

Construction Management Statement

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Introduction

The purpose of the **Construction Management Statement (CMS)** 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.**

The CMS addresses the way in which any impacts associated with the proposed works, and any **cumulative impacts of other nearby construction sites**, are managed. The level of detail required in a CMS will depend on the scale and kind of will be mitigated development.

Further policy guidance is set out in Camden Planning Guidance [\(CPG\) 6: Amenity](#) and [\(CPG\) 8: Planning Obligations](#).

This CMS 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 CMS must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this CMS if problems arise in relation to the construction of the development.

It should be noted that any agreed CMS 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](#)."

The applicant will notify Camden Council when the contractor intends to start work on site and 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.)

Contact

1. Please provide the full address of the site.

Taplow, Burnham, Bray and Dorney tower blocks bounded by Fellows Road, Winchester Road, Adelaide Road and Primrose Hill Road and Blashford tower block bounded by Primrose Hill Road, Adelaide Road and the mainline railway, Swiss Cottage, London, NW3.

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

Name: Aaron Brown of Quod Planning Consultants on behalf of the London Borough of Camden and the principal contractor TBC.

Address: Ingeni Building, 17 Broadwick Street, London, W1F 0DE

Email: aaron.brown@quod.com

Phone: 020 3597 1000

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: TBC

Address: TBC

Email: TBC

Phone: TBC

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: – Pat O’Neill (Head of Better Homes Delivery)

Address: London Borough of Camden, 5 Pancras Square, Kings Cross, London N1C 4AG

Email: Pat.O'Neill@camden.gov.uk

Phone: 020 7974 3264

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 CMS.

Name: TBC

Address: TBC

Email: TBC

Phone: TBC

Site

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

Please refer to the Site Location Plan (drawing no. 114_001 Rev B) at **Appendix 1**.

The Chalcots Estate comprises five high-rise tower towers in four identical 23-storey towers 67.0m high (Taplow, Burnham, Bray, and Dorney), and one smaller 19-storey tower (Blashford). The Estate is situated within the area of Swiss Cottage and Primrose Hill. The estate is bounded to the North by Fellows Road, to the South by Adelaide Road (B509), to the East by Primrose Hill Road, to the West by Winchester Road.

The estate contains a total of 711 residential flats. Facilities include a playground area at the access to Burnham tower, residential car parking and a dental surgery.

The surrounding area is predominately residential with a grocery store and two hotels located along the B509 road and small local commercial buildings along Winchester Road. To the North of the Bray tower on Eton Avenue is located the Sarum Hall School, an independent preparatory school. To the East of the Blashford tower is Adelaide Local Nature Reserve and railway land for trains serving Euston Mainline Station.

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

The scope of work comprises the installation of the supporting frame, external cladding panels and insulation cladding to the façade at each of the 5 tower blocks. Facilitation of the works to provide safe access is done through the use of scaffolding that supports Mast Climbing Work Platforms (MCWP's). These are electrically motorised platforms consisting of one or two masts and a modular bridge. The platform travels vertically means of a supported pinion rack secured to the structure of the building. There are 10 MCWP's on each block to enable access to all facades and alcoves.

Main issues are to do with the close proximity of the works to the existing residential dwellings on the estate whilst the works are undertaken. The erection/dismantling and works done off scaffolding and MCWP's requires exclusion zones to be established using appropriate barriers to keep people out of the operating zone, along with warning signage erected at all times. Control measures to prevent materials or equipment falling from the scaffold or MCWP must be provided.

There are likely to be disturbances to residents due to noise, vibration and dust arising from the works. Control measures to keep these to a minimum and acceptable level must be provided. Additional details are provided under the Section - Environment.

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

All works are within the existing Chalcots Estate. Therefore the residential tower blocks within the estate are the nearest receptors and are likely to be affected by the work activities that take place. Some flats and houses along Fellows Road are also likely to be affected.

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.

Suitable control measures to manage the works have been established on Site through the de-cladding and other internal fire safety refurbishment works. The highways impact should not significantly differ between the de-cladding and re-cladding phases due to the similar nature of works. Please refer to the Traffic Management Plan for works at Bray and Taplow tower blocks at **Appendix 2**.

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 see programme at **Appendix 3**.

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.

Use of the lifts in the towers will be restricted. There will be no use of the lifts in bringing the cladding to the point of delivery.

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.

All properties in the blocks have gas boiler systems for heating and hot water and have horizontal gas flues that protrude through the cladding. The proposed cladding works will require the isolation and reconnection of the boiler systems during the time the cladding panels are being fitted around each flue as weather seals will need to be removed and refitted.

All gas work must be conducted in accordance with the Gas Safety (installation and use) Regulation 1998. The isolation and reconnection works will require the issuing of a Landlords Gas Safety Record (LGSR). Control measures including a gas pre-works survey, risk assessments, method statements and a permit to work system will be in place to cover the works.

Community Liaison

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. 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 Contractors Manual](#)".

The Contractor will be expected to be affiliated to the 'Considerate Constructors Scheme' scheme. The Contractor will be expected to follow the guidance outlined in the scheme.

14. Neighbouring sites

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

We have assessed the local area and the route to the site and consider that there are not any projects of significance that will impact on our works or our works on theirs. There is one 'live' residential development that involves the construction of 4 new apartments are at Kings College Court, 55 Primrose Hill Rd, London NW3 3EA. MP Building Ltd are the contractor working on this development. Once appointed, the contractor undertaking the re-cladding works at the Chalcots Estate will be provided with the contract details of the relevant person at MP Building Ltd.

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

15. Name of Principal contractor:

TBC

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

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

I, Wayne Attwood (Project Manager) at Arcadis, confirm the Contractor will be required to be affiliated to this scheme.

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.

17. 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.

Vehicles will be directed to access the tower blocks from Fellows Road and Adelaide Road (B509) that leads onto the A41 trunk road. Traffic routes are set out in the drawing at **Appendix 2**. The designated route avoids major cycle routes and local schools, offices, and public buildings in the area.

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

A Traffic Management Plan will be prepared with instructions explaining the plan. The control measures within the Traffic Management Plan and will form part of the contact conditions, which will be communicated to all suppliers and contractors. Please refer to **Appendix 4** for an example of the Traffic Management Plan implemented for the re-cladding works at Bray House and Taplow House.

All delivery and contractor vehicles that visit the site must travel by the pre-agreed route. All HGV's (3.5 tonnes and over) must telephone Site Management at least 30 minutes before their planned arrival at site. All Vehicles that enter the site must report in the first instance to the Site Office.

Deliveries and removals from site will be restricted to the following hours: 10:00 - 15:00.

Contractors will be informed at pre-meetings and induction that there is no parking on site and encouraged to use public transport and cycle routes. Visitors will also be discouraged from driving to the site.

18. 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.

Construction Phase

Commercial light goods vans/cars – 5 per day - Short duration up to 3 hours

HGV's (3.5 tonnes to 7.0 tonnes) – 2 to 5 per week depending of phase of works -
Duration up to 7 hours

HGV's (3.5 tonnes to 7.0 tonnes) – 1 per week - Short duration up to 1 hour

Contractors will be informed at pre-meetings and induction that there is no parking on site and encouraged to use public transport and cycle routes. Visitors will also be discouraged from driving to the site.

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

Please refer to Q14 of this document.

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.

Orders will be placed through the Site Management Team that includes a Logistic Coordinator that will contact supplier to agree delivery date, time and address/location.

Deliveries and removals to/from site will be restricted to the hours are 10:00 -15:00. This will be communicated to all suppliers and contractors.

All HGV's (3.5 tonnes and over) must telephone Site Management at least 30 minutes before their planned arrival at site. The order will be confirmed along with the relevant address block and delivery time.

Details of business and vehicles that visit site will be logged in a Site Register.

Any vehicles that is likely to fall outwith the agreed delivery times will be recorded and cancelled. Any vehicle arriving without prior notification or outwith the agreed delivery days and times will have details recorded and entry will be refused. Should any suppliers be considered to be a repeat offender then an alternative supplier will be sought.

All vehicles that enter the site must report in the first instance to the Site Office for the block where they will be directed and marshalled to the correct area of site.

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.

Works will be undertaken to a planned works programme. It is not anticipated any off-site holding areas are required. Delivery days and times will be managed to avoid any congestion in the local area.

The highways impact should not significantly differ from the completed de-cladding phase due to the similar nature of works.

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 suppliers will be used wherever possible to simplify delivery arrangements and minimise the carbon footprint for the project.

19. 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

- Taplow, Burnham, Bray, and Dorney tower blocks - Vehicles will be directed to access the site from Fellows Road via Winchester Road that leads onto the A41 trunk road.
- Blashford tower block - Vehicles will be directed to access the site from Primrose Hill Road via Adelaide Road (B509) that leads onto the A41 trunk road.

The designated route will form part of the Traffic Management Plan and will form part of the contract conditions, which will be passed on to all suppliers and sub-contractors.

Site Management will enforce Site Rules and to ensure adherence to the Traffic Management Plan.

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

Controlling pedestrian traffic is fundamental to protecting employees, contractors, visitors and other third parties including the public from the hazards resulting from construction traffic.

Suitable control measures to manage the works have been established on Site through the de-cladding and other internal fire safety refurbishment works. The highways impact should not significantly differ between the construction phases due to the similar nature of works. The Traffic Management Plan for works at Bray and Taplow tower blocks is appended.

A Site Traffic Management Plan will be established and a layout drawing displayed denoting routes, crossing points and other controls.

All delivery and contractor vehicles that visit the site must travel by the pre-agreed route. All HGV's (3.5 tonnes and over) must telephone Site Management at least 20 minutes before their planned arrival at site.

All Vehicles that enter the site must report in the first instance to the Site Office.

Deliveries and removals from site will be restricted to the hours are 10:00 -15:00.

A site speed limit will be established (by risk assessment), taking into account the specific works environment.

Access and entry controls for pedestrians (including visitors and disabled) will be clearly defined.

Pedestrian routes will be physically segregated from all plant and vehicle routes wherever practical to do so.

The type of segregation will be determined by risk assessment and is to be achieved using the most appropriate robust means available, taking into account the specific works environment.

When deliveries and waste removals are taking place the entrance and exit roads to the block will be closed temporarily to segregate pedestrian movements from having to cross the path of vehicles. This will be achieved through the use of moveable fencing and barriers and the use of trained banksman directing/holding pedestrian traffic.

There will be signed pedestrian routes, using industry recognised pictorial signs along with explanatory and courtesy signs.

All pedestrian routes are to be adequately illuminated.

Grit and salt will be applied to access routes in advance of and during cold weather.

Trained and competent banksmen will be used to aid control of vehicle, plant and pedestrian movement.

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).

Vehicles will be directed to access the blocks from Fellows Road and Adelaide Road (B509) that leads onto the A41 trunk road. There are no tight manoeuvres on the route for any vehicles that will visit the site.

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.

Wheel washing facilities are not necessary due to the nature of the re-cladding work. Site management inspections include the monitoring of all pavements and public highways surrounding the site. Deposits will be removed from the pavement and highway that may constitute a safety hazard for users.

20. 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.

Suitable control measures to manage the works have been established on site through the de-cladding and other internal fire safety refurbishment works. The Traffic Management Plan for works at Bray and Taplow Tower Blocks (**Appendix 2**) shows how control measures are employed.

Site infrastructure will be positioned and vehicle movements managed to ensure that vehicle loading and unloading takes place on-site where possible. Containers units will be positioned on-site and used to provide safe and secure storage of materials. Waste receptacles and containers will also be fully enclosed and locked

When deliveries are planned at the site, Site Management will direct pedestrians and cyclists to use alternative routes. Roads will be closed temporarily to segregate pedestrian and cycle movements from having to cross the path of vehicles. This will be achieved through the use of moveable fencing and barriers and the use of trained banksman directing/holding pedestrian traffic.

When deliveries and waste removals are taking place the on-site entrance and exit roads to the blocks will be closed temporarily. This will be achieved through the use of moveable fencing and barriers and the use of trained banksman directing/holding pedestrian traffic.

Deliveries for large plant and equipment i.e. scaffolding and MCWP's dismantling may require the temporary suspension of parking bays.

Highway interventions

Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMS submission but won't be granted until the CMS 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.

21. 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](#).

Deliveries for large plant and equipment i.e. scaffolding and MCWP's removal, will require the temporary suspension of parking bays on the public highway. These are likely to last a maximum of 14 days at each block, except Bray House where there is suitable parking on-site.

22. Scaled drawings of highway works

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public

highway that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

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

No highway works are necessary to enable construction works to take place.

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

Site safety signage using industry recognised pictorial signs along with explanatory and courtesy signs, will be placed at the main entrance to the site and at each block giving warning to all road and footpath users.

Supplementary lighting will be fitted to the Site Infrastructure (i.e. Site offices, welfare rooms etc.) and the scaffolding for all block entrances and access routes to ensure there is adequate illumination of the site.

Measures to ensure public protection will include: high-visibility soft sponging fitted to scaffold standards; protective fans and double boarded platforms over walkways; barriers / fencing around site infrastructure; and warning signage.

23. Diversions

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

No diversions are required to the public highway. It is not anticipated that use of the public highway during the construction period will cause disruption to traffic.

24. 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.

The site setup will make use of existing routes as used by pedestrians and cyclists. The site will have suitable warning signage and fenced/barriered off from the site infrastructure and traffic movements.

Other measures to ensure public protection will include: high-visibility soft sparging fitted to scaffold standards, protective fans and double boarding over platforms over walkways.

When deliveries are planned at the site, Site Management will direct pedestrians and cyclists to use alternative routes. Roads will be closed temporarily to prevent pedestrian and cycle movements crossing the path of vehicles. This will be achieved through the use of moveable fencing and barriers and the use of trained banksman directing/holding pedestrian traffic.

All vehicles that enter the site must report in the first instance to the Site Office for the block where they will be directed and marshalled to the correct area of site.

Site management inspections include the monitoring of all pavements and public highways surrounding the site.

Site management will actively enforce a site speed limit of 5mph.

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.

There is no requirement to erect any temporary structures e.g. scaffolding, gantries, cranes etc. that would overhang the public highway.

All scaffolding and MCWP's are located with site boundaries.

● 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)**.

25. 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.

The fitting of the cladding support structure and panels will generate noise from drilling into the building structure and the frame that is installed as this may cause disturbance to residents.

Vehicle movements from the loading and unloading of replacement waste skips and containers and servicing of the accommodation units will be infrequent but may also cause disturbance.

The Mast Climbing Work Platforms (MCWP's) have audible warning alarms when the platform is moving. These are short duration intervals. There have no reports of any disturbance from previous phases of the project.

Works will take place during the standard working hours of working set out in Camden's Minimum Requirements for Construction sites.

Community liaison will take place with residents to best accommodate their needs, confining disruptive works within the standard hours to short periods and avoiding particular times in their schedules wherever possible.

26. 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.

An environmental noise survey has not taken place. It is envisaged that a pre-start survey will take place on 1 March 2018 and from then onwards during the works phase.

Consultants that are members of the Institute of Acoustics will undertake the noise assessment.

27. 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.

An environmental noise and assessment of vibration levels has not taken place. It is envisaged that this will take place pre-start and during works. The findings and recommendations of the environmental noise survey and assessment of vibration levels will form the basis for the controls measures to be employed.

The standards set out in the Considerate Contractor Scheme will be followed to achieve best environmental practice at the project.

All Site Managers attend training provided by Construction Industry Research and Information Association (CIRIA) that is based on the Environmental good practice on site guide (4th edition) (C741). This covers the requirements in the approved code of practice BS 5228:2009.

The following measures will be used to ensure noise and vibration is kept to a minimum and acceptable level. This will be achieved using the following pro-active approach:

- Noise and vibration will be controlled by employing Best Practicable Means (BPM) as prescribed in BS 5228:2009
- Acoustic screening around equipment to reduce noise levels
- Use of well-maintained modern equipment
- Training to the approved code of practice BS 5228:2009 to understand working practices and behaviours
- Communication of noisy/vibration works timings and durations and set up a formal complaints procedure.
- Publicised “rest periods” during which noisy/vibration operations are temporarily ceased
- The provision of public respite areas away from severe noisy /vibration works

- Use of tools equipment with noise suppression technology fitted
- Selection and use of tools and equipment with low magnitudes of vibration.
- Use pre-cut or offsite fabrication to reduce noise/vibration on site
- Vehicles not to be left idling.
- Noisy /vibration works not to take place outside of the standard working hours
- Work with residents to best accommodate their needs, confining disruptive works to short periods and avoiding particular times in their schedules wherever possible.
- Radios will not be permitted on site.

Noise and vibration monitoring will be carried out at the start and at regular intervals during works to check that BPM are being used to control the noise and vibration. Noise levels shall be reduced further if it is reasonably practicable to do so.

There have been no reports of disturbance during the phase of the works for the installation of scaffolding and MCWP's. The fitting required drilling into the external structure at 2.0m intervals at the Bray and Taplow blocks.

To date there has been only sporadic reports of noise at the site. These have arisen during internal refurbishment when the dismantling and refitting of door sets to resident's properties and communal areas was taken place. These works has now been completed.

Liaison will take place with residents where an issue has been drawn to attention of the Site Management Team. All works will be done within the standard hours but these will be reviewed and amended were practicable take account of residents needs i.e. the fitting of doors and working to load and unload skips were stopped on Saturdays.

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

All site managers attend training provided by CIRIA that is based on the Environmental good practice on site guide (4th edition) (C741). This covers the requirements in the approved code of practice BS 5228:2009. Certificates to follow.

All sub-contractors will be vetted for their knowledge of BS 5228:2009 and with Toolbox Talks environmental nuisance as produced by produced by CIRIA.

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

The fitting of the cladding support structure and panels will generate dust from drilling into the building structure.

Vehicle movements from the loading and unloading of replacement waste skips and containers and servicing of the accommodation units will be infrequent but may also cause the generation of dust.

The following control measures will be used to ensure that dust is managed:

- Use appropriate screening of the work area such as netting, monoflex and nylon mesh screening, dust sheets/tents to contain and control dust and debris
- Using tools with dust suppression technology such as water dampers and extraction units to reduce the dust in the environment
- Use of industrial vacuums for cleaning larger flat areas.
- Skips and removal vehicles shall be properly covered when leaving the site
- Carry out a stop-start process to allow dust to be removed at regular intervals
- Keeping a clean tidy site at all times.
- Residents and neighbouring properties will be informed prior to dust creating works commencing to allow adequate time for closing windows and doors, etc. and avoid ingress of dust into properties.

30. 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.

It is not anticipated that significant amounts of dirt or dust will be spread onto the public highway due to the nature of the re-cladding work.

Waste will be stored in enclosed skips and containers. Any fine materials will be stored within container units.

Site management inspections include the monitoring of all internal and external pavements and public highways surrounding the site.

Deposits will be removed from the pavement and highway that may constitute a safety hazard. This would be done manually or through the use of mechanical sweepers if necessary.

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

An environmental noise and assessment of vibration levels has not taken place. It is envisaged that this will take place pre-start and during works.

The findings and recommendations of the environmental noise survey and assessment of vibration levels will form the basis for the monitoring of noise and levels at the start and at regular intervals during works to check that BPM are being used to control noise and vibration.

Baseline conditions will be established by:

- Conducting pre-start noise monitoring (noise)
- Pre-start dust monitoring (dust)
- Structural or condition surveys on sensitive buildings (vibration)
- Traffic movement assessments (noise)

Baseline data will then be used for:

- Effective siting of plant or equipment to reduce nuisance impact
- Effective routing of traffic to minimise nuisance impact
- Identification of effective mitigation control measures for plant and operations
- Defending unsubstantiated complaints

32. Please confirm that a Risk Assessment will be undertaken in line with the GLA policy ([The Control of Dust and Emissions During Demolition and Construction 2104 \(SPG\)](#)), that the risk level will be identified, and that the appropriate measures within the GLA mitigation measures checklist will be applied.

An Air Quality (Dust) Risk Assessment Construction will be undertaken in line with the requirements of The Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance 2104 (SPG). Based on the risk assessment that is undertaken an Air Quality and Dust Management Plan will be produced, which the works will fully take into account and accord with. An accredited air quality consultant will undertake this process.

35. 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](#).

As per response to Question 34, an Air Quality (Dust) Risk Assessment Construction will be done prior to works commencing on site. An air quality consultant will undertake this process.

36. 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](#). If the site is demonstrated to be a 'High' or 'Medium' risk site please confirm 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 per response to Question 34, an Air Quality (Dust) Risk Assessment Construction will be done prior to works commencing on site. An air quality consultant will undertake this process.

37. 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).

Rodent control is not considered an issue due to the nature of the re-cladding works. There are no demolition works taking place.

Site management inspections will include the monitoring of internal and external areas of the site. This includes checks that waste and litter are stored safely and securely in suitable waste containers.

Specialists holding British Pest Control Association (BPCA) accreditations will be engaged to eradicate any rodent control where necessary.

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

Refurbishment and Demolition surveys were undertaken by OC Consulting (T/A Mainstream) on behalf of the London Borough of Camden of all internal and external areas of the blocks for the previous phase of works at the Bray and Taplow blocks. The reports are dated 12 to 15 December 2016.

39. 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.

Site Inductions will be undertaken of all persons working on-site and visitors. This includes a Code of Conduct that is given as a Toolbox Talk.

The Code of Conduct sets out certain minimum standards that are expected from all site personnel when working on site and engaging with residents and others.

No smoking is permitted on any area of the site at any time. Smoking areas will be sited discreetly out of sight and away from areas that could offend or otherwise cause a nuisance.

40. 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): Please refer to **Appendix 3**.
- b) Is the development within the CAZ? (Y/N): No
- c) Will the NRMM with net power between meet the standards outlined above? (Y/N):
N/A - Non-road mobile machinery 37kW and 560kW (NRMM) will not be used on this site.

 SYMBOL IS FOR INTERNAL USE



APPENDIX 1

LOCATION PLAN

**NEIL
DAVIES
ARCHITECTS**

ALL INFORMATION REMAINS THE PROPERTY OF THE ARCHITECT AND MAY NOT BE USED FOR ANY PURPOSE WHATSOEVER, OR REPRODUCED THROUGH ANY MEDIUM WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT. NO RESPONSIBILITY ACCEPTED FOR UNAUTHORISED USE.

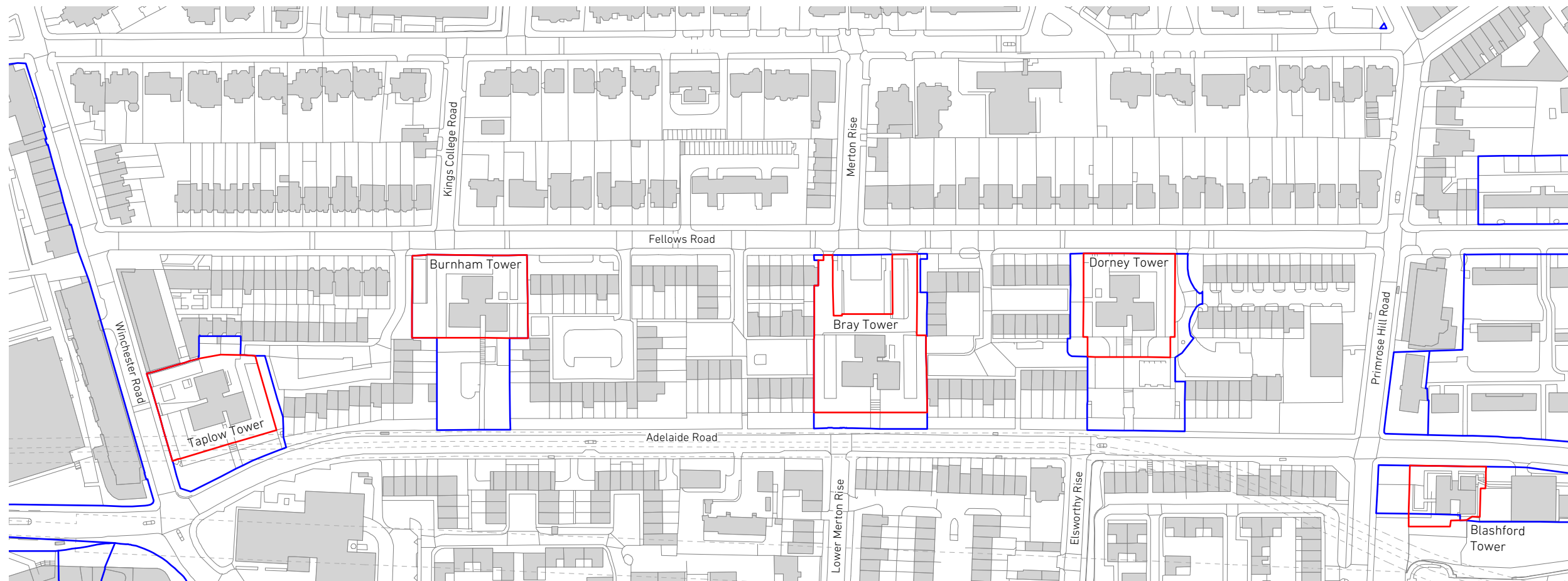
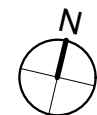
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49A Goldhawk Road
London W12 8QP
T: +44(0)20 8743 4401
E: info@neildaviesarchitects.com

NOTES

IN COLLABORATION WITH

**Eckersley
O'Callaghan**

- Site Outline
- LB Camden Owned Land
- - - Euston Underground Train Line



C	Issued for planning	26/01/18
B	tower outline & connecting line	09/01/18
A	street names & LBC lands	01/12/17

PLANNING

PROJECT	CHALCOTS ESTATE
TITLE	Location Plan
JOB NO	114
SCALE	1:2500 @ A3
DATE	27/11/17
DRAWN BY	PF
CHECKED BY	PF
DWG NO	001
REVISION	C



APPENDIX 2

TRAFFIC MANAGEMENT PLAN

CONSTRUCTION PHASE TRAFFIC MANAGEMENT PLAN

KIER CAMDEN FIRE SAFETY WORKS AT BRAY HOUSE AND TAPLOW HOUSE

Appendix D – Traffic Management Plan

Site Plan Drawing Numbers:	Documents held in SHE register folders on site.
Type of vehicles likely to be on site	Cars, vans, and heavy good vehicles (HVG's).
Amount of parking required on site	Spaces for site deliveries and waste removal. Below ground parking for vehicles used by specialist contractors that visit site.

Current Site Issues

Restricted routes to site	Yes
Parking restrictions in area	Yes
One way systems or other road control in place	Yes – Site infrastructure at Bray block positioned to make use of existing setup at Bray House. All site traffic to follow pre-agreed route. Appendix A.
Emergency routes to be maintained	Yes – site infrastructure positioned to ensure access is maintained at all times.
Type of roads (e.g. busy, one way, etc)	Urban route – Fellows Road in front of blocks Other routes – residential access to car park
General information about area (e.g. schools, residential, shops, etc)	Predominately residential with a convenience store and two hotels located along the B509 road and small local commercial buildings along Winchester Road. Dental surgery located within the Bray block. Sarum Hall School, preparatory school located to the North of the Bray block on Eton Avenue.
Overhead/Underground Site Restrictions	Lower ground car parks within block height restricted and limited to small/compact vans that are up to 1.9m in height.

Traffic Management Required

Access route to site cabins	Site infrastructure at Bray Block positioned to provide access from Fellows Road. Site Traffic Plan attached as Appendix B.
Route for materials to be moved from site to working area	Site infrastructure positioned to ensure access. On-site containers used for safe and secure storage.
Parking areas	Below ground parking for small vans used by specialist contractors that visit site.
Deliveries and unloading areas	Site infrastructure positioned to ensure access for vehicle deliveries. Short term drop area for site deliveries and waste removal.
Parking for scaffold trucks	Deliveries of scaffolding for Taplow Block will require suspension of parking bays on Winchester Road.
Reversing required	Trained operator and banksman required for vehicle movements. Fellows Road entrance / pathways from blocks fenced off during loading and unloading.

Pedestrian routes that require alteration	Manage movements through use of existing pedestrian walkways that are fenced/barriered off from site infrastructure and traffic movements. When deliveries in progress Site Management to fence/barrier off working areas and direct pedestrians to exit from alternative building exits and pathways.
Additional lighting required	Supplementary lighting fitted to scaffolding for all block entrances and access routes. Reviewed as works progress.
Blind spots created and controls	None. Reviewed as works progress
Any effect on road / pavements e.g. by scaffolding	No scaffolding will impede onto pavements of public highway.

Introduction

This Traffic Management Plan details the measures that will be taken to control traffic in and around the site for the duration of the Kier Camden Fire Safety Works.

Appendix A sets out pre-agreed route that all site traffic must follow.

Appendix B sets out Bray House site setup.

Appendix C sets out Taplow House site setup.

Overall Aims

The overall aims of this plan are to:

- Ensure the health and safety of pedestrians, road users, local residents, school and park uses and construction personnel
- Minimise disruption from construction traffic to pedestrians, road users and local residents
- Provide a practical and efficient methodology to deliver materials and operatives to the construction site.

Deliveries and Traffic Movements Around Site

- Site infrastructure will be positioned and vehicle movements managed to ensure clear access is maintained to all blocks for the emergency services.
- Site setup plan to make use of existing pedestrian walkways that are fenced/barriered off from site infrastructure and traffic movements.
- Site management will actively enforce a site speed limit of 5mph.
- Existing one-way traffic road system to front entrance to Bray House and the dual way road to the basement car park will be maintained.
- The entrance /exit to Bray and Taplow Blocks and the basement car park will be kept clear of parked vehicles to allow existing pedestrians pavements to be used and for pedestrians and vehicles to be able enter and exit the basement car park safely.
- All delivery and contractor vehicles that visit the site must travel by pre-agreed route (Appendix B)
- All HGV's (3.5 tonnes and over) must telephone Site Management at least 30 minutes before their planned arrival at site.

- All Vehicles that enter the site must report in the first instance to the Site Offices located in the cabins outside Bray and Taplow Blocks.
- All vehicle movements within site to be managed through the use of trained banksman.
- When deliveries and waste removals are taking place the entrance and exit roads to the Bray block will be closed temporarily to prevent pedestrian movements crossing the path of vehicles. This will be achieved through the use of moveable fencing and barriers and the use of trained banksman directing/holding pedestrian traffic.
- Deliveries and removals from site will be restricted to the hours are 10:00 -15:00.

Parking of Construction Management and Operatives Vehicles

- In order to prevent disruption to local residents the parking of vehicles will not be permitted on any road serving the entrance/exit to the tower blocks.
- The basement car park may be used for the parking of cars and small /compact vans that are up to 1.9m high. Access is restricted and all vehicles must report to the Site Office.

Reducing the number of vehicular movements.

The benefits of reduced vehicular movements to and from the site are:

- Increased Health and Safety
- Reduced disruption to local residents and road users
- Environmental benefits.

In order to reduce vehicle movements we have or will carry out the following:

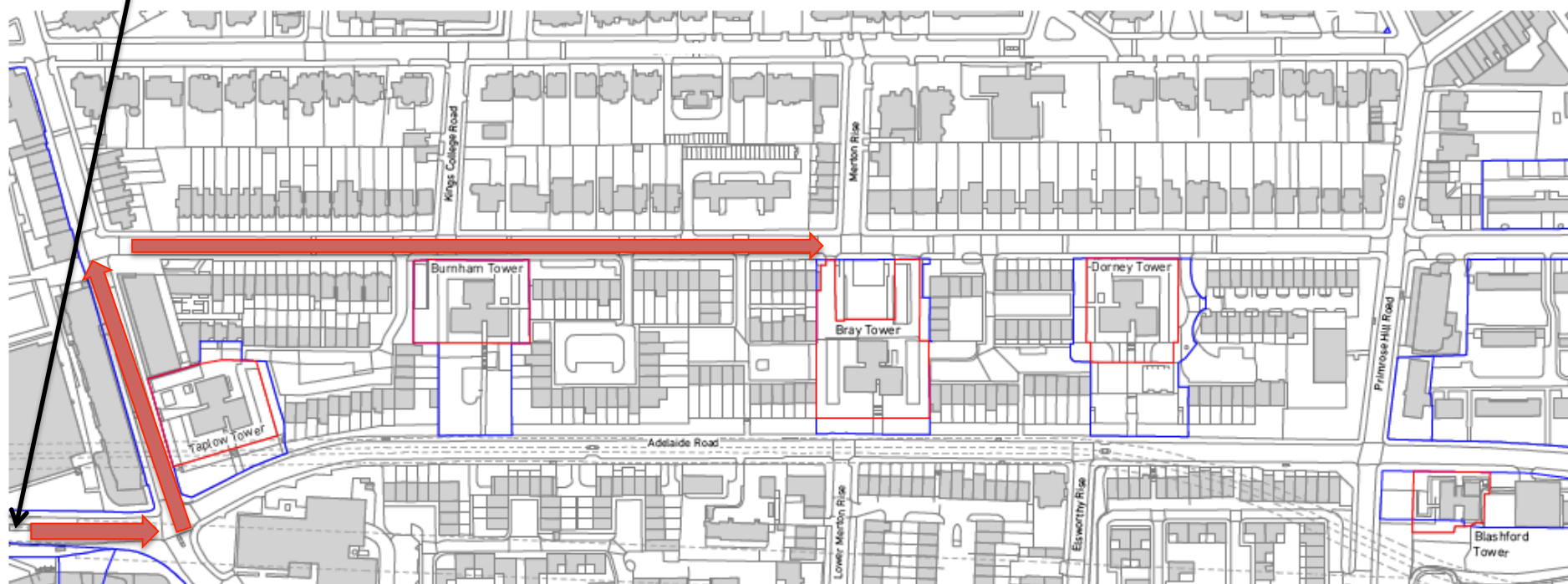
- Provision of suitable materials storage units to allow bulk deliveries to be made
- Implementation of a Waste Management Plan to reduce the amount of waste produced and hence the number of vehicle movements required to remove it
- The programme of works will be subject to regular review to seek opportunities to minimise traffic movements.

Site rules / Compliance with Traffic Management Plan

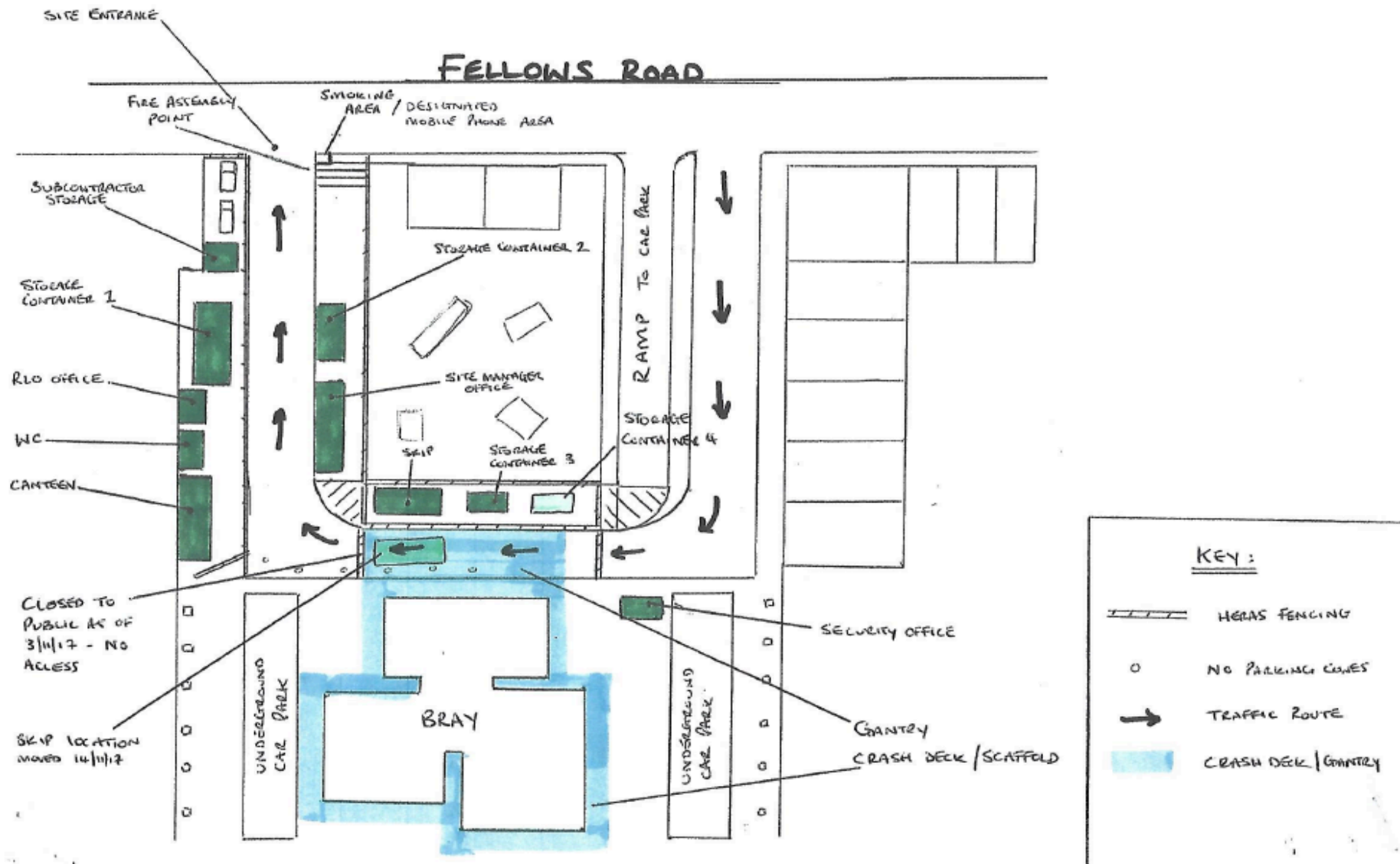
- These control measures will form part of the Traffic Management Plan and will form part of the contact conditions, which will be passed on to all suppliers and sub-contractors.
- Site Management will enforce Site Rules and Kier Just and Fair Culture Standard to ensure adherence to the Traffic Management Plan.

Appendix B to Traffic Management Plan

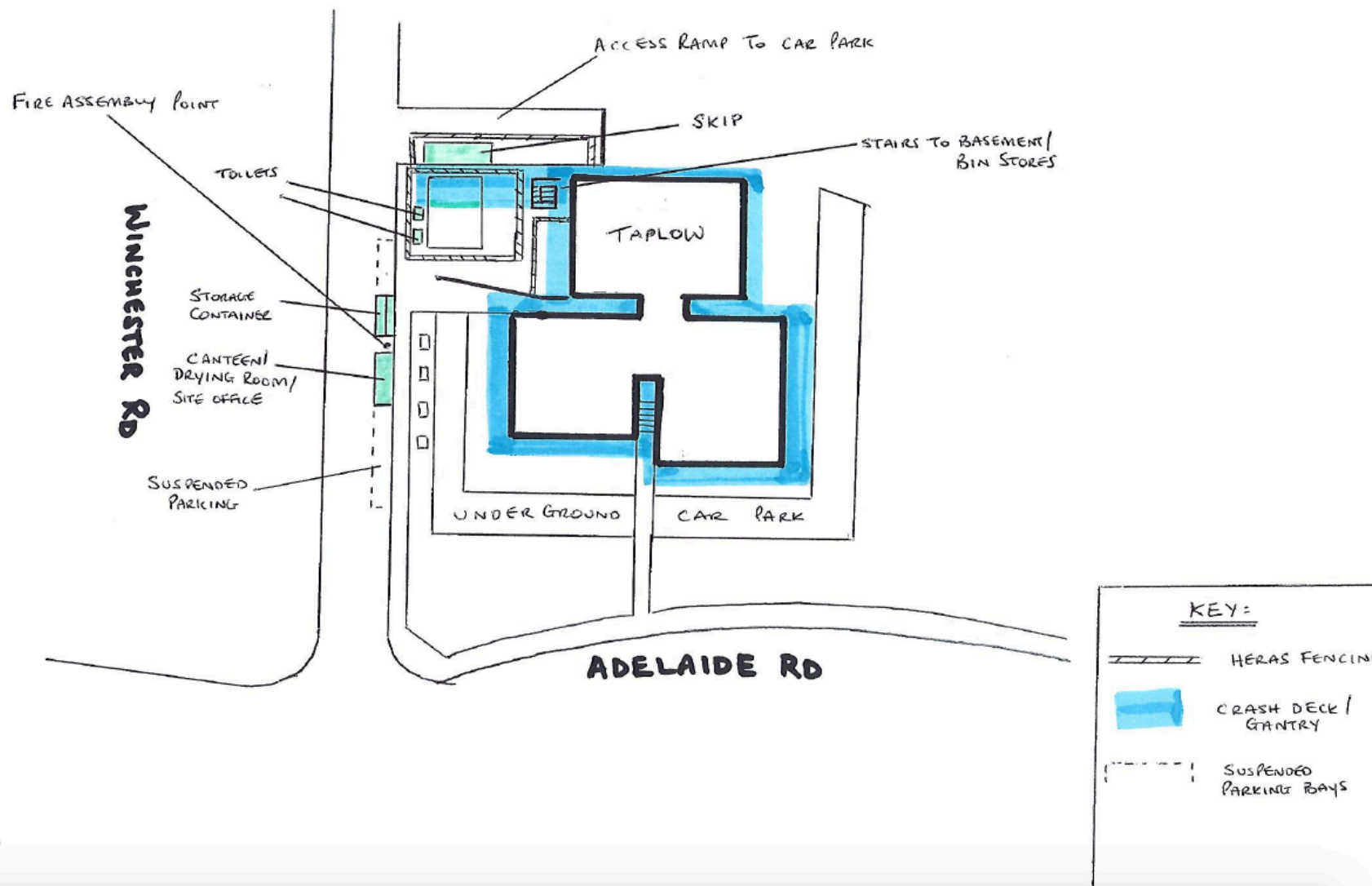
Delivery Vehicles will follow pre-agreed route from the A41 trunk road (North West of the estate) to Fellows Road and use Adelaide Road for Blashford block



BRAY SITE SET UP



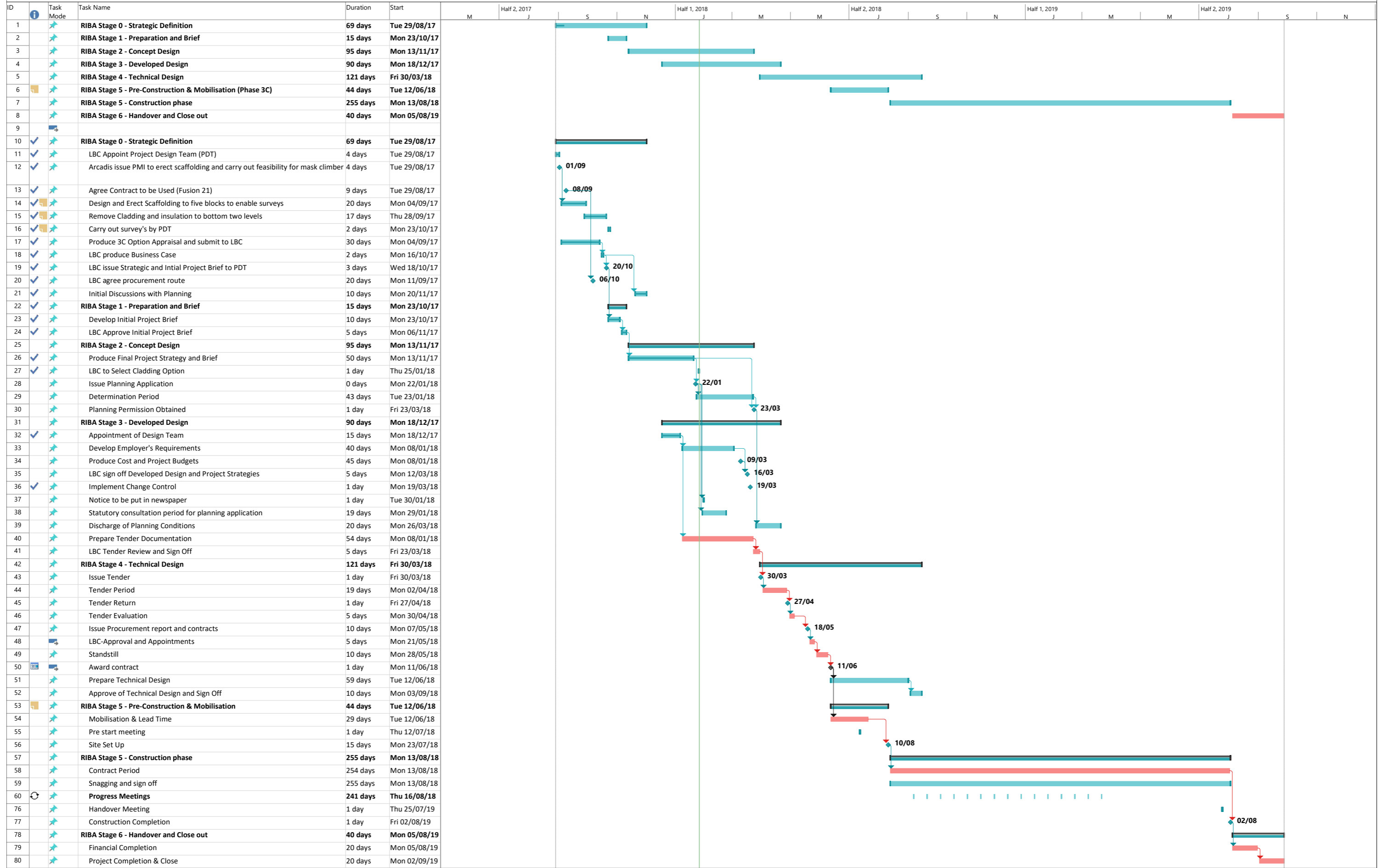
TAPLOW SITE SETUP





APPENDIX 3

CONSTRUCTION PROGRAMME



Project: Replacement Schedule
Date: Fri 26/01/18

Task	Summary	Inactive Milestone	Duration-only	Start-only	External Milestone	Critical Split	Baseline Summary
Split	Project Summary	Inactive Summary	Manual Summary Rollup	Finish-only	Deadline	Baseline	Progress
Milestone	Inactive Task	Manual Task	Manual Summary	External Tasks	Critical	Baseline Milestone	Manual Progress