

# Construction Management Plan

**104-110 Charing Cross Road, London,  
WC2H 0JP.**

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# Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
05.06.2018	A	Aous Al-Hassani
16.07.2018	B	Aous Al-Hassani
03.08.2018	C (post Community Liaison)	Aous Al-hassani
24.09.2018	D	Aous Al-Hassani
20.11.2018	E	Neil Muller/Kevin Geraghty

## Additional sheets (available on dropbox

[https://www.dropbox.com/sh/ki07tmpblcgrqn8/AAB45\\_XRWcJV-rYKFi-dkV2la?dl=0](https://www.dropbox.com/sh/ki07tmpblcgrqn8/AAB45_XRWcJV-rYKFi-dkV2la?dl=0))

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

Date	Version	Produced by
14.03.2013	-	Asbestos Survey by Safety consulting partnership ltd.
03.08.2018	-	NVC complaints/Compliment and Action tracker
18.07.2018	C	Programme of Works
03.08.2018	-	NRMM Register
03.08.2018	-	Dropbox Folder 2- General floor plans & Elevations
19.07.2018	-	Community Liaison letter to residents/ businesses
19.07.2018	-	Community Liaison letter resident sign off sheet
19.07.2018	-	Community Liaison letter response from the Artist Club
July 2018	-	LTB Construction Lifting plan (235 Shaftsbury avenue)
18.07.2018	-	Signed addendum (CMR 240727)

# Introduction

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

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

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

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

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

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

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

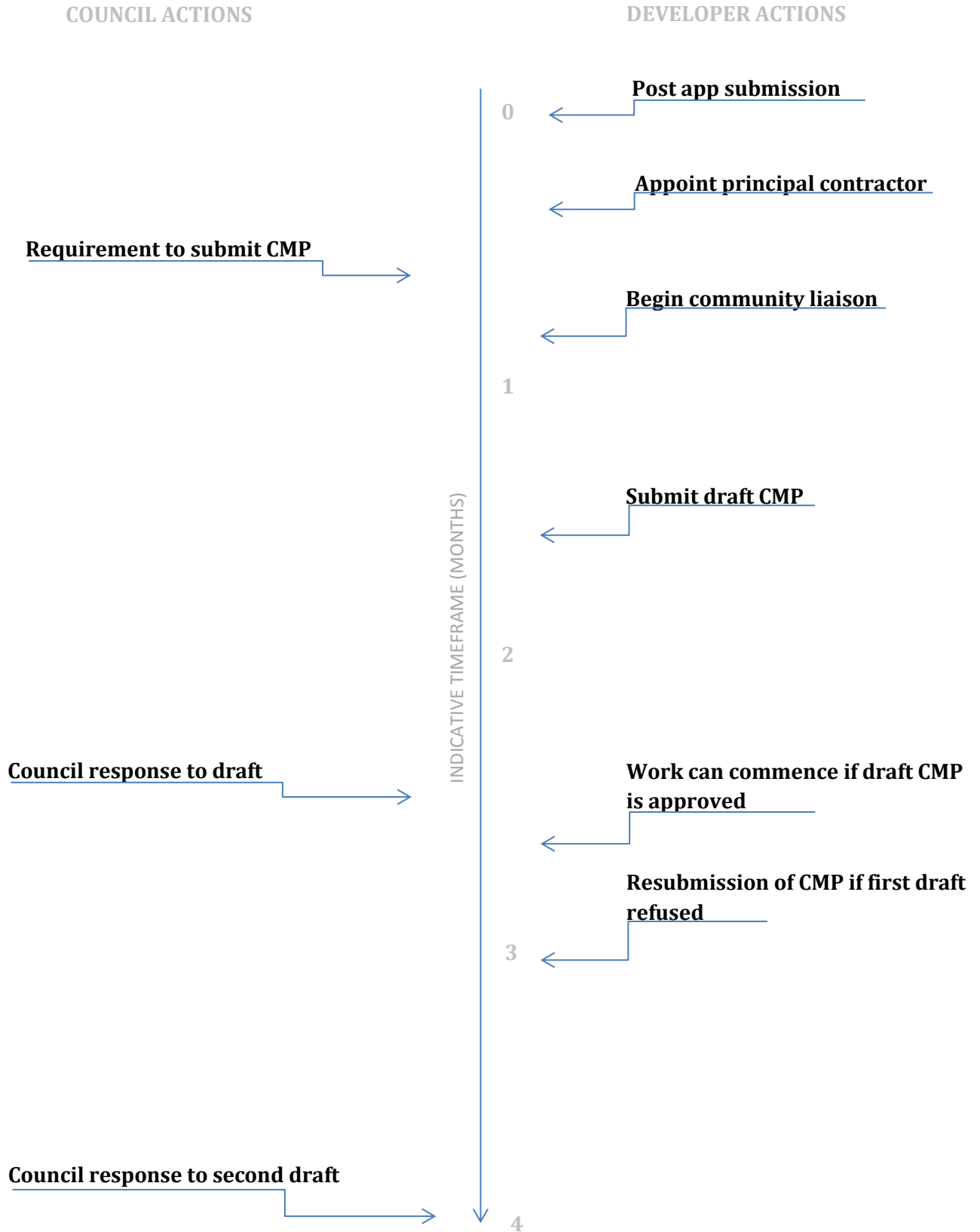
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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

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

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

Revisions to this document may take place periodically.

# Timeframe



# Contact

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

Address: 104-110 Charing Cross Road, London, WC2H 0JP.

Planning reference: 2016/5190/P

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

Name: Aous Al-Hassani (Assistant Contracts Manager)

Address: Northvale House, Unit 1 Chancerygate Business Centre, Stonefield Way,

Ruislip, HA4 0JA.

Email: [a.al-hassani@northvaleconstruction.co.uk](mailto:a.al-hassani@northvaleconstruction.co.uk)

Mob: 077 1009 0443

Phone: 020 3457 5444

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: Neil Muller (Project Manager)

Address: Northvale House, Unit 1 Chancerygate Business Centre, Stonefield Way,

Ruislip, HA4 0JA.

Email: [n.muller@northvaleconstruction.co.uk](mailto:n.muller@northvaleconstruction.co.uk)

Mob: 077 8943 6861

Phone: 020 3457 5444

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: Neil Muller (Project Manager)

Address: Northvale House, Unit 1 Chancerygate Business Centre, Stonefield Way,

Ruislip, HA4 0JA.

Email: [n.muller@northvaleconstruction.co.uk](mailto:n.muller@northvaleconstruction.co.uk)

Mob: 077 8943 6861

Phone: 020 3457 5444

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: Aous Al-Hassani

Address: Northvale House, Unit 1 Chancerygate Business Centre, Stonefield Way,

Ruislip, HA4 0JA.

Email: [a.al-hassani@northvaleconstruction.co.uk](mailto:a.al-hassani@northvaleconstruction.co.uk)

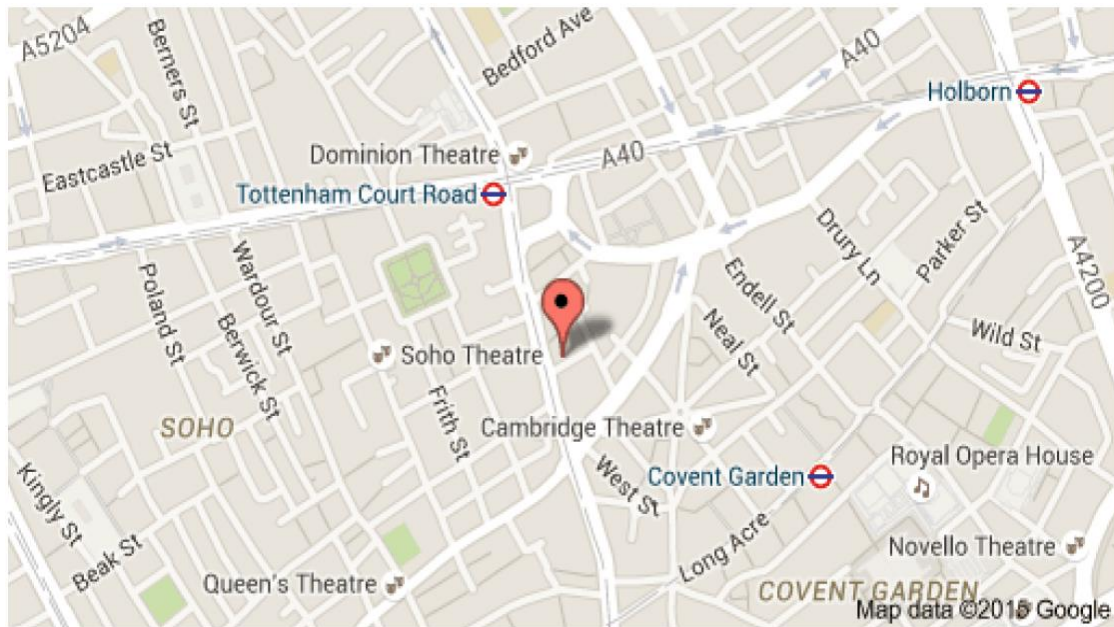
Phone: 020 3457 5444



# Site

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

The proposed development is to take place in phoenix House, 104-110 Charing Cross Road, London, WC2H 0JP. The location is illustrated in the below map.



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 works involved in this project allow for the Construction of 2 apartments on the roof of the existing 5 storey building. The apartments consist of 2 main floors with an additional floor as a garden room and terrace.

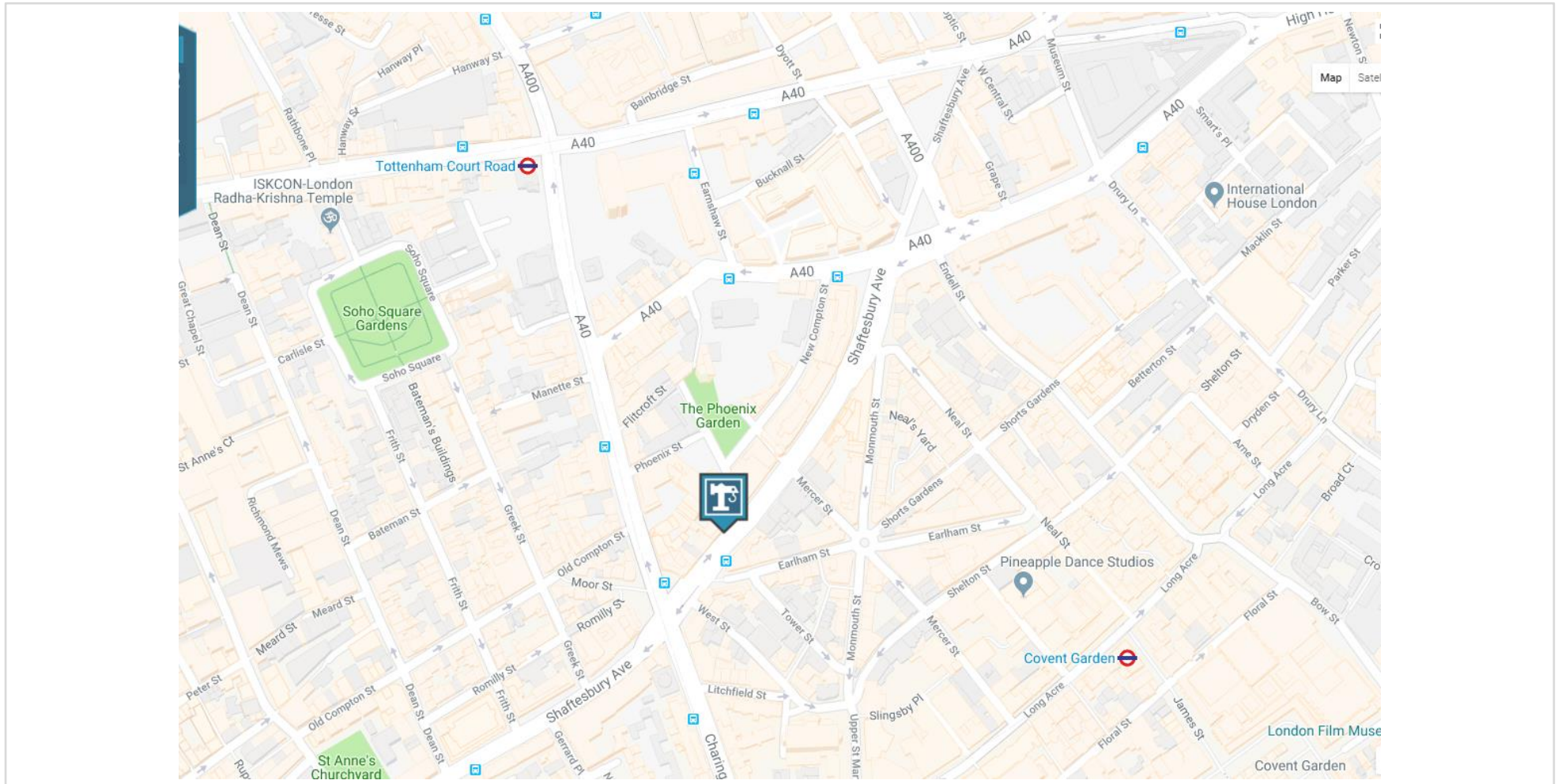
The main challenges faced in this project are the congested narrow central streets, prime pedestrian location for tourists/ locals and the area is also surrounded by many businesses i.e. offices, restaurants and stores etc. Loading and unloading will not be permitted from the southbound bus lane adjacent to the Charing Cross Road frontage (this will form part of the induction and shall be included in the site plan once all logistical methods are confirmed).

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



The nearest potential receptors are the current tenants of Phoenix House residing in Levels 0-5, during the project the building will remain live. The current tenants include the businesses on the ground floor and residential dwellings on floors 1-5. The surrounding roads consist of busy traffic with entrances for offices and retail/ restaurants, which are used by vehicles and pedestrians.

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).

Below are the key dates and duration for the project.

Please note that the Below dates will be revised once the project commencement date has been confirmed and Camden Council will be updated as the project progresses. Please refer to appendix 1 for full programme of works.

Start Date- January 2019

Duration- 54 weeks

Completion- February 2020

11. Please confirm the standard working hours for the site:

- 8.00am to 6pm on Monday to Friday (excluding Wednesday)
- 8:00am to 3pm Wednesday (Theatre Matinees)
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays

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

N/A

This project involves the extension of an existing building.

## 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.

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### 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 to manage these impacts.

**The Council can advise on this if necessary.**

### 13. Consultation

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

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

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

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

Local Stores were consulted as per details below: (letters + CMP Delivered on 19/07/2018 to residents of phoenix house and local businesses)

Residents:

- Apartments 1-26 of 104-110 Charing Cross Road.

Local Businesses:

- Stub-Hub
- Vape Shop
- Fantasia
- Kiera Corner
- Made
- Foyles
- Phoenix Theatre
- The phoenix artist club (see response to letter and reply in folder 3- Community liaison)

Council:

- Shahida Sanessie (Senior Planner)
- Nicola Papatheocharis (Streetworks Operations Assistant)

#### 14. Construction Working Group

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

Northvale understand the requirement of being a considerate contractor and will endeavour to satisfy our local neighbours throughout the duration of the project. If a construction working group for site in the immediate area is required, NVC will participate in such a group. A neighborhood pre-commencement, residents, business and tenants' letter will be delivered to all within the vicinity of Phoenix House. Further to the pre-commencement newsletter Northvale Construction will aim to provide an update to the locals monthly and prior to any significant procedures taking place.

In addition, a contacts board shall be erected in a prominent position near the site entrance, this will display main contractor details (address, and person who correspondence should be addressed, site manager details, month and year of completion & emergency contact details.

#### 15. Schemes

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

Northvale Construction is a proud member of the Considerate Constructors Scheme on all projects and will be registering the project prior to commencement. Northvale Construction will also take in to consideration the Camden Considerate Constructors Manual during the project duration. Our CCS site registration number is 113624

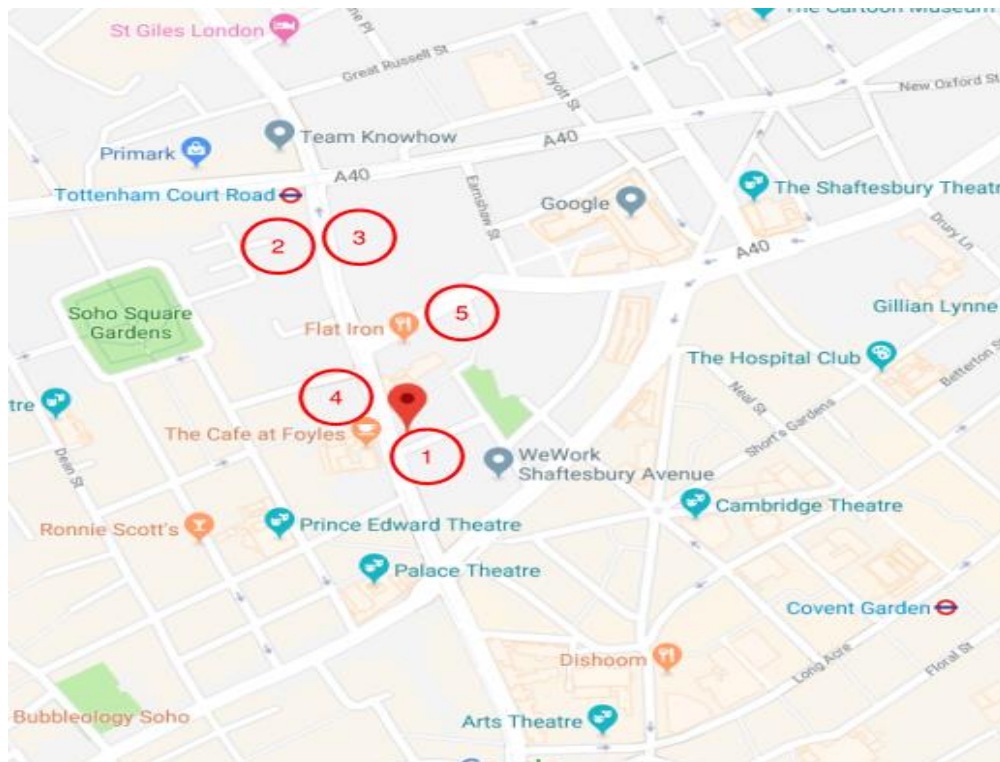
#### 16. Neighbouring sites

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.

Below is a list of existing major construction sites in the local area of the Phoenix house project.

- 1- 235 Shaftesbury Avenue (a meeting has been held with LTB on site to discuss project dates and any restrictions etc. the main contractor for the We Work project has had no objection to our road closure from September onwards on Phoenix Street as any scaffolding they will have left erected will only be for the purpose of window refurb works 1<sup>st</sup> floor upwards and internal fit-out- Contact: Hugh McKay 07387291371, current lifting plan also provided by LTB included with CMP submission)
- 2- Cross Rail- Tottenham Court Road  
Goslett Yard (WCC)
- 3- Skanska- St Giles Circus Development- Tottenham Court Road Project.
- 4- Soho Estates – Ilona Rose House- (Cantillon Ltd conducting demolition & excavation works)- Charing Cross road.
- 5- Stacey Street/Flitcroft Street project.

Our CMP has taken these projects into consideration by routing our vehicles away from this location reasonably to avoid further congestion within a busy junction. Delivery plan will be issued and agreed with all suppliers prior to any package commencing. The project has been procured to ensure all materials and deliveries will follow a JIT (Just in Time) schedule for the duration of the project in the aim to mitigate excessive congestion and logistical disruption.





# Transport

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

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

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

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

Please contact [CLOCS@camden.gov.uk](mailto: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:

Northvale Construction

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](#)).

The following will be carried out to ensure this project is compliant with CLOCS Standard:

- CLOCS will form part of the contract with all sub-contractors involved.
- A compliance checking procedure will be included i.e. a delivery booking system.
- Carrying out desk-based compliance checks i.e. FORS Registrations, Driver details etc.
- Ensure that only agreed vehicle routes are used to service the site.
- Use vehicles that have additional safety equipment installed (Frensel lens/ CCTV and audible left turn alerts and drivers with extra training undertaken i.e Safe Urban Driver training etc.
- Collision and/or incident report is in place and being used.
- In the event of non-compliance, a letter will be issued to the company and/or driver.

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:

The CLOCS Standard has been read and understood and all parties involved will be made aware of the responsibilities etc. The Principle contractor has also signed up and joined the CLOCS community on 06.06.18 to be more aware and stay up to date with CLOCS standards and news.

Please contact [CLOCS@camden.gov.uk](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

## Site Traffic

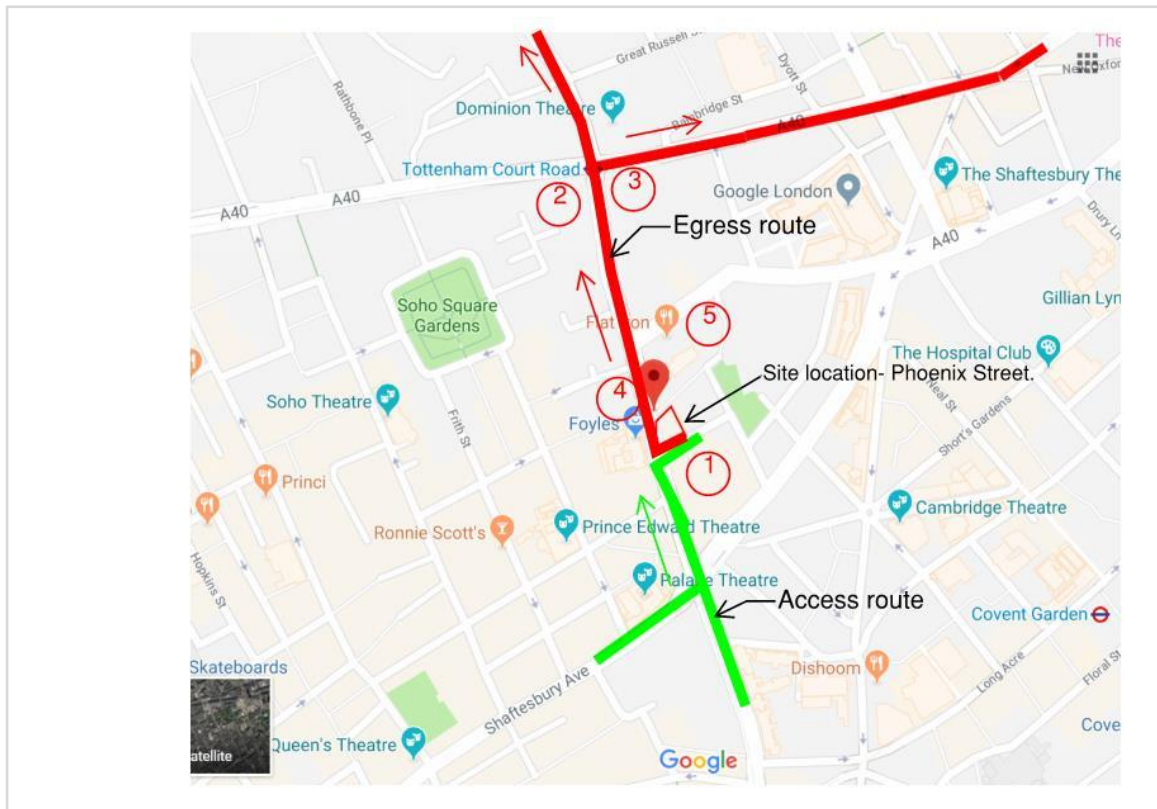
Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

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

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

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

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



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

All Contractors, Delivery Companies and visitors will be made aware of the route (to and from the site) and restrictions when an initial order is being placed, these requirements will form a part of their contract and checks will be undertaken as clarified Q.18 to ensure all standards and restrictions are being adhered to. The construction site manager will manage the traffic and working within the unloading point on the road adjacent to the site hoarding. All deliveries will be booked electronically in advance to ensure single delivery accommodation and co-ordination with the waste removal. Sizes of deliveries will be restricted, and kept to 'just in time'. All suppliers and contractors will be given prior instruction for the route and procedure for deliveries and vehicle details. All materials will be delivered utilizing a vehicle Hiab offloaded onto the site or via the ground floor hoarding entrances. A lifting plan will be implemented to all lifting operations involving lifting equipment are planned and all testing in place as per LOLER regulations 1998.

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

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

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

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

As the site is in the Central London Area near a local cycle route, Construction vehicle movement will be scheduled and limited to place between:

- 09:30-16:30 (Monday – Friday)
- 08:00-13:00 (Saturday)

We will restrict deliveries on Mondays 8AM to 1PM to allow for dray deliveries to the artist club as per request from the Artist Club.

This will minimise the impact of the development on the safe and efficient management and operation of the public highway in the general vicinity of the site.

Typically, on this project the biggest sized vehicle to be used for the delivery of the new steel structure will be 12m Rigid lorry not exceeding 11.5 tonnes in weight, the width of the lorry will 2.55 meters excluding driving mirrors. Other delivery vehicles will include Hiab lorries and standard delivery vans. Typical dimensions for a Hiab used by Northvale are 6 meters in bed length. Table 1 below outlines the types of vehicles expected during the construction period at the site.

Table 1: Summary of Vehicle Type, Use and Distribution

Rigid Heavy Goods Vehicle

(HGV) Waste, Timber and plasterboard Strategic road network to main A roads

Small Articulated Vehicle

(SAV) steelwork, Strategic road network to main A roads

Vans service, materials, other consumable suppliers Distributed to local and strategic network

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

Below is a list of existing major construction sites in the local area of the Phoenix house project.

- 1- 235 Shaftsbury Avenue (a meeting has been held with LTB on site to discuss projects, dates and any restrictions etc.)
- 2- Cross Rail- Tottenham Court Road/ Goslett Yard (WCC)
- 3- Skanska- St Giles Circus Development- Tottenham Court Road Project.
- 4- Soho Estates – Ilona Rose House- Charing Cross road.
- 5- Stacey Street/Flitcroft Street project.

See above list of known major construction sights in the local area.

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

A delivery management system has been developed by Northvale Construction and will be put in place on the phoenix House project. The DMS will include all details related to that delivery, vehicle & driver to ensure that all bookings are progressing as planned. Please see an example below:



Construction traffic accessing the site must adhere to the compulsory routing

set out in this document. Banksman will be in attendance at the site access. Construction vehicle drivers who do not comply with these access arrangements will be given a warning for a first offence. Any repeat offender will be banned from accessing the site. The Contractor will ensure that their employees adhere to this Management Plan. Note; many new HGV's are fitted with reversing cameras therefore reducing the risk when reversing and eliminating the need for a banksman

The Company sees the requirement to inform all sub-contractors and any self-employed persons on site as to the hazards associated with their operations, Logistics or the working environment, as a requisite to ensuring a safe place of work.

This information is co-ordinated through the Contracts Manager and such information is passed on to all relevant parties at pre-contract meetings, site meetings and site induction briefings. Any significant changes in any circumstances will be communicated to all affected contractors at a formal meeting or by toolbox training sessions, carried out on site by site management and where it is thought necessary, by letter from the Site Manager to the contractor's management.

Coordination meetings are held pre, during and post contract to identify project related matters and ensure logistic issues are managed. Effective Logistics planning is an integral part of the management system and will form part of all meeting agenda's. The Site Manager will monitor recommendations emanating from any of these meetings, these being audited by the LOGISTICS Adviser as part of his overall auditing programme.

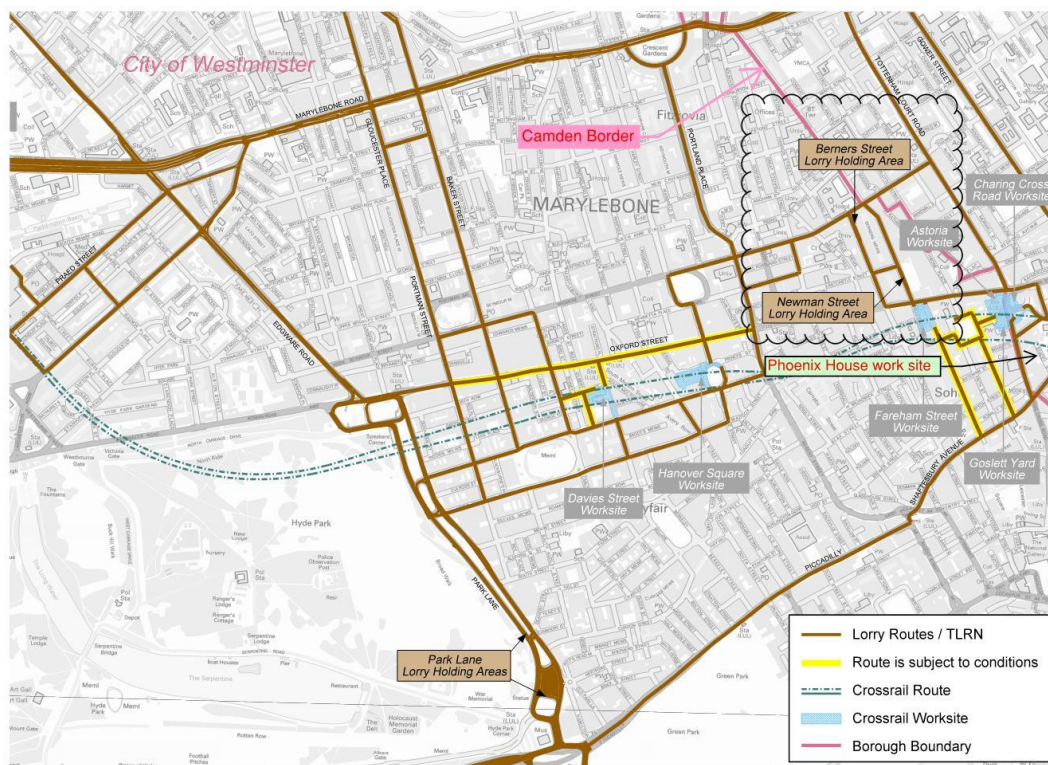


d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

Detailed discussions will be held with Camden Council to agree the unloading, delivery strategy and the logistical arrangements of this project. Deliveries will be made via Phoenix Street for the main packages involved in the project. During the time delivery quantities are far less than usual NVC will aim to reopen Phoenix Street and simply suspend a parking bay on Charing Cross Road for minor deliveries.

During peak delivery periods a holding area will be introduced as a part of all orders and a process put in place to ensure that there is no congestion caused near the site when many delivery vehicles are expected. The vehicles in the holding area will be informed when it is ok to approach the site.

We intend to use the Barnes Street and or Newman street Lorry holding area which are outside Camden Borough Council area. See map below showing holding areas and lorry routes.



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

The project has been procured to ensure all materials and deliveries will follow a JIT (Just in Time) schedule for the duration of the project in the aim to mitigate excessive congestion and logistical disruption. The site setup aims to create temporary hoardings and 'drop-zones' within the site boundaries which will alleviate the need for on-street material storage, again mitigating the impact on our local neighbours.

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

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

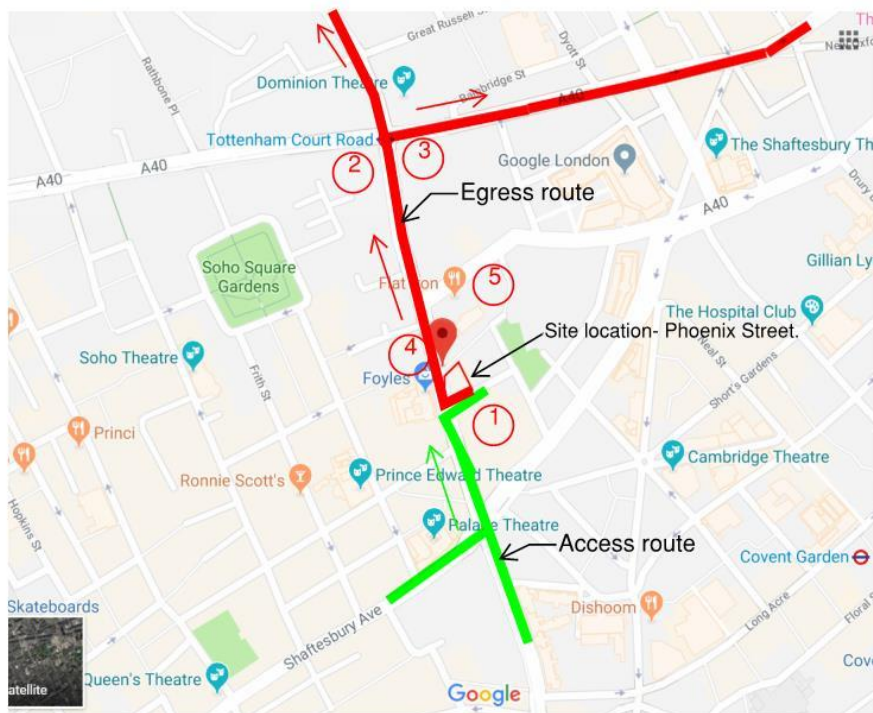
Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should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



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

Delivery vehicle access will be via Charing Cross rd onto Phoenix street as indicated in green on map below. All deliveries will take place on Phoenix street. Vehicles will drive through underneath the gantry where deliveries will be lifted onto the gantry. A fulltime traffic marshal will be present at all times and will be assisted by a second traffic marshal to escort vehicles in to Phoenix Street and back out onto Charring Cross road.

The vehicles will follow the red routes away from site.



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

All suppliers and subcontractors will be notified to contact our traffic marshal a minimum of ½ hour prior the delivery arrival to provide their ETA. We will manage all site vehicle movements to ensure the safe manoeuvring into Phoenix street. "Stop- Works" signs will be used to control traffic whilst directing site delivery vehicles. Traffic marshals will be in radio contact with each other at all times. We will review if a 3<sup>rd</sup> Traffic Marshall is required in conjunction with Camden Borough Council. We will assess the requirement after the initial deliveries.

Vehicles will drive through underneath the gantry where deliveries will be lifted onto the gantry. Temporary barriers will be used to close the road temporarily whilst deliveries are taken and ensure segregation of pedestrians. Pedestrian footpaths will not be affected during this exercise.

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

N/A.

There will be no articulated vehicles involved in this project. Based on research in the area there are no restrictions for standard delivery vehicles regarding access & egress.

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed, and any run-off controlled.

Wheel Washing Facilities will not be required on the Phoenix House project.

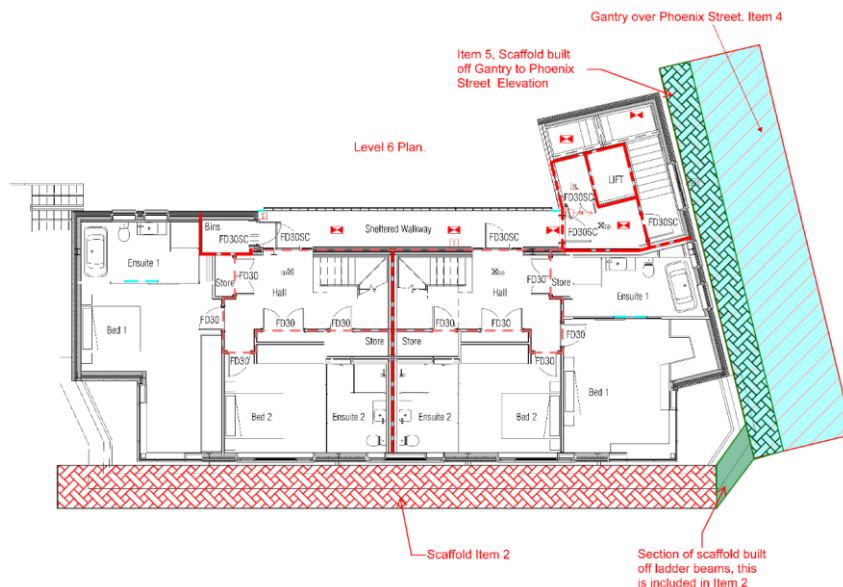
**23. Vehicle loading and unloading:** *"Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable."* (P19, 3.4.4)

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

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

The below image illustrates the option in which we can operate for loading and unloading materials efficiently and safely (Details on this method have been discussed with the Camden highways department and this is the recommended approach. Final details to be discussed and agreed with Camden Highways Department post CMP approval/ Prior to works commencing):

- Delivery Option – Gantry built over Phoenix Street allowing the street to remain open for use by the public. However, during the delivery process there will be a need for a short road closure to unload materials.



## Highway interventions

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

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

### 24. Parking bay suspensions and temporary traffic orders

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

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

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

Currently the preferred option is for a Temporary Traffic Order (TTO) during the steel erection and external works as per section No.23.

### 25. Scaled drawings of highway works

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

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

N/A

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

There will be no form of barriers, ramps or hoarding etc. as this is a live building with commercial units on the ground floor.

The site employees will enter the site to the project office located on the top floor via the current pedestrian entrance on Charing Cross Road.

Deliveries will be via Phoenix road where there will be a secured road closure via an erected gantry (road closure only during deliveries).

Sufficient lighting including safe and informative signage will be placed all around the upper site floors including scaffolding and delivery areas.

## 26. Diversions

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

Currently the project only allows for the disruption of Phoenix street and will not be suspending any other public highways. Please refer to section 23.

## 27. VRU and pedestrian diversions, scaffolding and hoarding

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

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

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

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

Pedestrian and cyclist safety will be maintained always, and measures will be put in place to ensure this is the case i.e. traffic marshals and secured entrances to site areas. Currently we are aiming for a complete road closure on Phoenix street and this is another measure to allow for a smooth delivery operation and reduce pedestrian safety risk. Signage, lights and out of hours emergency contact will be available at all times to ensure the safety of the public.

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

Scaffolding will be erected by a certified competent installer. The scaffolding will be erected on the Charing Cross and Phoenix Street elevations and will include safety nets on all levels and will be hoarded off for the safety of pedestrians on the ground floor. Lighting and security will also be installed on the scaffolding. A scaffold gantry, the full length of the Phoenix house elevation will be installed over Phoenix Street. This will act as a loading area for deliveries. See scaffold drawing below.

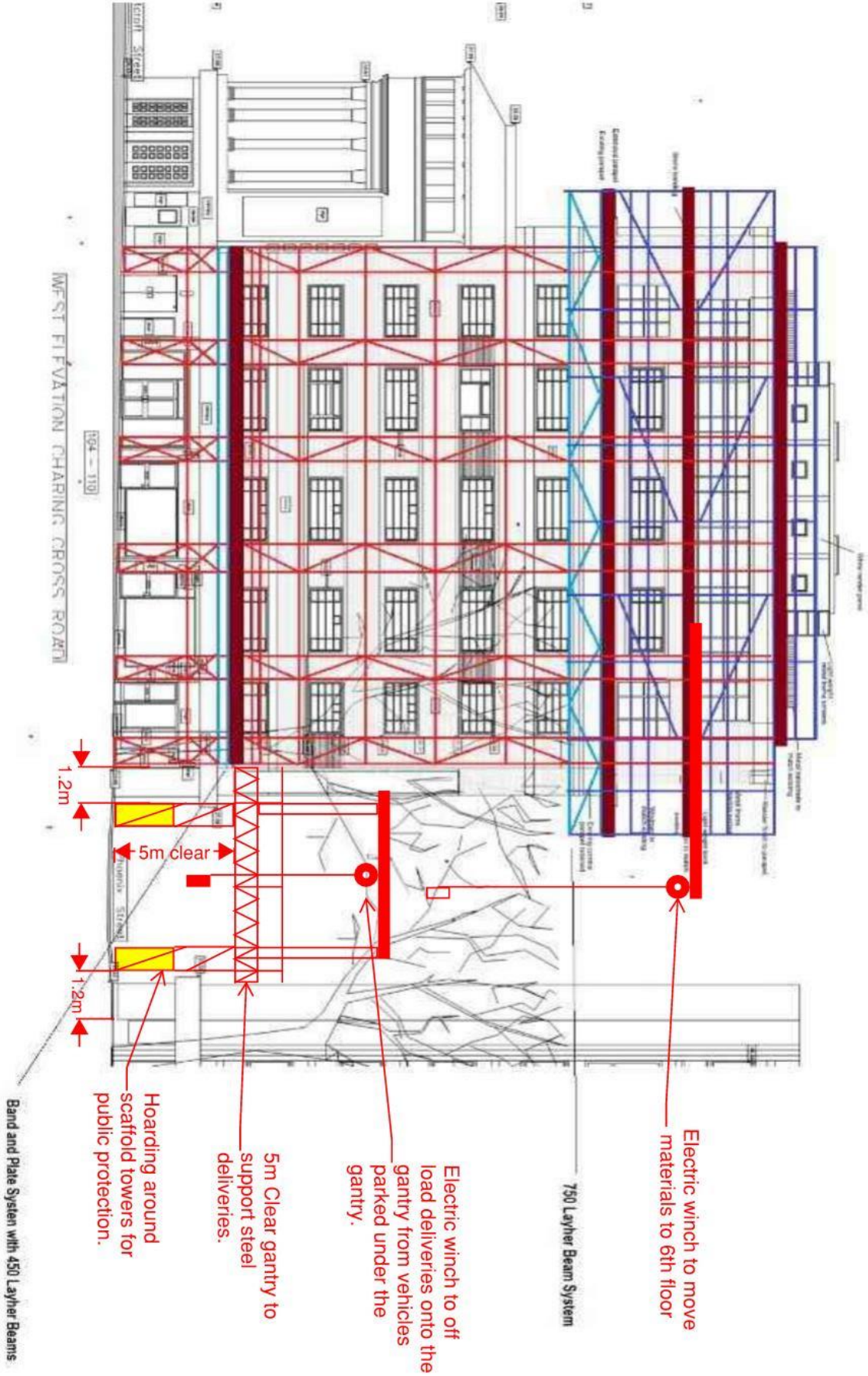
The Artist club's concerns raised have all been considered and the scaffold will be positioned to avoid blocking any access doors and fire exits and we are aware of their Monday beer delivery from 8am-1PM.

• SYMBOL IS FOR INTERNAL USE



PROPOSED WEST CHARING CROSS ELEVATION

Charing Cross Elevation.









# Environment

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

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

All construction noise will occur as per Camden Council requirements:

Monday – Friday: 08:00-18:00

Saturday: 08:00-13:00

Sunday: No construction

The noise generated on site will be by machinery and by operations, such as drilling, Sawing, steel fixing and deliveries.

Northvale will work under the guidelines set out in the legislation below.

Public Health Act 1961

Health & Safety at Work act 1974

Control of Pollution Act 1974

Environmental Protection Act 1990

The Noise at Work regulations

British Standard 5228

Northvale Construction plan is to keep noise levels to a minimum. This will be carried out by

1. Ensuring all machinery is fitted with the correct and working vacuum and noise suppression kits.
2. Changing where possible methods and processes to keep noise levels low.
3. Position plant as far away from residential property as physically possible.
4. Limit the hours worked on noisy operations.
5. Make use of acoustic screens (it is expected that the scaffold cover will aid this)
6. liaising closely with local businesses to avoid noise during sensitive periods i.e. we have agreed to avoid all noisy works during matinee periods (currently Wednesday at 3pm onwards).

29. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

A noise survey has not been carried out yet by Northvale construction as the project has not commenced however we can confirm that a noise survey will be carried out prior to any construction commencing and a copy will be provided to Camden council. (Estimated commencement date NOVEMBER 2018). We have consulted with our regular noise consultants who are aware of the project details and constraints and will carry out the survey as above sufficiently prior to commencement.

The noise report will cover all of the items listed in the LBC legal duties and expectations regarding building construction/ deconstruction sites (signed addendum CMR 240727 and returned as an attachment).

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

As the area the site is located within is generally a noisy busy central location the noise predictions to cause a nuisance are generally low from the construction works as the project **does not involve demolition works**. To ensure these levels are kept at a minimum no noisy works will be permitted outside of Camden council requirements. Noise levels will be monitored and recorded throughout the project.

The most affected properties in terms of noise/ vibration are as follows: (please note that vibration will be a minimum as there are no demolition works involved in this project).

- 1- The residents of Phoenix House
- 2- Commercial properties listed below
  - Stub-Hub
  - Vape Shop
  - Fantasia
  - Kiera Corner
  - Made
  - Phoenix Theatre
  - The Arts Club.

31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](#) works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

Prior to any Construction works on site. The following measures will be incorporated to prevent noise and vibration inconvenience from the site activities carried out.

- Noise monitoring to be carried out at the start and at regular intervals during each task period.
- Noise monitoring shall be undertaken using a combination of semi-permanent (continuous) and attended monitoring methods.
- 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.
- We shall carry out prediction of noise and vibration levels before any work is carried out on site. These predicted noise and vibration levels shall be registered in the Construction/Demolition Management Plan.
- The quietest and newest vehicles/plant machinery shall be used at all times.
- All machinery and plant shall be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions.
  
- Currently there is a very low risk of vibration in this project however, in the future Lower limits will be agreed with the Council if there is a risk that vibration levels may interfere with vibration sensitive equipment or other vibration sensitive objects within the surrounding properties.
  
- In the case of vibration, measured vibration levels shall be compared with the criteria in BS 5228: 2009 part 2 (i.e.  $1\text{mms}^{-1}$  PPV for potential disturbance in residential and using a suggested trigger criteria of  $2\text{mms}^{-1}$  for commercial).

At all times breaking out and construction works shall be undertaken by best practicable means to reduce construction activity noise and dust levels impacting neighboring properties. Deliveries and removals of materials and plant shall be undertaken during the working hours presented above. All plant equipment will be silenced where appropriate and operated to prevent excessive noise. Plant equipment will be certified to meet any relevant EC Directives 1 UK I BS5228 standard. Noisiest items of plant shall be located away from neighboring properties and acoustic enclosures shall be erected around them. Consideration shall be given to construction of temporary acoustic enclosures or shields around other items of plant. Works shall be programmed so as to reduce the duration of the most intrusive operations close to neighboring properties. Regular noise monitoring will be executed to ensure the levels are within the approved levels for both Health & safety and local authority restrictions.

All equipment used on site shall be selected on the basis of low noise emissions, in addition to being kept well maintained. Materials shall be moved carefully (both manually and by machinery) to facilitate the minimum impact on the local environment. Delivery engines shall be switched off whilst not in use. As per the Site Waste Management plan, where possible waste resulting from disposal works will be recycled or disposed responsibly. Dust will be suppressed and managed by damping down localised sheeting for containment.

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

Northvale Construction will ensure all staff are trained on BS 5228:2009 prior to the commencement of the project.

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

The prevention of dust on this project will be dealt with via the traditional method as follows:

- 1 Prevention
- 2 Suppression
- 3 Containment

Prevention is always the key to avoid causing dust nuisance to the surroundings of the project, prevention will be achieved through some of the following example methods:

- No stock piling of dusty materials on site i.e. aggregates.
- Correct storage of raw materials.
- All delivery route surfaces will be kept clean and dust free at all times to avoid the dust travelling via windy conditions and vehicle movement etc.
- Regular monitoring.

#### **Control and Minimise the Amount of Construction Dust Generated**

Where elimination cannot be achieved Sub-Contractors must limit and control the amount of Construction Dust generated, this can be achieved a number of ways :-

o **Water Suppression** - Water suppression damps down dust clouds and will prevent 90% of Construction Dust from becoming airborne however it must be used correctly ensuring enough water is used for the whole of the time the task is being carried out (a minimum of 0.5 litres/minute during cutting of brick and concrete).

o **On Tool Extraction & Vacuuming** - On tool extraction is a type of Local Exhaust Ventilation (LEV) system where specially designed tools can be fitted with an industrial vacuum unit that sucks away the dust as it is being created and stores it until it can be emptied. It is essential that the correct equipment for the task in hand is chosen and that it is maintained in line with the manufacturer's requirements. Where practicable, vacuuming of dust will be chosen over dry sweeping.

**Note:** L Class filters are suitable for Low Toxicity Dusts only, M and H class filters should be used Silica & Wood Dusts.

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.

This will firstly be prevented by implanting correct measures on site and ensuring the that management is always aware and undertaking inspections as required, another method will also include the training of operatives as it is always more important to prevent the issue of dust initially. The contractor shall also ensure that modern equipment is used properly and maintained throughout the project.

Should any dirt spread on the high way Northvale construction will deploy the local road sweeping company always booked for call out services and arrange for a complete road cleanse ensuring the highway is left in an appropriate manner.

**Controlling Dust from Transport Movements** - Vehicle movements can create high levels of dust during dry and windy conditions. There are a number of control measures that can be implemented to ensure the creating of dust is kept to a minimum.

- Provision and use of a wheel and chassis washing facility.
- Fine mist water spraying on all Construction Site Haul roads.
- Sheeting of vehicles transporting materials to and from site.
- Provision of regular road sweepers
- Ensuring the compliance to site speed limits and ensuring engines are switched off when vehicles are not in use.

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

The contractor will ensure that monitors for noise, vibration and dust are permanently available on site and will keep records of regular readings taken on site at all times.

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.

Yes all risk assessments and method statements will be in place prior to any construction tasks commencing.



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

We confirm that all highly recommended measures will be put in place as required.

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.

This site is a medium risk therefore if dust is to arise the management team will take a minimum of 3 daily readings in different areas within the site and record this for future reference if required.

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).

We will aim to maintain a rodent free construction site, however should rodents become an issue some of the following methods will be undertaken to avoid spreading out:

- Appointment of rodent pest control professionals (BPCA) in the early stages of the project to allow for call out services (BPCA approved contractor has been consulted and is to carry out a full assessment of current rodent activity and to assist and ensure an ongoing rodent free construction site).
- Ensure regular site inspections as required.

Other measure can be undertaken on site to assist in the prevention of rodents, these include but are not limited to:

- Elimination of entry and exit points
- Rodent bait stations put in place
- Ensure all temporary and permanent pipe work is installed correctly
- Ensure the site is kept in a good hygienic state as poor sanitation only attracts rodents more.
- Site policy will ensure no waste food items are left on site overnight.

Pest control job receipts will be filed away and submitted to Camden Council as required.

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



An Asbestos survey was carried out on 14/03/2013 (full report attached on dropbox).

The key findings include:

Building/ Area	Use of Material	Photo	ID	Product Type	Asbestos Type	Action
Lift Shafts	Linings To Lift Shafts	001	Presumed	Possible Asbestos Insulation Board	Chrysotile / Amosite	<ul style="list-style-type: none"> <li>Monitor and Manage.</li> <li>Inform contractors, employees and residents as appropriate.</li> <li>Inspect condition annually as part of the maintenance regime</li> <li>Ensure before undertaking any works that a refurbishment survey is carried out</li> </ul>
Roof Lift Motor Room	Lift Motor Brake Shoes	002	Presumed	Possible Asbestos Reinforced Composite	Chrysotile / Amosite / Crocidolite	<ul style="list-style-type: none"> <li>Monitor and Manage.</li> <li>Inform contractors, employees and residents as appropriate.</li> <li>Inspect condition annually as part of the maintenance regime</li> <li>Ensure before undertaking any works that a refurbishment survey is carried out</li> </ul>
Electrical Intake / Distribution Room at entrance – equipment panels, fuse heads and fuse panels	Flash guards, insulation, cable tape in older electrical equipment and cables	003	Strongly Presumed	Asbestos Thermal Insulation	Chrysotile / Amosite / Crocidolite	<ul style="list-style-type: none"> <li>Monitor and Manage.</li> <li>Inform contractors, employees and residents as appropriate.</li> <li>Inspect condition annually as part of the maintenance regime</li> <li>Ensure before undertaking any works that a refurbishment survey is carried out</li> </ul>
Rear Basement Stairway by Waste Bin Area	Water Pipe Lagging Insulation	004	Presumed	Possible Asbestos Thermal Insulation	Chrysotile / Amosite	<ul style="list-style-type: none"> <li>Monitor and Manage.</li> <li>Inform contractors, employees and residents as appropriate.</li> <li>Inspect condition annually as part of the maintenance regime</li> <li>Ensure before undertaking any works that a refurbishment survey is carried out</li> </ul>
Rear Ground Floor - Corner Shop Rear entrance roof	Bitumen Lining	005	Presumed	Possible Asbestos Reinforced Composite	Chrysotile / Amosite	<ul style="list-style-type: none"> <li>Monitor and Manage.</li> <li>Inform contractors, employees and residents as appropriate.</li> <li>Inspect condition annually as part of the maintenance regime</li> <li>Ensure before undertaking any works that a refurbishment survey is carried out</li> </ul>


The above findings will form part of the site induction to all new employees.

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.

Complaints & appraisals are strictly monitored but also, we aim to avoid receiving complaints by initially putting procedures in place i.e.:

- Designated Smoking area
- A full site induction process that all operatives give an undertaking to adhere to all rules and regulations including eating areas, bad language and unnecessary shouting etc.

Below is the register to be used for filing & actioning complaints.

Complaints, Compliment & Action Tracker							
Phoenix House			Date Revised: 27-05-18				
ISSUE	COMPLIMENT	DATE OPENED	PRIORITY	ASSIGNED	STATUS	RESOLUTION/COMMENT	DATE CLOSED
Issue 1		31-09-17	1	AAH	Completed	Fixed- the issue with the neighbours query has now been resolved and all parties are satisfied with the outcome.	23-10-17
	Compliment 1	18-05-18	0	MP	Completed	the school has complimented our efforts and interaction on a regular basis.	23-10-17
Issue 2		31-09-17	2	AAH	In Process	The leak is yet to be resolved.	Overdue

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

**From 1<sup>st</sup> 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 1<sup>st</sup> 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 (NOV 2019- NOV 2019):
- 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: PLEASE FIND NRM REGISTER ATTACHED TO END OF DOCUMENT (appendix 2).
- 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 THAT AN UP TO DATE INVENTORY WILL ALWAYS BE KEPT AND MAINTAINED ON SITE.
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: WE CONFIRM THAT RECORDS WILL ALWAYS BE KEPT ON SITE DETAILINGS ALL RELEVANT INFORMATION AND PROOF REQUIRED TO MEET NRMM STANDARDS.

● SYMBOL IS FOR INTERNAL USE

## Agreement

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

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

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

Signed:



Date: 19.06.18

**Print Name:** AOUS AL-HASSANI

**Position:** ASSISTANT CONTRACTS MANAGER

Please submit to: [planningobligations@camden.gov.uk](mailto:planningobligations@camden.gov.uk)

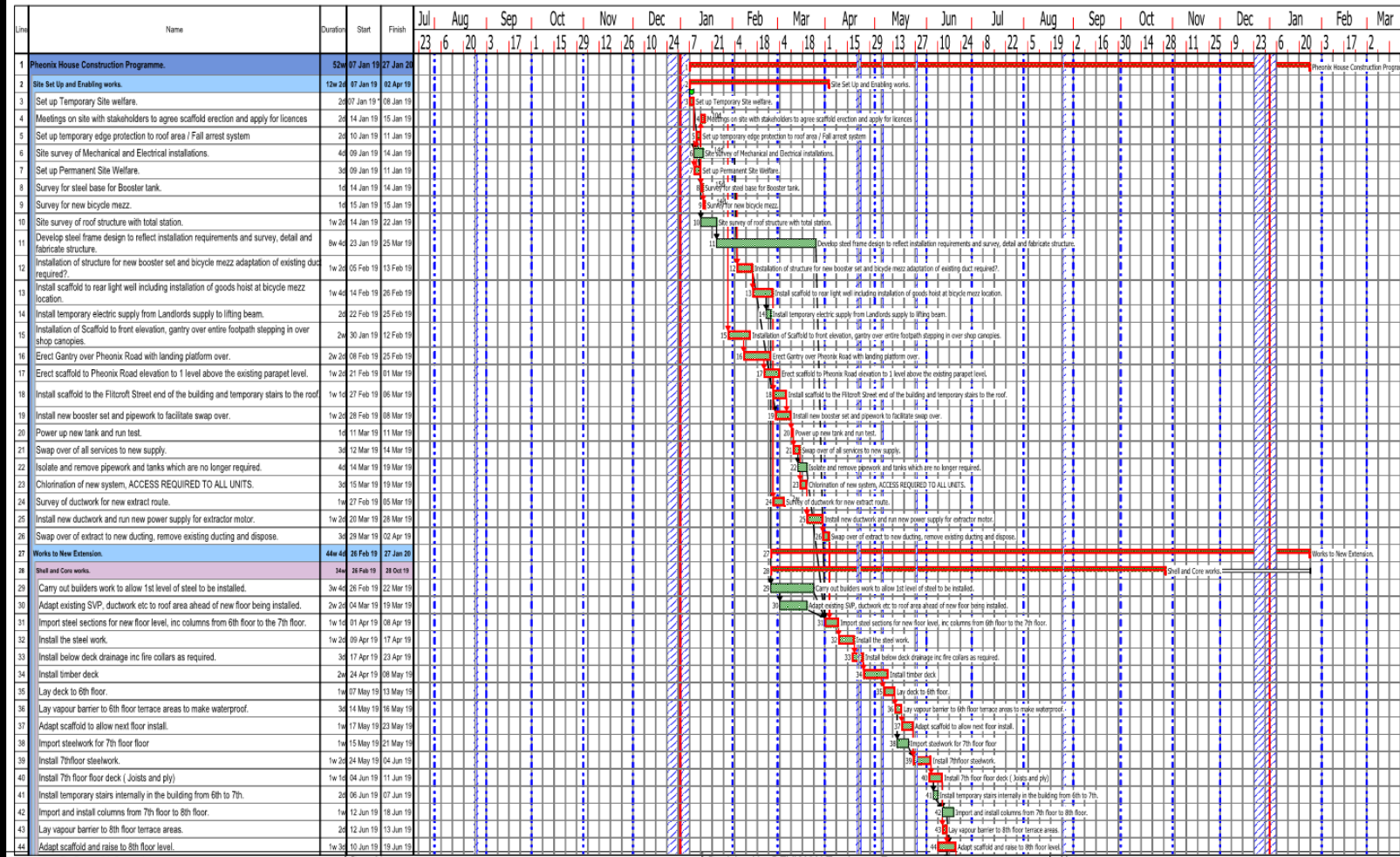
End of form.

### APPENDIX 1- PROGRAMME OF WORKS

## Pheonix House Tender Programme rev E



14/11/18



Drawn by: D. Brett /K Geraghty

Dwg No.

Revision No. REVISION Tender rev E

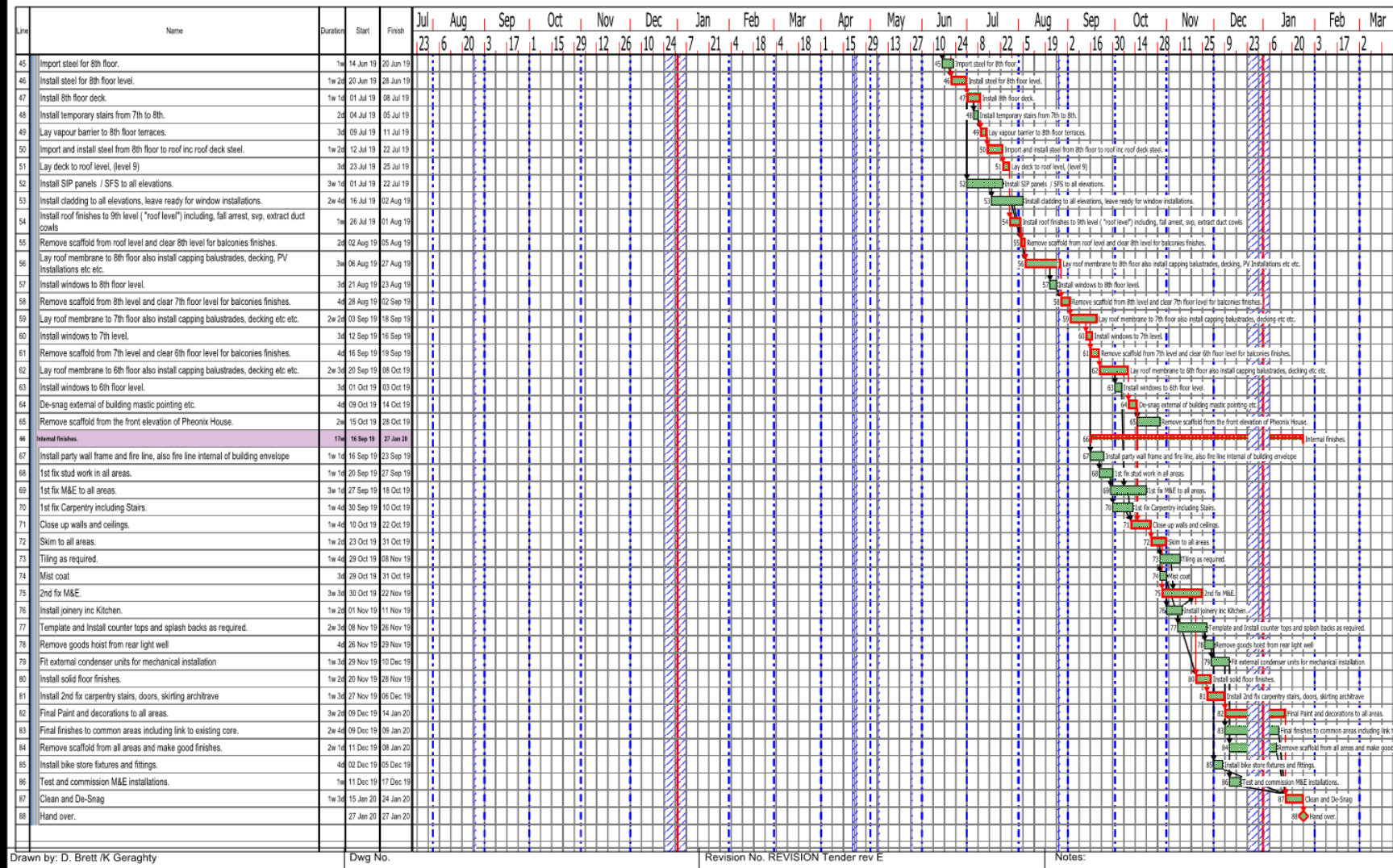
Notes:

Project Ref. Tender



# Pheonix House Tender Programme rev E

14/11/18



Drawn by: D. Brett /K Geraghty

Dwg No.

Revision No. REVISION Tender rev E

Notes:

Project Ref. Tender



APPENDIX 2- NRMM REGISTER:

Northvale Construction  
 Phoenix House  
 Non- Road Mobile Machinery Register

Company	Date of deployment	Deployment Duration (days)	Machinery Type	Machinery Manufacturer	Engine Manufacture Year	Engine Identifier	Engine EU Type Approval Number	Engine Power	Retrofit Type	EU engine emission stage