

Mount Pleasant – Phoenix Place
Permission Ref. 2013/3807/P

Construction Management Plan

pro forma v3.1

Date: 28th March 2018



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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
12 th January 2018	A	JM Perret – Bouygues UK
26 th March 2018	FULL CEMP	JM Perret – Bouygues UK
28 th March 2018	Final Pro-Forma	JM Perret – Bouygues UK
29 th May 2018	Final Pro-Forma (following meeting with LB Camden on 25 th May 2018)	JM Perret – Bouygues UK

Additional sheets

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

Date	Version	Produced by
29 th May 2018	Commentaries against LB Camden comments	JM Perret – Bouygues UK
28 th March 2018	Public consultation and engagement strategy	Taylor Wimpey
29 th May 2018	CLG minutes and Terms of Reference	Taylor Wimpey
29 th May 2018	Pest Control Treatment Report	Taylor Wimpey
29 th May 2018	Construction Noise Modelling Report May 2018	Taylor Wimpey

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to all construction activity both on and off site that impacts on the wider environment.

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

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

Camden charges a fee for the review and ongoing monitoring of the CMP. This is calculated on an individual basis according to the predicted officer time required in managing this process for a given site.

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 during construction. Any future revised plan must also be approved by the Council and complied with thereafter.

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

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

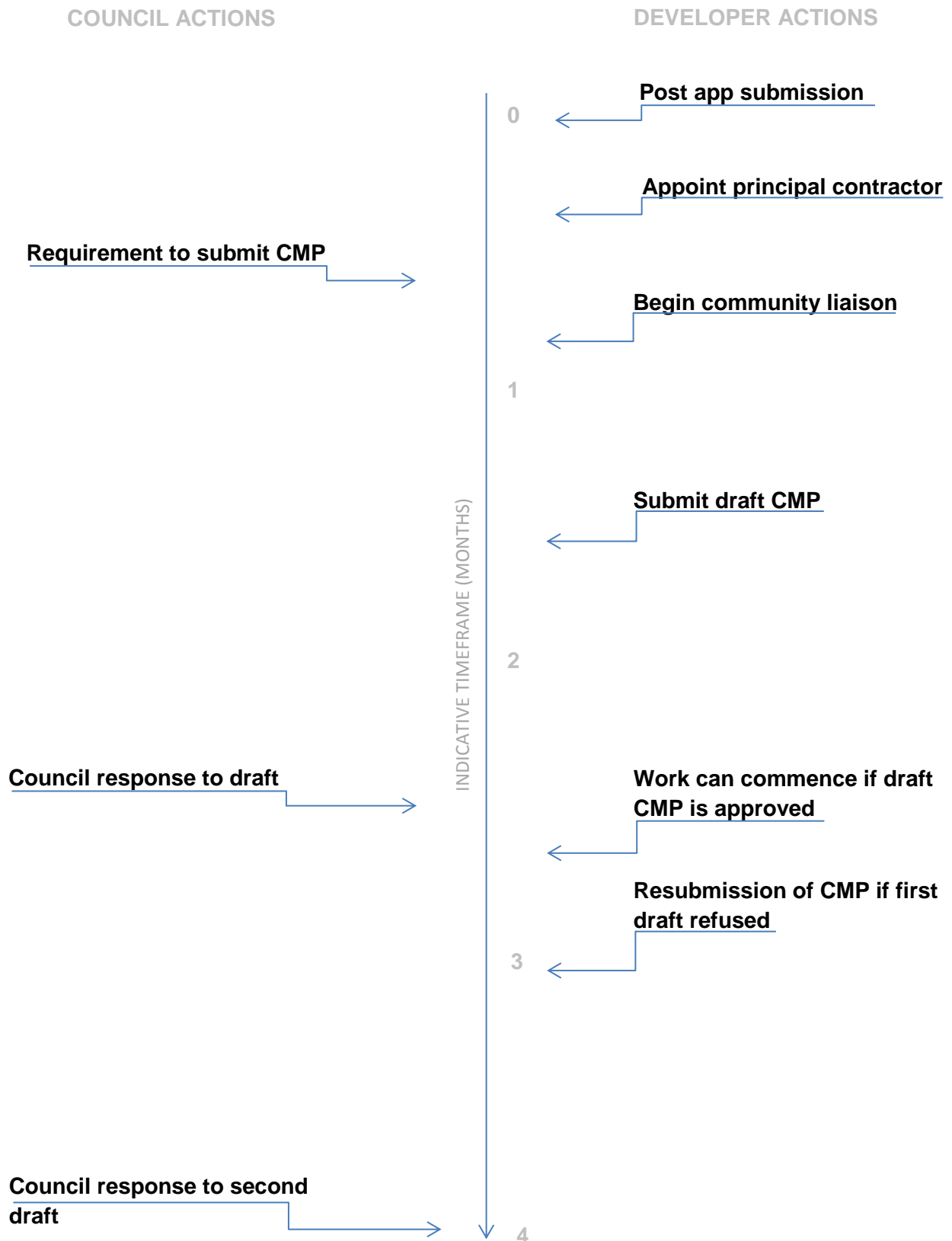
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP.**

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

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

Revisions to this document may take place periodically.

Timeframe



Contact

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

Address: ***Land at west of Royal Mail Sorting Office bounded by Phoenix Place, Mount Pleasant, Gough Street and Calthorpe Street, Camden WC1***

Planning reference number to which the CMP applies: ***2013/3807/P***

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

Name: Jean-Marie Perret

Address: 1 Lambeth Palace Road, London, SE1 7EU

Email: jean-marie.perret@bouygues-uk.com

Phone: 020 7401 0020

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

Name: Jean-Marie Perret

Address: 1 Lambeth Palace Road, London, SE1 7EU

Email: jean-marie.perret@bouygues-uk.com

Phone: 020 7401 0020

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: Jean-Marie Perret

Address: 1 Lambeth Palace Road, London, SE1 7EU

Email: jean-marie.perret@bouygues-uk.com

Phone: 020 7401 0020

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: Bouygues UK (Jean-Marie Perret)

Address: 1 Lambeth Palace Road, London, SE1 7EU

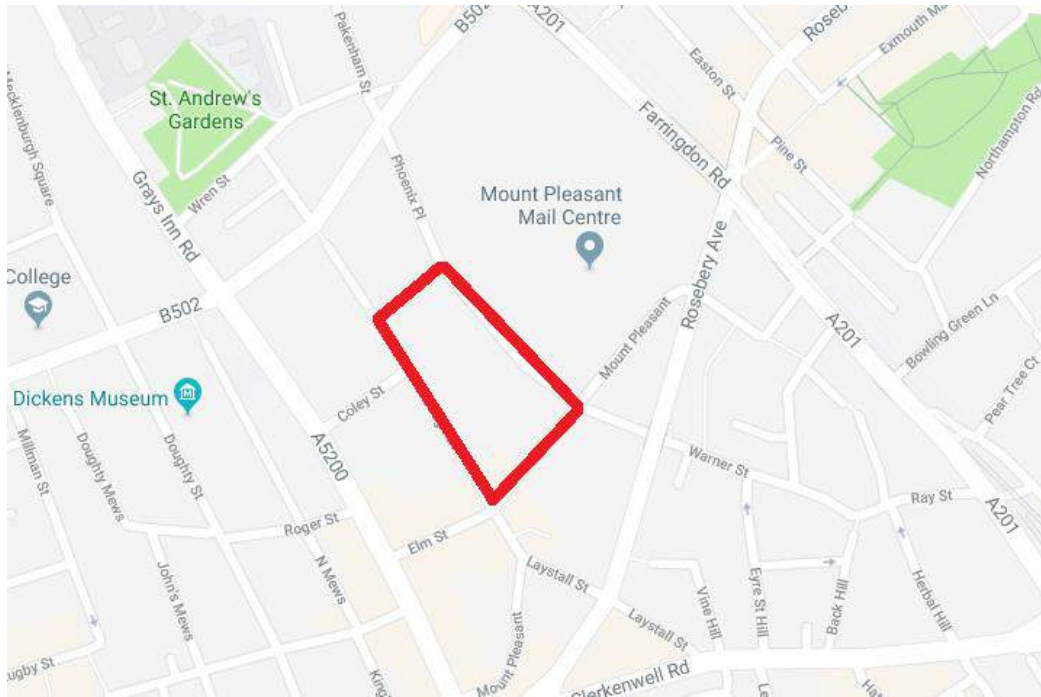
Email: jean-marie.perret@bouygues-uk.com

Phone: 020 7401 0020

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 Phoenix Place project is located near Royal Mail Sorting Office, Mount Pleasant, Farringdon, London EC1A 1BB and is an island site, bounded on all sides by roads (Phoenix Place, Mount Pleasant, Gough Street).



The site is located adjacent to the Royal Mail Sorting Office, Mount Pleasant, Farringdon, London, and is an island site, bounded on all sides by roads (Phoenix Place, Mount Pleasant, Gough Street).

The site is currently a derelict carpark, surrounded by brick walls and mesh fences. There used to be accesses onto the carpark from Gough Street, Mount Pleasant and Phoenix Place. The carpark was set over various ground levels, with access ramps.

The project is also adjacent to the Thames Water Fleet sewer located underneath Phoenix Place.

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

The Royal Mail development of Mount Pleasant consists of 4 Phases of residential development, Phases 1 and 2 are the development of the Phoenix Place (PP) Site, Phases 3 and 4 are the development on the Calthorpe Street (CS) site.

This CEMP relates to the Phoenix Place site, Phases 1 and 2 ('P1' and 'P2').

The Planning Authority for the Phoenix Place Site is LB Camden.

The Planning Authority for the Calthorpe Street Site is LB Islington.

The redevelopment proposal for the Phoenix Place and Calthorpe Street sites involves the stripping of the existing structures and features on the sites, together with Enabling Works on the Calthorpe Street site and construction of a new residential-led scheme across the sites. The Entire Development (that is the Calthorpe Street Development and Phoenix Place Development) comprises ten buildings (known as Buildings A, B, C, D, E, F, G, H, J and K) to accommodate:

- 681 residential units (Use Class C3) totalling 76,737m² Gross Internal Area (GIA) of residential floorspace, of which 132 residential units would be affordable, subject to the viability assessment;
- Office uses (Use Class B1) totalling 4,260m² GIA of floor space; and
- Flexible retail and community use (Use Classes A1, A2, A3, D1 and / or D2) totalling 2,250m² GIA of floor space.

Phase 1 ('P1') of the Phoenix Place development comprises Block A, with six cores serving 214 units over a two storey basement with a GIA of 35,185m², flexible retail and community floor spaces and associated energy centre, waste and storage areas, residential parking, re-provision of Royal Mail staff car parking, cycle parking, hard and soft landscaping to provide public and private areas of open space, alterations to the public highway and all other necessary excavation and enabling works. Phase 2 ('P2') of the Phoenix Place development comprises Blocks B, C and D serving 131 units and 2,665 sq ft of flexible retail and Community floorspace.

P1 consists of a new residential development consisting of six connected blocks, ranging from 4 to 13 floors (above ground floor).

A two-storey basement will be constructed to house Royal Mail staff car parking and residential car parking, plantroom, storage and cycle storage. The ground floor will generally provide space for commercial units, refuse storage and circulation. A large podium will also provide amenities and landscaped areas for residents.

Floors 1 to 13 will provide residential accommodation throughout.

P2 consists of a new residential development consisting of 3 blocks of 4, 8 and 10 floors with associated external communal spaces, storage, cycle storage and carpark spaces.

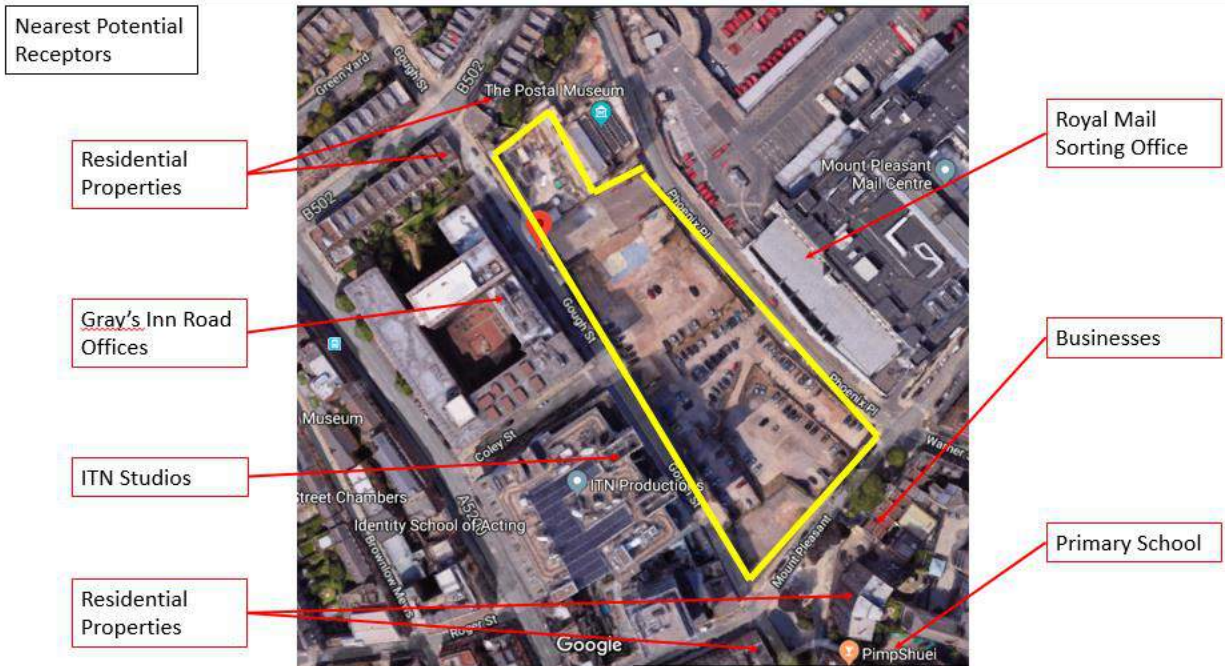
The Phoenix Place site is constrained by the following:

- Proximity to the RMG sorting office, yard and Postal Museum
- Existing retaining walls
- Proximity of the Thames Water Fleet sewer
- Proximity to nearby residents
- Traffic levels at peak times particularly Farringdon Road
- Noise and dust arising from the works
- Construction traffic
- Adjacent development of the Enabling Works for Phases 3 and 4

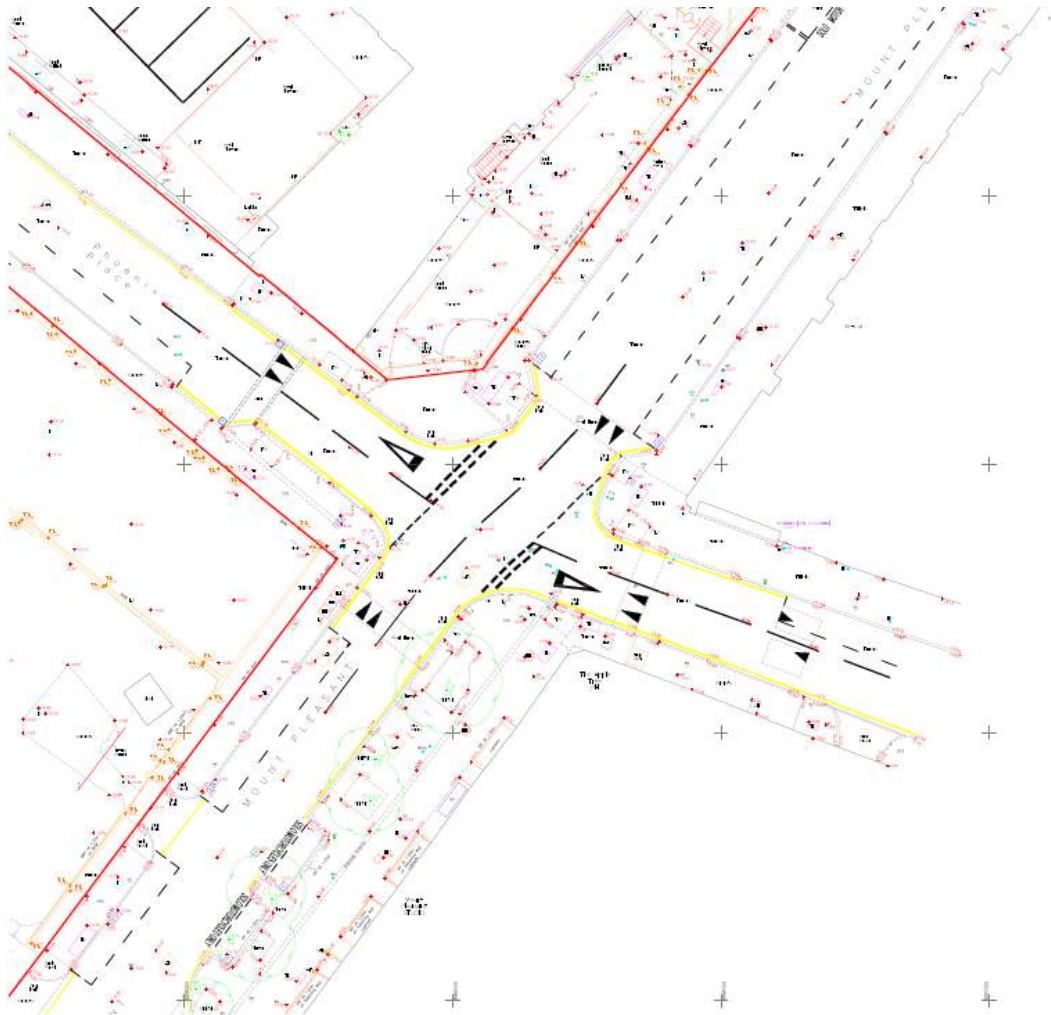
8. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).

Type of Receptors	Receptor	Potential Impacts from Construction Works
Museum		
	Postal Museum	10m from the nearest potential noise/dust source. There is the potential for impact from construction noise, dust and vibration and for residents to be impacted by construction traffic
Offices		
	ITN Studios on Gray's Inn Road/Gough Street	20m from the nearest potential noise/dust source. There is the potential for impact from construction noise, dust and vibration and for residents to be impacted by construction traffic
	Royal Mail Sorting Office – Phoenix Place Elevation	20m from the nearest potential noise/dust source. There is the potential for impact from construction noise, dust and vibration and for residents to be impacted by construction traffic
	Offices along Gough Street (entrance 222-236 Gray's Inn Road)	30m from the nearest potential noise/dust source. There is the potential for impact from construction noise, dust and vibration and for residents to be impacted by construction traffic
Residential Properties		
	Mount Pleasant	20m from the nearest potential noise/dust source. There is the potential for impact from construction noise, dust and vibration and for residents to be impacted by construction traffic
	North of Gough Street and corner with Calthorpe Street	10m from the nearest potential noise/dust source. There is the potential for impact from construction noise, dust and vibration and for residents to be impacted by construction traffic
Restaurants, shops		
	Mount Pleasant	20m from the nearest potential noise/dust source. There is the potential for impact from construction noise, dust and vibration and for staff and users to be impacted by construction traffic
Schools		
	Christopher Hatton	80m from the nearest potential noise/dust source.

The risks outlined above will be subject to assessment and mitigation measures to reduce the impacts. These measures will be more fully described later in this document.



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.





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

The Phoenix Place P1 and P2 works will be a traditional sequence of construction which consists in the substructure works, superstructure works, envelope works, internal fit-out works and landscaping works.

However, there will be three sectional completions on P1:

- Sectional Completion 1: Handover of the Basement Carpark to Royal Mail Group
- Sectional Completion 2: Handover of two residential cores to Taylor Wimpey, with corresponding external areas.
- Sectional Completion 3: Handover of the remaining four residential cores to Taylor Wimpey, with corresponding external and landscaped areas.

P2 will see a single handover date of its three blocks.

Site Preparations Works: Commencing Spring 2018

- Soft and hard strip of existing site features
- Installation of perimeter hoarding
- Minor regrading works

Substructure works:

- Construct the retaining wall to the basement and piled foundations
- Install propping struts
- Excavate down to basement level
- Construct basement slab and erect tower cranes
- Construct infrastructure up to ground floor slab
- Remove propping struts

Superstructure works:

- Construct RC cores
- Construct RC slabs and columns up to roof level
- Install edge protection system to slab edges

Envelope works:

- Erect scaffold
- Install steel frame system and cement boards to facades
- Install windows
- Install brick supports, insulation and facing bricks
- Construct roofing system onto roof slab
- Dismantle tower cranes

Internal fit-out works:

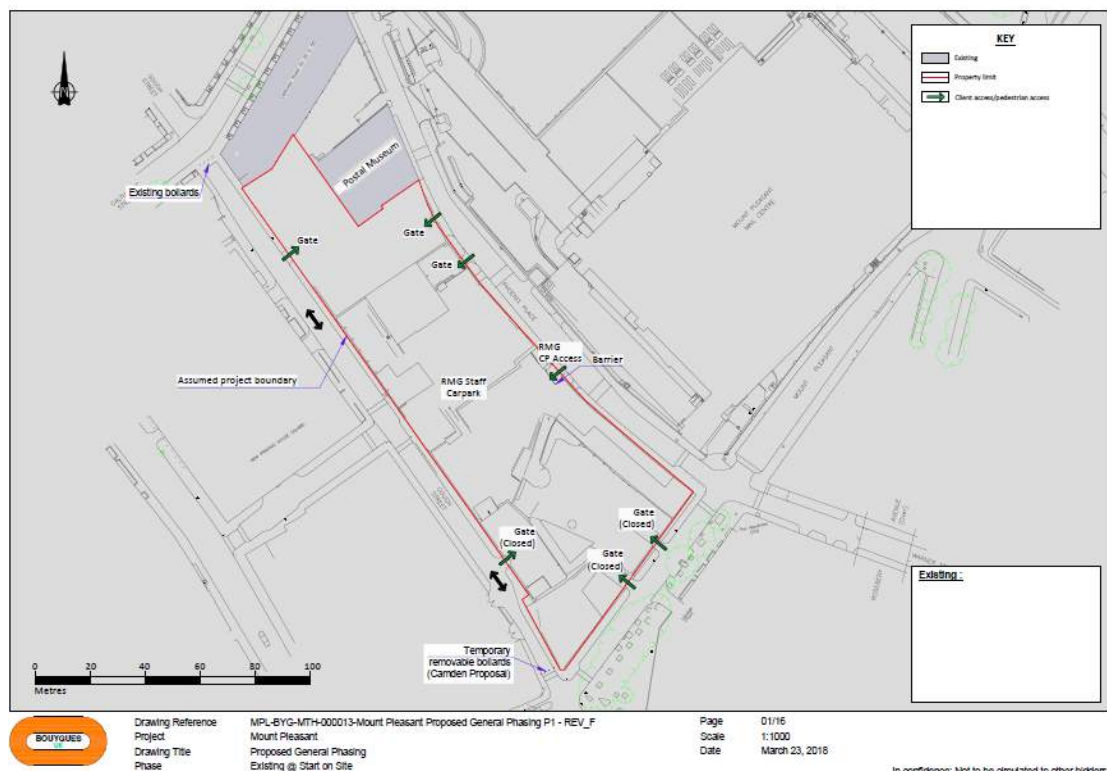
- Carpark fit-out / Energy Centre / Substations / LV rooms fit-out
- Screeding
- First fix partitions and MEP
- 2nd fix partitions and MEP
- Kitchen, tiling, carpentry, flooring
- MEP commissioning
- Decoration
- Final Fix
- Cleaning

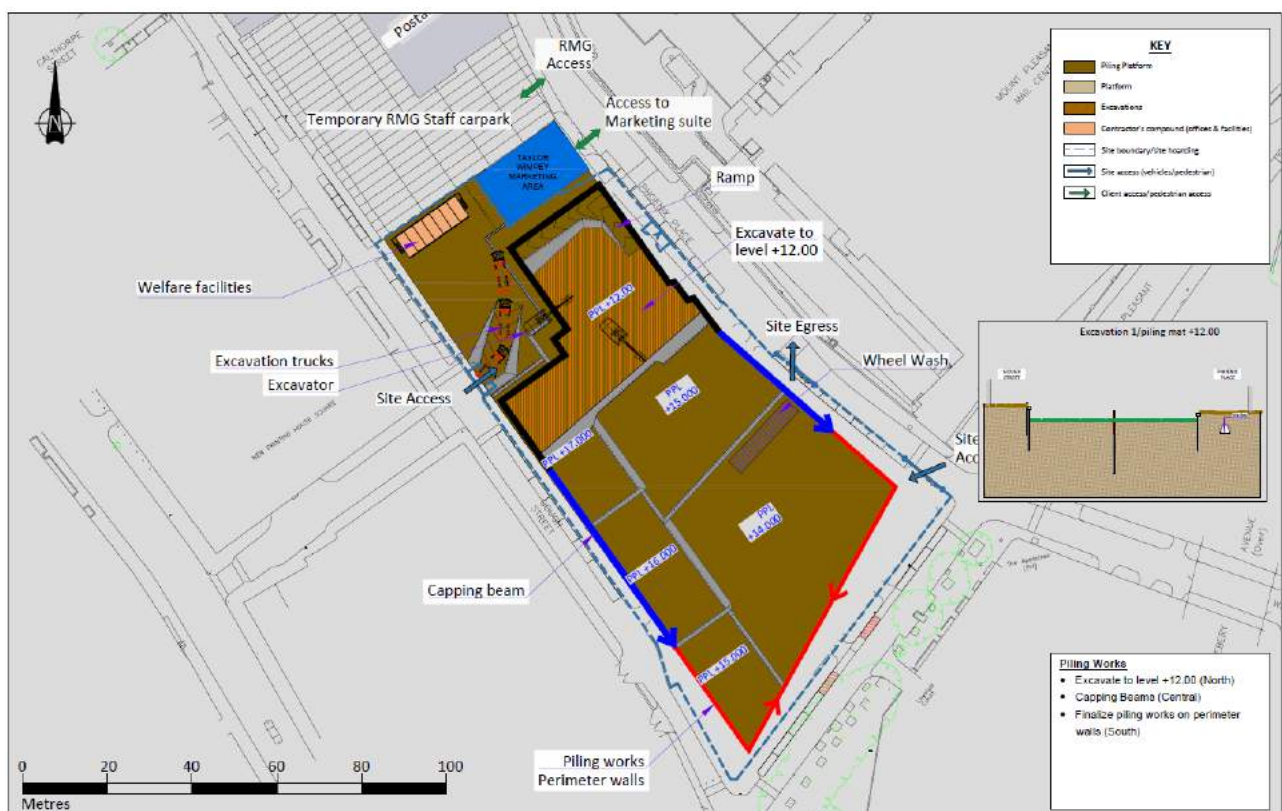
Landscaping works:

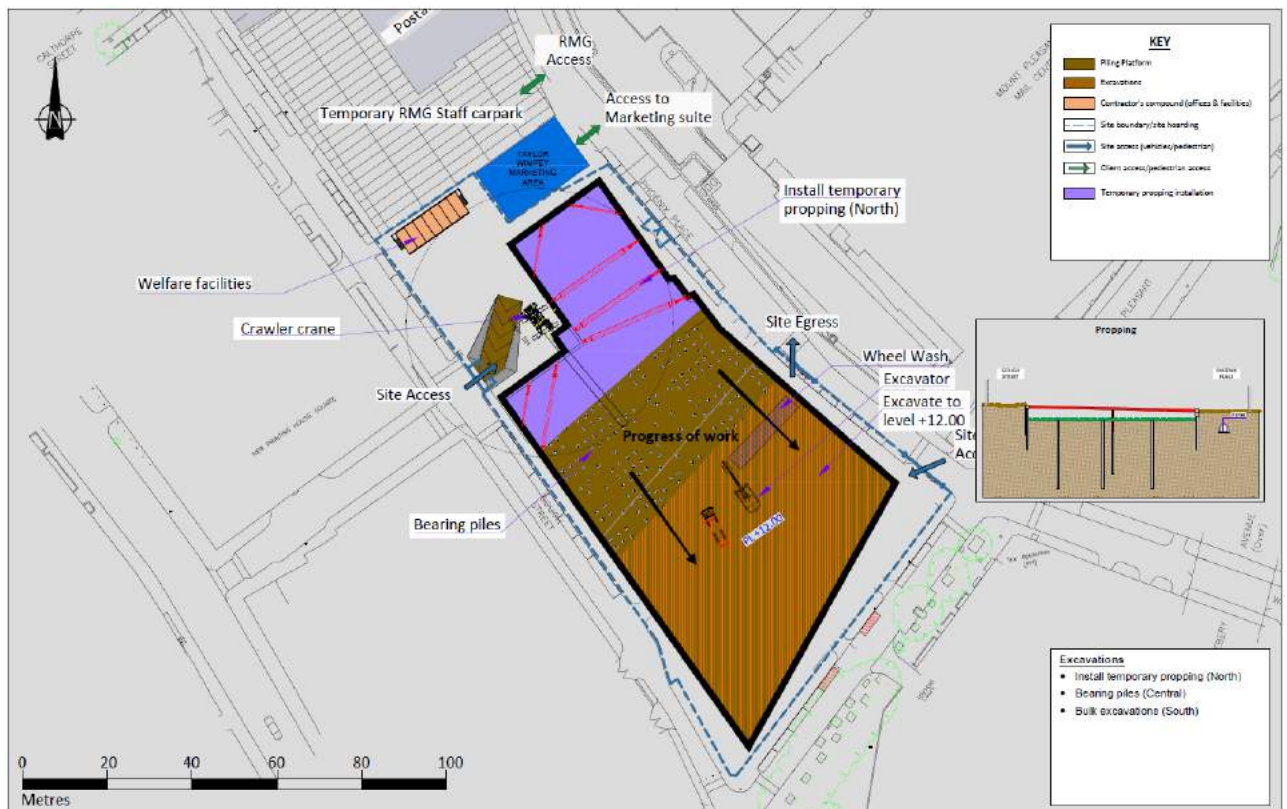
- Courtyard hard and soft landscaping
- External paving and landscaping works
- Section 278/Section 38 paving and landscaping works

The following diagrams illustrate the stages of the Works:

Phasing Sketches



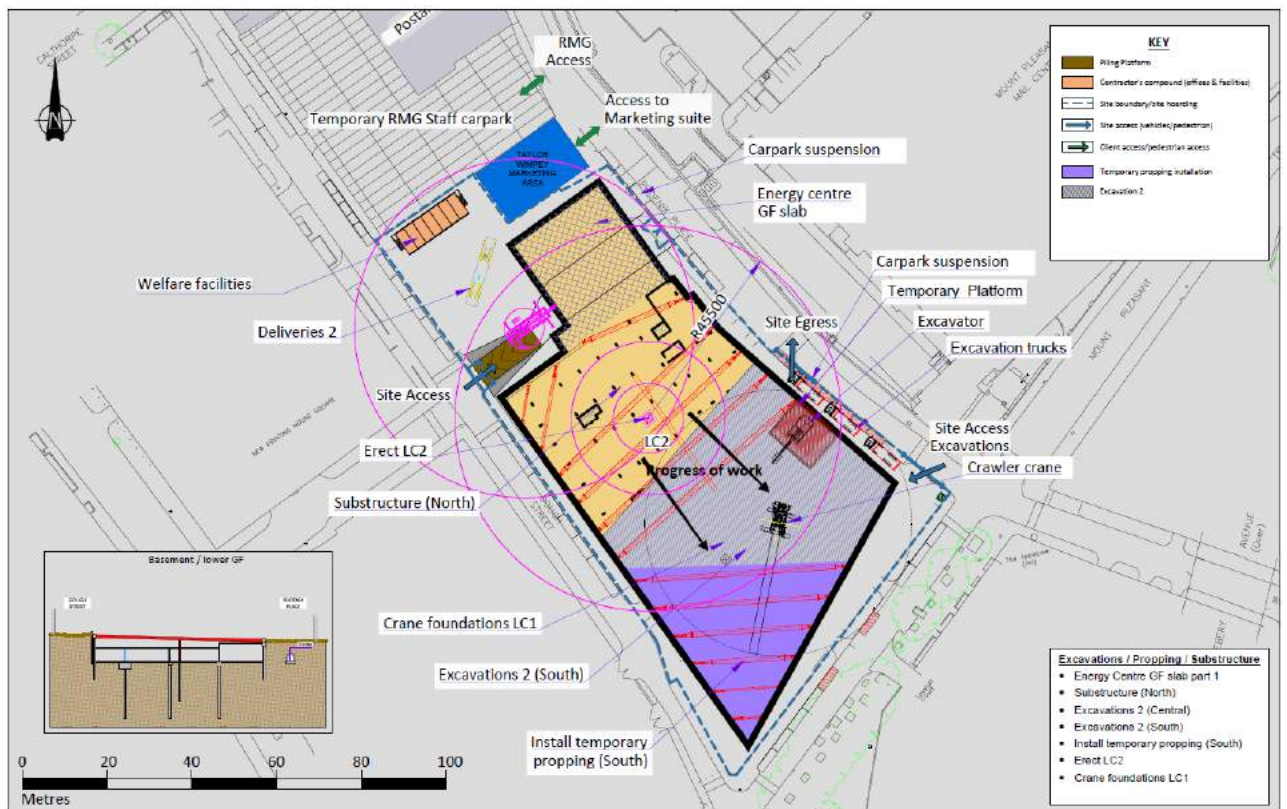




BOUYGUES

Drawing Reference	MPL-BYG-MTH-00013-Mount Pleasant Proposed General Phasing P1 - REV_G	Page	07/16
Project	Mount Pleasant	Scale	NTS
Drawing Title	Proposed General Phasing	Date	May 29, 2018
Phase	Excavations		

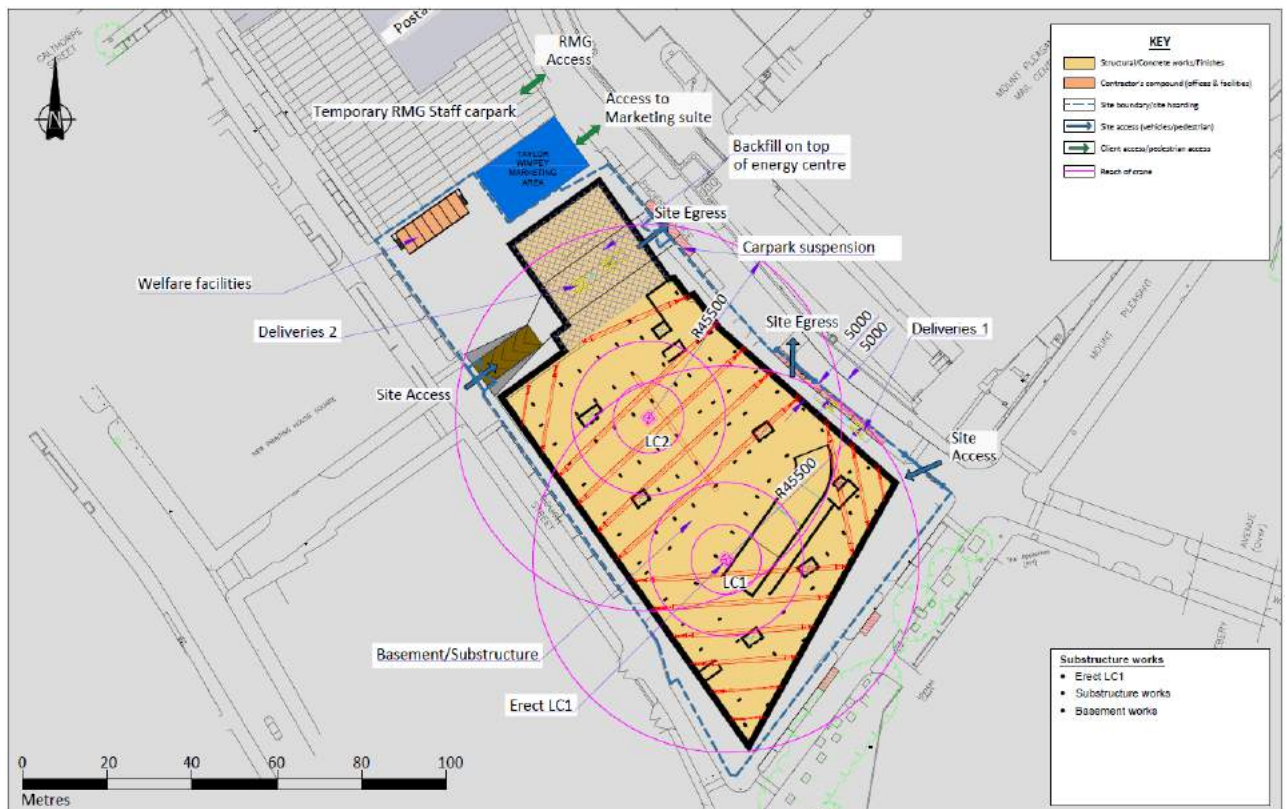
In confidence: Not to be circulated to other bidders



BOUYGUES

Drawing Reference	MPL-BYG-MTH-00013-Mount Pleasant Proposed General Phasing P1 - REV_G	Page	08/16
Project	Mount Pleasant	Scale	NTS
Drawing Title	Proposed General Phasing	Date	May 29, 2018
Phase	Substructure works		

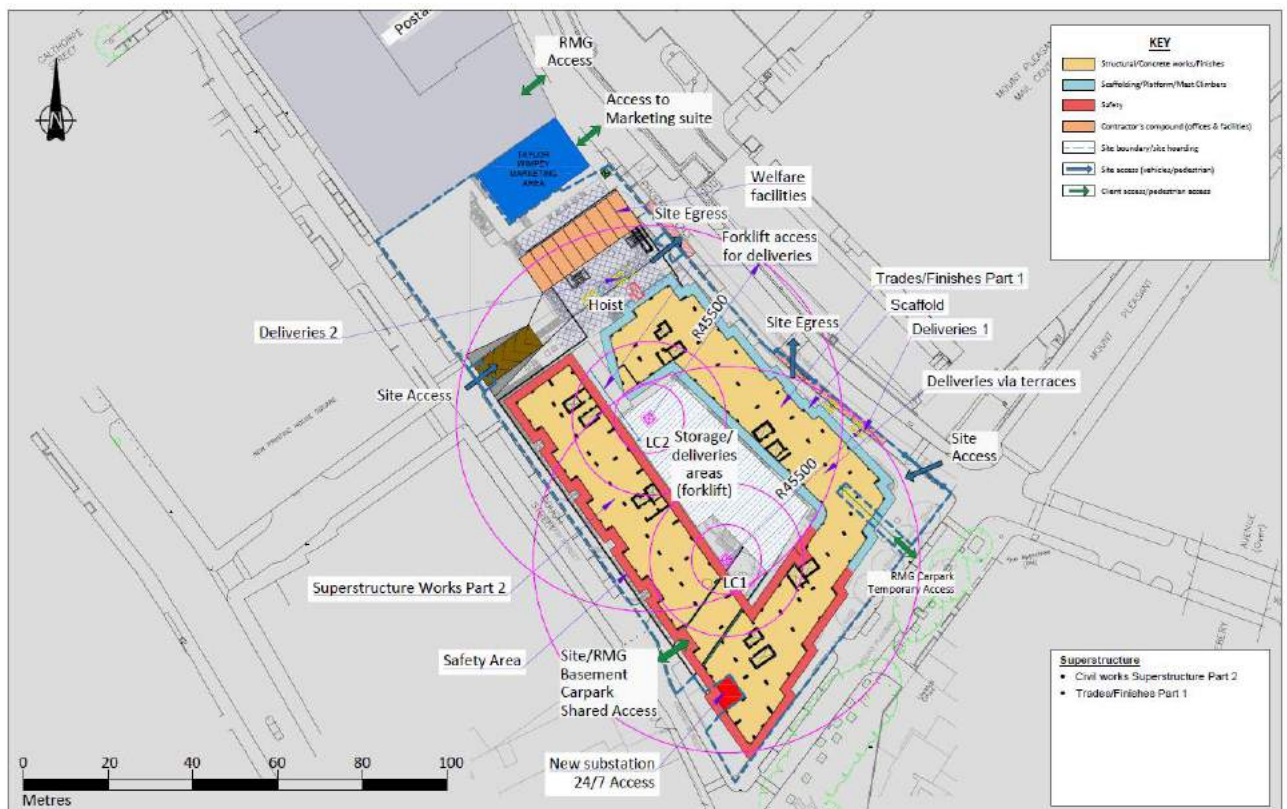
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BOUYGUES

Drawing Reference	MPL-BYG-MTH-000013-Mount Pleasant Proposed General Phasing P1 - REV_G	Page	10/16
Project	Mount Pleasant	Scale	NTS
Drawing Title	Proposed General Phasing	Date	May 29, 2018
Phase	Superstructure		

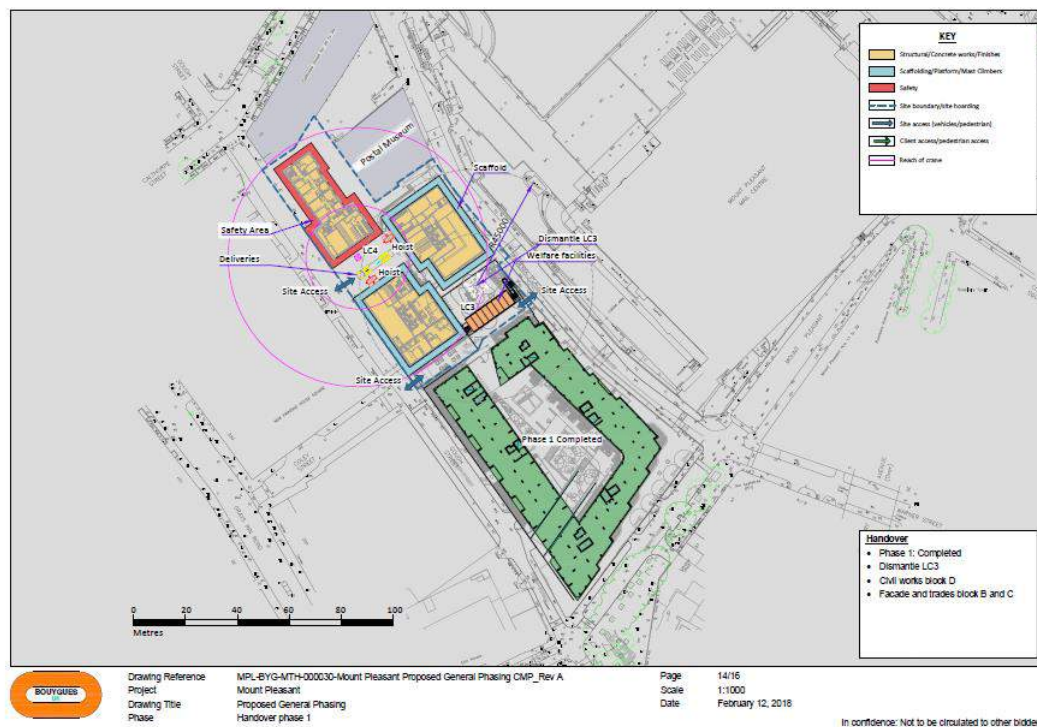
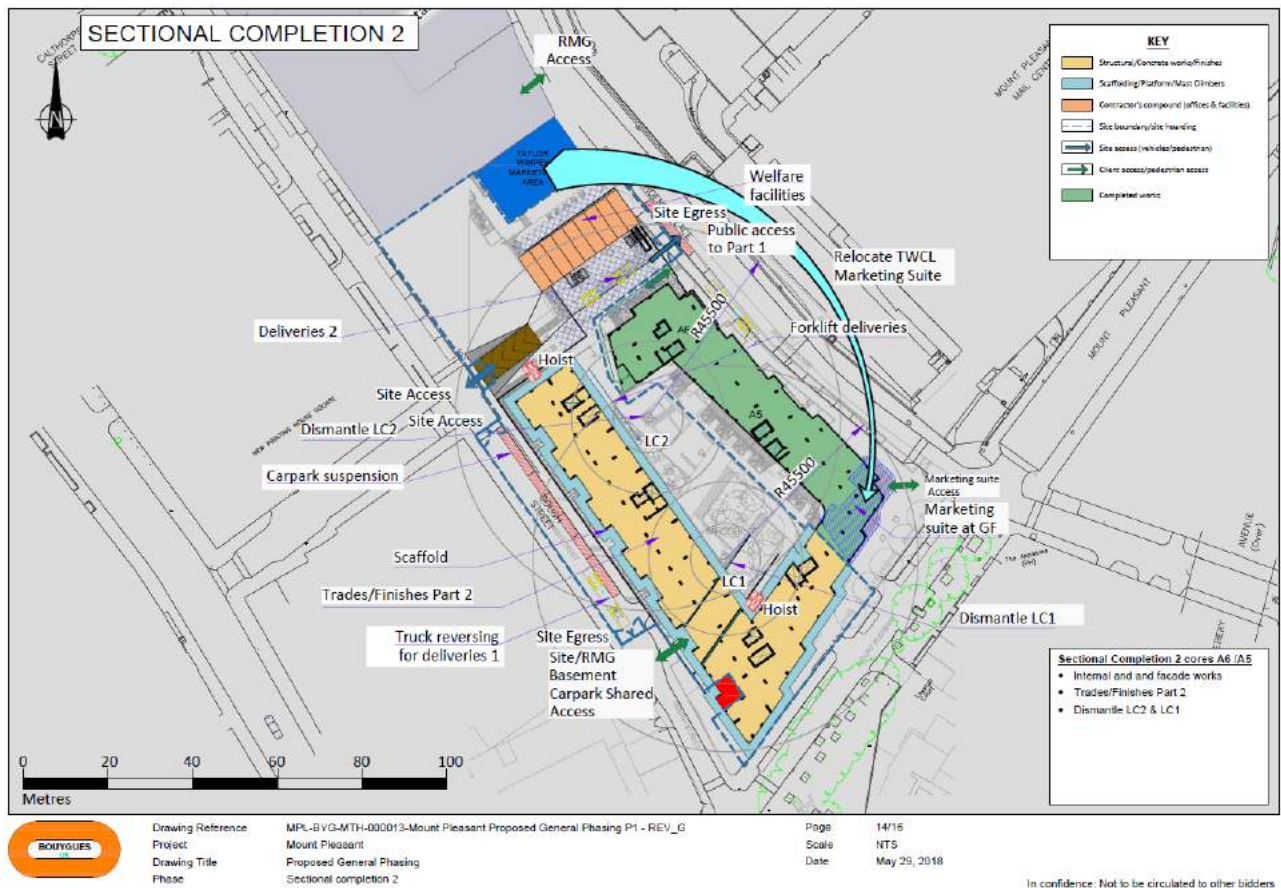
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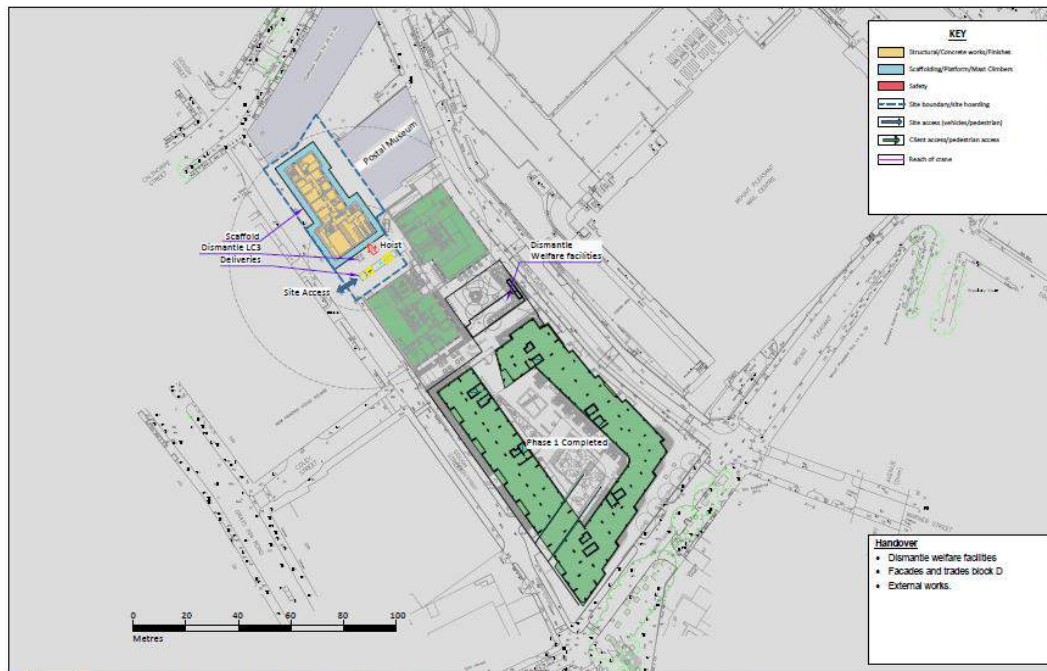


BOUYGUES

Drawing Reference	MPL-BYG-MTH-000013-Mount Pleasant Proposed General Phasing P1 - REV_G	Page	13/16
Project	Mount Pleasant	Scale	NTS
Drawing Title	Proposed General Phasing	Date	May 29, 2018
Phase	Superstructure		

In confidence: Not to be circulated to other bidders

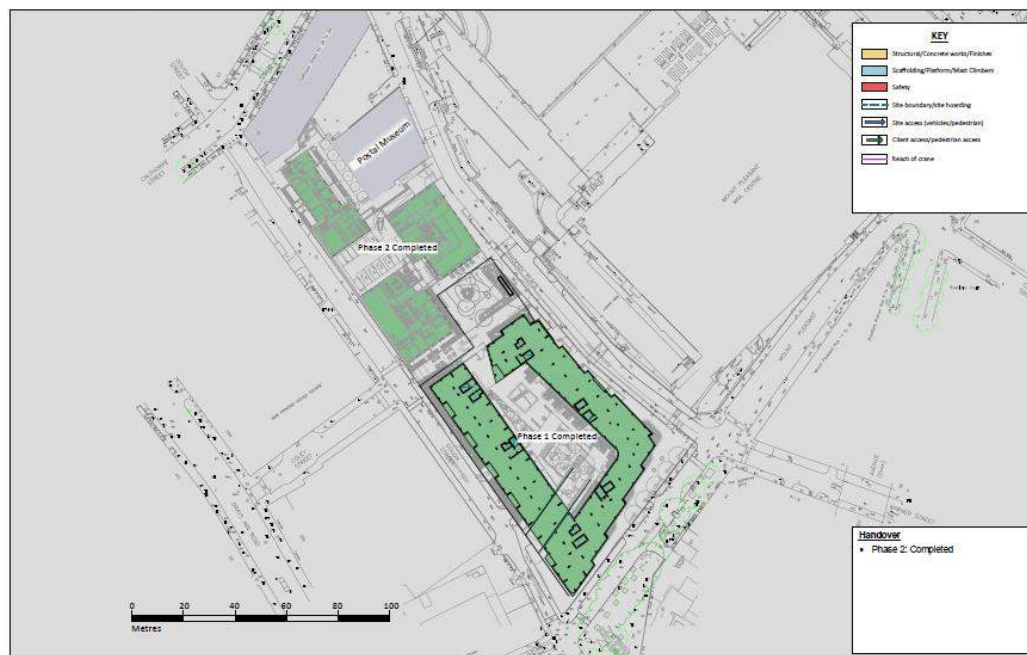




Drawing Reference: MPL-BYG-MTH-000030-Mount Pleasant Proposed General Phasing CMP_Rev A
Project: Mount Pleasant
Drawing Title: Proposed General Phasing
Phase: Handover blocks B and C

Page: 15/16
Scale: 1:1000
Date: February 12, 2018

In confidence: Not to be circulated to other bidders



Drawing Reference: MPL-BYG-MTH-000030-Mount Pleasant Proposed General Phasing CMP_Rev A
Project: Mount Pleasant
Drawing Title: Proposed General Phasing
Phase: Handover phase 2

Page: 16/16
Scale: 1:1000
Date: February 12, 2018

In confidence: Not to be circulated to other bidders

Outline Programme

The programme is being drafted and will be confirmed at a later stage.

P2 will start when Sectional Completion 1 of P1 is achieved as well as the completion of the Enabling Works on Calthorpe Street site.

P1 Outline Programme:

- | | |
|----------------------------------|-------------|
| • Site Preparation | Spring 2018 |
| • Start Piling | Summer 2018 |
| • Complete basement construction | Summer 2019 |
| • First units completed | Early 2021 |
| • Project Completion | Late 2021 |

P2 Outline Programme:

- | | |
|-------------------------|--------------------|
| • Site Preparation | Summer-Autumn 2020 |
| • Concrete Frame | 2021 to early 2022 |
| • First units completed | Early 2023 |
| • Project Completion | Late 2023 |

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

There may be a requirement for work outside these hours for activities such as:

- Tower cranes erection/dismantle
- Mechanical Plant delivery
- Utilities / Statutory Connections
- Services shut down and emergency repairs
- Etc

These activities may require out of hours working and will be communicated with sufficient notice and information to local stakeholders/ LB Camden.

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.

A new drainage connection will be required in Phoenix Place and/or Gough Street. This is still a matter for design and details are not yet finalized.

New utilities service connections are required, including power, water, gas, BT/fibre and drainage. Details of providers will be communicated once they are known.

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft.

This consultation must relate to construction impacts, and should take place following the granting of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. **The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off.** This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

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

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

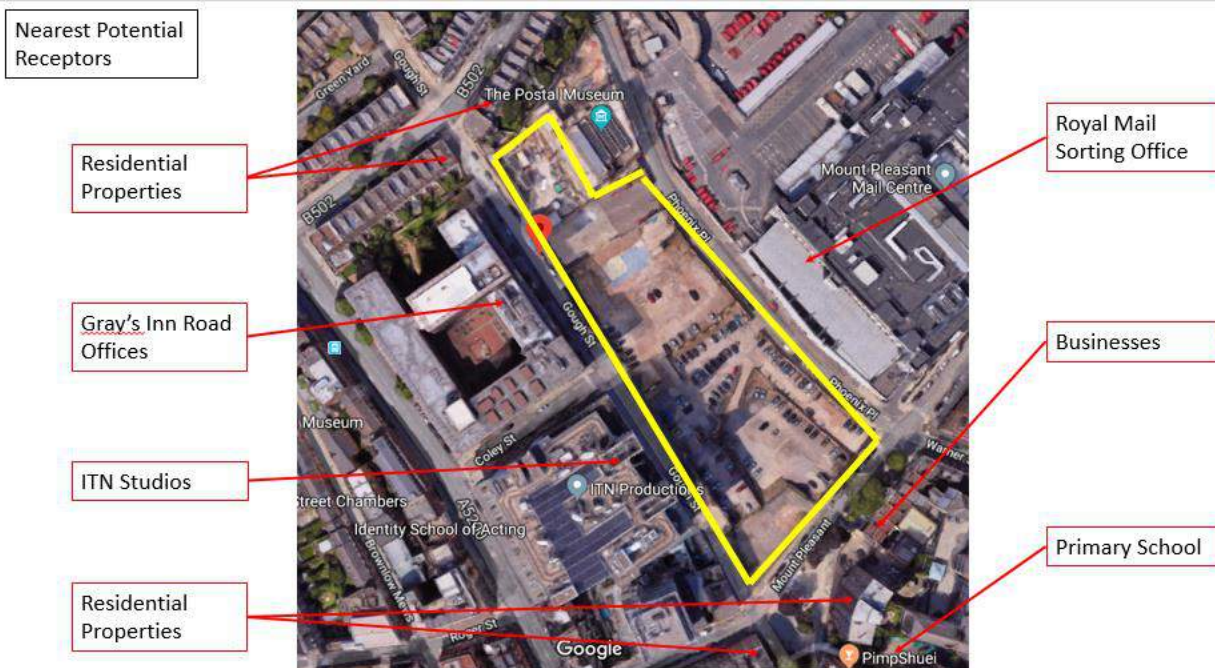
The Council can advise on this if necessary.

12. Sensitive/affected receptors

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.).

Type of Receptors	Receptor	Potential Impacts from Construction Works
Museum		
	Postal Museum	10m from the nearest potential noise/dust source. There is the potential for impact from construction noise, dust and vibration and for residents to be impacted by construction traffic
Offices		
	ITN Studios on Gray's Inn Road/Gough Street	20m from the nearest potential noise/dust source. There is the potential for impact from construction noise, dust and vibration and for residents to be impacted by construction traffic
	Royal Mail Sorting Office – Phoenix Place Elevation	20m from the nearest potential noise/dust source. There is the potential for impact from construction noise, dust and vibration and for residents to be impacted by construction traffic
	Offices along Gough Street (entrance 222-236 Gray's Inn Road)	30m from the nearest potential noise/dust source. There is the potential for impact from construction noise, dust and vibration and for residents to be impacted by construction traffic
Residential Properties		
	Mount Pleasant	20m from the nearest potential noise/dust source. There is the potential for impact from construction noise, dust and vibration and for residents to be impacted by construction traffic
	North of Gough Street and corner with Calthorpe Street	10m from the nearest potential noise/dust source. There is the potential for impact from construction noise, dust and vibration and for residents to be impacted by construction traffic
Restaurants, shops		
	Mount Pleasant	20m from the nearest potential noise/dust source. There is the potential for impact from construction noise, dust and vibration and for staff and users to be impacted by construction traffic

The risks outlined above will be subject to assessment and mitigation measures to reduce the impacts. These measures will be more fully described later in this document.



13. Consultation

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

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

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

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

Consultation with the community has been ongoing and a full consultation exercise has now taken place with a range of stakeholders. Their comments have been reviewed and were incorporated into the CEMP where possible. Please refer to Appendix 2 of the full CEMP.

14. Construction Working Group

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of construction activity, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this 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.

A Construction Working Group has been formed. The minutes of the first monthly meeting and terms of reference are appended to this document.

The specific liaison measures to be implemented by the Principal Contractor will include:

- Plan & inform on the nature and timing of all main site activities relating to the CoCP, particularly the demolition, new structure and external envelope.
- All site construction staff to be made aware of the requirements of the code and will be made responsible for its implementation.
- Sufficiently in advance of works, the Principal Contractor will prepare a full programme of works, which will be maintained in a current format for the duration of the works and will be available for inspection when required. This will include:
 - An outline method statement for works and activities affecting the highway.
 - Detailed method statements for specific/special activities affecting the environs of the site in line with the principle identified in this report. Temporary works, removal of demolition & excavation material, concrete pours, deliveries of plant.
 - Details of site traffic movements showing the projected number of vehicles, what is being delivered, when peaks in activities occur, traffic marshalling arrangements, holding areas, etc.
 - Routes to site for deliveries.
 - A health and safety plan

The Principal Contractor will provide an information and reporting telephone 'Hot Line' staffed during working hours. Information on this facility shall be prominently displayed on site hoardings. The Contractor's nominated person will attend monthly reviews with Camden Council's Environmental Inspectorate, or otherwise as requested.

Community Liaison will take the form of a monthly newsletter, dedicated website for the project, and community meetings. These will provide a forum for the community and project to communicate around upcoming activities, concerns and how they may be addressed. These forums will be led by the Construction Working Group.

A member of the Project Staff will be appointed as Liaison Officer; they will work with the local residents, the business community, LB Camden and the Royal Mail. They will always be available and be a

dedicated point of contact. Posters will be displayed on the site boundary advising the following contractors' names, the name of your liaison officer, and a contact number and address for complaints, details of the Considerate Constructors Scheme registration, a 24hr contact number and confirmation that the site is working to the standards set out in the LB Camden's Minimum Requirements for Building/Construction/Demolition Sites. The Liaison Officer will be responsible for the logging of complaints and ensuring appropriate action is taken and recorded along with steps to avoid recurrence.

At least 2 weeks before any work commences leaflets will be sent to the local residential and commercial community advising the start and likely completion dates for the works name and contact details for the liaison officer. During the progress of the works regular updates will be sent out particularly should there be any change in Liaison Officer or if works have been agreed by LB Camden to be undertaken outside normal hours.

In the case of work required in response to an emergency, Camden Council, and all neighbours will be advised as soon as reasonably practicable that emergency work is taking place. Potentially affected occupiers will also be notified of the 'hotline' number, which will operate during working hours.

Should there be the need to undertake works outside of normal hours that may disturb residents this will be notified to LB Camden Public Protection Division a minimum of 7 days in advance for approval.

With regards to Christopher Hatton Primary School, engagement will be required on a regular basis and meetings set up separately from local residents.

15. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [enhanced CCS registration](#) that includes CLOCS monitoring.

Contractors will also be required to follow the “[Guide for Contractors Working in Camden](#)” also referred to as “[Camden’s Considerate Constructors Manual](#)”.

It will be requirement that the appointed contractor enrolls the project in the “Considerate Constructors Scheme” and that the project will be managed in a manner to achieve a high score of 41/50 or higher.

The name and contact details of the Project Manager will always be displayed on the CCS poster located at the entrance of the site. Below is an example of CCS poster.



The site has been registered under:

Site Ref: 110314

ID 65391

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.

Calthorpe Site Enabling Works

During the construction period, it is anticipated that the Enabling Works of this site will have concurrent activities. The Enabling Works are expected to begin in spring 2018 and will coincide with the construction period of Phoenix Place P1. Taylor Wimpey will maintain close cooperation with the Royal Mail and their contractors and will operate a joint liaison strategy and plan during the Enabling Works encompassing the Phoenix Place pre-construction and construction periods.

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 CCS monitors as part of your enhanced CCS site registration, and possibly council officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed [here](#), details of the monitoring process are available [here](#).

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

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

CLOCS Contractual Considerations

17. Name of Principal contractor:

Bouygues UK Ltd

1 Lambeth Palace Road

London SE1 7EU

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

Principal Contractor and all Trade Contractors will have the requirement to abide by, comply and adhere to the CLOCS Standards for construction logistics throughout the duration of the contract. This sets out a set of standards for items such as traffic routing; warning signage; side underrun protection; blind-spot minimisation; vehicle manoeuvring warnings; driver training, development and licensing; collision reporting; control of site access and egress; vehicle loading and unloading on site.

Each requirement has been developed to reduce the risk of a collision between heavy goods vehicles in the construction sector and vulnerable road users such as cyclists and pedestrians. The Standard sets the detailed minimum requirements to create a consistent baseline, but is written in a way that encourages road safety to be managed ever more rigorously as new best practice emerges. The CLOCS Standard is a key step to demonstrate the commitment of construction logistics industry organisations to improve road safety throughout the supply chain.

The Principal Contractor will have arranged for vehicles to be checked on entering the site and to take the appropriate action under the contract. The Principal Contractor will produce a plan and / or process for complying with the contract. CLOCS key checks will be carried out randomly onto incoming vehicles, as per the CLOCS Compliance checklist. It will also be envisaged to work with the Considerate Constructors Scheme in order to ensure compliance to the CLOCS standards.

All drivers of vehicles over 3.5t will have undertaken Safe Urban Driver training, and that all vehicles over 3.5t will be fitted with blind spot minimisation equipment (Fresnel lens/CCTV) and audible left turn alerts.

Operators must be FORS accredited. Where accredited to FORS Bronze level, written assurances must be sought that ensure that the above requirements are met.

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 this has been included.

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, stations, public buildings, museums etc.

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.

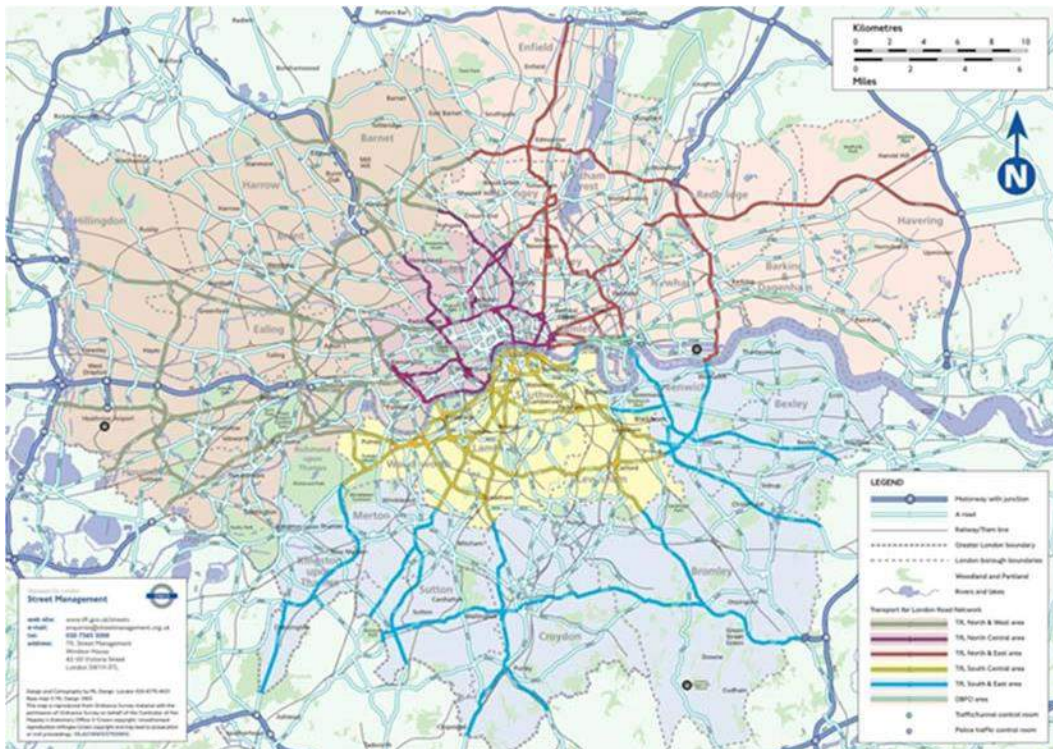
Please show vehicle approach and departure routes between the site and the [Transport for London Road Network](#) (TLRN). Please note that routes may differ for articulated and rigid HGVs.

Routes should be shown clearly on a map, with approach and departure routes clearly marked.

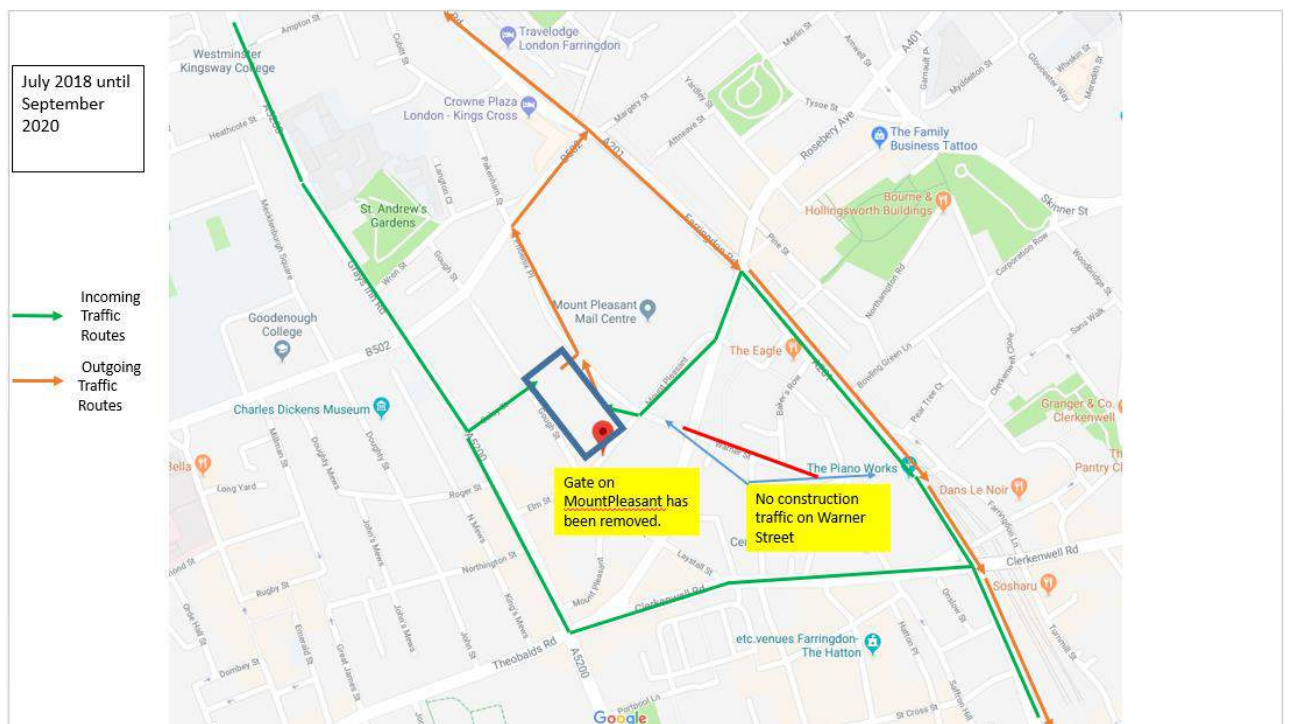
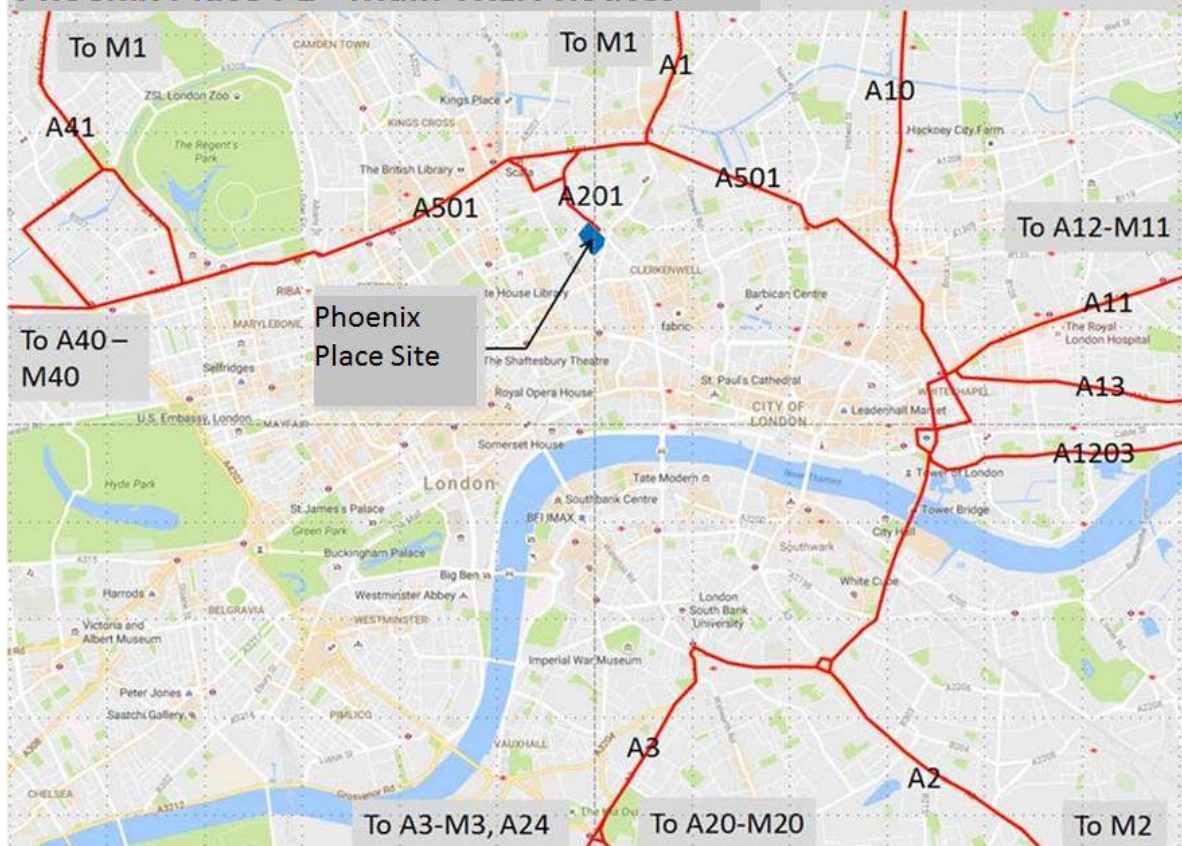
Vehicles making deliveries to the Site or removing spoil will travel via designated routes which will be agreed with LB Camden, TfL and the police as required.

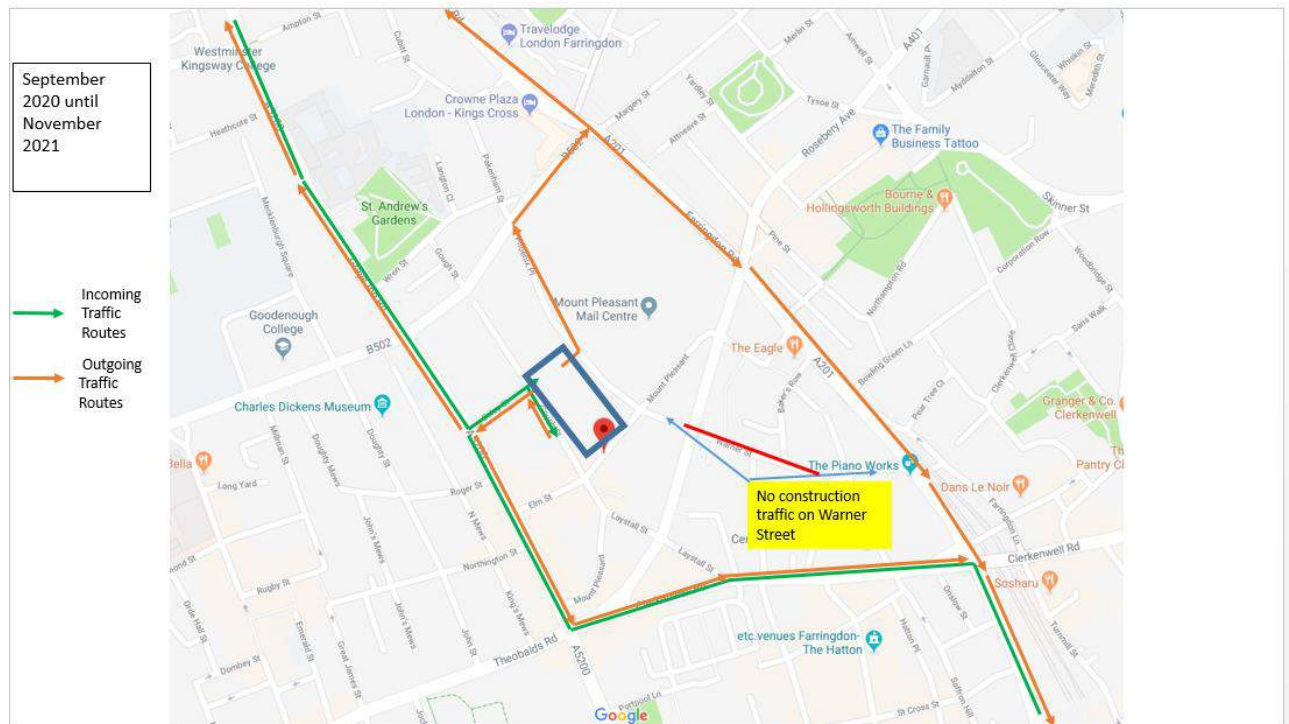
The following diagrams illustrate the proposed routes construction vehicles will take to the site.

Large vehicles will make use of the TRLN from the Motorway Network into Central London with the principle route being the A501 then A201 to the site. This will avoid cross London N- S journeys. Smaller vehicles such as vans will make use of the Borough Principle Road Network.



Phoenix Place P1 - Main TRLN Routes





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

Vehicle routes will be discussed and agreed with suppliers and contractors in advance at the pre-start meeting, and the agreed traffic routing included in all sub-contracts and supply orders. Any changes to the plan will be communicated through further meetings to ensure that the use of residential and minor roads is prevented.

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

Vehicles may be permitted to arrive at site at 8.00am **if they can be accommodated on site**. Where this is the case they must then wait with their **engines switched off**.

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/waiting points for large sites with high volumes of traffic. Vehicles must not queue 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.

Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type.

For Example:

32t Tipper: 10 deliveries/day during first 4 weeks

Skip loader: 2 deliveries/week during first 10 weeks

Artic: 5 deliveries/day for duration of project

18t flatbed: 2 deliveries/week for duration of project

3.5t van: 2 deliveries/day for duration of project

Frequency of Vehicle Movements

20 vehicle movements per hour at peak were assessed over a 5 hour period, hence 100 vehicle movements average a day. We do not anticipate to experience peak vehicle movements over the whole working day (10 hours).

During groundworks stage, vehicle movements are expected to occur mostly between 8am and 2pm.

During concrete frame stage, vehicle movements are expected to occur mostly between 10am and 6pm.

During facades and fit-out stage, vehicle movements are expected to occur mostly between 8am and 3pm.

Construction Vehicle Type	Frequency	Comment
Tipper Lorry	Up to 75 daily	During excavation and demolition works
Van	2 to 7 daily	Delivery of small materials, plant, etc.

Low Loader	Occasional	Visits for delivery and collection of larger items of plant
Mobile Crane	Occasional	Visits for erection and dismantle of tower cranes. Will be site based for a period for some items of work
Articulated Lorry	Infrequent. 1 to 5 per week	Will be used for delivery of some materials
Flat Bed Lorry	Frequent 1 to 3 per day	Will be used for delivery of plant and materials
Grab Lorry	Occasional	Collection of arisings from excavations
Concrete Pump	Infrequent 1 to 5 per week	Will be used for concrete placement where static pumps are not practicable
Concrete Truck	10 to 30 per day but not every day	During concrete works
Skip Lorry	Frequent 6yds up to 10 per week, 40 yards up to 2 per week	Waste removal

Specific interfaces with Christopher Hatton Primary School:

There will not be any Site gate on Mount Pleasant.

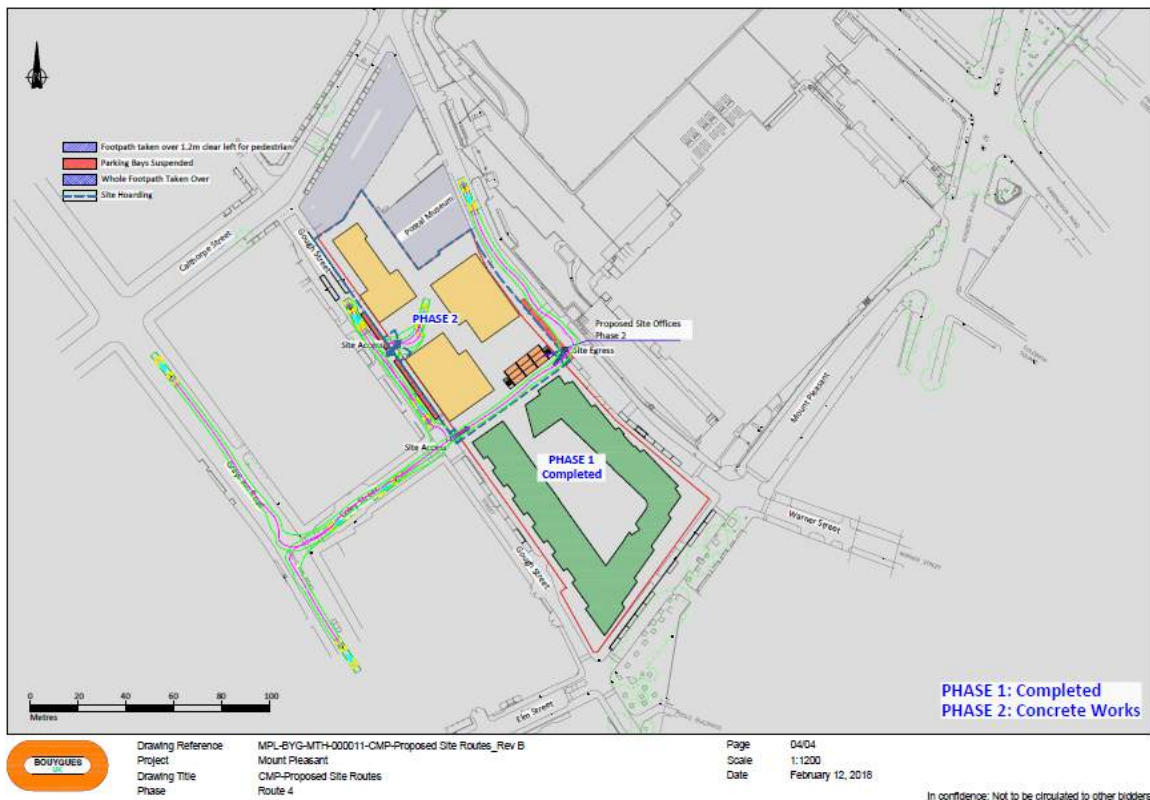
Pedestrian traffic from Calthorpe Street down to the Primary School should use the pavements on Gough Street and Phoenix Place. Our gates on these roads will be fully manned by competent traffic marshalls at all times. Traffic will be stopped and all areas in front of site gates kept safe when pedestrian traffic is oncoming.

c. Please provide swept path analyses for constrained manoeuvres along the proposed route.

Swept path drawings have been produced for vehicle entry and exit points to ensure that the turns can be made by normal vehicles without the need for multiple manoeuvres. Additionally, 3D modelling of the vehicles tracking has been undertaken to prove the tracking. This ensures that vehicles may cleanly enter and exit the site without the potential to block footpath crossings and carriageways whilst manoeuvring. As a rule, vehicles will not be permitted to reverse out of or into the site except in exceptional circumstances.

The diagrams below illustrate the swept path analysis undertaken for articulated lorries entering and leaving along Phoenix Place.





d. Please identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.

Please refer to question 24 if any parking bay suspensions will be required to provide a holding area.

As part of the vehicle and delivery management system, off site holding areas will be designated in order to prevent the queuing of vehicles waiting to enter site on adjoining roads and to provide capacity to manage delivery timings if a problem arises and a previous delivery overruns it's time slot. The off-site holding areas will be defined in conjunction with the logistics contractor once they are appointed and will not be around the site or on public roads. Locations will be agreed with LB Camden. These will be communicated to suppliers and Trade Contractors in advance at the pre-start meeting, and the agreed traffic routing included in all sub-contracts and supply orders. Any changes to the plan will be communicated through further meetings.

e. Please investigate the use of [construction material consolidation centres, and/or delivery by water/rail](#) if appropriate.

See response above.

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)

This section is only relevant where vehicles will be entering the site. Where vehicles are to be load from the highway, please refer to Q23.

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

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

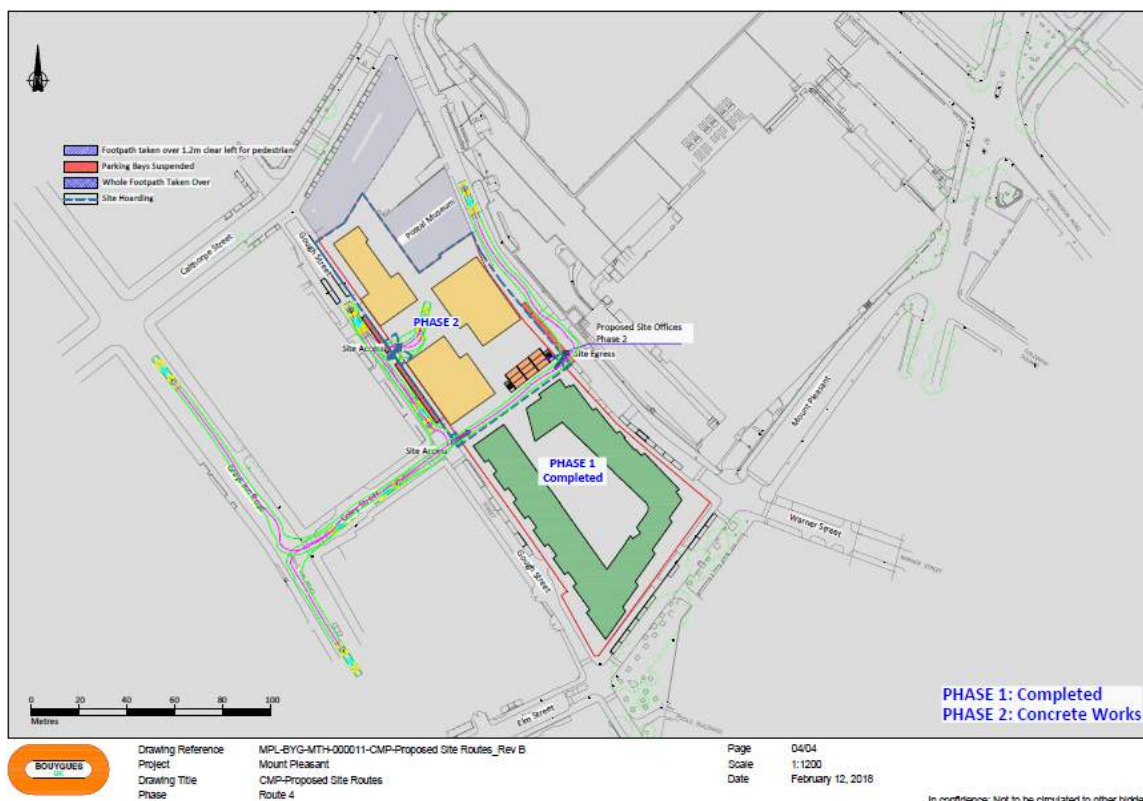
a. Please detail the proposed site access and egress points on a map or diagram.



Drawing Reference: MPL-6YIS-MTH-000011-CMP-Proposed Site Routes_Rev B
 Project: Mount Pleasant
 Drawing Title: CMP-Proposed Site Routes
 Phase: Route 3

Page: 03/04
 Scale: 1:1200
 Date: February 12, 2016

In confidence: Not to be circulated to other bidders



b. Please describe how the access and egress arrangements for construction vehicles in and out of the site will be managed, including number and location of traffic marshals where applicable.

Delivery vehicle movements to and around the site is the most significant public interface risk that the project presents. Maintaining the safety of the public is of paramount importance and with a series of robust controls and proactive measures the risk of this key interface can be mitigated. It is essential that care is taken over keeping pedestrians and vehicles apart.

The following measures will be adopted around the perimeter of the project for security and protection purposes:

- All site access will be well lit, clean, robust level hard-standings, well signed and controlled by experienced gatemen. Doors and gates will always be closed when not providing access.
- Vehicle movement on entry and exit from the site will be controlled by traffic marshals at footpath crossings to safely manage the interface with pedestrians.
- Barrier systems across the footpaths will be used while vehicles are delivering to or leaving the site, providing a definitive demarcation between site traffic and the public.

- The traffic management team will always be readily identifiable, clean and well presented.
- A logistics plan will be provided by the Principal Contractor in conjunction with the selected logistics provider and included within the CEMP.
- Wherever vehicles and pedestrians utilise adjacent access during construction around the project, suitable physical segregation with signage shall be installed to demarcate safe pedestrian routes. The entrance gate points will be isolated from site pedestrians by use of designated pedestrian routes and physical barriers. This arrangement will be reviewed as the project proceeds to ensure that any construction activity do not present any additional risks. Should any additional risk be subsequently identified then appropriate action will be taken to eliminate or minimise such risk.
- Appropriate signage will be fixed to the gates and all areas where it is possible for vehicles to encounter pedestrians and to denote vehicle and pedestrian crossover areas. If they cannot reasonably be avoided traffic marshalls will be in attendance.
- Site radios will be used to keep all banksmen, traffic marshals and gatemen in constant communication
- Traffic marshalls will assist all vehicles entering or leaving site by stopping traffic and ensuring a safe and smooth activity

An important part of safely segregating the public from construction traffic will be through the site induction process where the workforce will be briefed and during subcontractor meetings when the Supply Chain will be briefed. Regular updates will be carried out with the workforce through daily briefing sessions before starting work where any changes to the traffic system will be picked up. All construction vehicles and plant will be required to have white noise type sounders in conjunction with banksmen.

c. Please provide swept path drawings for vehicles accessing/egressing the site if necessary.

Refer to 22.a.

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

As the site is not covered by hard paving a wheel wash will be necessary. Vehicles will need to stand or travel on exposed ground. A jet wash will be used if any local wheel cleaning is required and road sweepers will be employed to clean any site hard standing and adjacent areas as required. This will be monitored by the traffic marshals prior to the vehicle leaving the construction zone on site.

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)

This section is only relevant if loading/unloading is due to take place off-site on the public highway.

a. 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.

Please outline in question 24 if any parking bay suspensions will be required.

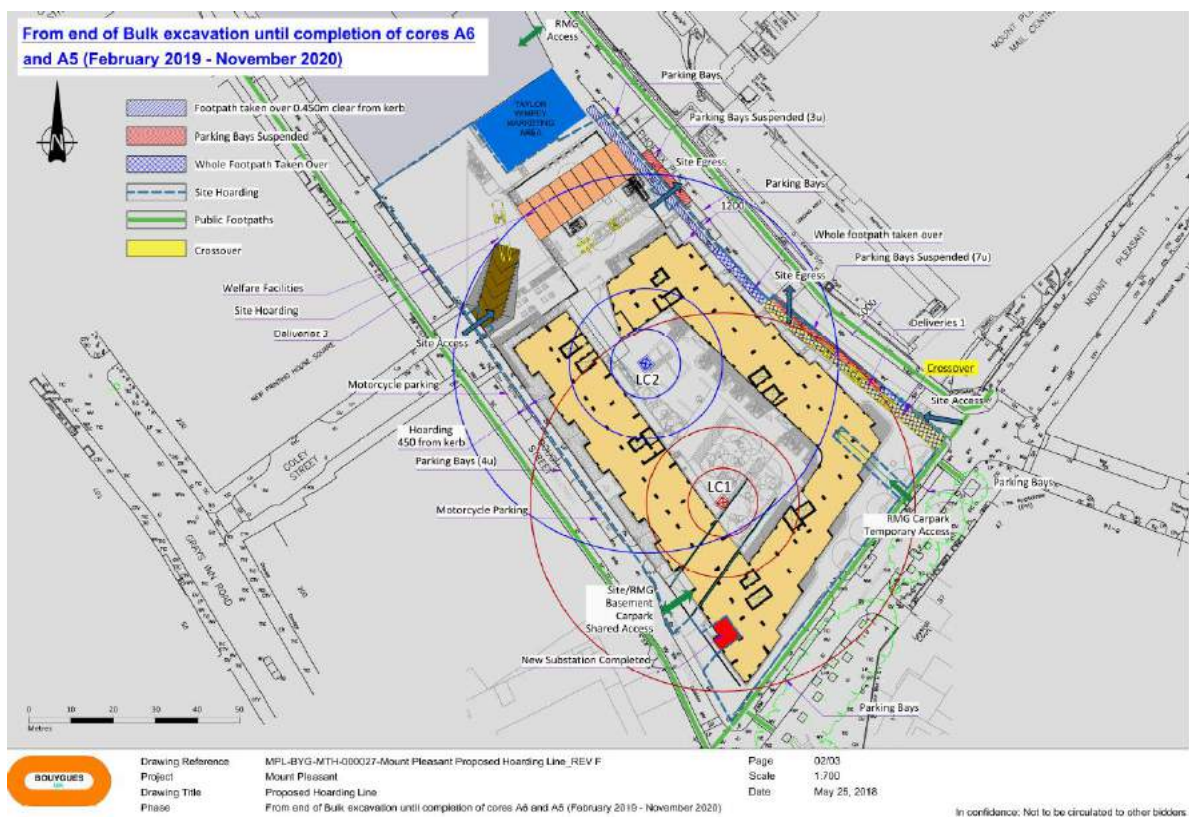
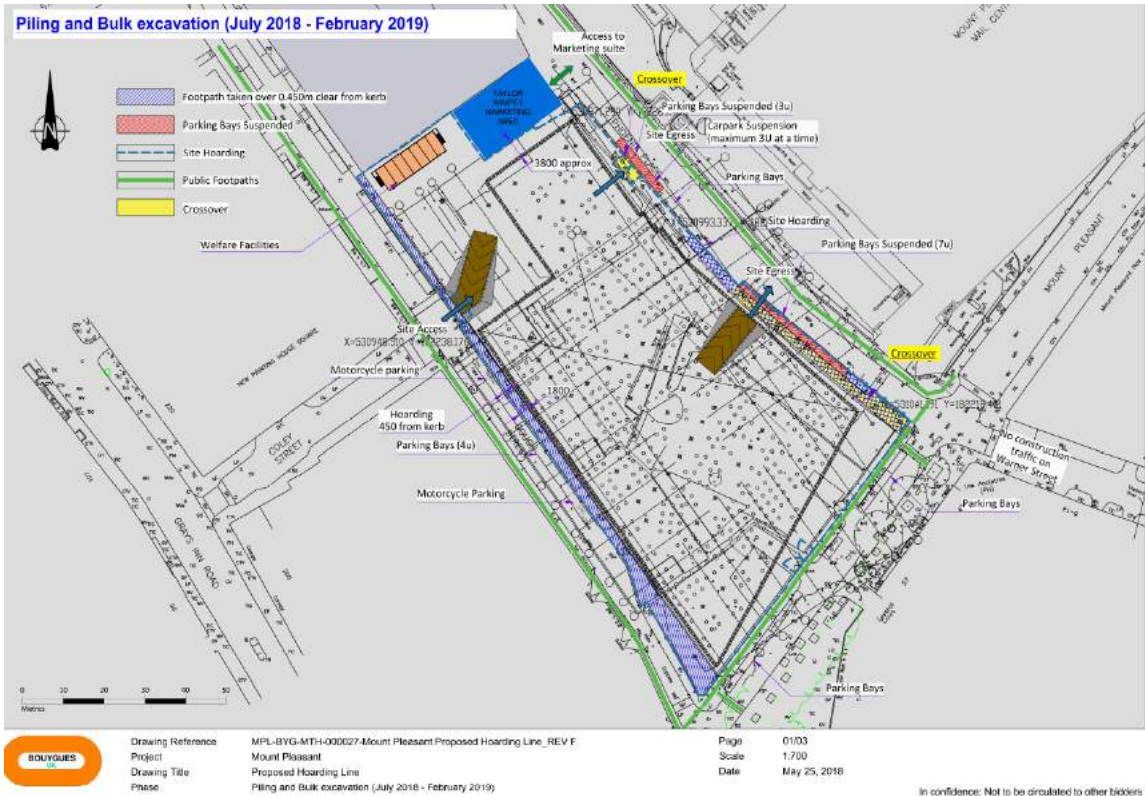
At this stage, it is envisioned that parking bay closures will be required for the duration of the Works. These will be discussed with LB Camden and applied for by the contractor in due course.

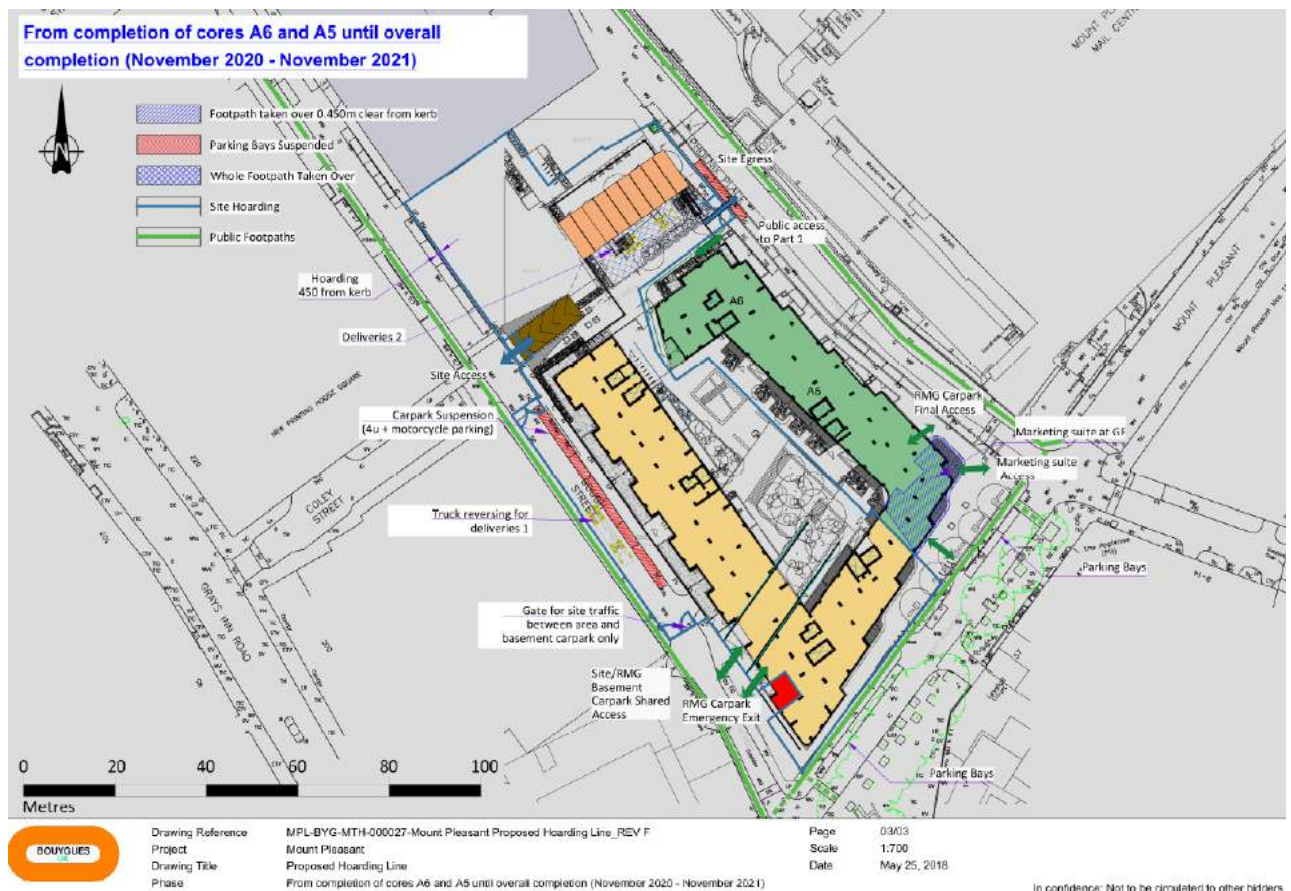
The following parking suspensions are currently envisaged:

Note: 450mm dimension will be maintained from the back of kerb to the hoarding line to enable the parking bays to remain open where possible. A Hoarding licence application and any Building licence applications will initially be made instead of a TTO as agreed with LBC in our meeting 25/05/18.

Location	Number of Bays	Duration
Phoenix Place	3	39 months (July 18 till Nov 21)
Phoenix Place	7	28 months (July 18 till Nov 20)
Gough Street	4 + all Motorcycling parking	13 months (October 20 till November 21)

There is no taxi stand, bus lane nor bus stop in the immediate vicinity of the site, therefore no closure or relocation will be required.





b. Where necessary, 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 detail of the way in which marshals will assist with this process, if this differs from detail provided in Q22 b.

Highway interventions

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

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

24. Parking bay suspensions and temporary traffic orders

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

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

Information regarding parking suspensions can be found [here](#).

At this stage, it is envisioned that parking bay closures will be required for the duration of the Works. These will be discussed with LB Camden and applied for by the contractor in due course.

The following parking suspensions are currently envisaged:

Location	Number of Bays	Duration
Phoenix Place	3	39 months (July 18 till Nov 21)
Phoenix Place	7	28 months (July 18 till Nov 20)
Gough Street	4 + all Motorcycling parking	13 months (October 20 till November 21)

There is no taxi stand, bus lane nor bus stop in the immediate vicinity of the site, therefore no closure or relocation will be required.

25. Scaled drawings of highway works (please append or submit as separate attachments, and reference their location below.)

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. 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, removal of street furniture etc).

Before works commence, traffic management arrangements will be agreed between the contractor and LB Camden. Deliveries / construction vehicles will be programmed through use of a managed delivery booking system. Construction vehicles will not be permitted to stand and queue to enter the site and as part of the delivery management system holding areas away from the site may be used to manage the vehicle flow.

26. Motor vehicle diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion signs on drawings or diagrams..

Long term closures and diversions of the highway are not anticipated, however short term diversions and closures will be required for periods of a few days to allow erection and dismantle of tower cranes. Details of these will be produced by the contractor and agreed with LB Camden as appropriate. Applications for any road closure and crane permits will be made a minimum of 6 weeks in advance.

27. Scaffolding, hoarding, and pedestrian and/or cyclist diversions

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. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian and cyclist safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian/cyclist routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc.

Hoardings and scaffolds will be required on the Highway to enable the demolition of existing and construction of new structures. Applications for hoarding and scaffold licences will be made to LB Camden as appropriate and in due course. These will be constructed to LB Camden standards as a minimum.

Please refer to Q23 for hoarding lines and gates.

b. Please provide details of any other temporary structures which would overhang/oversail the public highway (e.g. scaffolding, gantries, cranes etc.)

N/A

• SYMBOL IS FOR INTERNAL USE

Environment

London Borough of Camden expects to receive no complaints regarding the proposed works to be carried out at sites in Camden. As such, all reasonable steps must be taken to ensure that the negative environmental impacts of construction works are reduced/mitigated as far as possible.

Please refer to the relevant sections of **Camden's Minimum Requirements for Building Construction (CMRBC)** when completing this section

Noise and vibration – please refer to CMR p2

28. Please provide evidence that staff have received BS 5228:2009 training.

The Contractor will be responsible to train all the relevant employees. All training records will be kept in an overall matrix of site personnel.

29. 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.

As the CEMP is a live document, details and times of noisy operations will be introduced into the plan by the Principal Contractor as the information becomes available.

The contractor will monitor and control levels of noise and vibration from the site.

Measures for reducing such levels are set out of this section. A prior approval via Section 61 of the Control of Pollution Act 1974 is proposed.

Details of proposed construction equipment, together with their sound power levels, estimated on time (over a typical working day) and number of items have been provided by the project team and is summarised below. There will be four construction work stages throughout the build programme for Phases 1 and 2 of the development: site preparation, piling, concreting operations and general construction.

Summary of Construction Activities and Sound Power Levels

Plant Item	Number of items at each workstage				SWL dBA	SWL Data Source Within BS5228	Estimated On-time (% of typical working day)
	1.Site Preparations/ Groundworks	2.Piling	3.Concreting Operations	4.General site activities			
Circular saw, bench mounted			3	3	112	C.4 71	10%
Compressor		2			103	C.3 19	20%
Compressor			2		100	D.6 19	20%
Compressor				2	102	D.7 9	20%
Concrete mixer		2	2		108	C.4 20	30%
Concrete pump, lorry mounted			2		109	D.5 16	30%
Diesel combined rig (rotary)		2			113	D.10 6	75%
Dumper	2	2	2		104	C.4 3	75%
Generator (power)	4	4	4	4	95	C.4 78	100%
Hand-held electric circular saw			2		112	C.4 73	10%
Hand-held electric circular saw				2	109	D.7 76	10%
Hand-held hammer		2	2	2	97	C.1 19	10%
Lorry	2	2	2	2	108	C.2 34	50%
Poker vibrator			2		106	C.4 34	20%
Power float			2		100	D.6 44	10%
Scaffold poles and clips				1	108	D.7 1	20%
Site fork lift truck			2	2	104	D.7 93	75%
Tipper lorry	2	2			113	D.3 112	75%
Tracked excavator	4				104	C.2 5	75%
Water bowser		2	2		109	C.6 37	10%
Water pump	2	2	2		106	C.6 41	10%
Wheeled crane			1	1	110	D.7 103	10%
Wheeled excavator/loader fitted with hydraulic rock breaker			1		106	D.8 12	10%

The equipment could operate at any time within the permitted construction hours (0800-1800 hrs weekdays and 0800-1300 hrs on Saturdays).

30. 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.

Ambient pre-construction airborne noise levels at the site have been measured as part of an attended and unattended site noise survey carried out by Cass Allen Associates between 6th and 10th October 2017.

During weekday construction hours (0800-1800 hrs) ambient noise levels at the site range between 57-67 dBA. During weekend daytime construction hours (0800-1300 hrs) ambient noise levels at the site were around 59 dBA.

Construction noise limits at the nearest sensitive receptors (NSRs) based on these measured levels are given in the Table below. The limits have been calculated based on methods E.3.2 (The ABC method) and E.3.3 (the 5 dBA change) given in BS5228-1:

It can be seen from the results that depending on whether the 'ABC Method' or '5 dB Change Method' is used, noise levels of up to 65-70 dBA would be permitted during construction hours, based on the prevailing pre- construction ambient noise levels.

It is not unusual for some construction work stages (i.e. site preparation, groundworks and piling activities in particular) to generate high noise levels which are unavoidable due to the nature of the works.

Given the proximity of sensitive receptors to the site in this instance, it is likely that the recommended construction noise limit of 65-70 dBA as defined by the ABC and 5 dB change methods in BS5228-1 may be exceeded. Consequently, it is considered appropriate to adopt a nominated construction noise limit of 75 dB LAeq,T as an upper threshold value at NSRs for the works.

Construction monitoring will be carried out for the works and appropriate trigger and action levels will be adopted to ensure that the construction noise limit at NSRs are achieved, wherever practicable. These are discussed in further detail in Section 31 below.

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

Airborne noise

Based on information provided by the project team for each item of plant (refer to the Table in Section 29 above), a 3-D computer generated noise model was constructed using Cadna v2018 to calculate the noise levels that would exist at the positions of the surrounding NSRs during the Phase 1 and Phase 2 construction activities associated with each work stage.

A summary of the modelling predictions at the nearest NSRs are shown below:

Predicted Noise Levels at NSRs During Phase 1 Works

NSR	Nominated Construction Noise Limit dB LAeq,10h	Activity / dB LAeq,10h			
		Site preparation	Piling	Concreting Operations	General Site Activities
2-24 Calthorpe Street	75	48-65	50-67	48-65	46-63
26-50 Calthorpe Street	75	57-67	59-69	57-67	55-65
222-236 Grays Inn Road	75	62-75	64-77	62-75	59-73
ITN Studios	75	67-76	69-78	67-76	66-74
1-30 Laystall Court	75	59-73	61-75	59-73	57-70
45-57 Mount Pleasant	75	65-74	67-75	65-74	63-71
RMG Mount Pleasant Sorting Office	75	54-75	56-77	54-75	50-73
Postal Museum	75	61-71	63-73	61-71	59-68

NOTE: Cells shown in bold indicate exceedances above the nominated construction noise limit

The results of the predictions indicate that the nominated construction noise limit of 75 dB LAeq,10hour will generally be met for the majority of the Phase 1 work stages. Noise levels of up to 78 dBA are predicted at the nearest commercial receptors to the site (the offices at 222-236 Grays Road and ITN Studios) during the piling works. This is not surprising given the proximity of these NSRs to the site.

Predicted Noise Levels at NSRs During Phase 2 Works

NSR	Nominated Construction Noise Limit dB LAeq,10h	Activity / dB LAeq,10h			
		Site preparation	Piling	Concreting Operations	General Site Activities
2-24 Calthorpe Street	75	63-73	65-75	63-73	61-71
26-50 Calthorpe Street	75	51- 80	53-82	51-80	49-78
222-236 Grays Inn Road	75	61-77	63-79	61-77	59-75
ITN Studios	75	64-73	66-75	64-73	62-71
1-30 Laystall Court	75	44-53	46-55	44-53	42-51
45-57 Mount Pleasant	75	46-57	48-59	46-57	44-55
RMG Mount Pleasant Sorting Office	75	63-75	65-77	63-75	61-73
Postal Museum	75	60-82	62-84	60-82	58-80
Worst Case Flats within Block A (Completed Phase 1 development)	75	68-77	66-79	68-77	66-75

NOTE: Cells shown in bold indicate exceedances above the nominated construction noise limit

The results of the predictions indicate that the nominated construction noise limit of 75 dB LAeq,10hour will generally be met for the majority of the Phase 1 work stages for the majority of the NSRs. Noise levels of up to 78-82 dBA and 80-84 dBA are predicted at the nearest residential and commercial receptors to the site (26 Calthorpe Street and the Postal Museum respectively) during all Phase 2 work stages. This is not surprising given that these NSRs are immediately bounded by the Phase 2 site.

It is worth noting that the predicted noise levels at the nearest NSRs for the Phase 1 and 2 works above does not take into account the noise management and mitigation measures outlined in the section below. These will be implemented throughout the construction process to ensure that the nominated project noise criteria are achieved, wherever practicable.

Vibration

Guidance on the control of vibration emissions from construction works is given in BS5228-2. Table B.1 gives guidance on human perception and tolerance of vibration levels in terms of peak particle velocity (PPV), as reproduced below:

Vibration level, PPV	Effect
0.14 mm/s	Vibration might be just perceptible in the most sensitive situations for most vibration frequencies associated with construction. At lower frequencies, people are less sensitive to vibration.
0.3 mm/s	Vibration might be just perceptible in residential environments.
1 mm/s	It is likely that vibration of this level in residential environments will cause complaint, but can be tolerated if prior warning and explanation has been given to residents.
10 mm/s	Vibration is likely to be intolerable for any more than a very brief exposure to this level.

It is understood that Camden Council consider 1.0 mm/s and 2.0 mm/s to be appropriate design targets for construction vibration affecting residential dwellings and commercial premises respectively (as given in 'Camden's Minimum Requirements for Building / Construction / Demolition Sites' Document. These values have therefore been adopted as the guideline vibration limits for the project.

Ground-borne vibration emissions have been assessed for the proposed Contiguous Flight Auger (CFA) piling that will be implemented at the site, using empirical data obtained from BS5228-2.

Relevant vibration data for CFA piling carried out in a number of different soil conditions is shown below:

BS5228-2 Data for CFA Piling

Type of Soil	Distance (m)	Measured Peak Particle Velocity (mms⁻¹)
Fill clay	20	0.3
Fill/sand/clay	15	0.1
Sand and gravels over chalk	8	0.04
Soft ground over rock	5	0.54
Fill including pockets of gravel over London Clay	5.5	0.13

It can be seen from data above that ground-borne vibration levels from CFA piling vary significantly depending on the type of ground. However, even on firm ground (e.g. clay) ground-borne vibration at 20m are still only around 0.3mm/s PPV, which is around the onset of perceptibility in residential properties.

For the proposed CFA piling work for the Phase 1 works, the closest position of a pile to the NSRs (the ITN Studios along the south-western site boundary) is expected to be around 15m. Based on interpolation of the figures in the Table above, maximum ground-borne vibration levels from the piling at 15m would be expected to be in the order of 0.1-0.3 mm/s PPV depending on ground conditions.

Based on the above, ground borne vibration levels due to piling works are anticipated to be lower than the project guideline vibration limits. Nevertheless, the predicted vibration levels are likely to be perceptible at the NSRs and therefore it will be important to ensure that these activities are carried out carefully with effective site management

It should be noted that the expected vibration levels for the piling works are significantly lower than the minimum level of ground-borne vibration where vibration would be considered to be intolerable or damage may occur to the nearby buildings (10 mm/s PPV).

Therefore, the key consideration for the contractor in this instance will be to manage the NSRs' expectations regarding the construction works via effective communication to minimise the risk of complaints.

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.

All available measures will be implemented to reduce noise, vibration and dust emissions from construction activities wherever possible. These measures have been developed in line with the guidance given in BS5228:2009 and 'Camden's Minimum Requirements for Building / Construction / Demolition Sites' Document and are considered to represent the Best Practical Means (as defined in Section 72 of the Control of Pollution Act 1974 and BS5228):

- Noise, vibration and dust emissions onsite will be carefully managed via real-time continuous monitoring systems throughout the works until otherwise agreed with the Local Planning Authority – refer to Section 35 below for further details
- Continuous flight auger (CFA) piles will be used onsite. This technique will reduce noise and vibration emissions as far as practicable. The CFA piling is expected to take around 6 months to complete through the course of the Phase 1 and Phase 2 works.
- In the event of complaints, the cause of the complaint(s) will be investigated immediately, including a review of the noise/vibration/dust monitoring results (if monitoring is being undertaken at the time) and the site activities that were being undertaken at the time. The results of the investigation will be sent to the Local Authority for review upon request.

- Site hoarding will be installed around all relevant parts of the site boundaries. This should provide around 5-10 dB of additional screening to ground floor rooms of nearby NSRs.

The following general noise and vibration mitigation measures will also be adopted for the works:

- NSRs will be informed of the construction works. They will also be provided with contact details for an appropriate member of the site management team who can be contacted in the event of noise, vibration or dust related concerns. Proactive and regular community liaison is a powerful tool for preventing construction noise, vibration and dust related issues. It is our experience that NSRs are less likely to complain about perceived noise, vibration and dust levels if informed of the works that will be carried out and the mitigation measures that are in place;
 - Site personnel will be informed of the sensitivity of the site to noise due to the proximity of the surrounding noise-sensitive receptors and carefully managed to ensure that noise is kept to a minimum;
 - Hoarding and fencing will be inspected regularly and repaired as necessary, access gates will be well maintained to minimise noise
 - All hand-held and portable equipment will be electrically powered where practicable;
 - All plant and equipment will be maintained in good working order and operated in accordance with manufacturers recommendations;
 - As far as reasonably practicable, sources of significant noise will be enclosed. The extent to which this can be done depends on the nature of the machine or process to be enclosed and their ventilation requirements;
 - Excavator, dumper and lorry operators will avoid unnecessary revving of engines and all machinery will be switched off when not required;
 - Stationary equipment and plant will be placed so as to provide a screening to other items of plant and located to provide minimum noise emissions in the direction of noise sensitive areas;
 - Care will be taken when loading and unloading materials to limit impact noise. The movement of material with excavators and dumper trucks will be carried out slowly and carefully to limit impact noise. Material will be placed rather than dropped wherever feasible;
 - Vehicles will not be permitted to queue on the road or pavement outside the site access;
 - Vehicles parked within the site, outside working hours will have their engines switched off;
 - Vehicle routes and traffic management plans will be arranged to avoid reversing operations where possible;
-
- Where practicable, activities which can produce significant levels of noise and or vibration will be arranged for times which are less likely to cause disturbance.
 - Wherever feasible, noisy site activities will be carried out as far from NSRs as possible;
 - Any compressors brought on to site will be silenced or sound reduced models, fitted with acoustic enclosures, where feasible.
 - Pneumatic tools will be fitted with silencers or mufflers and will only be used when hydraulic equipment cannot be used;
 - There will be no site noisy working during any anti-social hours, unless otherwise agreed by the relevant authorities;

- Vehicle reversing alarms (if used) should be set to the minimum required for safe and efficient operations;
- Modern, silenced and well-maintained plant will be used at all times, conforming to standards set out in the EU Directives;
- Routes and programming for the transport of construction materials, fill, personnel etc will be carefully considered in order to minimise the overall noise impact generated by these movements;
- Hydraulic construction to be used in preference to percussive techniques where practical;
- Off-site pre-fabrication to be used, where practical;
- Loading and unloading of vehicles, dismantling of site equipment such as scaffolding or moving equipment or materials around site will be conducted in such a manner as to minimise noise generation. Where practical these will be conducted away from noise sensitive areas;
- Deviation from approved method statements to be permitted only with prior approval from the Principal Contractor and other relevant parties. This will be facilitated by formal review before any deviation is undertaken;
- All sub-contractors onsite will be made fully aware of the above requirements.

BS5228 states that:

All reasonably practicable means should be employed to ensure the protection of local communities and of people on construction sites, from detrimental effects of the noise generated by construction operations.

With the mitigation measures listed above, it is our view that noise and vibration emissions from the construction works will have been reduced as far as practicable and the proposed construction methods are therefore appropriate.

Real-time continuous noise, vibration and dust monitoring will be carried out during the construction phase of the development. It is understood that monitoring will be undertaken at up to four locations as identified in Section 35.

In terms of appropriate noise, vibration and dust trigger and action levels for the monitoring locations, it is recommended that the following limits are adopted as onsite levels at the monitoring positions for the Phase 1 and Phase 2 works respectively.

Phase 1 works nominated trigger and action levels

Monitoring Equipment	Limit	Reference Periods
Dust	150 $\mu\text{g m}^{-3}$ 15-minute mean for PM10 concentrations (trigger level) 250 $\mu\text{g m}^{-3}$ 15-minute mean for PM10 concentrations for any consecutive periods (action level) ¹	0800-1800hrs Monday through Friday 0800-1300hrs on Saturdays
Noise	78 dBA LAeq, 1hour (trigger level) 81 dBA LAeq, 15minute for any consecutive periods (action level) ¹	0800-1800hrs Monday through Friday 0800-1300hrs on Saturdays
Vibration	2 mms^{-1} PPV (trigger level) 5 mms^{-1} PPV for any consecutive periods (action level) ¹	0800-1800hrs Monday through Friday 0800-1300hrs on Saturdays

¹**NOTE** – Action levels have been nominated for consecutive periods as this would distinguish between isolated events which will occur from time to time on construction sites (i.e. site personnel working close to or knocking equipment or accidentally dropping material etc.) from activities which are prolonged and require site management to act upon to reduce construction emissions as far as reasonably practicable

Phase 2 works nominated trigger and action levels

Monitoring Equipment	Limit	Reference Periods
Dust	150 $\mu\text{g m}^{-3}$ 15-minute mean for PM10 concentrations (trigger level) 250 $\mu\text{g m}^{-3}$ 15-minute mean for PM10 concentrations for any consecutive periods (action level) ¹	0800-1800hrs Monday through Friday 0800-1300hrs on Saturdays
Noise	82 dBA LAeq, 1hour (trigger level) 85 dBA LAeq, 15minute for any consecutive periods (action level) ¹	0800-1800hrs Monday through Friday 0800-1300hrs on Saturdays
Vibration	2 mms^{-1} PPV (trigger level) 5 mms^{-1} PPV for any consecutive periods (action level) ¹	0800-1800hrs Monday through Friday 0800-1300hrs on Saturdays

¹**NOTE** – Action levels have been nominated for consecutive periods as this would distinguish between isolated events which will occur from time to time on construction sites (i.e. site personnel working close to or knocking equipment or accidentally dropping material etc.) from activities which are prolonged and require site management to act upon to reduce construction emissions as far as reasonably practicable

The dust trigger and action levels above are based on the guidance given in Paragraph 6.4 of the Mayor of London Supplementary Planning Guidance document The Control of Dust and Emissions during Construction and Demolition.

The noise trigger and action levels above are based on the guidance given Camden Minimum Requirements for Building / Construction / Demolition Sites document. The trigger level is equal to the highest predicted noise level at the worst affected receptor during the construction works, whereas the action level is +3dB higher than the trigger level.

The vibration limits are based on guidance given Camden Minimum Requirements for Building / Construction / Demolition Sites document and BS5228-2 guidance.

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

The Contractor will be responsible to train all the relevant employees. All training records will be kept in an overall matrix of site personnel.

Dust: (please refer to CMR p4)

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

The major influences on air quality throughout the demolition and construction works associated with each Development Scenario are likely to be dust-generating activities and vehicles emissions, from plant and vehicles both on and around the Site. The emphasis of the construction works would be to minimise the potential effects at source, through appropriate site management and control practices, including controls on vehicle movements.

Potentially, nuisance can be caused by the deposition of construction dust. Construction derived dust effects cannot be easily quantified and therefore a more qualitative approach is employed to predict potential effects from these works. The emphasis of this approach lies in the minimisation of potential dust effects at source through appropriate environmental management controls relating to, at least, 'good practice' site management practices. This includes: Identification of good working practices and suitable mitigation measures to minimise the potential for dust emissions, and nuisance risk; and; the likely generation of construction vehicle movements.

Premises and occupants within 100m of a construction site are generally considered to experience the most significant effects from construction dust. Examples of dust-sensitive receptors are listed in the table below:

Dust Sensitive Receptors

High Sensitivity	Medium Sensitivity	Low Sensitivity	
Hospitals and Clinics	Schools	Farms	
Retirement Homes	Residential Areas	Light and Heavy	
Hi-Tech Industries	Food Retailers	Outdoor Storage	

Food Processing		Offices			
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The proximity of sensitive receptors and their orientation in relation to the prevailing wind, in addition to the scale and duration of demolition and construction activities, will have a bearing on potential dust nuisance effects.

The works due to its size and construction duration may be classified as a Major Development and as a “High Risk” by the GLA “Control of Dust and Emissions from Construction and Demolition, Best Practice Guidance”.

The construction works have the potential to effect local air quality conditions, as follows:

- Dust generated from construction activities;
- Emissions from construction plant e.g. piling rigs, compressors, excavators, concrete mixers and generators; and
- Emissions from vehicles (e.g. lorries, cars and vans) associated with the construction of the entire development, import of building materials and removal of waste materials, accessing and leaving the Site on the local road network.

All construction effects will be localised and temporary in nature.

The area surrounding the Site is predominantly occupied by residential and commercial uses. Given the proximity of the residential properties to the Site, it is likely that without mitigation, there would be the potential for at worst local, temporary substantial adverse effects from construction activities at the closest properties within 10m of the Site, local, temporary moderate adverse effects at properties between 10m and 100m from the Site and local, temporary minor adverse effects at receptors between 100m and 200m from the Site. As such, specific management controls would be required to reduce the potential for dust effects on these properties.

A range of environmental management controls will be developed, regarding the BRE guidance ‘Controlling Particles, Vapour and Noise from Construction Sites 26’ and the LB Camden Codes of Construction, the GLA ‘The Control of Dust and Emissions during Construction and Demolition SPG 8’, relating to ‘High’ risk sites for the Works. These measures will prevent and mitigate the release of dust entering the atmosphere and/or being deposited on nearby receptors and will include:

- Routine dust monitoring at sensitive residential locations with the results and effectiveness of controls reviewed at regular meetings. A safety method statement will outline the control measures necessary to minimise the risks to an acceptable level, and all statutory notices will be placed with the Health and Safety Executive (HSE);
- Damping down surfaces during dry weather (use of rain guns and mist system);
- Erection of appropriate hoarding and/or fencing to reduce dust dispersion and restrict public access;

- Sheeting of buildings, chutes, skips and vehicles removing demolition wastes;
- Building elevations which front public boundaries or are immediately adjacent to adjoining properties would be fully scaffolded and completely enclosed by sheeting to provide a dust and safety shield during the demolition process;
- Appropriate handling and storage of materials, especially stockpiled materials;
- Restriction of drop heights onto lorries and other equipment;
- Keeping vehicle wheels clean by use of hard-standings and local use of jet washers, limiting of vehicle speeds to 5 mph, avoidance of unnecessary idling of engines and routing of site traffic as far from residential and commercial properties as possible;
- Fitting all equipment (e.g. for cutting, grinding, crushing) with dust control measures such as water sprays wherever possible;
- Mains power is to be used on all small power applications such as hand tools, welders, etc. unless it is not feasible to extend power to the work location.
- Use of alternative fuel source generators (solar/gas/hybrid) will be considered in the first instances with gas powered generators as a second choice. Diesel generators will be avoided if possible. The responsible parties will ensure that all plant and vehicles are well maintained so that exhaust emissions do not breach statutory emission limits;
- Switching off all plant when not in use;
- No fires would be allowed on the Site; and
- Ensuring that a road sweeper is available to clean mud and other debris from hardstanding roads and footpaths.

Attention will be paid to operations which would inevitably have to take place close to the most sensitive surrounding properties (due to their proximity and orientation in relation to the Site) at the boundary of the Site.

Measures to control dust are routinely and successfully applied to construction projects throughout the UK, and are proven to reduce significantly the potential for adverse nuisance dust effects associated with the various stages of construction work.

Following the employment of appropriate environmental management controls which are routinely and successfully applied throughout the UK, negligible to moderate adverse residual effects would likely arise from construction-related dust emissions from the Enabling Works.

Detailed mitigation measures to control construction traffic in relation to the Enabling Works will be discussed and agreed with LB Camden to establish the most suitable access and haul routes for site traffic. The most effective mitigation will be achieved by ensuring that construction traffic does not pass along sensitive roads (residential roads, congested roads, via unsuitable junctions, etc.) where possible. The timing of large-scale vehicle movements to avoid peak hours on the local road network will also be beneficial.

It is anticipated that the effect of construction vehicles entering and leaving the Site would be at worst minor adverse, during peak construction periods, and negligible at all other times, in the context of local background pollutant concentrations and existing local road traffic emission.

For the source of water to minimise dust, the sites main will be utilised and extended as close as reason to the work face. In certain situations it may be necessary to use bowsers to transport water around site.

Electrical supply will also be taken from the sites mains. There are certain cases in which certain plant cannot be fed by the mains (i.e. tower cranes and/or welfare cabins). In these situations, diesel generators will be required.

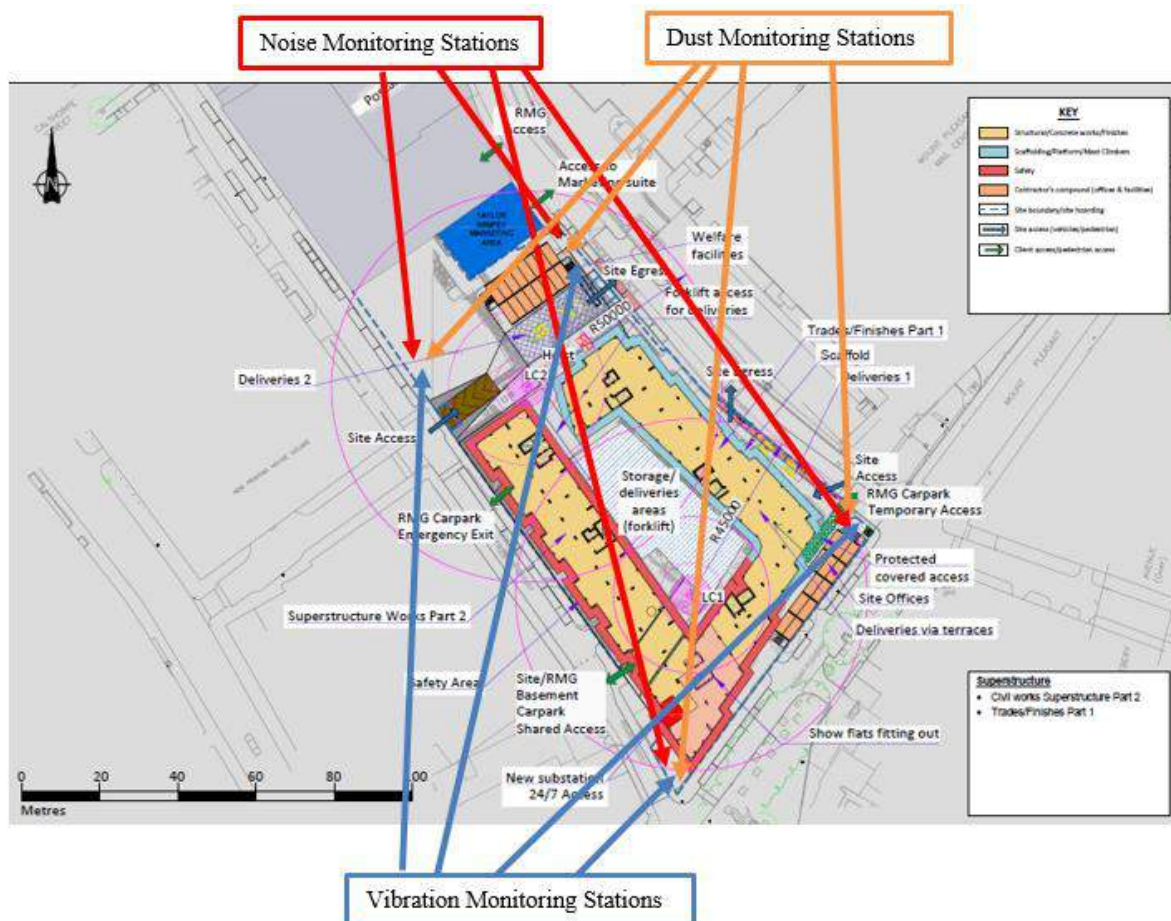
34. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

Vehicles whilst on the site will predominately be restricted to concrete hardstanding and surfaced site roads. Vehicles that are required to move off these areas will be cleaned before exiting the work area so that mud and dust is not tracked onto the main roads. Therefore, the potential for distribution of dirt onto the highway is limited and no wheel washing facilities are therefore envisaged. Should any spoil spill onto the highway during loading or offloading it will be manually picked up immediately, and road sweepers will be deployed as necessary to deal with any local issues.

35. Please provide details describing arrangements for monitoring dust levels.

Dust monitoring will be undertaken during all the construction phases. A safety method statement will outline the control measures necessary to minimise the risks to an acceptable level, and all statutory notices will be placed with the Health and Safety Executive (HSE).

Location of monitoring stations:



36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA policy. [The Control of Dust and Emissions During Demolition and Construction 2104 \(SPG\)](#), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

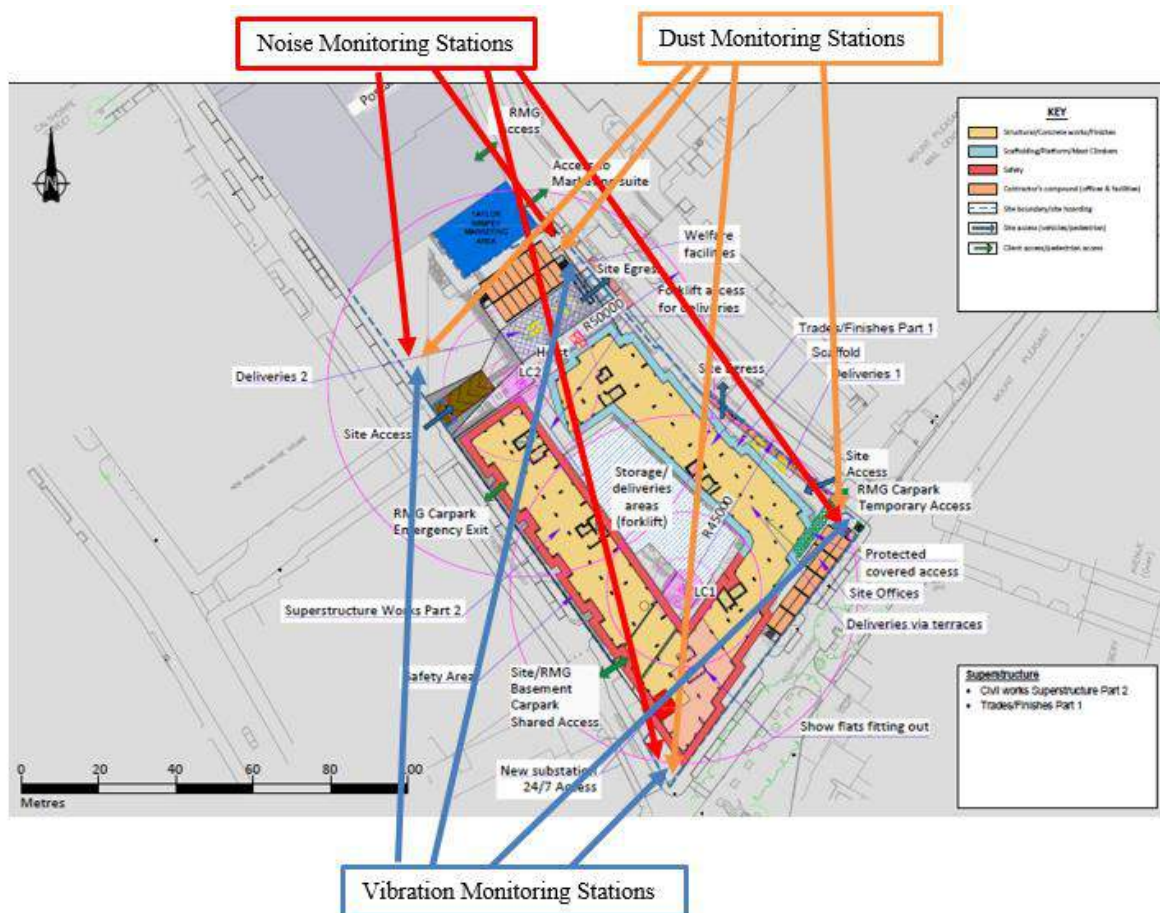
A complete Air Quality Assessment for the entire development is being produced. This includes an Air Quality (Dust) Risk Assessment.

The GLA 'The Control of Dust and Emissions during Construction and Demolition SPG 8' recommended mitigation measures will be implemented and delivered on this site as described above.

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](#).

The GLA 'The Control of Dust and Emissions during Construction and Demolition SPG 8' recommended mitigation measures will be implemented and delivered on this site as described above.

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



Rodents (please refer to CMR p4)

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).

The control of pests in and around the site is a key responsibility when planning works and caring for the workforce and neighbours. A crucial factor in pest management is the investment in prevention and restriction of the opportunity for pests such as rats and mice to thrive. This should be achievable by eliminating food sources and nesting sites which can be achieved through good housekeeping and management.

A canteen area will be provided and no food will be allowed to be consumed outside of this area with all rubbish being collected and disposed of on a regular basis to prevent the attraction of rodents.

A survey was carried out in May 2018 and no pest was found.



The image shows a 'Beaver Pest Control' treatment report. The header features the company logo and name, 'Innovative Pest Management', and the title 'TREATMENT REPORT'. Below this, contact information for Beaver House Services Ltd is provided. The main body of the report contains details about the site visit, including the address, contract number, visit type, P.O. number, technician name, and the date and time the visit was completed. A section titled 'PEST ACTIVITY OBSERVED DURING INSPECTION' states 'No pests found'.

Beaver
PEST CONTROL
Innovative Pest Management

TREATMENT REPORT

Beaver House Services Ltd t/a Beaver Pest Control
Unit C21, Trident Business Centre, 89, Bickerton Road,
Tooting, London, SW17 9DZ
www.pestcontrolservices.co.uk | info@beverpest.co.uk
VAT Number: 740182003 Company Reg: 3891773

Site: Greater London Demolition Ltd - Mount Pleasant Demolishing Site Opposite Mount Pleasant Mail Centre, Clerkenwell,
Address: London, WC1X 0DA

Contract / Job No.: 015764 / V73568 Visit Type: FIXED VISIT - Job Visit P.O. Number: 2588-3086A TW Tech: Yusuf Heveran Visit completed on: 22/05/2018 13:15

PEST ACTIVITY OBSERVED DURING INSPECTION
No pests found

Other aspects

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

Geotechnical surveys have identified asbestos within the Works site. This will be removed by a licensed contractor and the contaminated soil will be segregated, contained and disposed of separately under strict environmental control.

Further investigations are being undertaken to establish the frequency and extent of buried contamination to inform the construction phase risk assessment. The council will be kept informed and advised of any specific remediation works that may be required. All contaminated waste removed will be disposed of to appropriate licensed facilities in accordance with the Environmental Protection Act 1990 and the Waste Management Licence Regulations 1994.

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.

Smoking will not be permitted on the work site or within the welfare facilities. A suitable area/shelter will therefore be set up in the open adjacent the site boundary for smokers. This will be screened from neighbours and regularly cleaned.

The site induction will cover items such as bad language, shouting etc. and these will not be tolerated on site. For such behaviour, a penalty system will be in operation: Verbal Warning, Yellow card and Red Card which will result in removal of the offender from site permanently.

42. A complaints register should be kept to record reported incidents relating to operations or site staff. This should contain, if possible, complainant's details, date and time of complaint 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.

Please provide details for the person responsible for maintaining this.

The Community Liaison officer will ensure this register is maintained.

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

From 1st September 2015

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

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

From 1st September 2020

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

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

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

- a) Construction time period (mm/yy - mm/yy): July 2018 until end of 2023.
- 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: This will be a mandatory requirement to our supply chain.
- 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
- 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.

● SYMBOL IS FOR INTERNAL USE

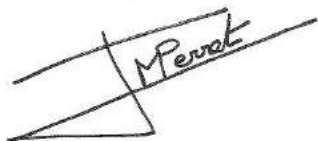
Agreement

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

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

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

Signed:

A handwritten signature in black ink, appearing to read 'M Perret', is written over a rectangular box that has been divided into four quadrants by a diagonal line from the top-left to the bottom-right.

Date: 29th May 2018

Print Name: Jean-Marie Perret (Bouygues UK)

Position: Project Manager

Please submit to: planningobligations@camden.gov.uk

End of form.

Feedback Template

Site: Land to west of Royal Mail Sorting office bounded by Phoenix Place, Mount Pleasant, Gough Street & Calthorpe St. Camden WC1

Planning number: 2013/3807/P Revision A

Date: 02ND April 2018

Revision: Revision A

Link to CMP: https://portal-sharepoint.lbcamden.net/teams/IAG/CMPCommentsSheets/2018-04-04_15-51-01_Tom%20Hawkley_RE_%20Mount%20Pleasant%20-%20permission%20ref_.msg

Community Liaison	
Question	Comments

Transport: CLOCS	
Question	Comments
	Acceptable

Transport: Obs	
Question	Comments
	<ol style="list-style-type: none">1. Q14. A construction working group involving representatives of the local community needs to be formed prior to the CMP being approved by the Council. This group has been formed. Minutes and Terms of reference appended to the CMP.2. Q15. Evidence of registration with the Considerate Constructors Scheme will be required prior to the CMP being approved by the Council. The site has been registered with CCS. Site Ref: 110314 ID 653913. Q20a. Vehicle routes. The routes between Farringdon Road (A201) and the site (and vice versa) remain unclear. This should be clarified. It would appear to make sense for vehicles to access the site via Calthorpe Street (B502) and egress the site via Mount Pleasant and Rosebery Avenue (A401). This would minimise traffic impacts on Calthorpe Street and Pheonix Place, both of which are cycle routes. We have clarified the

	<p>access and egress routes onto main roads in the document 'Delivery Routes' in Section 20 of the CEMP.</p> <p>4. Q21a. Calthorpe Street and Pheonix Place are both cycle routes. And a school is located nearby on Mount Pleasant. Construction vehicle movements therefore need to be scheduled to take place between 0930 and 1500 hours on weekdays during term time. Outside of school term (including weekends), construction vehicle movements need to be scheduled to take place between 0930 and 1630 hours on weekdays and between 0800 and 1300 hours on Saturdays. The gate on MountPleasant has been removed. Refer to Section 10 of the CEMP.</p> <p>5. Q25a. A plan should be provided to clearly indicate where temporary highway works would need to be undertaken by the Council (e.g. construction of temporary vehicular crossovers and/or amendments to existing vehicular crossovers adjacent to the site). This is now clarified in the document 'Hoarding Line'. Refer to Section 23 of the CEMP.</p> <p>6. Q27a. It is not clear why the footways directly adjacent to the site would need to be closed to pedestrians (i.e. within the hoardings). This should be discussed. This is now clarified in the document 'Hoarding Line'. Refer to Section 23 of the CEMP.</p> <p>7. Q27b. The diagrams provided in response to Q23a suggest that a gantry structure would be erected at the south end of the site along the footway on Mount Pleasant. Drawings should be provided to show the specific location and extents of the proposed structure. Consideration should be given to providing a protected pedestrian walkway underneath the scaffold gantry. This would need to be at least 2 metres wide. There is no gantry nor site offices anymore.</p>
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Transport: Highways	
Question	Comments
	CMP not opening

Transport: Parking	
Question	Comments
Q24	TTO required as period over 6 months, based on the 16&mc quoted - acceptable Jsm. Agreed to start with a building license and hoarding 450mm from kerb

Environmental Health	
Question	Comments

Email -24/04/2018 15:58

Good afternoon Tom,

Thank you for your e-mail concerning with the above.

The following is required to either further clarification:

The following listed below are still being required and are outstanding from previous comments:

- Name of contractors appointed.
Section 17 – Principal Contractor Bouygues UK
- Philosophies to be incorporated, maintained, improved and enforced in:
CEMP is a live document throughout the project, as explained in 234562 CMR.
 - (a) Noise/vibration reducing measures to be used throughout the site and the life of the project.
Full response in Section 31, in accordance with CMR 234562, BS5228:2009+A1:2014, Dust and emissions SPG 8 July 2014 and Guidance on Camden's Minimum Requirements for CMPs
 - (b) Prevention of dust formation in the first place, throughout the site and the life of the project.
Full response in Section 33, in accordance with CMR 234562, BS5228:2009+A1:2014, Dust and emissions SPG 8 July 2014 and Guidance on Camden's Minimum Requirements for CMPs
- Noise report according BS5228:2009+A1:2014 (ABC+5dB) method
Noise modelling methodology carried out in accordance with BS5228:2009
- Identification of structure borne noise, mitigations measures (including respite hours/areas)
Response in Sections 29 and 31. Respite hours/areas are not detailed, as this is not something we can predict accurately. However, there is no expected structure borne noise as there is no party wall / adjoining or connected buildings to the site.
- Identification of the worst affected property by the effect of noise/vibration (including structure borne) and 3D (see CMR 234562)
Response in Section 12. Noise modelling methodology carried out in accordance with BS5228:2009. However, there is no expected structure borne noise as there is no party wall / adjoining or connected buildings to the site.
- Full details describing mitigation measures to be incorporated during the construction/[demolition](#) works to prevent noise and vibration disturbances from the activities on the site to the main receptors.
Same as a) above, Full response in Section 31.

	<ul style="list-style-type: none"> - State the actions to be taken in cases where these noise and vibration levels exceed the predicted noise and vibration levels. <p>We will adhere to 234562 CMR:</p> <p>Noise: Where the measured noise levels are more than 3 dB (A) above the predicted noise levels or in the event of a complaint of noise an investigation shall be carried out to ascertain the cause of the exceedance or the complaint and to check that Best Practicable Means are being used to control the noise in accordance with the steps set out in the application for 'prior consent'. Noise levels shall be reduced further if it is reasonably practicable to do so.</p> <p>Vibration: Communication with neighbouring residents prior to concrete breaking is essential so that works can be planned and minimise the disturbance to residents as far as practicable.</p> <ul style="list-style-type: none"> - 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. <p>Pest control survey carried out and no pest found. Report included in Appendices.</p> <p>For your information I have attached again the CMR and ACMR which refers to the expectations and understandings of LBC concerning to these works.</p> <p>Should you have any further queries please do not hesitate to contact me again.</p> <p>Kind regards, Mario</p>
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Environmental Health: Sustainability	
Question	Comments

Consultation and Environmental Management Plan public consultation programme

As part of its commitment to engaging and consulting local communities, Taylor Wimpey Central London wanted to ensure as many people as possible had an opportunity to view, discuss and comment on the Construction and Environmental Management Plan (CEMP) proposals for the Phoenix Place phase of the Mount Pleasant development.

Therefore, prior to submitting the CEMP for the site to the London Borough of Camden (the Council), Taylor Wimpey Central London undertook a programme of community consultation, as outlined below.

Contacting statutory bodies

While preparing the CEMP, meetings were held with officers at the Council on 29th January 2018. Meeting notes have been included within the Appendix 1 of the CMP document as well responses from the Contractor referencing where each comment has been answered.

Christopher Hatton Primary School meeting

In addition to the wider public consultation, Taylor Wimpey Central London felt it was important to discuss the CEMP proposals for Phoenix Place representatives from Christopher Hatton Primary School, given the proximity of the school to Phoenix Place. This provided an opportunity to view the proposals, ask questions and have a more detailed discussion.

As such, a meeting with Headteacher Gwen Lee and Edward Dennison, representing the Mount Pleasant Association, was organised on Tuesday 6 March 2018. The purpose of the meeting was to provide an overview of the CEMP and addresses any specific questions.

The meeting provided Taylor Wimpey Central London with an opportunity to provide specific answers to questions. The main issues arising from the discussions were as follows:

- contact with the Community Liaison Manager;
- ability to access noise, vibration and dust monitoring reports;
- how construction would impact pick-up and drop-off times; and
- how Taylor Wimpey Central London could engage with pupils of the school and the wider community.

Where Ms Lee and Mr Dennison's questions were not able to be fully answered, it was explained that these details would be covered in the CEMP.

Ms Lee and Mr Dennison were also invited to attend the public exhibition.

Mount Pleasant Association meeting

A meeting was also arranged with the Mount Pleasant Association (MPA), giving it an opportunity to view the proposals and ask questions.

This took place on Thursday 8 March 2018. The purpose of the meeting was to introduce the project team and provide an overview of the CEMP and provided Taylor Wimpey Central London with an opportunity to provide specific answers to questions. The main issues arising from the discussions were as follows:

- routes of construction traffic;
- ability to access noise, vibration and dust monitoring reports;
- how late deliveries would be controlled; and

- proposals for the pocket park.

Where the MPA's questions were not able to be fully answered, it was explained that these details would be covered in the CEMP.

The MPA was also invited to attend the public exhibition.

Public consultation event

In order to provide the wider community with an opportunity to view, discuss and comment on the CEMP proposals prior to its submission to the Council, Taylor Wimpey Central London held a public consultation event on Thursday 1 March between midday – 2.00pm and 5.00pm – 8.00pm at the Exmouth Market Centre, Holy Redeemer Clerkenwell, London, EC1R 4QE.

An invitation letter was distributed to over 3,000 households and businesses in the local area to advertise the public consultation event. The invitations were sent to those properties thought to be most affected by the CEMP proposals within the immediate vicinity and were distributed on 12 February 2018.

The invitation letter contained the following:

- information about the CEMP;
- details of the public exhibition; and
- details of how to sign up for updates.

The invitation included the details of the project's freephone information line and the dedicated website address to allow people to request further information. A copy of the newsletter is in the Appendices. An email was also sent to those who had signed up to receive updates on the site as well as to Islington and Camden ward councillors. The email included details of the consultation event and a pdf version of the invite.



Picture taken at the public consultation event at Thursday 1 March

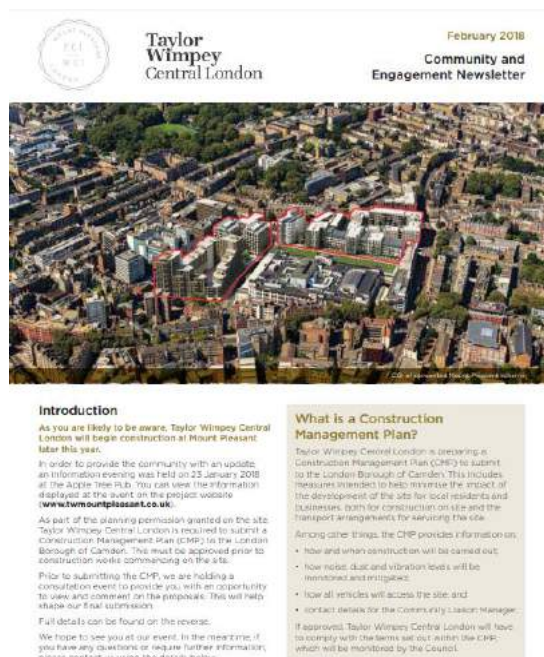


Image of the newsletter invitation

Exhibition display

The exhibition included fourteen A1 static display boards providing the following information:

- welcome board;
- information on what a CEMP is and why it is required;
- details of the site's constraints;
- details of phasing and programme;
- proposals for the working hours and community liaison;
- proposals for the highways and transport: vehicle movements, routes for construction traffic and footpaths and parking bays;
- images of site logistics proposals;
- proposals for monitoring and mitigating dust, noise and vibrations;
- details of the Considerate Constructors Scheme; and
- details of next steps.

A copy of the exhibition display boards is in the Appendices.

The exhibition also provided:

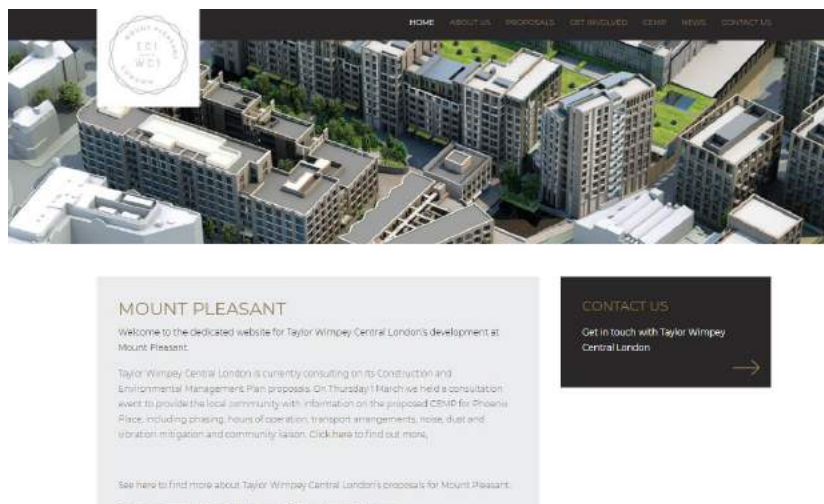
- a ballot box to deposit completed feedback forms;
- a copy of the consultation area;
- copies of the full draft CEMP;
- pens and pads of paper;
- direction signs to lead attendees into the venue;
- an opportunity to request further information; and
- freepost envelopes.

Feedback forms could either be filled in at the venue or posted back by using the supplied postage paid envelopes. These were then collated, and the feedback analysed. A copy of the feedback form is in the Appendices.

The exhibition was attended by representatives from Taylor Wimpey Central London, becg, and Bouygues.

Dedicated project website

A website was set up to display information about the Mount Pleasant development and is being updated throughout the life of the project. The website is hosted at www.twmountpleasant.co.uk.



Screenshot from home page of website

The website address was printed on the invitation letter, exhibition feedback forms and relevant correspondence.

The website includes:

- information about Taylor Wimpey Central London;
- information about the consented Mount Pleasant scheme;
- relevant plans and layout;
- information about how to get involved;
- a copy of the CEMP exhibition boards, full draft CEMP and a CEMP feedback form; and
- an online contact form.

Follow up email

Following the consultation event, an email was sent to all those who had signed in at the event, those who had previously signed up for updates and Islington and Camden ward councillors. The email highlighted that the event had taken place and that all the information (exhibition boards and full draft CEMP) and a feedback form was available on the project website, allowing those who had not attended the event to still provide feedback. It was offered for a feedback form and a freepost envelope to be posted to residents' homes, if that was preferred.

Review of comments

The public exhibition was attended by 13 individuals. In total, 2 feedback forms were received.

The responses in the feedback forms and the comments made during the meetings with Christopher Hatton Primary School and the MPA were analysed and assessed by the project team. The project team's responses to the feedback received is set out below under the headings of the questions on the CEMP feedback form.

Community feedback	Taylor Wimpey Central London response
Do you have any comments on the proposed working hours?	
Hours to avoid deliveries would be school drop-off and pick-up times i.e. 8.30am -9.30am and 3.15 – 4.30pm	Taylor Wimpey Central London will endeavour to limit the use of the Mount Pleasant site access between the hours of 8.30am – 9.00am and 3.30pm – 4.00pm.
Do you have any comments on the community liaison proposals?	
Another exhibition should take place at Christopher Hatton Primary School. Apple Tree or Exmouth Market Centre not appropriate.	Once the CEMP has been approved, Taylor Wimpey Central London will take up the invitation to hold an information event at Christopher Hatton Primary School.
Meetings of the CLG should happen at the Calthorpe Project or 1A Centre.	Taylor Wimpey Central London appreciates this feedback from the community and will organise the first meeting of the CLG in one of these venues.
Would like to be able to speak to site manager as well as the Community Liaison Manager	The Community Liaison Manager will be on site several days a week. The phone number to call will be clearly displayed on the hoarding of the site for the site manager who will be based on site permanently.
School children would be interested to know about what green space would be provided and how environmentally friendly the building materials will be.	Taylor Wimpey Central London will seek to organise, in coordination with Christopher Hatton Primary School, an event where members of the project team can speak to children about the sustainability credentials of the project and health and safety.
Good idea to set up a group of locals who can then communicate with neighbours.	As detailed within the CEMP, Taylor Wimpey Central London will hold monthly Community Liaison Group meetings throughout the construction of the project, enabling residents to have a chance to find out information and give feedback.
Do you have any comments on the proposed vehicle movements?	
I would like a written response that the site entrance of Gough Street will be the one that is used most heavily, and that the entrance on Mount Pleasant will be rarely used.	The access on Mount Pleasant will be used for the excavation period only. Once this is completed, only the accesses on Gough Street and Phoenix Place will be used. As noted above, Taylor Wimpey Central London will endeavour to limit the use of the site access on Mount Pleasant during school pick-up and drop-off times.
No construction traffic down Warner Street.	Taylor Wimpey Central London has no intention of using Warner Street as a route for construction traffic. Please

	refer to the logistics map in the CEMP for further information (page 15).
20 vehicles per hours is a lot.	The CEMP states that 20 vehicle movements per hour is what is expected at the height of activity. A vehicle entering and exiting the site counts as two vehicle movements.
Do you have any comments on the proposed footpaths and parking bays?	
Clarity on where the parking access will be.	This is depicted in the site logistics map within the CEMP (page 24).
Do you have any comments on the proposed routes for construction traffic?	
Can you speak to Camden Council about getting a zebra crossing added on Mount Pleasant near Christopher Hatton Primary School.	Taylor Wimpey Central London can consult on this with the London Borough of Camden during Section 278 discussions.
How does Camden Council cutting off Gough Street impact the development?	Taylor Wimpey Central London has provided a response to Camden during the consultation on the proposal and these proposals have been considered in the logistics plan within the CEMP.
CEMP says Taylor Wimpey will hold vehicles off site. Where are the points off site?	Taylor Wimpey Central London is currently exploring options of where this can happen. This can be discussed further during the monthly working groups once confirmed.
Updated plans should show the expected routes to be taken by vehicles to make parents aware and know how to avoid them.	Taylor Wimpey Central London will control the flow of vehicles, cyclists and pedestrians with five traffic wardens near and around points of exit. Please see CEMP for diagram depicting the locations of where they will stand (pages 38 and 40).
How will it impact the cycle superhighway?	The traffic marshalls and banksmen will control all vehicles entering and exiting the site at all times including interfaces with pedestrians, cyclists and other vehicles on the highways and footpaths.
Can vehicles turn around in the site rather than come onto Phoenix Place?	Taylor Wimpey Central London intends this to be the strategy at some point during the construction of Phoenix Place and is subject to the type of vehicles being used during the different stages of construction.
Would like the data collected by the monitoring devices to be made public in real-time.	Taylor Wimpey Central London is required to adhere to the noise, vibration and dust standards limits as set out in the approved CEMP. All limits will have been agreed with the London Borough of Camden. Taylor Wimpey Central will adhere to the limits, however do not intend to make this available as live information for public review. If there are concerns during the works then this can be discussed further at the CLG meetings. Taylor Wimpey Central London will be required to provide evidence to the London Borough of Camden and the

	Considerate Constructors Scheme that it has not exceeded the limits.
Can baseline measurements be provided?	A background noise survey has been undertaken and has been used in calculating the acceptable levels for the Council to review and agree.
Where does noise mainly come from?	Typical noise levels from the construction works are listed on page 50 of the CEMP however noise levels will vary throughout the different stages of the construction programme.
How can Taylor Wimpey Central London be sensitive to the school during exam times in May?	Taylor Wimpey Central London will coordinate with the school once school exam timetables have been published.
How will you control late deliveries and badly-behaved contractors?	<p>Taylor Wimpey Central London does not plan for late deliveries but in the event that they are unavoidable, we will inform the Council for approval beforehand.</p> <p>All contractors are required to adhere to a strict code of conduct and there is a staged disciplinary process should that be breached.</p>
Do you have any other comments?	
Do not like the word 'luxury' on the hoarding?	Taylor Wimpey Central London will review this during the hoarding refresh over the Summer months.
What are the plans for the pocket park? MPA has already created proposals for the park. We would like these community proposals to be used.	Taylor Wimpey Central London will be submitting a preliminary outline design to the London Borough of Camden, which will then consult on its more detailed plans for the pocket park. Taylor Wimpey Central London can help facilitate the MPA during this if required.
When will Phoenix Place be completed?	Taylor Wimpey Central London envisages that the Phoenix Place phase will be completed in 2023.
How will we find out information from our feedback?	This document provides the responses to the community's feedback to the CEMP, which will also be posted on the project's dedicated website (www.twmountpleasant.co.uk).

Next Steps

Please refer to the engagement strategy for further details on planned update events with local stakeholders and commencement of the construction liaison groups. A copy of this is in the Appendices.

Appendices

- A copy of the newsletter invitation
- A copy of the exhibition display boards
- A copy of the feedback form
- A copy of the engagement strategy



CGI of consented Mount Pleasant scheme

Introduction

As you are likely to be aware, Taylor Wimpey Central London will begin construction at Mount Pleasant later this year.

In order to provide the community with an update, an information evening was held on 23 January 2018 at the Apple Tree Pub. You can view the information displayed at the event on the project website (www.twmountpleasant.co.uk).

As part of the planning permission granted on the site, Taylor Wimpey Central London is required to submit a Construction Management Plan (CMP) to the London Borough of Camden. This must be approved prior to construction works commencing on the site.

Prior to submitting the CMP, we are holding a consultation event to provide you with an opportunity to view and comment on the proposals. This will help shape our final submission.

Full details can be found on the reverse.

We hope to see you at our event. In the meantime, if you have any questions or require further information, please contact us using the details below.

What is a Construction Management Plan?

Taylor Wimpey Central London is preparing a Construction Management Plan (CMP) to submit to the London Borough of Camden. This includes measures intended to help minimise the impact of the development of the site for local residents and businesses, both for construction on site and the transport arrangements for servicing the site.

Among other things, the CMP provides information on:

- how and when construction will be carried out;
- how noise, dust and vibration levels will be monitored and mitigated;
- how all vehicles will access the site; and
- contact details for the Community Liaison Manager.

If approved, Taylor Wimpey Central London will have to comply with the terms set out within the CMP, which will be monitored by the Council.

Contact Taylor Wimpey Central London

Freephone: 0800 298 7040

Email: info@twmountpleasant.co.uk

Website: www.twmountpleasant.co.uk



CGI of public open space at Phoenix Place



CGI of Phoenix Place

Construction Management Plan consultation

We would like to invite you to view and comment on the draft Construction Management Plan (CMP), prior to it being submitted to the London Borough of Camden.

When: Thursday 1 March 2018

Where: Exmouth Market Centre, Holy Redeemer Clerkenwell, London, EC1R 4QE

Between: 12.00pm – 2.00pm and 5.00pm – 8.00pm

You can drop in at any time between the times noted above to view information on the proposed CMP and discuss it with the project team.

Feedback forms will also be available for you to provide your comments on the CMP, which will be reviewed and incorporated into the final plan where possible.

If you are unable to attend, the information will be available on the project website (www.twmountpleasant.co.uk) following the event.



CGI of public open space at Calthorpe Street

Sign up for updates

As part of Taylor Wimpey Central London's drive to reduce paper wastage and be more environmentally friendly, we will be moving to sending out our monthly newsletters by email only.

To continue receiving our newsletters, please sign up to receive updates. You can do that by:

- emailing us at **info@twmountpleasant.co.uk**;
- visiting the Contact Us page on our website (twmountpleasant.co.uk);
- or
- calling us on **0800 298 7040**.

We will also provide a physical copy of all future newsletters at the site's security office.

If you would still like to receive a physical newsletter in the post, please contact us on the above details.



Contact Taylor Wimpey Central London

Freephone: 0800 298 7040

Email: info@twmountpleasant.co.uk

Website: www.twmountpleasant.co.uk



Welcome to the consultation event for the proposed Construction and Environmental Management Plan (CEMP) for Taylor Wimpey Central London’s development of Mount Pleasant.

The CEMP relates to Phoenix Place and will be submitted to the London Borough of Camden. A separate CEMP will be prepared for Calthorpe Street and submitted to the London Borough of Islington prior to work commencing on that site. You will have an opportunity to view and comment on that in due course.

This event provides you with information on the proposed CEMP for Phoenix Place, including phasing, hours of operation, transport arrangements, noise, dust and vibration mitigation and community liaison.

Please do take the time to speak to representatives about the proposed CEMP and provide us with your comments on the feedback forms provided.

Thank you for your interest.





As part of the planning permission granted for the site, Taylor Wimpey Central London is required to submit a Construction and Environmental Management Plan (CEMP) to the London Borough of Camden prior to commencing work on Phoenix Place.

Taylor Wimpey Central London has met with officers from the London Borough of Camden during the development of the draft CEMP and updated the information in line with their comments where possible. A further update will be undertaken once feedback has been received from this consultation, prior to submitting it to the council for approval.

The CEMP is designed to include measures to help minimise the impact of the development of the site for local residents and businesses, both for construction on site and the transport arrangements for servicing the site.

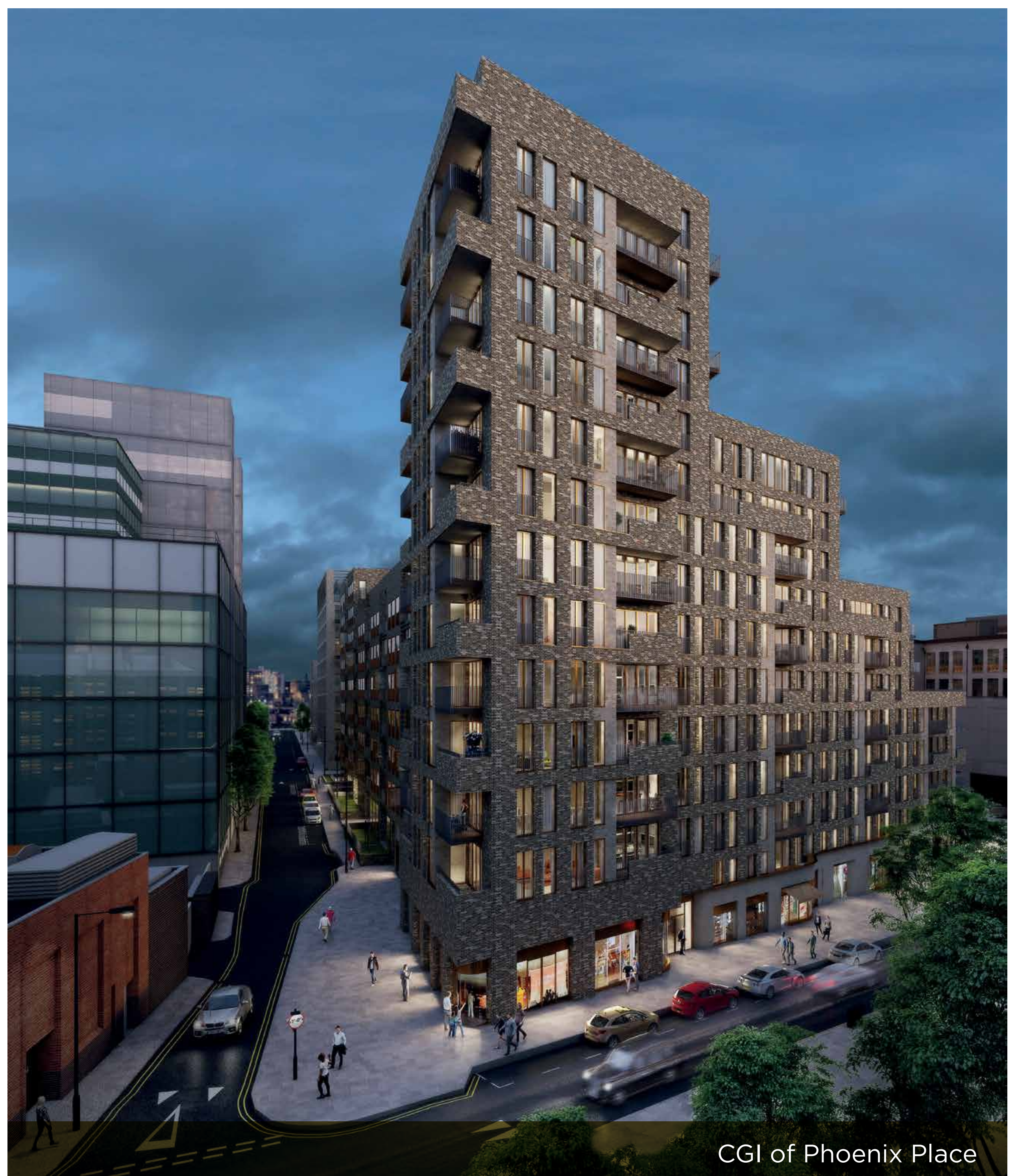
Among other things, the CEMP provides information on:

- how and when construction will be carried out;
- how noise, dust and vibration levels will be monitored and mitigated;
- how all vehicles will access the site; and
- contact details for the Community Liaison Manager.

If the CEMP is approved by the London Borough of Camden, Taylor Wimpey Central London will have to comply with the terms set out within it. Failure to do so could result in enforcement action being taken by the council.

The CEMP is a live document and will be revised as the design develops, trade contractors are employed and as more information is available.

The following boards provide some of the key information from the proposed CEMP. You can view the full document on the project website: www.twmountpleasant.co.uk





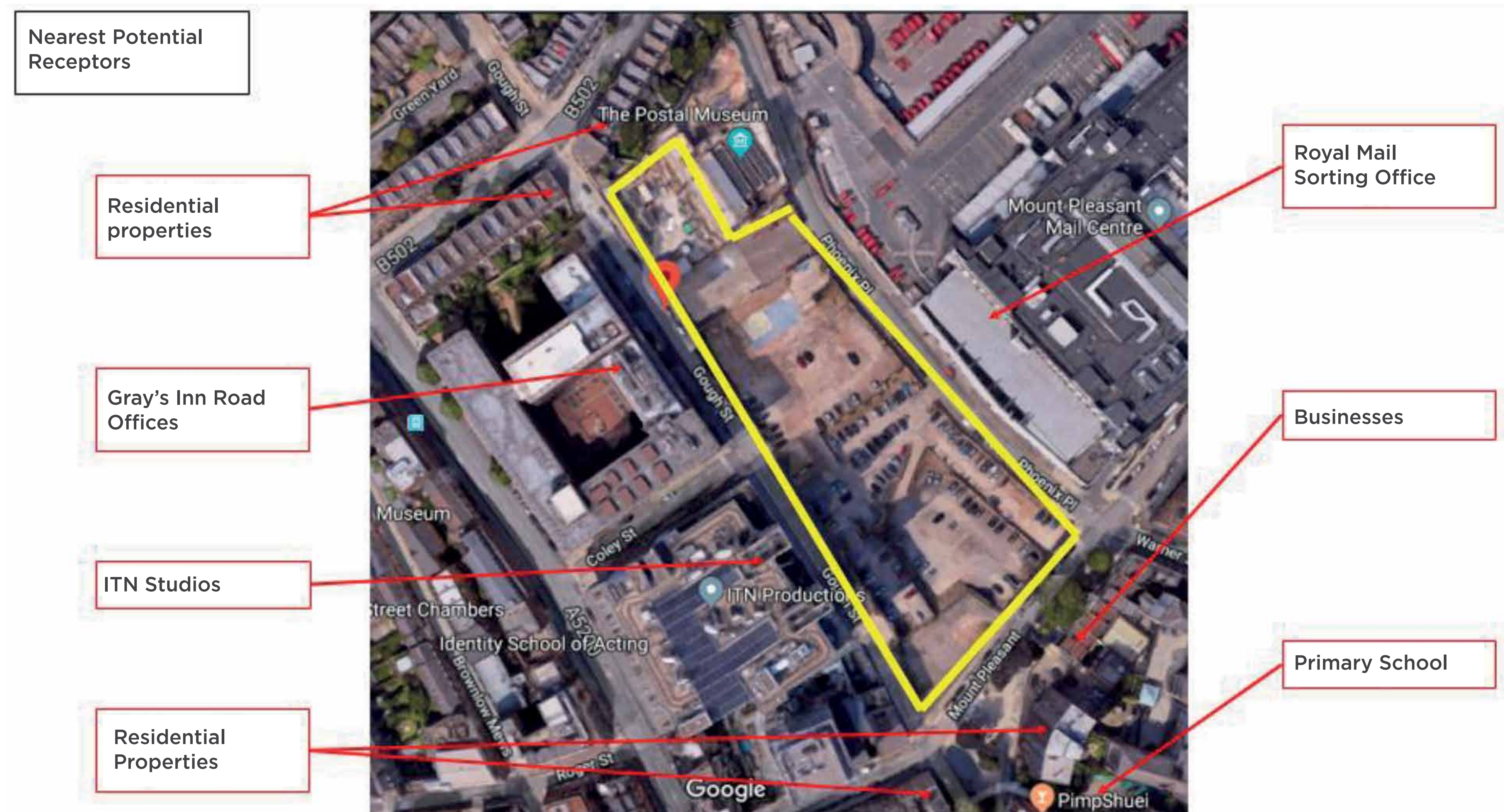
The Phoenix Place site is situated adjacent to the Royal Mail Sorting Office and is an island site, bounded on all sides by roads (Phoenix Place, Mount Pleasant, and Gough Street).

The site is currently a derelict car park, surrounded by brick walls and mesh fences. There was previously access into the car park from Gough Street, Mount Pleasant and Phoenix Place. The site is also adjacent to the Thames Water Fleet sewer which is located underneath Phoenix Place.

In developing the site, there are a number of constraints which have been borne in mind in the development of the Construction and Environmental Management Plan (CEMP):

- the proximity of the site to neighbouring residents directly to the north and south of the site;
- the proximity of the site to neighbouring businesses situated on all four boundaries;
- the proximity of the site to Christopher Hatton Primary School south of the site;
- the proximity of the site to the Royal Mail sorting office and yard, and to the Postal Museum; and
- the proximity of the site to the Thames Water Fleet sewer.

The map below highlights where these are in relation to the site. The CEMP has been designed to ensure the impact on all of these is minimised as far as a possible during the construction of the site.



Site constraints map



The planning permission grants consent for 681 new homes, 163 of which will be available as affordable rented or intermediate homes, as well as commercial spaces and public realm.

Phoenix Place will be developed in two phases:

- Phase one (including 214 new homes and new retail space)
 - Commence construction: June 2018
 - Complete construction: September 2021
- Phase two (including 131 new homes and new retail space)
 - Commence construction: May 2020
 - Complete construction: September 2022

The construction of the two phases will follow a traditional sequence comprising: substructure works, superstructure works, envelope works, internal fit-out works, and landscaping works. The below dates refer to the programme for phase 1 only.

Archaeological works – Commencing spring 2018

- Strip, map and record works in partnership with Historic England

Site preparation works – Commencing spring 2018

- Soft and hard strip of existing site features
- Installation of perimeter hoarding
- Minor regrading works

Substructure works – Commencing summer 2018

- Construct the retaining wall to the basement and piled foundations
- Install propping struts
- Excavate down to basement level
- Construct basement slab and erect tower cranes and ground floor slab
- Remove propping struts

Superstructure works – Commencing winter 2019

- Construct RC frame
- Install edge protection system to slab edges

Envelope works – Commencing winter 2019

- Erect scaffold
- Install steel frame system to facades and install windows
- Install brick supports and facing bricks
- Construct roofing system
- Dismantle tower cranes

Internal fit-out works – Commencing spring 2020

- Car park fit-out / energy centre / substations / LV rooms fit-out
- Screeding
- First fix partitions and MEP
- Second fix partitions and MEP
- Kitchen, tiling, carpentry, flooring
- Decoration, final fix and cleaning

Landscaping works – Commencing autumn 2020

- Courtyard hard and soft landscaping
- External paving and landscaping works
- Section 278 / Section 38 paving and landscaping works





The standard working hours as set out in the planning permission are:

- 08.00 to 18.00 Monday to Friday
- 08.00 to 13.00 Saturday

No work will take place on Sundays or on bank holidays.

There may occasionally be a requirement for some activity to take place outside of these hours, such as erecting or dismantling a crane, delivery of machinery and equipment, or service shut downs. Taylor Wimpey Central London will endeavour as far as is possible to ensure that residents and businesses receive advance notification if this is required.

If construction work is required outside of the normal working hours, Taylor Wimpey Central London will notify the London Borough of Camden for approval seven days in advance.

If emergency works are required, Taylor Wimpey Central London will advise local residents and businesses as soon as reasonably practicable.



Community liaison

Taylor Wimpey Central London will keep residents and businesses up-to-date through a monthly newsletter, which will be issued electronically and posted on the project website. You can sign up to receive these newsletters at today's event.

A Construction Working Group will be formed, which will comprise members of the project team, the contractor, representatives from Royal Mail, the project team for the Calthorpe Street works, and the community.

Regular community meetings will be held, led by the Construction Working Group. If you are interested in being part of this group, please register your interest on the forms available at today's event.

A member of the project team will be appointed as the Community Liaison Officer, who will be the primary point of contact for residents and businesses during the construction. Details of the Community Liaison Officer will be available on the project website and on noticeboards on the site, including their name, contact number, address for complaints, details of the Considerate Constructors Scheme, and a 24-hour contact number.

Community Liaison Officer

Jean-Marie Perret

Project Manager, Bouygues UK Ltd

1 Lambeth Palace Road, London, SE1 7EU

T: 020 7401 0020

E: jean-marie.perret@bouygues-uk.com

W: www.bouygues-uk.com



Prior to construction work commencing on site, a Construction Traffic Management Plan will be agreed with the London Borough of Camden. This will include:

- details of phased deliveries. Taylor Wimpey Central London would notify residents and businesses in the event of activity that fell outside of this, in advance of that activity, wherever possible.
- the route that all vehicles making deliveries to the site or removing spoil would travel, that would be agreed with the London Borough of Camden and Transport for London.

The Construction Traffic Management Plan would ensure that construction traffic does not cause undue disruption on the highways network.

At peak times, it is estimated that there would be approximately 20 vehicle movements per hour. Movements will predominantly occur:

- between 8am and 2pm during the groundworks stage;
- between 10am and 6pm during the concrete frame stage; and
- between 8am and 3pm during facades and fit-out stage.

To avoid unannounced deliveries causing traffic congestion and creating safety issues, an online booking system will be used. All drivers will be expected to book in 48 hours in advance of arriving at site with their delivery. Failure to do so will result in vehicles being turned away, except in exceptional circumstances provided there is space on site to accommodate them.

The following measures would be strictly adhered to in order to ensure pedestrian safety:

- all site accesses will be well lit, clean, well signed and controlled by experienced personnel;
- vehicle movement on entry and exit from the site will be controlled by traffic marshals at footpath crossings to manage the interface with pedestrians;
- barrier systems across the footpaths will be used while vehicles are entering or leaving the site;
- appropriate signage will be fixed to the gates and all areas where it is possible for vehicles to encounter pedestrians and to denote vehicle and pedestrian crossover areas; and
- all site staff will undergo an induction process to ensure they are properly briefed on the measures designed to segregate the public from construction traffic.

Deliveries will be predominantly loaded and unloaded within the site itself, and the local roads will not be used unless necessary (e.g. specific operations such as erecting and dismantling cranes may be required to be undertaken from the adjoining roads). These would require partial or full road closures and would be agreed with the London Borough of Camden in advance. Residents and businesses would be notified in advance if this was necessary.



At this stage, it is envisioned that some parking bays will be required to close for the duration of the works, and some footpaths will also be affected. The table below provides details of what is currently envisaged.

Phase 1

Location	No. of bays	Duration	Assumptions
Phoenix Place	2	24 months	Footpath partially taken over on Phoenix Place and Gough Street for safety reasons (1.2mtr clear width when partially taken over).
Mount Pleasant	2	12 months	During basement construction for excavation trucks movement.
Phoenix Place	7	12 months	Footpath partially or fully taken over on Phoenix Place for safety reasons (1.2mtr clear width when partially taken over).

Phase 2

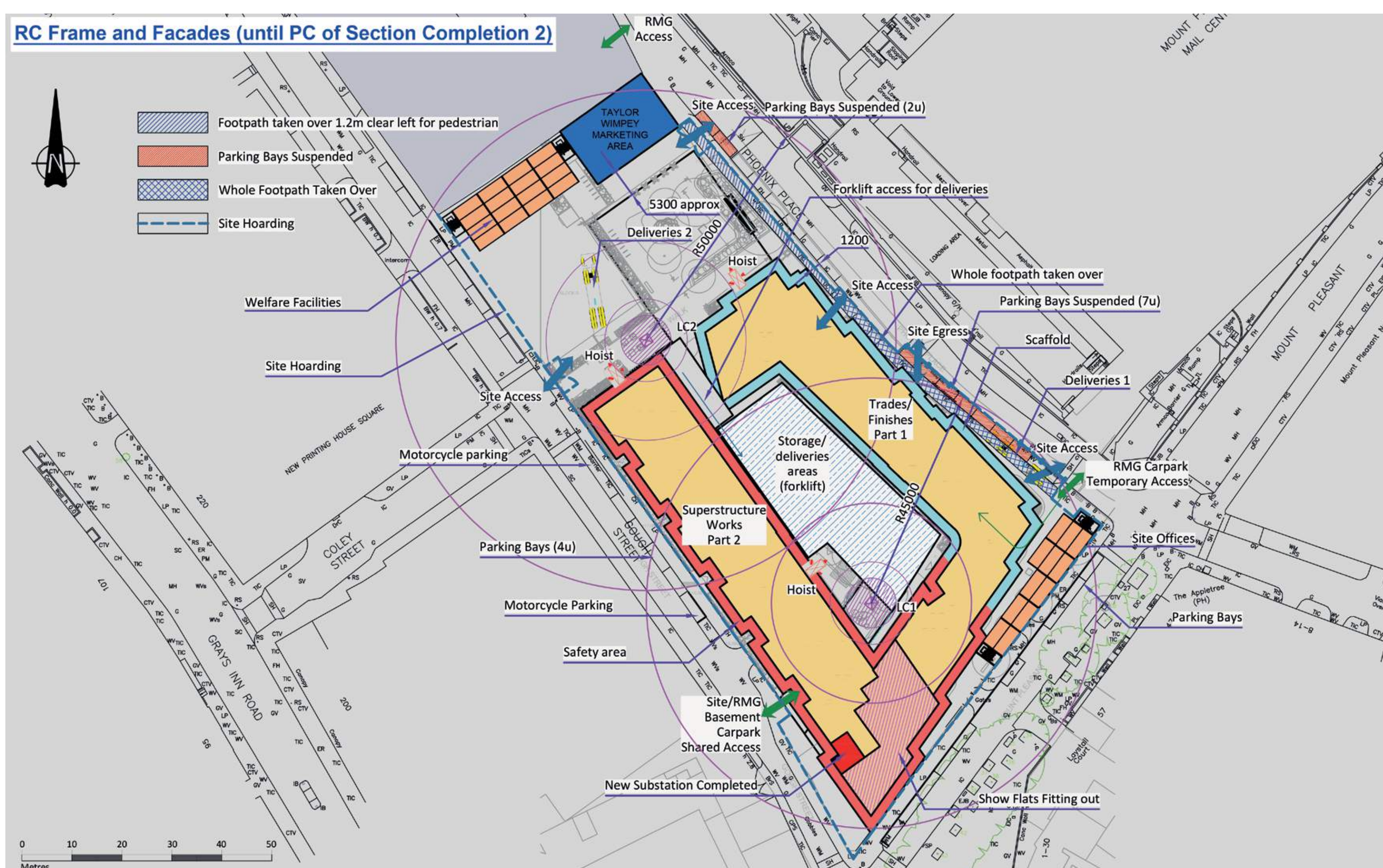
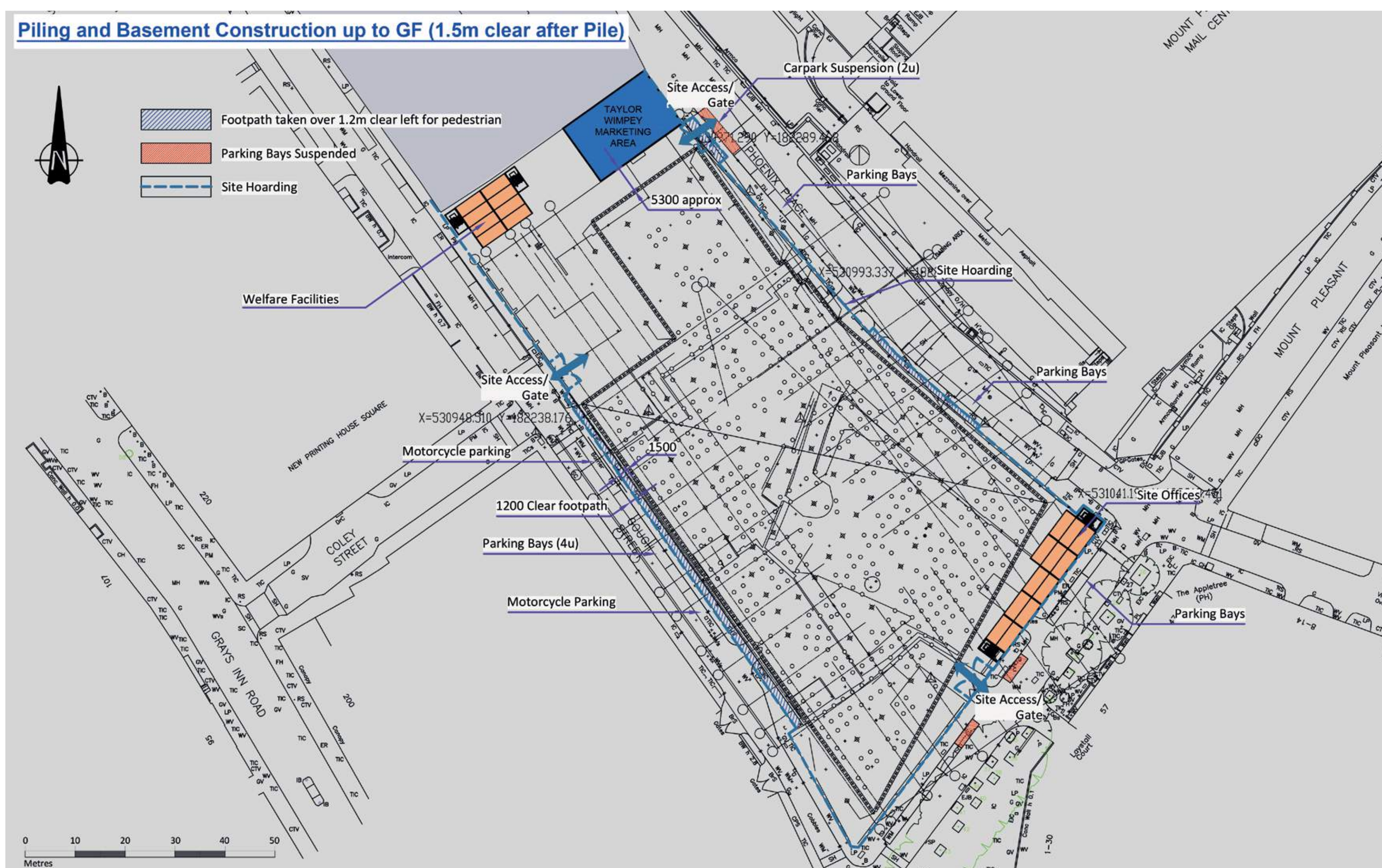
Location	No. of bays	Duration	Assumptions
Phoenix Place	2 minimum	24 months	Footpath partially or fully taken over on Phoenix Place for Safety reasons (1.2mtr clear width when partially taken over).
Gough Street	2 minimum	12 months	Footpath partially or fully taken over on Gough Street for Safety reasons (1.2mtr clear width when partially taken over).

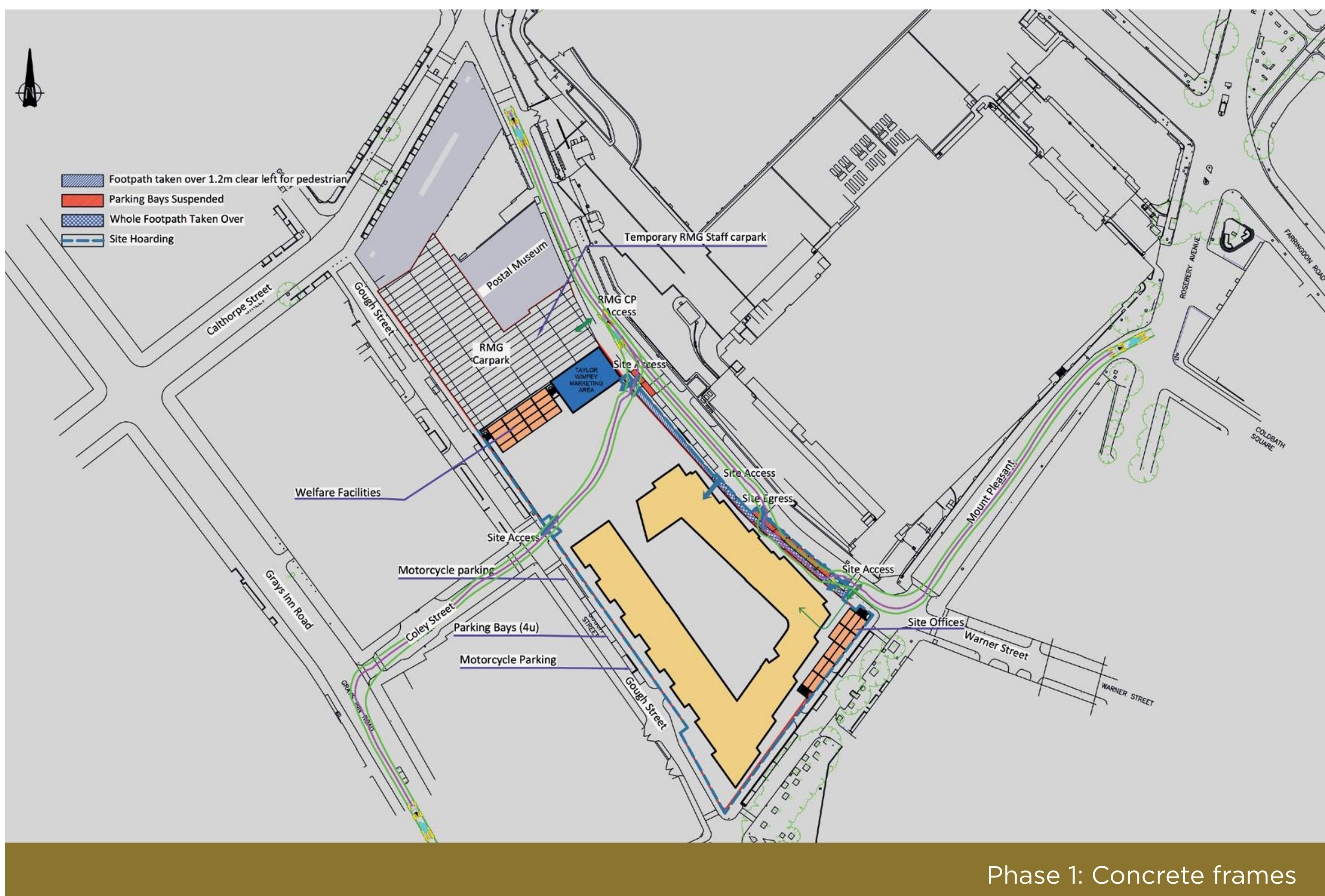
There is no taxi stand, bus lane or bus stop in the immediate vicinity of the site, so no closure or relocation will be required.

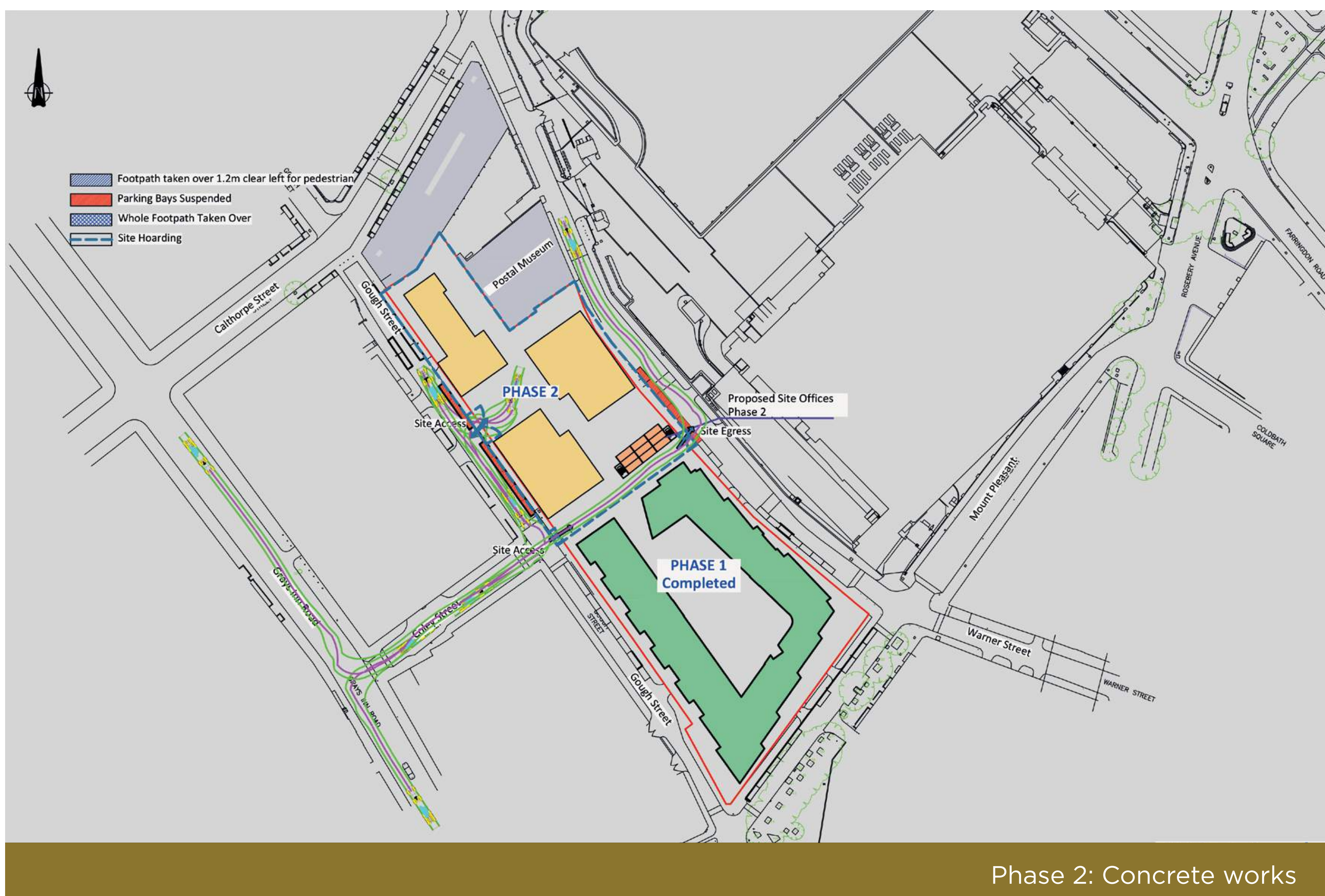
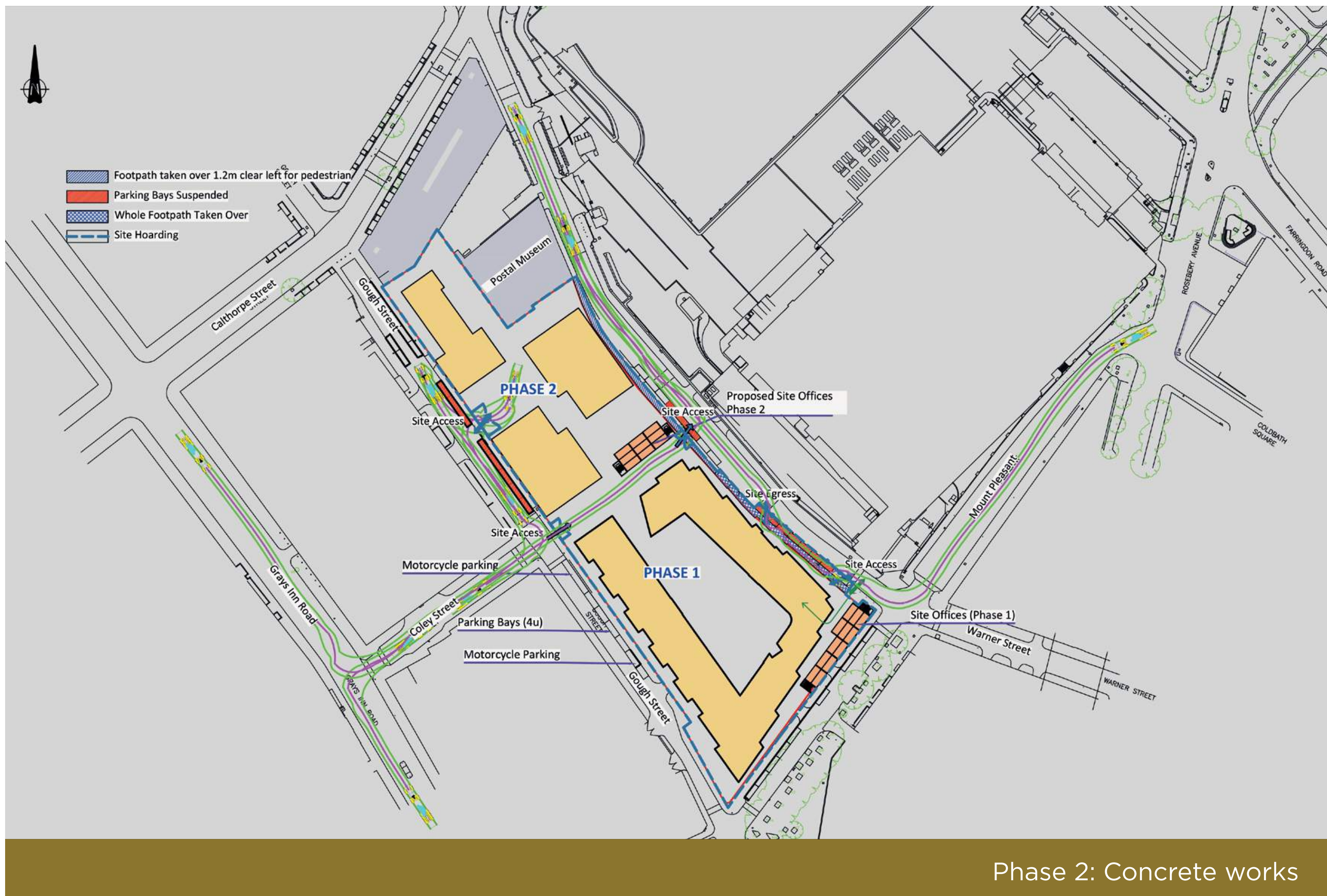




Site logistics: phase 1







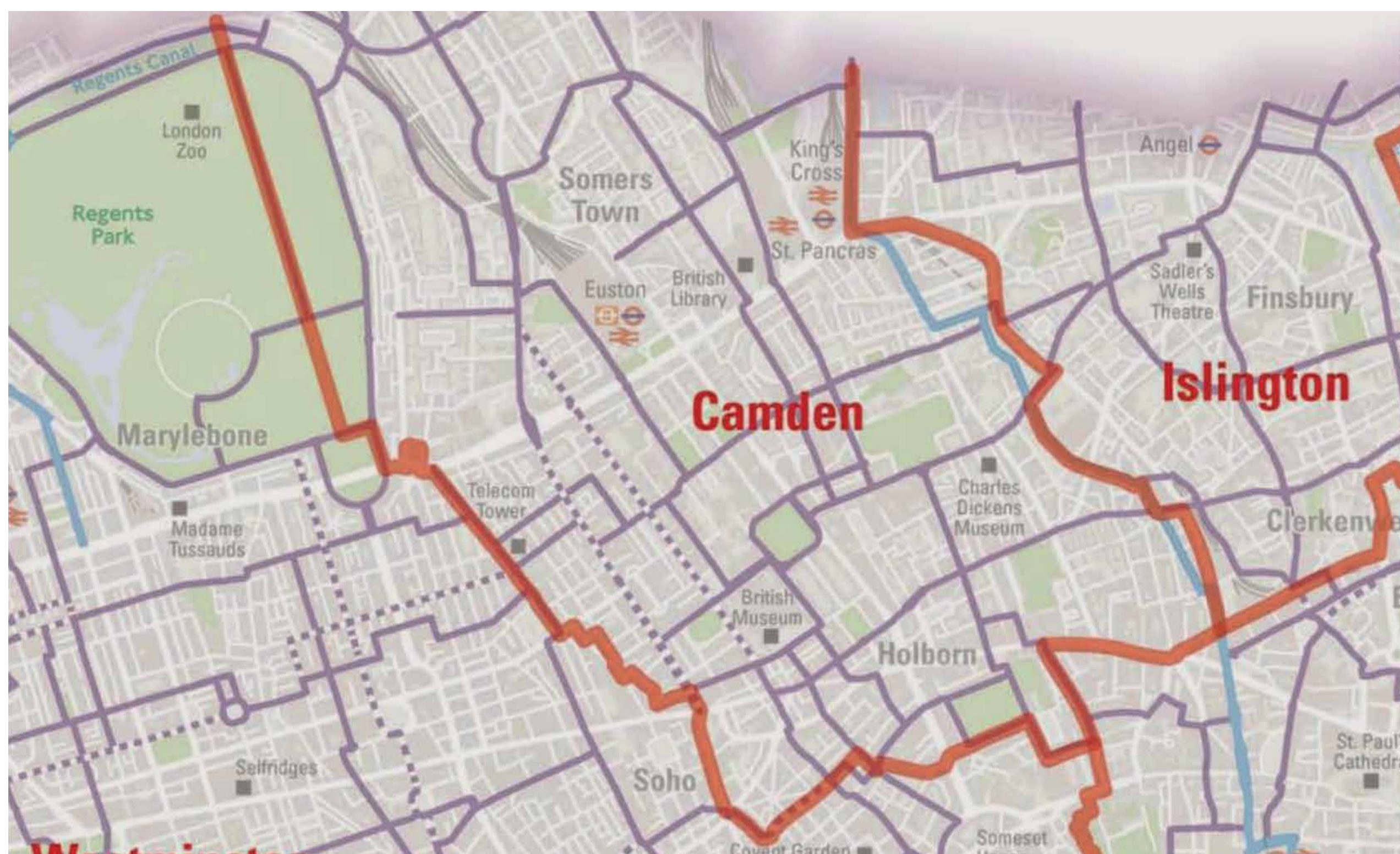


Vehicle routes will be discussed and agreed with suppliers and contractors at the outset, ensuring all delivery drivers and contractors are aware of the agreed routes.

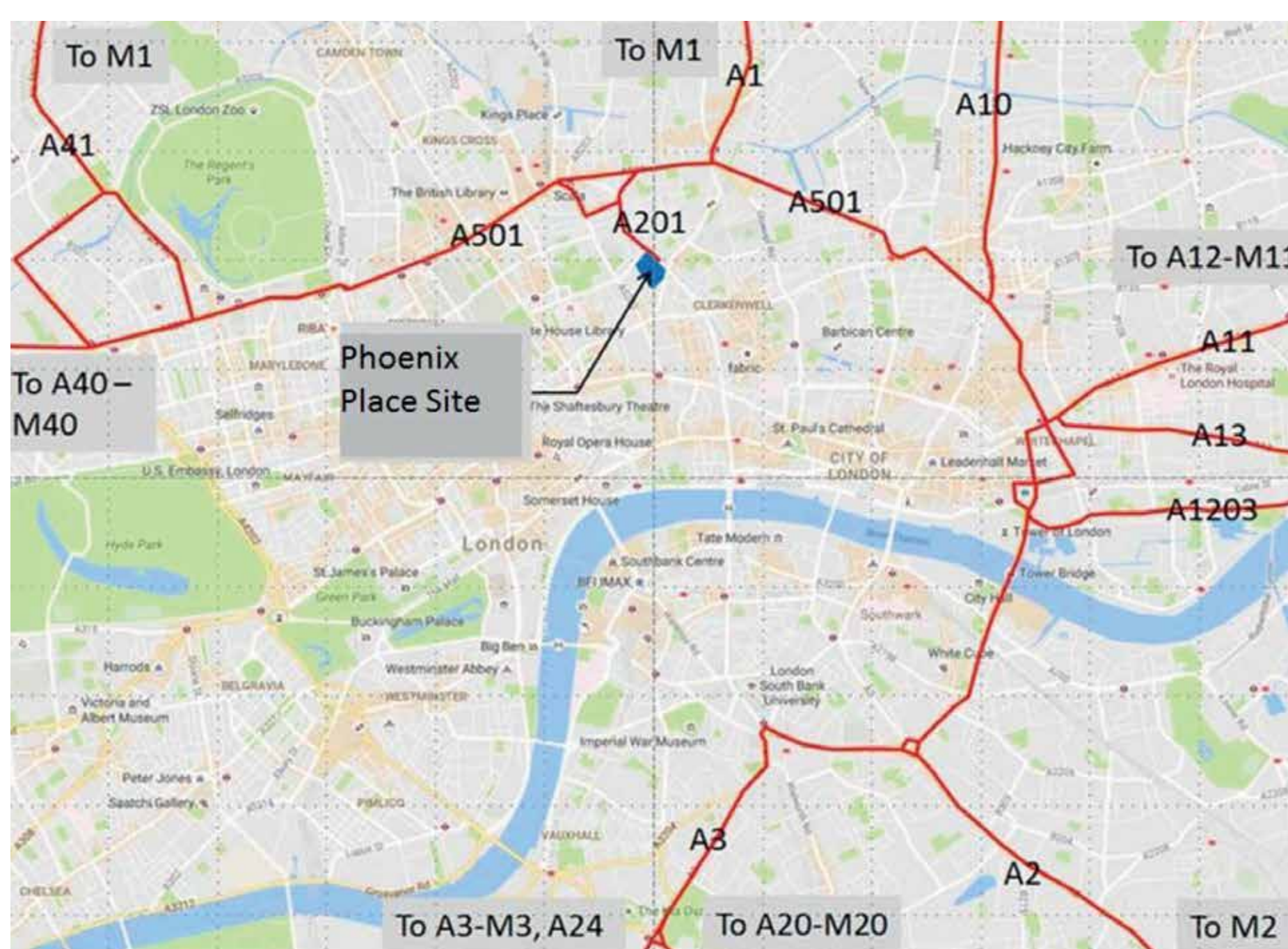
At present, it is proposed that large vehicles will make use of the Transport for London Road Network (TRLN) from the motorway network into central London. The principal route will be the A501 and then A201 into the site, avoiding London north to south journeys. Smaller vehicles, such as vans, will use the Borough Principle Road Network (BPRN).

Whilst on the site itself, vehicles will be predominantly restricted to concrete hardstanding and surfaced site roads. Vehicles that are required to move off these areas will be cleaned before exiting the work area to ensure mud and dust is not tracked onto the main roads. This limits the potential for the distribution of dirt onto the highway, therefore no wheel washing facilities are envisaged.

Should any spoil spill onto the highways during loading or unloading it will be manually cleared up, and road sweepers will be used as necessary to deal with any issues that arise.



TfL's indicative map of Central London Cycle Grid routes, Camden section



Phoenix Place's links to main TRLN routes



Dust monitoring will take place during construction to ensure compliance with industry practice, including the BRE guidance 'Controlling Particles, Vapour and Noise from Construction Sites 26', the London Borough of Camden Codes of Construction, and the GLA 'The Control of Dust and Emissions during Construction and Demolition SPG 8'.

Measures will be utilised to prevent and mitigate dust leaving the site, including:

- routine dust monitoring at sensitive residential locations will be regularly reviewed. A safety method statement will outline the control measures necessary to minimise the risks;
- surfaces will be dampened during dry weather;
- hoarding and / or fencing will be used to reduce the dispersion of dust and prevent public access to dusty areas;
- buildings that front public boundaries or are immediately adjacent to adjoining properties would be fully scaffolded and enclosed by sheeting to provide a dust and safety shield during the demolition process;
- should any spoil spill onto the highway during loading or offloading it will be manually picked up immediately, and road sweepers will be deployed as necessary to deal with local issues; and
- all equipment will be fitted with dust control measures such as water sprays where possible.

Noise and vibration levels will be closely monitored during the works to ensure compliance with the restriction agreed with the London Borough of Camden.

A background noise survey was undertaken for the planning application in October 2017 which will be used by the contractor to establish the projected noise levels at adjoining properties based on the emissions made by specific machinery.

The contractors will also recognise the noise limit stated in BS5228: 2009 of 70dBA at 1 meter to the nearest noise sensitive façade.

A number of measures will be put in place to mitigate the impact on residents and businesses as indicated in BS 5228. These include:

- hours of working will be carefully planned to take into consideration the effects of noise and vibration on the surrounding area and on the people working on site;
- construction measures will be carefully selected to minimise noise and vibration impacts at source, as far as reasonably practicable;
- noisy machinery and equipment will be substituted with quieter alternatives where possible. If not possible, enclosures and barriers will be used to minimise the noise;
- appropriate piling techniques to minimise noise and vibration will be utilised; and
- machinery and equipment and vehicle engines will be switched off when not in use.



Once a contractor has been appointed, the development will be registered with the Considerate Constructors Scheme. This is an independent scheme which seeks to ensure the highest standards are abided by during the construction period.

By registering with the scheme, Taylor Wimpey Central London and its contractor will be agreeing to abide by the Code of Considerate Practice. This comprises five areas, as set out below. More information on the scheme can be found on its website: www.ccscheme.org.uk

Code of Considerate Practice

1. Care about appearance: constructors should ensure sites appear professional and well managed
 - Ensuring that the external appearance of sites enhances the image of the industry.
 - Being organised, clean and tidy.
 - Enhancing the appearance of facilities, stored materials, vehicles and plant.
 - Raising the image of the workforce by their appearance.
2. Respect the community: constructors should give utmost consideration to their impact on neighbours and the public
 - Informing, respecting and showing courtesy to those affected by the work.
 - Minimising the impact of deliveries, parking and work on the public highway.
 - Contributing to and supporting the local community and economy.
 - Working to create a positive and enduring impression, and promoting the Code.
3. Protect the environment: constructors should protect and enhance the environment
 - Identifying, managing and promoting environmental issues.
 - Seeking sustainable solutions, and minimising waste, the carbon footprint and resources.
 - Minimising the impact of vibration, and air, light and noise pollution.
 - Protecting the ecology, the landscape, wildlife, vegetation and water courses.
4. Secure everyone's safety: constructors should attain the highest levels of safety performance
 - Having systems that care for the safety of the public, visitors and the workforce.
 - Minimising security risks to neighbours.
 - Having initiatives for continuous safety improvement.
 - Embedding attitudes and behaviours that enhance safety performance.
5. Value their workforce: constructors should provide a supportive and caring working environment
 - Providing a workplace where everyone is respected, treated fairly, encouraged and supported.
 - Identifying personal development needs and promoting training.
 - Caring for the health and wellbeing of the workforce.
 - Providing and maintaining high standards of welfare.





Thank you for taking the time to attend our consultation event on the Construction and Environmental Management Plan for Phoenix Place, Mount Pleasant. We hope that you found the event informative.

Please take the time to provide us with your feedback on the Construction and Environmental Management Plan. This will be reviewed and considered prior to the plan being submitted to the London Borough of Camden.

You can do this by filling in a feedback form at today's event, or by returning it using a freepost envelope. Please return your forms no later than **Friday 16 March 2018**.

You can view the full Construction and Environmental Management Plan on the project website:

www.twmountpleasant.co.uk

Stay in touch

Freephone: 0800 298 7040

Email: info@twmountpleasant.co.uk

Website: www.twmountpleasant.co.uk

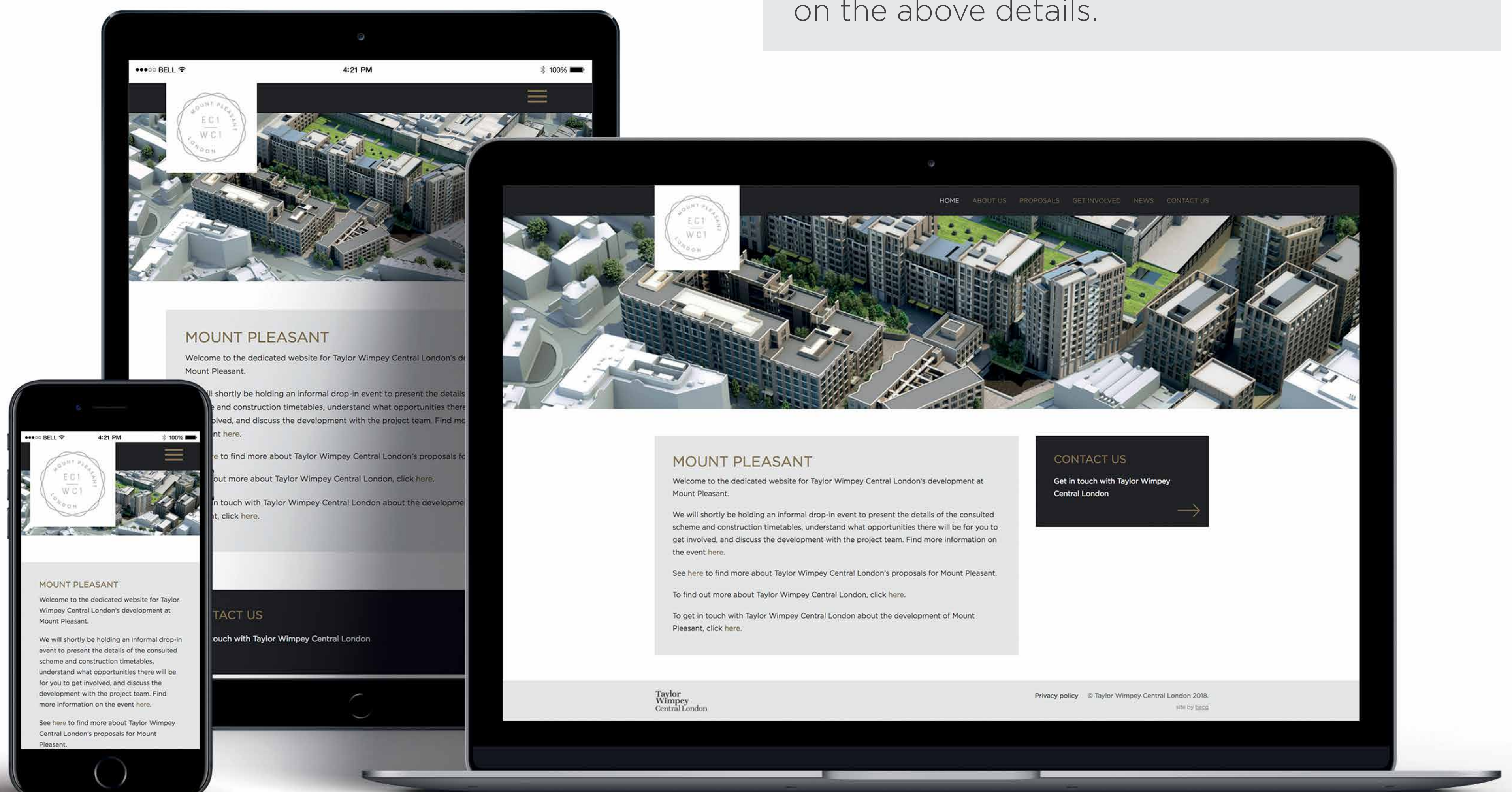
Register to receive monthly project updates

As part of Taylor Wimpey Central London's drive to reduce paper wastage and be more environmentally friendly, we will be moving to sending out our monthly newsletters by email only from March 2018.

To continue receiving our newsletters, please sign up to receive updates. You can do that by:

- registering on the forms provided today;
- emailing us at **info@twmountpleasant.co.uk**;
- visiting the Contact Us page on our website (**www.twmountpleasant.co.uk**); or
- calling us on **0800 298 7040**.

We will also provide a physical copy of all future newsletters at the site's security office. If you would still like to receive a physical newsletter in the post, please contact us on the above details.





Taylor Wimpey Central London

March 2018
Construction and
Environmental Management Plan
CEMP feedback form



CGI of consented Mount Pleasant scheme

Please let us know what you think about the CEMP proposals here today

Thank you for taking the time to attend our exhibition and discuss the Mount Pleasant CEMP with members of our team.

The team would appreciate any comments or observations you have about the proposals on display. Please take the time to complete this form and either place it in the ballot box, or return it to us using the freepost envelope provided by **16th March 2018**.

If you require any further information please contact a member of the project team using the details below.

Telephone:
0800 298 7040

Email:
info@twmountpleasant.co.uk

Website:
www.twmountpleasant.co.uk

The presented proposals are for the CEMP for Taylor Wimpey Central London's development of Mount Pleasant. The CEMP relates to Phoenix Place and will be submitted to the London Borough of Camden.

Please let us know your contact details and the best way of staying in touch with you.

Name:

Address:

Postcode:

Email:

Telephone:

Please keep me informed with email updates ☐

I am interested in being part of the Mount Pleasant Community Liaison Group ☐

Please return your completed feedback forms no later than **Friday 16 March 2018**.

1. Do you have any comments on the proposed working hours?

2. Do you have any comments on the community liaison proposals?

3. Do you have any comments on the proposed vehicle movements?

4. Do you have any comments on the proposed footpaths and parking bays?

5. Do you have any comments on the proposed routes for construction traffic?

6. Do you have any comments on the proposals for monitoring and mitigating noise, vibration and dust levels?

7. Do you have any other comments?

I understand that Taylor Wimpey Central London will use my information for the purpose of administration, statistical analysis and profiling. I consent to Taylor Wimpey Central London contacting me about these proposals unless I have ticked this box. DO NOT contact ☐

Please indicate any method by which you do NOT consent to be contacted: Do not phone ☐ Do not post ☐
Do not email ☐ Do not SMS ☐

Date	Activity
October 2017	
10 th October	Introductionary meeting with David Joyce (LB of Camden) to discuss TW development programme
31 st October	Introductionary meeting with Nicholas Boys Smith of Create Streets to discuss future engagement and development plans
December 2017	
6 December	Introductionary meeting with Edward Denison of the Mount Pleasant Association to discuss future engagement and development plans
w/c 14 December	Joint RMG and TWCL presentation introducing team members to local stakeholders and presentation on outline development programme
January 2018	
w/c 1 January	Issue January newsletter – including invitation to drop-in event
w/c 1 January	Launch project website and social media channels
w/c 1 January	Finalise protocol for recording and sharing information
w/c 15 January	Drop-in event to launch engagement programme
w/c 22 January	Meet with MPA to discuss response to drop-in event and next steps
February 2018	
w/c 5 February	Issue February newsletter – including invitation to CMP event and link to draft copy of the CMP documents.
26 February	Archaeological studies to commence on site
March 2018	
01 March	Consultation event on Construction Management Plan
w/c 5 March	Issue March newsletter
06 March	Meeting with Christopher Hatton Primary School to discuss CMP feedback
08 March	Meeting with MPA to discuss CMP feedback
w/c 26 March	Construction Management Plan to be submitted
April 2018	
w/c 2 April	Issue April newsletter
TBC	Hold first Construction Working Group meeting
TBC	Briefings with Cabinet Member and ward members
16 April	Site preparation works commence
May 2018	
3 May	Local elections in Islington and Camden
w/c 7 May	Issue May newsletter
w/c 7 May	Meet with new Cabinet Member and ward members (if necessary)
TBC	Hold Construction Working Group meeting
June 2018	
w/c 4 June	Issue June newsletter
TBC	Hold Construction Working Group meeting
8 June	Construction contract award and mobilisation
29 June	Commence Section P1
July / August 2018	
TBC	Summer social drop-in event / BBQ

Location: Calthorpe Project (258-274 Gray's Inn Road, London, WC1X 8LH)

When: 6.00pm-7.00pm, Wednesday 25 April 2018

Attendees: Sam Harding (TWCL); Robert Crombie (TWCL); Jean-Marie Perret (BYUK); Jon Hurd (GLD); Tobin Byers (becg); Peter Wallace (becg); Timm Wellens (BSB); Tim Norman (Warner House); Richard Lewisohn (Mount Pleasant Studios Ltd); Judith Dainton (MPA & MPA Forum); Graeme Weston (MPA & Laystall Court).

1. Welcome

Sam Harding (SH) welcomed everyone and asked everyone to introduce themselves. SH provided an overview of the purpose of the CLG.

2. Apologies for absence

Apologies were received from Edward Denison (MPA) and the Reverend Christopher Trundle (The Parishes of Our Most Holy Redeemer and Saint Mark, Clerkenwell).

3. Review of Terms of Reference

SH went through the Terms of Reference and asked whether anyone had any comments or concerns. The terms of reference were agreed.

4. Matters arising

N/A

5. Update from TWCL and questions

6. Update from the contractor and questions

A project update was provided. Jon Hurd (JH) said that preparatory work was currently taking place on site, which is likely to last for the next 11 weeks. The aim is to keep as much material on site as possible in order to minimise vehicle movements.

Hoarding will be put up around the site to enable the walls surrounding the site to be taken down. It is not anticipated that this will be too disruptive or cause much noise, other than potentially the wall along Gough Street.

There was a discussion about noise, vibration and dust monitoring. Monitoring equipment is due to be placed around the site on Thursday 26 April, which will monitor in real time. There were questions about what standards are being used and what levels would constitute a breach.

The standards are as follows:

- For noise and vibration: BS 5228-1:2009 (noise) and BS 5228-2:2009 (vibration).

Noise target limits are to be agreed with the Council through Section 61. TWCL is proposing 70dB at one metre to the nearest noise receptor, which is very common.

Vibration limit is 1mms⁻¹ PPV for potential disturbance in residential.

- For dust: The Control of Dust and Emissions During Construction and Demolition SPG, July 2014, issued by Mayor of London.

It is recommended a trigger level of 250 micrograms/m³ is set as a 15-minute mean for concentrations of PM10 close to construction sites

There was a discussion about construction traffic and the need for any vehicles which breach the approved routes to be penalised. Tim Norman (TN) noted the issues on Warner Street with McLaren not adequately enforcing breaches. He asked who was ultimately responsible for ensuring the CEMP was complied with. TN noted that a further complication was caused by the fact that Warner Street straddled the border of Camden and Islington.

SH said that TWCL was ultimately responsible, but that he would be ensuring the contractor (BYUK) was compliant.

Discussion about which entrances vehicles would enter the site from. One phase (the excavations phase) will use the entrance from Mount Pleasant. Graeme Weston (GM) raised concern about the impact on the school. It was explained that given the amount that needed to be excavated, it was not possible to avoid using the Mount Pleasant entrance.

Excavation is likely to run from August 2018 through to February 2019. There are expected to be approximately 40 vehicular movements per day. Following this, concrete mixers will use that access until June 2019.

It was agreed that any changes to the CEMP following approval by the London Borough of Camden would be discussed in the CLG (although it was noted that once approved, any changes would need agreement by the Council in any case).

There was a discussion about road closures. Robert Crombie (RC) said that there would be a need for some closures to receive delivery of certain equipment, but that this would almost certainly be at the weekend as most local authorities do not allow

roads to be closed during the week. RC said that an application had to be submitted to the Council in order to apply for permission to close a road, which residents and businesses would be notified of.

Judith Dainton (JD) asked whether any significant archaeological findings had been discovered. Nothing of any particular interest has been found to date.

7. Forthcoming events and activity

SH said that once the CEMP had been approved by the London Borough of Camden, a drop-in event would be held at Christopher Hatton School to provide staff, parents and residents with an opportunity to view the approved CEMP. A date will be circulated in due course.

SH said that the CLG would now take place on a monthly basis, in the last week of the month. It was agreed that it would be held on the last Tuesday of every month at the Calthorpe Project, between 6pm and 7pm. Next meeting is Tuesday 29 May 2018.

8. Community updates

SH said that TWCL is keen to get involved with community activities and events, and is happy to look at sponsorship.

JD said that she would provide a list of forthcoming events. An Italian Festa takes place in Clerkenwell every July, which might be something TWCL could get involve in.

9. Any other business

N/A

**Taylor Wimpey Central London
Mount Pleasant Community Liaison Group
Terms of Reference**

Purpose

1. The Taylor Wimpey Central London ('TWCL') Mount Pleasant Community Liaison Group ('CLG') is to be established to provide a forum for discussion and engagement on the construction of Mount Pleasant. The CLG is a requirement of the Section 106 agreement.
2. These Terms of Reference ('ToR') define the purpose and structure of the panel and will be reviewed and approved at the first CLG meeting. Thereafter they will be reviewed on an annual basis and amended as necessary, with agreement of the CLG.

Objectives

3. The CLG has the following objectives:
 - to provide a forum for debate and discussion on the construction programme for Mount Pleasant;
 - to disseminate information on the construction programme to ensure the community is aware of what is happening on the site;
 - to provide TWCL and its contractor with insight into any concerns the community has on the construction programme;
 - to provide TWCL and its contractor with a forum through which to respond to and address concerns.
4. The panel is not a forum to discuss and debate the approved plans for the site, as submitted by the Royal Mail Group and granted planning permission in 2015.

CLG membership

5. The membership of the CLG should reflect a broad range of the community, to include residents, business owners, community organisations, schools, third-party groups and elected representatives.
6. In order to balance a membership of a wide experiential range with the requirement to deliver productive, focused meetings (where views can be discussed and incorporated and agreed recommendations developed in a limited timeframe) the CLG should initially have no more than approximately 15 members, provided there is adequate representation from each of the groups listed above in paragraph five.
7. The CLG should be chaired by the Community Liaison Manager. Representatives from TWCL will also be in attendance.
8. The current membership of the CLG is included in Appendix one. Any changes to the initial membership will need to be agreed at future CLG meetings.

Subject matter

9. The CLG will provide a structured forum for TWCL and its contractor to have a constructive, collaborative dialogue with the community about the construction work at Mount Pleasant.
10. Each CLG meeting will have a formal agenda, which will include:
 - welcome;
 - apologies for absence;
 - minutes from the last meeting;
 - matters arising;
 - an update from TWCL and questions;
 - an update from the contractor and questions;
 - forthcoming events and activity;
 - community updates;
 - any other business.

Communication obligation

11. The CLG will formally communicate with its members via the circulation of agendas and minutes, and an update in between set meetings where necessary.
12. An agenda will be circulated to the members of the CLG seven days in advance, along with any papers due to be discussed.
13. Draft minutes will be circulated with the agenda for the following meeting, to be agreed as a true and accurate record.
14. All material produced for the CLG, including agendas, minutes and any associated papers, will be available to view on the project website at www.twmountpleasant.co.uk, once the CLG has formally approved them.

Accountability

15. The CLG will report into TWCL through Sam Harding (Project Manager), who will have overall responsibility for reviewing any recommendations made by the CLG and reporting back to the next CLG.

Frequency

16. The CLG will meet on a monthly basis, on the **XXX** of every month. Meetings will be held between **XX** and **XX**, at **XXX**.

Appendix one: membership of the CLG

- Ward members for Holborn & Covent Garden, London Borough of Camden
- Ward members for Clerkenwell, London Borough of Islington
- Three representatives from the Mount Pleasant Association
- The Headteacher of Christopher Hatton Primary School
- The following residents:
 - Tim Norman
 - Graeme Weston
 - Brett Goldman
 - Lars Verstraeten
 - Father Christopher Trundle
 - Simon Griffin
 - G. Bennett
- The following business owners:
 - Simon (Mount Pleasant Studio)

Site Greater London Demolition Ltd - Mount Pleasant Demolishing Site Opposite Mount Pleasant Mail Centre, Clerkenwell,
Address London, WC1X 0DA

Contract / Job No.	Visit Type	P.O. Number	Tech	Visit completed on
015764 / V73568	FIXED VISIT - Job Visit	2588-3086A TW	Yusuf Heveran	22/05/2018 13:15

PEST ACTIVITY OBSERVED DURING INSPECTION

No pests found

HEALTH & SAFETY RISK ASSESSMENT * ENVIRONMENTAL RISK ASSESSMENT *** COSHH SITE ASSESSMENT**

The following risks and hazards have been considered and discussed with the owner or the H&S representative:

All hazards and risks were considered; Inspected for rodent carcasses; Works covered by safe working practices; Current site Risk Assessment Understood; Technician is qualified to perform the treatment; Risk of slips or trips

Risk control measures undertaken:

All risks considered.

Work and Treatment Carried Out

Arrived today onsite to install 20 bait boxes around the perimeter of the site.
All boxes placed and marked on a site plan with traps installed.
We will inspect over 3 visits every 3 weeks.

Recommendations

Pesticide/Materials Used

20.0 Unit - Snap-E Rat Trap;

SIGN OFF

Customer Name
JOHN. PROJECT MANAGER.

Customer Signature



Technician Signature



Job Status
Complete

Invoice/Payment Details

Please make cheques payable to Beaver Pest Control
Payment due immediately on completion of works
VAT Reg No. 749182503



ATTACHMENTS



Bait blocks installed

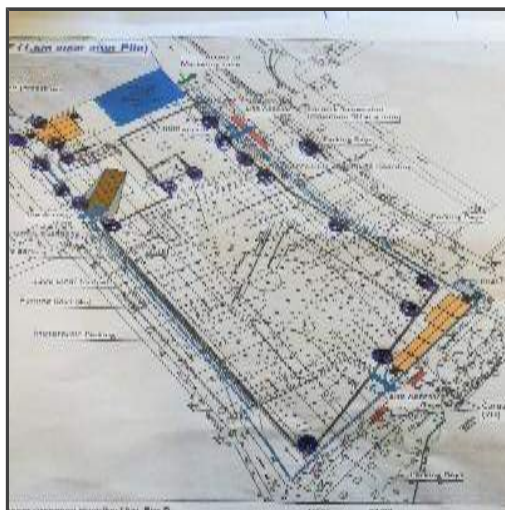


Bait box installed

Invoice/Payment Details

Please make cheques payable to Beaver Pest Control
Payment due immediately on completion of works
VAT Reg No. 749182503





Site plan

Invoice/Payment Details

Please make cheques payable to Beaver Pest Control
Payment due immediately on completion of works
VAT Reg No. 749182503



Noise Modelling Methodology and Printouts

Modelling Software:

CADNA/A Version 2018

Modelled

Scenarios:

Calculated ambient noise levels (LAeq,T) at surrounding noise-sensitive receptors due to construction noise activities

Data inputs:

- Sound Power Levels for each items of plant that will operate for each work stage, based on the data given in BS-5228-1:2009
- Topographical data for the site
- Proposed construction phasing plans

Calculation

Algorithms Used:

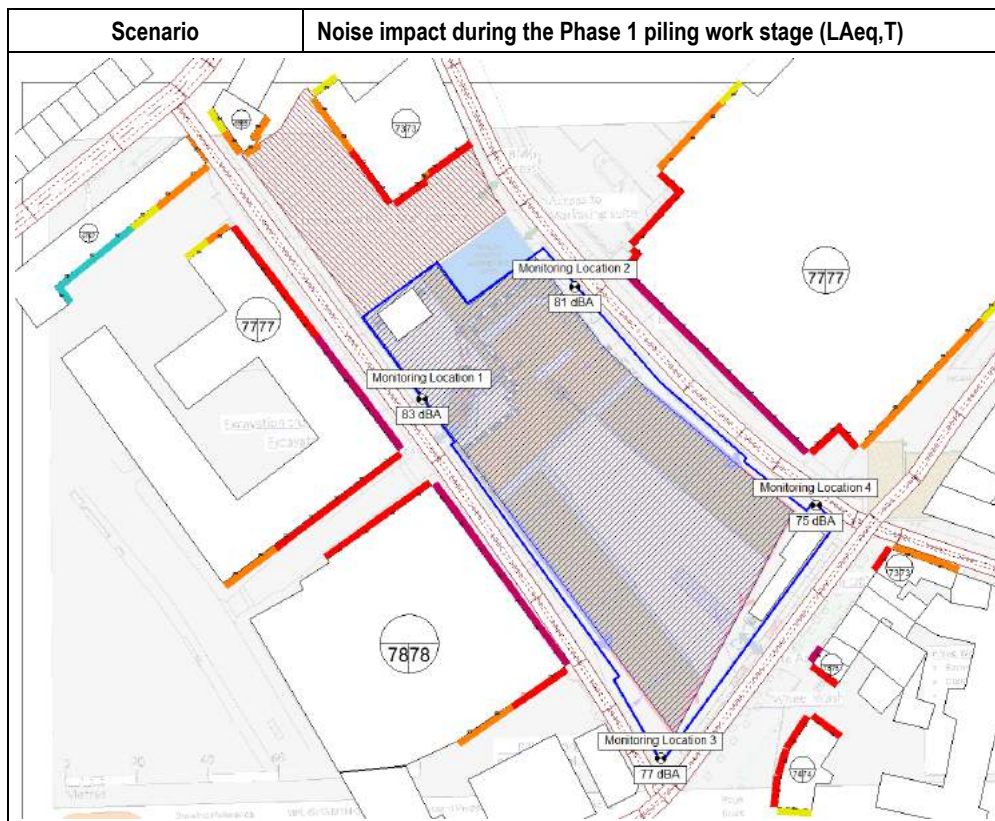
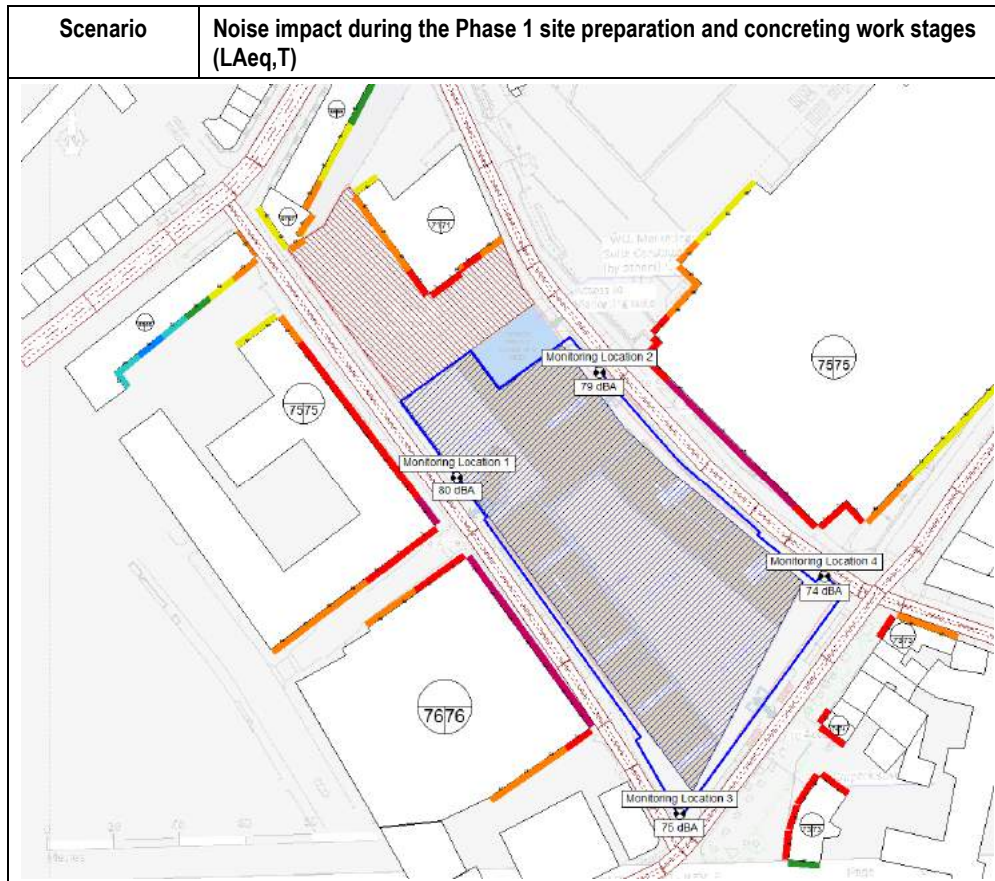
- ISO 9613-1:1993 Acoustics-Attenuation of sound during propagation outdoors – Part 1: Calculation of the absorption of sound by the atmosphere
- ISO 9613-2:1996 Acoustics-Attenuation of sound during propagation outdoors – Part 2: General method of calculation

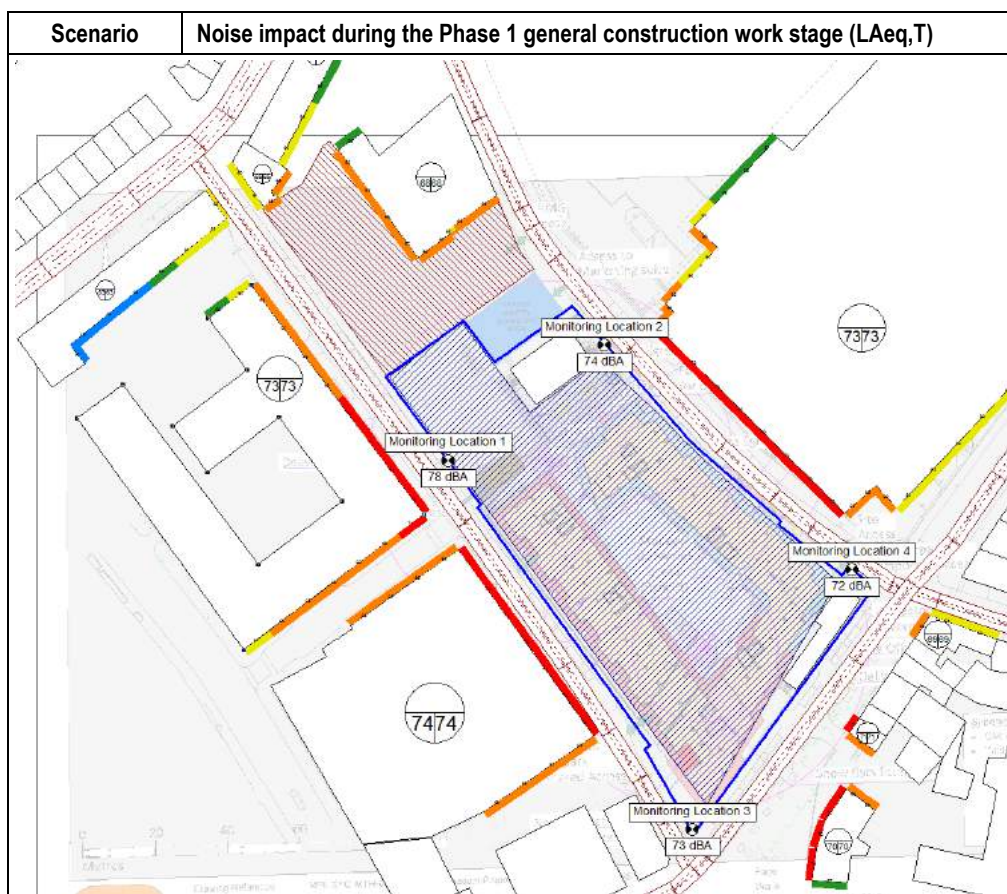
Predicted 'Worst-Case' Noise Levels at NSRs During Phase 1 Works

NSR	Nominated Construction Noise Limit dB LAeq,10h	Activity / dB LAeq,10h			
		Site preparation	Piling	Concreting Operations	General Site Activities
2-24 Calthorpe Street	75	48-65	50-67	48-65	46-63
26-50 Calthorpe Street	75	57-67	59-69	57-67	55-65
222-236 Grays Inn Road	75	62-75	64-77	62-75	59-73
ITN Studios	75	67-76	69-78	67-76	66-74
1-30 Laystall Court	75	59-73	61-75	59-73	57-70
45-57 Mount Pleasant	75	65-74	67-75	65-74	63-71
RMG Mount Pleasant Sorting Office	75	54-75	56-77	54-75	50-73
Postal Museum	75	61-71	63-73	61-71	59-68

NOTE: Cells shown in bold indicate exceedances above the nominated construction noise limit

Modelling Printouts:





Predicted 'Worst-Case' Noise Levels at NSRs During Phase 2 Works

NSR	Nominated Construction Noise Limit dB LAeq,10h	Activity / dB LAeq,10h			
		Site preparation	Piling	Concreting Operations	General Site Activities
2-24 Calthorpe Street	75	63-73	65-75	63-73	61-71
26-50 Calthorpe Street	75	51- 80	53- 82	51- 80	49- 78
222-236 Grays Inn Road	75	61- 77	63- 79	61- 77	59-75
ITN Studios	75	64-73	66-75	64-73	62-71
1-30 Laystall Court	75	44-53	46-55	44-53	42-51
45-57 Mount Pleasant	75	46-57	48-59	46-57	44-55
RMG Mount Pleasant Sorting Office	75	63-75	65- 77	63-75	61-73
Postal Museum	75	60- 82	62- 84	60- 82	58- 80
Worst Case Flats within Block A (Completed Phase 1 development)	75	68- 77	66- 79	68- 77	66-75

NOTE: Cells shown in bold indicate exceedances above the nominated construction noise limit

Modelling Printouts:

