

Construction Management Plan

pro forma v2.1

101 Camley Street – covering the
demolition phase only

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
20/02/2017	1	Turner & Townsend
18/04/2017	2	Squibb Group
12/06/2017	3	Squibb Group
13/06/2017	4	Squibb Group

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](#)."

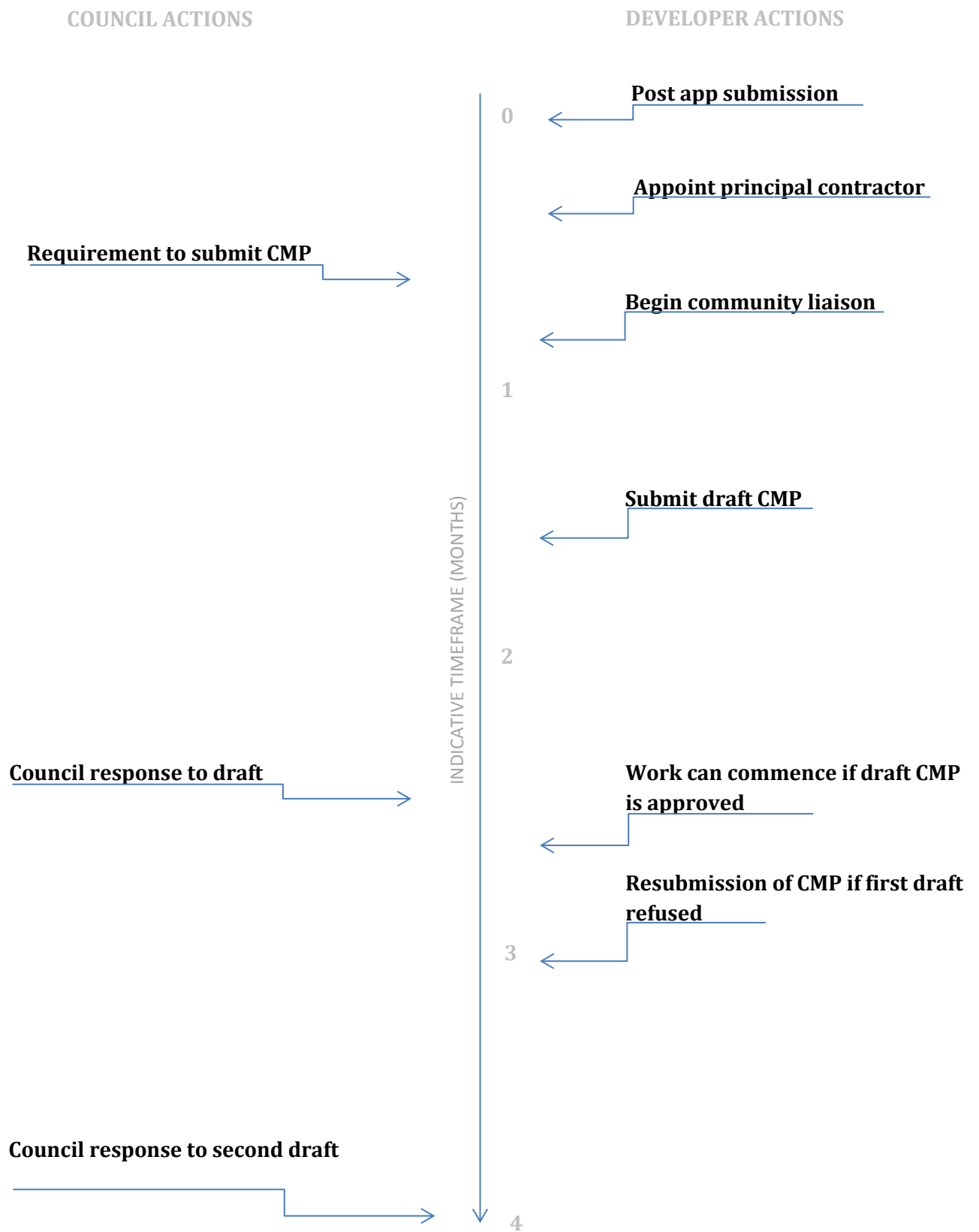
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically 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: 101 Camley Street, London, NW1 0PF

Planning ref: 2014/4385/P

Type of CMP - Section 106 planning obligation – Obligation 4.12.1 of the Section 106 agreement requires a draft Demolition Management Plan to be submitted prior to the Demolition Implementation Date.

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

Name: Craig Mclachlan

Address: Turner & Townsend, One New Change, London, EC4M 9AF

Email: craig.mclachlan@turntown.co.uk

Phone: +44 (0) 20 7544 4000

&

Name: Dean Payne

Address: Squibb Group Limited, K T House, Stanford Industrial Estate, Wharf Road, Stanford Le Hope, Essex SS17 0EH

Email: deanp@squibbgroup.co.uk

Phone: +44 (0) 208 594 7143

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.

Demolition Contact

Name: Dean Payne

Address: Squibb Group Limited, K T House, Stanford Industrial Estate, Wharf Road,Stanford Le Hope, Essex SS17 0EH

Email: deanp@squibbgroup.co.uk

Phone: +44 (0) 208 594 7143 or 07736 018463

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.

Demolition Contact

Name: Dean Payne

Address: Squibb Group Limited, K T House, Stanford Industrial Estate, Wharf Road,Stanford Le Hope, Essex SS17 0EH

Email: deanp@squibbgroup.co.uk

Phone: +44 (0) 208 594 7143 or 07736 018463

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: Paul Hamilton (Commercial Director)

Address: Squibb Group Limited, K T House, Stanford Industrial Estate, Wharf Road,Stanford Le Hope, Essex SS17 0EH

Email: paulhamilton@squibbgroup.co.uk

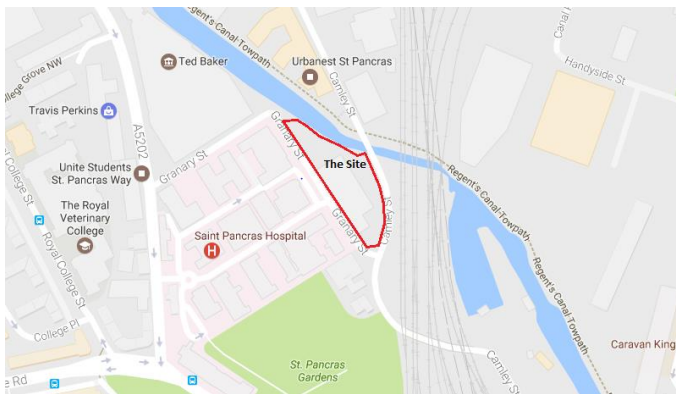
Phone: +44 (0) 208 594 7143 or 07736 018442

Site

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

The proposed development site is located within the London Borough of Camden on the western side of Camley Street, immediately east of Granary Street and south of Regent's Canal. The surrounding area comprises a mixture of residential streets and light industrial and storage uses. In addition, St Pancras Hospital is located opposite the site to the west.

Regent's Canal bounds the north of the site, passing under the Oblique Bridge on Camley Street. A towpath passes along the north side of the canal whilst there are a number of moorings on the south side adjacent to the site. The southern part of the site falls within the Kings Cross Conservation Area, and the north of the site falls within the Regent's Canal Conservation Area.



The site is currently vacant with a single warehouse unit measuring approximately 1,613sqm.

The existing site is served by two vehicular access points. The main entrance is accessible from Camley Street towards the northern end of the site. A secondary access is provided on Granary Street also towards the north of the site, Both accesses are gated and served by vehicle crossovers.

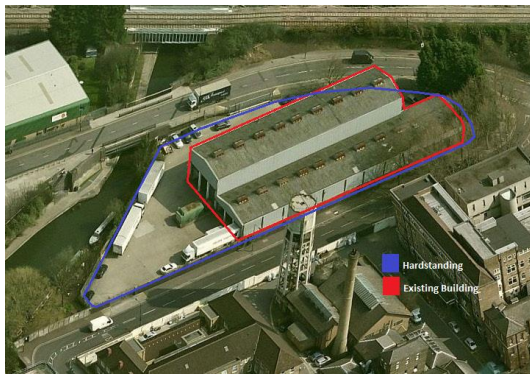
To the north Granary Street connects with the A5202 St Pancras Way whilst to the south access is provided onto Camley Street.

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).

A brief summary of the scope of works to which this document relates is outlined below (Refer to the following for further details – a) The consented planning application and The MMA that has followed the consented scheme).

Phase 1 – Demolition: (See attached Outline Demolition Plan 4491-620_P3 Rev P3 at Appendix 1)

The works would therefore comprise the demolition of the existing warehouse building, which measures approximately 1,613sqm, and taking up of the existing hardstanding with removal of all demolition waste from site.



Phase 2 and 3 Construction of the Substructure and Superstructure:

The development comprises 121 apartments including 25% affordable housing, 3,090sqm GIA of flexible commercial space, a new canal footbridge and a range of public and residents' landscaped amenity areas.

The site was previously used as a distribution warehouse for a number of years, and is served by two vehicular crossovers from both Camley and Granary Street which are suitable for use by heavy goods vehicles.

Granary Street is a two-way, single lane carriageway that measures approximately 7.4 metres in width. It is provided with single yellow lines on both sides of the carriageway for the majority of the length of the site. Double yellow line controls are provided in proximity to the junction with Camley Street whilst on-street pay and display parking opportunities are provided towards the southern end of the site on the eastern side of Granary Street.

Camley Street measures approximately 6.4 metres in width and is provided with a single lane in each direction subject to single yellow lines on both sides of the carriageway within the vicinity of the site. Towards the junction with Granary Street double yellow line controls are in place on both sides of the carriageway.

Key constraints of the site include its proximity to the Canal which bounds the north of the site, passing under the Oblique Bridge on Camley Street. A towpath passes along the north side of the canal whilst there are a number of moorings on the south side adjacent to the site.

The Site is also in close proximity to Network rail infrastructure to the east of the site. A separate Asset Protection agreement has been applied for with Network Rail authorities.

The southern part of the site falls within the Kings Cross Conservation Area, and the north of the site falls within the Regent's Canal Conservation Area.

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

The Nearest potential receptors (dwelling, business, etc.) likely to be affected are;

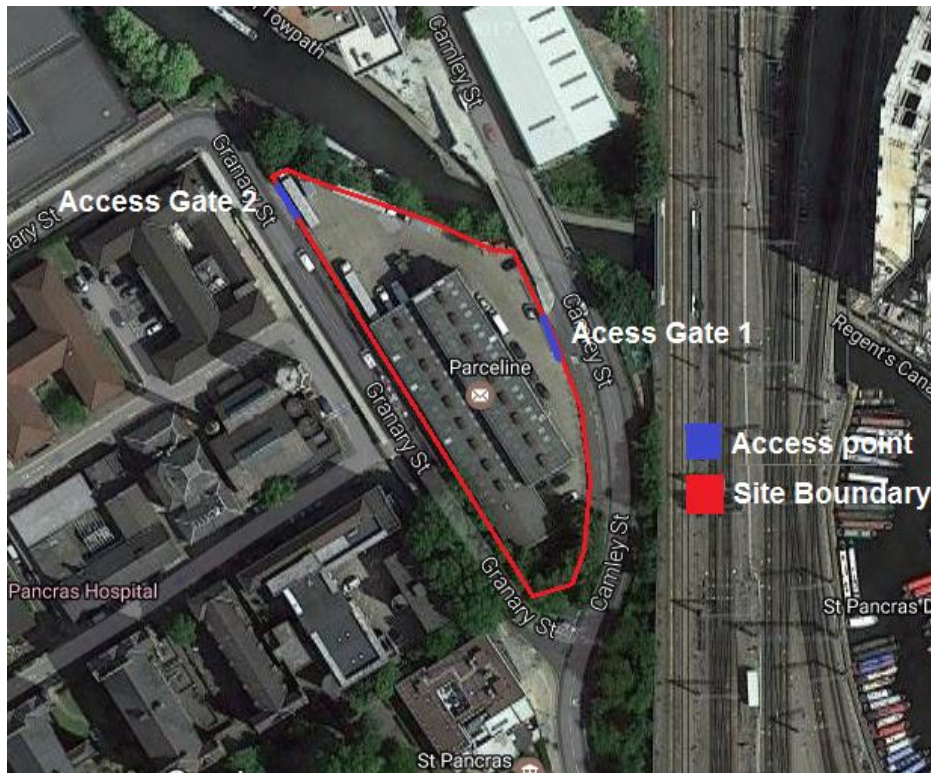
- The Residential moorings to the north of the site.
- 102 Camley Street development to the north of the site (Under construction)
- 103 Camley Street development. (Completed)
- Residential buildings to the south-west of the site
- St Pancras Hospital to the west
- Network Rail line to the east of the site
- Canal River Trust

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.

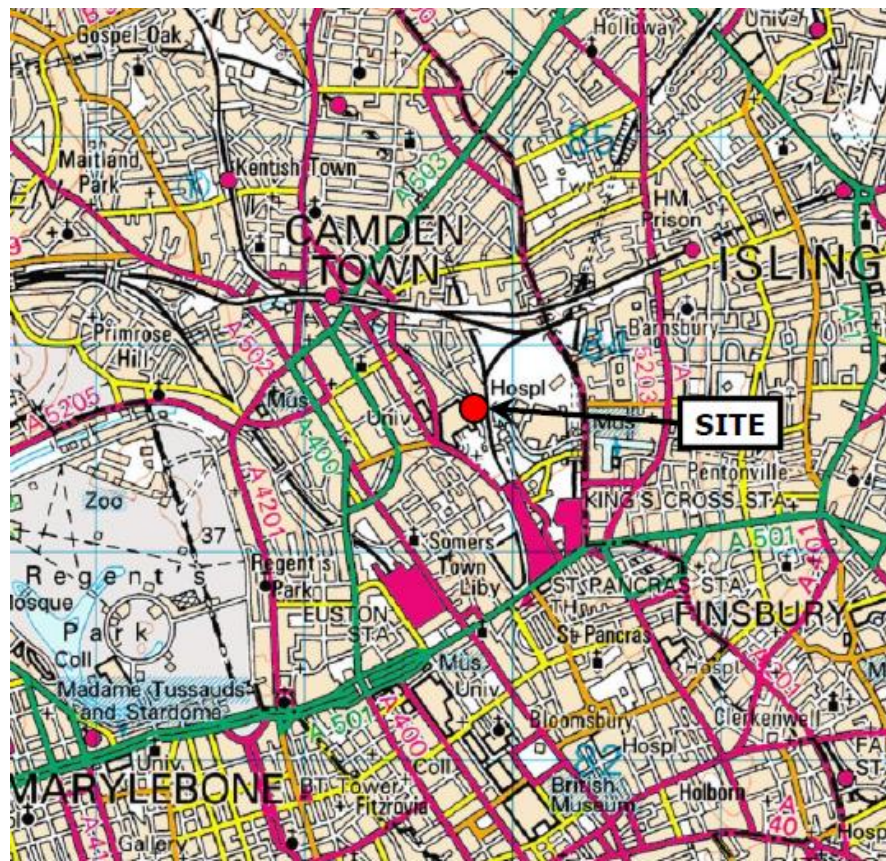
Granary Street is a two-way, single lane carriageway that measures approximately 7.4 metres in width. It is provided with single yellow lines on both sides of the carriageway for the majority of the length of the site. Double yellow line controls are provided in proximity to the junction with Camley Street whilst on-street pay and display parking opportunities are provided towards the southern end of the site on the eastern side of Granary Street.

Camley Street measures approximately 6.4 metres in width and is provided with a single lane in each direction subject to single yellow lines on both sides of the carriageway within the vicinity of the site. Towards the junction with Granary Street double yellow line controls are in place on both sides of the carriageway.

Existing Site Access Points:



Strategic Highway Network



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 Demolition works as describes above are the first of the three planned phases. to the development.

Key Programme Dates:

Phase 1 –Demolition: 19th June 2017 – 8th August 2017

Phase 2 – Substructure: 21st August 2017 – 20th April 2018

Phase 3 – Superstructure: 3rd April 2018 – 1st November 2019

The overall development programme is scheduled to be carried out between 14th June 2017 and 1st Novemeber 2019.

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

We confirm that the Demolition work will be carried out during the ‘standard’ hours defined in LB Camden’s CMP Pro-forma document, i.e;

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

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

Please find attached, at Appendix 2, Utility Services Tracker Issue 5 20 02 17 (002) providing all relevant information.

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.

Following receipt of Planning Permission, communication with the following parties below have taken place. A letter has been distributed to the each with details of the planned phase 1 demolition works (See Appendix 8). This provided the stakeholders with details of the scheduled works and invited them to review the information provided and to get in touch if they had any further queries.

- Canal & River Trust
- Network Rail
- St Pancras Hospital
- Private Mooring Owners
- 102 Camley Street
- 103 Camley Street
- Canal River Trust
- Utility providers

A separate formal Asset Protection application has been made to both the Canal & River Trust and Network Rail in accordance with their standard procedures. Ongoing discussions with both are taking place as further information becomes available and we have provided all relevant information as requested to date.

In accordance with the requirement as set out in the LB Camden's CMP Pro-forma document for projects involving any demolition, a separate Demolition Notice has been issued to the LB Camden with details of the planned demolition works.

Squibb Group, who will be undertaking the Demolition works will comply to avert any valid complaints during the entire duration of the proposed works. Continuous liason is planned going forward and the local residence/stakeholders will be kept updated on the ongoing works by way of a fortnightly news letter.

The summary table blow sets out the current ongoing consultation with the community/immediate neighbours and those affected by the planned works.

Squibb Group have also since visited each of the neighbours and explained the works planned and durations. This has been formalised via an issued newsletter with contact numbers. This was given to all neighbours. (See below)

Councillors Khatoun, Tomlinson, and Robinson, who are the ward Councillors for St Pancras and Somers Town ward, have been notified of the demolition works and longer term project in the first instance, with an invitation made to meet to discuss the project and community engagement over the course of the project.

We acknowledge that the CMP is a living document, if any problems arise during the project the CMP will be reviewed/ modified immediately.

Consultee	Interest	Consultation Period	Response received	Mitigation
Taylor Wimpey	Developer at 102 Camley Street	24 th March 17	Requested copy of Demolition Management Plan which was forwarded for comment	On-going consultation , demolition contractor provided with contact details to maintain dialogue

United Living	Contractor at 102 Camley Street	24 th March 17	<p>Hi Peter</p> <p>Thanks for the notification.</p> <p>There are a couple elements where your works have the potential to affect current monitoring exercises. Can you confirm if there is any proposed vibration monitoring or movement monitoring to the highways bridge ? can you also confirm if the building contains any asbestos ? and if so your methodology for avoiding cross contamination and dust control.</p> <p>In terms of the vibration monitoring the concern is that the demolition will cause a spike within the readings we are currently averaging.</p> <p>Regards J Albone</p>	On-going consultation , demolition contractor provided with contact details to maintain dialogue
C&RT	Neighbour	21 st February 17	<p>Hi Peter,</p> <p>Thanks for sending the notice.</p>	Forms 1 and 2 completed and formal agreement entered with C&RT. C&RT reviewing demolition

			<p>All works that impact on the canal infrastructure will need to fulfil the requirements of the "Code of Practice for Works Affecting the Canal and River Trust".</p> <p>This link will gain you access to the code https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-property-and-our-code-of-practice.</p> <p>We consider these works may have an impact and we have attached a summary of the application process together with the necessary application forms. We would advise you to read the whole of Part 1 and the relevant sections of Part 2.</p> <p>In order to progress with your application, we require you to;</p> <ol style="list-style-type: none"> 1. Complete and return the attached Form 1 & 2, along with the non-refundable payment for the initial application of £380 + VAT (£456 in total) 2. Provide as much detail as possible 	<p>works RAMS.</p> <p>Meetings arranged with Canal & River Trust regarding interface with adjoining site owned by C&RT and boundary walls. Consultation on-going.</p>
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			<p>of the project with particular reference to the impact on the assets of the 'Trust'.</p> <p>Payment and contact details can be located in the application procedure document.</p> <p>Regards,</p> <p>Toby</p>	
Multiutility c/o J Murphy and Sons Ltd	Stat services – Gas	21 st February 17	No issues raised to date. Isolation of gas to site resolved through consultation with J Murphy and Sons.	On-going
UKPN	Stat services – Electricity	21 st February 17	No issues raised to date. Service isolations and new connections discussed in consultation with UKPN.	On-going
Thames Water	Stat services – Water	21 st February 17	No issues raised to date. Service isolations and cut off of water leak resolved with Thames Water.	On-going
Camden Highways	Neighbour	21 st February 17	No response received to date.	Further engagement to be pursued as works progress
Network Rail	Neighbour	21 st February 17	Site visit held with Network Rail on 1 st March 2017 to discuss the scheme proposals and	On-going engagement

			<p>potential impacts on Network Rail assets. Potential impacts considered to be low given the distance. Discussions have been held regarding entering into a Basic Asset Protection Agreement (BAPA) to obtain the necessary sign off of method statements and designs. Consultation ongoing.</p>	<p>as works progress</p>
<p>St Pancras Hospital</p>	<p>Neighbour</p>	<p>21st February 17</p>	<p>Peter</p> <p>Many thanks for your email.</p> <p>Please can you provide further information about when the works will commence and the potential impact on the surrounding area? We will need to ascertain if there will be any impact on our patients prior to any works commencing, so advancing warning and preparation will be very helpful.</p> <p>Kind regards</p> <p>Denise</p>	<p>Demolition management plan provided to the hospital. No further queries or issues raised to date following document issue. Contact details have been provided for the appointed demolition contractor for the purposes of liaison.</p>

Urbanest	Operators at 103 Camley Street	21 st February 17	No response received to date	Demolition contractor to provide bi-weekly progress letters to all neighbours
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Squibb Group Limited

Newsletter 1

6th March 2017

REF: 101 Camley Street - Proposed Structural Demolition

Dear Resident, We have been appointed as the Main Contractor to undertake the demolition of 101 Camley Street. We would like to commence the enabling works in spring 2017.

Structural Works will then commence in early June and hopefully be completed end of July 2017 and are anticipated to take 8 weeks.

There will be a maximum of 4 vehicle movements in and out of site per day and these will remove resulting debris / bring supplies.

Squibb Group Limited are required to protect nearby residents and commercial occupiers from noise, dust and other environmental effects, and will take every reasonable action to meet this requirement. We apologise in advance for any inconvenience that we may cause during the period of our works.

The site will be monitored in this respect to ensure target levels are not breached.

We will re-issue a programme of our works on a 2 weekly basis to keep all our neighbours informed of the forthcoming activities and site progress.

The senior site supervisor for the contract will be confirmed when operations commence who will answer any enquiries.; Our visiting contracts manager Dean Payne 07736 018463. If at any time any problems may occur out of hours you can call our 24 hour Liaison Manager, Mr Paul Blanks on (07973 460 849)

W. SQUIBB (MIDE)

OPERATIONS DIRECTOR



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.

Prior to commencement a newsletter will be issued to all neighbours. Neighbours will have been visited, informed of the project commencing and contact numbers established and an opening newsletter issued. This will be additionally displayed in 2 locations on the perimeter hoarding. The newsletter will be updated every two weeks and communicated as above. All contact details will be clearly highlighted in the case of complaint. Dean Payne (07736018463) will act as the neighbourhood liaison officer/ first point of contact.

Squibb group will arrange a demolition project presentation for the local residents/stakeholders affected by the 101 Camley street development prior to the demolition works commencing.

Squibb Group will set up the 101 Camley Street Construction Working Group. The properties identified to be invited to the group are;

- Canal & River Trust
- Network Rail
- St Pancras Hospital
- Private Mooring Owners
- 102 Camley Street
- 103 Camley Street
- Canal River Trust
- Utility providers

All will be notified once works have commenced and invited to join. Interest at present from the first newsletter has been zero but this will be monitored.

During construction works any planned significant events (unavoidable disruption) will be included in the fortnightly newsletter to local residents and businesses to keep them regularly informed. Further quarterly meetings with the main contractor and Construction Working Group (local residents and stakeholder)s will also be organised.

Where any works will cause unavoidable disturbance then a separate meeting of the Construction Working Group will be arranged to provide clear information of this well in advance (minimum of 2 weeks) and all measures taken to minimum impact and further disruption.

The construction Manager (Dean Payne) will be responsible for organising these letters and events. As well as being the main site contact.

As part of the Considerate Contractors scheme a compliments/complaints log book will be held on site to record feedback. As well as a 24hour contact number. Squibb Group will notify the Noise and Licensing Enforcement Team.

Should noise/vibration/dust complaints arise from the building construction/building works, these complaints will be recorded in the complaint's register and made available to the LB Camden as requested. The complaint register shall also 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 associated and/or causing the disruption (where not previously agreed) will be immediately ceased. where safe to do so. and will not recommence until the issue is addressed, resolved and agreement to work is agreed.

A site information board will be erected and displayed clearly through the duration of the works. This will include the following materials:

- a) The title 'Contact Board'
- b) Name of the main contractor, address and person to whom correspondence should be addressed.
- c) Name of the site manager.
- d) Month and year of completion of works.
- e) Names and telephone numbers of staff who can take immediate action, so that contact can be made at any time.

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](#)".

Squibb group shall comply with the "Guide for Contractors Working in Camden" and a copy will be kept on site. Squibb Group will also register the project with the considerate contractors scheme and the CLOCS scheme. All Squibb vehicles are FORS Bronze accredited.

See attachment below

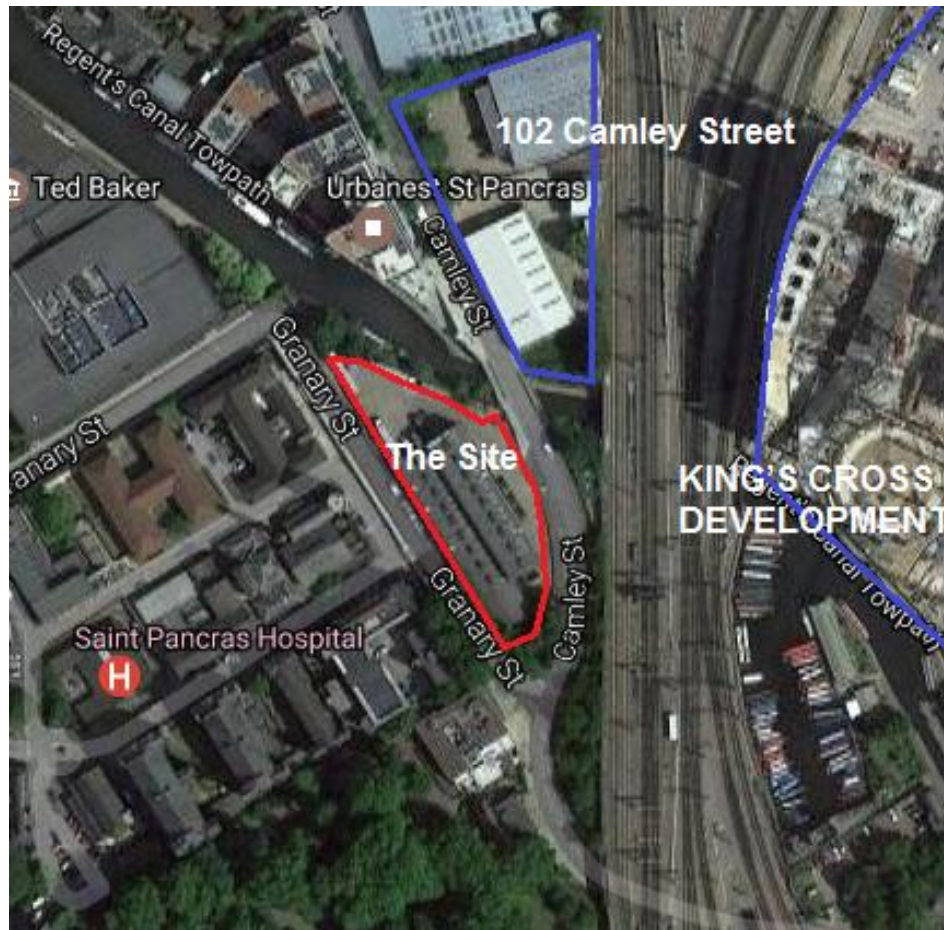


FORS Combined Certs Exp. 23-2-18.pdf

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.

Squibb group will liaise with existing construction operations within the vicinity (102 Camley Street) to avert any interface issues regarding logistics and traffic management, and a view to minimising the cumulative impacts of the demolition/construction activities being undertaken Concurrently



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:

Squibb Group Limited, K T House, Stnaford Industrial Park, Wharf Road, Stanford Le Hope, Essex SS17 0EH

Email: deanp@squibbgroup.co.uk

Phone: +44 (0) 208 594 7143

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](#)).

It is a company requirement for all projects to be registered with the Considerate Constructors Scheme.

All subcontractors will be required to ensure that their deliveries are FORS compliant, and proof of this will be required prior to placement of a subcontract order. The gatemen and logistics team will be charged with monitoring this throughout the project, and reporting back to the project management team so that actions can be taken as required.

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 (eg. Safe Urban Driving + 1 x e-learning module etc.). CLOCS Compliance will be included as a contractual requirement.

Desktop checks

Where doubt exists, 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.

Site checks

A delivery booking system will be used which will require the entry of a FORS ID number in order for a delivery to be booked onto site.

Where own vehicles and drivers are used the above approach will be modified 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.

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

Name: Dean Payne

Address: Squibb Group Limited, K T House, Stanford Industrial Estate, Wharf Road, Stanford Le Hope, Essex SS17 0EH

Email: deanp@squibbgroup.co.uk

Phone: +44 (0) 208 594 7143 or 07736 018463

A rectangular box containing a handwritten signature in black ink. The signature is cursive and appears to read 'D. Payne'.

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.

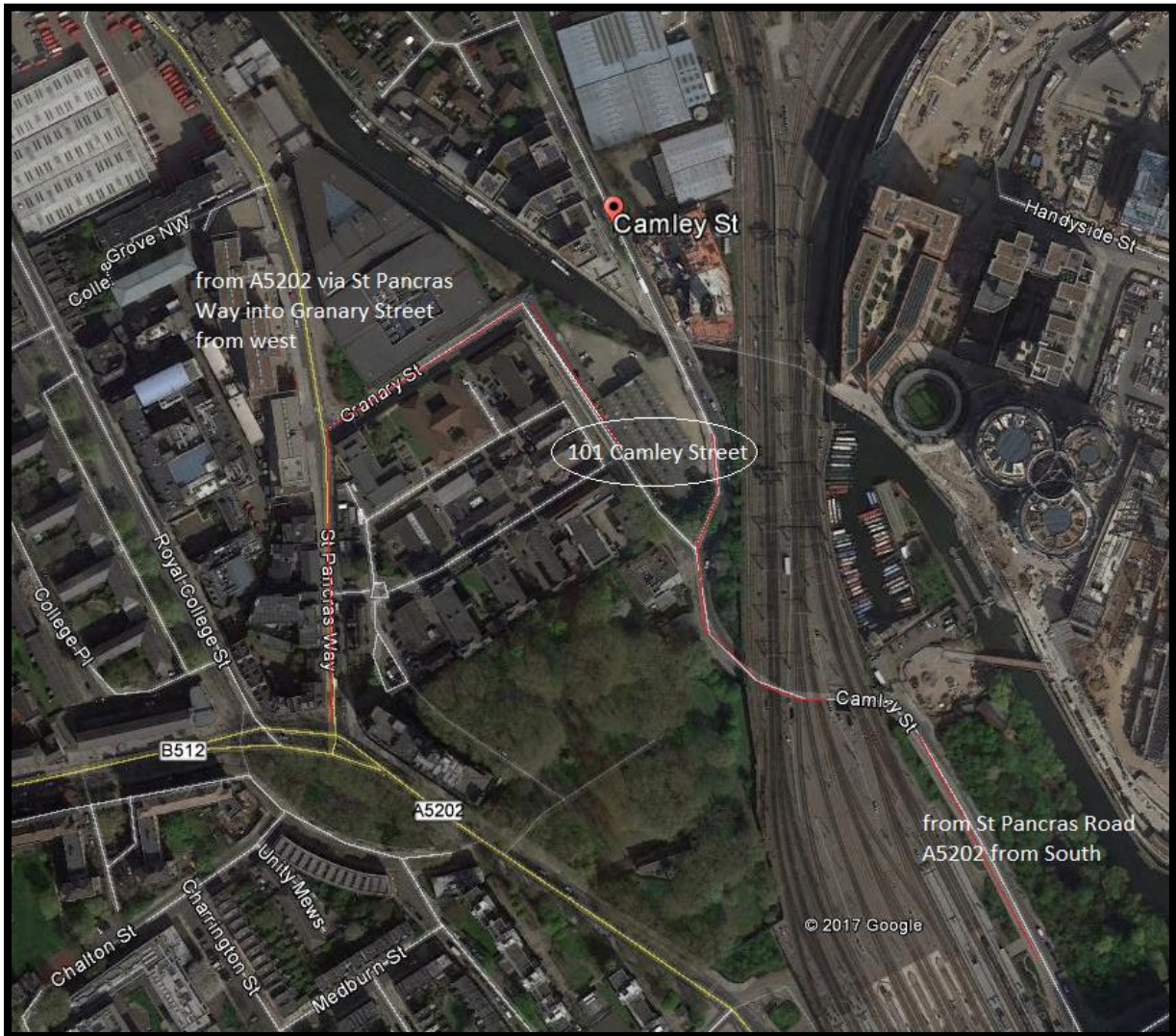
a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of links to the [Transport for London Road Network](#) (TLRN).

It is anticipated that the majority of construction activity will and can be accommodated within the site boundary itself.

Vehicles are expected to access the site from either the A5202 St Pancras Way via Granary Street from the west or the A5202 Pancras Road from the south. There are presently vehicle crossovers on Camley St and Granary St.

Camley Street is a 2 way carriageway and is the only vehicular access to the site. It is anticipated with no other developments underway when this development commences and the full carriageway width will be available for the construction traffic.

Route map



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.

During the pre-start meetings with all contractors. All of the contractors will be shown the routes to the project and made aware of any on-site restrictions.

Deliveries will be scheduled and pre-booked to minimise the coinciding of vehicle arrivals / departures. A site manager should be responsible for co-ordinating deliveries and preparing a suitable programme detailing arrival times, route, type of vehicle and loading / unloading times required.

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)

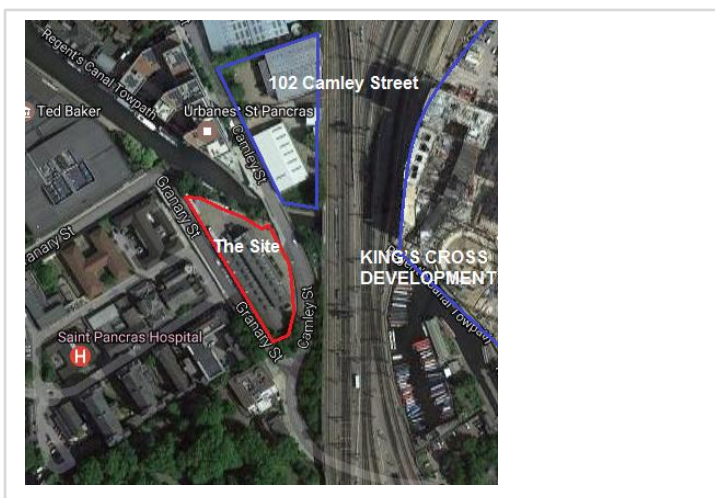
Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays 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.

The typical size of the vehicles removing the waste will be ridged 23 ton fixed body vehicles . The frequency of vehicles removing waste will be 2x movements between the hours of 9.30am & 12.30 pm, 2x movements between 1.30pm & 4.30pm. further deliveries will be pre-planned, no more than two vehicle movements will happen within a 60 minute period. It is estimated that each vehicle will spend no more than a 30 minute period on site

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



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.

Communication for deliveries will be scheduled and pre-booked with the stores and a delivery date and time of arrival will be issued to the site supervisor/Manager, to minimise the coinciding of vehicle arrivals / departures. The site manager will be responsible for co-ordinating deliveries and preparing a suitable programme detailing arrival times, route, type of vehicle and loading / unloading times required.

A banksman will be in attendance at the access gates 15 minutes before the delivery is due to arrive, this ensures vehicle movements are undertaken safely to and from the site, with arrival / departure times programmes to reduce any potential impact on the operation of the local highway network.

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.

Vehicle movements will be pre planned between the site supervisor and transport manager. Any delays on site will be automatically reported to the transport manager to divert any vehicle on-route to site to an alternate project.

It is not intended to have an off-site holding area. As all deliveries will be booked in to the project with allotted times.

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 waste will be segregated into its own waste streams reducing the amount of waste removals, which in turn will reduce vehicle movements.

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 traffic management plan will be displayed around the site and will be reiterated in the site inductions.

All vehicles to site will be booked in with the logistics manager 48 hours prior to expected delivery to site.

Site radios will be used to keep all banksmen, traffic marshals and gatemen in constant communication.

Site personnel will be able to travel to the project by mainly underground, main line trains and buses to Kings Cross & St Pancras and there is approx. 10 min walk to the project which the route can be signed to show the route to the entrance. The access to the project will be a security protected, all personal will have to be safety inducted to work on the project. The project will have a full time security to monitor access to the project. Pedestrian access to the project will be separate from the vehicle. All vehicles will be segregated from foot personal at all times, this will be monitored at all times by trained traffic marshals and there will be signage in place.

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

The site has two existing access points, which have been used for heavy goods access and egress associated with the previous warehouse distribution use of the site. The route in and out of the site will be maintained for the Demolition Phase. Access to the site will be from Camley Street and egress from the site will be onto Granary street. The Phases that follow after the demolition phase are expected to use the access along Granary street.

Traffic Marshalls will be positioned at the access and egress routes to ensure vehicle movements are undertaken safely to and from the site, with the arrival / departure times programmed prior to reduce any potential impact on the operation of the local highway network, particularly during peak times.

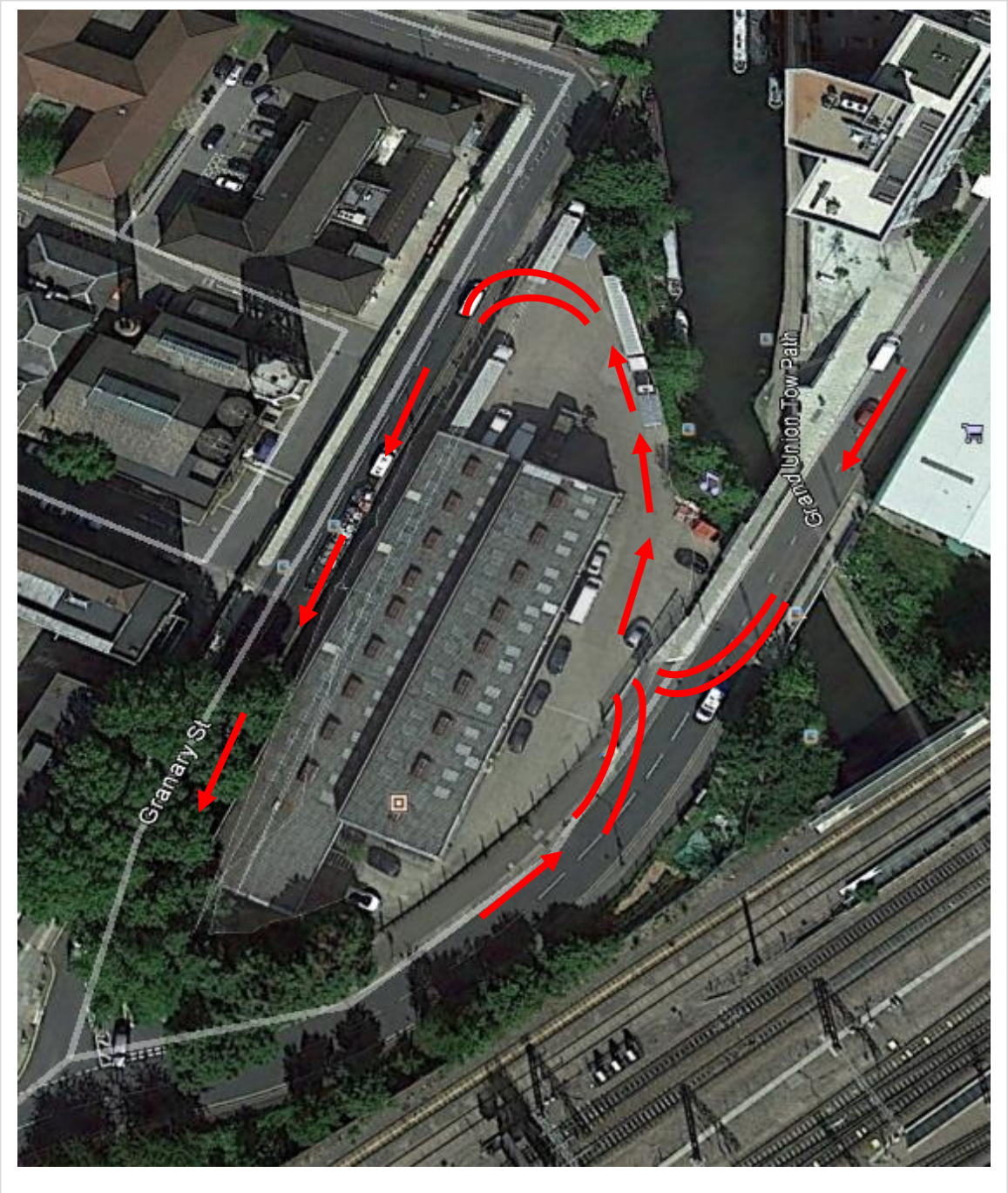
c. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

The site was previously used as a distribution warehouse for a number of years, and is served by two vehicular crossovers from both Camley and Granary Street which are suitable for use by heavy goods vehicles.

Granary Street is a two-way, single lane carriageway that measures approximately 7.4 metres in width. It is provided with single yellow lines on both sides of the carriageway for the majority of the length of the site.

Camley Street measures approximately 6.4 metres in width and is provided with a single lane in each direction subject to single yellow lines on both sides of the carriageway within the vicinity of the site. Towards the junction with Granary Street double yellow line controls are in place on both sides of the carriageway.

It is therefore concluded that there are no tight manoeuvres onto site. The existing gates allow access as per the plan below.



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.

During the main phase of the work, a wheel wash system will be utilised to clean vehicle wheels prior to the vehicle leaving site. Our primary objective with regards to this is ensure that dust and dirt do not leave the site, however should this occur roadsweepers are available on an immediate call off to deal with any emergency situations. The gatemen will be responsible for maintaining their area of haul road and daily checks will be formally recorded

The following measures will be implemented as a minimum:

- Vehicles will be checked to ensure that wheels are clean and washed before exiting the site.
- Vehicles will be checked to ensure they are appropriately loaded and sheeted if required.
- All construction vehicles will be jet washed before leaving the site if considered necessary. Provision will also be made for cleaning of the access route if required.
- Water spray will be used to control dust where necessary.

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.

During the demolition works, there will be ample space on site for parking and loading arrangements.

A site manager will be responsible for co-ordinating deliveries and preparing suitable programme detailing arrival times, type of vehicle and loading / unloading times required.

The location of skips and plant during will be within the site boundary.

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](#).

Granary Street is a two-way, single lane carriageway that measures approximately 7.4 metres in width. It is provided with single yellow lines on both sides of the carriageway for the majority of the length of the site. Double yellow line controls are provided in proximity to the junction with Camley Street whilst on-street pay and display parking opportunities are provided towards the southern end of the site on the eastern side of Granary Street.

Camley Street measures approximately 6.4 metres in width and is provided with a single lane in each direction subject to single yellow lines on both sides of the carriageway within the vicinity of the site. Towards the junction with Granary Street double yellow line controls are in place on both sides of the carriageway. No TTO's are required.

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 the works to take place.

No temporary access required to the project. All welfare and offices to be within the site boundary.

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

Access to the project will be through security gates by foot , vehicles access will be through an access gate which will be manned at all times. All signage will be as per the traffic management plan.

All appropriate safety signage will be position in and around site informing of the procedures on entering site. Warning signs will be positioned on the site boundary fenceline.

Please see below examples of signage. This is not an exhaustive example



Coveralls Hard Hat Glasses Hi Vis Vest Boot Gloves

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 envisaged.

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.

Traffic Marshalls will be used to ensure vehicle movements are undertaken safely to and from the site, with the arrival / departure times programmed to reduce any potential impact on the operation of the local highway network and to ensure pedestrian and cyclist safety is maintained, particularly during peak times.

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

No temporary structures will overhang the public highway. All hoarding, scaffolding, gantries, cranes etc will be kept within the boundaries of the project unless otherwise agreed in writing with the Council.

• SYMBOL IS FOR INTERNAL USE

Environment

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

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

Squibb Group philosophy is to apply proactive preventative measures in relation to noise, dust and vibration, these should be implemented, maintained, improved and enforced throughout the duration of any project.

As a company we will make every endeavour to be in full adherence and compliance with Camdens Minimum Requirement (CMR 220316).

General working hours for the development are 8am – 6pm Monday to Friday 8am – 1pm Saturday. No works will be undertaken on Sundays and public holidays. Noisy activities will be programmed to take place after 9am in order to minimise disruption to the residential building opposite.

Any noisy operations outside the consented working hours cannot be undertaken without prior written approval of the Local Authority.

The quietest and newest vehicles/plant machinery shall be used at all times. All vehicles and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers, shall be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions

During the demolition process the noise will be monitored.

MONITORING - NOISE LEVELS

- **Where the measured noise levels are more than 3 dB (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 of the exceedance or the complaint and to check that Best Practicable Means are being used to control the noise in accordance with the steps set out in the application for 'prior consent'. Noise levels shall be reduced further if it is reasonably practicable to do so.**
- The contractors shall also recognise the noise limit stated in BS5228: 2009 of 75dBA at 1 meter to the nearest noise sensitive façade.
- A trigger level of 78dB (3dB above the 75dB limit) at the site boundary will be used as an upper limit subject to agreement with Camden Council Environmental Team.
- Noise attenuation screening to be used if deemed appropriate and noise monitoring to be carried out at the start and at regular intervals during each task period. Any mobile screens shall have sufficient mass so as to be able to resist the passage of sound across the barrier and to be free of significant holes or gaps between or under any acoustic panels or board materials as far as reasonably practical.
- Noise monitoring shall be undertaken using a combination of semi-permanent (continuous) and attended monitoring methods. The locations of the semi-permanent (continuous) and attended monitoring and the frequency of the sampling have previously been agreed with London Borough of Camden in writing.

Vibration limits

- In the case of vibration, measured vibration levels shall be compared with the criteria in BS 5228: 2009 part 2 (i.e. 1mms^{-1} PPV for potential disturbance in residential and using a suggested trigger criteria of 2mms^{-1} for commercial). Lower limits must be agreed with the Council if there is a risk that vibration levels may interfere with vibration sensitive equipment or other vibration sensitive objects.

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 detailed environmental noise survey, vibration survey and external building fabric assessment was carried out by Sharps Redmore Acoustic Consultants. Please see their Report Rev A, dated the 24th January 2017. Copy of Report attached at Appendix 3.

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

The target noise level for the demolitions at the receptor points is 75 DbLAeq over the 2-hour noisy period. All efforts via best practical means to beat this level will be made.

All plant will meet the European stage 111B emission criteria – as all plant to be used on this site will not be older than 2007; manufacturers had to comply with European Legislation which prevented anything being constructed that did not comply with Stage 111B from this date. All serial numbers and manufacturer's information will be held on site to demonstrate compliance.

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 site will be surrounded by 2.4m hoarding along Camley Street to reduce the amount of noise that escapes from the site. All site gates will be controlled so that they are open long enough to allow vehicles to pass through but no loud noise can escape to the surrounding areas.

The quietest and newest vehicles/plant machinery shall be used at all times. All vehicles and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers, shall be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions

Machines such as piling rigs, dumpers and excavators that are not used very often must be shut down when they are not in use or throttled down to a minimum. If equipment that needs to run continuously and which produces a lot of noise, a suitable acoustic enclosure will be used.

Vehicles and machinery you use for the work must be fitted with effective exhaust silencers, be maintained in good and efficient working order, and be used in a way that reduces noise as much as possible.

On surface areas where environmental disturbance may arise, compressors must be 'sound-reduced' models that are fitted with properly lined and sealed acoustic covers kept closed whenever the machine is in use. Also, pneumatic percussive tools must be fitted with the most effective muffler or silencer available. All material and machinery that is delivered to the site, and any waste or other material that is to be removed, will take place within the permitted hours.

The contractors shall also recognise the noise limit stated in BS5228: 2009 of 75dBA at 1 meter to the nearest noise sensitive façade.

If the noise or vibration trigger levels are exceeded at any time, the works will be stopped and a strategy will be developed to either alter the process in question or introduce further acoustic barriers etc as appropriate. This shall be done in conjunction with best practice guidelines and with the consultation/ agreement of the Local Authority.

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

Noise and vibration monitoring will be carried out before and during the works. The mitigation measures recommended be used to reduce and limit noise and vibration disturbance, as set out in the CMP approved as part of the planning permission are as follows:

Noise

- Where possible, 'silenced' plant and equipment to be used;
- Where vehicles are standing for a significant period of times, engines will be switched off;
- Acoustic enclosures to be fitted where possible
- Plant will operate at low speeds, where possible, and incorporate automatic low speed idling
- All plant will be properly maintained

Vibration

- The contractor would control vibration levels using Best Practicable Means to reduce vibration at source; and
- Where necessary, consideration would be given to the implementation of specific mitigation measures to control vibration.

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

Armstrong York will be appointed as monitors. Please see attached Appendix 6.

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

Given the location of the project it will be necessary to adopt robust procedures for dealing with dust.

Dry spells during the summer months are the most likely times of year where dust can become a nuisance not least because of the lack of moisture to dampen down particles stopping them from becoming airborne. This will, therefore, require a monitoring and management regime to be employed by site staff. Where practicable it should be considered that any potentially dusty works are to be times to be carried out during the most suitable weather conditions. Site management will be best placed to plan these works with due consideration for the local surroundings but will also have a range of tools at their disposal for managing any dust generated. Minimising dust is the best way to avoid any issues arising and this can be done by simply ensuring adequate supply of water to be used to spray the site as the works are carried out.

Dust control and monitoring procedures will be implemented in accordance with The Mayor of London's and London Councils' best practice guidance document 'The control of dust and emissions from construction and demolition', Nov 2006 and the LB Camden "Environmental Code for Construction Practise". .

The generation of dust on site will be minimised insofar as possible, with dusty operations avoided or substituted where possible. Where dusty operations are required dust suppressions such as spraying the site as works are carried out, wet cutting of all concrete products, vacuum extract on chasing machines etc.

The main methods for controlling the spread of dust on site are as follows –

- Water spraying of crushing, materials handling, and crushing operations using hand held water hoses.
- Use of monarflex sheeting on the perimeter protection scaffolding which will limit the spread of dust outside the site boundaries.

General external conditions on site will be monitored in order to control dust, traffic routes will be dampened down during dry periods to avoid dust generation and excavation and waste collection areas will also be monitored by Site Management.

The following measures are suggested as a minimum:

- All vehicles transporting material prone to create dust will be required to use tarpaulins
- No demolition works shall commence without an adequate water supply to cover whole site. Water spray will be used to control dust through out the entire site
- Hoardings will be erected around the entire perimeter of the site to minimise the spread of dust and other debris;
- Inspection of local highways and site boundaries to check for dust and debris deposits (and removal if necessary)

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.

The generation of dust on site will be minimised insofar as possible, with dusty operations avoided or substituted where possible. Where dusty operations are required dust suppression / extraction measures will be used, such as, wet cutting of all concrete products, vacuum extract on chipping machines etc.

General external conditions on site will be monitored in order to control dust, traffic routes will be dampened down during dry periods to avoid dust generation and excavation and waste collection areas will also be monitored by Site Management.

During the the work, a wheel wash system will be utilised to clean vehicle wheels prior to the vehicle leaving site. Our primary objective with regards to this is ensure that dust and dirt do not leave the site, however should this occur road sweepers are available on an immediate call off to deal with any emergency situations. The gatemen will be responsible for maintaining their area of haul road and daily checks will be formally recorded

The following measures will be put in place as a minimum:

- All vehicles transporting material prone to create dust will be required to use tarpaulins
- No demolition works shall commence without an adequate water supply to cover whole site. Water spray will be used to control dust where necessary
- Hoardings will be erected around the entire perimeter of the site to minimise the spread of dust and other debris;
- Inspection of local highways and site boundaries to check for dust and debris deposits (and removal if necessary)

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

Armstrong York will be responsible for continuously monitor and recording of dust and noise. Monitors will produce real time data which can be formulated into reports, graphs and have systems established for alerts when trigger levels are reached.

Please refer to further details in question 31 above.

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.

As part of the planning process, a Risk Assessment was carried out. The document identifies a low risk during the demolition stage. Report attached at Appendix 4.

The below tables have been extracted from the report confirming the predicted dust emissions from the construction works and then the subsequent category of risk for each phase: low – medium risk.

Table 13 Summary dust risk table prior to mitigation

Activity	Dust risk prior to mitigation
Demolition	Low
Earthworks	Medium
Construction	Medium
Trackout	Low

Table 11 Dust emission magnitude for construction activities

Activity	Dust emission magnitude	Reasoning
Demolition	Small	Total building volume <20,00m ³ Majority of demolition activities <10m above ground
Earthworks	Medium	Earthworks area 2,700m ²
Construction	Medium	Estimated total building volume 25,000 - 100,000m ³ Potentially dusty construction material
Trackout	Medium	Estimated number of daily HDV trips between 10 and 50 Surface material with low potential for dust release

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](#).

Appendix 7 confirms that the highly recommended measures will all be actioned by the main contractor.

For further information on the contractor’s mitigation measures, please see questions 28 ; 32 ; 33 and 34 above.

Please also see approved Air Quality Assessment (Appendix 4)

- 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.

N/A, Please refer to the AQA (Appendix 4) confirming that no stage of construction meets the High Risk category.

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).

Every effort will be made to eradicate rat/mice on site before works commence.

A pest control specialist will be appointed Prior to works commencement to attend site to undertake the control of pests/Rats on site. Information of site inspections and findings carried out within the site will be registered and copies of receipts will be issued.

On going control will be undertaken throughout the demolition project. Pest control such as bait boxes and traps will be utilised if required. It is anticipated that these will be required around the welfare facilities as a minimum. As a company Squibb has standing orders with pest control companies and can mobilise at short notice, should further actions be required.

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

A Pre Demolition asbestos survey was undertaken on 6th March 2017. Five positive asbestos locations were identified for removal, four with a very low material assessment and one low. Please see attached Appendix 5 for the latest asbestos survey report.

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.

A smoking area will be identified within the CCP, the required performance of site operatives will be expressed within the site inductions, toolbox talks and daily site briefings.

Appropriate behaviour for all personnel on site will be clearly defined within the induction and subcontractor order information, and clearly conveyed to all operatives. Squibb operate a robust behavioural code, with a zero-tolerance approach to a failure to follow the requisite guidelines..

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.

Squibb Group will use all reasonably practicable means to protect the local community from the detrimental effects of noise. Squibb Group will work in accordance with BS5228 Code of Practice which contains information and Procedures for the control of noise on construction sites and will ensure effective control of emissions Through management, supervision and training. Effective preventative maintenance will be employed on all aspects of the demolition works including all Plant, vehicles, buildings and the equipment concerned with the control of emissions to air. The quietest and newest vehicles/plant machinery will be used at all times. All vehicles, mechanical plant used for the purpose of the works will be fitted with effective exhaust Silences, will be maintained in good and efficient working order and operated in such a manner as to minimize noise emissions.

The best practicable means (BPM), as defined in section 72 of the control of pollution Act 1974, will be employed at all times to reduce noise (including vibration) to a minimum, with reference to the general principals contained in the British Standard BS5228: 2009 'Noise and vibration Control on Construction sites'.

All noisy plant and machinery will be shut down during periods of non-use and will be fitted with noise bafflers where possible.

If there is a complaint, the works causing the elevated noise levels will cease and an investigation carried out to determine the causes and remedial measures will be applied.

Proper use and effective preventative maintenance on all plant and equipment will control emissions to the air.

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 (06/17 - 08/17):

Demolition is programmed to commence from the 19th June through to 8th August 2017.

- b) Is the development within the CAZ?
(Yes)

- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (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 has been registered on the NRMM register under the name 101 Camley Street. Once NRMM has been allocated to the project the details will be uploaded to the register.

- 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:

Confirm that an inventory of all NRMM will be kept on site.

Weekly plant inspection forms will be produce and signed off. These will be kept in the site folder. Any defects will be registered and sent to the plant manager who will arrange for repair.

- 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:

Photographic evidence of all individual plant inspection plates will be keep onsite and will be available to the local authority officers when requested.

Agreement

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

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

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

Signed: 

Date: 16/06/2017

Print Name: Craig McLachlan

Position: Project Manager

Please submit to: planningobligations@camden.gov.uk

End of form.