Demolition Management Plan

Revision Nr - 3

1 September 2017

Former Victory Public House, Albany Street, Regents Park Estate, NW1 4BX

By; Lovell Partnership Limited

Camden

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Review

For Internal use only

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

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areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.

Pre app

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

Draft

Community liaison	
CLOCS	
Transport	
Highways	
Parking	
Environmental health	
Sustainability	
Sign off	

- INDICATES INPUT REQUIREMENT FROM MULTIPLE TEAMS THROUGHOUT DOCUMENT

Introduction

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

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

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any **cumulative impacts of other nearby construction sites**, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and kind of development. Further policy guidance is set out in Camden Planning Guidance **(CPG)** 6: Amenity and **(CPG)** 8: Planning Obligations.

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

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

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

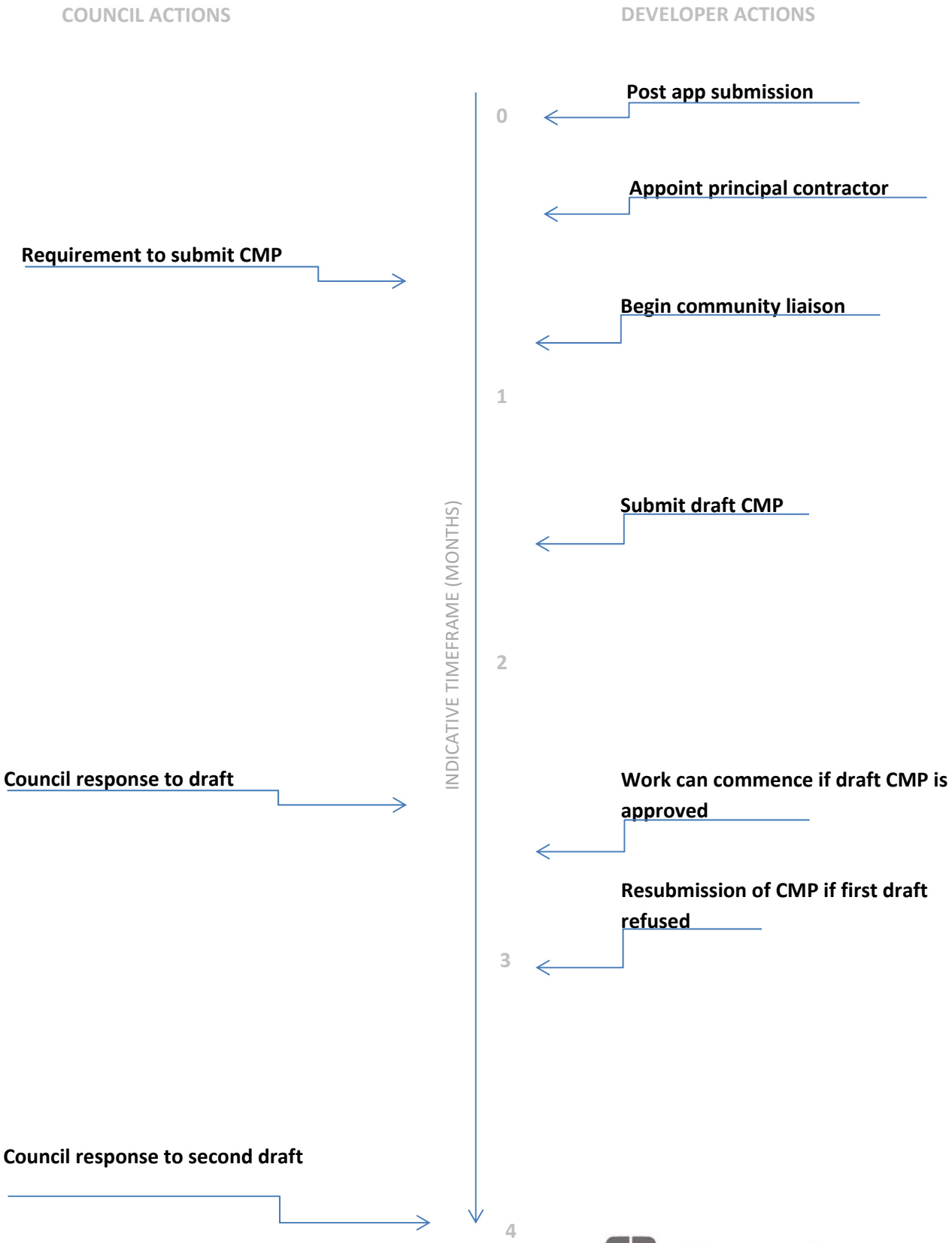
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "**Demolition Notice**"

Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document is completed electronically and submitted as a Word file to allow comments to be easily documented.

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

Revisions to this document may take place periodically.

Timeframe


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

Contact

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

Address:

1. Site Office: Former Cape of Good Hope Site, 78 Albany Street, London NW1 4EE
2. Site Location: Former Victory Pub Site, 152 Albany Street, London NW1 4BX

Planning ref: 2015/3076/P

Type of CMP – Demolition of former Victory Public House, 152 Albany Street, London NW1 4BX

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

Name: Steve Bartram

Address: Tasman House, The Waterfront, Elstree Road, Elstree, Herts. WD6 3 BS

Email: steve.bartram@lovell.co.uk

Phone: 020 8731 3800

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: Ian Jerrett

Address: Lovell Partnership, Former Cape of Good Hope Site, 78 Albany Street, London NW1 4EE

Email: ian.jerrett@lovell.co.uk

Phone: 020 8731 3800

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3.

Name: Alexandra Robins

Address: Lovell Partnership, Former Cape of Good Hope Site, 78 Albany Street, London NW1 4EE

Email: Alexandra.robins@lovell.co.uk

Phone: 07976 225300

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

Name: Lucy Gick

Address: 11th floor 5 Pancras Square London N1C 4AG

Email: lucy.gick@camden.gov.uk

Phone: 020 7974 3705

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

Name: Andy Males

Address: : Tasman House, The Waterfront, Elstree Road, Elstree, Herts. WD6 3 BS

Email: andy.males@lovell.co.uk

Phone: 020 8731 3800

Site

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

The site, The former Victory Public House (Victory Pub site) 152 Albany Street, London NW1 4BX is located within the Regent's Park Estate which is located to the north of the A501 (Euston Road), the west of Euston Station and the east of Regent's Park.

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

This management plan concerns the demolition of the former Victory Pub ONLY. The site is situated on Albany Street with Nash Street to the north and rear of the site.

Background

The proposed development will incorporate a new building with 10 residential units over 5. The site is one of eight sites in Regents Park Estate which will deliver Replacement Housing which may be required as a result of the Government's HS2 scheme. As part of the demolition of the former Victory Pub both Albany Street and Nash Street will remain open however there will be a requirement for a pavement closure on Nash Street – there is further detail of this required closer within this CMP.

Structural Demolition

The building structure of the former Victory Pub is a two storey traditional brick and timber building with a pitched roof covered with roofing slates.

Asbestos removal works will be undertaken inside the building, with arisings being removed through the front entrance or windows.

Prior to demolition taking place a protection scaffold will be installed on Nash Street to the north and east of the site to protect the public.

The demolition specific excavator will move to the front elevation of the building and demolish the structure from the centre of this elevation outwards, leaving the outer walls in situ until the first floor is completely within the footprint of the building. This will mitigate dust emissions from the dropping of these arisings into the site.

Once the first floor has been demolished and the arisings have been cleared the excavator will “pull” the outer walls into the footprint of the building leaving only the back wall in situ, which due to it’s closeness to the neighbouring structure will have to be demolished by hand.

Once the arisings from the outer walls have been cleared a tower scaffold will be moved into position and using handtools the wall will be broken down to 2 courses above ground level.

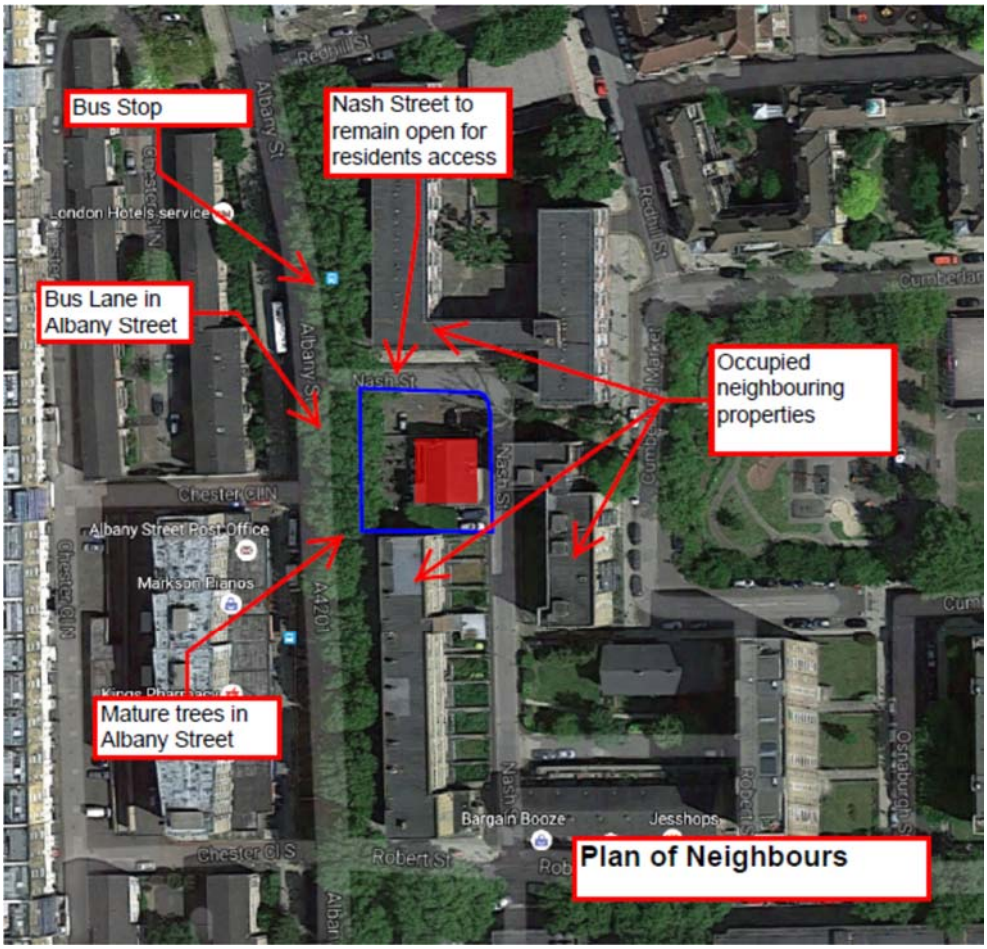
The ground slab will be broken by the machine using a pecker attachment. Due to the noisy working of this operation this will only be undertaken during “noisy working hours” of 9:00 – 16:00 Mon-Fri, with non-noisy working operations undertaken outside of these hours.

Once the slab has been peppered the bucket attachment will be used to lift the sections of slab, any reinforcement will be separated by bursting the slab with a muncher attachment. The material will then either be put in skips however; the vast majority of the material will be stockpiled within the site for recycling via crusher.

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

As noted in section 2 above the Victory Pub site is within the existing and occupied Regents Park housing estate and the occupied residential dwellings adjacent to the site will be aware of the demolition activities – the measures site out in this DMP will seek to mitigate; noise, vibration, dust, fumes, lighting, etc.

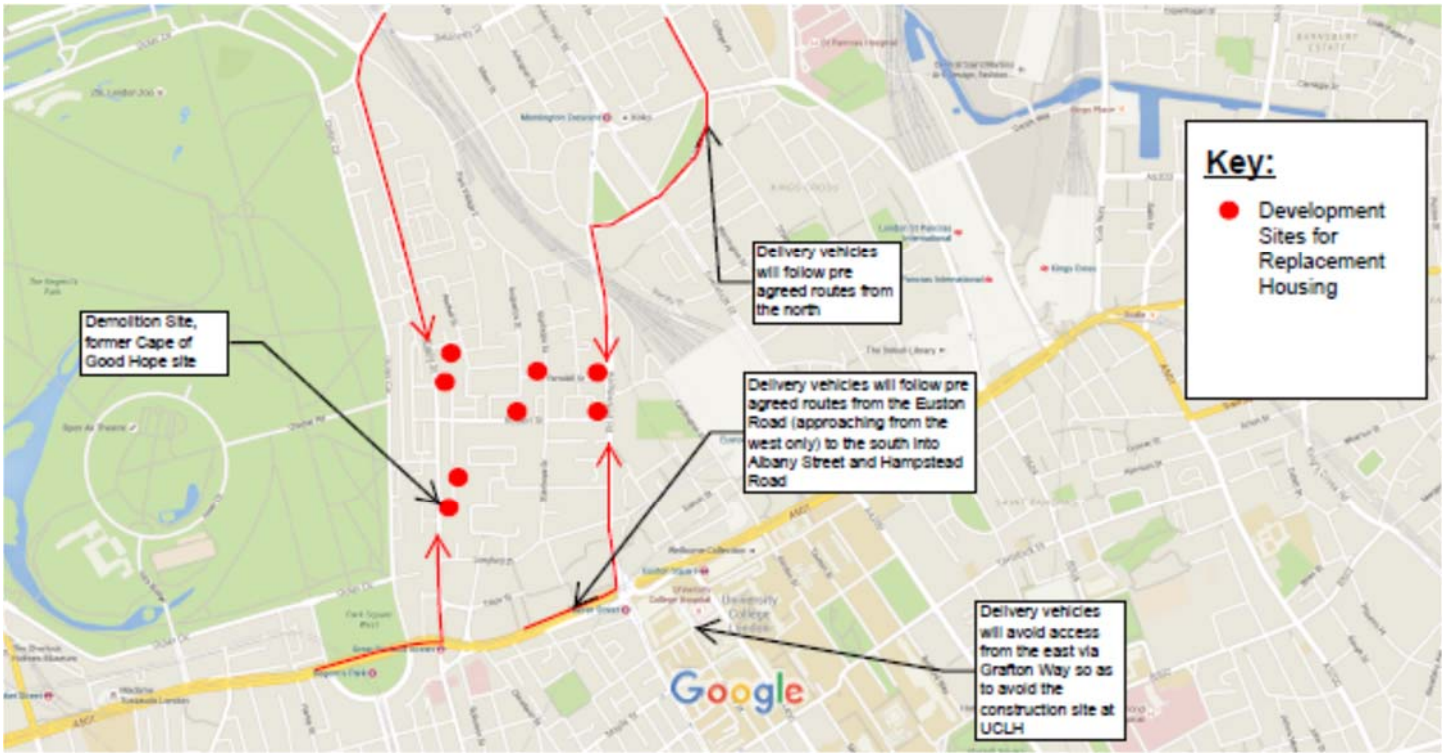
The plan below locates land users adjacent to the site. The building is situated on eastern side of Albany Street, adjacent to Windermere block to the south, Rothay block to the north and Thirlmere block to the east. To the west of the site are 19th Century and Georgian terraces on the opposite side of Albany Street.



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

Plans of Local Highway

Details of the on-street parking bay locations, cycle lands and footway extent are provided in the plan at question 3 above. Demolition traffic will access the site via Albany Street which is part of the TFL Road Network. Traffic will follow the routes shown on the plan below.



Access arranged for vehicles entering and leaving the site is shown in the swepth path analysis plan attached at Appendix A.

On Site Car Parking

There is no existing resident car parking on the Victory Pub site that will be affected by the work on this site

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

The Demolition start date is: 3 July 2017
The overall planned duration for Demolition is 6 weeks

Gantt Chart of the demolition programme is available in Appendix B

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

The site hours will be:

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

During Christmas and New Year, 23 December until 4 January, no work will be undertaken.

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

Services have been disconnected. See Utilities Activity Tracker and Existing Utilities Plan at Appendix D and Appendix E

Community Liaison

Significant time savings can be made by running an effective neighbourhood consultation process. This should 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. Ideally this 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 build, 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.

> Lovell statement on Cumulative impact and effect:
> We are aware of Camden's requirement for us to consider the cumulative effect of our construction site on the local neighbourhood and environment should there be concurrent construction sites in the immediate location of the site. We have defined what we understand to be the "Local Area" in the Site section of this document and currently there are a number of significant construction projects underway – this is King's Cross and therefore a major regeneration area for London. Further details are provided below.
>
> There are currently no live construction sites in the immediate vicinity of the proposed works at in the area of Victory Pub site site. We understand that there are proposed works for UCLH, West End Project and HS2 enabling works, including a establishing a site office .
>
> The site of UCLH scheme and the West End Project is a distance away from the demolition site and our proposed route for vehicles avoid these areas. The Logistic

Plan and proposals for the demolition works has proposed appropriate routes to take account of these schemes.

1. Consultation

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

Details should include who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason should be given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying 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.

Consultation: Historical, Current and Future

Table below outlines consultation, including site selection of the Replacement Housing scheme from 2013.

Event	Timing	Topic
Housing Need Survey	Spring 2013	Survey of all residents within the HS2 affected areas
Replacement housing Sites	Summer/ autumn 2013	Potential sites for new housing & initial architectural feasibility
Addition replacement housing sites	Spring 2014	Introducing new sites in replacement housing programme
Architectural design competition	Autumn 2014	Selection of architects firms
Design and Community Vision Workshop	20 November 2014	Meeting the Architect and emerging concept designs. Plus Community Vision workshop
Camden Town District Management Committee	November 2014	Presentation of consultation feedback and programme for HS2 replacement housing programme.
RIBA Stage 2 Designs	Spring 2015	Design development on 9 sites pre – planning application
Planning Application Exhibition	June 2015	Presentation of the full application submitted as a drop in session for local residents from the area
Meet the Contractor Event	10 Dec 2015	

Donated Christmas gifts to The Dick Collins Hall	16 Dec 2015	
Donated glasses and pub goods to The Dick Collins Hal	8 April 2016	
Made & donated a sign to the Surma Centre	May 2016	
CCS Ivor Goodsite Hoarding Competition for the Netley School	25 May 2016	
Met Police & Lovell Cycel Safety Event	3 July 2016	
Netley School Assembly	13 July 2016	
Summer Hoarding Event	24 August 2016	
Macmillan Coffee Morning	28 September 2016	
Replacement Homes Accommodation Meetings	22nd and 23rd November 2016	Lovell attend the meetings as requested by from Camden Council. We helped residents have a look at the floorplans for the new units we are building across the scheme.
Resident Hamper	December 2016	A Christmas hamper went to a resident before we broke up. The resident was chosen at random, we included all 2,005 properties on the estate.
Construction Working Group Meeting	19 July 2017	
Newsletter	Issue 6: Summer 2017	

Construction Working Group Meeting (every month residents, Lovell and Camden Council have a meeting)

Due to the closure of Nash Street Lovell will carry out a specific letter drop to all residents affected by this street closure. Additionally meetings have been held with the Streetworks team at Camden regarding the temporary closure of Nash Street and the Streetworks team have not objected

Resident Notice Boards (Information boards about the works to inform the residents this is updated every Friday)

Boards went up on all 6 sites in April 2016. We have Victory Pub and Dick Collins boards ready for when we take over the sites.

Via the Construction Working Group we will report on our progress and key construction activities but at the same time seek feedback and comment from the group with a view to constant improvement of the Construction Management Plan.

This Group is concerned with overall construction of the Replacement Housing scheme. The Construction Working Group includes, but not be limited to the following:

- The immediate residents who are neighbours to the site
- Governor representative of Netley School
- Estate Managers
- The Local Ward member for which the site falls within
- HS2 project team representatives

Meetings of the Construction Working Group have taken place on;

12th January, 9th February, 8th March, 12th April, 10th May, 14th June, 13th July, 14th September, 12th October, 9th November 2016, 19th July 2017

One of the key elements to managing the site efficiently will be to keep the adjoining neighbours and adjacent building users informed of our forthcoming operations, this will be carried out as follows:

- Letter drop to all neighbours informing them of our start date and program durations and operations working
- Posting on the hoardings of up-to-date newsletters and progress photographs
- Providing banks men while vehicles are entering & leaving the site.
- Ensuring workforce is polite and courteous to all pedestrians and adjacent building users at all times.
- Processing arising materials so as to ensure all wagons collecting materials are loaded fully so as to reduce as far as possible the logistics to the site.
- Accepting all complaints received investigating and recording any remedial reactive measures taken.
- Keeping the site area clean tidy and manageable.
- Ensuring working hours are adhered to rigorously.
- Ensure that all dust noise and vibration measures are implemented and if found to be substandard uplifted to ensure standards are met.

Lovell will implement these in consultation with the Council's Engagement and Consultation Officer for the Replacement Housing Scheme.

Our Site Manager will maintain a log of all visits to the site by the public and neighbours where they wish to make any complaints – any such complaints will be acted upon and report at the Construction Working Group. We propose that the Construction Working Group will be held monthly but the Site Manager(s) will be available to address any concerns or questions from residents every day.

Regular consultation has also taken place with HS2 at Utilities Work review meetings and copy of these meeting is attached at Appendix K.

2. Construction Working Group

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

See response to question 1 above under Consultation

Since Lovell's involvement with the project the following consultation has taken place:

- On 6 October 2015 a Working Group meeting was held to keep residents informed of progress of the project
- A consultation meeting was held on 18 November 2015 with the Swallowfield Residents
- "Meet the Contractor" event on 10 December 2015
- Regular Working Party meetings – the next to be held on 20 September 2017

Records of the above are attached at Appendix F along with the Code of Conduct HS2the Terms of Reference for the Working Group.

The Construction Working Group will meet on a monthly basis.

3. Schemes

Please provide details of any schemes such as the 'Considerate Constructors Scheme', such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the "Guide for Contractors Working in Camden" also referred to as "Camden's Considerate Contractors Manual".

Registration no. 102221 – Victory Pub site

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

- Control of the works so that dust and waste from the construction activities cannot blow into surrounding areas;
- Noise minimisation consistent with good construction practice;
- Clean and neat front of house site presentation;
- Wheel washing of construction vehicles prior to leaving site;
- Road cleaning vehicle as necessary;
- Courteous approach to the public by site personnel and security guards;
- Carefully scheduled deliveries so that lorries do not back up;

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

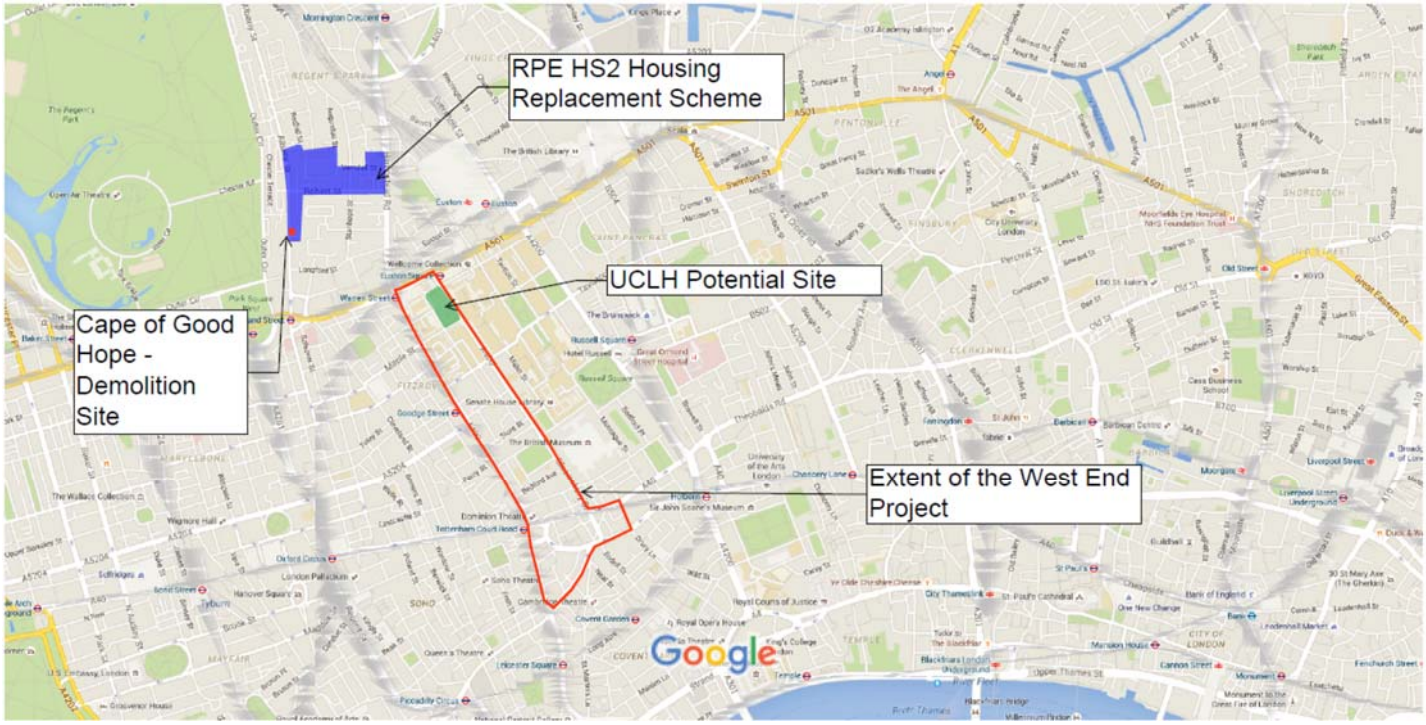
4. Neighbouring sites

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

There are currently no live construction sites in the immediate vicinity of the proposed works at in the area of Victory Pub site other than the sites we are working on within the Regents Park estate. We understand that there are proposed works for UCLH, West End Project and HS2 enabling works, including a establishing a site office.

The site of UCLH scheme and the West End Project is a distance away from the demolition site and our proposed route for vehicles avoid these areas. The Logistic Plan and proposals for the demolition works has proposed appropriate routes to take account of these schemes.

Set out below is a map identifying the location of these 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 which give a breakdown of requirements.

CLOCS Considerations

1. Name of Principal contractor:

Lovell Partnerships Limited

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

Lovell will only use Sub Contractors and Suppliers that are members of the Fleet Operator Recognition Scheme(FORS) and accredited with a minimum of Sliver standard. By only using such sub contractors and suppliers we will be working with organisations that are CLOCS compliant.

At Lovell we put in place the following checks:

1. Contractual
    a. At tender stage we stipulate the requirement for contractors to be members of FORS and have a minimum of Silver standard
    b. At mid tender interviews with CMP is reviewed and the need for FORS accreditation and evidence of compliance with the CLOCS Standard
    c. Non compliance with the CLOCS Standard and a lack of evidence that a contractors vehicle fleet is FORS accredited at Silver will result in the contract not being awarded
    d. The Lovell Trade Contract Order has been amended to include the need for FORS Silver
2. Site Set Up
    a. The CMP will be communicated to the sub contractor(s) and supplier(s) at pre contract order meeting and pre commencement meeting to ensure that they are aware of specific constraints of the site in connection with; access routes, delivery times, booking deliveries, compliance with the traffic marshals instructions and only parking in the designated loading and unloading areas
    b. Our construction logistics plan (attached at appendix G) will be issued all sub contractors and suppliers
3. Site Operations
    a. There will be continued reinforcement of the requirements of the CMP in connection with delivery times and routes and non-compliance will be policed with a warning system and result in persistent offenders being barred from the site
    b. When there are requirements for any special deliveries to site such as early mornings of out of hours then permission will be sought from Camden and the residents informed via the Construction Working Group
    c. Lovell will keep a log of all deliveries with compliance check to ensure that delivery lorries are FORS registered – the log will be submitted to Camden on a monthly basis. The FORS log is attached at Appendix I
4. Vehicle and Vehicle Operator Check
    a. All vehicles arriving at site will be checked to be at FORS Silver as a minimum and those that are not will be turned away
    b. At the site gate the diver will be asked to present their certificate or card to confirm that they have had vulnerable road user safety training
    c. Attached at Appendix J are recent CLOCS monitoring reports. Both report have an Amber item each which is being addressed

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

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

> I, Steve Bartram (Contracts Manager) at Lovell Partnerships and my team have read, are aware and will abide by the CLOCS Standards

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

Site Traffic

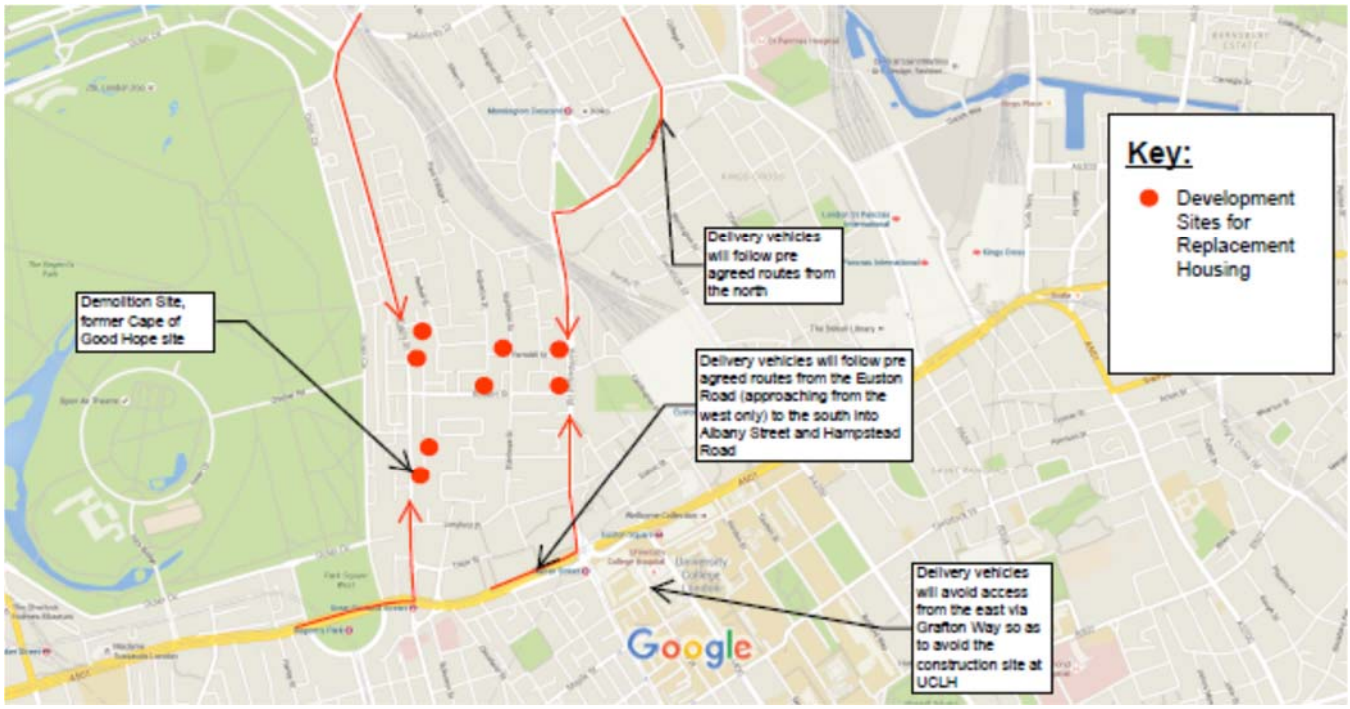
Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

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

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

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

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



The demolition site is situated directly on Albany Street which is part of the TFL Road Network. Construction traffic will follow the routes shown on the above plan.

The proposed weight of vehicles

- Excavator 20 ton
- 40 yard skip – approx. 15 tons
- Loaded Concrete Lorry – 25 tons

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.

At tender stage, order stage and pre-start meetings all contractors will be provided with details of the agreed delivery routes to site and the need to follow the instructions of the traffic marshal at the site gates.

At Lovell we will police the route into the site by making spot checks to ensure that delivery vehicles are approaching the site via the agreed routes,

All contractors, sub contractors and suppliers will be made aware of the location of the Netley School in Stanhope Street. Given the proposed routes above for the demolition works at this site, it is not envisaged that Stanhope Street will not used. Nevertheless we will place restrictions on any vehicle movements in Stanhope Street when the school children are arriving and leaving school, i.e. no construction traffic in Stanhope Street between 8.30am and 9.15am and 3.00pm and 3.45pm.

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

Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. (Refer to the *Guide for Contractors Working in Camden*).

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

a. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You

should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures.

The programme for the project demands that there will be a variety of vehicles coming and going from the site from start of the demolition described above to its completion.

Activity	Vehicle Frequency	Type of Vehicle
Demolition at Victory Pub site	Maximum of 6 movements over a 6 week period. Bring and taking away plant and machinary etc.	6 wheel Rigid lorries. Plus articulated lorries for the one off delivery and removal of the large 360 degree machine

During the demolition stage of the project lorries will reverse into the site from Albany Street and leave the site in a forward gear. All vehicle movements in and out of the site will be controlled by a traffic marshal. Refer to the site logistics plan at Appendix G.

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

There are currently no live construction sites in the immediate vicinity of the proposed works at in the area of Victory Pub site site. We understand that there are proposed works for UCLH, West End Project and HS2 enabling works, including a establishing a site office.

The site of UCLH scheme and the West End Project is a distance away from the demolition site and our proposed route for vehicles avoid these areas. The Logistic Plan and proposals for the demolition works has proposed appropriate routes to take account of these schemes.

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.

All vehicles will be pre booked and all delivery times will be known for each site. Deliveries will be coordinated so that one delivery will arrive at any one time. We will also not allow any waiting in adjacent streets or lorries to idle. This requirement will be achieved and reinforced via the use of our sub-contractor coordination meetings were will have short term look-a-head programmes that will include the booking of vehicles.

If a vehicle arrives at site and there is one being unloaded or loaded then the arriving vehicle will be tuned away.

Vehicles attending the site can be accommodated within the hoarding area.

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for necessary compliance checks. Please refer to question 5 if any parking bay suspensions will be required for the holding area.

There is no requirement for any off site holding areas due to the demolition of this building.

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).

- All vehicles leaving the site during the demolition works will be fully loaded – i.e. no part loads so as to reduce the total number of vehicle movements
- The intention is to reuse the crushed concrete materials on site for temporary piling mat (note – there will not be a "crushing machine" used on site, concrete will be crushed using a "nibbler" attachment to the 360°

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

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

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

The site, including the former estate car parking area will be hoarded with Harris gates as shown in Appendix G, opening inwards. Use is made of existing cross over to access the site from Albany Street. The site gates will be manned with a Traffic Marshals at all times during the sites operational hours.

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

All vehicle movements are to be supervised by raffic marshals and reported to the Site Manager. All deliveries and lorry movements (maximum of 6 over trhe 6 week demolition programme) will be pre booked so that the traffic marshal know when the delivery is coming and will take measures to ensure that the public are not affected by the delivery. The traffic marshals must be obeyed and no phones or hands-free kits are to be used whilst driving, either on site roads or on public roads. A walkie-talkie system will be used so that the traffic marshals in Albany Street

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

All vehicles/ deliveries will be co-ordinated and programmed to aleviate pressure on the road network. Vehicles and deliveries will have to be pre-booked with site so that there is not any vehicles waiting in the street. This will be achieved via the use of our weekly sub contractor meetings where vehicles will be planned and booked. Vehicles will only take place between 09.30 and 15.00 Mon–Fri and 8.00 to 1.00 on Saturdays.

All sub contractors will be issued with a transport plan which will include a prescribed route into the site from the Transport for London Road Network; refer to plans earlier in this DMP.

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

Swept path analysis has been carried out on the final development scheme for this site. The plan below is applicable for demolition phase of the project and therefore this DMP. The swept path analysis is attached at Appendix A.

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.

As mentioned above, this demolition programme envisages a maximum of 6 vehicle movements to and from the site. In order to keep roads and footpaths free from deposits of soil, mud and the like we will ensure that the wheels of any vehicles leaving this site are thoroughly cleaned and hosed down prior to going on the public roads. If any mud or construction debris does get onto the street within the vicinity of the site then these areas will be keep clean via the use of water hoses and manually swept. In addition a mechanical road sweeper will be used to clear any debris.

Any debris that has found its way onto surrounding roads as a result of the works will be cleaned each day – in particular Albany Road.

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

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

Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 8 if any parking bay suspensions will be required.

Appendix G shows the logistics plan for demolition activities at this site.

All unloading will be controlled by our banksmen and traffic marshals with the public protected at all times including the protection of pedestrians and cyclists. Collapsible barriers will be deployed as necessary to provide additional protection to the public.

Vehicles will be loaded and unloaded within the site.

Vehicles will reverse into the site and leave site in a forward gear – traffic marshalls will always be in attendance for any manoeuvre.

Highway interventions

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

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

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

Information regarding parking suspensions can be found here.

N/A

9. Scaled drawings of highway works

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

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

As noted on the attached logistics plan we will be applying to Camden for the temporary closure of the pavement in Nash Street adjacent to the site.

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

Lovell will deploy and use all necessary and appropriate safety signage and barriers to ensure that the public are protected and our operatives and work safely at all times.

See image below of typical hoardings and signage on our sites:

10. Diversions

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

N/A – works within the site

11. VRU and pedestrian diversions, scaffolding and hoarding

Pedestrians and/or cyclist safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered, these include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

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

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

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

When vehicles are entering or leaving the site, (maximum number proposed during this demolition to be 6 movements), these will be supervised by our traffic marshals. Vehicles will be unloaded and loading from within the site.

The general public/pedestrians will maintain right of way along the pathways that currently surround the site.

The construction site gates will be kept closed and monitored by site security, only when deliveries are made to the site will they be opened to allow vehicles onto the site, at which time barriers will be used to prevent access by pedestrians and warn any passing cyclists. These barriers will be manned by our site security. All delivery vehicles will be supervised/controlled by a traffic marshall. Gates will be opening into the site.

The Site Manager will also ensure that the external perimeter of the site is regularly patrolled (twice a day) to ensure that any debris is kept clear of the pavements.
Should there be any complaints arising from the works, local residents will be able to call personally to the site offices (at the compound site next to the demolition site). Any residents visiting site to raise a complaint will be requested to sign-in and our security guard will escort the visitor to the site offices.

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

Our Production Director will deal personally with comments or complaints from the public or neighbours and will ensure that they are resolved swiftly. A record will be kept of all comments and complaints.

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.

As noted on the attached logistics plan we will need to locate scaffold on the pavement in Nash Street this scaffold will then be enclosed with the site hoarding. The necessary license will be applied for from Camden prior to the works commencing

SYMBOL IS FOR INTERNAL USE

Environment

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

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

   The demolition of this building will take place over a 6 week period. The Victory Pub building is a two storey traditional brick property with a pitched roof. The demolition specific excavator (located within the building site) will move to the front elevation of the building and demolish the structure from the centre of this elevation outwards, leaving the outer walls in situ until first floor is completely within the footprint of the building. This will mitigate dust emissions from the dropping of these arising into the site.

   Once the first floor has been demolished and the arising have been cleared the excavator will "pull" the outer walls into the footprint of the building leaving only the back wall in situ, which due to it's closeness to the neighbouring structure will have to be demolished by hand. Once the arising from the outer wall have been cleared a tower scaffold will be moved into position and using handtools the wall will be broken down to 2 courses above ground level.

   The ground slab will be broken by the machine using a pecker attachment. Due to the noisy working of this operation this only be undertaken during "noisy working hours" of 9.00 – 16.00 Mon-Fri with non – noisy working operations undertaken outside of these hours.

   Once the slab has been peppered the bucket attachment will be used to lift the sections of slab, any reinforcement will be separated by bursting the slab with a muncher attachment. The material will then either be put in skips however, the vast majority of the material will be stockpiled within the site for recycling via crusher.

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

A noise survey was carried out by Campbell Reith Consulting Engineers for Camden in May 2015 as was used to support the planning. This report can be used for baseline data. Copy available is part of the planning application submission.

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

Noise

Where possible noise produced by work activities will be reduced or removed by design. When this is not possible controls will be introduced to reduce exposure so as to avoid harm or injury to persons on site or others within the vicinity of the site works.

During demolition works noise will be continuously monitored, this will be compared against the baseline survey carried prior to any works taking place, with the following trigger levels:

Green if 5dB(A) or less above baseline – No action.

Amber if between 5dB(A) & 10dB(A) above baseline – continue works but carry out works assessment and propose mitigation measures.

Red if above baseline by 10dB(A) or more – Immediate in depth review of works and enforce changes to methodology, equipment in order to bring noise to acceptable levels.

The trigger levels described above will continue to be used during length of the Project however the monitoring regime will be then reduce to twice weekly measurements at strategic locations.

Further controls will be detailed within activity method statements and compliance monitored as necessary throughout the work process.

Records of controls and exposures of persons/environments will be kept in accordance with statutory requirements and Company Procedures.

Vibration

Where possible vibration produced by work activities will be reduced or removed by design. When this is not possible controls will be introduced to reduce exposure so as to avoid harm or injury to persons and buildings on site or others within the vicinity of the site works.

Controls to reduce vibration at the outset are:

- Demolition will be done primarily by hydraulic attachments crushers and only when unavoidable breakers will be used and for agreed short periods of time. 2 hours on 2 hours off.
- No use of hammered technics of pilling works will be considered or allowed in this Project.

During demolition and substructure works (pilling) where the vibration is more likely (during superstructure and trades works vibration will be negligible or non-existent) the site will adopt a continuous monitoring/recording system with the following trigger levels:

Green if below 1.5mm/s PPV– No action.

Amber if between 1.5 & 2.5mm/s PPV– Stop works, carry out works assessment and propose mitigation measures, at site level.

Red if above 2.6mm/s PPV– Stop works immediately, consult Structural Engineer and Regal Homes Project Director. Carry out In-depth review of works and enforce changes to methodology, equipment in order to bring vibration to acceptable levels.

Further controls will be detailed within activity method statements and compliance monitored as necessary throughout the work process.

Records of controls and exposures of persons/environments will be kept in accordance with statutory requirements and Company Procedures.

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

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

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

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

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

Further details provided in the Contractors Demolition Risk assessment and mitigation measures attached at Appendix C

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

At Lovell all Managers have attended the Site Managers Safety Training Scheme as run by the CITB. All sub contractors supervisors will have attended the Site Supervisors Safety Training Scheme as run by the CITB.

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

Lovell will adhere to the key legislation on noise and vibration as detailed in the:

- Control of Pollution Act 1974
- Environmental Protection Act 1990 (ss79-82)
- BS 5228:1997, Code of Practice on Construction and Open Site.

Our demolition contractor has prepared their detailed Risk and Method Statement – this method statement confirm the controls, checks and monitoring that will be put in place in connection with the control of dust and noise on site during the demolition.

Demolition of the structures and soft stripping operations will cause dust to generate from the work face. The following will be in place to stop the migration of dust from within the confines of the site as far as reasonably practicable and within acceptable control levels.

- A water supply from the mains will be such to provide adequate water to suppress dust emissions from the work face.
- From each water supply there will be a standard hose with adjustable heads to provide either fine spray or direct forceful application of water.
- During soft stripping operations water spray will applied to the materials being stripped so as to dampen down if required.
- The arising soft strip materials will be moved from the working floors to the ground floors via the drop zone. During the movement of waste from the working floors to the ground floor fine spray will applied to the drop zone if required.
- The materials once located to the ground floor will be moved by either standard demolition excavator or skid steer front loader.
- All drains within the working area will be filled with a filtration system which will be frequently checked and cleaned as required.
- During movement of hardcore and concrete arising fine water will applied to mitigate dust release.
- In eventuality of prolonged dry periods water will be applied site wide to suppress dust emissions from the working surfaces.

We are aware of the Dust & Air Emissions Mitigation Measures as prepared by the Institute of Air Quality Management and will use their mitigation and control measure to ensure that dust is controlled on site both during demolition and construction. The Risk Assessment template that has been designed by the Institute of Air Quality Management will be used to develop our own site specific Risk Assessment as part of the DMP. – see Appendix H

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

Lovell will deploy the use of a mechanical road sweeper to clear the road of excessive dust and dirt as a result of site operations – however any vehicle leaving site will be cleaned first.

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

Please see statements at item 3 above for noise and vibration.

Please refer to Appendix H for the dust mitigation plan and risk assessment.

9. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA's Control of Dust and Emissions Supplementary Planning Guidance (SPG), and the risk level that has been identified, with evidence. Please attach the risk assessment as an appendix if not completed at the planning application stage.

The Client for this scheme can 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, and the risk level that has been identified, with evidence.

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

The dust mitigation measures checklist as prepared by the GLA has been reviewed and checked. It is Annexed to this DMP

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

The site is not to be considered as High Risk site and the use of dust monitors is not expected.

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

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

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

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

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

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

Prior to any demolition pre demolition hazardous surveys will be carried out and any notifiable asbestos or hazardous materials removed by our approved specialists to approved and licenced tips. Lovell have commissioned and carried out a pre demolition intrusive asbestos and hazardous materials survey – a copy of the results can be provided.

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

At Lovell we do not tolerate any bad language or unnecessary shouting on our sites. We operate a “red card” system whereby any operative found to be acting in an anti social way or smoking outside of designated smoking area will be given a “red card” and asked to leave the site immediately.

Agreement

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

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

Signed: ……

Date: 1 September 2017

Print Name: Michael O'Farrell

Position: Lovell Regional Director

Please submit to: planningobligations@camden.gov.uk

End of form.

Appendix A – Swept Path Analysis for access to the site

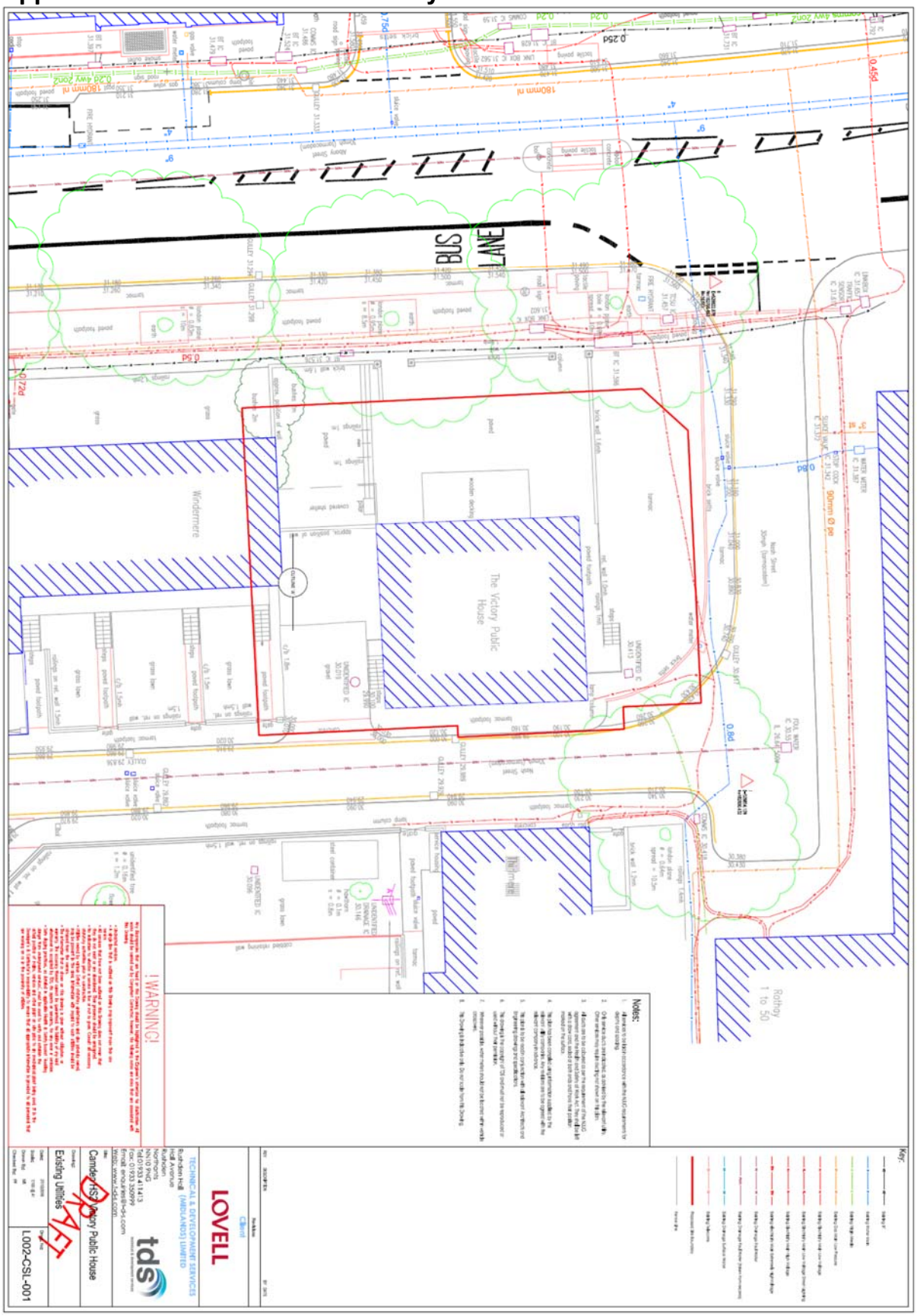
Appendix B – Programme

Demolition Programme

Activity	Week 1					Week 2					Week 3					Week 4					Week 5				
	Mon	Tus	Wed	Thus	Fri	Mon	Tus	Wed	Thus	Fri	Mon	Tus	Wed	Thus	Fri	Mon	Tus	Wed	Thus	Fri	Mon	Tus	Wed	Thus	Fri
Asbestos Removal																									
3 days soft strip																									
7 days demolition																									
3 days break up slab and foundations																									
2 days muck away all materials from site																									

Appendix C – *Goody* Demolition Method Statement

Appendix D – Utilities Plan for Victory Pub site



Appendix E – Utilities Activity Tracker

STATS UPDATE FORM

CONTRACT NUMBER	VICTORY PUBLIC HOUSE
CLIENT	
LAST UPDATED	
REV	

Authority / Service		Application for Existing Plant	Existing Information Received	Application for New Service / Diversion	Detail / Quote Received	**** Order & Payment	Wayleave / Easement Required Y/N	Date Wayleave / Easement Completed	Meters Application	Meter Handover Reading Y/N
Gas										
Diversion		11-Aug-15	11-Aug-15	N/A	N/A	DISCONNECTION OF SERVICE REQUIRED				
New	Main			N/A	N/A	Short section of main required				
New	Service			13-Jan-16	26-Jan-16	SSE Pipelines - £15,302.01 Fulcrum - £8,067.47 British Gas - DECLINED TO QUOTE ALL ABOVE COMPANIES CANNOT PROVIDE SERVICE ROUTE AS PER ESL, CLIENT ADVISED				
Electric										
Diversion		10-Aug-15	10-Aug-15	20-Aug-15	N/A	DISCONNECTION OF SERVICE REQUIRED DIVERSION OF LV UKPN Job Ref 0500000029 £15,912.41 2/8 John Mills & Danny Adams (UKPN) Meeting to discuss works 1/9 Requested update from UKPN				
New	Main			N/A	N/A	No main required				
New	Services			28-Oct-15	16-Mar-16	UKPN Job Ref 8100045530 - TBS (Single Phase) CANCELLED **SEPN Job Ref 8100054304 - TBS (Three Phase) £1,748.00** EXPIRED UKPN Job Ref 8500020816 - New Residential Supply CANCELLED UKPN require both enquiries so that they can assess future requirement while quoting for diversion works. Diversion costs are to be included in the new connections quotation 6/1/16 Loading info sent to UKPN 15/3 Further loading information sent to UKPN **14/3 SEPN Job Ref 8500027674 - New Residential Supply £8,321.57** 31/8 Contacted SEPN to request a new TBS quote, previous quote expired. **New Job Ref 8100073184** **£1,748.00**				

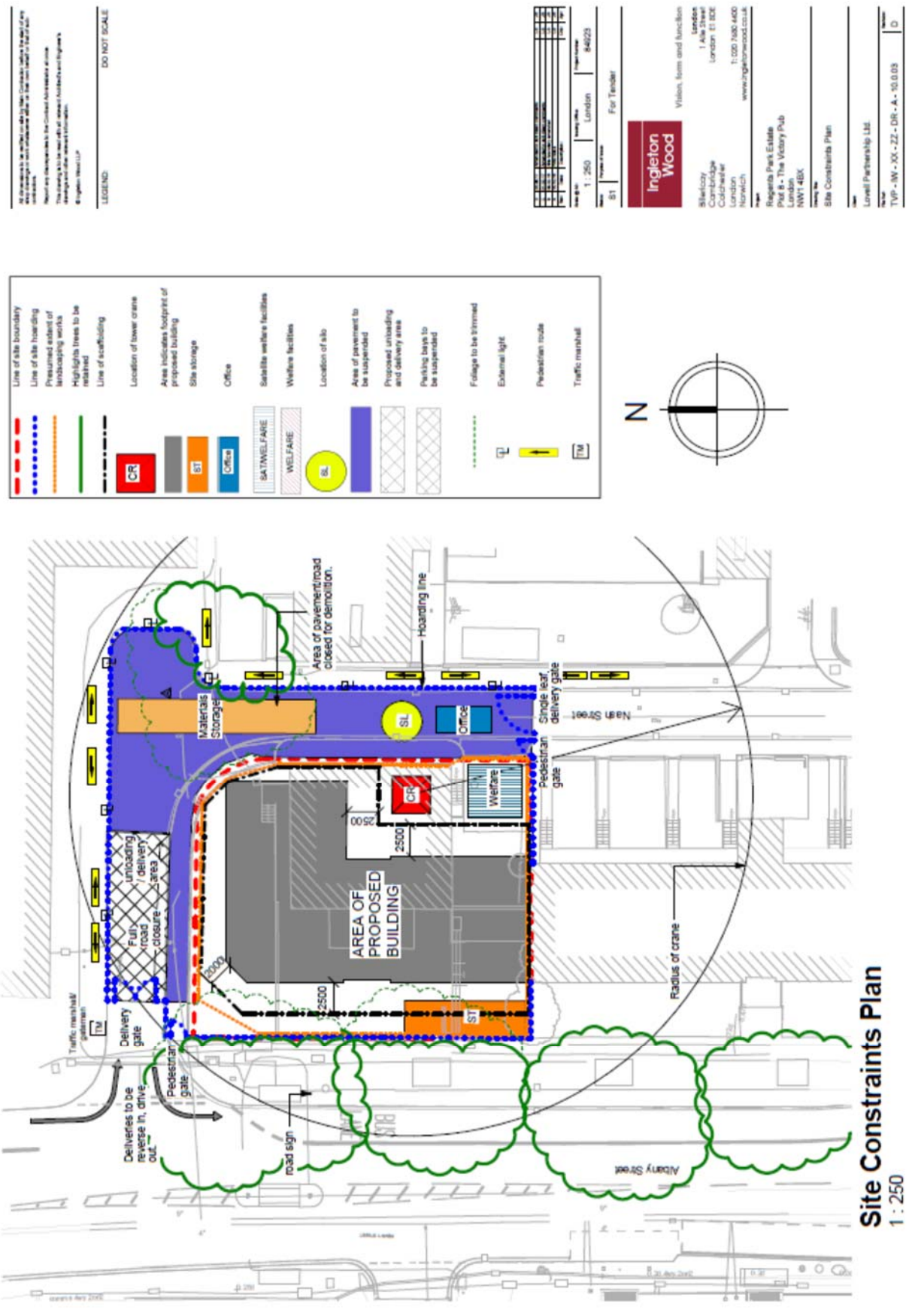
Local Authority Water									
Records									
Diversion	11-Aug-15	11-Aug-15	N/A	N/A	DISCONNECTION OF SERVICE REQUIRED				
Crossovers									
Main			N/A	N/A	Short section of barrier pipe main included in costs below				
Section 38									
					Job Ref DS9016209 New Connections				
New Section 278					£11,187.70				
					£no IC credits awarded for 6 years previous usage				
Service Section 104			12-Jan-16	25-Jan-16					
					Job Ref DS9014449 TBS Costs				
					£2196.97				
Section 106					To be disconnected after use				
BT									
Diversion	10-Aug-15	10-Aug-15	28-Aug-15	09-Sep-15	DISCONNECTION OF SERVICE REQUIRED				
					BT confirmed diversion not required				
New Service			13-Jan-16	19-Jan-16	Job Ref LIEU5/200				
Cable									
Diversion	10-Aug-15	10-Aug-15	N/A	N/A	DISCONNECTION OF SERVICE REQUIRED IF APPLICABLE				
New Service			14-Oct-15		Job Ref NBU23699 12/1 signed acceptance letter returned to Virgin Media 17/2 Forwarded VM design to client for confirmation that the entry route/design is acceptable				
LF.E&P.A (Fire Authrity)									
New Services									
TFL / Underground / Railtrack									
Existance of and Records									
Surveys									
Environment Agency									
LON.DES.** Rev - Records						Stats Update Form			
Cause and Effect									

Camden

Appendix F – Consultation & Working Party Terms of Reference

See separate document

Appendix G – Logistics Plan



Appendix H - Risk Assessment and Mitigations

Annex – Dust mitigation measures

Regents Park Estate

Applicants must complete the table below (extracted from the Mayors 'control of dust and emissions during construction and demolition' SPG).

Applicants should include all 'highly recommended measures' as a minimum.

XX Highly Recommended
X Desirable

MEASURES RELEVANT FOR DEMOLITION, EARTHWORKS, CONSTRUCTION AND TRACKOUT

	CIRCLE RISK LEVEL IDENTIFIED FOR SITE			TICK TO CONFIRM MITIGATION MEASURE WILL BE IMPLEMENTED
MITIGATION MEASURE	**LOW RISK**	**MEDIUM RISK**	**HIGH RISK**	
Site management				
Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.		XX	XX	X
Develop a Dust Management Plan.		XX	XX	X
Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary.	XX	XX	XX	X
Display the head or regional office contact information.	XX	XX	XX	X
Record and respond to all dust and air quality pollutant emissions complaints.	XX	XX	XX	X
Make a complaints log available to the local authority when asked.	XX	XX	XX	X
Carry out regular site inspections to monitor compliance with air quality and dust control procedures, record	XX	XX	XX	X

inspection results, and make an inspection log available to the local authority when asked.				
Increase the frequency of site inspections by those accountable for dust and air quality pollutant emissions issues when activities with a high potential to produce dust and emissions and dust are being carried out, and during prolonged dry or windy conditions.	XX	XX	XX	X
Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and the action taken to resolve the situation is recorded in the log book.	XX	XX	XX	X
Hold regular liaison meetings with other high risk construction sites within 500m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised.			XX	X
Preparing and maintaining the site				
Plan site layout: machinery and dust causing activities should be located away from receptors.	XX	XX	XX	X
Erect solid screens or barriers around dust activities or the site boundary that are, at least, as high as any stockpiles on site.	XX	XX	XX	X
Fully enclosure site or specific operations where there is a high potential for dust production and the site is active for an extensive period.	X	XX	XX	X
Install green walls, screens or other green infrastructure to minimise the impact of dust and pollution.		X	X	X
Avoid site runoff of water or mud.	XX	XX	XX	X
Keep site fencing, barriers and scaffolding clean using wet methods.	X	XX	XX	X
Remove materials from site as soon as possible.	X	XX	XX	X
Cover, seed or fence stockpiles to prevent wind whipping.		XX	XX	X
Carry out regular dust soiling checks of buildings within 100m of site boundary and cleaning to be provided if necessary.		X	XX	X

Provide showers and ensure a change of shoes and clothes are required before going off-site to reduce transport of dust.			X	X
Agree monitoring locations with the Local Authority.		X	XX	X
Where possible, commence baseline monitoring at least three months before phase begins.		X	XX	X
Put in place real-time dust and air quality pollutant monitors across the site and ensure they are checked regularly.		X	XX	X
Operations				
Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.	XX	XX	XX	X
Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible).	XX	XX	XX	X
Use enclosed chutes, conveyors and covered skips.	XX	XX	XX	X
Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.	XX	XX	XX	X
Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.		XX	XX	X
Waste management				
Reuse and recycle waste to reduce dust from waste materials	XX	XX	XX	X
Avoid bonfires and burning of waste materials.	XX	XX	XX	X

MEASURES SPECIFIC TO DEMOLITION

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK	TICK BELOW WHERE MITIGATION MEASURE WILL BE IMPLEMENTED
Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).	X	X	XX	X
Ensure water suppression is used during demolition operations.	XX	XX	XX	X
Avoid explosive blasting, using appropriate manual or mechanical alternatives.	XX	XX	XX	X
Bag and remove any biological debris or damp down such material before demolition.	XX	XX	XX	X

Appendix I – Contractor FORS Log

See separate document

Appendix J – CLOCs site visit records (From Phase 1)

Construction Logistics and Community Safety

Site report

Contractor	Lovell Partnership Ltd	Project	Albany Street NW1 4DY	CLOCS ID #	CL011
Date	07/11/16	Present	Ian Jerrett and Alexander Robins	Completed by	Bob Lovelock

CLOCS Standard requirements	Findings	Rating
3.4.1 Is a Construction Management Plan in place and being fully complied with?	CMP applies to more than one location all of which were checked to establish that they are compliant with proposed CMP. Audits and documentation relating to deliveries in place and up to date, effective traffic marshals in place who demonstrate a knowledge of expectations.	Green
3.4.2 Is the site suitable for all vehicles fitted with safety features?	All delivery points, holding areas, and unloading bays where of a level nature and concrete or tarmac surfaced, no concerns to note.	Green
3.4.3 Is site access and egress suitable?	All delivery – unloading bays require vehicles to be reversed into the unloading area from the main – side road, procedure involves three traffic marshals in each case, two for traffic control, and one at the rear of the vehicle to guide the driver, two deliveries at different locations witnessed, procedures appeared to be safe and satisfactory towards other road users and pedestrians.	Green
3.4.4 Are there Vehicle loading and unloading processes?	All vehicles are marshalled into a dedicated unloading area, no unloading (even for one box) allowed elsewhere. At times of early or later delivery where there is a clash with more than one vehicle at the site, a holding area is utilised. Unloading at present is normally by tower crane directly from the vehicle, some exceptions for small parcels but within the designated unloading area.	Green
3.4.5 Has a suitable Traffic routing been taken into account and communicated?	Traffic marshals were questioned about the traffic routes, all demonstrated a knowledge of the route vehicles should be taking to arrive at their delivery point which is in accordance with that set out in the CMP (reviewed prior to and accompanying the monitor on the visit) agreed with the local authority.	Green
3.4.6 Are suitable traffic controls in place to reduce risk of congestion and collision?	Traffic marshals have as a priority at each station a consideration towards minimising the impact of deliveries on other road users and pedestrians, no more than one vehicle allowed at site at any time, holding areas support this, delivery schedules at station with T/Ms, delivery times apply. Vigilant traffic marshals demonstrate an awareness beyond what is required to receive the delivery, monitoring other road users and parking to ensure their CMP is operable.	Green
3.4.7 Have Supply Chain Compliance checks been implemented?	Supply chain checks are conducted, though predominately only collect FORS accreditation status and ***not driver/ vehicle checks***. All traffic marshals ***commented on some language difficulty with a percentage of drivers***, route checks tend to rely on direction vehicle approaches site which in these instances is an effective guide to the route used. Level to which vehicle compliance ***checks are conducted does vary across all traffic marshals***, normally due to someone covering when there is an absence of the regular traffic marshal, but overall monitoring is positive and in place to some extent.	Amber

Executive summary	Rating
Overall compliance at the site is to a very high standard there is a positive approach to implementation of the agreed CMP at each of the delivery points visited. Traffic marshals whilst polite are vigilant and focused on their task and roles. Provision to park vehicles for unloading is well thought out at each location to provide a system of safe unloading minimising any impact towards the public and other road users. When questioned traffic, marshals demonstrated a comprehensive knowledge of expectation's and reason for procedure. However vehicle and driver checks are not conducted at all sites. Last month data check • 300 deliveries	Amber

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• 300 checked • 2 non compliant	

Recommendations: Priority to Address Non-Compliance

- Driver compliance checks are sometimes problematic where language difference is evident, relies on direction of approach to site (monitored) this could be relayed back to supply chain source to be addressed.
- Vehicle compliance checks generally in place, but could be more consistent across all traffic marshals, a small work station at each delivery point to accommodate clipboards containing vehicle checklist might assist, suggest use of the CLOCS vehicle/ driver/ operation checklist in accordance with the CLOCS standard and guidance. Alternatively if desktop checks are undertaken of vehicle/driver/operational compliance, then this should be evidenced and validated against available data sources such as the FORS database and driver training database.

Recommendations: Best Practice

- Send monthly compliance monitoring data to Camden Council: CLOCS@Camden.gov.uk and consider using reporting spreadsheet template
- Consider displaying CLOCS signage or vehicle check posters within site boundary to educate staff and drivers visiting the site

Key	Rating
Green	Compliant: The compulsory 'shall' aspects of the CLOCS standard are being met, as are many 'should' aspects. There may be some minor recommendations.
Amber	Compliant with recommendations: The compulsory 'shall' aspects of the CLOCS standard are being met, but some or all 'should' aspects are not and could be improved.
Red	Non-compliant: The compulsory 'shall' aspects of the CLOCS standard are not being met.

Produced September 2016

CLOCS Standard monitoring report

Contractor	Lovell	**Project**	**Regents Park**	**CLOCS Ref #**	CL011
Date	02/03/17	**Present**	Ian Jerrett Alexandra Robins	**Completed by**	Bob Lovelock

CLOCS Standard requirements	Findings	Rating
3.4.1 Is a Construction Management Plan in place and being fully complied with?	The CMP is in place and has been communicated to all traffic marshals to ensure stipulated conditions relating to unloading and loading are enforced, purchase orders communicate routes to supply chain who must be FORS silver or gold.	Green
3.4.2 Is the site suitable for all vehicles fitted with safety features?	All the sites in the groupage are suitable for vehicles fitted with safety features, loading and unloading areas are level and of a hard surface.	Green
3.4.3 Is site access and egress suitable?	Site egress and ingress has suitable all round vision, some sites require the vehicle to reverse into unloading area, this can only be done with the traffic marshal supervising the vehicle reversing in compliance with CLOCS standards, driver has good vision always, there is no requirement for trixi mirrors or further controls.	Green
3.4.4 Are there Vehicle loading and unloading processes?	There are vehicle loading and unloading processes, deliveries are timed, any early arrival is held at a waiting area. Banksman slinger deals with unloading, traffic marshal supervises the process regarding the safety of vulnerable road users, in accordance with CLOCS standards.	Green
3.4.5 Has a suitable Traffic routing been taken into account and communicated?	Traffic routing as noted in the CMP is added to purchase orders, drivers follow route dictated by transport manager, and advise if deviation required. However, Lovell should specify under which circumstances a driver is allowed to deviate from an agreed route as per 3:4:5 of the standards. Traffic marshals are informed of route and check vehicles direction of approach to the site.	Amber
3.4.6 Are suitable traffic controls in place to reduce risk of congestion and collision?	Delivery times apply to avoid congested times, all have time slots to avoid congestion caused by vehicles waiting, any vehicle arriving early is moved to a holding area, any member of the supply chain repeatedly flouting delivery times will be emailed and audited, possibly removed as a supplier.	Green
3.4.7 Have Supply Chain Compliance checks been implemented?	Traffic marshals are now equipped with clipboards and are conducting vehicle supply chain compliance checks, rely on direction of approach for confirmation of routes, random desktop sampling audits of CLOCS compliance in place with supply chain, to establish driver training, driver and vehicle checks, and notification of route deviations by drivers including reason. It would be best practice to check the validity of all FORS certificates against the FORS database.	Green

Executive summary

The site has made noticeable improvements since the first visit, CLOCS posters now posted at all delivery points, traffic marshals have upgraded kit, all have been retrained and issued with clipboards to carry out vehicle checks, FORS silver – gold accreditation is minimum requirement. Site is conducting random desktop audits of the supply chain, and rely on haulier to monitor driver compliance with CMP route to site, drivers responsible for advising if deviation is required. Several deliveries were witnessed on the day, all of which appeared to be conducted in accordance with CLOCS standards.

Recommendations: Priority to Address Non-Compliance

No non-compliance observed.

Recommendations: Best Practice

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Could send monthly compliance monitoring data to client, - Camden Council: CLOCS@Camden.gov.uk and consider using reporting spreadsheet template provided.

Define the circumstances under which a driver is allowed to deviate from the route, rather than rely on the driver to make this decision.

Check all supplier FORS certificates are valid, against the FORS database.

SUPPLY CHAIN COMPLIANCE DATA (FOR LAST FULL MONTH)					
Number of vehicle movements	276	Number of vehicle movements checked	276	Number of vehicle movements found to be compliant	276

Key	Rating
Green	Compliant: The compulsory 'shall' aspects of the CLOCS standard are being met, as are many 'should' aspects. There may be some minor recommendations for improvement.
Amber	Compliant with recommendations: The compulsory 'shall' aspects of the CLOCS standard are being met, but some or all 'should' aspects are not and could be improved.
Red	Non-compliant: The compulsory 'shall' aspects of the CLOCS standard are not being met.

Produced January 2017

Appendix K – HS2 meeting reports

See separate document