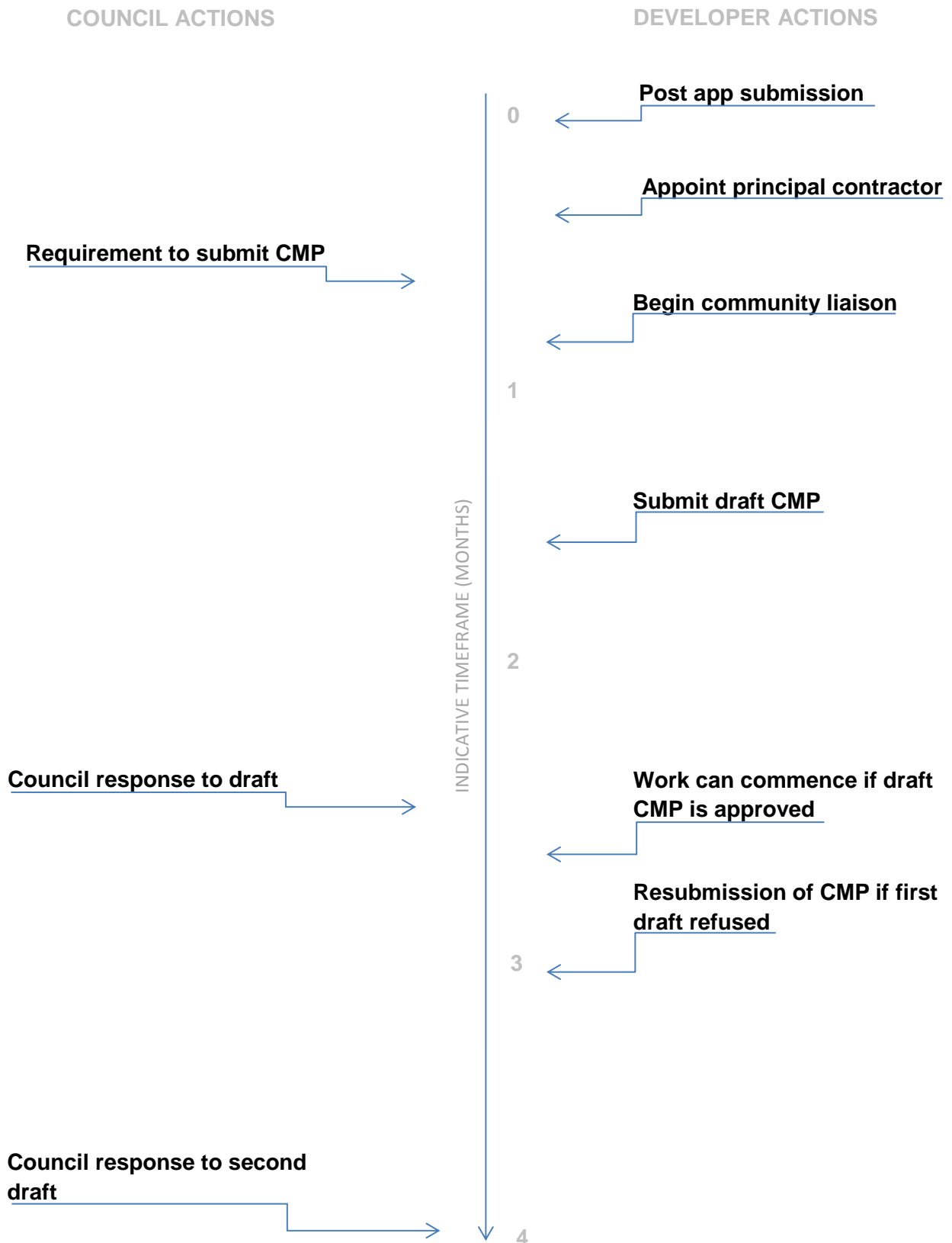
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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



Contact

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

Address: Kiln place, London, NW5 4AJ

Planning ref: 2014/6697/P (as amended 2016/2651/P)

Type of CMP - Section 106 planning obligation/Major sites framework.

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

Name: Vince Wilson

Address: Neilcott Construction Ltd, Excel House, Cray Avenue, Orpington, Kent, BR5 3ST

Email: vwilson@neilcott.co.uk

Phone: 01689 832199 / 07919 398 531

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: Michael Forde

Address: Neilcott Construction Ltd, Excel House, Cray Avenue, Orpington, Kent, BR5 3ST

Email: mforde@neilcott.co.uk

Phone: 01689 832199 / 07951 390 063

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: Laura Elster

Address: Neilcott Construction Ltd, Excel House, Cray Avenue, Orpington, Kent, BR5 3ST

Email: lelster@neilcott.co.uk

Phone: 01689 832199

Name: Debra Constance

Address: 5 Pancras Square, London N1C 4AG

Email: Debra.Constance@camden.gov.uk

Phone: 020 7974 5924

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: Vince Wilson

Address: Neilcott Construction Ltd, Excel House, Cray Avenue, Orpington, Kent, BR5 3ST

Email: vwilson@neilcott.co.uk

Phone: 01689 832199

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.

Kiln place estate is situated within Gospel Oak, just north of Kentish Town. The estate is bounded to the north by Lamble Street and Oak Village, to the west by Grafton Road, to the East by Hemingway Close and Meru Close, and to the South by Carlton Road Junction (rail line) with land leased to the Kentish Town City Farm forming a buffer from the tracks.

The Estate contains 164 dwellings. The estate area is 1.8ha. Facilities include car parking, communal gardens, community centre 'The Shack' and playgrounds.

The surrounding area is predominantly residential, with small local commercial buildings along main roads, and some light industrial buildings located on railway land.

The proposed development is for a residential development comprising of 15 new homes split between 6 infill sites within the estate. The proposed buildings are 1, 2 and 3 storeys.



116_P_00X.pdf



116_L_090 P06 Kiln
Place Proposed Site.pdf



116_L_080 P01 Kiln
Place Existing Site.pdf

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 development takes form of one terrace of 6 houses (site 1), facing a small terrace of 2 houses (site 2), a further 3 small buildings which each complete the empty corners of 3 existing residential blocks (site 3,4 &5) and a single storey house (site 6). The residential accommodation comprises a mix of houses (11no), flats (1no) and maisonettes (3no) ranging from 1 to 3 bedrooms.

General overview of building construction works

Substructure:

Each building will be supported by piled foundations, ground beams and RC monolithic slabs.

Superstructure:

The superstructures are to be constructed in block and brickwork cavity walls, with some steelwork supporting upper floors and terraced areas. Dividing floors are to be JJI joists but there are some elements of hollow core floors to sites 3 & 5. Windows are double glazed timber composite. Roofs coverings are single ply membrane with a Sedum blanket green roof.

Internal Fit Out:

The internal walls are to be of a plasterboard painted finish. Floors generally will be vinyl to kitchens and bathrooms with all areas either a chipboard finish or carpeted.

Mechanical and electrical Services:

All units have self-contained gas fired boiler heating systems with panelled radiators. MEV units are to be installed to all units. Electrical domestic installation is to be provided.

External Landscaping:

External landscaping is to be a mixture of hard and soft landscaping incorporating permeable paving throughout. New refuse stores are to be provided local to each site. A communal cycle store is to be provided. New drainage is to be provided to each unit including attenuation systems and which is to be connected to the existing Thames Water drainage systems.

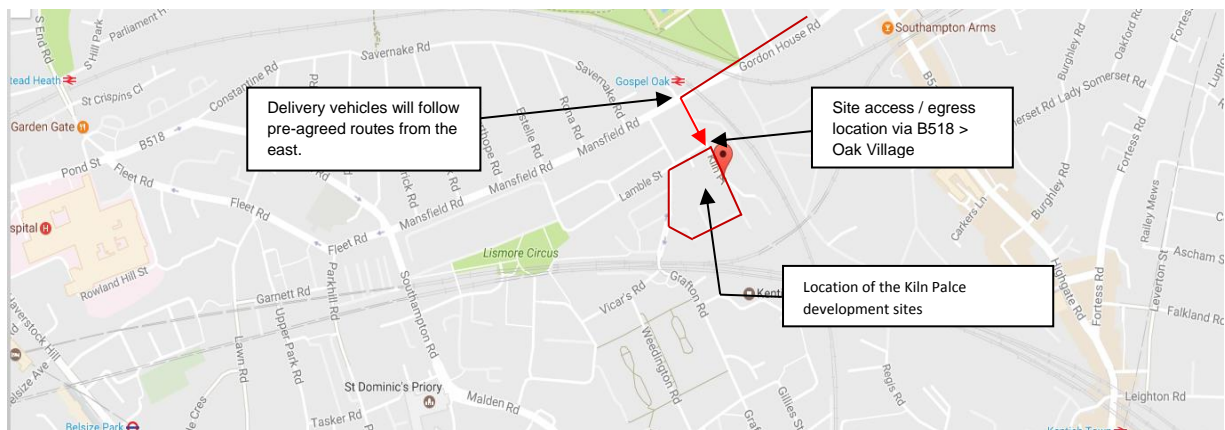
The main issues associated with the development will be working in close proximity to the existing residential dwellings on the estate whilst the sub-structure and superstructure construction works are undertaken. This however can be managed by the implementation and adherence to Safe Systems of Works.

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.).

All works are within the existing Kiln Place estate. Therefore the residential blocks within the estate are the nearest receptors and are likely to be affected during the works.

The apartments and houses on Hemingway close are also likely to be affected during works on site 1.

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.



All site traffic will approach the site from the east via the B518 > Oak Village. Access / egress into Kiln Place estate will be from one direction only with no access onto Grafton Road from the estate. All works are within the Kiln Place estate and as such do not affect any on street parking, cycle lanes and/or foot ways on the public highway. Please refer to section 24 with regard to parking bays on the estate.

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

The construction programme of works key dates are as detailed below. Also refer to attached programme.

- Establish site set up:
 - 20 June 2017;
- Services Diversions:

- Start date 03 Jul / end date 25 Aug 2017 (subject to further programme development with utility services providers);
- Block 117-164:
 - Enabling works / demolition :Start date 18 Sep / end date 06 Oct 2017
- Site 5:
 - Enabling/Demolition: Start date 21 Aug / end date 15 Sep 2107
 - Substructure: Start date 18 Sep / end date 01 Nov 2017
 - Superstructure: Start date 02 Nov / end date 01 Mar 2018
 - Internals: Start date 21 Dec / end date 10 Jul 2018
 - Hand-over: 11 Jul 2018
- Site 4:
 - Enabling/Demolition: Start date 28 Aug / end date 22 Sep 2107
 - Substructure: Start date 26 Sep / end date 13 Nov 2017
 - Superstructure: Start date 14 Nov / end date 13 Mar 2018
 - Internals: Start date 13 Mar / end date 25 Jul 2018
 - Hand-over: 26 Jul 2018
- Site 3:
 - Enabling/Demolition: Start date 04 Sep / end date 29 Sep 2107
 - Substructure: Start date 28 Sep / end date 10 Nov 2017
 - Superstructure: Start date 13 Nov / end date 03 Apr 2018
 - Internals: Start date 03 Apr / end date 06 Aug 2018
 - Hand-over: 06 Aug 2018
- Site 6:
 - Enabling: Start date 15 Sep / end date 03 Oct 17
 - Substructure: Start date 02 Oct / end date 21 Nov 2017
 - Superstructure: Start date 22 Nov / end date 02 May 2018
 - Internals: Start date 30 Jan / end date 09 May 2018
 - Hand-over: 04 Apr 2018
- Site 2:
 - Enabling: Start date 25 Sep / end date 29 Sep 17
 - Substructure: Start date 02 Oct / end date 23 Nov 2017
 - Superstructure: Start date 24 Nov / end date 26 Mar 2018
 - Internals: Start date 26 Mar / end date 13 Aug 2018
 - Hand-over: 13 Aug 2018
- Site 1:
 - Enabling: Start date 18 Sep / end date 22 Sep 17
 - Substructure: Start date 25 Sep / end date 16 Feb 2018
 - Superstructure: Start date 30 Jan / end date 24 Jul 2018
 - Internals: Start date 07 Jun / end date 16 Nov 2018

○ Hand-over: 16 Nov 2018

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

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

The standard working hours will be as above.

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

Changes of services are needed to all sites as detailed below.

Existing Utilities Services Diversions

Existing utilities services, which currently are within the footprint or close to the boundaries of the proposed new developments are to be diverted so that they are outside of the footprint / boundaries of the new developments. The required diversions are as detailed below.

Site 1 – Mains gas diversion (National Grid) and mains water diversion (Thames Water).

Site 2 – Mains gas diversion (National Grid) and district heating pipework diversion (GEM LBC heating contractor).

Site 3 – Mains electrical supply diversion (UKPN) and district heating pipework diversion (GEM LBC heating contractor).

Site 4 – Mains gas diversion (National Grid) and mains electrical supply diversion (UKPN).

Site 5 – Mains gas diversion (National Grid), mains water diversion (Thames water), mains electrical supply diversion (UKPN), Telecommunications diversion (BT Openreach & Virgin Media) and district heating pipework diversion (GEM LBC heating contractor).

Site 6 – Mains gas diversion (National Grid) and district heating pipework diversion (GEM LBC heating contractor).

Neilcott are in communication with all of the above services providers and with quotations received for the diversionary works. These quotations have been forwarded to LB Camden for instruction. Upon the above services providers being instructed Neilcott will enter into further discussions with each service provider to plan and programme the works, with a specific programme being developed and with the view to exploring the options regarding sharing the same excavations and traffic management proposals where possible.

New incoming services

New incoming mains gas supplies, mains electrical supplies, mains water supplies and tele communications will be provided to all of the new developments. Neilcott are in the process of contacting the utilities companies with regard to the provision of these new services with the view to developing a strategy and programme for coordinating the connection of services. Neilcott will also explore the options regarding sharing the same excavations and traffic management proposals where possible with the service providers.

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.

Prior to Neilcott's appointment there has been an extensive consultation process with the local residents of Kiln Place, Oak Village since 2012.

Following Neilcott's appointment further consultation has been undertaken with the local residents and Tenants Residents Association (TRA).

Please see attached consultation summary and events for Kiln Place and feedback with responses from the 'Meet The Contractor' event.

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.

Neilcott will implement the following in regard to community liaison and consultation in connection with the development and seek regular improvement and upkeep of the CMP.

The residents will be kept informed about unavoidable disturbance such as unavoidable noise, dust, or traffic disruption. Clean information will be given well in advance and in writing.

Continuous liaison will be maintained with the local community, before works commence, during the works and in particular in case of exceedances and/or change of techniques and/or methodology of the undertaken of the works and complaints / concerns. This will be via the methods as detailed below.

Communication will be via:

- An initial letter drop which will introduce the site construction team management and community liaison officer. Head office details will also be provided.
- A monthly newsletter will be published and delivered to the residents of Kiln Place. The newsletter will also be displayed on a fixed notice board that will be erected at the junction of Kiln Place and Lambie Street as well as notice boards being displayed in the block entrances or other agreed locations. The newsletter will include details on the stage of the works as well as the upcoming works etc.
- Our site manager will be our first point of contact for any liaison with the local community including addressing any complaints or concerns. The site manager will also be supported by a community liaison officer.
- A contact board will be displayed prominently on the site with the following information being made available.
 1. The Title 'Contact Board'
 2. Neilcott's name, address and the person to whom correspondence should be addressed.
 3. Name of the site manager.
 4. Month and year of completion of the works,
 5. Name and telephone numbers of staff who can take immediate action, so that contact can be made at any time.

Occupiers in the vicinity who may be affected by noise from the works shall be notified of the nature of the works, a contact name, telephone number (including that to be used outside normal working hours), and address to which any enquiries should be directed.

Such notification will take place, where possible, 2 weeks but, in any event, at least a week prior to the works commencing.

A staffed telephone enquiry line will be maintained at all times when site works are in progress to deal with enquiries and complaints from the local community. The telephone number will be publicised and also notified to the Noise and Licensing Enforcement Team on 0207 974 4444.

Both the Site Manager and Contracts Manager will be contactable 24/7.

Should noise/vibration/dust complaints arise from the building works, these complaints will be recorded in a complaints register and made available to LB Camden, if requested. The complaint register will provide information on day, time, details of complaint, details of monitoring carried out and any additional mitigation works.

Should complaints be received concerning works/activities, then all works/activities being the cause of the complaint will cease until such time the complaint is dealt with.

Our site manager will maintain a log of all site visits to the site by the residents, neighbours and public where they wish to make any comments. Should any complaints be received these will be acted upon and reported at the working group. We propose that the working group be held bi-monthly but the site manager will be available to address any concerns or questions from the residents every day.

Consultation and communication will also be sought throughout the project via a construction working group (CWG) where we can report on our progress and key construction activities but at the same time seek feedback and comment from the group with a view to maintaining communication lines open at all times. The CWG will meet on a monthly basis initially with this then changing to a quarterly basis following the completion of the demolition and substructure works. The CWG may include but not limited to:

- The Tenants Residents Association for Kiln Place;
- The immediate residents who are neighbours to the site;
- Estate Managers;
- The local ward member for which the site falls within; and
- Camden Project Manager
- Neilcott Project Team

CWG Schedule of Monthly Meeting Dates

- 1st Wednesday of each month

See attached CWG meeting nr.1 minutes dated 07 June 2017.

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 project will be registered with Considerate Contractors scheme.

Particular initiatives will be:

- Control of the works so that dust and waste from the construction activities cannot blow into surrounding areas;
- Noise minimisation consistent with good construction practice;
- Clean and neat front of house site presentation;
- Courteous approach to the local residents and general public by the site personnel;
- Carefully scheduled deliveries so that lorries do not back up and cause congestion in the surrounding areas;
- Provide local employment opportunities;
- Provide local procurement opportunities;
- A local newsletter will be made available to local residents; and
- Road cleaning vehicle as necessary

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

Neilcott are in possession of a copy of Camden's "Guide for Contractors" and will adhere to this.

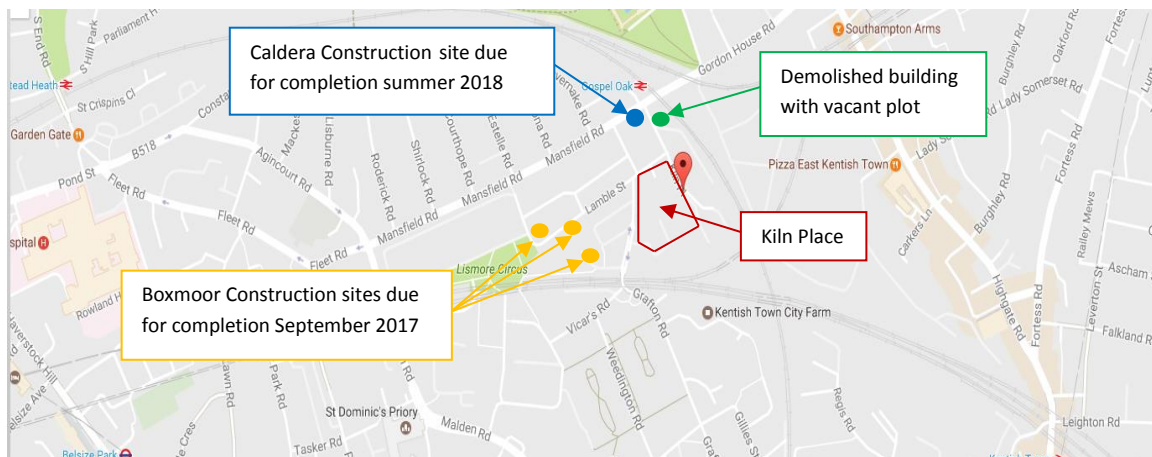
16. Neighbouring sites

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

We have assessed the local area and the main route to the site and believe that there are not any current projects of significance that will impact on our works or our works on theirs. There is one 'live' residential development site to the North of Kiln Place off of Gordon House Road under construction by Caldera Construction Ltd and which is due for completion in the summer of 2018. Given the nature and size of the project we do not consider this will have an cumulative impact in the area of any significance. We will however liaise closely with the Caldera project team on a regular basis to exchange programme information and to work together. There are also three 'live' residential development sites located west of Kiln Place in Lamble Street (no.'s 10 & 39a (sites 1&2)) and Barrington Close (no.'s 14/15/16 (site 3)) but are at a stage of construction where they are not considered to be of concern and from our discussions with the contractor (Boxmoor Construction Ltd) it is our understanding they will be completed September 2017. In any event with our proposed designated route to the site there will be no "criss-crossing" of site related vehicles.

At the north end of Oak Village a building has been demolished. Neilcott will monitor any potential start of construction and liaise with the new site as a "good neighbour".

Plan of existing or anticipated construction sites



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:

Neilcott 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](#) and [Q18 example response](#)).

Neilcott are CLOCS champions actively implementing the requirements within the standard for construction logistics.

Contracts

FORS Bronze accreditation as a minimum will be a contractual requirement, FORS Silver or Gold operators will be appointed where possible. Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment (as per CLOCS Standard P13), and that all drivers servicing the site will have undertaken approved additional training (e.g. Safe Urban Driving + 1 x e-learning module **OR** Work Related Road Risk Vulnerable Road User training + on-cycle hazard awareness course + 1 x e-learning module etc.). CLOCS Compliance will be included as a contractual requirement.

Desktop checks

Desktop checks will be made against the FORS database of trained drivers and accredited companies as outlined in the CLOCS Standard Managing Supplier Compliance guide. These will be carried out as per a risk scale based on that outlined in the CLOCS Managing Supplier Compliance guide.

Site checks

Checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale.

Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale. These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment. Results from these checks will be logged and retained, and enforced upon accordingly.

Collision reporting data will be requested from operators and acted upon when necessary.

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.

We, the Neilcott Construction Team, confirm we have read the CLOCS Standard and understood what is required. We have also expressed an interest online and have joined the CLOCS Community.

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

I, Vince Wilson (Contracts Manager) at Neilcott Construction, confirm that the requirement to abide by the CLOCS Standard will be included in all sub-contractor and supplier orders.

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.

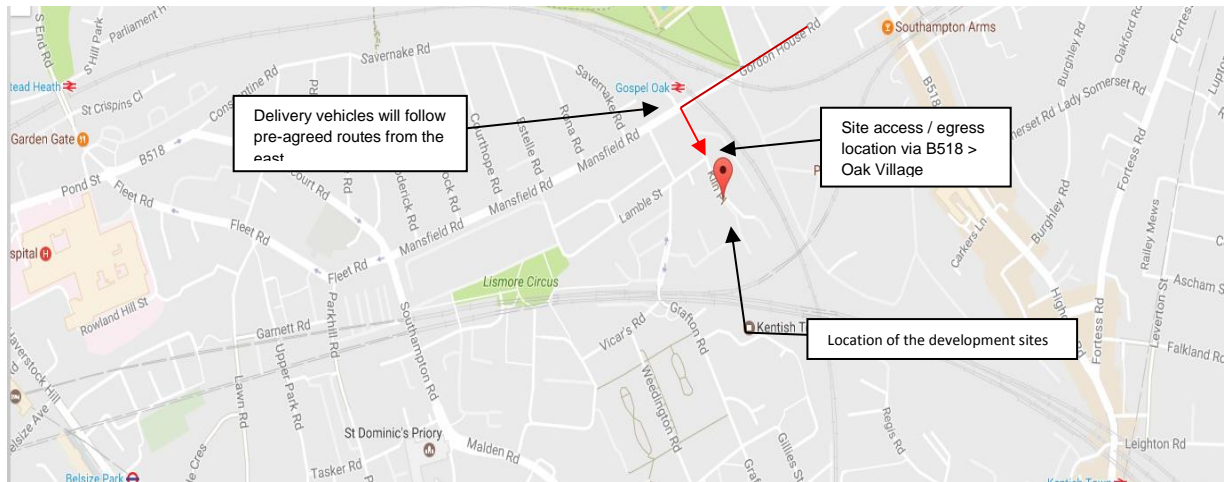
20. Traffic routing: *"Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless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

The main Road leading to site will be the B518. It is linked to both the A1 and the A503 which are both in the TFL Road Network North Central Area.



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 suppliers' orders will have a route indicator attached with strict instructions to adhere to the proposed routes.

Contractors will also have the same information for their suppliers. Contractors operatives will be informed there is no parking on or near site and encouraged to use public transport and cycle routes.

Visitors will also be discouraged from driving to site.

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.

Neilcott envisage a maximum of five deliveries on any one day during our busiest phases of working.

Deliveries will be set between 9.30am and 2.30pm to minimise the risk of congestion at peak hours.

7.5 tonne flatbed Lorries will be used to carry out the bulk of all deliveries.

There will be an 11 week period between September to November 2017 in the programme for concrete deliveries. Concrete deliveries will be via ready mix lorries and will be required to access the site for constructing piles, foundations and slabs.

Once the site/residential areas have been thoroughly viewed on a full week's site working hours, the optimum time for concrete works will be assigned. This will be to suit users of the roads around the site and resident road and pedestrian users.

All other deliveries will be made in vans.

All delivery vehicles be will be marshalled to a designated materials storage compound on the Kiln Place estate where the materials will be off loaded. Once off loaded the delivery vehicle will then be marshalled off site.

Deliveries will normally take less than 10 minutes to unload, the maximum time would be a brick/block delivery taking approximately 15-20 minutes.

Neilcott will explore the use of broadband (white sound) reversing alarms with our supply chain and where possible request that these be used on delivery vehicles.

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

We have assessed the local area and the main route to the site and believe that there are not any current projects of significance that will impact on our works or our works on theirs. Should other projects come on-line then we will liaise with the main contractor to coordinate our planning and traffic management is co-ordinated.

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.

Following the placement of a materials order by Neilcott's buying department, a purchase order is raised and issued to site electronically and hard copy with the contact details of the supplier. Upon receipt of the p/o the onsite Logistics Coordinator will contact the supplier to arrange the delivery date and time. A materials delivery register will be maintained on site with all delivery dates and times being recorded to ensure that only the appropriate number of deliveries only arrived in the allotted slots. Upon the delivery vehicle attending site the date and time will be recorded again the allotted slot for the purpose of good record keeping. Should delivery vehicles arrive outside of the allotted slot this will be recorded and the supplier contacted to find out the reason and to ensure the delivery procedure is adhered to in the future. Should any suppliers be considered to be repeat offenders then an alternative supplier will be sought.

The delivery vehicle will be requested to contact the site before their arrival to ensure no unforeseen circumstances have arisen and that the delivery can be made.

All Vehicles will report to the main site compound / entrance via Oak Village where they will be directed and marshalled to the correct part of the site.

All Suppliers/Drivers will have direct contact with the onsite Logistics Coordinator who will manage this system of work.

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.

Due to the nature of the works we do not anticipate the need for any off site holding areas, with deliveries being managed to avoid large number of deliveries at any given time. Delivery times to be agreed with suppliers to avoid any construction site traffic congestion in the surrounding roads as detailed in 21c above.

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).

Local Merchants and building suppliers will be used wherever possible to simplify delivery arrangements and keep the carbon footprint down for the project.

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.

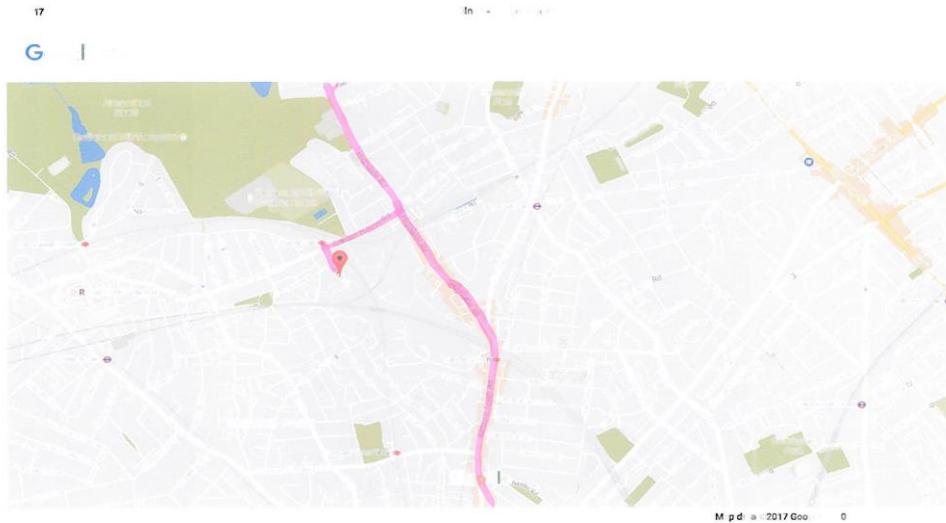
a. Please detail the proposed access and egress routes to and from the site

The main Road leading to site will be the B518. It is linked to both the A1 and the A503 which are both in the TFL Road Network North Central Area.

Access and egress into Kiln Place will be via Oak Village from where vehicles will be marshalled to the designated area. Vehicles will be manoeuvred on site so that vehicles do not need to reverse onto the highway when leaving site.

All construction vehicle drivers will report to the site office located in the main site compound on the corner of Kiln Place at the main entrance via Oak Village. From here all vehicles will be directed and marshalled to the specific site areas as needed.

Access and egress will be via Oak village. The B518 to the west of the site will be the designated access and egress routes for delivery vehicles.

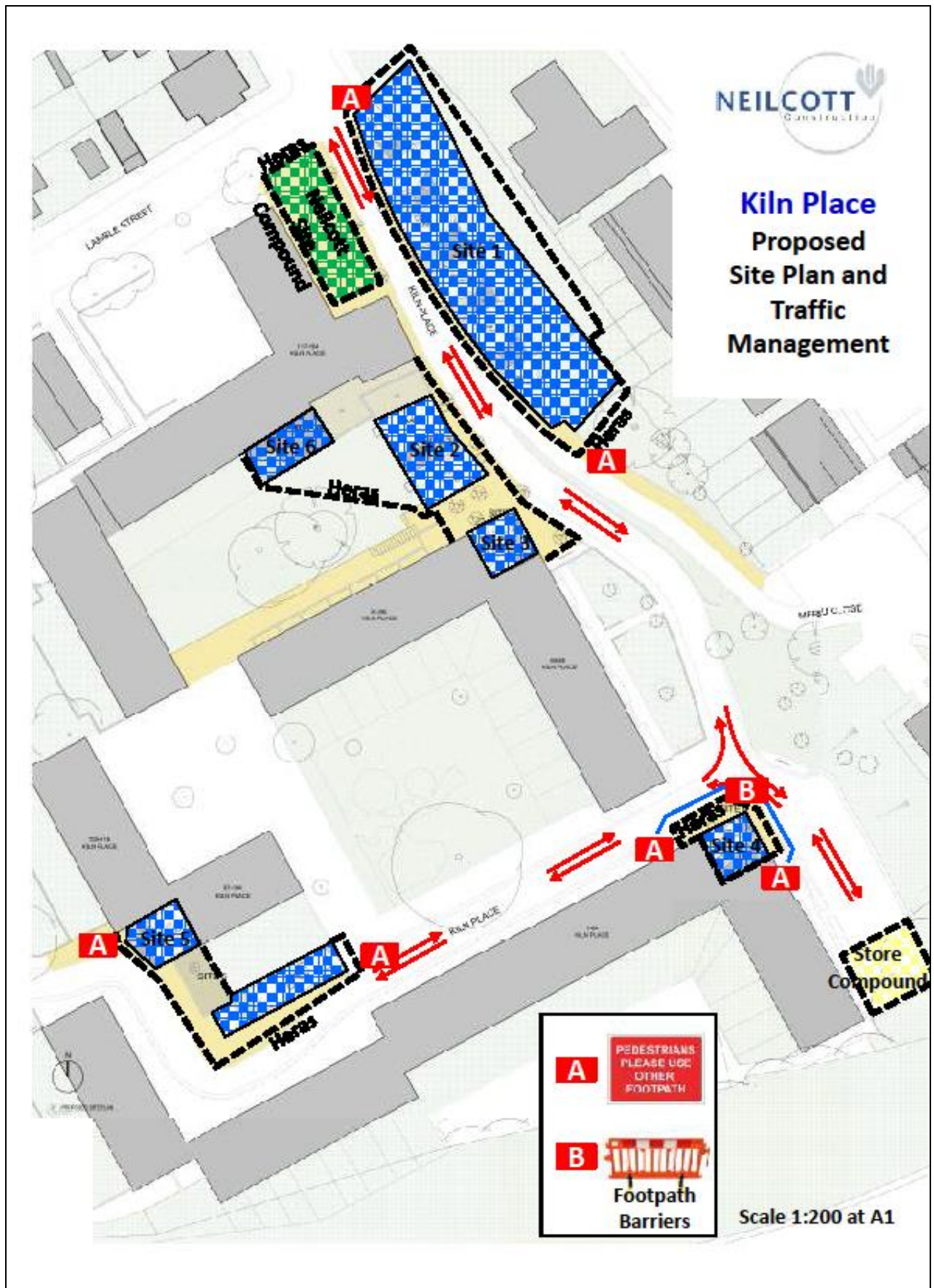


b. Please describe how the access and egress arrangements for construction vehicles will be managed.

All construction vehicle drivers will report to the site office located in the main site compound on the corner of Kiln Place at the main entrance via Oak Village. From here all vehicles will be directed and marshalled to the specific site areas as needed.

A site storage compound will be located adjacent to block 1-64 (site 4) in an agreed section of the carpark via consultation with LB Camden and the TRA. (See proposed site plan and traffic management diagram provided on the following page). The area will be secured by solid hoarding and have double gates for access. Materials will be unloaded straight from delivery vehicles into the compound.

A Logistics Coordinator and Banksman will be expecting the planned deliveries and will manage access, unloading and egress to and from and within the site.



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)

Access and egress into Kiln Place will be via Oak Village from where vehicles will be marshalled to the designated area. Vehicles will be manoeuvred on site so that vehicles do not need to reverse onto the highway when leaving site. See attached swept path drawings. Where access is not available via Oak Village then access will be via Grafton Road but we do not consider this will be a regular occurrence.

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.

We have reviewed the need for wheel washing facilities and do not consider this is required. Any plant and equipment on site i.e. excavators, piling rigs etc will be brought to and removed from site on the back of lorries i.e. low loaders. Delivery vehicles will be restricted to the estate roads. All other vehicles will be parked off site.

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 the proposed site plan and traffic management diagram included under 22b.

All access and egress to Kiln Place will be via Oak Village from where vehicles will be marshalled to the designated area by a Banksman and who will remain in attendance at all times until the materials have been safely unloading in the designated area before the vehicle is then marshalled off site.

All bulk materials deliveries will be unloaded in the designated storage compound on site located adjacent to block 1-64 (site 4). Smaller materials deliveries may be delivered to the specific site areas (sites 1 to 6) around the estate if deemed appropriate. No loading/unloading is to take place off site.

A small telehandler will then be used to service the various sites throughout the estate distributing materials as and when required from the storage compound. This will alleviate/significantly reduce the use of larger vehicles within the housing areas.

The storage of materials on site will be kept to the minimum with a 'just in time' materials delivery procedure being adopted.

Plant deliveries will also be via Oak Village with small items off plant being stored in the storage compound and large items of plant being taken directly to the relevant site i.e. 1 to 6. All plant deliveries will be marshalled in accordance with the same procedure for materials deliveries.

Excavated arisings will be stored on the individual sites 1 to 6 and removed from site by muck away grab lorries at regular intervals to avoid large stock piles of arisings accumulating.

Small 2 yard tipping skips will be placed on the individual sites with a 12 yard skip located in the main site compound to where the tipping skips will be taken. From here the waste materials will be collected by a skip lorry avoiding the need for the skip lorry to manoeuvre around the Kiln Place estate.

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](#).

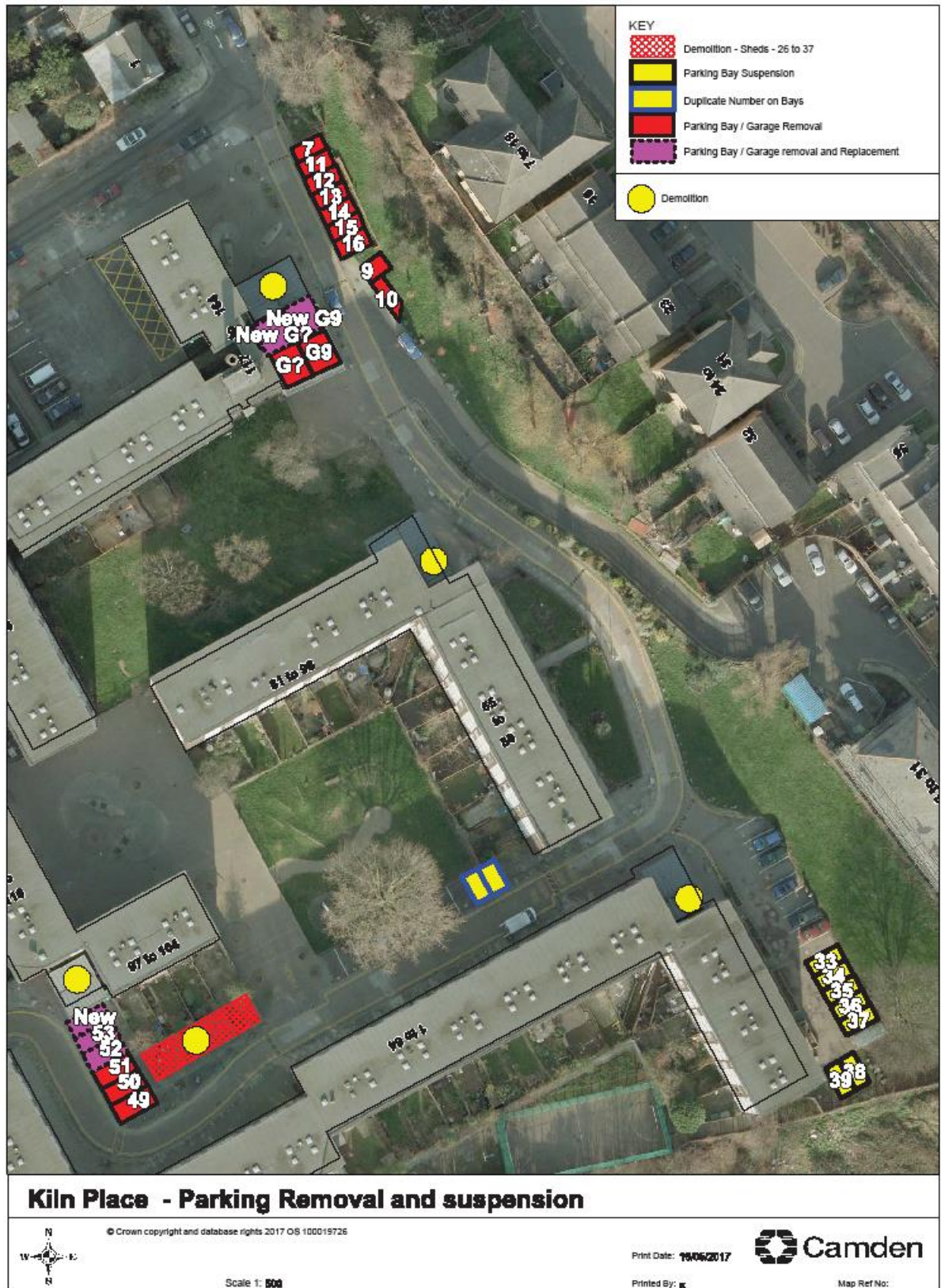
There has been no requirement for parking suspensions identified on the public highway at this stage.

Some estate parking bays will be required to be suspended for the duration of the project in those areas which are directly affected by the works. All other parking bays will be unaffected. The estate parking bays requiring to be suspended are:

- 5nr. bays to the corner of blocks 97-104 & 105-116 (site 5) are required to be suspended to facilitate the construction of site 5. These will require to be suspended for the full duration of the works to site 5 between July 2017 and June 2018. New parking bays are to be provided as part of the scheme.
- 7nr. bays to the side of block 1-64 (site 4) are required to be suspended for the Neilcott's site storage compound. These will be required to be suspended for the full duration of the project between July 2017 and October 2018.
- 2nr. garages to block 117-164 (site 6) are required to be suspended to facilitate the construction of sites 6 & 2. These will require to be suspended for the full duration of the works to sites 6 & 2 between August 2017 and October 2018. Upon completion of the works the access to the garages is to be reconfigured.
- Parking bays to site 1 (bay no's 7, 9, 10, 11, 12, 13, 14, 15 & 16) are to be removed as part of the scheme.

See attached Parking Removal and Suspension layout plan showing the affected parking bays.

Consultation with those residents who's parking bays will be affected by the works has been undertaken by LB Camden.



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).

No highway works are necessary to enable construction to take place (e.g. construction of temporary vehicular accesses) as all works are on the Kiln Place estate.

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

Only safety signage, barriers and accessibility measures will be provided to the Kiln Place estate roads/footpaths as and when required as the works do not affect the public highway.

Site safety signage will be placed at the main entrance and various areas around and on the individual sites on the Kiln Place estate. Giving warnings and advice to all road and footpath users.

Chapter 8 barriers will be used as needed to prevent pedestrians from coming into contact with the estate roads and its users where pedestrian diversions are required around the sites.

Barriers and cones will be used to temporarily alter estate road ways as deemed necessary with areas being marshalled if required to manage the traffic flow.

Access will be maintained at all times for all areas for all users of Kiln Place. This will be achieved by minor alterations to the present estate road layout and which will be developed as the works progress.

Where footpaths cannot be kept open appropriate signage will be displayed advising of the footpath closure and directing pedestrians to the alternative route / footpath. See attached proposed site plan under 22b indicating proposed footpath closures.

26. Diversions

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

No Diversions are required to the public highway. We do not consider that the works will cause any disruption to the public highway during the construction period.

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.

Appropriate signage and barriers will be used to direct cyclists and pedestrians to alternative routes away from any construction process on the estate.

The safety of all resident pedestrians or cyclists are paramount and site conditions will be monitored throughout the works and adapted to suit.

All delivery vehicles will report to the site office at the entrance to Kiln Place and from where they will be marshalled to their designated area.

All vehicles will abide to the speed limit.

The site manager will ensure the estate is regularly patrolled (minimum twice daily) to ensure that the estate roads and footpaths are clear of any site debris.

We will as part of our sub-contractors procurement process ensure that all sub-contractors and suppliers delivering materials to site follow the conditions outlined in the Standard for Construction Logistics and Cyclist Safety (CLOCS).

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.

It is not considered that any temporary structures i.e. scaffolding, gantries, cranes etc. will overhang the public highway or the estate roads.

Scaffolding will be erected within the sites boundaries and which will be behind the sites boundary fencing.

Scaffold standards would be protected by Hi-Viz foam sleeves and Heras fencing/barriers. Solid hoarding panels will be used where the structures are in close proximity to the road with lighting provided.

Any lifts above doorways will be double boarded with a polythene layer in between the boards. Scaffolds will be provided with either Monoflex sheeting or netting to any public areas. Fans will be provided at 1st floor level.

Site 1, unit 1.1 facing Oak Village is the only part of the project which will require access scaffold to be erected on the public highway for the purpose of construction.

No tower cranes will be used on the project.

Please see attached proposed site plan under 22b. showing the demarcation of the sites boundaries which the scaffold will be erected within.

All site areas will be protected with either Heras fencing or solid hoardings.

Environment

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

Neilcott acknowledge that the London Borough of Camden expects to receive no valid complaints throughout the whole duration of the deconstruction / construction process and will ensure that relevant and most appropriate measures/actions are taken and implemented so far as is reasonably practicable to achieve this.

Neilcott also acknowledge that London Borough of Camden has a legal duty to protect from the effects of noise, statutory nuisances and the prevention infestation by rats, mice and vermin those living in the proximity of the proposed works.

Neilcott will ensure full adherence, compliance and implementation of 222795 CMR and the different expectations stated in Addendum CMR 222795.

The CMP shall be a 'living' document to be reviewed/modified as soon as problems arise or when it is required.

A philosophy of reduction of noise/vibration levels throughout the site shall be implemented, maintained and improved throughout the duration of the works.

A philosophy for the prevention of duct formation in the first place shall be adopted, implemented and enforced throughout the whole duration of the works.

The CMP and 222795 CMR will form part of all Neilcott's sub-contractor tender enquiries with sub-contractor's being informed they will be required to fully comply with these requirements. The CMP and 222795 CMR will also form part of all sub-contract order terms and conditions.

Neilcott will monitor all subcontractors for compliance with the CMP and 222795 CMR on site with the site manager carrying out daily inspections and audits of the working areas. The frequency of the daily inspections will be dependent upon the nature of the work being undertaken, with these be more regular when noisy works are being carried out.

Neilcott's independent Health and Safety advisors London Building Safety Group (LBSG) will also undertake site inspections to ensure compliance with the CMP and 222795 CMR.

A register will be kept of all sub-contractor CMP and/or 222795 CMR infringements. Should it be identified that sub-contractors are in breach of the CMP and/or 222795 CMR, if deemed necessary, the works/activities will be suspended until such time appropriate measures have been taken and implemented to ensure compliance. Alternatively if the matter is considered to be of a minor nature the sub-contractor will be given 24 hours to rectify the matter. Written notification will be issued to the sub-contractor of any such matters and recorded in the register detailing the nature of the infringement, date, time and the actions taken.

Neilcott will when planning and programming the works take into consideration works of a noisy nature i.e. demolition. Where these works can be isolated from other works they will be planned and programmed accordingly.

All sub-contractors will be required to provide site specific activity risk and method statements and where noisy works are involved provide information on the equipment to be used and how the noise is to be minimised and what control measures are to be implemented.

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.

Demolition and construction work by its nature can cause noise, noise being created by mechanical plant, cutting, drilling etc. All noisy works will be restricted to the specified times between 08:00 and 18:00hrs. However these times will be reviewed specific to the works being carried out and following consultation with Camden and the residents of Kiln Place. No noisy operations will be undertaken outside of the standards hours without prior written approval of the Local Authority.

Modern machinery and equipment will be used to minimise noise and vibration.

The works which are considered to be noisy works are:

Demolition of existing entrance foyers:

The entrance foyers will be soft stripped of all fixtures and fittings and loose items of furniture. A 15 ton 360 excavator with a munching attachment will be used to strip the roof coverings and demolish the main structure building fabric. The steel structure will be dismantled and with all waste materials being loaded into skips for removal from site.

Breaking out of existing entrance foyer concrete slabs:

To minimise noise and vibration transfer and to isolate the concrete slabs from the adjoining structures cut off saws will be used to separate the mass concrete of the entrance foyer concrete slab. Where practicable the ground bearing slabs will be levered from their position and removed from site before being broken up. Where the concrete slabs are to be broken up on site this will be by means of a pecker attachment on a 15 ton 360 excavator, which will ensure the process is carried in a timely fashion minimising the noise and vibration on site. The concrete will then be grubbed up by the 360 excavator with all waste materials being loaded into skips for removal from site.

Communication with neighbouring residents prior to concrete breaking will be undertaken so that the works can be planned and minimise the disturbance to the residents as far as reasonably practicable.

Reduction of levels and excavations:

Reductions of levels and excavations will be undertaken with a 5-10 ton 360 excavator. Excavated soils will be heaped on each individual site with materials being removed from site on a regular basis by muck away lorries.

Piling:

Once the levels have been reduced on site crushed concrete will be imported by tipper lorries and a piling mat constructed with a 360 excavator. The piles will be constructed using the Continuous Flight Auger piling method, which is the quietest form of piling and is a fast and economical technique, with low noise and vibration compared against conventional bored piles and/or driven piles.

Concrete ground beams and structural slab:

Following the construction of the piles the pile heads will be broken down. The use of a hydraulic pile breaker will be considered to minimise the noise and vibration associated with breaking down pile heads by the traditional method being hand held breakers. Following this task the ground beam and structural slab excavations will be undertaken using a 5-10 ton excavator. The ground beams and structural slab concrete will then be cast as one importing concrete via ready mix lorries.

Noise attenuation screening will be used for the above works as deemed necessary to minimise the noise breakout from the sites.

The aforementioned works have been programmed to be completed within the first 4 months of the project. By programming the works in this sequence this means that following the completion of these works the heavy plant and machinery on site will be dramatically reduced with noise and vibration levels on site also significantly reducing accordingly.

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

A Noise and Vibration Impact Assessment was carried out in August 2014 by Ramboll and which is included.

30. Please provide predictions for [noise](#) and vibration levels throughout the proposed works.

Ramboll Kiln Place Noise and Vibration Impact Assessment dated August 2014 provides predictions for noise and vibration levels.



Ramboll Kiln Place
Noise and Vibration I

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 entrance structures that are to be demolished are independent to the residential blocks, and were built separately at a later date. There is a construction joint that runs vertically on two sides and which will be separated from the main building structure before the demolition is undertaken and therefore interrupts the continuity of the structure to avoid transmission of the vibration during demolition.

The structure itself is constructed with numerous components being a steel framed structure clad in plywood with a render finish. This means the superstructure can be demolished / dismantled as described below with minimal noise, vibration and dust being generated.

Taking into consideration the Ramboll Report the following mitigation measures are proposed.

The entrance foyers will be soft stripped of all fixtures and fittings and loose items of furniture. A 15 ton 360 excavator with a munching attachment will be used to strip the roof coverings and demolish the main structure building fabric. The steel structure will be dismantled and with all waste materials being loaded into skips and/or lorries for removal from site.

To minimise noise and vibration transfer and to isolate the concrete slabs from the adjoining structures cut off saws will be used to separate the mass concrete of the entrance foyer concrete slab. Where practicable the ground bearing slabs will be levered from their position and removed from site before being broken up. Where the concrete slabs are to be broken up on site this will be by means of a pecker attachment on a 15 ton 360 excavator, which will ensure the process is carried in a timely fashion minimising the noise and vibration on site. The concrete will then be grubbed up by the 360 excavator with all waste materials being loaded into skips for removal from site.

Noise attenuation screening will be used for the above works.

Noise monitoring is to be carried out for the full duration of the demolition/construction period. Noise monitoring shall be undertaken using a combination of both real time attended monitoring methods and semi-permanent (continuous). The locations of the semi-permanent (continuous) and the frequency of the sampling are to be agreed with LB Camden.

The real time monitoring will be undertaken daily whilst the noisy works as detailed under section 28 are in progress and until completion. The monitoring is then to be undertaken as deemed appropriate and at intervals agreed with LB Camden for the type of works being undertaken.

Where the measured noise levels are more than 3dB(A) above the predicted noise levels or in the event of a complaint of noise an investigation shall be carried out to ascertain the cause and exceedance of the complaint and to check that Best Practicable Means are being used to control the noise. Noise levels shall be reduced further if it is reasonably practicable to do so.

Where noise exceeds limits for a period of 10 or more days of working in any fifteen consecutive days or for a total number of days exceeding 40 in any 6 month period provisions for temporary respite accommodation will be offered.

Best Practicable Means (BPM) measures which are to be implemented on site to mitigate noise, but not limited to, are:

- Carry out compliance real time monitoring of on-site levels to ensure that the agreed noise and vibration limits are adhered to.
- Where reasonably practicable, adopt quiet working methods, using plant with lower noise emissions;
- Where reasonably practicable, adopt working methods that minimise vibration generation;
- Use silenced and well maintained plant conforming with the relevant EU directives relating to noise and vibration;
- Plant, machinery and vehicles to be started sequentially rather than all together;
- Avoid unnecessary revving of engines and switch off when not required;
- Carry out regular inspections of noise mitigation measures to ensure integrity is maintained at all times;
- Provide briefings for all site based personnel so that noise and vibration issues are understood and mitigation measures are adhered to; Manage plant movements to take account of surrounding noise sensitive receptors, as far as it is reasonably practicable;
- Locate plant away from noise and vibration sensitive receptors, where feasible; and
- Minimise drop heights of materials.

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

Neilcott personnel are aware of the requirements of BS 5228:2009 and with all Neilcott Managers having attended the Site Managers Safety Training Scheme (SMSTS). All sub-contractors will be vetted for knowledge of BS 5228:2009 and with "Toolbox Talks" being used to inform all site personnel of noise and vibration control. Noise and vibration control measures will also form part of the sub-contractors risk and method statements (RAMS).

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

The Control of Dust and Emissions During Construction and Demolition SPG will be adhered to prevent dust nuisances arising on site. In addition to the site specific mitigation measures which are to be implemented as identified under section 8.4 of the Air Quality Assessment as prepared by CERC (as provided under section 36), the following philosophy with regard to dust mitigation measures will be also be adopted, where practicable, to prevent, suppress, contain and manage dust from site activities and minimise disruption or nuisance to neighbouring occupiers.

Dust will be dealt with in the following fashion:

1. Prevention
2. Suppression
3. Containment

Pre-project planning & effective management:

- Sub-contractor to be provided with copy of Air Quality Assessment and included with their sub-contractor order. Method statements to include processes for the prevention of and controlling dust; and
- Preventative mitigation measures as detailed in the Air Quality Assessment and as also detailed below will be adopted;

Site preparation and construction:

- Fencing, barriers, scaffolding and screening will be kept clean;
- Construction areas to be clean and regularly swept to prevent the build-up and spread of dust.
- Water suppression will be used during demolition to mitigate the spread of dust ensuring an adequate supply of water is readily available and adequate frost protection is provided; and
- Scaffold protection sheeting to be provided to all scaffolds to mitigate the spread of dust.

Materials handling, storage, stockpiles, spillage and disposal:

- Use of handling methods to minimise dust generation;
- Handling areas will be kept clean and free of dust;
- Damping down with water when loading materials onto vehicles, and into chutes and skips;

- Storage of fine dry materials in enclosures or given adequate protection from wind, by sheeting;
- Ensure that skips are securely covered;
- Ensure methods and equipment are in place for immediate clean-up of accidental spillages of dusty or potentially dusty materials;
- Use wet handling methods for cleaning up spillages of cement powder;
- No burning of waste wood or other materials on site;
- Removal of excavated materials from site on a regular basis to prevent the build-up of stock piles on site;
- The storage of materials on site which give rise to dust i.e. aggregate stockpiles, will be kept to a minimum and a 'just in time' materials delivery procedure adopted; and
- Material stockpiles will be kept to a minimum size with aggregate materials being delivered to each site rather than a central area for re-distribution which will give rise to dust.

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.

We do not consider that the nature of the works will generate the spread of any significant amount of dirt/dust onto Public highways.

All site plant and machinery will be brought to and removed from site on the back of lorries i.e. low loaders. Any delivery vehicles will be restricted to the estate road way and will have no need to go onto the working areas, which may give cause to the rise of dirt/dust.

The estate roads and surrounding highway leading to the site will be monitored daily and cleaned manually. Should the need arise a road sweeper will be utilized to clean any debris from the estate roads and highway.

35. Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels.

See the statements above with regard to noise, vibration and dust levels.

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA policy. [The Control of Dust and Emissions During Demolition and Construction 2104 \(SPG\)](#), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

See attached Air Quality Assessment as prepared by CERC, which identifies the risk levels and identifies the appropriate measures to be applied within the GLA mitigation measures checklist.

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](#).

Neilcott confirm the GLA 'highly recommended' measures from the SPG document have been addressed as part of the Air Quality Risk Assessment and the GLA mitigation measures have been addressed as included in section 8.4 of the risk assessment.

- 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.

As identified in the Air Quality Assessment the site is classified as a 'Medium Risk Site' Neilcott will therefore provide and install 2nr. real time dust monitors prior to the works commencing on site and for the duration of the medium risk works, being demolition and earthworks and which will monitor PM1, PM2.5 and PM10 levels (see attached monitor technical data sheet). 1nr. monitor is to be positioned in the South West corner of the site (in the vicinity of site 5) and 1nr. in the South East corner of the site (in the vicinity of sites 1, 2 & 3), with the wind prevailing from the South West. Real time data and quarterly reports will be provided to LB Camden detailing any exceedances of the threshold and measures that were implemented to address these.

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).

In accordance with the 222795 CMR and 28 days prior to the demolition of the existing structures Neilcott will survey the structures to establish the existence of any rodents. The TRA will also be consulted on the presence of rodents.

If there is evidence of rodents then a qualified British Pest Control Association (BPCA) company will be engaged to eradicate the rodent infestation in accordance with industry working practices. As part of the work by the pest control company method statements will be provided and submitted to LB Camden to demonstrate how the presence of rats has been ascertained and how the destruction / dispersion of rodents will be controlled during deconstruction / construction works.

The existing / new below ground drainage will be sealed during the construction process by the use of pipe bungs and sealed manhole covers to prevent the rodents from entering the drainage system.

During the works the monitoring for rodents will continue to ensure the sites are kept free at all time, so far as reasonably practicable, from rodents. Contact details of the specialist pest control company will be kept on site in the event that any termination is required.

The site shall be kept free of food waste as much as possible and wherever practicable, using regular waste removal to reduce the risk of habitable environment for unwanted rodents/attracting rodents to site (pursuant to Pests Act 1949).

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

An Asbestos Demolition survey was completed by Manestream on the 04 April 2017 and which is included. No Asbestos Containing Materials (ACM's) were identified on site.



Kiln Place Abestos
Survey

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.

An appropriate and area within the site compound behind the office and welfare site will be the designated as a smoking area. No smoking will be permitted elsewhere on site.

As part of our site rules bad language and unnecessary shouting will not be tolerated by site personnel, with offenders being removed from site.

All site personnel will be site inducted and regular "toolbox talks" will be given on site conduct.

All sub-contractors will be made are aware of the requirements and goals set out by the Considerate Constructors Scheme. This is also an element of our site induction process.

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 : **72 weeks between July 2017 & November 2018**
- b) Is the development within the CAZ? (Y/N): **No**
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): **Yes**
- 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
The site is on the NRMM Register ref Kiln Place 2017.
- 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:
The Site Manager will be responsible for monitoring and record keeping of any machinery on site.
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required:
The Site Manager will have the appropriate documents and photographs filed on site.

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: ...*V Wilson*.....

Date:03 July 2017.....

Print Name:V Wilson.....

Position:Contracts Manager.....

Please submit to: planningobligations@camden.gov.uk

End of form.