Construction Management Plan

THE OLD DAIRY

WAKEFIELD STREET

LONDON

WC1N 1PG

VERSION 5~~43~~

PROMA

Camden

Contents

Camden

Revisions & additional material

Please list all iterations here:

Date	Version	Document Title	Produced By
~~01.8.17~~132~~.~~09.17	5~~43~~	Construction Management Plan	South Downs Safety / Proma

Additional sheets

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

Date	Version	Document Title	Produced By
~~20.4.17~~10.08.17	1	**Appendix A** – Construction Vehicle Swept Path Access & Egress	Cad Precision Ltd~~South Downs Safety~~
~~26.3.17~~12.09.17	~~43~~	**Appendix B** ~~–~~ – ~~Development~~ Contract Programme. ~~27.03~~ (Issue ~~23~~)	Proma Construction management Ltd~~HPM Developments~~
May 2017	PL-02	**Appendix C** - (Proposed Site Plan)	Stanhope Gate Architecture
12.06.17	OD-100-SITE	**Appendix D** - Local Road Network Layout	HPM Developments
08.~~11.11~~09.17	VA1948. 170831. NIA1.2~~3730/ENS~~	**Appendix E** ~~–~~ – Noise Survey & Construction Noise and Vibration Assessment~~Noise Survey~~	~~RBA Acoustics~~Venta Acoustics
09.5.17	1	**Appendix F** - Community Consultation Letter	HPM Developments
09.5.17	1	**Appendix G** - Community Consultation Letter Drop, Distribution Map	Comm Comm
16.05.17	1	**Appendix H** - The Old Dairy Construction Management Plan Meeting	Comm Comm
18.05.17	1	**Appendix I** - The Old Dairy Construction Management Plan Meeting	Comm Comm
18.01.17	1	**Appendix J** - Asbestos Survey	ETON Environmental Group
09.06.17	1	**Appendix K** - Dust Risk Assessment	South Downs Safety
31.08.17	1	**Appendix L** - Pest Control Report	MR Pest Control Environmental Services

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18.08.17	1	**Appendix M** - Old Dairy Construction Handshake Letter 180817	Comm Comm

Introduction

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

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

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

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

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

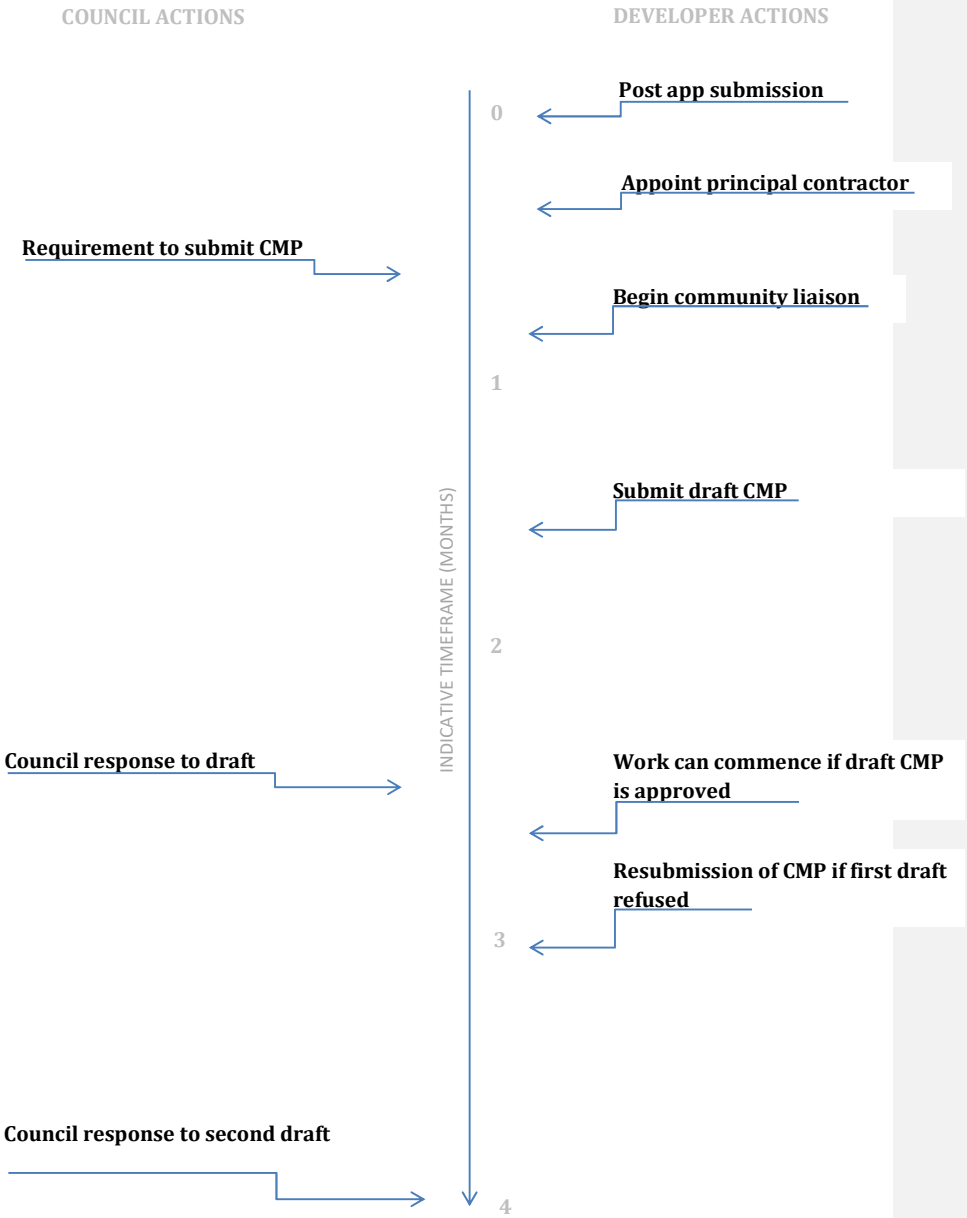
provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP.**

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


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

Contact

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

Address: The Old Dairy, 7 Wakefield Street, London, WC1N 1PG

Planning ref: 2011/6032/P

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

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

Name: Mr Barrie Gill

Company: Proma Construction Management Limited

Address: 102 Triangle Place, London SW4 7EQ

Email: barriegill@promagroup.co.uk

Phone: 0845 053 4931 / 07703529326

Name: Mr Alan Prodger - CMIOSH

Address: 76 Popular Avenue, Hove, BN3 8PS

Email: alan@southdownssafety.co.uk

Phone: 07775 508548

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.

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Name: Mr James Harris

Address: 102 Triangle Place, London SW4 7EQ

Email: jamesharris@promagroup.co.uk

Phone: 0845 053 4931 / 07799 626411

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: Mr James Harris

Company: Proma Construction Management Limited

Address: 102 Triangle Place, London SW4 7EQ

Email: jamesharris@promagroup.co.uk

Phone: 0845 053 4931 / 07799 626411

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Name: Mr James Harris

Address: 102 Triangle Place, London SW4 7EQ

Email: jamesharris@promagroup.co.uk

Phone: 0845 053 4931 / 07799 626411

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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: Mr Ian Davidson

Company: Proma Construction Management Limited

Address: 102 Triangle Place, London SW4 7EQ

Email: iandavidson@promagroup.co.uk

Phone: 0845 053 4931 / 07903 137008

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Name: Mr Ian Davidson

Address: 102 Triangle Place, London SW4 7EQ

Email: iandavidson@promagroup.co.uk

Phone: 0845 053 4931 / 07903 137008

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Site

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

The site is to be redeveloped following the demolition of the existing warehouse to provide a mixed use development compromising residential and office floor space.

The site is accessed from Wakefield street to the west and comprises an existing light industrial steel framed building (The Old Dairy) which covers the majority of the available footprint. To the North of the site is a masonry wall, which forms the boundary with the rear gardens to properties on Tavistock Place and Regent Square. This wall returns to form part of the west boundary to the site also along with the access from Wakefield Street. To the South is the listed boundary wall to St Georges Gardens, which converges with the north boundary wall at the east end of the site.

The proposed works will initially involve the demolition of the existing steel-framed, single storey dairy structure, with the exception of the North boundary wall. The proposed development includes the construction of two commercial units to the west of the site, two houses to the east, and eleven flats over two-storeys plus basement. The basement depth varies but the maximum figure from ground level to basement FFL is approximately 4.2m.

Please refer to Appendix C (Proposed Site Plan)

Site Security:
The existing security dogs are unable to remain on-site throughout so we will be enhancing security by installing hoardings in front of St Georges garden wall and remotely monitored CCTV cameras and motion activated sensors that will trigger mobile response vehicles ~~the works but physical security and lighting is something that the construction team is keen to consult residents on.~~

Figure 6.1: Site Location Plan

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).

Excavation
Main Excavation works will commence on completion of the temporary piling works. This operation will be carried out using 360 machines starting from the west corner and then working towards the site entrance. Initially wagons will be banked in utilizing the existing concrete slab and material will be loaded straight into the wagons. Later excavators will work together, with one machine feeding from the low level and an additional machine loading the lorries. As the dig proceeds, the excavation sides (where contiguous piles are not present) will be battered to a safe angle of repose to suit ground conditions. Works will continue until the correct formation level is reached.

Placement of Concrete Slab
The Basement slab will commence once the blinding and clay heave material is in place and the waterproofing membrane has been agreed. Reinforcement bars will be distributed to the face of the work by machine and then broken up and distributed to the appropriate areas and installed by operatives. A concrete pump will be set up in a suitable location and the concrete wagons will be then banked into site and concrete will be placed into the pumps hopper and concrete will be pumped to the slab location. A concrete gang will then place, vibrate and finish the concrete. The pump and wagons will wash out into a concrete skip and leave site.

The proposed development includes the construction of two commercial units to the west of the site, two houses to the east, and eleven flats over two-storeys plus basement.

The gross area of both commercial and residential sections of this development is detailed below:

Commercial	
Gross external area	1277 sq.m
Gross internal area	1128.1 sq.m

Residential	
Gross external area	1907 sq.m
Gross internal area	1824.2 sq.m

Main issues and challenges:

- Existing residents to the north of the site abut the boundary with Regents Terrace.
- Statutorily listed wall
- Wakefield Street entrance to site is a narrow alleyway with occupied housing just a few feet from the street
- Closest major road is A501 Euston road, B504 Judd Street.
- Trucks will leave and enter in a forward gear where site access allows however

Sub-Structure

Prior to the basement being constructed, the existing boundary walls to the north and west (which are to be retained) along with a section of the St George's Gardens boundary wall to the south will be underpinned in an agreed sequence of 1m lengths with mass concrete underpins. A contiguous piled wall will also be formed to the south and east therefore defining the extent of the basement excavation.

It is proposed to form the basement with an in-situ reinforced concrete 'raft' type slab at basement level, RC liner/retaining walls to the perimeter, and a suspended RC slab at ground floor level. There will be internal RC walls and columns at basement level to support the RC ground floor slab over. Based on the findings of the site investigation the basement raft slab will be located in the stiff, high strength clay, which is located at depths of 2.0 – 3.0m below ground level across the site. A heave protection material will be adopted beneath the slab to counter the potential for ground movement.

Super-Structure

The reinforced concrete frame will typically continue up to first floor level with a suspended RC slab at this level. A steel frame will be built off the first floor to support the roof structure over which will be formed with steelwork supporting timber rafters. To the east of the site, the houses will be generally be formed in the same manner but with the RC frame only extending up to ground floor level. The walls are typically formed with lightweight non-load bearing metal studwork throughout, apart from those to the stair core areas and some party walls, which are formed in reinforced concrete to provide lateral stability.

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 follo~~lo~~wing is a list of potential receptors situated within the immediate vicinity of the construction site:

a) The Dairy Arts Centre
   7a Wakefield Street, Bloomsbury, WC1N 1PG
b) London Ikeda Peace Centre
   7 Wakefield Street, Bloomsbury, WC1N 1PG
c) Lumen United Reformed Church and Community Centre
   88 Tavistock Place, Kings Cross, WC1H 9RS
d) Chandler House (University)
   2 Wakefield Street, Bloomsbury, WC1N
e) ~~e)~~ 1-17 Regents Square
f) 8-10 Wakefield Street, Bloomsbury, WC1N 1PG
g) Collingham Garden Nursery, Henrietta Mews, Bloomsbury, London WC1N 1PH

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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 to Appendix D – Local Road Network Layout

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).

START DATE:	~~TBC~~18/09/17	ANTICIPATED PROJECT DURATION:	~~58~~ 9085 weeks

Please refer to Appendix B - Development Programme.

Table 10.1

Site Activity	Programme	Commencing	Duration (Weeks)	Total Movements Per Week				
				T1	T2	T3	T4	Total Per Week
Site set up	10-2	1801/093/2017	12	31	0	0	0	31
Demolition	See Table 10.2							
Temporary piles~~Contiguous Piling~~	217-420	02/10/17259/091/178	435	3	11 58	101 4	54	339
Underpinning, steel supports, propping, ~~capping beam & bulk dig – gl I to H~~	5-1021-24	0912/1002/178~~30/10/17~~	34	10 3	15 8	253 8	54	553
~~Basement slab, Bulk Dig & drainage gl H to F, Underpinning to gl F to~~C ontiguous piling and underpinning~~D~~	2025-2428	~~27/11/17~~2905/0103/178	54	10 4	20 15	203 4	54	557
~~Basement slab H to F, Bulk Dig & drainage gl F to D, Underpinning to gl D to C~~Bulk excavation	259-302	051/031/18	64	53	52 2	503 2	54	651
~~Ground floor slab, walls and columns gl H to F, Basement slab F to D and Bulk dig D to~~	313-396	1629/041/18						

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START DATE:	TBC	ANTICIPATED PROJECT DURATION:	**58 weeks**

Please refer to Appendix B - Development Programme.

Table 10.1

Site Activity	**Programme**	**Commencing**	**Duration (Weeks)**	**Total Movements Per Week**				
				T1	**T2**	**T3**	**T4**	**Total Per Week**
Site set up	0-2	01/03/2017	2	1	0	0	0	**1**
Demolition	**See Table 10.2**							
Contiguous Piling	17-20	02/10/17	4	3	18	14	4	**39**
Underpinning, capping beam & bulk dig – gl I to H	21-24	30/10/17	4	3	8	38	4	**53**
Basement slab, Bulk Dig & drainage gl H to F, Underpinning to gl F to D	25-28	27/11/17	4	4	15	34	4	**57**
Basement slab H to F, Bulk Dig & drainage gl F to D, Underpinning to gl D to C	29-32	1/01/18	4	3	22	32	4	**61**
Ground floor slab, walls and columns gl H to F, Basement slab F to D and Bulk dig D to C	33-36	29/01/18	4	4	30	25	5	**64**
Ground floor slab, walls and columns gl F to D, drainage	37-40	26/02/18	4	3	26	22	4	**55**
Ground floor slab, walls and columns gl F to D continued, Basement slab D to C, decking D to C	41-44	26/03/18	4	3	22	6	4	**35**
Ground floor slab, wall & columns D to C, underpinning Commercial block and bulk dig	45-48	23/04/18	4	4	18	21	4	**47**
Bulk dig commercial block, drainage & Basement slab	49-52	21/05/18	4	3	16	17	4	**40**
Walls & Columns, Ground floor slab	53-56	18/06/18	4	3	16	2	4	**25**

Table 10.2 – **Demolition Phase**

Site Activity	Programme	Commencing	Duration (Weeks)	Total Movements Per Week				
				T1	T2	T3	T4	Total Per Week
Site set up	0-2	TBC	2	5	0	0	10	15
Temp Piles Asbestos Removal	2-40-2	25/09/17TBC	32	55	50	32	50	187
Underpinning	4-8	09/10/17	4	3	10	5	5	23
Liner Walls	6-9	23/10/17	4	3	5	5	5	18
Steel Supports	10	20/11/17	1	5	0	1	2	8
Underpinning	11-14	27/11/17	4	3	10	5	5	23
Asbestos Removal	11-12	27/11/17	2	5	0	2	0	7
Scaffold to south wall	12	04/12/17	1	5	0	0	5	10
Soft Strip	0-2	TBC	2	0	0	3	0	3
Scaffolding	8-14	TBC	6	4	0	0	6	10
Concrete slab propping	12	04/12/17	1	5	0	0	5	10
Saw cut concrete slab	13	11/12/17	1	3	0	0	5	8
Demolish slab	14-17	18/12/17	2	6	0	10	5	21
Demolish main building	17-19	08/01/18	3	3	0	5	8	16
PilingStrike south wall scaffold	5-9	22/01/18TBC	41	5	0	325	5	1335
Temporary pilesTemporary worksTemp piles	2-45-10	25/09/1729/01/18TBC	362	35	150	100	50	335
Demolition	3-14	TBC	6	0	0	40	0	40

Note:

Following the demolition, excavation and at the completion of construction periods there will be a clean of all neighbouring windows lining the site., the cleaning of the roof garden

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

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

We confirm that the standard working hours for this site as outlined above will be adhered to.
Permitted working hours will be in accordance with section "Time Of Operations" as detailed within *Camden's Minimum Requirement For Building/Construction/Demolition Sites*

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.

Connections to utility services are being applied for, however, the, excavations will not affect existing utilities and services to neighbouring properties.

Utilities will be laid along the developments driveways and connect to existing services running along Wakefield Street.

There will be no permanent impact to services to adjoining properties.

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft. This consultation must relate to construction impacts, and should take place following the grant of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. In addition, the Community Liaison Group (CLG) will be given advance notice of any intended changes / amendments to the CMP for their comment / review prior to implementation. 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 on-going during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements should consider establishing contact with other sites in the vicinity in order to manage traffic routeing and volumes. Developers in the Tottenham Court Road area have done this to great effect.

The Council can advise on this if necessary.

13. Consultation

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

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. Details of meetings including minutes, lists of attendees etc. must be included.

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

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

Initial Community Consultation:

A letter drop to local residents and business owners, see Appendix G for distribution map, was undertaken on Tuesday 9th May. The letter, see Appendix F, invited all to attend a meeting on Tuesday 16th May to discuss the draft CMP. Copies of this letter were also sent to local ward councillors and amenity and interest groups in the area. If members of the local community are unable to attend, the team will make themselves available to meet separately to discuss the draft CMP. This meeting will be minuted and provided to Camden as evidence of community consultation.

This stage of communication is designed to provide local residents and business owners with the opportunity to respond to the proposed construction methods and arrangements. After receiving feedback from all parties and where appropriate all reasonable steps will be taken to modify the proposed working practices or incorporate new working practices into the final construction plan to reflect the concerns of local stakeholders. Proma Construction Management Ltd views ~~HPM Developments views~~ the CMP as a live document and will continue to update as required during the lifetime of the works on site.

At this initial stage the plan for continued communication will be outlined and the contact details circulated of the individual responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses will also be provided.

Letters were hand delivered to residents on the Tuesday 9th May 2017, and emailed to the following residents groups:

- Friends of St George's Gardens
- Bloomsbury CAAC
- Regent Square Residents' Association
- BRAG (Bloomsbury Residents' Associations Group)
- Lumen cafe/church
-

On-going Community Consultation:

~~Two~~ Three Construction Management Plan Meetings have also taken place, these meetings were held on the 16th May 2017 and 18th of May 2017 at the Marchmont Street Community Centre the notes from these meetings can be found in Appendices H & I.

- Residents feedback (Appendix H - 3.4.3) regarding the potential 'stacking of lorries' will be addressed via the preparation of a vehicle logistics plan as detailed in section 22b.
-
- Residents feedback (Appendix H - 4.1) regarding vehicle 'idling' and speed on the site access road has been addressed in section 20.

- Following a question from a local resident (Appendix H - 4.5) it is agreed that the Site Manager responsible for the on-going works at the Kingsway Campus will be consulted (section 21b)
-
- Residents feedback (Appendix I - 4.2.1) regarding the construction vehicle traffic route has been reflected in the route detailed in sections 20 and 22a of this CMP.
-
- During the meeting held on the 18th May, Debbie Radcliffe (BRAG) advised that the area is used for guide dog training (Appendix I – 4.5.3) and that this should be brought to the attention of lorry drivers and other personnel visiting the site. This is information is detailed within section 20b of this CMP.
-
- As per clause 4.2.7 of the S106 a project website will be set up and will be live throughout the construction programme.
-
- As per clause 4.2.7 of the S106 a 24hr telephone complaints service together with the name of the person responsible for dealing with complaints will be provided throughout the construction programme and displayed prominently at the site entrance. All complaints will be logged on site with an in initial telephone response within 24 hours. Written responses will follow as necessary and the complaint log will be reviewed at all CLG meetings.

A further community liaison pre-start meeting ~~is due to be~~has now been held on the 12th September 2017 at the Marchmont Street Community Centre. An invitation was sent to relevant parties on the 18th August 2017. This is enclosed at Appendix M - Old Dairy Construction Handshake Letter 180817

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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.

Neighbourhood Communication Strategy:

Proma Construction Management Limited are committed to working closely with the local community, and ensuring that residents, businesses and other neighbours and stakeholders are well informed about the progression of the works.

A robust Communication Strategy will be adopted for neighbourhood liaison which will include but is not limited to providing neighbours with prior notice about any works that will result in unavoidable noise or vibration are planned.

All construction work will be carried out with particular consideration to noise and vibration levels and the minimisation of dust as detailed within this CMP.

Newsletters have been delivered to properties in the vicinity of the site, updating recipients on works, please refer to:

- Appendix F (Community Consultation Letter)
- Appendix G (Community Consultation Letter Drop, Distribution Map)

Special notices will be sent out in advance of any special works that may cause disruption to residents, businesses or users of the local area. Proma Construction Management ~~HPM Developments~~ will ensure that works do not unnecessarily cause disruption to the local community, and looks to mitigate any adverse impacts.

A Construction Working Group will be established comprising the Directors and Site management Team from Proma, meeting at least every four months, as set out in the Section 106 Planning Agreement, although this may be more often at the outset, to provide a forum for local residents to pop in and meet the project team, see how works are progressing, ask any questions and raise any concerns face-to-face with the people who can help. These meetings will be minuted and provided to Camden. The purpose of the Construction Action Group is to provide a platform for continuous liaison with the local community. The minutes of these meetings will be circulated to local residents via a letter drop.

In the site establishment phase the supervisor will carry out an audit to determine the busiest times on the surrounding streets to assist in the planning of plant movement and deliveries to avoid causing unnecessary disruption during the peak rush hour periods. All deliveries will be staggered and will booked in 48 hours in advance with a time slot to prevent any backup of vehicles waiting to enter the site. This will be key during the back fill and landscaping due to the high volume of material required.

15. Schemes

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

We can confirm that the site has been registered under the 'Considerate Contractors Scheme'. The Site Registration Number is ID61287

In addition to the Considerate Contractors Scheme, all contractors and sub-contractors working on the project will be required to follow the "Guide for Contractors Working in Camden".

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 Principal Contractor will liaise with other contractors completing work on any adjacent sites to enable the scheduling of deliveries and muck-away vehicles to avoid the presence of more than one construction vehicle on the highway at any one time.

The London Borough of Camden's planning application search displayed the following potential construction projects that have been granted planning permission for works including extensions, material redevelopment and basement construction. The roads that were checked to ascertain any granted planning permissions were those that are included within the construction vehicle access and egress route, namely:

1. Hunter Street – none returned
2. Handel Street – none returned
3. Wakefield Street – development far enough away from The Old Dairy to have minimal impact
4. Tavistock Place – see details tabulated below

Therefore the following sites have been identified as potential sites of interest:

Table 16.1

Reference No	Address	Description	Decision
2009/5820/P	Land at corner of Wakefield Street	Erection of three basement and 2 storey terraced dwelling houses on vacant land	Granted
2014/6804/P	23 B Tavistock Place	Construction of single storey rear extension	Granted
2015/6809/P	16 Tavistock Place	Change of use of existing basement for ancillary storage area to provide additional accommodation for existing ground floor level dental surgery	Granted
2016/3811/P	86-90 Tavistock Place	Installation of 5 storey external lift shaft to rear, and replacement of external plant enclosures containing five condensers.	Granted
2015/3406/P	15-17 Tavistock Place	Demolition of existing shed buildings, and erection of part single, part two-storey, part three storey medical research laboratory and higher education facility.	Granted
2016/5179/P	4 Tavistock Place	Refurbishment and enlargement of B1 Office space including excavation of single storey rear extension at lower ground floor level.	Granted

The site management team will make contact with the relevant contractors working on those schemes identified as being active on site, and will liaise with them in relation to their traffic requirements to minimise the collective impact on the local road network.

It is confirmed that instructions would be followed from the Council with regards to coordination and scheduling of construction traffic. Contact with the Councils highways department will be continued throughout the duration of the construction phase of the scheme to ensure compliance and to alleviate disturbance from construction traffic.

Transport

This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the CLOCS Standard.

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed here, details of the monitoring process are available here.

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

Please refer to the CLOCS Overview and Monitoring Overview documents referenced above which give a breakdown of requirements.

CLOCS Considerations

17. Name of Principal contractor:

NAME:	Proma Construction Management Limited / Mr Barrie Gill
ADDRESS:	102 Triangle Place, London SW4 7EQ
EMAIL:	barriegill@promagroup.co.uk
PHONE:	0845 053 4931 / 07703 529326

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 in the appendix and CLOCS Standard point 3.4.7).

We agree to comply with the following section of the CLOCS Standard, as detailed below:

3.4.7 Supply chain compliance.

Requirement:
Clients shall ensure contractor and subcontractor compliance with requirements 3.1.1 to 3.3.2.

Purpose:
To ensure that requirements are being adhered to across the supply chain.

Demonstration:
The client should ensure that it is a contractual requirement for the contractor to check vehicles entering site and to take the appropriate action under the contract. The client should request from the contractor a plan and / or process for complying with the contract.

The client should also undertake regular audits of the contractor's process and compliance checks. This audit should include random vehicle compliance checks undertaken by the client.

The client may request that every reporting period the contractor should submit to the client a summary of those checks and details the corrective action taken in the case of non-compliance.

In addition to the requirements we will ensure all suppliers delivering to site have FORS accreditation.

Contracts

*FORS Bronze accreditation as a minimum will be a contractual requirement; FORS Silver or Gold operators will be appointed where possible. Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment (as per CLOCS Standard P13), and that all drivers servicing the site will have undertaken approved additional training (eg. Safe Urban Driving + 1 x e-learning module **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

Where doubt exists, desktop checks will be made against the FORS database of trained drivers and accredited companies as outlined in the CLOCS Standard Managing Supplier Compliance guide.

Site checks

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 an appropriate 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.
Where the contractor's own vehicles and drivers are used the above approach will be modified accordingly.

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

Useful links

FORS operator database – lists accredited operators.

FORS driver training database – lists drivers that have undertaken approved additional driver training (required by CLOCS).

FORS list of approved courses – Practical courses to have been completed within the last 3 years, e-learning courses to have been completed within the last year.

Example letter to suppliers – Contains some contractual clauses that may be helpful when writing contracts, if this hasn't been done already.

CLOCS Managing Supplier Compliance – Outlines method for ascertaining compliance check frequency using suggested risk scale given on P24 – 26.

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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 confirm that the above has been carried out and contracts will include the requirement to adhere to the 'CLOCS Standard'

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

Site Traffic

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

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

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

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

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

Figure 20a - Construction Vehicle Access Route:

Construction Vehicle Access Route:

1. Head East Euston Road
2. Continue straight onto Euston Road / A501
3. Continue straight onto Pentonville Road / A501
4. Continue straight onto Kings Cross Road / B503
5. Turn slight right onto Kings Cross Road / A201
6. Turn right onto Acton Street / A201
7. Turn left onto Grays Inn Road / A5200
8. Turn right onto Guilford Street / B502
9. Turn right onto Lansdowne Terrace / B502
10. Turn slight left onto Brunswick Square / B502
11. Turn slight right onto Brunswick Square / B504
12. Continue straight onto Hunter Street / B504
13. Turn right onto Handel Street
14. Continue into Wakefield Street and enter site

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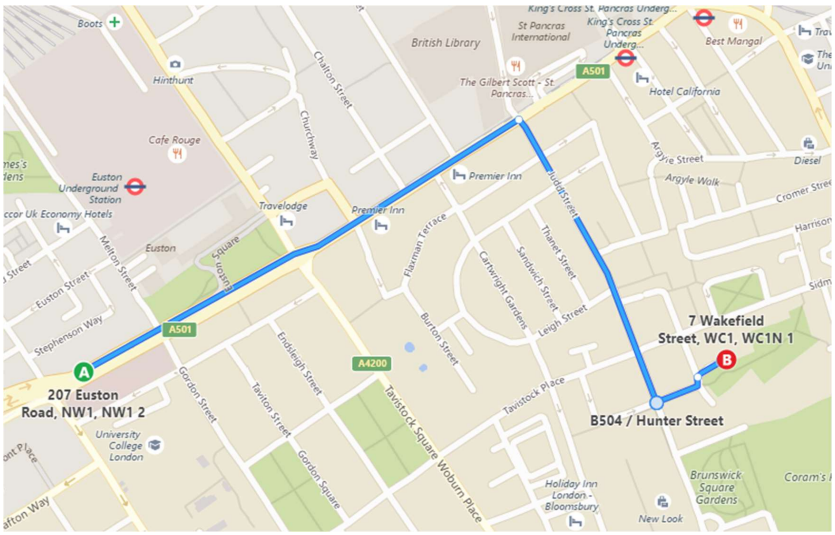
Figure 20a - Construction Vehicle Access Route:



Construction Vehicle Access Route:

15. Head East Euston Road
16. Continue straight onto Euston Road / A501
17. Turn right onto Judd Street / B504
18. Continue straight onto Hunter Street / B504
19. Turn right onto Handel Street
20. Continue into Wakefield Street and enter site

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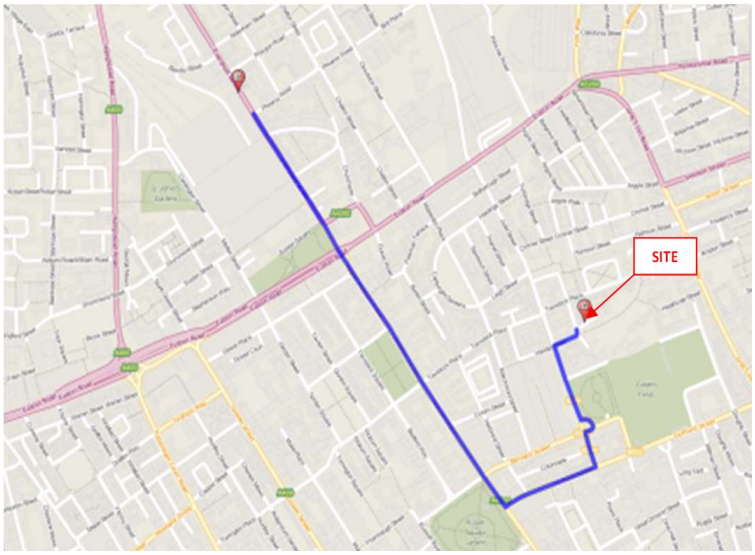
Figure 20b - Construction Vehicle Egress Route:



Construction Vehicle Egress Route:

1. Exit site and head South onto Handel Street
2. Turn left onto Hunter Street / B504
3. Continue straight onto Brunswick Square / B504
4. Turn slight left onto Brunswick Square / B502
5. Turn left onto Grenville Street / B504
6. Turn right onto Guilford Street / B502
7. Turn slight right onto Russell Square / A4200
8. Continue straight onto Woburn Place / A4200
9. Continue straight onto Tavistock Square / A4200
10. Continue straight onto Upper Woburn Place / A4200
11. Continue straight onto Eversholt Street / A4200

Transport for London Road Network:

The site is located 'off' the London Distributors Network.

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 contractors, sub-contractors, delivery companies and site visitors will be made aware of the 'Site Access & Egress Route' as detailed within this CMP.

The details of the 'Site Access & Egress Route' will be formally notified to relevant parties via inclusion within supply contracts, agreements and via other means of communication e.g.:

- email
- telephone
- letter

An abbreviated version of this document will be issued to all relevant parties. This document will include, for the purpose of clarity, only the pertinent information regarding details of the agreed site access and egress routes, delivery/collection procedures/methodology and site contact information.

It will be made clear to all parties prior to commencement of works that the agreed 'Site Access & Egress Route' must be adhered to and that any non-compliance may result in termination of supply agreements.

In response to being informed by local residents that the area is used for guide dog training (Appendix I – 4.5.3), this will be brought to the attention of all lorry drivers and personnel visiting the site.

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

Construction vehicle movements are generally acceptable between 9.30am to 3.00pm 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.

Table 21.a.1

Type	Vehicle Description	Length (meters)	Width (meters)	Dwell Time (minutes)
Type 1	Delivery Lorries	8	2.4	30
Type 2	Concrete Wagons	8.4	2.4	60
Type 3	Muck-away Wagons	9.5	2.5	40
Type 4	Box Van	6	2	40

Table 21.a.2

~~*Site set up*~~	~~*0-2*~~	~~*01/03/2017*~~	~~*2*~~	~~*1*~~	~~*0*~~	~~*0*~~	~~*0*~~	~~*1*~~
~~*Demolition*~~	~~**See Table 10.2**~~							
~~Contiguous Piling~~	~~17-20~~	~~02/10/17~~	~~4~~	~~3~~	~~18~~	~~14~~	~~4~~	~~**39**~~
~~Underpinning, capping beam & bulk dig – gl I to H~~	~~21-24~~	~~30/10/17~~	~~4~~	~~3~~	~~8~~	~~38~~	~~4~~	~~**53**~~
~~Basement slab, Bulk Dig & drainage gl H to F, Underpinning to gl F to D~~	~~25-28~~	~~27/11/17~~	~~4~~	~~4~~	~~15~~	~~34~~	~~4~~	~~**57**~~
~~Basement slab H to F, Bulk Dig & drainage gl F to D, Underpinning to gl D to C~~	~~29-32~~	~~1/01/18~~	~~4~~	~~3~~	~~22~~	~~32~~	~~4~~	~~**61**~~
~~Ground floor slab, walls and columns gl H to F, Basement slab F to D and Bulk dig D to C~~	~~33-36~~	~~29/01/18~~	~~4~~	~~4~~	~~30~~	~~25~~	~~5~~	~~**64**~~
~~Ground floor slab, walls and columns gl F to D, drainage~~	~~37-40~~	~~26/02/18~~	~~4~~	~~3~~	~~26~~	~~22~~	~~4~~	~~**55**~~
~~Ground floor slab, walls and columns gl F to D continued, Basement slab D to C, decking D to C~~	~~41-44~~	~~26/03/18~~	~~4~~	~~3~~	~~22~~	~~6~~	~~4~~	~~**35**~~
~~Ground floor slab, wall & columns D to C, underpinning Commercial block and bulk dig~~	~~45-48~~	~~23/04/18~~	~~4~~	~~4~~	~~18~~	~~21~~	~~4~~	~~**47**~~
~~Bulk dig commercial block, drainage & Basement slab~~	~~49-52~~	~~21/05/18~~	~~4~~	~~3~~	~~16~~	~~17~~	~~4~~	~~**40**~~
~~Walls & Columns, Ground floor slab~~	~~53-56~~	~~18/06/18~~	~~4~~	~~3~~	~~16~~	~~2~~	~~4~~	~~**25**~~
~~Clear Site~~	~~57-58~~	~~02/07/18~~	~~2~~	~~6~~			~~4~~	~~**8**~~

Site Activity	Programme	Commencing	Duration (Weeks)	Total Movements Per Week				
							T	Total Per

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

The London Borough of Camden's planning application search displayed the following potential construction projects that have been granted planning permission for works including extensions, material redevelopment and basement construction. The roads that were checked to ascertain any granted planning permissions were those that are included within the construction vehicle access and egress route, namely:

1. Wakefield Street
2. Tavistock Place
3. Hunter Street
4. Guildford Street

Therefore the following sites have been identified as sites of interest:

Table 21.b1

Reference No	Address	Description	Decision
2009/5820/P	Land at corner of Wakefield Street	Erection of three basement and 2 storey terraced dwelling houses on vacant land	Granted
2014/6804/P	23 B Tavistock Place	Construction of single storey rear extension	Granted
2015/6809/P	16 Tavistock Place	Change of use of existing basement for ancillary storage area to provide additional accommodation for existing ground floor level dental surgery	Granted
2016/3811/P	86-90 Tavistock Place	Installation of 5 storey external lift shaft to rear, and replacement of external plant enclosures containing five condensers.	Granted
2015/3406/P	15-17 Tavistock Place	Demolition of existing shed buildings, and erection of part single, part two-storey, part three storey medical research laboratory and higher education facility.	Granted
2016/5179/P	4 Tavistock Place	Refurbishment and enlargement of B! Office space including excavation of single storey rear extension at lower ground floor level.	Granted

Following the Construction Management Plan meeting held on 16th May 2017 (Appendix H)

b. Construction Vehicle Movements

Construction vehicle movements will be limited between 9.30am to ~~3~~4.00pm 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 will be restricted to between 9.30am and 3pm on weekdays during term time.~~

Construction vehicle movements will be scheduled to avoid peak periods.

During concreting and muck away activities, there may be limited occasions when vehicle movements are outside this window. Every effort will be made to prevent this but it may be

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

All supplier and contractors vehicles will attend site following the agreed route outlined within this CMP, a weekly delivery programme will be prepared to manage the frequency and quantity of vehicles attending site.

A traffic marshal along with suitably qualified banksmen shall be present to coordinate the access and egress of construction vehicles. Specifically, a traffic marshal will be positioned at the egress junction Hunter Street / Handel Street to control left turning vehicles.
Prior to construction vehicles attending site contact will be made with the site agent to ensure that access is possible, communication shall be made to afford enough time so that vehicles are not required to wait on or circulate on the public highway. Whilst deliveries will be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

The following methods will be used to manage construction vehicle activities:

- All deliveries shall be pre-booked and allocated set arrival times.
- Delivery instructions shall be sent to all suppliers and contractors including the maximum dwell times specified above and site access and egress routes.
- Suppliers shall call the site a minimum of 20mins before their vehicle arrives at site to confirm that the loading area is available.
- If the loading area is unavailable construction vehicles shall not proceed to the site.
- Vehicles shall not wait or stack on any road within the London Borough of Camden.
- The loading/collection area shall be clear of vehicles and materials before the next lorry arrives.
- Contractors' vehicles shall not park in any suspended parking bays or on suspended waiting and loading restrictions.
- The engines of contractors' vehicles shall not be kept idling – to minimise noise and air pollution.

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.

Materials will stored on site within designated 'material storage areas' whenever possible materials will be delivered in a 'just in time' basis to reduce the amount of materials requiring storage on site.

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).

To reduce the potential impact to local residents and businesses of additional construction related traffic no onsite parking will be provided for construction related vehicles, the use of public transport will be strongly encouraged for all members of the construction team including subcontractors.

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

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

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

The site affords very good access. The photograph below shows the dedicated access point to the site, which presents no height or width restrictions.

Figure 20a details the proposed construction vehicle access route to the site.

Figure 20b details the proposed construction vehicle egress route from the site.

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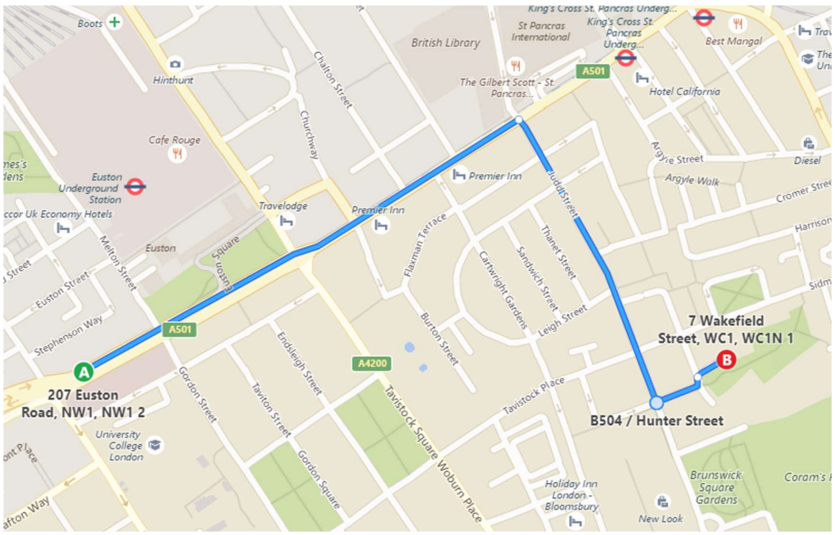
Figure 20a - Construction Vehicle Access Route:



Construction Vehicle Access Route:

21. Head East Euston Road
22. Continue straight onto Euston Road / A501
23. Turn right onto Judd Street / B504
24. Continue straight onto Hunter Street / B504
25. Turn right onto Handel Street
26. Continue into Wakefield Street and enter site

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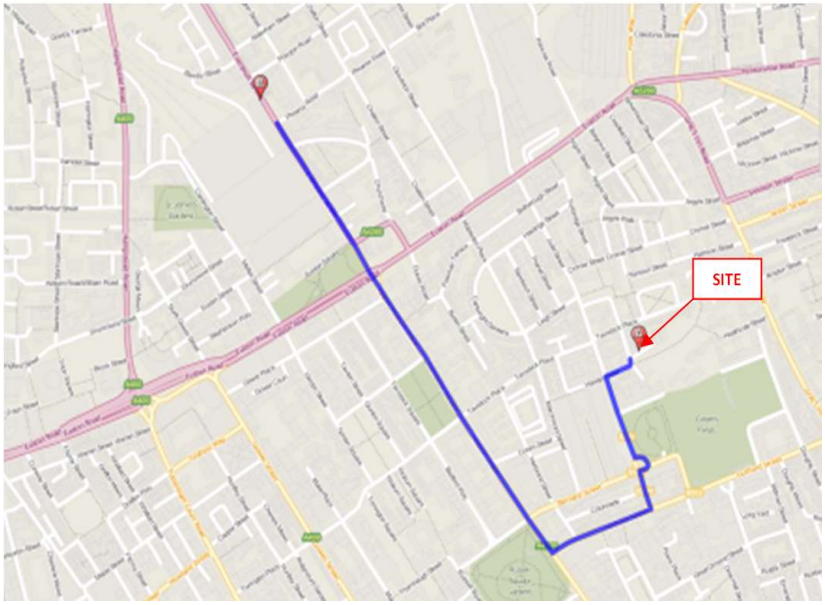
Figure 22a - Construction Vehicle Access Route:

Construction Vehicle Access Route:

1. Head East Euston Road
2. Continue straight onto Euston Road / A501
3. Continue straight onto Pentonville Road / A501
4. Continue straight onto Kings Cross Road / B503
5. Turn slight right onto Kings Cross Road / A201
6. Turn right onto Acton Street / A201
7. Turn left onto Grays Inn Road / A5200
8. Turn right onto Guilford Street / B502
9. Turn right onto Lansdowne Terrace / B502
10. Turn slight left onto Brunswick Square / B502
11. Turn slight right onto Brunswick Square / B504
12. Continue straight onto Hunter Street / B504
13. Turn right onto Handel Street
14. Continue into Wakefield Street and enter site

Figure 22b - Construction Vehicle Egress Route:



Construction Vehicle Egress Route:

1. Exit site and head South onto Handel Street
2. Turn left onto Hunter Street / B504
3. Continue straight onto Brunswick Square / B504
4. Turn slight left onto Brunswick Square / B502
5. Turn left onto Grenville Street / B504
6. Turn right onto Guilford Street / B502
7. Turn slight right onto Russell Square / A4200
8. Continue straight onto Woburn Place / A4200
9. Continue straight onto Tavistock Square / A4200
10. Continue straight onto Upper Woburn Place / A4200
11. Continue straight onto Eversholt Street / A4200

Transport for London Road Network:

The site is located 'off' the London Distributors Network.

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

A site logistics plan will be drawn up and managed by the Site Manager in liaison with the Contracts Manager, one element of this plan is to ensure that the 'stacking of lorries' does not occur, as this is a particular concern of local residents (Appendix H - 3.4.3)

The logistics plan will detail the agreed daily schedule and dwell times of each lorry and van attending the development.

This information will be related to all relevant parties, including the qualified banksmen so that they are aware of the planed arrival times, vehicle dwell times and the nature of all expected deliveries.

Please refer to sections 20 and 22 for vehicle routing details.

No site parking will be provided for operatives or visitors. Persons working on or visiting site will be encouraged to use public transport or where this is not practicable, they shall park in local "pay and display" bays.

All deliveries vehicles will enter site and deliver materials to be stored within the designated 'material storage' areas.

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).

Included as Appendix A – Construction Vehicle Swept Path Access & Egress

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.

To prevent spoil being deposited onto the public highway, a wheel cleaning regime will be implemented.

At the site entry/exit point vehicles leaving site will be inspected and if necessary the wheels and/or tracks will be washed, before leaving the site. It is envisaged that the process of material removal will utilise a water only (no chemicals) pressure washing system.

Wheel cleaning will consist of two simple operations carried out by designated operative, suitably attired for this work.

1. Before leaving, the vehicle will stop and turn the engine off. If necessary any heavy deposits will be removed manually using scrapers or the like.

2. Following step one, wheels will be washed using a high pressure jet wash lance ensuring that any residual deposits lodged in the tyres are removed.

If required the vehicle will move forward slightly to ensure that the complete circumference of the wheel is clean. On completion wheels will be inspected and confirmed that the vehicle is fit to leave site. The site operatives will ensure that water used during wheel washing operations does not migrate out onto the main highway.

All waste removed from the underside of vehicles will be collected in order to prevent any solids being washed into the foul water drainage system.

In the event of mud being tracked on to the public highway, it will be brushed, collected and disposed of as soon as practical.

To prevent any waste falling out of spoil removal vehicles/skips during transportation, prior to leaving site all spoil removal vehicles and skips will be sheeted.

The will also be a focus on ‘site housekeeping’ to ensure that any items that could potentially be carried onto the public highway are cleaned up and disposed of it a timely manner.

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.

All unloading/ loading of waste and materials will take place within the site boundaries.
A traffic marshal shall be present to coordinate the loading/unloading zone, during all vehicle movements trained banksmen will be in attendance to direct and oversee vehicle movements and to ensure that all vehicle movements are carried out safely.

Please refer to Appendix C - Site Layout Drawing

Demolition:

During the "soft strip" which includes any internal fixtures and fittings, the Asbestos roof sheets and metal roof structure, material will be bagged up and stockpiled close to the entrance on the existing, retained hard standing where they will be collected periodically by a waste vehicle on a "wait and load" basis.

Masonry walls will be demolished using hand tools at height to reduce noise and dust, and machinery at low level. The material will be stockpiled and loaded into muck-away wagons by the attendant excavator.

Waste vehicles will drive into site on to the existing retained hard standing.

Removal of Excavated Material:

During the excavation/basement construction, muck-away wagons will drive into site on the existing, retained hard standing to eliminate the transfer of dust or spoil onto the public highway, where they will be loaded directly by the attendant excavator, reducing dwell time and eliminating the need for noisy, dust producing conveyor belts.

Loading and unloading of materials and site storage:
The Site Manager will prepare and manage a logistics plan designed to ensure that material delivery and waste removal vehicles are programmed to effectively manage the presence of construction vehicles and to make sure that construction vehicles are not 'laying up' within local roads waiting for their designated time slot.

Materials not already programmed into the works, or delivery schedule, will not be allowed onto site without the Site Managers permission.

All materials will be delivered by vehicles driving directly into the site through the entrance gates, all vehicle movements inside the site will take place under the supervision of trained banksmen allowing vehicles to drive out of and away from site in a forward gear.
During all deliveries a banksman will be present either side of the vehicle to aid the driver and to stop the vehicle if required, allowing pedestrians to pass safely at all times.

All vehicles shall have their engines switched off while not in use to avoid idling and any vehicles carrying waste and dusty materials will be adequately sheeted or covered.

Detailed storage arrangements for materials will be determined by the Site Manager and will be strictly enforced. General materials will be delivered and stored within the site boundary on a "just in time" basis, to reduce the amount of materials on site.
Inert materials such as timber and steel reinforcement will be stored within the storage area to the rear of the property, adjacent to the storage containers as shown in figure 6.3.

Contractors will notify the Site Manager, in advance, of any hazardous or potentially hazardous substances they intend to bring onto site. A written assessment of the hazards and subsequent risks associated with the substances, and the controls needed in order to eliminate, or reduce to an acceptable level, those risks, must be provided by the Site Manager prior to delivery to site.

Diesel will be stored in a bunded bowser with oils kept on a bunded drip tray with a spill kit present to prevent any environmental contamination.

All delivery Companies and hauliers shall be contacted to confirm that all their vehicles have FORS compliant signage displayed including "Cyclists Do Not Pass on This Side" and are fitted with additional mirrors and reversing cameras.

Highway interventions

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

24. Parking bay suspensions and temporary traffic orders

Please note, parking bay suspensions should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, requirement of exclusive access to a bay for longer than 6 months you will be required to obtain Temporary Traffic Order (TTO) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and TTO's which would be required to facilitate construction. **Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.**

Information regarding parking suspensions can be found here.

We may apply for the suspension the parking bay immediately opposite the site entrance for the duration key phases of the works. This will alleviate any potential conflict with the construction vehicles entering and exiting the site. It will also improve site lines and visibility for both road users and pedestrians in the area.

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).

All storage, site accommodation and welfare facilities are to be located within the site boundaries, there is no proposal to use any part of the public highway for these purposes.

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

During all deliveries and waste removal a traffic marshal will be present to aid the vehicle driver and to ensure pedestrians are aware of vehicle movements.

All delivery companies and hauliers shall be contacted to confirm that all their vehicles have FORS compliant signage displayed including "Cyclists Do Not Pass on This Side" and are fitted with additional mirrors and reversing cameras.

Relevant safety signage, barriers and ramps will be used during deliveries and loading and unloading of materials, plant and excavated materials. The use of safety signage, barriers and ramps will be managed during vehicle movements by the traffic marshal.

The erected hoarding will have the relevant safety signage securely fixed at clearly visible positions.

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).

Not applicable as this construction project does not require any planned road diversions.

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.

The vehicle route has been chosen specifically to avoid the strategic cycle route which travels East to West across the borough, via Tavistock Place.

During vehicle access and egress a traffic marshal and banksmen will be present to aid the vehicle driver and to ensure that cyclists and pedestrians are aware of vehicle movements. If required vehicle movements will be stopped and every assistance will be provided to ensure the safe passage of cyclists, vulnerable road users and pedestrians, especially the disabled and those using prams/pushchairs.

The pedestrian pavement will be open and accessible at all times during vehicle movements.

All delivery Companies and hauliers shall be contacted to confirm that all their vehicles have FORS compliant signage displayed including "Cyclists Do Not Pass on This Side" and are fitted with additional mirrors and reversing cameras.

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.

Not applicable as all temporary structures are to be contained within the construction sites secure site boundary.

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Environment

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

Responses to Camden's specific questions 28 – 38 are shown below. However, in addition to these responses and to supplement these responses, Proma have commissioned Venta acoustics to prepare a guidance document ***'Construction Noise and Vibration Assessment' ref VA1948.170831.NIA dated 1st September 2017***.

This report is appended to the CMP with the Noise Survey (Appendix E) and the recommendations contained within the report will be strictly adhered to.

The report will specifically address the following questions raised by Camden:

- Identification of the noisiest building construction/deconstruction activities
- A noise report dealing with the effect of noise from the building de-construction and construction activities. Particularly structure borne and 3D (CMR225694).
- The prediction of noise levels (including structure borne noise) at the potential adjacent noise receptors.
- Philosophies to be incorporated, maintained, improved and enforced in:

(a) Noise/vibration reducing throughout the site and the life of the project.

(b) Prevention of dust formation in the first place, throughout the site and the life of the project.

- Identification of the worst affected adjacent property by the effect of noise/vibration (including structure borne) and 3D (see CMR 225694)
- Provide full details describing mitigation measures to be incorporated during the construction/demolition works to prevent noise and vibration and dust disturbances from the activities on the site to the main receptors.
- State the actions to be taken in cases where these exceed the predicted noise and vibration levels.

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.

Refer to section 5.2 of Appendix E - ***'Construction Noise and Vibration Assessment'***

Refer to construction programme issue 2, which forms part of the Appendix. Noisy operations are as follows: -

1. Week 13. Saw cutting concrete slab. Duration 1 week.
2. Week 14 - 17. Demolition, munching and breaking concrete slab. Duration 2 weeks.
3. Week 17 – 19. Demolition of main building. Intermittent duration 3 weeks
4. Week 25. Breaking out ground floor slab prior to bulk excavation. Duration 1 week.

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A Construction/Demolition Management Plan **(C/DMP)** shall be kept on site of the proposed works ready available for inspection at the request of an Authorised Officer of the Council. This **C/DMP** shall be reviewed as necessary and all revisions shall be signed and dated in an addendum format forming part of the original **C/DMP**.
The **C/DMP** shall contain the following information:

(a) Name and address of the main contractors company.
(b) Completion date
(c) Address where the main contractors company accept receipt of legal documents.
(d) Full contact details of main office and of the site for the proposed works.
(e) Full contact details including name and telephone number of the Site and Project Manager.
(f) The Contents of the **C/DMP** shall provide full details on the:

(i) How these operations are intended to be carried out and its timescale from starting date to its completion.
(ii) Mitigation measures to be incorporated during the works to prevent noise and vibration, disturbances, creation of dust nuisance and prevention of rodent spreading out from the site.
(iii) Evidence regarding staff have been trained on BS 5228:2009.
(iv) Prediction of noise and vibration levels **(including 3D modelling**) throughout the proposed works action to be taken in case of exceedance over the predicted levels.
(v) Monitoring of noise, vibration and dust levels.
(vi) Abatement techniques to prevent noise, vibration and dust nuisances.
(vii) Pest Control Job receipts
(viii) Community liaison.
(ix) Complaints Register, this should contain if possible complainant's details, date and time of complaint's made, causes of complaint, action taken to resolve the complaint, date and time of action taken to resolve the complaint, reasons for any unresolved complaint.
(x) An incident logbook shall be on site and all incidents shall be recorded stating date time and worker/s involved and action taken. (e.g. equipment operations started at 07:30 hours by ….. and the action taken measures incorporated to prevent recurrence of similar event)

Further information is required regarding the nature of noisy operations and building methods used.

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.

The most recent noise survey was carried out in September 2017 a copy is attached as Appendix E - Noise Survey & Report

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

Please refer to report VA1948.170831.NIA by Venta Acoustics which is enclosed in Appendix E – Noise Survey and Report

We anticipate noise levels created that when heard 1m from the site boundary will not exceed 75dB(A).

We anticipate vibration levels not to exceed the criteria set out in BS 5228: 2009 part 2 (i.e. $1mms^{-1}$ PPV

Our main control is through restricting the hours that noisy work is carried out from:
08:00 - 18:00 Monday to Friday. No noisy activity between 12.30 – 13.30 to accommodate the sleeping times for the local nursery
08:00 - 13:00 Saturdays

At no time on Sundays and Bank Holidays (specific restrictions may be applied as part of any party wall agreements)
Permitted working hours will be in accordance with section "Time Of Operations" as detailed within *Camden's Minimum Requirement For Building/Construction/Demolition Sites.*

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.

Please refer to report VA1948.170831.NIA by Venta Acoustics which is enclosed in Appendix E – Noise Survey and Report

It will be our aim to mitigate noise and vibration levels by using non-percussive methods such as drilling and bursting as opposed to breaking using pneumatic tools where possible.

Where slabs are broken, a separation joint will be created using a suitable concrete saw, damped down to eliminate dust, reducing the transfer of vibration into surrounding structures.

Control of construction noise:

Our main control is through restricting the hours that noisy work is carried out from:
08:00 - 18:00 Monday to Friday. No noisy activity between 12.30 – 13.30 to accommodate the sleeping times for the local nursery
08:00 - 13:00 Saturdays

At no time on Sundays and Bank Holidays (specific restrictions may be applied as part of any party wall agreements)

Permitted working hours will be in accordance with section "Time Of Operations" as detailed within *Camden's Minimum Requirement For Building/Construction/Demolition Sites*

Target levels will be set by our acoustic consultant each time a new work process commences and in the event of activities exceeding these target levels, work will be stopped until an alternative, less disruptive method can be implemented. We will also liaise directly with the residents affected by any noisy activities to establish a time frame to offer least disruption to their activities. We have discussed this with the relevant residents and business owners at the working group meeting held on the 12/09/2017.

Acoustic baffles, dust extractors, misters and wetting down of equipment will occur to mitigate against noise and dust. However baffling of the site is not possible but acoustic baffles will surround equipment in use whenever practically possible.

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

Our acoustic consultants 'Venta~~RBA~~ Acoustics' are Corporate Member of Institute of Acoustics (MIOA) and their assessors hold degrees or similar qualifications in Audio Technology.

Venta Acoustics will undertake a toolbox induction of all relevant site personnel.

Their assessor will train the Site Manager on the requirements of BS5228:2009 once work commences.

Any monitoring required prior to commencement of the Principal Contractor will be undertaken by Venta~~RBA~~ Acoustics.

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

Dust on construction sites is classified as a "statutory nuisance" and all efforts shall be made to avoid the creation of dust during construction site. All activities will assessed for the risks associated with dust production and where necessary, water will be used to suppress the dust by means of wet cutting and damping down with a hosepipe direct to the source.

Dust suppressors/ mist sprays will be used as required during demolition of the concrete slab~~masonry structures~~. During any breaking out of existing concrete slabs and the bulk excavation, work areas will be damped down with a hosepipe.

During the construction phase a bunded box or skip shall be provided for washing out of concrete from pumps and concrete skips. This waste shall be allowed to dry at which point it shall be broken out and disposed of as general waste.

General construction activities such as cutting timber and other materials shall have extraction fitted directly to tools to eliminate dust at source.

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

The existing concrete hard standing on site will be retained throughout the project, allowing vehicles to enter and leave site without driving on spoil or earth. The hard standing will be swept and jet-washed clean at regular intervals and in the unlikely event of spoil being transferred to the vehicles wheel, an operative will jet-wash them clean prior to the vehicle leaving site.

Once the demolition is complete and during the construction phase a bunded box or skip shall be provided for washing out of concrete from pumps and concrete skips. This waste shall be allowed to dry at which point it shall be broken out and disposed of as general waste.

At no time shall any construction waste or liquids be disposed of into surface or foul water drainage. The public highway immediately outside the site will be checked periodically for dust and dirt and will be swept or jet washed if required.

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The existing concrete hard standing on site will be retained throughout the project, allowing vehicles to enter and leave site without driving on spoil or earth.

The hard standing will be swept and jet-washed clean at regular intervals and in the unlikely event of spoil being transferred to the vehicles wheel, an operative will jet-wash them clean prior to the vehicle leaving site.

Once the demolition is complete and during the construction phase a bunded box or skip shall be provided for washing out of concrete from pumps and concrete skips. This waste shall be allowed to dry at which point it shall be broken out and disposed of as general waste.

At no time shall any construction waste or liquids be disposed of into surface or foul water drainage.

The public highway immediately outside the site will be checked periodically for dust and dirt and will be swept or jet washed if required.

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

Noise and vibration monitoring will be installed as per the recommendations within the noise ~~Please refer to~~ report VA1948.170831.NIA by Venta Acoustics, which is enclosed in appendix E – Noise Survey and Report.

~~-~~Noise and vibration monitoring will be completed by a competent consultant who will set up monitoring stations as per the recommendations, which will notify the Principal Contractor if vibration levels exceed the agreed target level at which point work will be stopped and alternative methods of work implemented.
~~for further details on noise and vibration monitoring~~

Categorisation of the site with regard to dust emission magnitude is shown below and is in accordance with the classifications outlined within 'The Control Of Dust and Emissions During Construction And Demolition' Supplementary Planning Guidance (July 2014), specifically page 27, section 4.27.

Demolition: Small – total volume of building to be demolished is less than 20,000 m^3 with the roof structure not producing any dust and masonry being easy to damp down to eliminate or reduce dust production.

Earthworks: Small – total area to be excavated is less than 2,500m^2 and the predominant soil type is London clay which does not produce high dust levels and there will be less than 5no. pieces of earthmoving equipment. Further more the existing hard standing will be retained to prevent dust production from vehicles driving across earth/ spoil.

Construction: Medium – the total volume is less than 25,000m^3 which would be categorised as low, expect that it will be constructed from concrete from basement to first floor, with a steel frame above, which is categorised as medium risk.

Trackout: Low – during this phase there will be less than 10 vehicle movements per day and the surface material on the road(s) has a low potential for dust release as we are retaining the existing concrete hard standing, eliminating the need for vehicles to drive on earth or spoil.

Assessment of the site in line with "The Control of Dust and Emissions During Construction and Demolition SPG" is shown in the tables below. Receptors include no. 2-17 Regent Square whose gardens back onto the site, but will be segregated by the retained 6m high masonry boundary wall, 8-10 Wakefield Street, the grounds of the Regent Square Presbyterian Church and persons using St. George's Gardens to the South of the Site.

Receptor Sensitivity	Sensitivity of the Surrounding Area			
	Demolition	Earthworks	Construction	Trackout
Dust Soiling	Medium	Medium	Medium	Medium
Human Health	Medium	Medium	Medium	Low
Ecological	Low	Low	Low	Low

Monitoring of noise, vibration and dust will be completed by the Principal Contractors Site Manager on a daily basis, alerts will be sent to Proma~~HPM~~ if agreed limits set by The London Borough of Camden are breached.

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

Please refer to Appendix K - Dust Risk Assessment

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.

We can confirm that this has been carried out. Please refer to Appendix N - Dust Mitigation Measures

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.

The construction site is classified as 'small' in line with the Mayor of London's 'The Control Of Dust And Emissions During Construction And Demolition, Supplementary Planning Guidance' specifically page 27 section 4.27, therefore we do not believe that the site requires active dust monitoring and ~~.~~ the mitigation measure put in place will be designed to supress the airborne dust that will potentially provide nuisance to the neighbouring properties. Notwithstanding we have agreed to locate a dust monitor on to 10 Wakefield Street at their request.

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).

(a) Evidence from a British Pest Control Association (BPCA) company is required to demonstrate existence/non-existence of rats and mice by using baiting techniques. How the rodents living on the site are being prevented escaping the site prior commencing the works and during the works.

Please refer to attached report at Appendix L by M R Pest Control Environmental Services dated 31.08.17 confirming that no pests were found.

(b) Evidence before works commence Contractors, builders, etc. have taken reasonable steps to ensure that any existing drainage serving the site is secure.

Existing toilet drainage will be sealed prior to the demolition of the toilets.

(c) Before any building works commence provide evidence if the existing drains are not to be used for the new development then these have been cemented and sealed.

All existing drain runs are to be sealed or removed to facilitate the construction of the new basement.

(d) Before any building construction/de-construction works commence evidence should be provided that any additional drainage leading back from the interceptor left open, the corresponding interceptor interceptor/s are sealed.

No additional drainage is required leading back from the interceptor.

We will have a contract with Rentokill or similar contractor.

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

An Asbestos Survey was carried out by Eton Environmental Group on 13th January 2017 and is included as Appendix J.

The key findings are included below

Building	Floor/ Room	Assessment Number	Location/ position	Product type	Surface treatment	Condition	Extent	Accessibility	Level of identification	Asbestos type	Material risk	Priority risk	Action
The old dairy	External / External	021	cement roof	Cement	Surface Sealed	Medium Damage	370m²	Occasionally likely to be disturbed	Identified	Chrysotile	(5) Low		Remove
The old dairy	External / External	027	cement debris floor	Cement	Surface Sealed	Medium Damage	140m²	Occasionally likely to be disturbed	Strongly Presumed	Crocidolite (or unknown)	(7) Medium		Remove
The old dairy	External / External	028	Damp proof course wall	Bitumen	Completely Sealed	Low Damage	420lm	Occasionally likely to be disturbed	Identified	Chrysotile	(3) Very low		Remove
The old dairy	Ground Floor / G.01	022	Flash guards Wall	Textiles	Unsealed	Medium Damage	2no.	Occasionally likely to be disturbed	Identified	Chrysotile	(7) Medium		Remove
The old dairy	Ground Floor / G.02	023	Flash guards wall	Textiles	Unsealed	Medium Damage	7no.	Occasionally likely to be disturbed	Identified	Chrysotile	(7) Medium		Remove
The old dairy	Ground Floor / G.02	024	Flash guards wall	Textiles	Surface Sealed	Low Damage	3no.	Easily disturbed	Strongly Presumed	Chrysotile	(5) Low		Remove
The old dairy	Ground Floor / area above G.04	032	Flash guards wall	Textiles	Surface Sealed	Medium Damage	7no.	Occasionally likely to be disturbed	Strongly Presumed	Chrysotile	(6) Low		Remove
The old dairy	Ground Floor / G.13	014	floor tiles floor	Vinyl Floor Tiles	Completely Sealed	Low Damage	18m²	Occasionally likely to be disturbed	Identified	Chrysotile	(3) Very low		Remove
The old dairy	Ground Floor / G.14	015	floor tiles floor	Vinyl Floor Tiles	Completely Sealed	Low Damage	7	Occasionally likely to be disturbed	Strongly Presumed	Chrysotile	(3) Very low		Remove
The old dairy	Ground Floor / G.15	016	floor tiles floor	Vinyl Floor Tiles	Completely Sealed	Low Damage	7m²	Occasionally likely to be disturbed	Strongly Presumed	Chrysotile	(3) Very low		Remove
The old dairy	Ground Floor / G.16	017	floor tiles floor	Vinyl Floor Tiles	Completely Sealed	Low Damage	49m²	Occasionally likely to be disturbed	Strongly Presumed	Chrysotile	(3) Very low		Remove
The old dairy	Ground Floor / G.17	018	floor tiles floor	Vinyl Floor Tiles	Completely Sealed	Low Damage	14m²	Occasionally likely to be disturbed	Strongly Presumed	Chrysotile	(3) Very low		Remove
The old dairy	Ground Floor / G.18	019	floor tiles floor	Vinyl Floor Tiles	Completely Sealed	Low Damage	14m²	Occasionally likely to be disturbed	Identified	Chrysotile	(3) Very low		Remove
The old dairy	Ground Floor / G.19	020	floor tiles floor	Vinyl Floor Tiles	Completely Sealed	Low Damage	7m²	Occasionally likely to be disturbed	Strongly Presumed	Chrysotile	(3) Very low		Remove
The old dairy	Ground Floor / G.20	031	Electrics wall	Unknown					Inaccessible (Presumed)	n/a			Inspect Prior to Disturbance

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.

Standards for operatives in public areas will be detailed in their site induction and a designated smoking area will be provided in a location selected so to minimise and potential disturbance to local residents and businesses.

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.

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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): 079/17 – 065/19

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

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

d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: The equipment has not yet been registered due to the Groundworks Contractor only recently being appointed. Therefore we do not yet know the specific details of any NRMM and cannot register them at this time. However, we will ensure the Principal Contractor completed the register and will provide details to LBC on request.

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: We confirm the above.

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: We confirm the above.

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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.

Camden

Signed:

Date: 13~~01~~.09~~08~~.17

Print Name: Barrie Gill

Position: Managing Director

Please submit to: planningobligations@camden.gov.uk

End of form.