

Construction Management Plan (CMP)

pro forma v2.2

Central Somers Town Development

Plots 1 & 4

By Neilcott Construction Group Ltd

Rev 6 - 18th October 2017

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
2nd August 2017	0	Paul Wright – Neilcott Senior Contracts Manager
21st August 2017	1	Paul Wright – Neilcott Senior Contracts Manager
04 th September 2017	2	Paul Wright – Neilcott Senior Contracts Manager
05 th September 2017	3	Paul Wright – Neilcott Senior Contracts Manager
21st September 2017	4	Paul Wright – Neilcott Senior Contracts Manager
28st September 2017	5	Paul Wright – Neilcott Senior Contracts Manager
18th October 2017	6	Paul Wright – Neilcott Senior Contracts Manager

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 Community 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](#)."

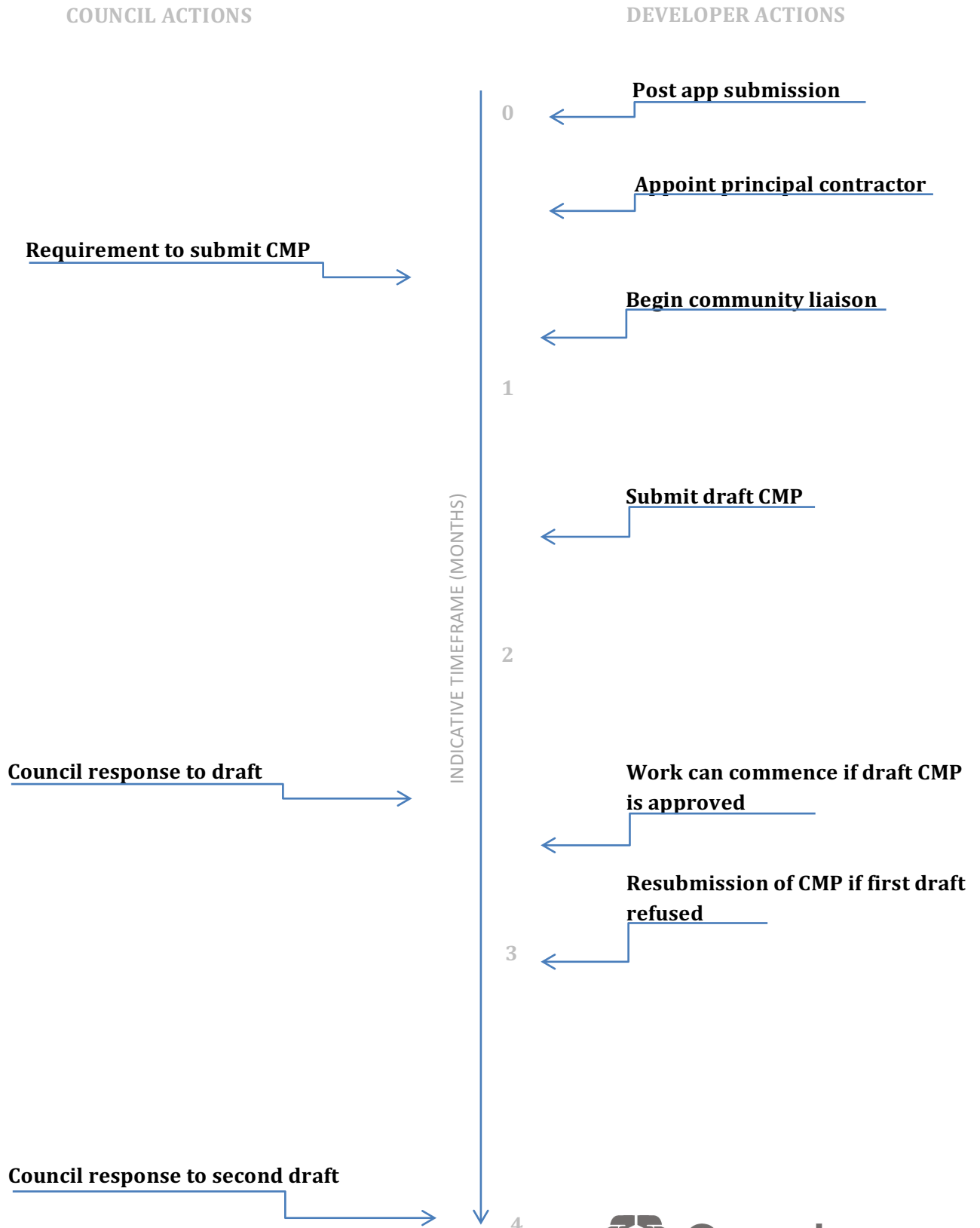
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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

Central Somers Town Development covering Lands at Polygon Open Space, Edith Neville School 174 Ossulston Street and Purchase Street London, NW1

Planning Reference: 2015/2740/P

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

Name: Paul Wright – Senior Contracts Manager – Neilcott Construction Group

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

Email: pwright@neilcott.co.uk

Phone: 01689 832199

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: Jack Parnell – Project Manager – Neilcott Construction Group

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

Email: jparnell@neilcott.co.uk

Phone: 01689 832199

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

Name: Denize Halton- Community Liaison Manager – Neilcott Construction Group

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

Email: dhalton@neilcott.co.uk

Phone: 01689 832199

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 Wright – Senior Contracts Manager – Neilcott Construction Group

Address:

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

Email: pwright@neilcott.co.uk

Phone: 01689 832199

Site

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

Central Somers Town Development – Plot 1 & 4 Site Location Plan



The Development consists of 2 Plots:

Plot 1 – Community Hub, Nursery with Residential dwellings above

and

Plot 4 – New Edith Neville School building with associated external landscape works

The surrounding area is predominately residential with some areas of public park and the existing Edith Neville School located between the 2 Plots.

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).

It is proposed that the construction is split into Phases:

- Phases 1a-h: Construction of the Plot 1 comprising the New Community Hub and Play Project, Nursery and 10No Residential units above as well as Plot 4 Construction of the New Edith Neville Primary School. The construction works themselves commence with erection of site hoardings, then site clearance works followed by augured piled foundations, then concrete and steel framework and then brick and precast cladding external wall cladding.
- Phase 2a-f: Continued construction of New Community Hub, Nursery and 10No Residential units above, along with demolition of the existing Edith Neville School and completion of the external landscaping works.
- The main issues are construction works in the very close vicinity of both residential dwellings nearby and the existing school located between the 2 Plots, especially minimising risk and maintaining safe access/egress to the existing school and the general public including the interface with cyclists. This has been addressed by locating the site entrances on the opposite side of the school access.
- The preliminary intention was to divert the cycle route in Purchase Street through the Park to release the large pavement area for the Plot4 Site Health and Welfare Cabins, as there is no room on site, as per the originally approved Masterplan CMP, however this was rejected by the Camden Highways who preferred to divert the cycle route into the Purchase Street roadway for the safe management of diverted pedestrians and cyclists in the vicinity of both sites.

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 existing Edith Neville School and the nearby residential dwellings are at risk of being affected by noise, vibration and dust from the construction works

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.

Please refer the Phasing Site Layout Plans ref CST Site Plans Rev2 in APPENDIX A

Also please refer to the site traffic delivery and collection plans in APPENDIX B

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

Please refer to the Proposed Construction Programme in APPENDIX C

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

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

The standard working hours will be as above.

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

Plot 4 will be connected to an existing District Heating Main located directly outside the Plot 4 site. A new District Heating Main (DHM) is to be extended from the existing heating main in Polygon Street towards the Mayford Estate via Charlton Street. This will be then extended to the plant room of Plot 1. The off-site works will be carried out by Camden, as the Employer, under a separate agreement.

Plot 4, the new Edith Neville Primary School, is to have a new UKPN sub-station installed in the NE corner of the build site as part of the contract works.

Both plots will also require new water and gas mains connections which will be carried out by the relevant statutory utilities under separate agreements.

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 granting 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 and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

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 should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

Please provide details of consultation of draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Prior to Neilcott Construction's appointment as Principle Contractor, Camden have carried out consultations with the local residents and the key stakeholders (Nursery, Play Group and School), details of those consultations have been requested from Camden and can be appended to the CMP on receipt.

Neilcott Construction have been introduced to the Nursery, Play Group and School key stakeholders at an informal meeting chaired by Camden Representatives on 13 July 2017 and also at the first CWG meeting held on 7th September 2017, and the second CWG meeting held on 5th October 2017.

14. Construction Working Group

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

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

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

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

Communication will be via:

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

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

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

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

Both the Project Manager and Contracts Manager, or their appointed representative, will be contactable 24/7.

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

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

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

Consultation and communication will also be sought throughout the project via a Construction Working Group (CWG) where we can report on our progress and upcoming key construction activities but at the same time seek feedback and comment from the group with a view to maintaining the openness of communication lines at all times. The CWG will meet on a monthly basis initially with this then changing to a quarterly basis following the completion of the demolition and substructure works.

The inaugural CWG meeting took place on 7th September 2017 hosted by Edith Neville Primary School. Subsequent meetings are planned for the first Thursday in following months with LBC's Liaison Manager issuing record notes, including attendees and agenda.

The CWG may include but not limited to:

- The Local Residents Association.
- The immediate residents who are neighbours to the site.
- Estate Managers.
- The local Ward Member (for which the site falls within).
- Camden Project Manager
- Neilcott Project Team
- Stakeholders (LBC, Plot 10 Playgroup, Edith Neville Primary School)

15. Schemes

Please provide details of your 'Considerate Constructors Scheme' registration, and details of any other similar relevant schemes as appropriate. Contractors will also be required to follow the "[Guide for Contractors Working in Camden](#)" also referred to as "[Camden's Considerate Constructors Manual](#)".

The project is now registered with Considerate Contractors scheme and the CCS Site Registration Number is 62431

Particular initiatives will be:

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

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

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

16. Neighbouring sites

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

The proposed logistic access and egress proposals for the works have taken into account the major development works in the neighbouring vicinity such as at HS2 / Maria Fidelis School and Neilcott Construction will make contact with the Principle Contractor prior to starting works on site to coordinate any overall logistics issues that may subsequently become relevant. This will be an ongoing process and, it is envisaged that, regular meeting will need to be held to ensure that contractors working on large projects local to this development are kept aware of anticipated traffic flow. (APPENDIX D)

Currently Camden are looking to organise a working group made up of these contractors which Neilcott would be an active participant.

Neilcott have been informed of works to the District Heating Network (DHN) from Polygon Road to the Mayford Estate which will have an impact on vehicle access to Plot 1 for a period of 8No weeks Jan 2018 – April 2018). Also, there are plans for major Site Investigation works comprising of potentially 8No full width trial holes to Eversholt Street. These SI works have the possibility of impacted vehicles leaving Plot 1 and heading to the TRLN route of Euston Road. The traffic management plan will be updated when the location, extent and duration of these works is confirmed and distributed to Neilcott by Camden (APPENDIX M).

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 Contractual Considerations

17. Name of Principal contractor:

Neilcott Construction Group Ltd.

18. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our [CLOCS Overview document](#) and [Q18 example response](#)).

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

Contracts

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

Desktop checks

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

Site checks

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

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

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

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

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

We, the Neilcott Construction Team, confirm we have read the CLOCS Standard and understood what is required.

We have also expressed an interest online and have joined the CLOCS Community.

We also confirm that the requirement to abide by the CLOCS Standard will be included in all sub-contractor and supplier orders.

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

Site Traffic

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

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

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

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

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of how vehicles will be routed to the [Transport for London Road Network](#) (TLRN) on approach and departure from the site.

APPENDIX D demonstrates the proposed site traffic routes and indicates the routes that will be utilised to gain access to the TLRN (A501 – Euston Road). These routes have been chosen following discussions with Camden to avoid other, large construction projects. In consultation with LBC an agreed holding area to the North of both developments has been agreed, as shown in APPENDIX E & APPENDIX N. Granary Street/ St. Pancras Way are approximately half a mile away from both developments and it is envisaged that the travel time would be less than 5 minutes.

b. Please confirm how contractors, delivery companies and visitors will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

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

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

Visitors will also be discouraged from driving to site due to the proximity of the site to St Pancras and the station's comprehensive rail links.

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

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

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

a. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures.

Neilcott envisage a peak number of deliveries per day of 15No – 18No during the busiest phases of construction.

Deliveries will be set between 0930hrs and 1500hrs during school term time to minimise the congestion and risk with school access and egress even though both Plot 1 & Plot 4 site access have been located away from and the existing school access routes. Outside of school term time these delivery hours will be extended to 0930hrs and 1630hrs. Vehicles are permitted to arrive at 0800hrs, but must be safely parked up on site (if they can be accommodated) with the engine turned off. No vehicles will be permitted to wait/queue on any residential roads in Central Somers Town at any time. All vehicles should proceed to the waiting point and wait to be contacted by the site, unless they are notified on approach that they can be accommodated on site.

12 tonne flatbed lorries will be used to carry out the bulk of all deliveries and unloading time on site is estimated at approximately 20m minutes with the engines switched off. For removal of arising and excess inert materials from excavations (muck away) it is planned to use 4No axel tipper.

The use of articulated vehicles will be carefully planned to avoid disruption and where possible avoided altogether. Certain aspects of the work would need to be delivered by articulated vehicles (such as the CFA piling Rig, Groundworkers Plant) but, where possible, the use of rigid vehicle will be promoted. This will be reinforced at both pre-let and per-start meetings with sub-contractors and our internal buying department.

There will be a 4-5 month period currently estimated to be between December 2017 and April 2018 for concrete deliveries. Concrete deliveries will be via ready mix lorries and will be required to access the site for constructing piles, foundations and slabs.

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

All other deliveries will be made in vans and other smaller delivery vehicles.

Generally deliveries will be pre-planned and scheduled on a 'just in time' basis with no unloading or parking envisaged outside the site boundaries. All delivery vehicles be will be marshalled in and out of the site by competent banksmen and traffic marshals and the gates will be kept closed when vehicles not using them.

All suppliers and subcontractors who are supplying materials to the site will be issued with a transport plan which will include a prescribed route into the relevant plot site to deliver materials from the Transport for London Road Network.

Also refer to details provide in response to Q 18 relating to CLOCS.

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

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

The project's logistic access and egress proposals for the works have taken into account the major development works in the neighboring vicinity such as at HS2 / Maria Fidelis School (former Police garages at Drummond Crescent – PC is Kier). The site team will make contact with them prior to starting works on site to coordinate any overall logistics issues that may subsequently become relevant.

c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

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

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

All Suppliers/Drivers will have direct contact with the onsite Logistics Coordinator who will manage this system of work. The co-ordinators contact details will be given as part of all orders placed.

All suppliers and subcontractors who are supplying materials to the site will be issued with a transport plan which will include a prescribed route into the relevant plot site to deliver materials from the Transport for London Road Network.

In consultation with LBC an agreed holding area to the North of both developments has been agreed, as shown in **APPENDIX E**. Granary Street is approximately half a mile away from both developments and it is envisaged that the travel time would be less than 5 minutes. The close proximity of this 'holding area' would be very beneficial to create a buffer in the event of any unplanned delivery or clash with deliveries. Sub-contractors will be issued with the location of this 'holding area' at the time of pre-award and rules, such as the turning off of engines whilst waiting and basic curtesy, will be issued to them.

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.

Further to discussions with LB Camden a 'holding area' has been agreed. Camden has asked that the road to the rear St Pancras Hospital, Granary Street, be used. The location and proposed user of this holding area is details within section 21 C (above). The agreed routes from the 'holding area' to either site will be issued to potential sub-contractors at the time of a pre-tender meeting. The document will also be included as a numbered document within any and all sub-contract orders. Please refer to **APPENDIX E** mentioned in 21 C, above.

e. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of [construction material consolidation centres](#)).

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

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

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

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

Please see traffic route plans in above answer to question 20A and the response regarding TLRN given in question 16 - Traffic Routing and wording answer in response to question 21C – Control of Site Traffic ([APPENDIX D](#) and [APPENDIX E](#))

NOTE:

As per Appendix A, There may at some stage during the works be a need to utilise the park area between Charrington Street and Ossulston Street for vehicular access for which and addendum to the CMP shall be drafted and issued to LBC (in good time to allow relevant discussions).

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

Further to the management arrangements detailed in the responses to questions 16, 20 & 21 a nominated Logistics Coordinator and Banksman will be expecting the planned deliveries and will manage access, unloading and egress to and from and within the sites to avoid as much disruption as possible to the local community.

Plot 1, the Community Centre, Nursery and Residential Units, will be accessed from a single point of entry. This entry point will be managed by a designated Traffic Marshall who will be supplemented by additional competent Vehicle Banksmen as needed.

Plot 4, the new Edith Neville Primary School, will be accessed by a one way 'Pit Lane' arrangement running along Purchase Street. These will be manned by a designated Traffic Marshal and one other full time banksman. This will ensure that the entry and exit vehicle gates (as per the site plans) can be manned at all 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).

Use of public highways under existing highway regulations, no swept path drawings deemed required.

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.

In order to keep roads and footpaths free from deposits of soil, mud and the like the Contractor will ensure that the wheels of any vehicles leaving this site are thoroughly cleaned prior to going on the public roads. This will be monitored using a dynamic strategy by the Traffic Marshal at the site access/egress gates, physical checking each vehicle before it leaves site to actively prevent mud, which can then transform to dust being prevented from leaving the site.

If, despite the foregoing, any mud or construction debris does get onto the street within the vicinity of the site then these areas will be immediately dealt with by the Contractors Traffic Marshall/banksman team via the use of water hoses and being manually swept. In addition, a mechanical road spray/sweeper may be used to clear any residual debris as and when required.

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

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

Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 24 if any parking bay suspensions will be required.

Please refer to Site Plan layouts for the various Phases as response to question 9 and local traffic maps access plans as per our responses to question 20.

The access and egress to each Plot site will be managed by a competent traffic marshal/banksman who will remain in attendance at all times until the materials have been safely unloaded in the designated area before the vehicle is then marshalled off site.

All bulk materials and plant deliveries will be unloaded in the designated storage compound on site. No loading/unloading is to take place off site.

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

Excavated arisings will be stored on each site and removed by muck away lorries at regular intervals to avoid large stock piles of arisings accumulating.

One of the first activities on site is the construction of the Temporary Community Centre. This is a modular construction, comprising of 5No elements which will need to be craned into their temporary location, between the existing Edith Neville Primary school and the Plot 10 play area.

Due to these conditions and guidance from TFL the works are planned to be carried out on a Sunday. Currently this activity is planned to be 22nd October 2017 with a 'back-up' date of 29th October. Both parking bay suspensions and a Temporary Traffic Restriction Application (TTRA) have been applied for and a plan of the area affected by the works can be found in **APPENDIX F**. This plan shows a footpath being closed for the duration of the lift. This footpath is to be closed by Camden permanently during the main construction works as this forms part of the footprint of the building under a permanent stopping up Order.

The later stages of the development include the demolition and subsequent landscaping works to that area and the construction of the new Plot 10 external play space. During this time, the pedestrian walkway connecting Charrington Street and Polygon Road would need to be closed to allow works to progress whilst ensuring the sufficient segregation of plant, vehicles and pedestrians. Access to the nursery to the North of the planned works will remain uninterrupted throughout. However, pedestrians would need to use either Chalton Street or Purchase Street, the diverted routes will be displayed, during this phase of works. A Plan of this phase can be found in **APPENDIX G**.

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.

If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

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](#).

A TTRA and associated parking bay suspensions have been applied for to allow the installation of the temporary Community Play Facility, as seen in **APPENDIX H**. These will be required again for the final removal of the facility.

There will be no allowance for parking within the development site for any site operatives, visitors or site management.

- Mornington Crescent, St Pancras, King's Cross and Euston Stations are all within a very short walking distance from the development
- There are numerous buses that serve the site from the Euston Road

All subcontractors and suppliers will be briefed on the parking restrictions during pre-start meetings and the parking restrictions will be incorporated into their orders.

The Employer (London Borough of Camden) have obtained the relevant TTO's to suspend the parking spaces adjacent the proposed site entrance at the Plot 1 site Entrance in Charlton Street and the TTO's for the stopping up of the cycle path and pavements in Purchase Street for Plot4.

We are currently in the process of applying for the temporary crossover licenses for Plot1 and Plot 4 with the relevant LBC Department.

The relevant applications for the hoarding licenses have also been submitted to the relevant LBC licencing departments, but they await approval of this CMP, before they can process them.

25. Scaled drawings of highway works

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

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

Please refer to site layout plans shown in our response to question 9 and also attached at **APPENDIX A and APPENDIX B**. Other locations for the siting of the required welfare facilities for Plot 4 were evaluated.

A total of 3No possible locations were reviewed.

Option 1 was a sited on the other side of Purchase Street. Though keeping the footpath and cycle path open this increased the number of pedestrians using uncontrolled crossing points.

Option 2 required that the welfare units to be located on the cycle path to the South Of the development but this would have required the removal of large tree and heavy pruning off other in the immediate vicinity.

Option3, the final location and as shown in this document, was considered to cause the least disruption for residents and users of the highway infrastructure. The site welfare accommodation for Plot 1 will be enclosed within the site hoard with warning signage detailing the closure of both the footpath and cycle being prominently displayed. This location means that there is no requirement for any Highways space and as such the road width is maintained.

However for Plot 4 there is insufficient space on site for the site accommodation and the necessary Health, & Welfare facilities for the operatives due to providing as much remaining playground space to enable the existing school to function, which means it has been agreed in principle to stop up the pavement and exiting cycle path in Purchase Street, as per the site layout plans and phasing to enable the existing West side of Purchase Street to be utilised for both site accommodation and unloading area, to keep the delivery vehicles off the public accessible areas.

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

The details of the hoardings, and associated signage and lighting etc will be provided in due course with the relevant hoarding applications in adequate time prior to the relevant phase of the works. See **APPENDIX I** for a scaled drawing of the Plot 4 hoarding which abuts Purchase Street.

In addition, Site Safety signage will be placed at each site entrance to clearly identify the entrance and the both the cycle path and footpath are closed. These, and the hoardings, will also be adequately lit with bulkhead light fixed to the hoards at approximately 20m spacings.

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 additional Highway diversions are anticipated other than the stopping up of the West side of Purchase Street and the cycle path diversion from the pavement area on to the road itself are envisaged, as detailed elsewhere within our responses in this CMP

27. VRU and pedestrian diversions, scaffolding and hoarding

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

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

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

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

Appropriate signage and barriers will be used to direct cyclists and pedestrians to alternative routes away from any construction process on the development as indicated in [APPENDIX I & APPENDIX O](#). For Plot 4 (Edith Neville Primary School) signage is shown on [APPENDIX I, APPENDIX O](#) where the footpath, crossing and cycle path are closed to allow safe vehicle entry to the site. Advanced Warning and Diversion signage will be implemented as indicated in [APPENDIX O](#) to further ensure cyclist safety. The safety of all resident pedestrians or cyclists are paramount and site conditions will be monitored throughout the works and adapted to suit.

An approach to the closure of the cycle track on Purchase St has been agreed with LB Camden's Transport and Street Works teams whereby Southbound cyclists will have no signed diversion, allowing a choice of routes, and Northbound cyclists will be instructed to 'TURN RIGHT' at the junction of Ossulston St and Brill Place and instructed to 'CONTINUE' along Brill Place towards Midland Rd where the previously redundant Northbound lane is to be returned to use with access permitted to cycles only. The situation will be reviewed on an ongoing basis, with further consideration given to temporary measures if deemed feasible.

All delivery vehicles will follow the agreed traffic routes as detailed elsewhere in our responses in this CMP. All vehicles will abide to the legal speed limit with the site speed limit set significantly lower at 10MPH.

The site managers, or their appointed representative, will ensure the area around the sites are regularly patrolled (minimum twice daily) to ensure that the roads and footpaths are clear of any site debris.

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

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

In addition to the use of the West side of Purchase Street for the Plot 4 Site accommodation and vehicle unloading, Plot 1 is likely to require a Tower Crane on site during weeks 12-65, [the location plan of which can be found in APPENDIX J](#). Further details will be provided in due course, if required.

As noted elsewhere detailed hoarding applications have been submitted to the relevant LBC Licencing department.

Environment

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

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

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

Neilcott will ensure full adherence, compliance and implementation of 227459 CMR and the different expectations stated in Addendum CMR 227459.

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

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

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

The CMP and 227459 CMR will form part of all Neilcott's sub-contractor tender enquiries with sub-contractor's being informed they will be required to fully comply with these requirements. The CMP and 227459 CMR will also form part of all sub-contract order terms and conditions.

Neilcott will monitor all subcontractors for compliance with the CMP and 227459 CMR on site with the site manager carrying out daily inspections and audits of the working areas. The frequency of the daily inspections will be dependent upon the nature of the work being undertaken, with these be more regular when noisy works are being carried out.

Neilcott's independent Health and Safety advisors London Building Safety Group (LBSG) will also undertake site inspections to ensure compliance with the CMP and 227459 CMR.

A register will be kept of all sub-contractor CMP and/or 227495 CMR infringements.

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

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

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

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

All noisy works will be within the approved site working hours of

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays

The early stages of the site work will consist of low level minor demolitions, breaking out of ground slab areas, bored piling and foundation ground works during weeks 5-23

This will be followed by normal frame and envelope construction works with the associated normal construction site noise levels from weeks 23- 71.

Please refer to the summary site programme in **APPENDIX C** for more detail of the timing and duration of the relevant site works as per our response to question 10.

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.

Noise surveys were carried out in April/May 2015 and included in a Noise Impact Assessment dated December 2015 on behalf of the London Borough of Camden, as seen in **APPENDIX K**.

Furthermore and in accordance with BS5228: 1984: 'Noise Control On Construction and Open Sites' – Parts 1(2009), 2 (1997) and 4 (1992), BS5228 Noise and Vibration Reports have been carried out and are included for Plot 1 in **APPENDIX P** and for Plot 4 in **APPENDIX Q**.

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

Please refer to **APPENDIX P & Q**.

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.

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

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

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

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

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

Air Quality Management

Referring to visible dust, it is imperative to prevent statutory nuisance arising from the demolition, construction works or dusty activities. Therefore, a philosophy of the prevention of dust formation in the first place shall be adopted. Dealing with dust should be in the following fashion:

- 1. Prevention**
- 2. Suppression**
- 3. Containment**

The Contractor will manage dust, air pollution, odour and exhaust emission during the construction works in accordance with Best Practicable Means (BPM). This will include the measures outlined below.

Construction Plant, vehicles and equipment

Measures will be implemented to limit emissions from construction plant, vehicles and equipment, which will include the following, as appropriate:

- Construction plant, vehicles and equipment, will be located away from sensitive receptors, exhausts directed in an appropriate height/direction where practicable and enclosures, shielding and filters used where appropriate.
- Construction plant, vehicles and equipment will be operated in accordance with manufacturers' guidance and will be regularly maintained and checked, with records kept on site.
- Damping down of dust-generating vehicles and equipment, as well as roads and access will be kept clean by methods such as brushing and provision of dust suppression.
- Provision of easily-cleaned hardstanding for vehicles.
- Watering of unpaved surfaces and roads.
- Control of cutting or grinding activities on site will be conducted using equipment and techniques which reduce emissions and incorporate appropriate dust suppression measures.
- Use of electrical / battery powered equipment and low emission vehicles where practicable.
- Non-road mobile machinery will use ultra-low sulphur diesel, where reasonably practicable.
- Use of sheeting during demolition works.
- Vehicles and plant will be switched off and secured when not in use.

The Contractor notes that from 1 September 2015 non-mobile road machinery (NRMM) of net power between 37kW and 560kW used in London are required to meet engine emissions standards from EU Directive 97/68/EC.

Transportation, storage and handling of materials

Dust and air quality management measures will be implemented to limit pollution arising from the transportation and storage of materials, including the following, as appropriate:

- Sheeting dusty materials and deliveries such as excavated material entering, leaving and moving around the worksite.
- Stockpiles will be located away from sensitive receptors and surface drains. Location will take into account the predominant wind direction relative to sensitive receptors where reasonable practicable and will be enclosed / sheeted and sprayed with water as appropriate.
- Dry, dusty materials will be stored inside or enclosed to ensure minimal escape of particulates.
- For certain dust generating activities such as mixing grout or cement based materials appropriate techniques to prevent dust emission will be used.
- The number of handling operations for materials will be kept to the minimum where reasonably practicable.
- Materials handling areas will be maintained to constrain dust emissions through the use of measures such as watering facilities to reduce or prevent escape of dust from the site boundaries.

Excavations

Dust pollution from excavations will be limited through the use of the following measures, as appropriate:

- Drop heights from excavators to vehicles involved in the transport of excavated material will be kept to the reasonably practicable minimum.
- Materials will be compacted after deposition, with the exception of topsoil and subsoil on areas that is to be used for landscaping.

Monitoring

The Contractor will develop and implement inspection and monitoring procedures to assess the effectiveness of measures to prevent dust and air pollutant emissions from the construction of the scheme. Site inspections within the site and adjacent to the site will be carried out to visually assess dust and air pollution that may be generated from the site and appropriate action will be taken where appropriate.

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.

In order to keep roads and footpaths free from deposits of soil, mud and the like the Contractor will ensure that the wheels of any vehicles leaving this site are thoroughly cleaned prior to going on the public roads. This will be monitored using a dynamic strategy by the Traffic Marshal/banksman at the site access/egress gates. They will physically check each vehicle before it leaves site to actively prevent mud, which can then transform to dust being prevented from leaving the site.

If, despite the foregoing, any mud or construction debris does get onto the street within the vicinity of the site then these areas will be immediately dealt with by the Contractors Traffic Marshall/banksman team via the use of water hoses and manually swept. In addition, a mechanical road spray/sweeper may be used to clear any residual debris.

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

Noise -Noise monitoring shall be undertaken using a combination of semi-permanent (continuous) and attended monitoring methods as detailed in **APPENDICES P & Q**.

Vibration - No vibration monitoring is proposed as we consider the type of works on site and the adjacency of the adjacent properties do not warrant it as detailed in the BS5228 Reports in **APPENDICES P & Q**. However should additional ground breaking out works be found to be necessary, then appropriate vibration monitoring will take place during those works to ensure a maximum vibration peak of 1mm/sec is not exceeded at the site boundary.

Dust -The Contractor will develop and implement inspection and monitoring procedures to assess the effectiveness of measures to prevent dust and air pollutant emissions from the construction of the scheme. Site inspections within the site and adjacent to the site will be carried out to visually assess dust and air pollution that may be generated from the site and appropriate action will be taken where appropriate.

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.

We can confirm that an Air Quality Risk Assessment has been carried out by RAMBOLL ENVIRON. The assessment outlines and identifies the risk levels associated with the planned works and identifies appropriate measures to be applied within the GLA mitigation measures checklist as seen in Section 6.3 of the Air Quality Assessment report in **APPENDIX L**.

Neilcott are also endeavouring to ensure that any major (or lead) contractors work towards ensuring that they would utilise the latest standard diesel HGV's (Euro Class VI standard) for all works on this development. If the proposed target of 90% of vehicles is met (as for all vehicles servicing HS2), or bettered, it would be a benefit to the scheme as a whole.

37. Please confirm that all of the GLA's 'highly recommended' measures from the [SPG](#) document relative to the level of risk identified in question 36 have been addressed by completing the [GLA mitigation measures checklist](#).

Neilcott confirm that GLA 'highly recommended' measures from the SPG document have been addressed as part of the Air Quality Assessment in accordance with the associated level of risk identified within the assessment. GLA mitigation measures have thus been addressed as included in Section 6.3 of the Air Quality Assessment Report in **APPENDIX L (See above)**.

- 38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the [SPG](#). Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

As outlined in the Air Quality Risk Assessment (**APPENDIX L** – See above), the implementation of suitable mitigation measures results in residual risk levels at the site reducing to 'slight/averse'. Neilcott will therefore implement suitable mitigation measures in line with those outlined in the SPG and Air Quality Assessment.

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

In accordance with the 227495 CMR and 28 days prior to the demolition of the existing structures Neilcott will survey the structures to establish the existence of any rodents. The TRA will also be consulted on the presence of rodents.

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

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

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

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

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

Asbestos Surveys as follows were carried out by LBC pre contract:

L03522 Re Existing Community Play Facility (Plot10/1) dated 18/4/17

L03723 Re Edith Neville School (Plot4) dated 27/9/16

L03587 Re Edith Neville School Main Block dated 30/6/16

These are detailed surveys and reports and in summary they have identified some ACM's which will be removed once we take possession of the relevant buildings by an Approved Asbestos Removal Contractor prior to the buildings being demolished.

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

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

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

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

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

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions.

From 1st September 2015

(i) Major Development Sites – NRMM used on the site of any major development will be required to meet Stage IIIA of EU Directive 97/68/EC

(ii) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IIIB of EU Directive 97/68/EC

From 1st September 2020

(iii) Any development site - NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC

(iv) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IV of EU Directive 97/68/EC

Please provide evidence demonstrating the above requirements will be met by answering the following questions:

a) Construction time period (mm/yy - mm/yy):

10/17-06/19

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

NO

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

YES

d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:

CST Plot 1 & 4

e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection:

The Site Manager will be responsible for monitoring and record keeping of any records of machinery on site

f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required:

The Site Manager will have the appropriate documents and photographs filed on site.

● SYMBOL IS FOR INTERNAL USE

Agreement

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

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

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

Signed:



Date:

5/9/17

18/10/17 rev 6

Print Name PAUL WRIGHT

Position: Senior Contracts Manager

Please submit to: planningobligations@camden.gov.uk

End of form.

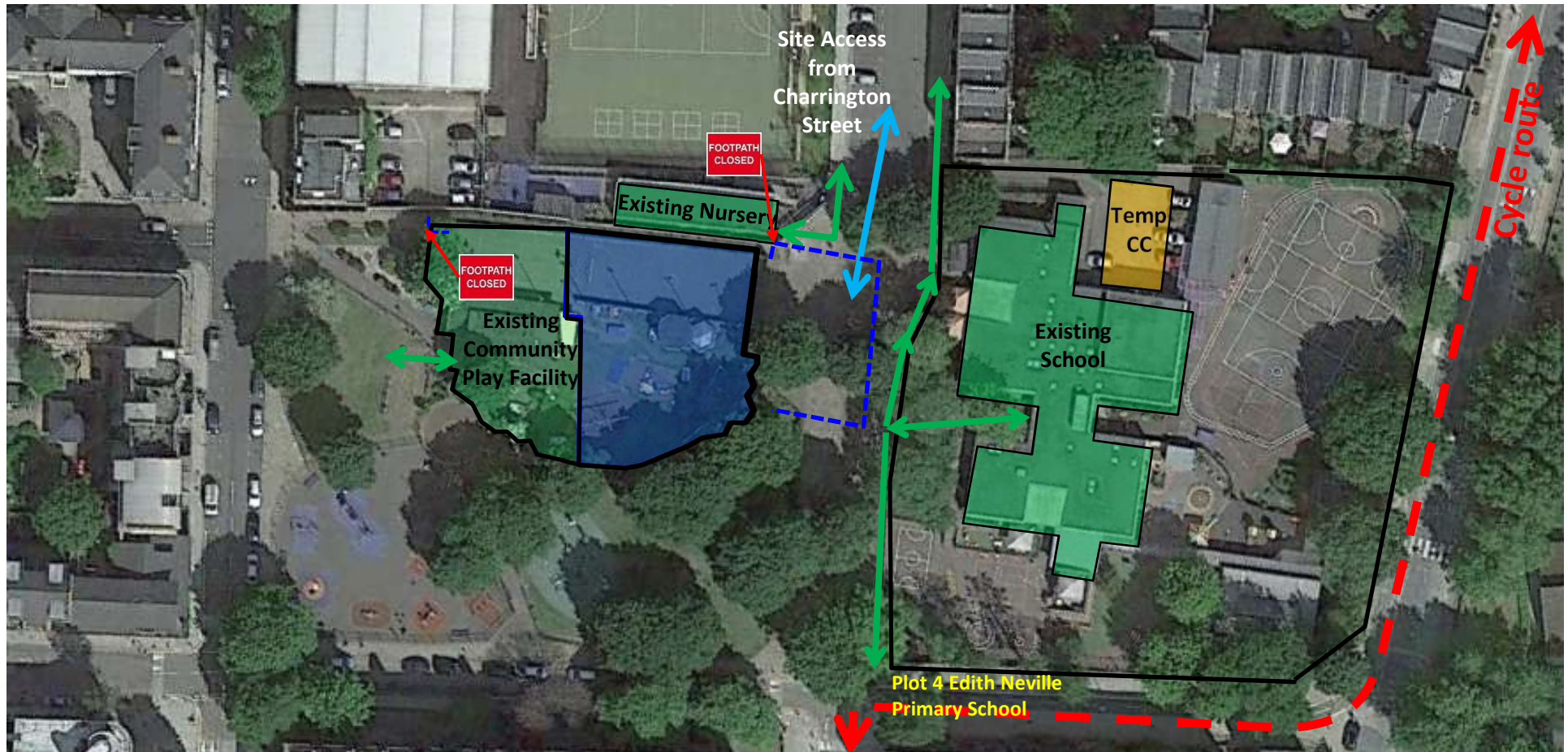
APPENDIX A – CST Site Plans

Rev 5

CST Site Plans Rev.4

Plot 1 Charlton St Community Hub

Phase 1a - Installation of Temporary CPF – Weeks 1-3



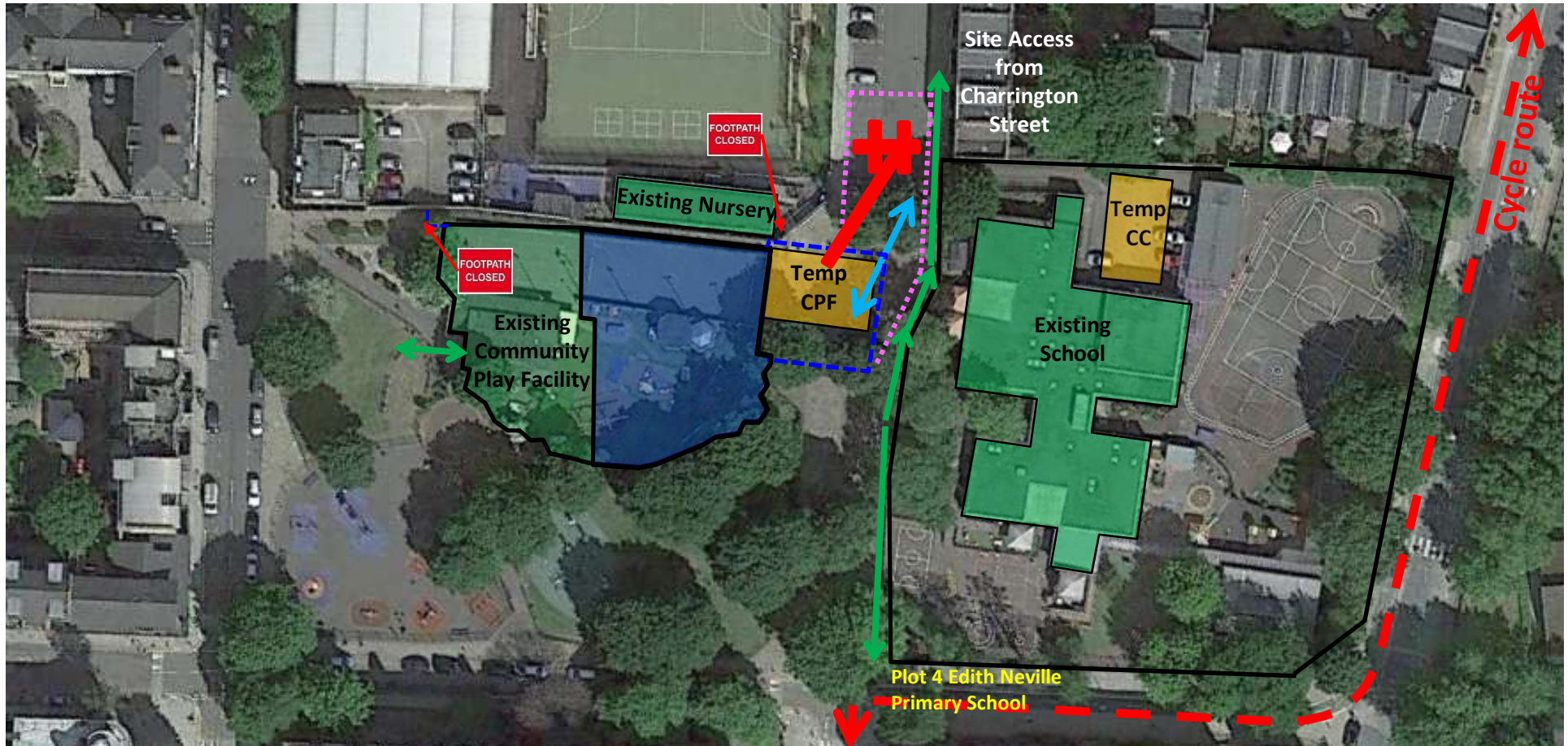
Legend

	Existing facilities
	Site area
	New building
	Temporary building
	Site cabins


	Existing access points
	Site access points
	Existing fencing
	Solid plywood hoarding
	Solid Heras fencing
	Heras fencing







	Cycle route
	Building to be demolished
	Lifting Operation Temp Heras Fencing




Phase 1b - Installation of Temporary CPF – 1 day lifting operation to install Temp CPF units



Legend

	Existing facilities
	Site area
	New building
	Temporary building
	Site cabins

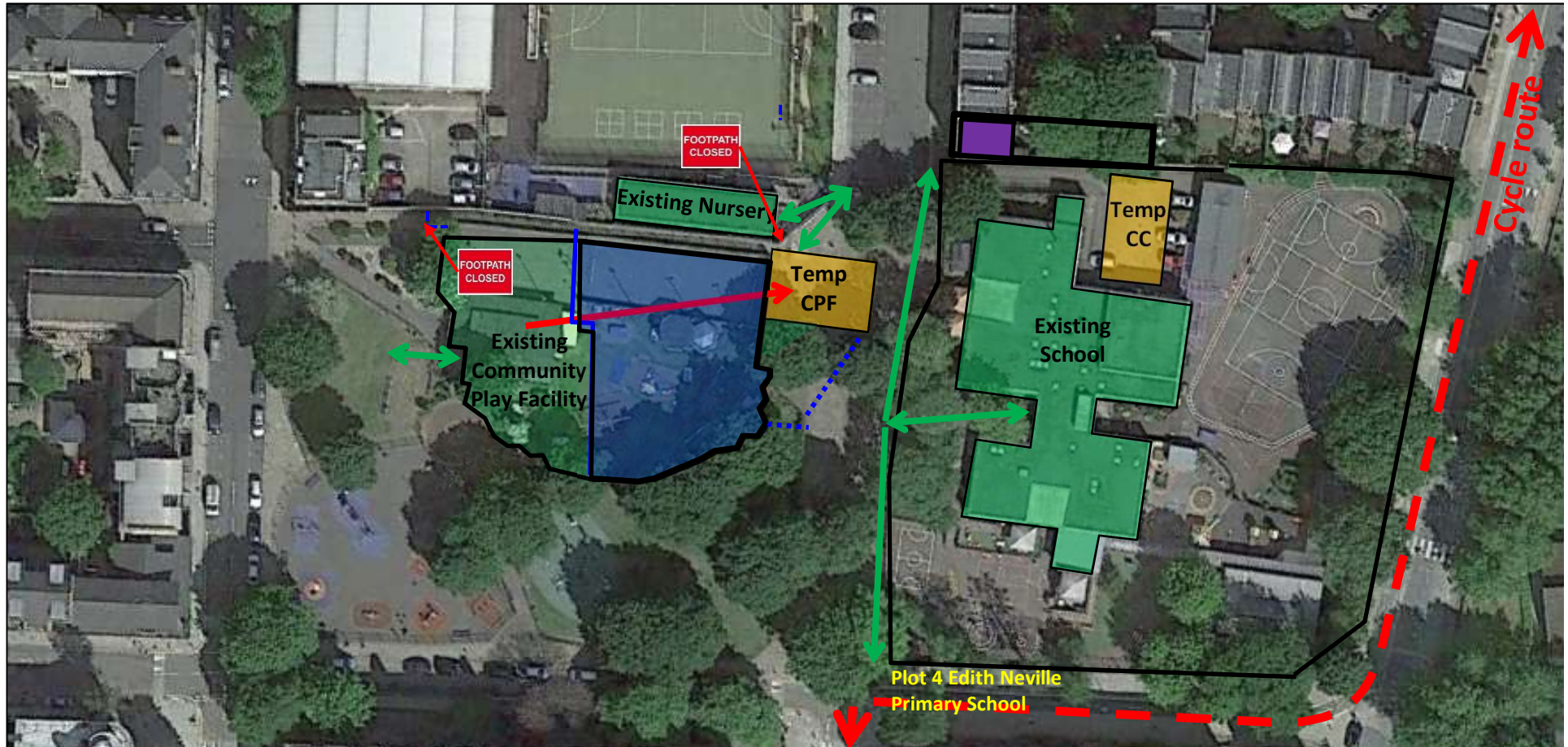
	Existing access points
	Site access points
	Existing fencing
	Solid plywood hoarding
	Solid Heras fencing
	Heras fencing

	Cycle route
	Building to be demolished
	Lifting Operation Temp Heras Fencing



CST Site Plans Rev.4







Plot 1 Charlton St Community Hub



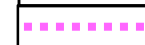
Phase 1c – Temporary CPF Installed – CPF Decant Into Temporary Facilities – Week 4



Legend

	Existing facilities
	Site area
	New building
	Temporary building
	Site cabins

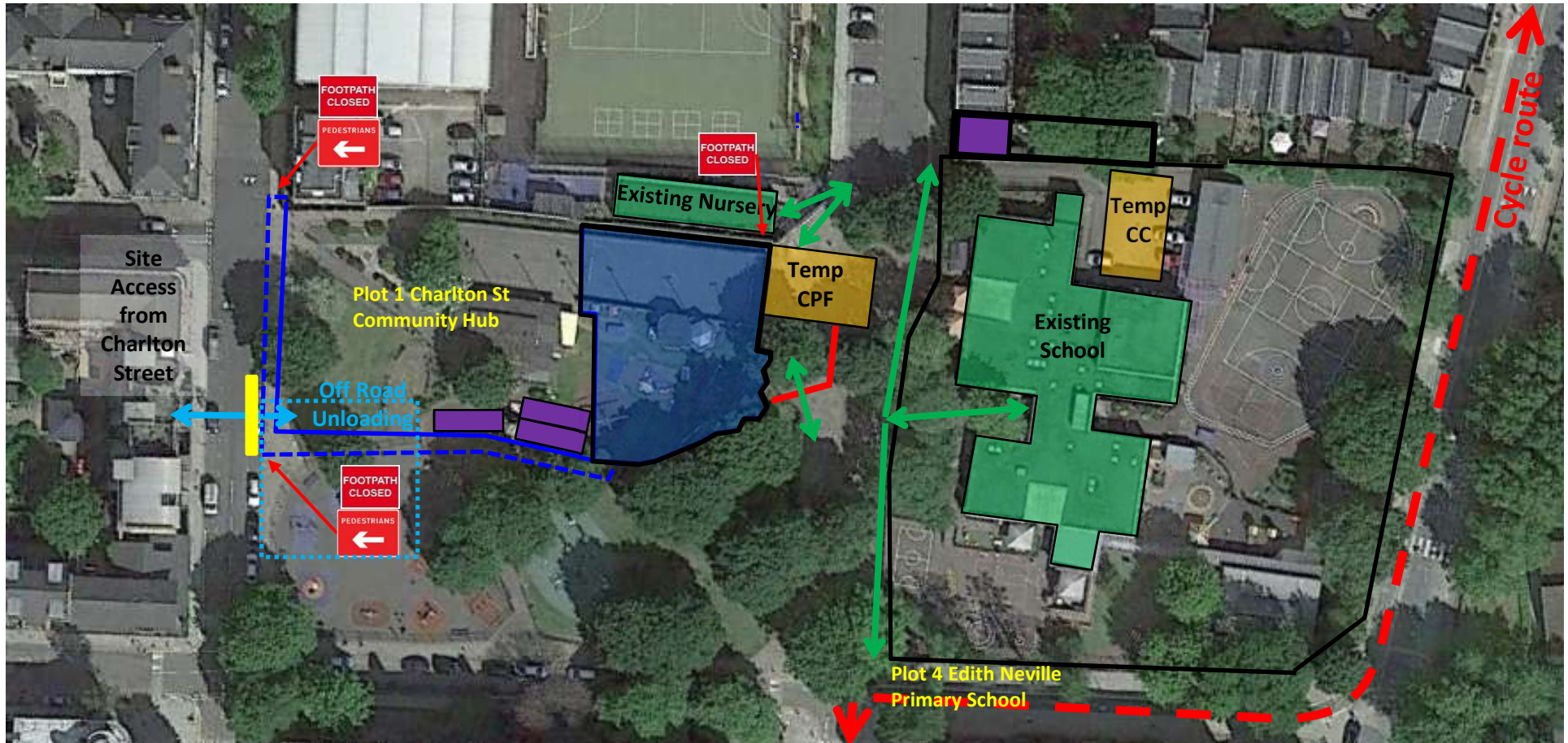
	Existing access points
	Site access points
	Existing fencing
	Solid plywood hoarding
	Solid Heras fencing
	Heras fencing

	Cycle route
	Building to be demolished
	Lifting Operation Temp Heras Fencing

CST Site Plans Rev.4

Plot 1 Charlton St Community Hub

Phase 1d - Installation of Plot 1 Hoardings – Weeks 5-7



Legend






	Existing facilities
	Site area
	New building
	Temporary building
	Site cabins

	Existing access points
	Site access points
	Existing fencing
	Solid plywood hoarding
	Solid Heras fencing
	Heras fencing

	Cycle route
	Building to be demolished
	Lifting Operation Temp Heras Fencing
	New Semi-permanent Fencing
	Suspended Parking Bays

Phase 1e - Plot 1 Hoardings Complete – Week 8



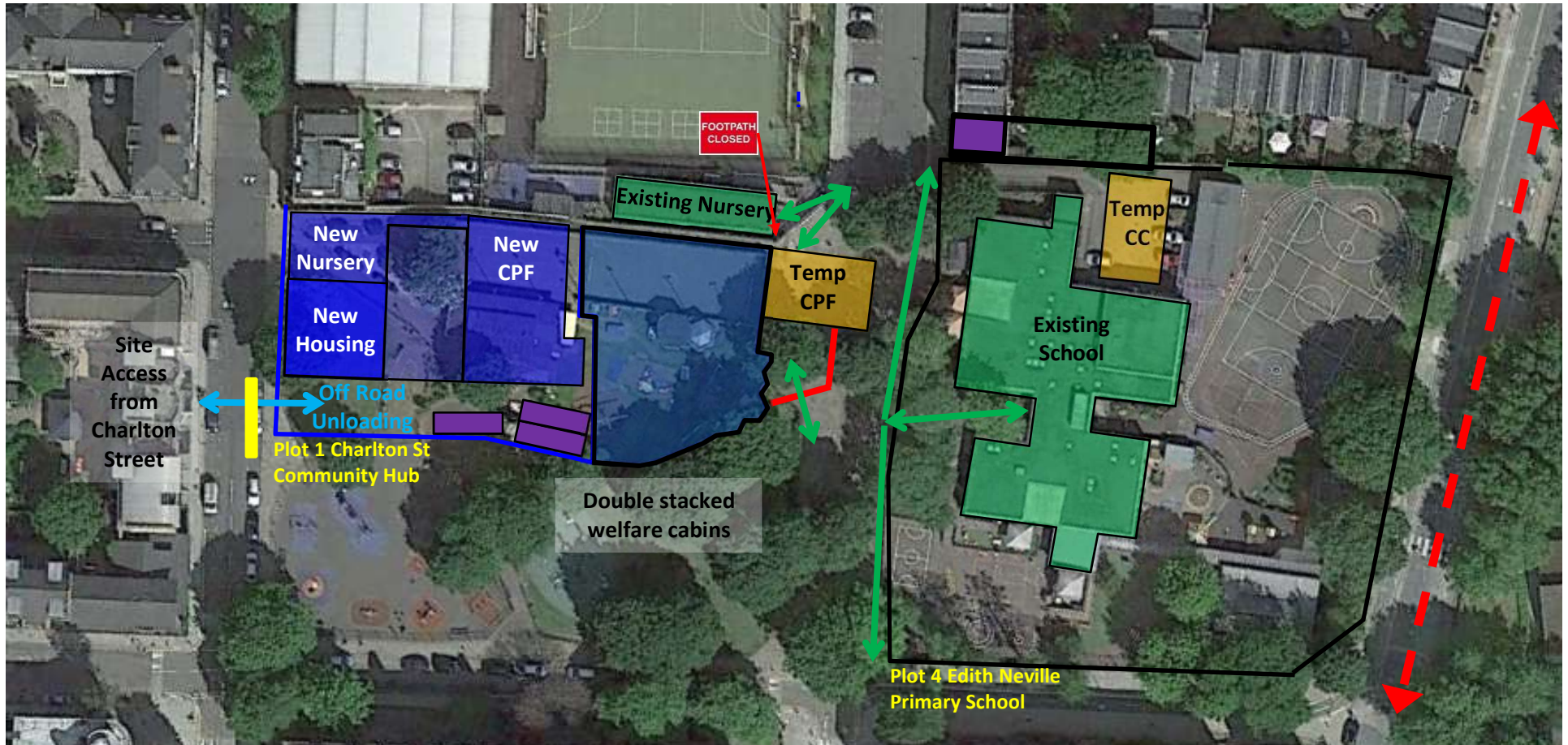
- | | |
|---|---|
|  | Cycle route |
|  | Building to be demolished |
|  | Lifting Operation Temp Heras Fencing |
|  | New Semi-permanent Fencing |
|  | Suspended Parking Bays |

CST Site Plans Rev.4

Plot 1 Charlton St Community Hub + Plot 4 Edith Neville Primary School

Phase 1f - Diversion of cycle route – Week 8

Cycle route diverted from Pavement to Road



Legend

	Existing facilities
	Site area
	New building
	Temporary building
	Site cabins

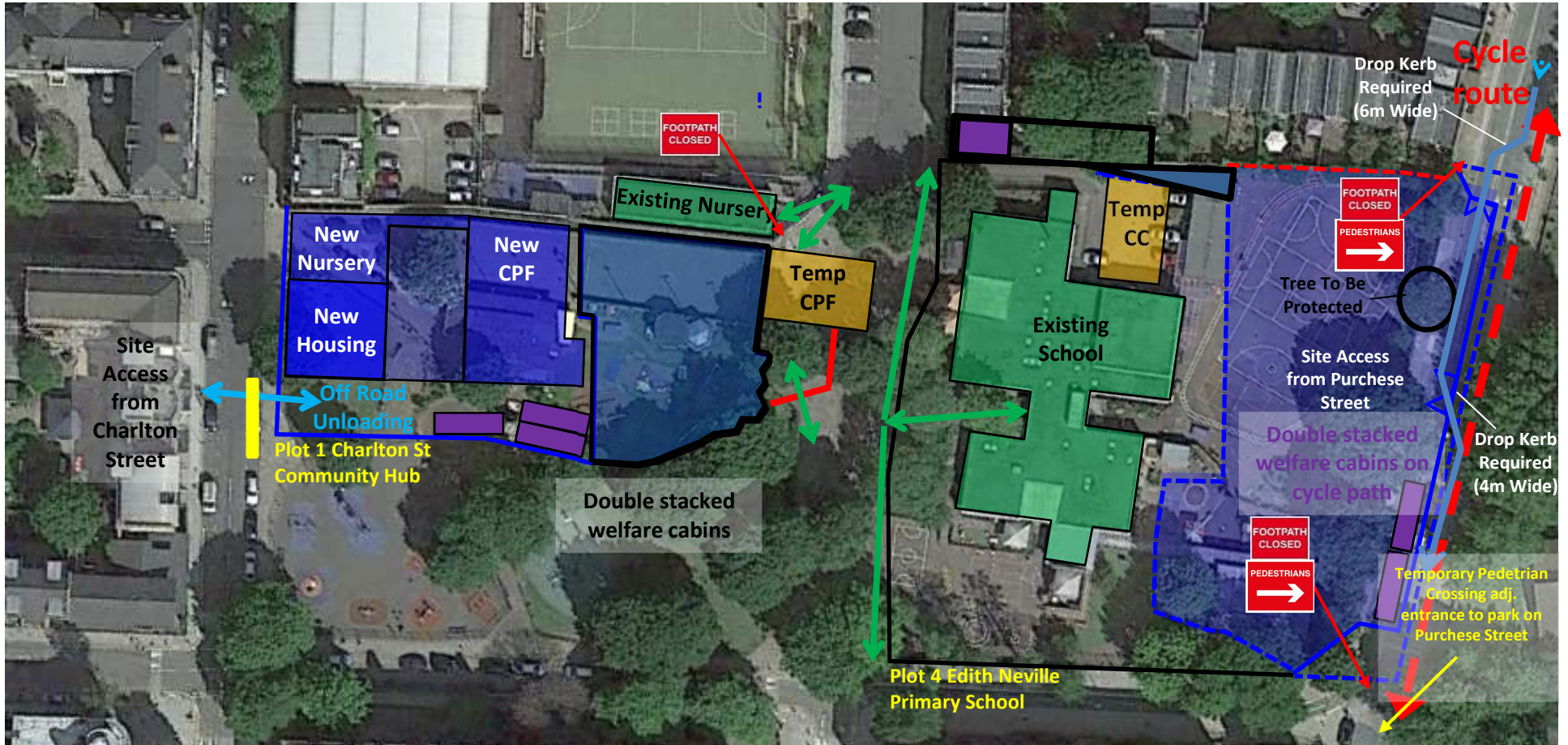
	Existing access points
	Site access points
	Existing fencing
	Solid plywood hoarding
	Solid Heras fencing
	Heras fencing

	Diverted Cycle route onto Road
	Building to be demolished
	Lifting Operation Temp Heras Fencing
	New Semi-permanent Fencing
	Suspended Parking Bays

CST Site Plans Rev.4

Plot 1 Charlton St Community Hub + Plot 4 Edith Neville Primary School

Phase 1g - Installation of Plot 4 Hoardings – Weeks 9-10



Legend

	Existing facilities
	Site area
	New building
	Temporary building
	Site cabins

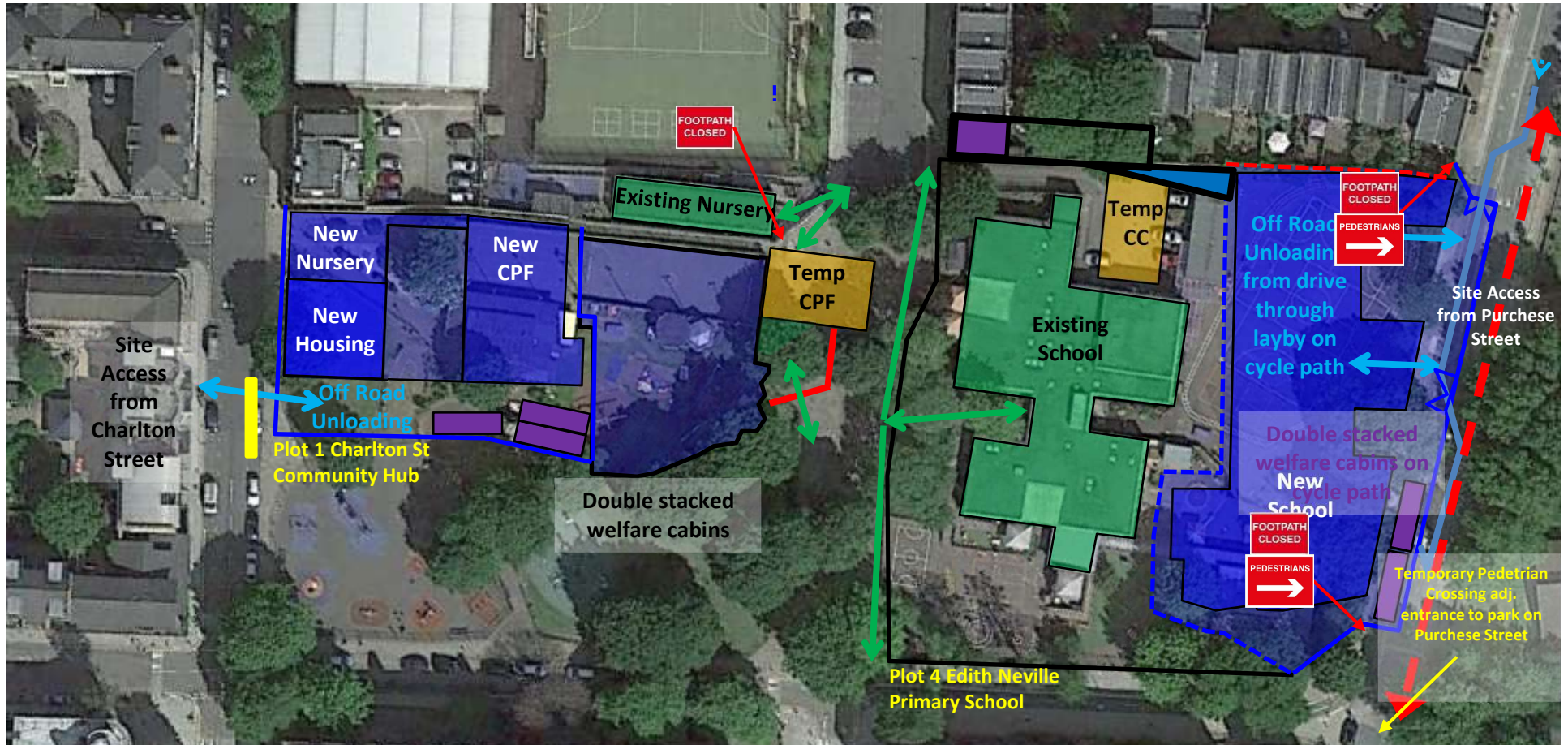
	Existing access points
	Site access points
	Existing fencing
	Solid plywood hoarding
	Solid Heras fencing
	Heras fencing

	Hoardings subject to party wall agreements
	Diverted Cycle route onto Road
	Building to be demolished
	Lifting Operation Temp Heras Fencing
	New Semi-permanent Fencing
	Suspended Parking Bays

CST Site Plans Rev.4

Plot 1 Charlton St Community Hub + Plot 4 Edith Neville Primary School

Phase 1h - Plot 4 Hoardings Complete – Week 10-69



Legend

	Existing facilities
	Site area
	New building
	Temporary building
	Site cabins

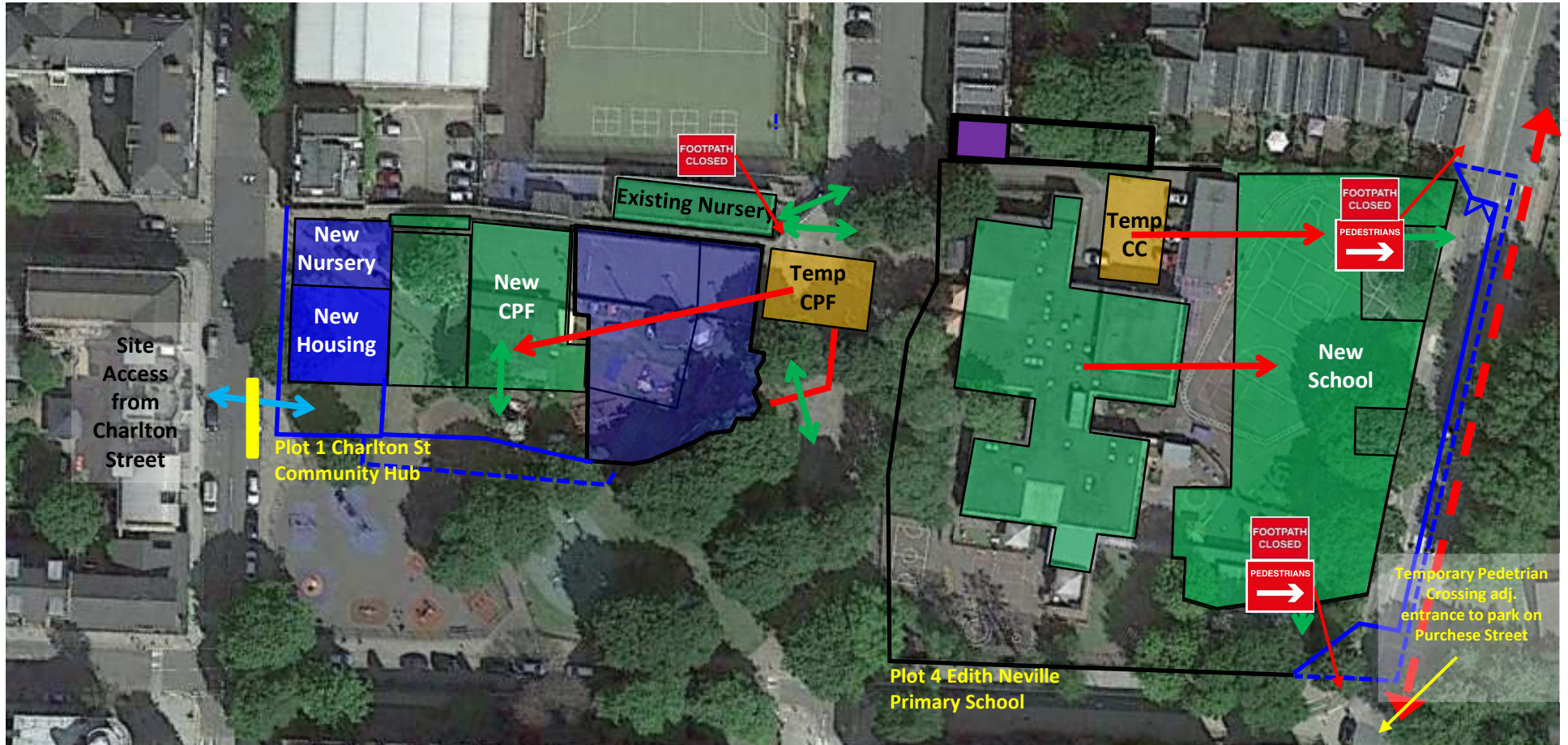
	Existing access points
	Site access points
	Existing fencing
	Solid plywood hoarding
	Solid Heras fencing
	Heras fencing

	Hoardings subject to party wall agreements
	Diverged Cycle route onto Road
	Building to be demolished
	Lifting Operation Temp Heras Fencing
	New Semi-permanent Fencing
	Suspended Parking Bays

CST Site Plans Rev.4

Plot 1 Charlton St Community Hub + Plot 4 Edith Neville Primary School

Phase 2a – CPF and School decant & remove hoardings – Week 70



Legend

	Existing facilities
	Site area
	New building
	Temporary building
	Site cabins

	Existing access points
	Site access points
	Existing fencing
	Solid plywood hoarding
	Solid Heras fencing
	Heras fencing

	Hoardings subject to party wall agreements
	Diverted Cycle route onto Road
	Building to be demolished
	Lifting Operation Temp Heras Fencing
	New Semi-permanent Fencing
	Suspended Parking Bays