Commercial Element Construction Management Plan

(Rev 05)

Camden Town Hall - Lendlease

(Dec 2019)

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
18/03/2019	Draft	Dillon Siva
02/07/2019	Rev 01	Dillon Siva
18/09/2019	Rev 02	Dillon Siva
24/09/2019	Rev 03	Dillon Siva
24/09/2019	Rev 04	Dillon Siva
03/12/2019	Rev 05	Gary Maloney

Additional sheets

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

Date	Version	Produced by

Introduction

The purpose of the **Commercial Element Construction Management Plan (CECMP)** 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 CECMP 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 CECMP 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 CECMP follows the best practice guidelines as described in Transport for London's (TfL's Standard for Construction Logistics and Community Safety (**CLOCS**) scheme) and Camden's Minimum Requirements for Building Construction **(CMRBC)**.

The approved contents of this CECMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this CECMP 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 CECMP 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.**"

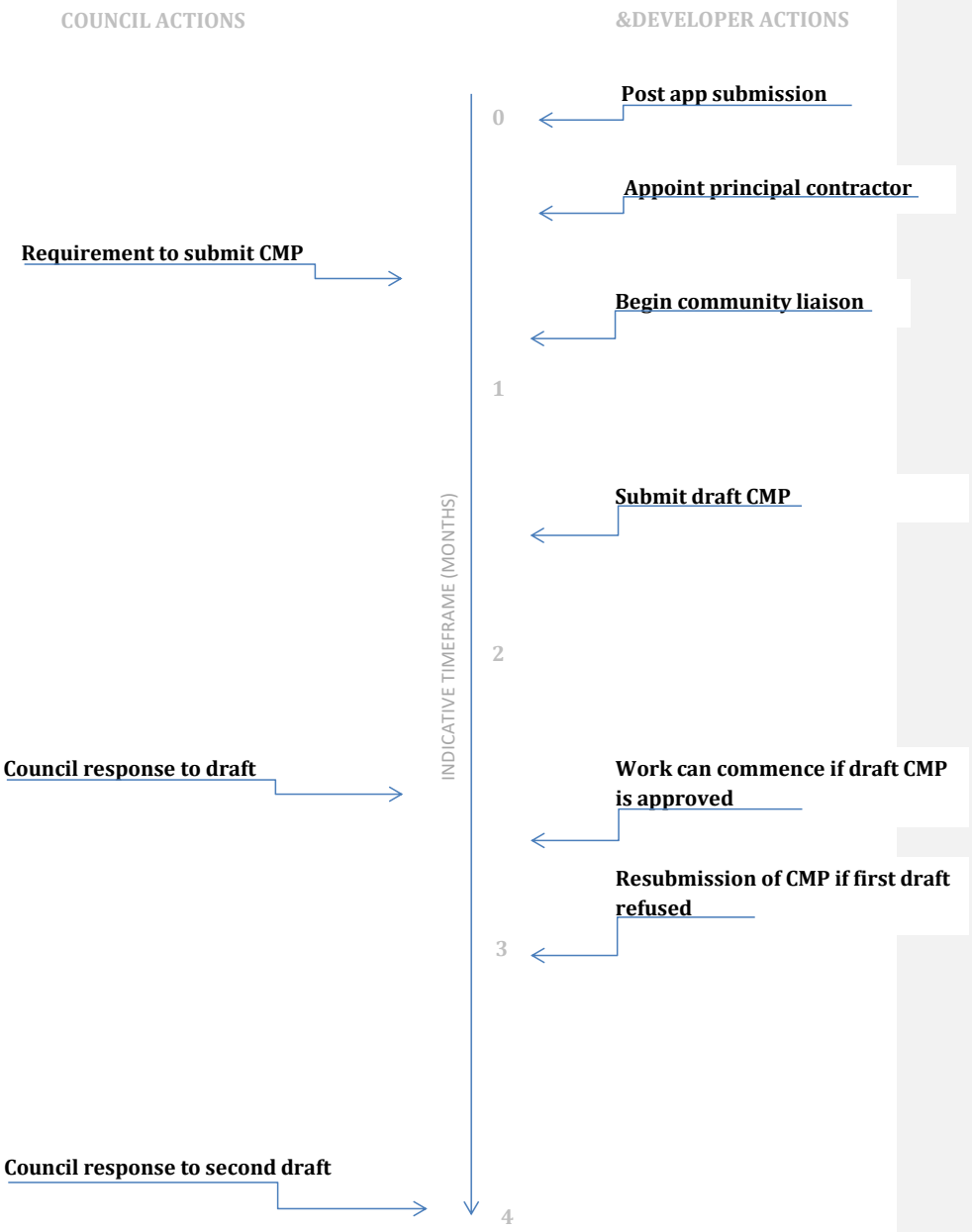
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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

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

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

Revisions to this document may take place periodically.

Timeframe


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

Contact

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

Address: Camden Town Hall, Judd Street, London WC1H 9JE

Planning reference number to which the CMP applies: 2019/2238/P

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

Name: Gary Maloney

Address: 20 Triton Street, Regents Place, London, NW1 3BF

Email: Gary.Maloney2@lendlease.com

Phone: 07702 675 414

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: Gary Maloney

Address: 20 Triton Street, Regents Place, London, NW1 3BF

Email: Gary.Maloney2@lendlease.com

Phone: 07702 675 414

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: Zenab Mumtaz

Address: 20 Triton Street, Regents Place, London, NW1 3BF

Email: Zenab.Mumtaz@Lendlease.com

Phone: 07710 708 347

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 CECMP.

Name: Gary Maloney

Address: 20 Triton Street, Regents Place, London, NW1 3BF

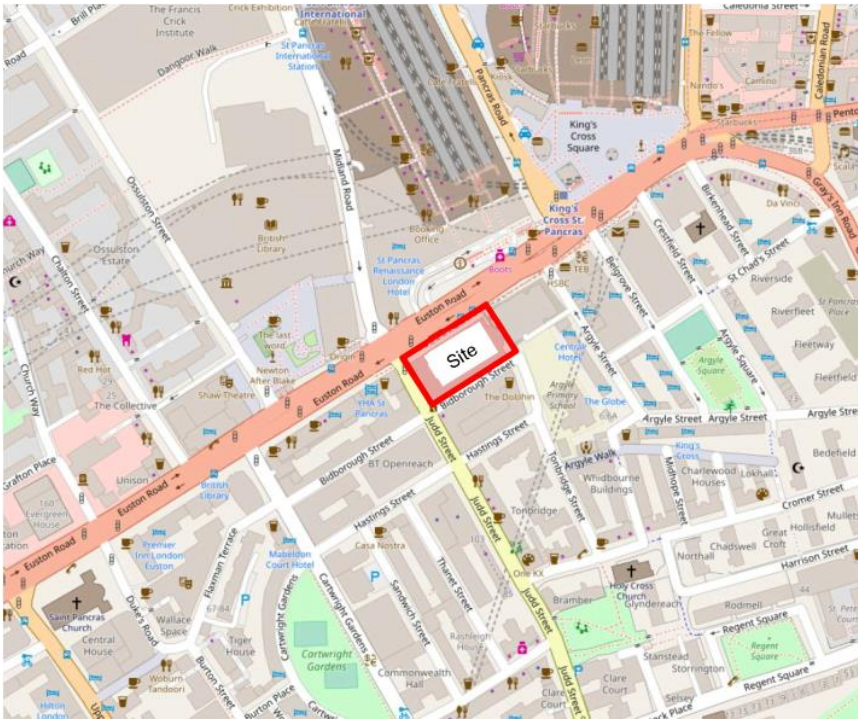
Email: Gary.Maloney2@lendlease.com

Phone: 07702 675 414

Site

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

Commented [LM1]: Response quite detailed – would be good to reduce if possible



Commercial Element Construction site plan

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

Commented [LM2]: Response quite detailed – would be good to reduce if possible

The Camden Town Hall (CTH) site is entirely within the London Borough of Camden (LBC) and is approximately 86,000 Sq. Ft in size and lies within the Kings Cross Conservation Area. The Town Hall is Grade 2 listed and comprises a three-storey civic building with basement in Sui Generis use.

The red demarcation line of the site includes Camden Town Hall and public realm changes that will occur to Bidborough Street and Tonbridge Walk adjacent to proposed new entrances.

The floors above the Ground floor of Camden Centre are for Civic use, providing a dedicated Council Chamber, Committee office uses and Mayoral offices on the First floor and further commercial offices above (Class B1) on the Second and Third floors.

The site has Euston Road to the north. The road is a major part of the London Inner Ring Road and on the edge of the London congestion charge zone. A major cross road borders the CTH at the junction to Judd Street and Midland Road.

There is a north south route to the west of Camden Town via Hall Judd Street. The pedestrian route is located next to the Civic entrance to CTH. Cycle parking and loading bay is provided adjacent to the Civic entrance on Judd Street.

To the south of CTH is Bidborough Street, a one-way traffic route with pedestrian walkways either side and ordered trees planting. Residential, Business and Disabled parking line both sides of the road. Bidborough Further providing access to Tonbridge Street and Tonbridge Walk to the East.

To the east of CTH is Tonbridge Walk, a pedestrianised thoroughfare from Bidborough Street to Euston Road. This street provides access to the Town Hall Annexure Building; now a Crosstree Hotel Development and The Camden Centre service entrances.

The Surrounding area

Residential mansions on Bidborough Street and Argyle Primary School on Tonbridge Street are the most significant neighbouring buildings.

To the North Euston Road is home to The British Library and St Pancras Renaissance Hotel.

To the West, O'Neil's Public House, student accommodation and BT Open Reach are neighbouring properties divided by Bidborough Street and Judd Street.

South West of the CTH is the Royal National Institute for the Blind, a key stakeholder when communicating site logistics.

The site is within the Kings Cross Conservation Area and is the redevelopment of the existing Camden Town Hall building.

Description of Development: The proposals seek to improve and upgrade the Grade II listed building, while finding new uses to operate alongside the remaining Town Hall functions. The application seeks a part change of use from Sui Generis Town Hall to B1 office space (Basement, Second and Third floor), retention of the civic and democratic uses at Ground and First floor and the change of use of the Camden Centre from Sui Generis to D2 events space.

The existing Grade II listed façade is retained and repaired where necessary, with glazing refurbishment. The existing conservatory on the third floor will be removed and replaced with a new pavilion structure. The 1940's T extension has proposals for a new roof.

The proposals include works to improve the Judd Street entrance and reception, reorganisation of the registry and marriage suites, technological improvements to the Council Chamber alongside sensitive conservation repairs to the most historically significant spaces.

A new commercial office entrance is proposed on the Bidborough Street elevation to provide access to the Second and Third floors which will be converted to commercial office and the Basement which will be converted to an incubator space for small and medium sized companies. Two new lift will be located in the south east lightwell to provide dedicated access to these floors.

Hard and soft landscaping: Reconfigured pedestrian accesses, works to the public footpath and all necessary ancillary and enabling works.

Sequence of the works - The development will be constructed in the following sequence:

- Site set up for early works including surveys
- Asbestos removal, Deconstruction consisting of soft strip and removal of all services
- Full site set up for main works including hoardings and perimeter scaffolding
- Fit out of the new office spaces, civic use spaces and Basement office space. Shell & Core fit out of Camden Centre.

***Note:* the pit lane for Judd street for TMs see appendix D, further notes LBC will be altering the vehicle set down area late commence 27th Jan 2020 programme TBC from LBC.**

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.).

Commented [LM3]: Response quite detailed – would be good to reduce if possible

The measures set out in this CECMP will seek to mitigate, noise, vibration, dust, fumes, lighting etc.

The nearest receptors to the south of the project are residential 'Queen Alexandra Mansions' and The Dolphin Public House.

Located to the south east, sits the Argyle Primary School and to the east is the new Hotel redevelopment of the Town Hall Annexure.

The St Pancras Renaissance Hotel sits directly north of the project and to the West, the O'Neill's Public House and the University College London Student Accommodation are resident.

it is not anticipated our proposals will impact on the structural stability of any of the surrounding properties.

Following consultation with the LBC environmental team, two noise and dust monitoring stations will be set up externally to measure the noise and dust generated from construction activity. An out of hours work permit will be issued to the Camden Council Environmental Team, covering the specific work activity, the work methods, predicted noise levels, mitigation measures etc.

During the strip out and demolition stages, waste will be brought out onto Bidborough Street and collected by compactor and skips on a just in time basis. This will limit noise and sight pollution as bins and skips will not be left in view of the public, the collected in a single visit as and when required.

Construction traffic will be controlled by an online booking system that will be coordinated with the delivery strategy of the Camden Town Hall project.

The site waste management will be controlled by the appointment of a Logistics contractor who will employ a certified Waste Recycling company that can collect, process and recycle all waste generated. In Waste will be collected regularly by compactors.

During the programme of works, communications will be made with the Camden Building Control and Environmental Officers with invitation to visit site at agreed times based on nature of works. Initially as an introduction, and an explanation of works followed by visits for prescribed events as detailed by Building Control. The plan below locates land users adjacent to the Camden Town Hall.

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.

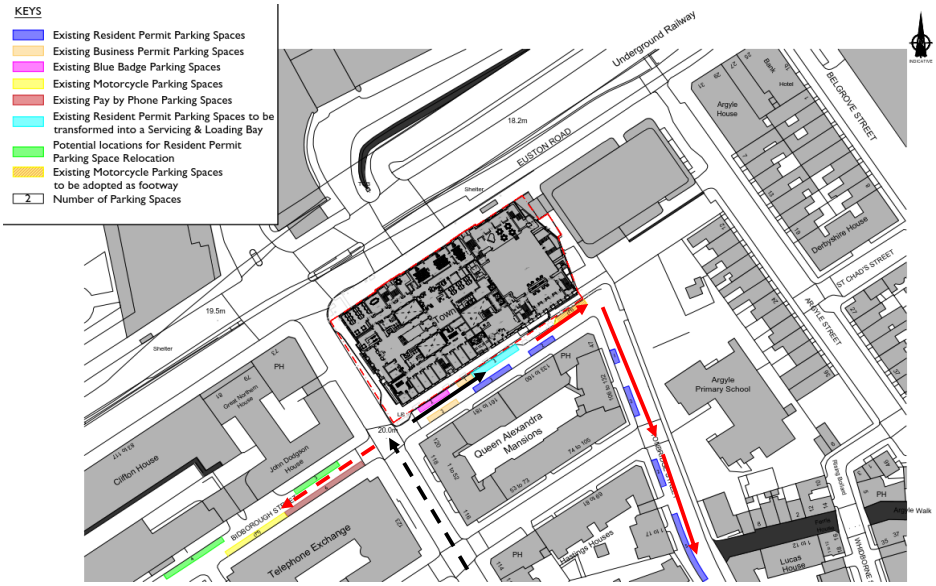
Directional flow of vehicle access and egress to Camden Town Hall

Primary Site Access

Secondary Site Access

Primary Site Egress

Secondary Site Egress



Local highway Network plan with Parking Bays & Footways

Further to closure of Judd Street and Euston Road Junction for vehicular traffic, all of construction traffic is anticipated to make use of Grays Inn Road (A5200), either approaching from the south or north. The traffic will turn off Grays Inn Road and into Guildford Street (B502). From Guildford Street, the vehicles will then turn right into Brunswick Square and navigate around Brunswick Square Gardens following the road north along Hunter Street which then merges with Judd Street. As the construction traffic vehicles approach from the south via Judd Street, the vehicles will enter the construction site boundary demarked by timber hoarding and be received within designated pit lanes either on Bidborough street or Judd Street .

Once a vehicle has been unloaded, it will carefully drive out via Bidborough Street, whilst the traffic, cyclists and pedestrians are being managed by the project traffic marshals. The traffic Marshal managing the traffic will be hold TFL accredited site access training. The vehicle will traverse along Bidborough Street and take a right turn into Mabledon

Place until it reaches the junction with Euston Road (A501). It will then take a right turn onto Euston Road travelling eastwards.

Ad hoc smaller deliveries (such as transit vans, some LGV's etc) and the waste compactor lorries will approach from a southerly direction along Judd Street (exactly as above) but will turn right into Bidborough Street. The vehicles will drive into the project site boundary, collect or unload and follow the one-way system turning at the end of the road into Tonbridge Walk. Once on Tonbridge Walk, the traffic will turn right into Cromer Street until it meets Judd Street. Once the vehicle is at the junction with Judd Street, it will turn right and egress via Hasting Street, Mabledon Place and onto Euston Road. Deliveries during the survey and enabling work phases will also use this routing.

Articulated Vehicles will only be accepted to site following consultation with TfL and local Police where necessary road closures will be implemented and the need for vehicle escorts identified.

Commented [LM4]: Most of this detail can be removed as it is duplicating detail that is already in the Transport section

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 overall duration of the site works is 146 weeks (March 2019 – December 2021)

The construction Programme is attached in Appendix A, where each phase is detailed.

The key milestones are:-

Site setup for early work (e.g. Surveys)	March-2019	Dec 2019
Asbestos removal & Strip out	Sept-2019	Jan -2020
Demolition & Sub-structure	Feb-2020	Dec-2020
Super-structure	July-2020	April-2021
Façade Restoration & External Envelop	April-2020	July-2021
Fit-out, testing and commissioning	July-2020	Dec-2021

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

Site working hours will be.

- 8.00am to 6pm – Monday to Friday
- 8.00am to 1.00pm 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.

Some existing services within the building and on Bidborough Street will need to be altered or diverted. Lendlease are aware of these works and will commission mapping of the existing utility services surveys by desktop study and the use of ground radar surveying techniques.

A proposed new UKPN substation installation within the building is currently being explored. UKPN and Lendlease held an "Ask the Expert" Surgery with UKPN on 31st May 2018 to begin the consultation process to design the proposed substation. Dialogues are still ongoing with UKPN, Lendlease and the consultant design team dialogue in an effort to formalise proposal and agree programme and sequence of works. UKPN have indicated the new power main will be brought in from Tonbridge Street, along Bidborough Street and routed into the building adjacent proposed new entrance.

The existing sewer connection is to be reused so no external excavation will be required.

The existing gas connection is to be locally re-routed and would require excavation of a section of the footpath along Bidborough Street.

The existing water connection is to be locally re-routed and would require excavation of a section of the footpath along Euston Road.

A detailed programme and plan of works will be developed with the respective utility companies to alter and divert their services as necessary and share same excavations and traffic management proposal where feasible.

13.Protection to Historic Fabric

The internal and external fabric where kept will be safe guarded from deterioration during the construction phase, this will be achieved by installing suitable protection, supports, temporary works where applicable prior to works being carried out.

To comply with the refurbishment of the stone fabric certain considerations had to take place prior to work commencing

Existing fabric must have been accurately surveyed to assess the amount of refurbishment required to confirm the work can be undertaken and to ascertain the control measures that are required in respect of health & safety also quality that can be achieved.

Works undertaken by a suitable qualified company that has a history of working on heritage buildings.

Continues inspection of the work and fabric as the work is undertaken.

Ensure the retained element of the structure is protected from damage and is maintained in a safe manner from environmental and other damage.

The specialist contractor to provide a detailed method statement to include any subcontract or other works that may impact their works.

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CECMP 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 CECMP. 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 CECMP, or a link to an online document. They should be given adequate time with which to respond to the draft CECMP, 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 CECMP first draft submitted to the Council for discussion and sign off.** This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

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

Cumulative impact

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

The Council can advise on this if necessary.

13. Consultation

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

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 CECMP should then be amended where appropriate and, where not appropriate, a reason given. The revised CECMP 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 CECMP with local residents, businesses, local groups (e.g. residents/tenants and business as sociations) and Ward Councillors.

Commented [LM5]: Some detail as to exactly who was consulted and how they were made aware of the meeting would be useful – ie. a copy of the letter sent to neighbouring properties to make them aware of meetings to discuss the CMP etc. Ideally with a list of addresses. If these were hand delivered then please state this.

Discussions with TfL should also be included here.

Throughout the planning stage, there has been extensive consultation carried out by the applicant via London Communication Agency (LCA) with the key stakeholders.

In addition, Lendlease held several sessions with local stakeholder regarding the CECMP to seek their advice in how best to mitigate the impact from the development. Following these meeting with Camden cyclist organisation, residence from Queen Alexandra Mansion and representatives from Bloomsbury residents action group (BRAG), the proposed construction management strategy was amended to incorporate comments.

Lendlease have also sought advice from Camden Transport Planner and have engaged with TfL during the development of the logistic strategy.

The Lendlease Community Liaison Officer's role is to send electronic invites to all meetings involving community matters, contacts that have been contacted is listed in the pdf below.

Stakeholder Database.pdf

Key meetings to date

2nd April 2019 – meeting with Queen Alexandra Mansion Directors (minutes below)

Town Hall concerns April 2019.docx

13th May 2019 – meeting with London School of Hygiene and Tropical Medicine and Kier Construction to establish relationship and coordinate works.

14th May 2019 – meeting with the Community Working Group following planning submission to discuss alternative logistic schemes that minimises impact to residents.

21st May 2019 – Email summary sent by Lendlease to TfL summarising feedback from Community Working Group meeting held on 14th May 2019.

5th June 2019 – Email (attached below) sent to working group informing planned works for the month of June.

CTH JUNE Update.pdf

10th June 2019 – Site meeting held with TfL regarding overall project scope and reopening of Judd Street for construction traffic via Midland Road. Response received from TfL on 14th June 2019 stating the cyclist lanes on Judd Street/Euston Road had to be maintained.

Meetings ongoing with Camden Transport Planner and Environmental Officer. Response received from Camden on 25th June 2019 stating that construction vehicle movements through the closure at the northern end of Judd St will not be accepted.

24th Sept 2019 – Meeting held with Queen Alexandra Mansion representatives to agree the arrangements for deliveries, pitlane, hoarding and parking bay suspensions on Bidborough Street for the phase 2 works.

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.

The details for the Community Support Liaison contact along with the Project Director/Manager and Senior Construction Manager will be shown on the information board on the site hoarding for the duration of the project.

A monthly newsletter will be produced and will be distributed to the local neighbours and relevant stakeholders. The newsletter will have the contact details of the Lendlease community support liaison officer should the local community wish to make contact.

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".

Commented [LM6]: Please note that a CCS registration number for the site will be necessary in order for the CMP to be signed off.

The project is now registered with the Considerate Constructors Scheme (Site ID:118139). As the construction period is expected to be in excess of 18 months, the project will be registered in phases in accordance with CCS registration policy.

16. Neighbouring sites

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

Directly to the east of the site, on Tonbridge Walk, is the old Town Hall Annex which is now converted into a hotel and the construction works are complete. Lendlease have met with the McLaren Construction site team during the process to coordinate works including access along Tonbridge Walk.

Lendlease have also met up with Kier construction team to discuss the proposed works at London School of Hygiene and Tropical Medicine located 15-17 Tavistock Place.

The CLP, traffic management plan and construction logistics plan has been produced taking these work activities into consideration.

Council to advise on other existing or anticipated construction sites in the vicinity of Camden Town Hall.

Transport

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

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

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

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

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

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

CLOCS Contractual Considerations

17. Name of Principal contractor:

Lendlease Construction Limited

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).

Having reviewed the CLOCS documentation, Lendlease will include within our subcontractor orders the requirements for compliance, including:

- All contractor's vehicles will be certified by the Fleet operator's recognition scheme (FORS)
- Any collisions or incidents serving our sites will be thoroughly investigated
- Traffic routing will be strictly policed (See routes defined earlier in the CMP)
- 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.
- Fleet operators must be FORs accredited at Silver level and working towards Gold standard. Vehicles requirement for Heavy Good vehicles over 3.5 tonnes specified in the CLOCS standard must be adhered to and every vehicle checked for compliance before entering the project.
- Checking for operational, vehicle and driver compliance will be undertaken by the Logistics contractor procured by Lendlease.

Commented [LM7]: Please also add the following detail:

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 blindspot minimisation equipment (Fresnel lens/CCTV) and audible left turn alerts.

(Please note that operators must be FORS accredited. FORS Silver operators should already be compliant with CLOCS. 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:

I Dillon Siva, (Project Manager) at Lendlease Construction Limited and my team have read, and are aware, and will abide by the CLOCS Standard.

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

Site Traffic

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

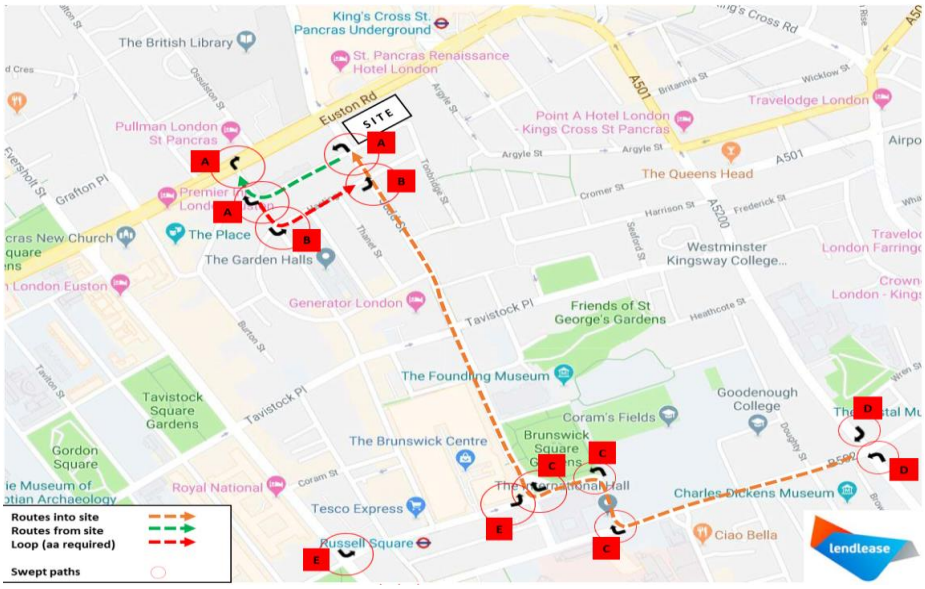
20. Traffic routing: *"Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless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

Routes should be carefully considered, and risk assessed, considering 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.

Commented [LM8]: Map to be updated as discussed

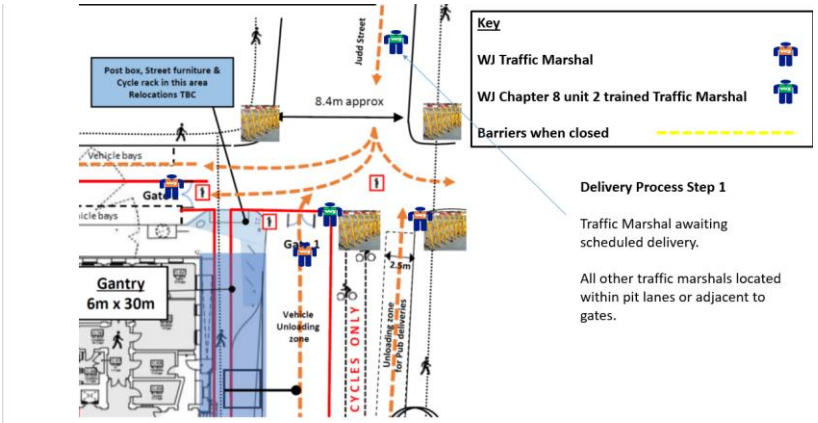
Refer to Appendix D – Logistics Plan and Swept Path Plan Overview – Vehicle Routes



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.

Commented [LM9]: This can simply say that maps and delivery instructions will be issued to all suppliers as part of their contractual arrangements etc.

Maps and delivery instructions will be issued to all suppliers and delivery drivers as part of their contractual arrangements.



Appendix D – Logistics Plan – Vehicle Routes Judd & Bidborough street

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.

In the histogram in Appendix C are the expected deliveries and vehicle movements.

Vehicles arriving at site will be of a variety of sizes. Approximately 50% of all vehicles will be white vans or similar (less than 7.5 tonnes) and the remaining 50% will be ridged delivery or articulated vehicles.

Clear directives will be given to all contractors and suppliers that if lorries are waiting to deliver to a site then the engines must be turned off, there is to be no idling of engines.

Deliveries to site will be between 09.30 – 16.30 with occasional deliveries outside of these hours where unavoidable. Any deliveries existing out of Tonbridge Street will suspend from 15.00 – 16.00 to allow school pick up traffic to clear from Argyle Primary School.

Smaller delivery vehicles using Tonbridge street will not be permitted to exit site between 8.30 – 9.30 am and 3.00 – 4.00pm Monday to Friday due to being in close proximity to the site. Saturday delivery times are between 8.00 am and 1.00pm only.

There may also be some deliveries/collections which are deemed abnormal loads and, in some instances, will require a police escort as required by the Metropolitan Police. These deliveries cannot be undertaken between 7.00 am and 7.00 pm therefore these will need to be undertaken out of the normal site hours. In advance of these deliveries contact will be made with Camden's Environmental Health

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

Commented [LM10]: Please detail the LSHTM site on Tavistock Place here. The GOSH site on Guilford St should also be mentioned as this will be on the new approach route.

Further to ongoing dialogue with Kier Construction relating to the London School of Hygiene and Tropical Medicine Project, it has been confirmed that their deliveries will be routed via Euston Road, Upper Woburn Place, Tavistock Square and Tavistock Place.

The Great Ormond Street Hospital project will be served by Grays Inn Road and Guildford Street.

Should other projects come on line, Lendlease will liaise with these projects and expect them to contact

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.

Commented [LM11]: There will have to be some further detail added to this section if the decision is made to proceed with the second loading bay.

All deliveries will be pre-booked. This will be controlled and managed by our on-site logistics manager. This will be achieved via use of our subcontractor coordination meetings where we will have short term look ahead programmes that include the booking of deliveries and use of an internet-based vehicle management system for booking vehicle entry time slots. The proposal is to have two pit lanes, one on Judd Street and one on Bidborough Street to receive construction deliveries and collections.

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.

Commented [LM12]: Might be possible to specify a waiting point for vehicles to phone ahead on approach to site if necessary.

Due to the nature of the works Lendlease do not anticipate the need for any construction material consolation centre. We will be working with our supply chain to ensure that materials are delivered "Just in time" for use on each site. Vehicles will be asked to phone ahead and confirm their ETA.

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).

Commented [LM13]: Materials recycling is also relevant to this section if you are able to do this.

We will be working with our supply chain to ensure that materials are delivered "Just in time" for use on each site. To reduce the number of vehicles, mixed waste bins will be collected by compactor lorries and waste recycling managed off site. Demolition arising and hazardous materials will be collected separately.

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

Commented [LM14]: Detailed dwgs showing site set up, locations and dims of loading areas will need to be included here

Refer to appendix D; Logistics plans setting out details of site access and egress. For vehicles public/worker access remains in Judd street up to end of February 2020 where new route from Euston road /Tonbridge walk will be site access

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

All deliveries are to be supervised by a team of TFL approved Site Access Traffic Marshals whom report to the logistics manager.

Traffic Marshalls will be employed to manage access and egress gates, operate STOP - GO signs to manage traffic, temporarily barrier off pavements and cycle lane to manage pedestrian and cyclists whilst vehicles are accessing and egressing the site.

To access/egress the logistics area the following sequence will be implemented:

All deliveries will be pre-booked so that the traffic marshals know when the delivery is coming and will take measures to ensure that the public are not affected by the delivery. The traffic marshals must be obeyed, and no phones or hand free kits are to be used whilst driving, either on site roads or on public roads. A walkie talkie system will be used so that the traffic marshals can communicate with each other.

Commented [LM15]: There will need to be more detail here once the exact approach to banking the vehicles has been determined.

There will also need to be reference made to use of STOP – WORKS signs.

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).

Detailed swept path analysis has been carried out and is shown in Appendix E. The route to and from the Camden Town Hall is currently used by many various sized vehicles up to 18t. Vehicle size is expected to increase in February 2020 following the commencement of main construction works.

Commented [LM16]: These will need to be updated, although probably no need for SPAs for the revised routes.

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.

Due to the nature of works it is anticipated that no wheel washing facilities are required. If any mud or construction debris does get onto the street within the vicinity of the site, then these areas will be kept clean via the use of water hoses and manual sweeping. In addition, a mechanical road sweeper will be used to clear any debris as required. Where surface water drains are present these will be protected by a permeable membrane to prevent construction debris entering sewers.

Commented [LM17]: Are you really going to need wheel washing?? We try to avoid this unless really necessary as it covers the highway in wet sludge.

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.

Commented [LM18]: This section will need more detail adding as discussed.

Detailed in Appendix D are our site logistics plans setting out the strategy including unloading areas which are segregated from the public with the use timber hoarding and concertina barriers.

All unloading will be controlled by TFL approved Site Access Traffic Marshals with the public protected via physical segregation using barriers at all times.

Highway interventions

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

Commented [LM19]: All bay suspension required to facilitate the loading bay on Bidborough St will need to be detailed here with justification as to why this is necessary.

Lendlease have enquired into the future use of the Business and Disabled parking bays currently allocated to the Camden Town Hall.

Following consultation with Camden Transport Planner, Council Parking Officer and Cycle safety project & contract officer, it was agreed the parking bays on both side of Bidborough Street will be suspended to facilitate loading bay. The loading bay hoarding will be positioned approximately in the centre of the road due to narrow road width and requirement to retain the mature trees. One-way single lane traffic will be maintained at all times.

Parking bay suspensions are now in place for the delivery pit lane set up for the early strip out and asbestos removal works.

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.

Lendlease will deploy and use all necessary and appropriate safety signage and barriers compliant to Chapter 8 to ensure that the public are protected, and our operatives work safely always.

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).

Please refer to the logistics plan in Appendix D for impact to the works on the public highways.

We do anticipate connection works to the UKPN network main. UKPN will be advised to apply to Camden directly for the necessary licences for these works. Lendlease will be coordinating this process and will seek to minimise the excavation of the highway for these connections

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.

Commented [LM20]: This is only relevant if you are setting up diversions. Template doesn't make this very clear!

N/A

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.

The Judd Street gantry loading bay arrangement will overhang the public highway, however this section is now converted into a cycle superhighway and not accessible to regular vehicular traffic. The gantry will not protrude past the site hoarding/loading bay arrangement. Details of hoarding arrangement indicated on site logistic plan in Appendix D.

Commented [LM21]: This will need to be amended if the second loading area is used.

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.

By its nature demolition and construction works cause noise. Noise is created by mechanical plant, cutting, drilling, hammering and sawing. All noisy work will be restricted to be after 8.00 am and before 6.00 pm during weekdays and after 08.00 am and before 1.00 pm on Saturdays.

Detailed earlier in this CECMP under the "site" section there is a description of the sequence of the works setting out the operation that will take place.

The activities that will create "noisy" operations are:

- Removal of the existing basement and ground floor structure, (will be confined to the existing internal areas so the noise emitted will be enclosed by the existing structure.)
- Deconstruction of the existing internal fit out on levels 2 & 3
- Façade restoration & erection of perimeter scaffolding
- Drilling and the use of nail guns during the fit out

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.

Baseline noise monitoring was carried out by ARUP Building Services Engineering on 16th November 2016 and is available in Appendix H

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

Where possible noise produced by works activities will be reduced or removed by design. When this is not possible, controls will be introduced to reduce exposure to avoid harm or injury to persons on site or others within the vicinity of the works.

During deconstruction and construction works noise will be continuously monitored, this will be compared against the baseline survey carried out prior to any works taking place, with the following trigger levels

Green – no action

Amber – continue works but carry out a works assessment and propose mitigation measures

Red – immediate in-depth review of the works and enforce changes to methodology, equipment in order to bring noise to acceptable levels.

Further controls will be detailed within activity method statements and compliance monitoring as necessary throughout the work process.

Records of controls and exposures of persons/environments will be kept in accordance with statutory requirements and company procedures.

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.

Lendlease shall ensure that disruptive sound levels will be kept to a minimum. A variety of measures will be used to affect the reduction of noise transmitted from site using best practicable means, this will include:

- Coordinating delivery times and efficient traffic management to prevent queuing traffic accessing the site.
- Ensuring all plant has sound reduction measures (mufflers, baffles or silencers)
- Utilising construction techniques that minimise the production of noise
- Utilisation of baffle systems during the demolition works
- Strict adherence to the site working hours
- Using acoustic hoardings where necessary
- Carry out daily noise survey at perimeter of the site and record results
- Implementation of action plan where noise levels exceed acceptable limits
- Positioning plant away from properties
- Machines in use will be throttled down to a minimum
- Cutting operations will be kept off site where possible
- The use of prefabrication where reasonably possible
- Localised shrouding of plant

All works will be carried out to ensure that ground vibrations are contained within usual working limits

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

At Lendlease our managers have attended the Site Managers Safety Training Scheme as run by the CITB. All sub-contractor's supervisors will have attended the Site Supervisors Safety Training Scheme run by the CITB.

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

Lendlease will adhere to the key legislation on noise and vibration as detailed in the:

- Control of pollution Act 1974
- Environmental Protection Act 1990
- BS 5228:1997 – Code of practise on Construction and Open sites

Site operations will be controlled so that all plant and machinery noise emissions (including ventilation, heating and cooling) shall be designed, installed and operated at noise levels that do not cause noise nuisance to the nearest adjoining residential and office properties.

We will, with our deconstruction and construction contractors implement a Dust Management Plan (DPM) that we will seek input and agreement with Camden. The DMP will include but not be limited to:

- Monitoring of dust /noise & vibration levels – in agreement with Camden
- Reacting to results from dust/noise & vibration monitoring
- Establish site recording of levels of dust/noise&vibration
- Plan our site management and logistics so that receptors for demolition waste are not located where they might cause nuisance to the neighbours
- Avoid site run off from vehicles
- Regular boundary inspections
- Use scaffold protection screens
- Clean down hoardings using wet cleaning methods
- Establish hard standing areas for cleaning down vehicles before they leave the site – Including wheel wash facilities
- Keep the public highways clean of any debris using wet cleaning methods
- Water suppression will be used during deconstruction

We are aware of the Dust & Air emissions Mitigation measures as prepared by the institute of Air Quality Management and will use their mitigation and control measures to ensure that dust is controlled on the site both during demolition and construction.

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.

Lendlease will deploy the use of a mechanical road sweeper to clear the road of excessive dust and dirt arising from the site operations.

Significant amounts of dust and dirt are not expected to spread onto the public highway, due to the vast majority of works being internal and minimal works occurring to the external landscape.

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

Please see sections 31 and 33 above.

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.

N/A

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 dust mitigation measures checklist as prepared by the GLA has been reviewed and checked. A copy marked up is in Appendix F.

38. Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

The site is within the Kings Cross Conservation area and is not considered as a High-Risk site, but the use of real time dust monitoring will be implemented.

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).

Lendlease will instruct a qualified pest control firm to survey the existing building 28 days prior to the deconstruction works commencing, to establish the existence of any pest and rodents. If there is evidence of rodents following this survey the qualified pest control firm will follow procedures laid out by the HSE information sheet MISC515 for the laying of baits. The baits will be approved under the Control of Pesticides Regulations 1986 (as amended). As part of the works by the qualified pest control firm, Lendlease will require detailed method statements which can be issued to the council.

During the deconstruction works the monitoring for the evidence of rodents will continue.

Evidence of the pest control that must be carried out will be provided to the council in the form of pavement survey reports, method statements and payment receipts for the work carried out by the pest control firm.

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

A survey of the Camden Town Hall building has been completed by the building owner and their findings show the presence of the Asbestos in several areas of the building.

Since then Lendlease have commissioned a Refurbishment & Demolition (R&D) Asbestos and Hazmat surveys. Any notifiable, non-notifiable asbestos or hazardous materials will be removed and disposed by licenced specialists.

While most of the accessible ACMs in the vicinity of the works will be removed, it is not intended that whole building will be treated to such degree that it can be claimed be 'Asbestos free' and therefore an Asbestos Management Plan will be put in place during and after the works.

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.

Lendlease do not tolerate any bad language or unnecessary shouting on our sites. We operate a "Red card" system whereby any operative found to be acting in an anti-social way or smoking outside a designated smoking area will be given a "Red card" and asked to leave the site immediately.

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

From 1st September 2015

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

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

From 1st September 2020

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

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

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

The current construction mythology proposal does not require the use of non-road mobile machinery and therefore the section below will not be applicable.

a) Construction time period : (Feb 20-Dec 21):

b) Is the development within the CAZ? Yes.

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? 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:
Yes, the machinery will be registered on the NRMM register

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:
Yes, an inventory for all plant and machinery will be kept 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:
Yes, the documentation will be made available to local authority officers

Agreement

The agreed contents of this Commercial Element Construction Management Plan must be complied with unless otherwise agreed in writing by the Council. This may require the CECMP to be revised by the Developer and reapproved by the Council. The project manager shall work with the Council to review this Commercial Element 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 Commercial Element 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: 18/09/2019

Print Name: Dillon Siva

Position: Senior Project Manager

Please submit to: planningobligations@camden.gov.uk

End of form.

Appendices

Appendix A – Milestone Programme

Appendix B – Utility Surveys

Appendix C – Vehicle Histogram

Appendix D – Logistics Plan – Pedestrian routes, diversions and CCTV coverage, Logistics Plans – Vehicle routes

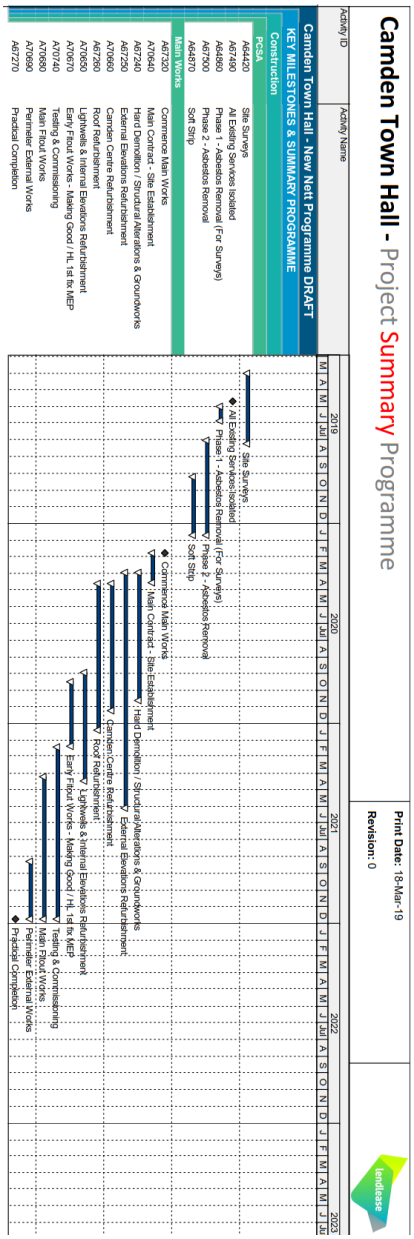
Appendix E – Swept Path Analysis

Appendix F – GLA Mitigation Measures Checklist

Appendix G – Lendlease Standard Hoarding design

Appendix H – Asbestos survey findings

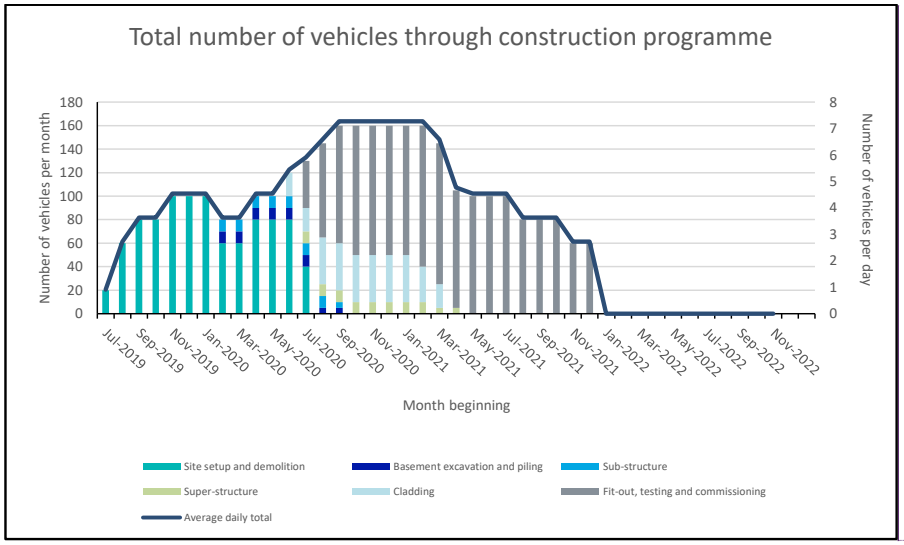
Appendix A- Milestone Programme

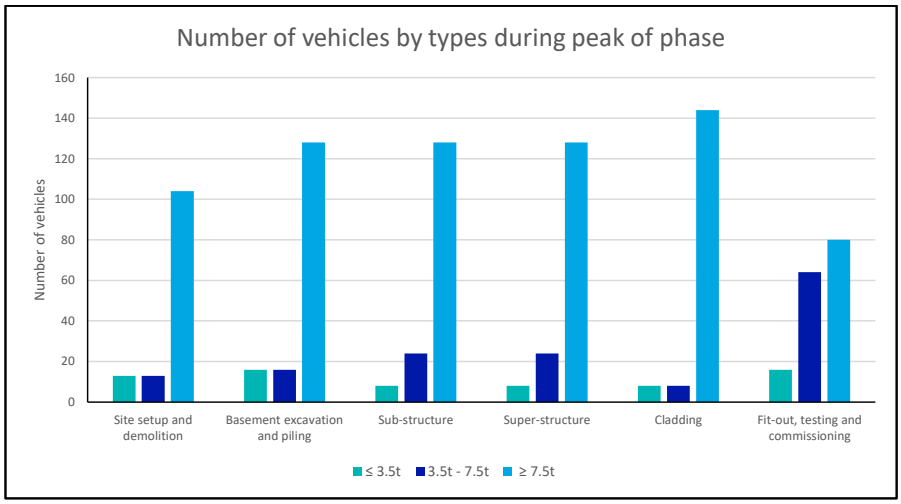


Appendix B – Utility Surveys

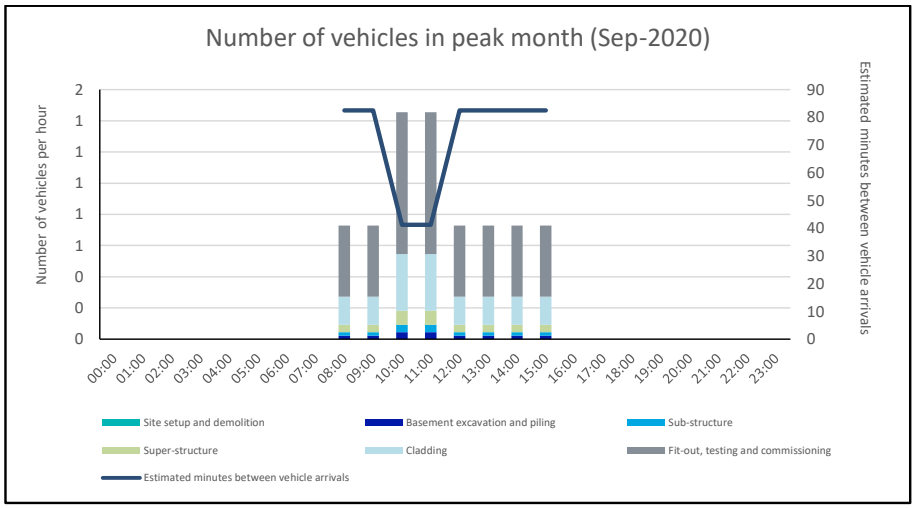

CAMDEN TOWN HALL - OLD BASEMENT

Appendix C - Vehicle Histogram

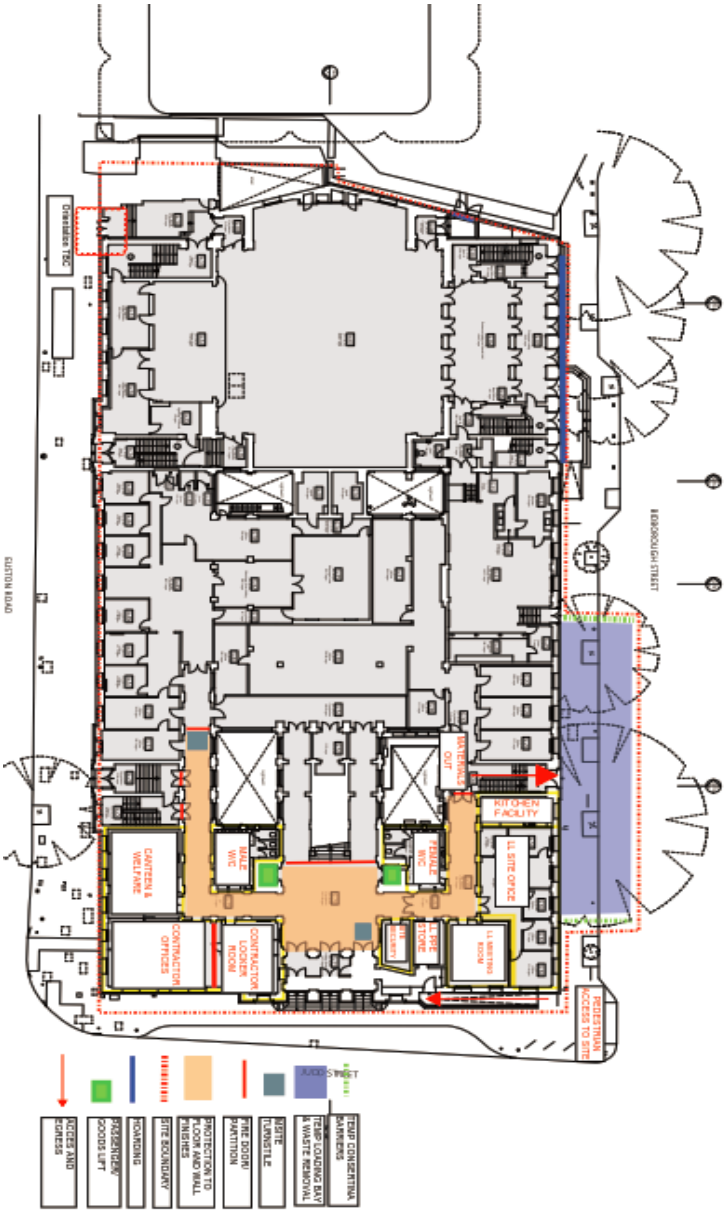


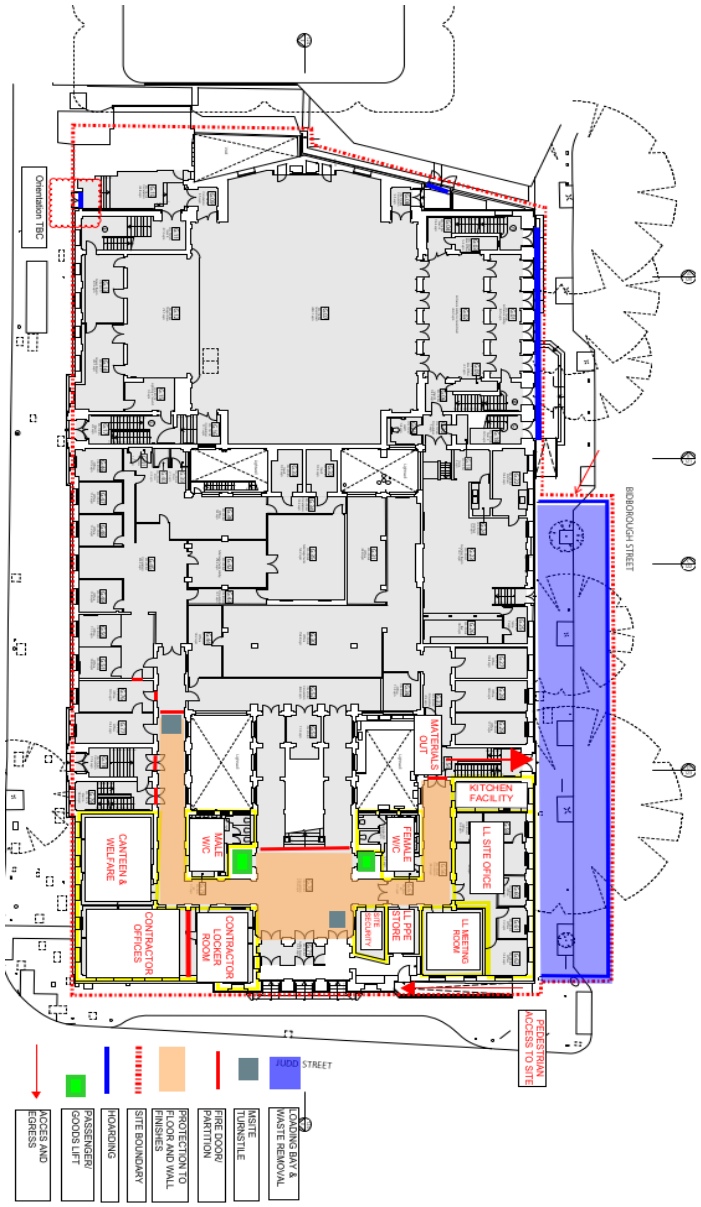


Commented [LM22]: This is showing vehicles arriving in the AM peak. Please amend to be as per times specified above.


Number of vehicles in peak month (Sep-2020)
Number of vehicles per hour
Estimated minutes between vehicle arrivals
2
1
1
1
1
1
0
0
0
90
80
70
60
50
40
30
20
10
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Site setup and demolition
Basement excavation and piling
Sub-structure
Super-structure
Cladding
Fit-out, testing and commissioning
Estimated minutes between vehicle arrivals

Appendix D – Logistics Plans



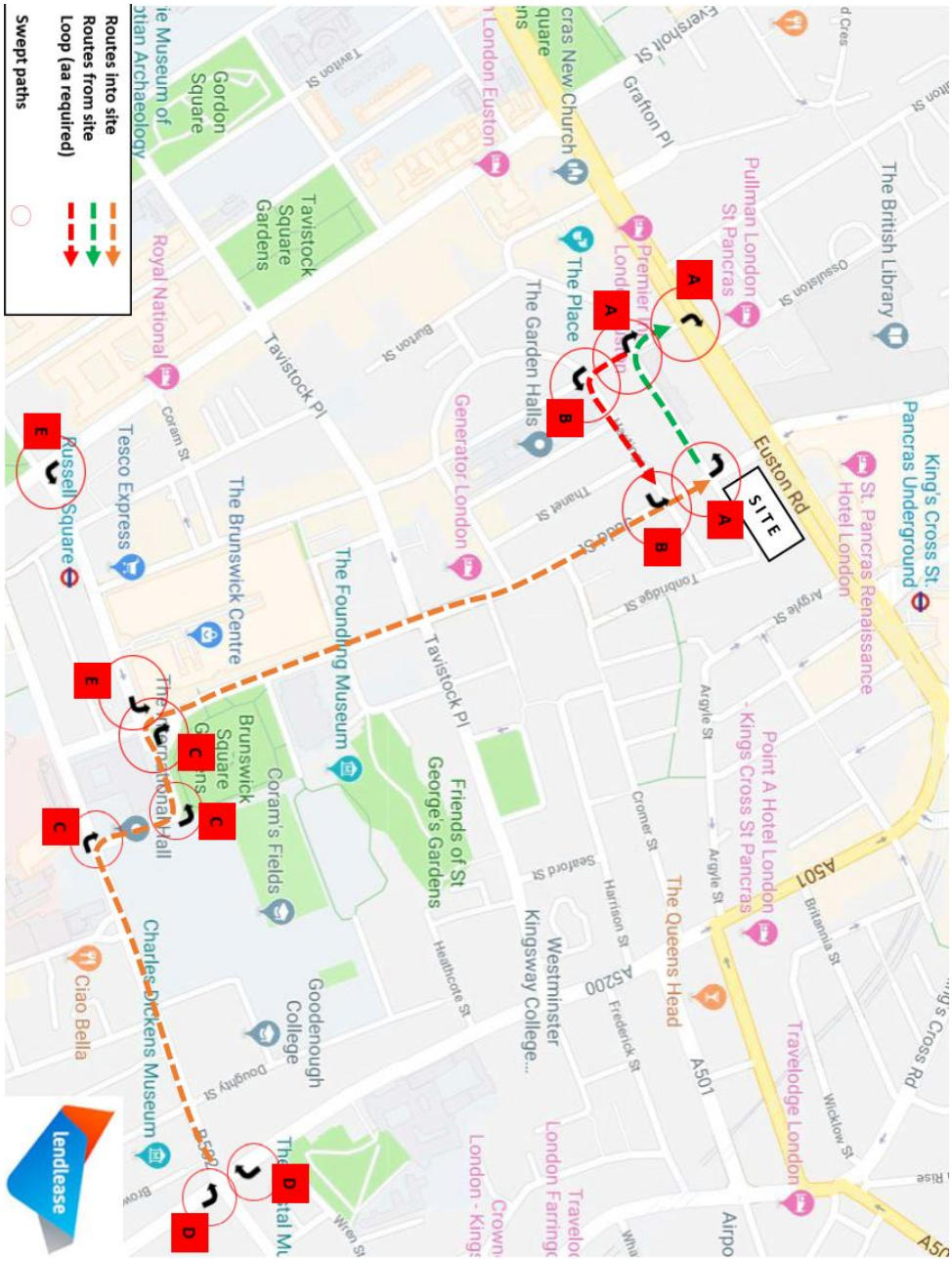


Logistic Strategy - PHASE 2 (Strip out and Asbestos Removal)

Camden

Appendix D – Logistics Plans – Vehicle routes

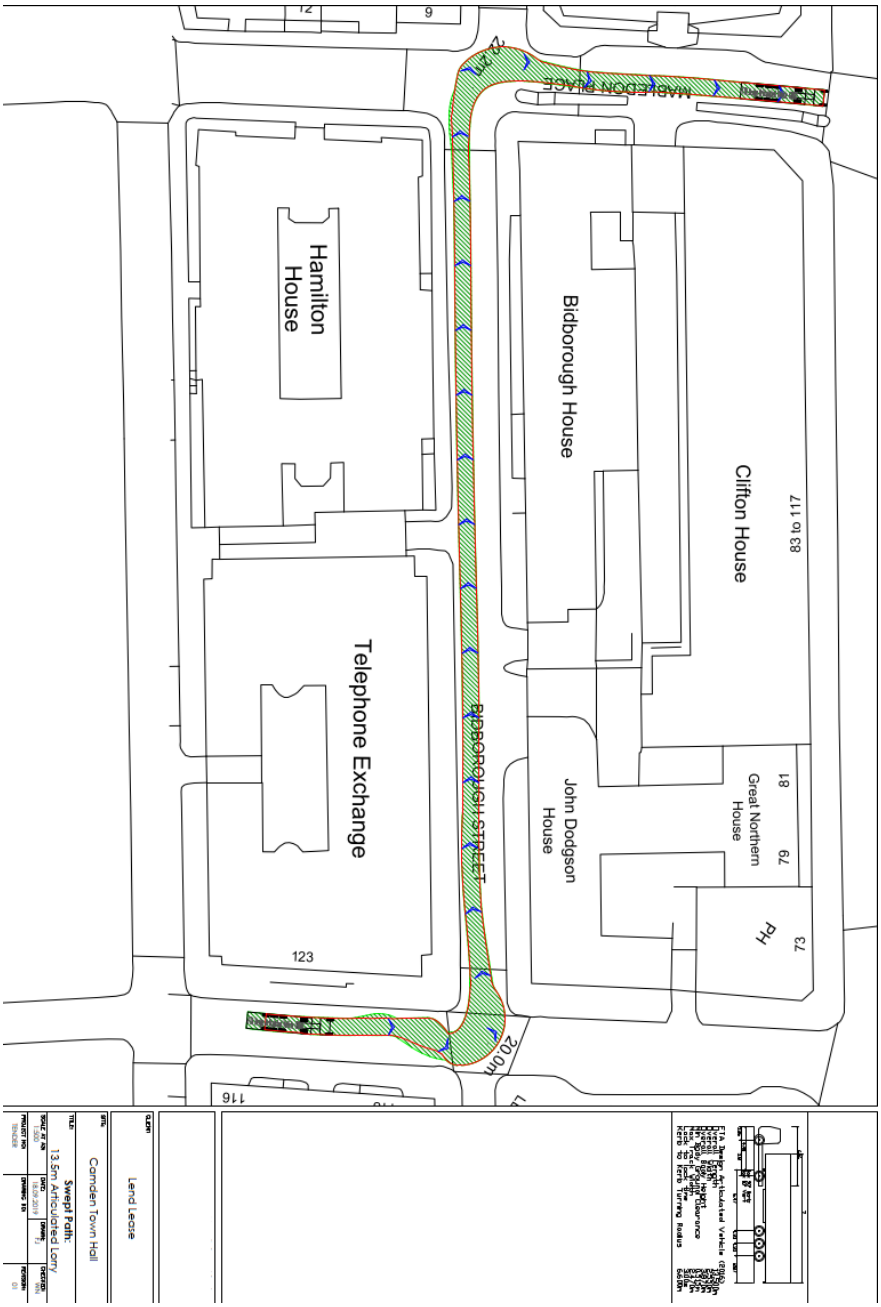
Commented [LM23]: Needs updating

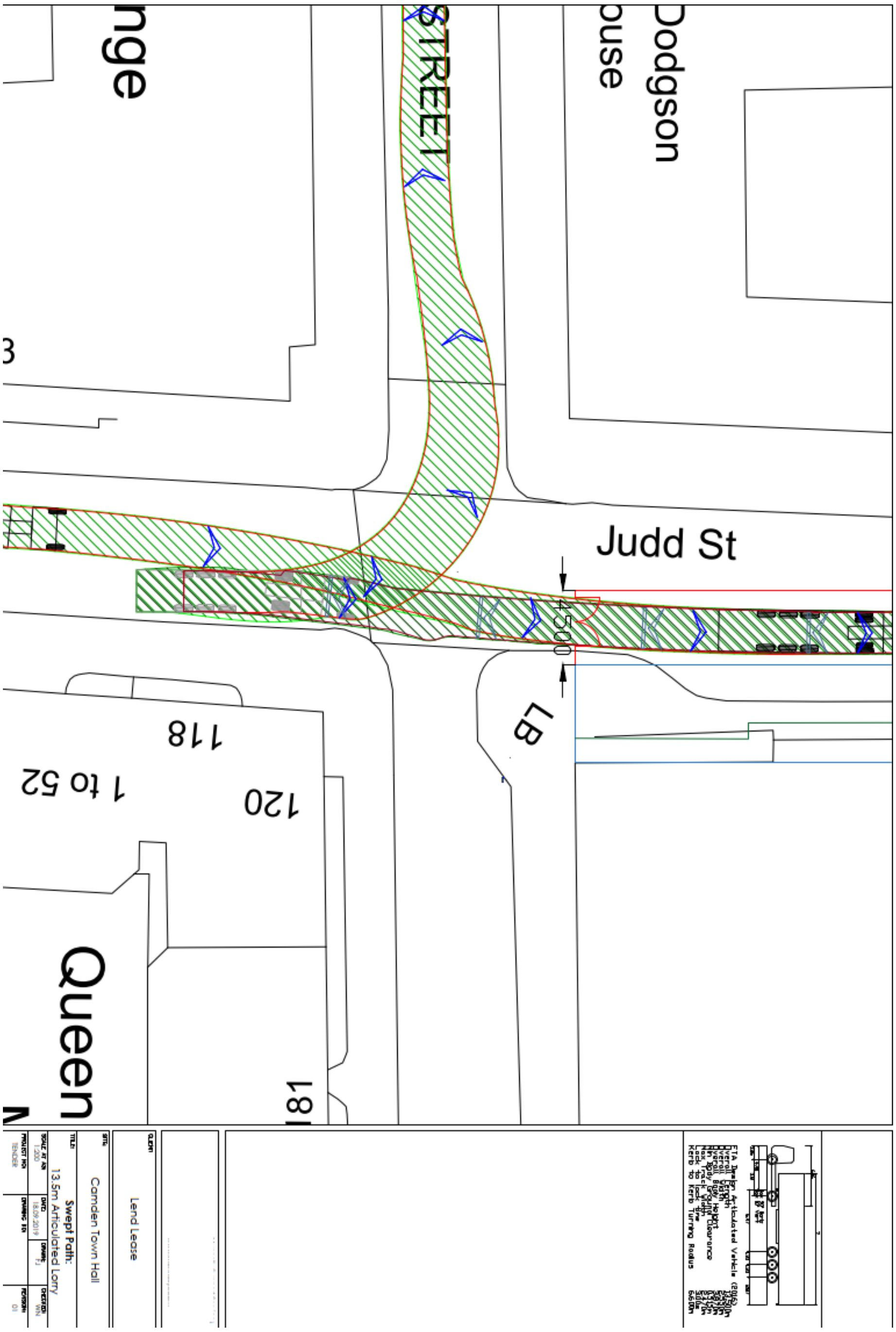


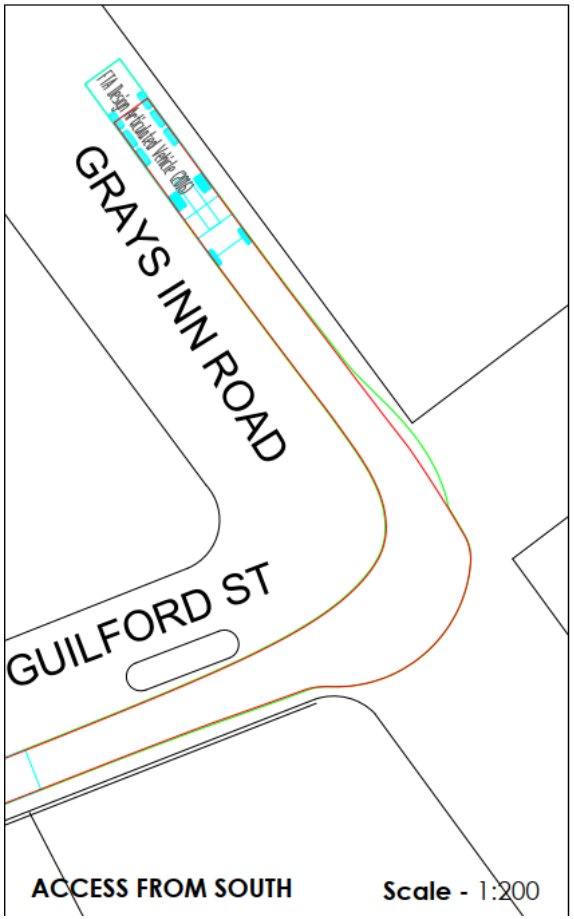
lendlease
CTH-LL-G0-SK-LP-0001
Rev 5
Main Site Security post/
Site staff/Operatives entrance
Site Boundary/Hoarding line
Pedestrian Routes (Within Site)
Turnstile/Security point
Traffic Marshal and/or
Security post
Gantry/Accommodation
Hoist Locations
Vehicle Access routes (TBC)
Waste processing locations
Pedestrian Routes (adj. Boundary)
Non - HGV only
Motorcycle bay Suspensions TBC
Gate 3
Motorcycle bays
Vehicle bays
Vehicle unloading zone
Vehicle bay Suspensions
Bus stop Suspension TBC
Pedestrian Entrance to site
EUSTON ROAD
Post box, Street furniture & Cycle rack in this area Relocations TBC
Personnel Lift (For beneficial use)
Pedestrian foot tunnel Under gantry
Gantry 6m x 30m
Gate 2
Gate 1
Vehicle Unloading zone
5.5m
4.5m
2m
Judd Street CYCLES ONLY
Unloading zone for Pub deliveries
2.5m
8.4m approx
Judd Street

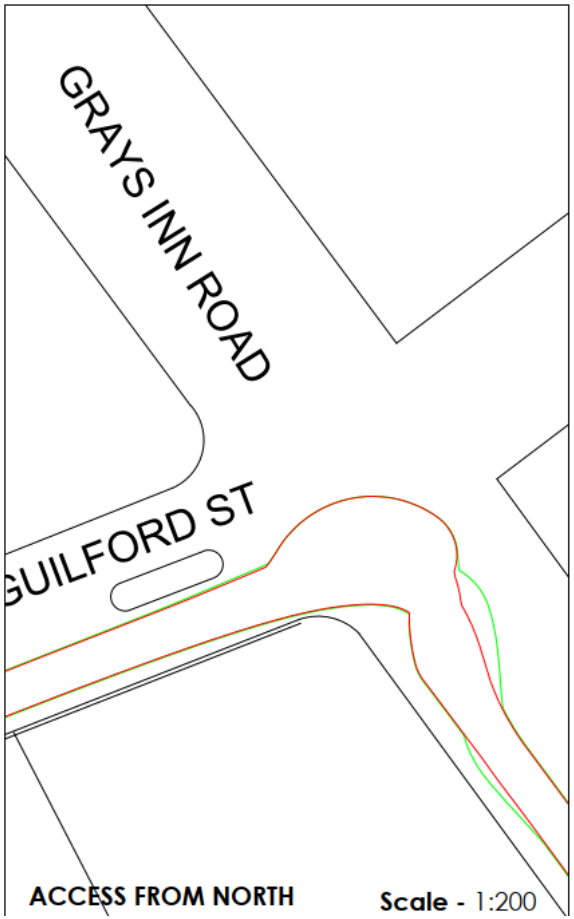
Camden

Appendix E – Swept Path Analysis



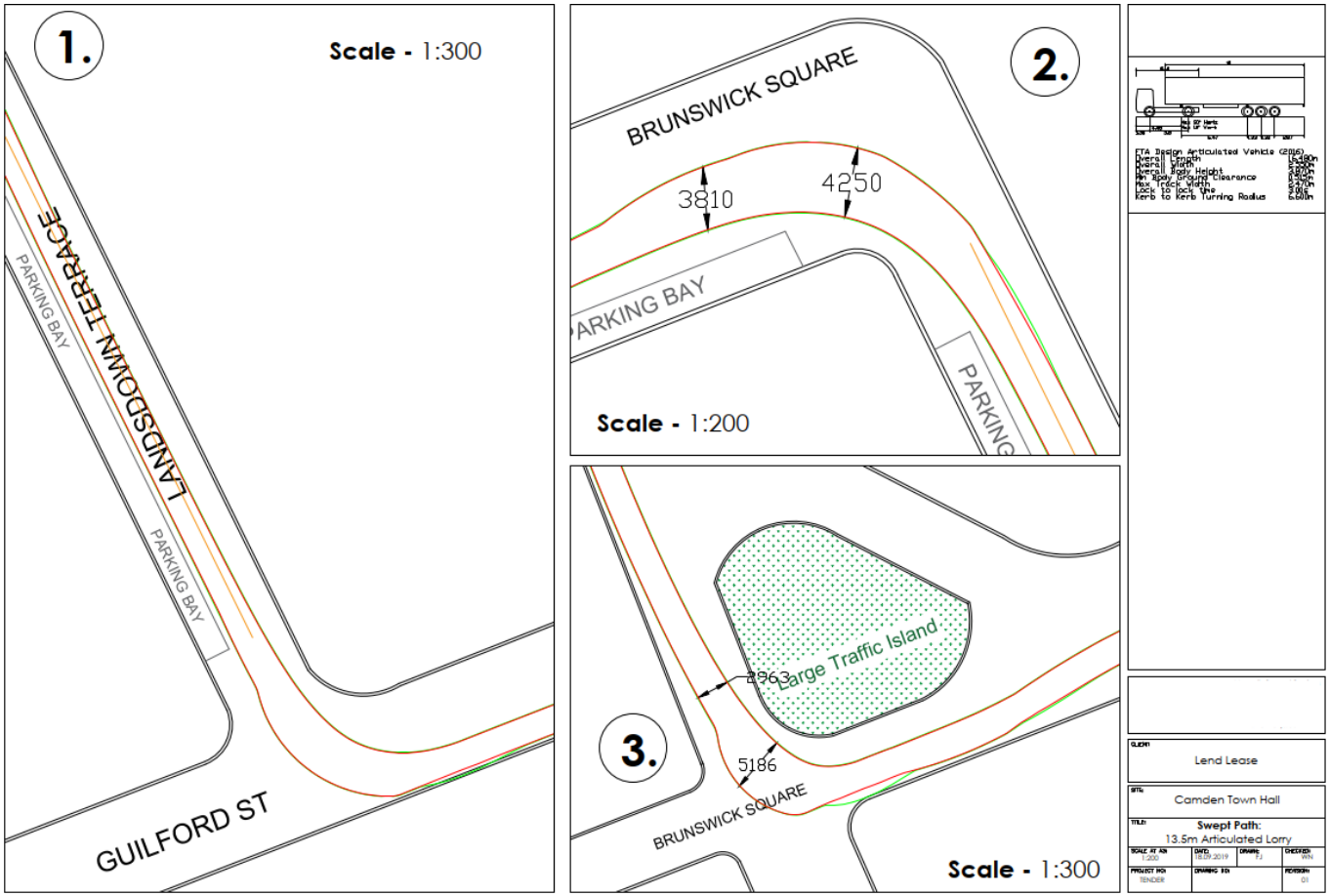

STREET
Dodgson
ouse
nge
Judd St
4500
LB
118
1 to 52
120
Queen
181
Camden Town Hall
Lend Lease
Swept Path:
13.5m Articulated Lorry


GRAYS INN ROAD
GUILFORD ST
ACCESS FROM SOUTH
Scale - 1:200


GRAYS INN ROAD
GUILFORD ST
ACCESS FROM NORTH
Scale - 1:200


Lend Lease
Camden Town Hall
Swept Path:
13.5m Articulated Lorry

Camden


1.
Scale - 1:300
LANDSDOWN TERRACE
PARKING BAY
PARKING BAY
GUILFORD ST
2.
BRUNSWICK SQUARE
3810
4250
ARKING BAY
PARKING
Scale - 1:200
3.
Large Traffic Island
2963
5186
BRUNSWICK SQUARE
Scale - 1:300
FTA Design Articulated Vehicle (2016)
Overall Length
Overall Width
Body Height
Ground Clearance
Track Width
Lock to Lock Time
Kerb to Kerb Turning Radius
Lend Lease
Camden Town Hall
Swept Path:
13.5m Articulated Lorry
Camden

Appendix F – Mitigation measures (extract from AQA)

8 Mitigation

8.1 Construction Dust Mitigation

The dust-emitting activities assessed in Section 6 can be greatly reduced or eliminated by applying the site specific mitigation measures for *medium risk* sites according to the IAQM guidance. The following measures from the guidance are relevant and should be included in the Construction Management Plan for the proposed development.

General

- Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager.
- Display the head or regional office contact information.
- Develop and implement a Dust Management Plan, which will include measures to control other emissions, approved by the local authority.
- Develop and implement a Dust Management Plan (DMP), which may include measures to control other emissions, approved by the Local Authority. The level of detail will depend on the risk, and should include as a minimum the highly recommended measures in this document. The desirable measures should be included as appropriate for the site. In London additional measures may be require to endure compliance with the Mayor Of London's guidance. The DMP may include monitoring of dust deposition, dust flux, real-time PM10 continuous monitoring and/or visual inspections.

Site management

- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner and record the measures taken.
- Make the complaints log available to the local authority when asked.
- Record any exceptional incidents that cause dust and/or air emissions, either on- or off-site and the action taken to resolve the situation in the log book.

Monitoring

- Undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100m of site boundary, with cleaning to be provided if necessary. Carry out regular site inspections to monitor compliance with the Dust Management Plan, record inspection results and make an inspection log available to the local authority, when asked.

- Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.
- Agree dust deposition, dust flux, or real-time PM10 continuous monitoring locations with the Local Authority. Where possible commence baseline monitoring at least three months before work commences on site or, if it is a large site, before work on a phase commences. Further guidance is provided by IAQM on monitoring during demolition, earthworks and construction.

Site maintenance

- Plan site layout so that machinery and dust causing activities are located away from receptors, as far as possible.
- Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site.
- Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period.
- Avoid site runoff of water or mud.
- Keep site fencing, barriers and scaffolding clean using wet methods.
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site.
- Cover, seed or fence stockpiles to prevent wind whipping.
- Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out.

Operating vehicle/machinery and sustainable travel

- Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone and the London NRMM standards, where applicable.
- Ensure all vehicles switch off engines when stationary – no idling vehicles.
- Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable.
- Impose and signpost a maximum speed limit of 15mph on surfaced and 10mph on un-surfaced haul roads and work areas.
- Implement a Travel Plan than supports and encourages sustainable travel (public transport, cycling, walking and car-sharing).
- Ensure vehicles entering and leaving the site are covered to prevent escape of materials during transport.
- Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials.

Operations

- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques, such as water sprays or local extraction.

- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.
- Use enclosed chutes and conveyors and covered skips.
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use the fine water sprays on such equipment wherever appropriate.
- Avoid scabbling (roughening of concrete surfaces) if possible.
- Ensure equipment is readily available on site to clean and dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.

Waste management

- Avoid bonfires and burning of waste materials.

Demolition-specific measures

- Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).
- Ensure effective water suppression is used during demolition operations.
- Avoid explosive blasting, using appropriate manual or mechanical alternatives.
- Bag and remove any biological debris or damp down such material before demolition.

Construction-specific measures

- Avoid scabbling (roughening of concrete surfaces) if possible.
- Ensure sand and other aggregates are stored in bundled areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.

Trackout

- Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being continuously in use.
- Avoid dry sweeping of large areas.
- Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon reasonably practicable.
- Record all inspections of haul routes and any subsequent action in a site log book.
- Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowsers and regularly cleaned.

- Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).
- Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits.
- Access gates to be located at least 10m from receptors where possible.

Waste Management

The waste produced from the phase 2 demolition of the project will be segregated on site, during the fitout stage certain waste streams do not make it practical to segregate on site and will be segregated at the waste transfer station.

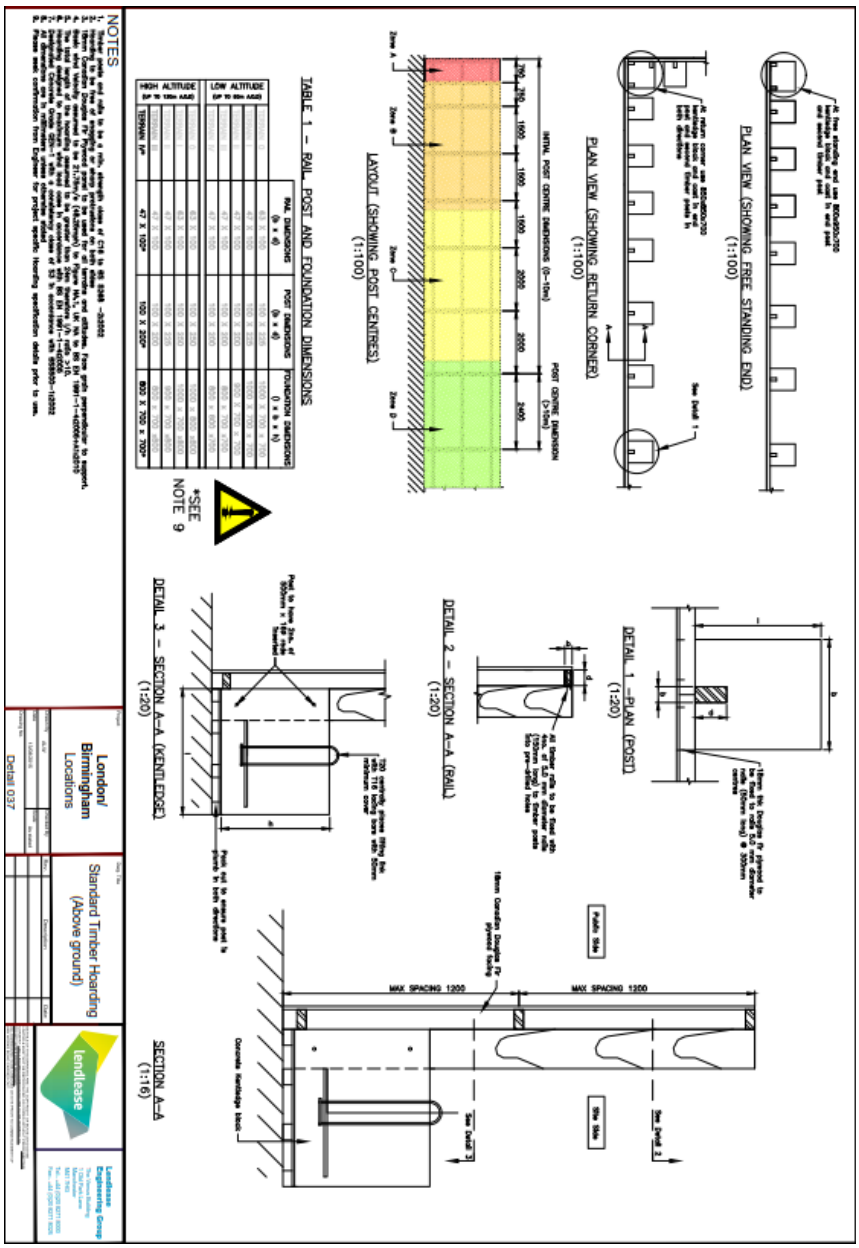
All waste leaving the project will be recorded on the transfer notes indicating where the waste is segregated, and a record of the amount will be given to Lendlease and uploaded on to the Lendlease Foot print environmental website.

COSHH waste will be removed by the contractor who apply the product i.e. silicone, plasterboard adhesives, these products will not be mixed and will be separated and placed in to individual containers for removal.

Where LBC wish to view the Lendlease waste streams or environmental information please contact the onsite Lendlease sustainability manager

mathew.dance@lendlease.com

Appendix G – Lendlease Standard Hoarding design



Appendix H – Asbestos Register

Inspection no:	Sample no:	Building / Block	Floor level	Area	Location	Material description	Condition	Accessibility	Approx quantity	Identification
5	AE001657	Camden Town Hall	Basement	Pipe void above EB69	Residue to pipework	Insulation/Coating	High Damage	Easily disturbed	<1lm	Identified
6	AE001658	Camden Town Hall	Basement	Pipe void above EB69	Debris to floor	Insulation/Coating	High Damage	Easily disturbed	<1m²	Identified
13	AE001663	Camden Town Hall	Basement	EB76 - Water supply room	Gaskets to pipe flanges	Reinforced Composite	Low Damage	Easily disturbed	3no.	Identified
14	AE001664	Camden Town Hall	Basement	Pipe void above EB64 - Circulation position 1	Debris to ceiling	Insulation/Coating	High Damage	Easily disturbed	1m²	Identified
15	AE001665	Camden Town Hall	Basement	Pipe void above EB64 - Circulation position 1	Debris to floor	Insulation/Coating	High Damage	Easily disturbed	1m²	Identified
16	AE001666	Camden Town Hall	Basement	Pipe void above EB64 - Circulation position 1	Debris to walls	Insulation/Coating	High Damage	Easily disturbed	1m²	Identified
17	AE001667	Camden Town Hall	Basement	Pipe void above EB64 - Circulation position 1	Residue to pipework	Insulation/Coating	High Damage	Easily disturbed	1m²	Identified
18	AE001668	Camden Town Hall	Basement	Pipe void above EB64 - Circulation position 2	Debris to ceiling	Insulation/Coating	High Damage	Easily disturbed	1m²	Identified
19	AE001669	Camden Town Hall	Basement	Pipe void above EB64 - Circulation position 2	Debris to floor	Insulation/Coating	High Damage	Easily disturbed	1m²	Identified
20	AE001670	Camden Town Hall	Basement	Pipe void above EB64 - Circulation position 2	Debris to walls	Insulation/Coating	High Damage	Easily disturbed	1m²	Identified
21	AE001671	Camden Town Hall	Basement	Pipe void above EB64 - Circulation position 2	Residue to pipework	Insulation/Coating	High Damage	Easily disturbed	1m²	Identified
30	AE001673	Camden Town Hall	Basement	EB63	Bitumen to concrete floor	Bitumen	Good Condition	Easily disturbed	35m²	Identified
31	AE001674	Camden Town Hall	Basement	EB63	Bitumen to concrete screed	Bitumen	Good Condition	Easily disturbed	35m²	Identified
34	AE001677	Camden Town Hall	Basement	EB57 - Kitchen	Bitumen to floor	Bitumen	Good Condition	Easily disturbed	12m²	Identified
37	AE001680	Camden Town Hall	Basement	EB55	Mastic to trunking	Reinforced Composite	Low Damage	Easily disturbed	<1lm	Identified
46	AE001683	Camden Town Hall	Basement	EB60 -Female WC	Insulation residue to pipework go ceiling void	Insulation/Coating	High Damage	Easily disturbed	20lm	Identified
47	AE001684	Camden Town Hall	Basement	EB60 -Female WC	Insulation residue to pipework to ceiling void	Insulation/Coating	High Damage	Easily disturbed	20lm	Identified
50	AE001685	Camden Town Hall	Basement	Pipe void above EB64 - Circulation position 3	Debris to ceiling	Insulation/Coating	High Damage	Easily disturbed	1m²	Identified
51	AE001686	Camden Town Hall	Basement	Pipe void above EB64 - Circulation position 3	Debris to floor	Insulation/Coating	High Damage	Easily disturbed	1m²	Identified
52	AE001687	Camden Town Hall	Basement	Pipe void above EB64 - Circulation position 3	Debris to walls	Insulation/Coating	High Damage	Easily disturbed	1m²	Identified
53	AE001688	Camden Town Hall	Basement	Pipe void above EB64 - Circulation position 3	Residue to pipework	Insulation/Coating	High Damage	Easily disturbed	1lm	Identified
55	AE001689	Camden Town Hall	Basement	Pipe void above EB64 - Circulation position 4	Debris to floor	Insulation/Coating	High Damage	Easily disturbed	1m²	Identified
57	AE001690	Camden Town Hall	Basement	Pipe void above EB64 - Circulation position 4	Residue to pipework	Insulation/Coating	High Damage	Easily disturbed	1lm	Identified
58	AE001691	Camden Town Hall	Basement	Pipe void above EB64 - Circulation position 5	Debris to ceiling	Insulation/Coating	High Damage	Easily disturbed	1m²	Identified
59	AE001692	Camden Town Hall	Basement	Pipe void above EB64 - Circulation position 5	Debris to floor	Insulation/Coating	High Damage	Easily disturbed	1m²	Identified
60	AE001693	Camden Town Hall	Basement	Pipe void above EB64 - Circulation position 5	Debris to walls	Insulation/Coating	High Damage	Easily disturbed	1m²	Identified
61	AE001694	Camden Town Hall	Basement	Pipe void above EB64 - Circulation position 5	Residue to pipework	Insulation/Coating	High Damage	Easily disturbed	1lm	Identified
63	AE001695	Camden Town Hall	Basement	Pipe void above EB41 - Circulation position 6	Debris to ceiling	Insulation/Coating	High Damage	Easily disturbed	1m²	Identified
64	AE001696	Camden Town Hall	Basement	Pipe void above EB41 - Circulation position 6	Debris to floor	Insulation/Coating	High Damage	Easily disturbed	1m²	Identified
65	AE001697	Camden Town Hall	Basement	Pipe void above EB41 - Circulation position 6	Debris to walls	Insulation/Coating	High Damage	Easily disturbed	1m²	Identified
66	AE001698	Camden Town Hall	Basement	Pipe void above EB41 - Circulation position 6	Residue to pipework	Insulation/Coating	High Damage	Easily disturbed	1lm	Identified
67	AE001699	Camden Town Hall	Basement	Pipe void above EB41 - Circulation position 7	Debris to ceiling	Insulation/Coating	High Damage	Easily disturbed	1m²	Identified
68	AE001700	Camden Town Hall	Basement	Pipe void above EB41 - Circulation position 7	Debris to floor	Insulation/Coating	High Damage	Easily disturbed	1m²	Identified
70	AE001701	Camden Town Hall	Basement	Pipe void above EB41 - Circulation position 7	Residue to pipework	Insulation/Coating	High Damage	Easily disturbed	<1lm	Identified
71	AE001702	Camden Town Hall	Basement	Pipe void above EB41 - Circulation position 8	Debris to ceiling	Insulation/Coating	High Damage	Easily disturbed	<1m²	Identified
72	AE001703	Camden Town Hall	Basement	Pipe void above EB41 - Circulation position 8	Debris to floor	Insulation/Coating	High Damage	Easily disturbed	<1m²	Identified
73	AE001704	Camden Town Hall	Basement	Pipe void above EB41 - Circulation position 8	Debris to walls	Insulation/Coating	High Damage	Easily disturbed	<1m²	Identified
74	AE001705	Camden Town Hall	Basement	Pipe void above EB41 - Circulation position 8	Residue to pipework	Insulation/Coating	High Damage	Easily disturbed	1lm	Identified
75	AE001706	Camden Town Hall	Basement	Tank room to boiler room	Insulation to base of tank-position 1	Insulation/Coating	High Damage	Easily disturbed	3m²	Identified
76	AE001707	Camden Town Hall	Basement	Tank room to boiler room	Dust and debris to floor-position 1	Insulation/Coating	High Damage	Easily disturbed	9m²	Identified
77	AE001708	Camden Town Hall	Basement	Tank room to boiler room	Insulation to base of tank-position 2	Insulation/Coating	High Damage	Easily disturbed	9m²	Identified

78	AE001709	Camden Town Hall	Basement	Tank room to boiler room	Insulation to base of tank-position 3	Insulation/Coating	High Damage	Easily disturbed	3m²	Identified
79	AE001710	Camden Town Hall	Basement	Tank room to boiler room	Dust and debris to floor-position 3	Insulation/Coating	High Damage	Easily disturbed	9m²	Identified
80	AE001711	Camden Town Hall	Basement	Tank room to boiler room	Dust and debris under stairs	Insulation/Coating	High Damage	Easily disturbed	4m²	Identified
81	AE001712	Camden Town Hall	Basement	Tank room to boiler room	Gaskets to pipe flanges	Reinforced Composite	Low Damage	Easily disturbed	?no.	Identified
84	AE001714	Camden Town Hall	Basement	EB40 - Plant	Thermal insulation to wall voids	Insulation/Coating	High Damage	Easily disturbed	<1m²	Identified
85	AE001715	Camden Town Hall	Basement	EB38 - Boiler room	Insulation residue to pipework apertures to wall	Insulation/Coating	High Damage	Easily disturbed	1m²	Identified
86	AE001716	Camden Town Hall	Basement	EB38 - Boiler room	Insulation debris to trunking hanger	Insulation/Coating	High Damage	Easily disturbed	<1m²	Identified
87	AE001717	Camden Town Hall	Basement	EB38 - Boiler room	Insulation debris to high level electrical trunking	Insulation/Coating	High Damage	Easily disturbed	<1lm	Identified
88	AE001718	Camden Town Hall	Basement	EB38 - Boiler room	Insulation residue to pipework aperture to wall	Insulation/Coating	High Damage	Easily disturbed	<1m²	Identified
89	AE001719	Camden Town Hall	Basement	EB38 - Boiler room	Insulation residue to trunking hanger	Insulation/Coating	High Damage	Easily disturbed	<1m²	Identified
90	AE001720	Camden Town Hall	Basement	EB38 - Boiler room	Dust and debris to electrical trunking	Insulation/Coating	High Damage	Easily disturbed	1lm	Identified
91	AE001721	Camden Town Hall	Basement	EB38 - Boiler room	Insulation debris to high level steels	Insulation/Coating	High Damage	Easily disturbed	2lm	Identified
92	AE001722	Camden Town Hall	Basement	EB38 - Boiler room	Insulation residue to pipework apertures to wall	Insulation/Coating	High Damage	Easily disturbed	1m²	Identified
93	AE001723	Camden Town Hall	Basement	EB38 - Boiler room	Insulation residue to pipework aperture to wall	Insulation/Coating	High Damage	Easily disturbed	<1m²	Identified
94	AE001724	Camden Town Hall	Basement	EB38 - Boiler room	Debris within floor duct	Insulation/Coating	High Damage	Easily disturbed	2lm	Identified
95	AE001725	Camden Town Hall	Basement	EB38 - Boiler room	Debris within floor duct	Insulation/Coating	High Damage	Easily disturbed	2lm	Identified
96	AE001726	Camden Town Hall	Basement	EB38 - Boiler room	Debris within floor duct	Insulation/Coating	High Damage	Easily disturbed	2lm	Identified
97	AE001727	Camden Town Hall	Basement	EB41 - Circulation	Insulation debris within cable trays	Insulation/Coating	High Damage	Easily disturbed	<1lm	Identified
98	AE001728	Camden Town Hall	Basement	EB41 - Circulation	Insulation debris within cable trays	Insulation/Coating	High Damage	Easily disturbed	<1lm	Identified
106	AE001734	Camden Town Hall	Basement	EB42 Switch room and electric mains	Mastic to trunking	Reinforced Composite	Low Damage	Easily disturbed	<5lm	Identified
108	Presumed	Camden Town Hall	Basement	EB42 Switch room and electric mains	ACMs within live electrical equipment	Textiles	Good Condition	Usually inaccessible or unlikely to be disturbed	<1m²	Presumed
109	AE001735	Camden Town Hall	Basement	Cupboard to EB41 circulation	Debris to floor void	Insulation/Coating	High Damage	Easily disturbed	<1m²	Identified
113	AE001739	Camden Town Hall	Basement	EB24	Debris on top of trunking	Insulation/Coating	High Damage	Easily disturbed	4m²	Identified
114	AE001740	Camden Town Hall	Basement	EB24	Debris to trunking and pipework	Insulation/Coating	High Damage	Easily disturbed	1m²	Identified
115	AE001741	Camden Town Hall	Basement	EB24	Debris to stop of trunking	Insulation/Coating	High Damage	Easily disturbed	4m²	Identified
116	AE001742	Camden Town Hall	Basement	EB24	Insulation residue to wall and trunking	Insulation/Coating	High Damage	Easily disturbed	2m²	Identified
117	AE001743	Camden Town Hall	Basement	EB24	Insulation debris to top of trunking under triple mf insulation	Insulation/Coating	High Damage	Easily disturbed	8m²	Identified
118	AE001744	Camden Town Hall	Basement	EB24	Insulation debris to trunking and wall	Insulation/Coating	High Damage	Easily disturbed	4m²	Identified
119	AE001745	Camden Town Hall	Basement	EB24	Insulation residue to pipework	Insulation/Coating	High Damage	Easily disturbed	2lm	Identified
120	AE001746	Camden Town Hall	Basement	EB24	Rope to fuse	Textiles	Low Damage	Easily disturbed	<1lm	Identified
122	AE001748	Camden Town Hall	Basement	EB24	Composite back board to fuses	Cement	Good Condition	Easily disturbed	<1m²	Identified
128	AE001750	Camden Town Hall	Basement	EB29 - Gas meter and store	Redundant gaskets	Reinforced Composite	Low Damage	Easily disturbed	1no.	Identified
129	AE001751	Camden Town Hall	Basement	EB29 - Gas meter and store	Gaskets to pipework	Reinforced Composite	Good Condition	Easily disturbed	?no.	Identified
135	AE001753	Camden Town Hall	Basement	EB83 - Circulation	Residue to hanger	Insulation/Coating	High Damage	Easily disturbed	<1m²	Identified
136	AE001754	Camden Town Hall	Basement	EB83 - Circulation	Residue to pipework and wall void	Insulation/Coating	High Damage	Easily disturbed	6lm	Identified
137	AE001755	Camden Town Hall	Basement	EB83 - Circulation	Residue to pipework and wall void	Insulation/Coating	Medium Damage	Easily disturbed	6lm	Identified
138	AE001756	Camden Town Hall	Basement	EB83 - Circulation	Dust and debris to high level box trunking	Insulation/Coating	High Damage	Easily disturbed	3lm	Identified
139	AE001757	Camden Town Hall	Basement	EB83 - Circulation	Dust and debris to low level trunking	Insulation/Coating	High Damage	Easily disturbed	3lm	Identified
140	AE001758	Camden Town Hall	Basement	EB17 - Mail room	Insulation residue to ducting and to ceiling voidwall	Insulation/Coating	High Damage	Easily disturbed	2m²	Identified
141	AE001759	Camden Town Hall	Basement	EB17 - Mail room	Insulation residue to ducting	Insulation/Coating	High Damage	Easily disturbed	6m²	Identified
142	AE001760	Camden Town Hall	Basement	EB17 - Mail room	Insulation residue to ducting	Insulation/Coating	High Damage	Easily disturbed	4m²	Identified

143	AE001761	Camden Town Hall	Basement	EB18 - Kitchen	Putty to redundant trunking	Reinforced Composite	Low Damage	Easily disturbed	1lm	Identified
144	AE001762	Camden Town Hall	Basement	EB18 - Kitchen	Insulation residue to trunking	Insulation/Coating	High Damage	Easily disturbed	2m²	Identified
145	AE001763	Camden Town Hall	Basement	Service duct	Dust and debris to high level trunking-2 positions	Insulation/Coating	High Damage	Easily disturbed	4m²	Identified
146	AE001764	Camden Town Hall	Basement	EB21 - Fan room	Dust to surfaces	Insulation/Coating	High Damage	Easily disturbed	12m²	Identified
147	AE001765	Camden Town Hall	Basement	EB21 - Fan room	Dust to surfaces	Insulation/Coating	High Damage	Easily disturbed	10m²	Identified
148	AE001766	Camden Town Hall	Basement	EB21 - Fan room	Dust to surfaces	Insulation/Coating	High Damage	Easily disturbed	10m²	Identified
149	AE001767	Camden Town Hall	Basement	EB21 - Fan room	Dust to surfaces	Insulation/Coating	High Damage	Easily disturbed	20m²	Identified
150	AE001768	Camden Town Hall	Basement	EB21 - Fan room	Dust to surfaces	Insulation/Coating	High Damage	Easily disturbed	12m²	Identified
151	AE001769	Camden Town Hall	Basement	EB21 - Fan room	Dust to surfaces	Insulation/Coating	High Damage	Easily disturbed	20m²	Identified
152	AE001770	Camden Town Hall	Basement	EB21 - Fan room	Dust to surfaces	Insulation/Coating	High Damage	Easily disturbed	20m²	Identified
154	AE001772	Camden Town Hall	Basement	EB21 - Fan room	Insulation residue to wall	Insulation/Coating	High Damage	Easily disturbed	12m²	Identified
155	AE001773	Camden Town Hall	Basement	EB21 - Fan room	Insulation residue to walls	Insulation/Coating	High Damage	Easily disturbed	10m²	Identified
156	AE001774	Camden Town Hall	Basement	EB21 - Fan room	Insulation residue to walls	Insulation/Coating	High Damage	Easily disturbed	20m²	Identified
160	AE001777	Camden Town Hall	Basement	EB9	Insulation to trunking and wall void	Insulation/Coating	Low Damage	Easily disturbed	2lm	Identified
162	AE001778	Camden Town Hall	Basement	EB14	Insulation residue to trunking and wall void	Insulation/Coating	High Damage	Easily disturbed	4lm	Identified
163	AE001779	Camden Town Hall	Basement	EB14	Insulation residue to trunking	Insulation/Coating	High Damage	Easily disturbed	<1m²	Identified
164	AE001780	Camden Town Hall	Basement	EB14	Insulation residue to trunking and wall void	Insulation/Coating	High Damage	Easily disturbed	4lm	Identified
165	AE001781	Camden Town Hall	Basement	EB14	Insulation residue to pipework	Insulation/Coating	High Damage	Easily disturbed	<1lm	Identified
166	AE001783	Camden Town Hall	Basement	EB03	Cement panels to ceiling	Cement	Good Condition	Easily disturbed	20m²	Identified
168	AE001785	Camden Town Hall	Basement	EB02 - Female WC	Insulation residue to trunking and wall void	Insulation/Coating	High Damage	Easily disturbed	2lm	Identified
169	AE001786	Camden Town Hall	Basement	EB02 - Female WC	Insulation residue to trunking and wall void	Insulation/Coating	High Damage	Easily disturbed	2lm	Identified
170	AE001787	Camden Town Hall	Basement	EB02 - Female WC	Insulation residue to trunking and wall	Insulation/Coating	High Damage	Easily disturbed	2lm	Identified
173	AE001790	Camden Town Hall	Basement	EB04 - Office	Insulation residue to trunking and wall void	Insulation/Coating	High Damage	Easily disturbed	<1lm	Identified
174	AE001791	Camden Town Hall	Basement	EB04 - Office	Insulation residue to trunking	Insulation/Coating	High Damage	Easily disturbed	<1m²	Identified
177	AE001793	Camden Town Hall	Basement	EB37 - Male WC	Insulation residue to pipework wall void	Insulation/Coating	High Damage	Easily disturbed	<1m²	Identified
178	AE001794	Camden Town Hall	Basement	EB37 - Male WC	Insulation residue to pipework	Insulation/Coating	High Damage	Easily disturbed	8lm	Identified
179	AE001795	Camden Town Hall	Basement	EB37 - Male WC	Insulation residue to pipework wall void	Insulation/Coating	High Damage	Easily disturbed	<1m²	Identified
182	AE001797	Camden Town Hall	Basement	EB13 - Store	Insulation residue to trunking and wall void	Insulation/Coating	High Damage	Easily disturbed	4lm	Identified
183	AE001798	Camden Town Hall	Basement	EB13 - Store	Insulation debris under triple mf insulation to trunking	Insulation/Coating	High Damage	Easily disturbed	<1m²	Identified

Inspection no:	Sample no:	Building / Block	Floor level	Area	Location	Material description	Condition	Accessibility	Approx quantity	Identification
14	Inaccessible (Presumed)	Camden Town Hall	Ground Floor	Electrical cupboard	Inaccessible					Conduct Further Investigations Prior to Disturbance
23	AE001994	Camden Town Hall	Ground Floor	EG31 - Office	Dust/debris within cable trays to floor	Insulation/Coating	High Damage	Easily disturbed	3lm	Identified
62	Presumed	Camden Town Hall	Ground Floor	EG02 - Entrance lobby to grand hall	2 No. warm air heaters	Insulating Board	Good Condition	Usually inaccessible or unlikely to be disturbed	2no.	Presumed
69	AE002011	Camden Town Hall	Ground Floor	EG24 - Kitchen	Rope gaskets to air conditioning unit	Textiles	Good Condition	Easily disturbed	10lm	Identified
70	AE002012	Camden Town Hall	Ground Floor	EG24 - Kitchen	Flash guards within live electrical box	Textiles	Good Condition	Easily disturbed	8no.	Identified
73	BS007687	Camden Town Hall	Ground Floor	EG07 - Grand hall	Paper lining to electrical switch in dumb waiter	Paper	Low Damage	Easily disturbed	<1m²	Identified
79	Presumed	Camden Town Hall	Ground Floor	Lift motor room to dumb waiter	Brake shoes to lift motor	Reinforced Composite	Good Condition	Usually inaccessible or unlikely to be disturbed	2no.	Presumed
82	BS007689	Camden Town Hall	Ground Floor	EG30 - Office	Expansion gasket within ceiling void	Textiles	Good Condition	Easily disturbed	2lm	Identified

Inspection no:	Sample no:	Building / Block	Floor level	Area	Location	Material description	Condition	Accessibility	Approx quantity	Identification
4	AE001917	Camden Town Hall	Mezzanine	EM05 - Mezzanine seating	Dust/debris within high level air handling vent	Insulation/Coating	High Damage	Easily disturbed	<1m²	Identified
5	AE001918	Camden Town Hall	Mezzanine	EM05 - Mezzanine seating	Dust/debris within high level air handling vent	Insulation/Coating	High Damage	Easily disturbed	<1m²	Identified
6	AE001919	Camden Town Hall	Mezzanine	EM05 - Mezzanine seating	Dust/debris within high level air handling vent	Insulation/Coating	High Damage	Easily disturbed	<1m²	Identified
11	AE001923	Camden Town Hall	Mezzanine	EM10 - Mezzanine seating	Dust/debris within high level air handling vent	Insulation/Coating	High Damage	Easily disturbed	<1m²	Identified
12	AE001924	Camden Town Hall	Mezzanine	EM10 - Mezzanine seating	Dust/debris within high level air handling vent	Insulation/Coating	High Damage	Easily disturbed	<1m²	Identified
13	AE001925	Camden Town Hall	Mezzanine	EM10 - Mezzanine seating	Dust/debris within high level air handling vent	Insulation/Coating	High Damage	Easily disturbed	<1m²	Identified
24	AE001927	Camden Town Hall	1st Floor	E1.61 - Members room	Rope within wall void to dividing wall E1.62	Textiles	Low Damage	Easily disturbed	<1lm	Identified
25	AE001928	Camden Town Hall	1st Floor	E1.62 - Members room	Insulation to pipework within wall void	Insulation/Coating	High Damage	Easily disturbed	<1lm	Identified
26	AE001929	Camden Town Hall	1st Floor	E1.62 - Members room	Dust/debris within wall void	Insulation/Coating	High Damage	Easily disturbed	<1m²	Identified
40	Presumed	Camden Town Hall	1st Floor	E1.51 Circulation - Electric Cupboard	ACMs within live electrical box	Textiles	Good Condition	Usually inaccessible or unlikely to be disturbed	1no.	Presumed
69	AE001950	Camden Town Hall	1st Floor	E1.04 - Gallery	Insulating board ceiling	Insulating Board	Good Condition	Easily disturbed	70m²	Identified
71	AE001952	Camden Town Hall	1st Floor	E1.04 - Gallery Store	Insulating board ceiling	Insulating Board	High Damage	Easily disturbed	10m²	Identified
73	AE001954	Camden Town Hall	1st Floor	E1.04 - Gallery Store	Insulating board debris to floor	Insulating Board	High Damage	Easily disturbed	<1m²	Identified
75	AE001955	Camden Town Hall	1st Floor	E1.01 - Female WC	Toilet cistern	Reinforced Composite	Good Condition	Easily disturbed	1no.	Identified
92	BS007712	Camden Town Hall	1st Floor	E1.33 - Kitchen	Floor tile and bitumen adhesive	Vinyl tile/bitumen adhesive	High Damage	Easily disturbed	1m²	Identified

Inspection no:	Sample no:	Building / Block	Floor level	Area	Location	Material description	Condition	Accessibility	Approx quantity	Identification
37	AE001889	Camden Town Hall	2nd Floor	Understairs cupboard	Cement flash guards to electrical box	Cement	Good Condition	Easily disturbed	3no.	Identified

Inspection no:	Sample no:	Building / Block	Floor level	Area	Location	Material description	Condition	Accessibility	Approx quantity	Identificatior
5	AE001573	Camden Town Hall	4th Floor	Loft void above staircases F and G	Gaskets to pipe flanges	Reinforced Composite	Good Condition	Easily disturbed	4no.	Identified
6	AE001574	Camden Town Hall	4th Floor	Loft void above staircases F and G	Rope braiding to electrical unit	Textiles	Low Damage	Easily disturbed	<1lm	Identified
7	AE001575	Camden Town Hall	4th Floor	Loft void above staircases F and G	Mastic to trunking	Reinforced Composite	Low Damage	Easily disturbed	<1lm	Identified
15	AE001583	Camden Town Hall	4th Floor	Loft void above staircases D and E	Gaskets to pipe flanges	Reinforced Composite	Good Condition	Easily disturbed	6no.	Identified
23	AE001588	Camden Town Hall	3rd Floor	E3.49 - Circulation	Vinyl floor tiles	Thermoplastic tile	Low Damage	Easily disturbed	1m²	Identified
50	AE001623	Camden Town Hall	3rd Floor	E3.11 - Fan motor room	Cement shields to electrical boxes	Cement	Good Condition	Easily disturbed	4no.	Identified
66	AE001638	Camden Town Hall	3rd Floor	E3.27 - Atrium	Flash guard to fuse holder	Textiles	Low Damage	Easily disturbed	1no.	Identified
67	AE001639	Camden Town Hall	3rd Floor	E3.27 - Atrium	Flash guard to fuse	Textiles	Low Damage	Easily disturbed	1no.	Identified
68	AE001640	Camden Town Hall	3rd Floor	E3.27 - Atrium	Rope to 2 no electrical boxes	Textiles	Low Damage	Easily disturbed	<1lm	Identified
85	BS007550	Camden Town Hall	3rd Floor	E3.11 - Fan motor room	Dust to top of boiler	Dust/Debris	High Damage	Easily disturbed	<1m²	Identified
86	BS007551	Camden Town Hall	3rd Floor	E3.11 - Fan motor room	Dust to low level pipework	Dust/Debris	High Damage	Easily disturbed	<1m²	Identified
95	BS007560	Camden Town Hall	3rd Floor	E3.11 - Fan motor room	Dust to doorway ledge	Dust/Debris	High Damage	Easily disturbed	<1m²	Identified
96	BS007561	Camden Town Hall	3rd Floor	E3.11 - Fan motor room	Dust within LH3 metal box ducting	Dust/Debris	High Damage	Easily disturbed	<1m²	Identified
97	BS007562	Camden Town Hall	3rd Floor	E3.11 - Fan motor room	Dust within middle metal box ducting	Dust/Debris	High Damage	Easily disturbed	<1m²	Identified
98	BS007563	Camden Town Hall	3rd Floor	E3.11 - Fan motor room	Dust within RH3 metal box ducting	Dust/Debris	High Damage	Easily disturbed	<1m²	Identified
99	BS007564	Camden Town Hall	3rd Floor	E3.11 - Fan motor room	Dust within cylindrical ducting	Dust/Debris	High Damage	Easily disturbed	<1m²	Identified