

Construction Management Plan

pro forma v2.1

42 Phoenix Road, London NW1 1TA –
covering the demolition phase only

Application Ref: 2015/6383/P

Consent granted on Appeal: Appeal
Decision APP/X5210/W/17/3170405

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
20/04/20	Original	Geoff Barlex – Squibb Group Ltd
01/06/20	Update	Geoff Barlex – Squibb Group Ltd
17/07/20	Update	Geoff barlex – squibb Group Ltd

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

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

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

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

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

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

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

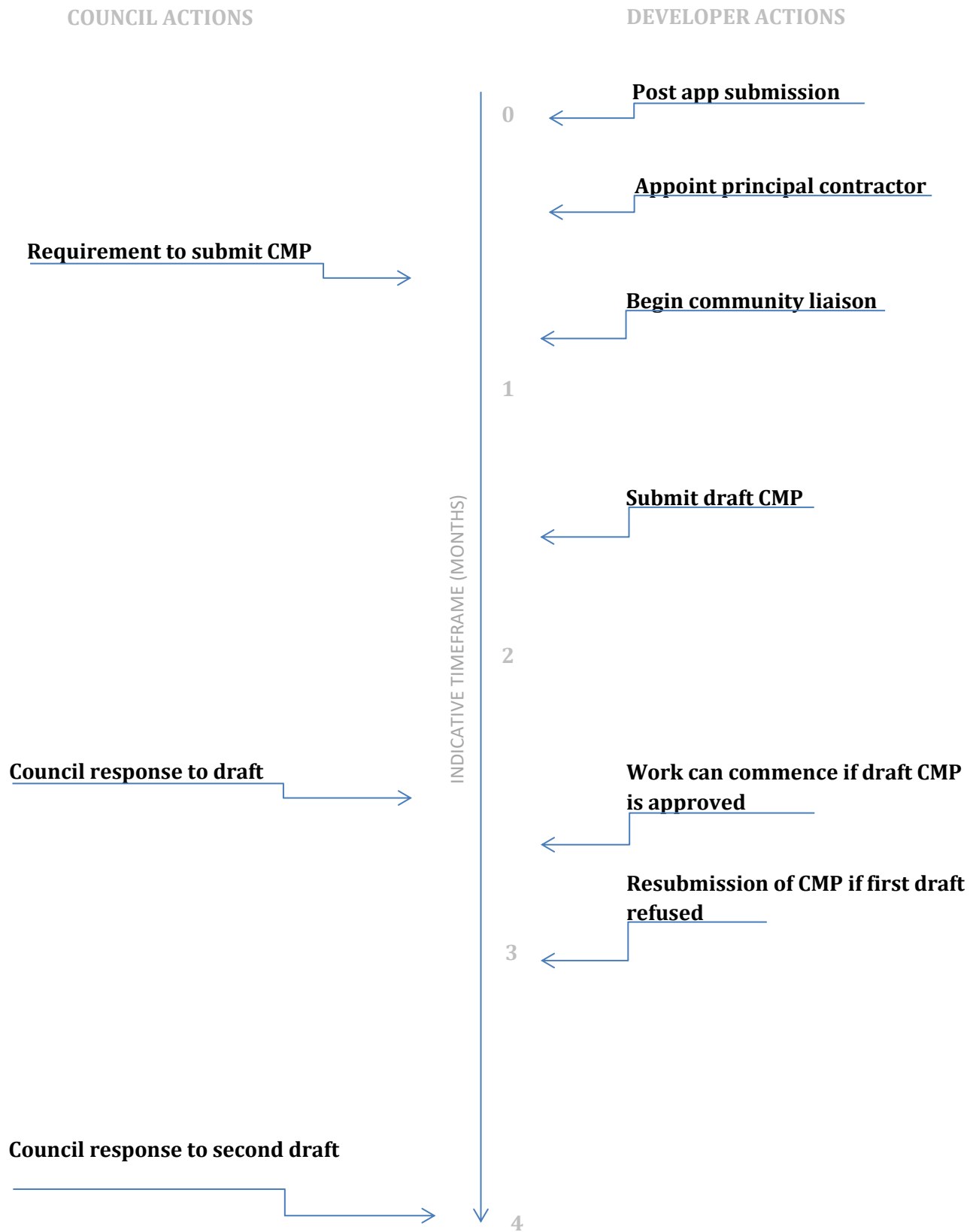
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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

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

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

Revisions to this document may take place periodically.

Timeframe



Contact

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

Address: 42 Phoenix Road, London NW1 1TA

Planning ref: 2015/6383/P

Consent granted on Appeal: Appeal Decision APP/X5210/W/17/3170405

Type of CMP - Section 106 planning obligation – Obligation 4.12.1 of the Section 106 agreement requires a draft Demolition Management Plan to be submitted prior to the Demolition Implementation Date.

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

Name: Duncan Pittaway - Findlay Estate Co Ltd

Address: Lower Grove House, Highbridge Road, Bristol BS41 8JT

Email: duncan@pittaway.net

Phone: 07855 329751

&

Name: Geoff Barlex – Squibb Group Ltd

Address: Squibb Group Limited, K T House, Stanford Industrial Estate, Wharf Road, Stanford Le Hope, Essex SS17 0EH

Email: geoffb@squibbgroup.co.uk

Phone: +44 (0) 208 594 7143 or 07736 018442

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.

Details for the day to day contact on site:

Demolition Contact

Name: Geoff Barlex – Squibb Group Ltd.

Address: Squibb Group Limited, K T House, Stanford Industrial Estate, Wharf Road, Stanford Le Hope, Essex SS17 0EH

Email: geoffb@squibbgroup.co.uk

Phone: +44 (0) 208 594 7143 or 07736 018442

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: **As above**

Address:

Email:

Phone:

5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: Paul Hamilton (Commercial Director)

Address: Squibb Group Limited, K T House, Stanford Industrial Estate, Wharf Road, Stanford Le Hope, Essex SS17 0EH

Email: paulhamilton@squibbgroup.co.uk

Phone: +44 (0) 208 594 7143 or 07736 018445

Site

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

The proposed development site is located within the London Borough of Camden on the corner of Phoenix Road and Chalton Road



The site is currently unoccupied

The existing site is served by one vehicular access point from Phoenix Road. No vehicular access is possible on site. Access on to site is via foot only. All waste removal is proposed to be undertaken by using scaffold gantry on first floor that oversails pavement onto Phoenix Road subject to License agreement.

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

The works consist of demolishing a three storey brick and concrete structure with flat felt roof, basement and walled courtyard down to basement slab. Basement slab will be cored drill to eliviate water retention. The concrete stair core located in the south west corner of site will remain untouched as this will form provide support for the adjoining property.

The site will have scaffold protection erected, a scaffold gantry will be required to remove waste materials from site via the first floor, this will be loaded onto waiting vehicles in Phoenix Road.



The main challenges are as follows:

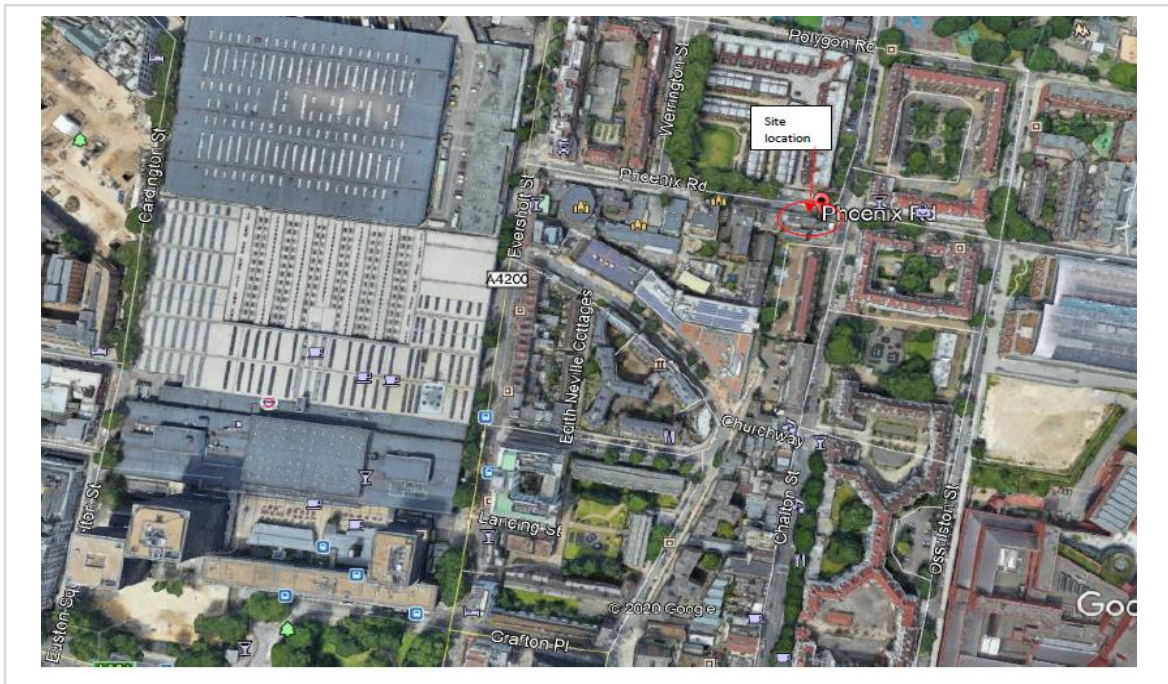
1. Located next to school and residential dwelling Chalton House.
2. Live alleyway running from Phoenix Road to Churchway.
3. No vehicle access to site, therefore all waste materials have to be removed via scaffold gantry onto Phoenix Road.
4. See appendix A – scaffold gantry proposal

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

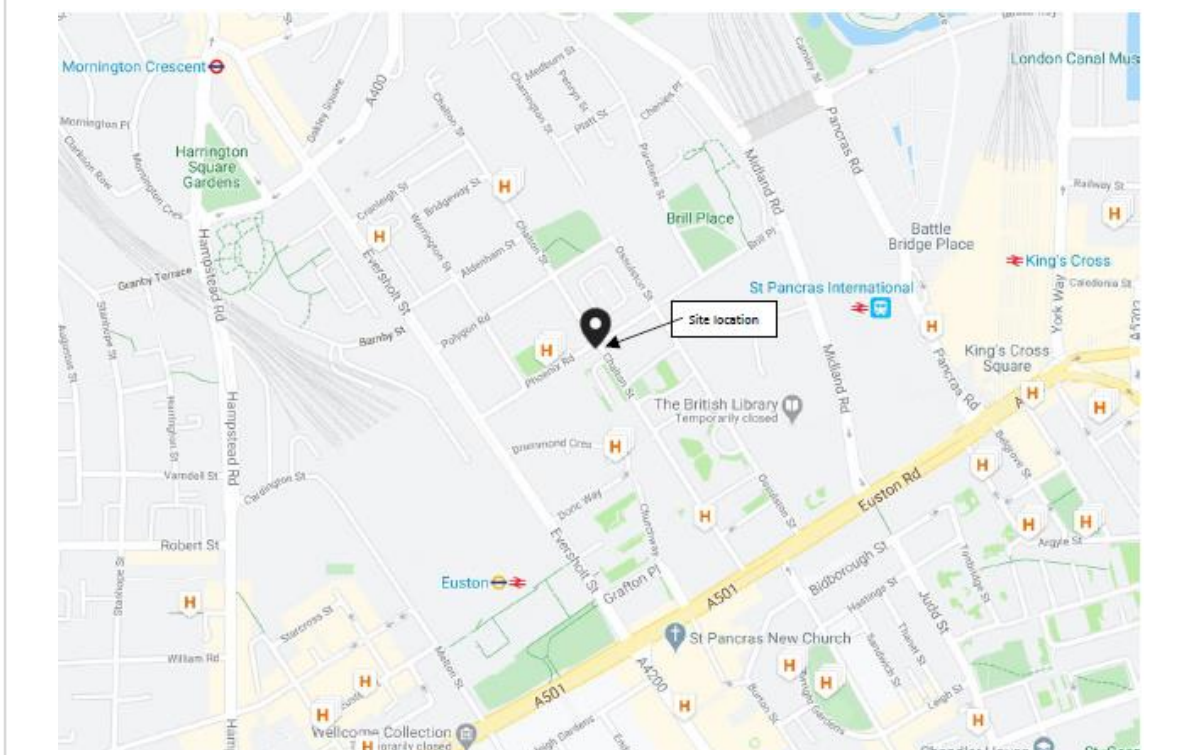
The Nearest potential receptors (dwelling, business,etc.)likely to be affected are;

- The residents dwelling in Chalton House, Chamberlain House and Oakshott Court.
- Maria Fidelis Catholic School FCJ teachers and pupils
- Local businesses in Chalton Street

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.



Strategic Highway Network



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 Demolition works are planned to start as follows

Key Programme Dates:

Phase 1 –Demolition: 22nd June 2020

Phase 2 – Substructure: TBC

Phase 3 – Superstructure: TBC

The overall development programme is scheduled to be carried out between 22nd June 2020 and TBC.

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

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

We confirm that the Demolition work will be carried out during the ‘standard’ hours defined in LB Camden’s CMP Pro-forma document, i.e;

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

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

Electric – incoming supply to remain within section of building left untouched / protected.

Gas – Incoming supply will be disconnected at site boundary by Service provider.

Water – incoming supply to remain, needed for dust suppression in demolition phase.

Community Liaison

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

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

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

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

The Council can advise on this if necessary.

13. Consultation

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

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

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

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

The consultation process for this scheme meets the requirements of the council's Statement of Community Involvement, and other consultation guidelines. Specifically, we have consulted / communicated with:

- Local school (Maria Fedellis School) and residents in Chalton House
- Somers Town Neighbourhood Forum
- Local Councillor Roger Robinson and Paul Tomlinson
- The Ossulton Estate represented by Tenants and Residents Association
- Oakshott Court represented by Tenants and Residents Association
- The Walker House TRA
- Construction working group has been established from representatives of the local community. Full list available on request.

The communication will continue 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.

As part of the consultation with the above stakeholders, information pertaining to the Demolition works have been issued for their review and comment.

In accordance with the requirement as set out in the LB Camden's CMP Pro-forma document for projects involving any demolition, a separate Demolition Notice has been issued to the LB Camden with details of the planned demolition works.

Formalised communication via newsletter with contact numbers. This will be given to all neighbours.

Squibb Group Limited

Newsletter 1

TBA

REF: 42 Phoenix Road, London NW1 1TA - Proposed Structural Demolition Planning Consent received 2017

Dear Resident,

We have been appointed as the Main Contractor to undertake the demolition of 42 Phoenix Road, London NW1 1TA, (located on the corner of Chalton Street and Phoenix Road). We plan to commence the enabling works in Mid-June 2020. Structural Works will then commence in early July and hopefully be completed in September 2020, these are anticipated to take 12 weeks.

There will be a maximum of 6 vehicle movements in and out of site per day during peak times in August and these will remove resulting debris / bring supplies.

Squibb Group Limited are required to protect nearby residents and commercial occupiers from noise, dust and other environmental effects, and will take every reasonable action to meet this requirement. We apologise in advance for any inconvenience that we may cause during the period of our works.

The site will be monitored in this respect to ensure target levels are not breached.

The Novel Coronavirus COVID-19

With the restrictions placed on us due to the current pandemic, every effort will be made to make the demolition process as painless as possible on local residents.

Squibb Group Limited will comply with the Construction Leadership Council's standard operating procedures which in turn comply with Public Health England and Government guidelines and rules, in particular the 2-metre physical social distancing.

We will re-issue a programme of our works on a 2 weekly basis to keep all our neighbours informed of the forthcoming activities and site progress.

The senior site supervisor for the contract will be confirmed when operations commence who will answer any complaints.; Our visiting contracts manager Geoff Barlex 07736018442 will be available to answer if site manager not available during normal site hours. If at any time any problems may occur out of hours you can call our 24-hour Liaison Manager, Mr Paul Blanks on (07973 460 849).

W. SQUIBB (MIDE)

OPERATIONS DIRECTOR

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.

Prior to commencement a newsletter will be issued to all neighbours. Neighbours will have been informed of the project commencing and contact numbers established and an opening newsletter issued. This will be additionally displayed in 2 locations on the perimeter hoarding. The newsletter will be updated two weeks and communicated as above. All contact details will be clearly highlighted in the case of complaint. Geoff Barlex will act as the neighbourhood liaison officer/ first point of contact, during normal working hours. Out of hours contact Paul Blanks – 07973 460849.

Construction working group has been established from representatives of the local community. Full list available on request.

Full minutes from planned meetings will be circulated to agreed distribution list.

15. Schemes

Please provide details of any schemes such as the ‘Considerate Constructors Scheme’, such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the “[Guide for Contractors Working in Camden](#)” also referred to as “[Camden’s Considerate Contractors Manual](#)”.

Squibb Group shall comply with the “Guide for Contractors Working in Camden” and a copy will be kept on site. Squibb Group will also register the project with the Considerate Constructors Scheme and the CLOCS scheme. All Squibb vehicles are FORS Silver accredited and CLOCS registered.

Plant will also be registered onto Non-Road Mobile Machinery (NRMM). Registration completed 9/7.20

16. Neighbouring sites

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

Squibb group will liaise with existing construction operations within the vicinity to avert any interface issues regarding logistics and traffic management, and a view to minimising the cumulative impacts of the demolition activities being undertaken Concurrently

Transport

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

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

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

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

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


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

CLOCS Considerations

17. Name of Principal contractor:

Squibb Group Limited, K T House, Stanford Industrial Park, Wharf Road, Stanford Le Hope, Essex SS17 0EH


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](#)).



SQUIBB GROUP

Control of Transport (Navman)

A 20 mph cloud will be installed over the Traffic Route. If any of our vehicles attempt to travel over 20mph within zone our Transport Manager will be automatically notified via e-mail by our real time transport management system.



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

Squibb Group Limited are FORS Silver accredited and abide to the CLOCS Standard.

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 we will abide to the CLOCS Standard.



FORS -Silver



The image shows a certificate template for the FORS Silver level. It features a blue header with the FORS Silver logo and the text 'FORS FLEET OPERATOR RECOGNITION SCHEME'. The main content area is white with a grey ribbon on the right side. The text on the certificate reads: 'FORS Silver', 'Squibb Group Ltd (Stanford Le Hope)', 'has been assessed and has met the Silver level requirements of the Fleet Operator Recognition Scheme (FORS).', 'Single Operating Centre Accreditation applies to the following location only: SS17 0EH', 'This certificate is valid from 04/09/2019 to 03/09/2020 and remains valid as long as FORS requirements continue to be maintained.', a signature of Kevin Richardson, 'Kevin Richardson on behalf of the Fleet Operator Recognition Scheme', and 'FORS ID : 003305'. The page number 'Page 1 of 2' is at the bottom left.

FORS Silver

Squibb Group Ltd (Stanford Le Hope)

has been assessed and has met the Silver level requirements of the Fleet Operator Recognition Scheme (FORS).

Single Operating Centre Accreditation applies to the following location only: SS17 0EH


This certificate is valid from 04/09/2019 to 03/09/2020 and remains valid as long as FORS requirements continue to be maintained.

Kevin Richardson

Kevin Richardson
on behalf of the Fleet Operator Recognition Scheme

FORS ID : 003305

Page 1 of 2



FORS
FLEET OPERATOR
RECOGNITION SCHEME

FORS Silver

Scope of accreditation for:

Squibb Group Ltd (Stanford Le Hope)

Valid from 04/09/2019 to 03/09/2020

Total number of vehicles	21
Heavy goods vehicles (HGVs)	21
Wheeled plant	0
Passenger carrying vehicles (PCVs)	0
Vans	0
Cars	0
Powered two-wheeler (P2Ws)	0

Total number of operating centres 1

Operating centre postcodes

SS17 0EH

FORS ID : 003305

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CLOCS Champion Member

Squibb Group Ltd

awarded for your commitment to ensuring
the safest construction vehicle journeys

Signed:

A handwritten signature in black ink that reads "Derek Rees".

Derek Rees - CLOCS Project Director

Membership valid until: **November 2020**



Construction
Logistics and
Community Safety

www.clocs.org.uk

Site Traffic

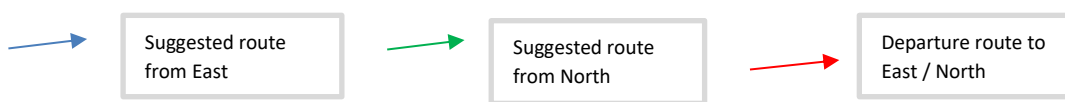
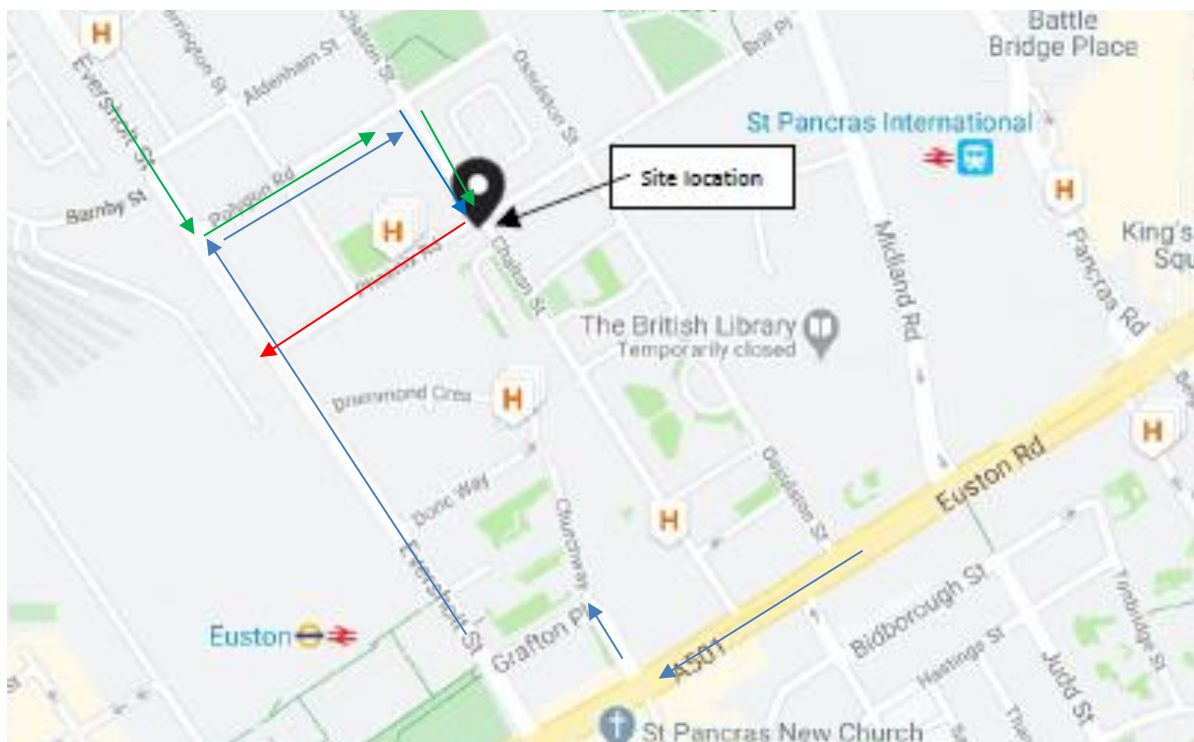
Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

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

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

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

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



Highway Network

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

All transport movements for waste removal are in-house controlled. Deliveries will be scheduled and pre-booked to minimise the coinciding of vehicle arrivals / departures. A site manager should be responsible for co-ordinating deliveries and preparing a suitable programme detailing arrival times, route, type of vehicle and loading / unloading times required.

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.

The typical size of the vehicles removing the waste will be ridged 23 ton fixed body vehicles . The frequency of vehicles removing waste will be 2x movements between the hours of 9.30am & 12.30 pm, 2x movements between 1.30pm & 4.30pm. further deliveries will be pre-planned, no more than two vehicle movements will happen within a 60 minute period. It is estimated that each vehicle will spend no more than a 30 minute period on site

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

Not aware of any major developments within close proximity of site.

Maria Fedelis School – pupils arrive between 8.30-9.00hrs and depart between 15.30-17.50 hrs.

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.

Deliveries should be scheduled and pre-booked to minimise the coinciding of vehicle arrivals / departures. A site manager should be responsible for co-ordinating deliveries and preparing a suitable programme detailing arrival times, route, type of vehicle and loading / unloading times required.

Traffic Marshalls should be used to ensure vehicle movements are undertaken safely to and from the site, with arrival / departure times programmes to reduce any potential impact on the operation of the local highway network.

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.

All vehicles are in-house operated. Vehicle movements will be preplanned between the site Manager and in-house transport manager. Any delays onsite will be automatically reported to the transport manager to divert any vehicle on-route to site to an alternate project.

No Vehicles will be allowed to queue on any roads within Somers Town.

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).

All waste will be segregated into its own waste streams reducing the amount of waste removals, which in turn will reduce vehicle movements.

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

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

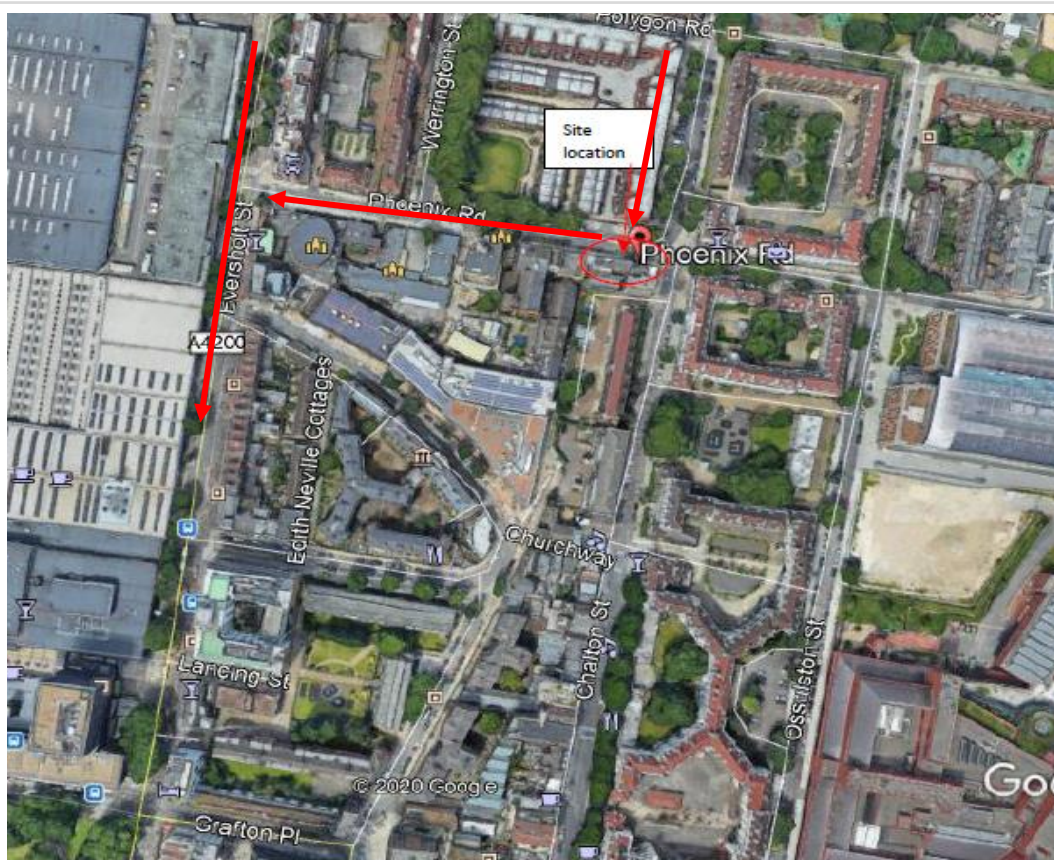
a. Please detail the proposed access and egress routes to and from the site

The site has no vehicular access. It is proposed to load all materials from scaffold loading gantry from first floor of building over pavement area in Phoenix Road. Loaded vehicles will then follow the road onto junction with Polygon Road and then turn left onto Evershoh Street leading to A501. It is anticipated that this route in and out of the site will be maintained for the Demolition Phase. The Phases that follow after the demolition phase are expected to use the same routes.

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

Traffic Marshalls will be used to ensure vehicle movements are undertaken safely to and from the site, with the arrival / departure times programmed to reduce any potential impact on the operation of the local highway network, particularly during peak times.

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).



Access to site will be via Polygon Road off A4200 Evershoh Street from A501, egress will be via Phoenix Road turn left onto Eversholt Street leading to A501.

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.

As set out in the CMP approved as part of the planning permission, the following measures will be implemented:

- As vehicles have no access to site, vehicles will remain on highway at all times, wheel cleaning will not be required.
- Road sweepers will be used if highways become dusty from loading out operations. Loading area will be swept after each loading out operation.

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.

No vehicular access to site. A site manager will be responsible for co-ordinating deliveries and preparing suitable programme detailing arrival times, type of vehicle and loading / unloading times required. It is proposed that All vehicle will be loaded using scaffold gantry, located in Phoenix Road. All vehicle movements will be controlled by Traffic Marshalls.

Contractor to confirm location of bins and plant during demolition phase.

Highway interventions

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

24. Parking bay suspensions and temporary traffic orders

Please note, parking bay suspensions should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, requirement of

exclusive access to a bay for longer than 6 months you will be required to obtain [Temporary Traffic Order \(TTO\)](#) for which there is a separate cost.

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

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

Phoenix Road is a two-way road that that measures approximately 10.4 metres in width at its widest point in front of proposed loading gantry and 7.62M in width at its narrowest point.

Single yellow lines on both sides of the carriageway for the majority of the length of the site. We do not anticipate the need for any parking bay suspensions. Application for scaffold gantry license will be made prior to CMP sign off.

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).

Scaffold gantry is required to remove all waste materials from site as no vehicular site access / egress available. Refer to page 7 for location reference drawing.

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

All appropriate safety signage will be position in and around site informing of the procedures on entering site. Warning signs will be positioned on the site boundary fenceline.

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).

None Required

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.

Traffic Marshalls will be used to ensure vehicle movements are undertaken safely to and from the site, with the arrival / departure times programmed to reduce any potential impact on the operation of the local highway network and to ensure pedestrian and cyclist safety is maintained, particularly during peak times. Scaffolding will be erected over alleyway, to protect pedestrians from dust, etc. A protected scaffold tunnel under gantry with lighting will be installed to protect pedestrians.

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.

Scaffold loading gantry will overhang the public highway onto Phoenix Road and over hang alleyway that runs under building. Full drawings and Calculations for scaffold protection and gantry, will be issued once license approved

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.

Demolition method to be confirmed by the appointed contractor. It is anticipated that noisy works will only be carried out during the following standard hours:

- Monday to Friday: 0800 to 1800
- Saturday: 0800 to 1300

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

A detailed environmental noise survey, was carried out by Ramboll UK on October 2015. Copy of Report attached at Appendix 1.

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

Noise Levels

The target noise level for the demolitions at the receptor points is 75 DbLAeq over the 2-hour noisy period. All efforts via best practical means to beat this level will be made.

All plant will meet the European stage 111B emission criteria – as all plant to be used on this site will not be older than 2007; manufacturers had to comply with European Legislation which prevented anything being constructed that did not comply with Stage 111B from this date. All serial numbers and manufacturer's information will be held on site to demonstrate compliance.

Vibration Levels

For residential buildings, the standard states that for cosmetic damage (cracking in plaster work etc.) to occur, a peak particle velocity of some 15 mm/s is necessary at a vibration frequency of 4 Hz; this rises to 20 mm/sec at 15 Hz, and thereafter the limit rises to 50 mm/s at 40 Hz and above. The ANC's document "Measurement and Assessment of Groundborne Noise and Vibration" states that these limits apply to the maximum of the vibration levels in the three mutually perpendicular axes and that minor structural damage can occur at levels around twice the above limits and major damage can occur at levels around four times the above limits.

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.

The mitigation measures recommended be used to reduce and limit noise and vibration disturbance, as set out in the CMP approved as part of the planning permission are as follows:

Noise

- Where possible, 'silenced' plant and equipment to be used;
- Non percussive attachments will be used where possible to reduce noise levels.
- Where machines are standing for a significant period of times, engines will be switched off;
- Acoustic enclosures to be fitted where possible
- All plant will be properly maintained
- Where the above is not possible (for thicker sections of structure, ground floor slab and footings); impact hammers will be used (there use will be minimised and be in accordance with voluntary noisy working hours protocol of 8-10am; 12-2pm and 4-6pm) and includes the use of percussive impact breakers.

Vibration

- The contractor would control vibration levels using Best Practicable Means to reduce vibration at source; and
- Where necessary, consideration would be given to the implementation of specific mitigation measures to control vibration.

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

Works will be executed in accordance with BS6187: 2011 Code of Practice for demolition works and The Construction (Design & Management) Regulation Act 2015

Squibb's will work in accordance with the British Standard 5228:2009 Part 2, this provides guidelines on the acceptable vibration levels during the demolition. The guidance in the British Standards gives a vibration limit of 15mm/s above which cosmetic damage to neighbouring buildings may occur; the demolition works will be carried out in such a manner as to ensure that this limit is not exceeded.

Dampening mechanisms will be attached to all mechanical plant as a minimum and regular break will be undertaken. Assessments will be undertaken before work commences

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

As set out in the CMP, approved with the planning permission, the following measures are suggested:

- All spoil will be stockpiled within existing building.
- All vehicles transporting material prone to create dust will be required to use tarpaulins
- Fine water spray from hoses will be used to control dust where necessary when loading out and at all times when undertaking demolition works.
- Scaffolding shrouded in Fire retardant monarflex will be erected to protect third parties from dust and debris deposits.
- Hoardings will be erected around the entire perimeter of the site to minimise the spread of dust and other debris at lower level.
- Inspection of local highways and site boundaries to check for dust and debris deposits (and removal if necessary by road sweepers).

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.

As set out in the CMP, approved with the planning permission, the following measures are suggested:

- All spoil will be stockpiled within existing building.
- All vehicles transporting material prone to create dust will be required to use tarpaulins
- Fine water spray from hoses will be used to control dust where necessary when loading out and at all times when undertaking demolition works.
- Scaffolding shrouded in Fire retardant monarflex will be erected to protect third parties from dust and debris deposits.
- Hoardings will be erected around the entire perimeter of the site to minimise the spread of dust and other debris at lower level.
- Inspection of local highways and site boundaries to check for dust and debris deposits (and removal if necessary by road sweepers).

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

Noise / Vibration / Dust Quality Management

All noise, vibration and dust levels are to be adequately controlled, ensuring works are undertaken within the agreed limits and any breach of these levels will result in work methodology being reviewed, details and actions noted.

BS5228-1:2009+A1:2014 - & BS5228-2:2009+A1:2014 – Code of Practice for Noise and Vibration Control on Construction and Open sites – Part 1 & 2 provides guidelines for basic methods of noise and vibration control relating to construction sites where work activities could generate significant noise and vibration levels. Control levels, along with trigger and alerts, will be agreed prior to works commencing. Reporting protocols will also be agreed between all parties.

It is proposed that monitoring stations be established in agreed locations, hand held monitoring equipment will be used as detailed below for localised noise and vibration levels.

Hand Held Noise Equipment

For localised noisy works, a hand held noise monitor will be used to obtain immediate readings, the Maplin Mini Sound Level Meter is a hand held meter that has a level range from low 30 to 100dB and high 60 to 130dB (full specification available).

Hand Held Vibration Equipment

Vibration is mainly restricted to ground works only as we will not be using percussion attachments during the building demolition, the vibration will be managed initially by creating trenches between our site and any adjoining building, to stop any vibration

travelling across the ground for localised monitoring, we will use a hand held iVIB*E*ismic vibration monitor to check vibration levels. The monitoring protocol will be as listed below

Air Quality Management

Any emissions of nuisance dust and fine particulates emissions are to be adequately controlled and kept within acceptable limits.

Therefore having a potential impact on the local environment, the air quality relating to nuisance dusts and airborne particulates from the demolition works and operating plant will be continuously monitored for the duration of the project using hand held monitors working to an agreed protocol.

Hand Held Dust Monitors

Dust Mate is a hand-held detector ideal for short term sampling and highly effective for monitoring air quality. It measures TSP, PM10, PM2.5 and PM1 simultaneously. (full specification available)

The monitoring will measure:

- Dust emissions from the ongoing demolition processes
- Vehicle exhaust emissions from the operational demolition plant
- Exhaust emissions from vehicles accessing and egressing the site

Air Quality Control Measures

To ensure the previously described impacts are minimised the following control measures will be implemented during the demolition project:

- Those demolition work areas generating dust will be liberally damped down using hoses and possibly dust busters
- All demolition debris prior to being loaded on to waste lorries will be damped down by the controlled use of fine water sprays
- All demolition waste lorries will be sheeted over prior to leaving site
- All site plant and waste collection lorries engines will be maintained in a fully serviced condition to ensure there are no smoke emitting exhaust pipes
- To minimise the emission of exhaust particulates all site plant will be post 2007.
- The movement of all commercial vehicles particularly waste lorries to and from the site will be pre planned to prevent unnecessary vehicle movements
- All contained refrigerant gases or other hazardous substances having an adverse impact will be removed by a specialist licensed sub-contractor for disposal in accordance with the hazardous waste regulations, at no time will venting to atmosphere of such materials be allowed
- At no time will substances or chemicals be used on site which are likely to produce offensive odours
- At no time will the burning of any demolition materials be allowed on site

The monitoring protocol will be as follows

- Responsible for monitoring – Site Manager
- Readings will be undertaken as required
- Observations will be logged as follows
 - Weather condition
 - Time, location of observation
 - State of site
 - Condition of surrounding areas
 - Works being undertaken at time
 - Any actions required
 - Actions taken
- All site staff will be briefed on protocol
- If levels continue to rise after preventative measures implemented then method of works, monitoring to be reviewed and amended if deemed necessary.

Review of works if excessive levels continue to rise, options available

- Modify existing methodology
- Relocating specific site activities if possible
- Cessation of works

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.

Baseline dust particle assessment will be undertaken prior to works commencing on site, copy will be available on site for reference.. A Risk Assessment compliant to The Control of Dust and Emissions During Demolition and Construction 2104 (SPG) will be issued and any mitigation measures will be implemented as works progress. Please refer to point 35. For dust monitoring protocol.

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](#).

All measures have been addressed.

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

and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

Site has been assessed as medium risk, two real time monitors will be installed as required.

39. Please provide details about how rodents, including [rats](#), will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

Drains will be blocked at site boundary.

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

An asbestos survey was carried out on the building 24th March 2020. See attached Asbestos Report at Appendix 2.

In summary, asbestos contaminated materials have been identified within building. The identified asbestos will be removed by an authorised asbestos removal company prior to the demolitions works taking place.

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.

A smoking area will be identified within the site plan, the required performance of site operatives will be expressed within the site inductions, toolbox talks and daily site briefings.

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:

a) Construction time period (mm/yy - mm/yy):

Demolition is programmed to commence from 22nd June 2020 through to 11th September 2020.

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

Further detail to be provided on appointment of Demolition Contractor

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

Further detail to be provided on appointment of Demolition Contractor

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:

Further detail to be provided on appointment of Demolition Contractor

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:

Further detail to be provided on appointment of Demolition Contractor

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:

Further detail to be provided on appointment of Demolition Contractor

Agreement

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

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

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



Signed:

Date: 01/06/2020

Print Name: Geoff Barlex

Position: Contracts Manager - Squibb Group Ltd

Please submit to: planningobligations@camden.gov.uk

End of form.

Appendices:

Appendix 1. - Ramboll UK – Noise Impact assessment dated October 2015.

Appendix 2. – Adams Environmental Ltd - Asbestos Refurbishment Survey dated 24th March 2020.

Appendix 3. – as below

Appendix C – scaffold gantry proposal

Phoenix Road, London NW1 1TA

Proposed location of loading out scaffold gantry, pedestrian access will be made underneath minimum 1.4M width, scaffold will stop 400mm from kerb edge, protection will be placed at road side. Gantry will be double boarded with 1000mm gauge polyethene sandwiched between boards. Gantry will be 6m



