Construction/ Demolition Management Plan

pro forma

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
16.02.2021	Rev 1	Steve Hawthorne

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 all construction activity both on and off site that impacts on the wider environment.

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

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

This CMP follows the best practice guidelines as described in the Construction Logistics and Community Safety (**CLOCS**) Standard and the Guide for Contractors Working in Camden.

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

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

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

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

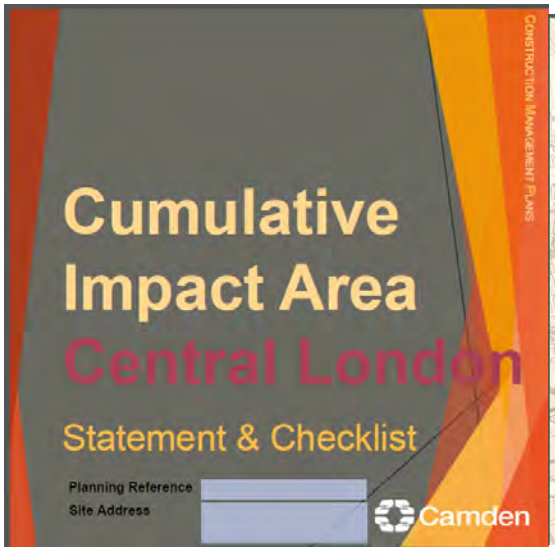
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

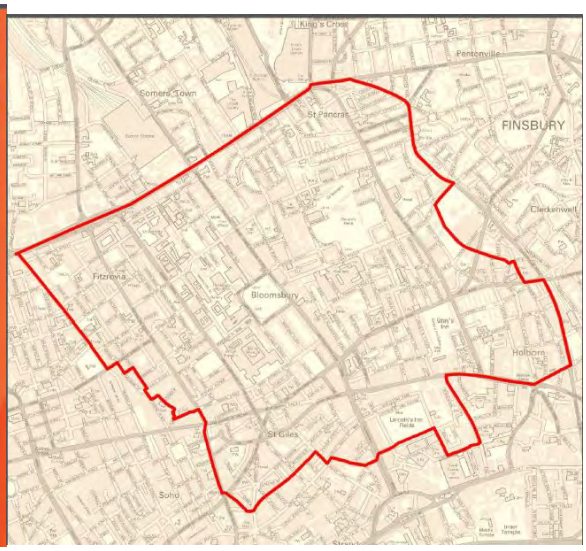
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

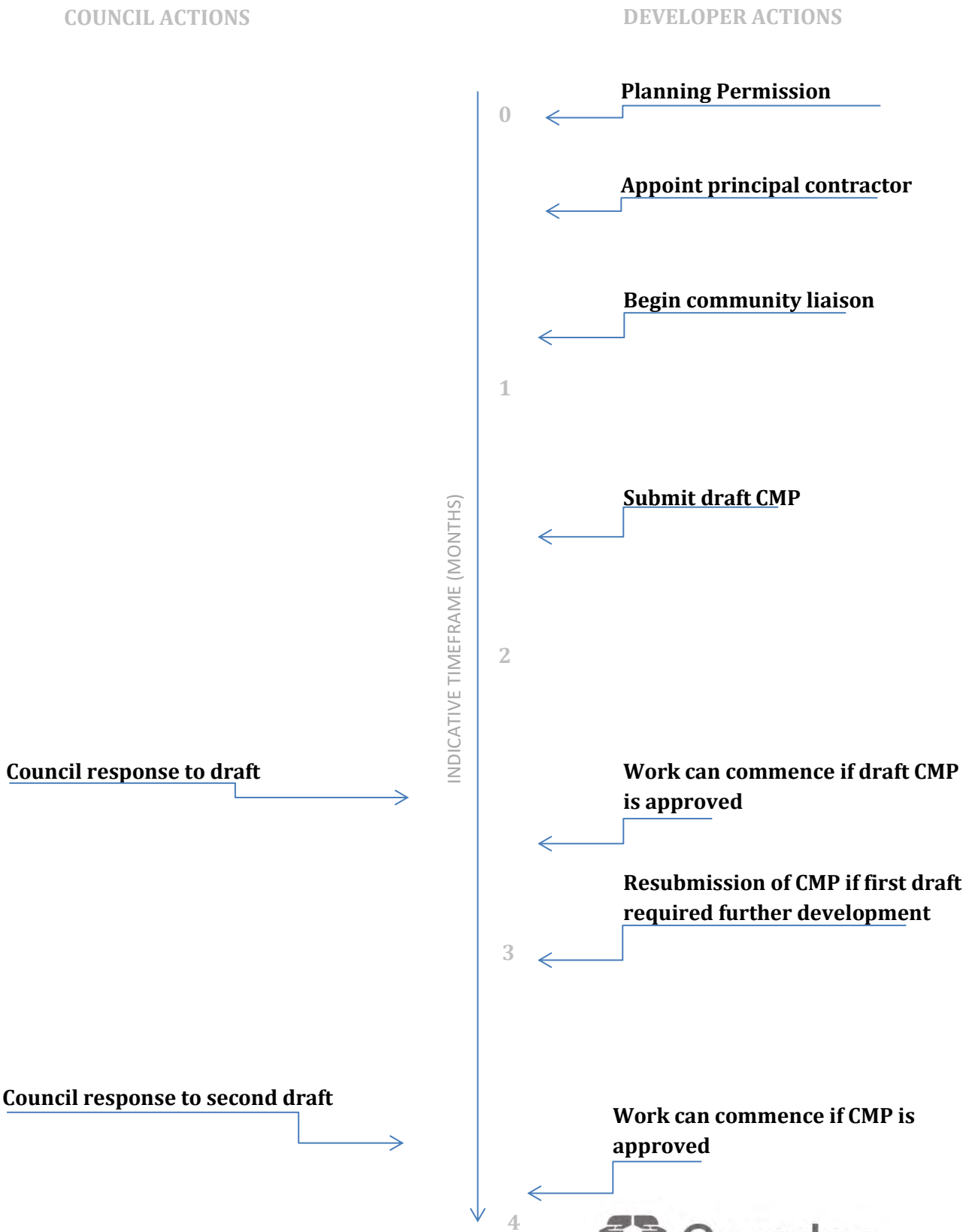
IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area *(as of 03/02/2020 to 03/08/2020 there is only one established CIA for the Central London area)* you are required to complete the CIA Checklist and circulate as an appendix to the CMP and included as part of any public consultation – a CMP submission will not be accepted until evidence of this has been supplied.

The CIA Checklist can be found at https://www.camden.gov.uk/about-construction-management-plans





Timeframe



Contact

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

Address:

16-20 Kentish Town Road, Camden NW1 9NX

Planning reference number to which the CMP applies:

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

Name: Paul Flexney-Briscoe (on behalf of Camden Mixed Developments Limited)

Address: 42-44 Bermondsey Street, London, SE1 3UD

Email: info@sellar.com

Phone: +44(0)20 3102 0400

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: Steve Hawthorne

Address: 155 Moorgate, London, EC2M 6XB, United Kingdom

Email: steve.hawthorne@mace-interiors.com

Phone: +447730490049

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.

Once the team is assembled a nominated member of the team will be identified as the neighbourhood liaison manager. Early contact will be made with key neighbours, particularly with the adjacent Church, residents, and Sainsburys Supermarket to ensure regular contact is maintained throughout the demolition and construction process. This will allow the site team to log any complaints received by the neighbours or any other affected third parties. Responses to those complaints can then be managed. To facilitate this, a Freephone contact number will be displayed on the external hoarding

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: Mace Limited

Address: 155 Moorgate, London, EC2M 6XB, United Kingdom

Email: nick.hoffman@mace-interiors.com

Phone: +447899 991 389

Site

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

The site sits in a restricted location with adjoining owners on the north, east and southern boundaries; detailed are as follows;

•Residential properties on Grand Union Walk to the Northern boundary.

•Sainsburys supermarket (customer and goods vehicle access) and St.Michaels Church to the Eastern boundary.

•Terraced retail and residential properties to the Southern boundary.

The development proposal for the Grand Union House site comprises a new commercial office space over 5 floors together with residential space to the southern section of the building.

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).

Site Establishment and pre-commencement works

- Initial surveys and ground investigations. (Some have already been undertaken to inform the design).
- Secure the perimeter of the site and security.
- Asbestos surveys, reports and associated HSE ASB5 notifications.
- Asbestos removal.
- Tree protection measures installed where applicable.
- Install initial site accommodation and welfare cabins.

Phase 1 – Demolition of Southern section of Grand Union House

- Initial soft strip, plant and services removal.
- Demolition of existing single storey building.
- External scaffold erection to existing building perimeter.
- Hard demolition of the main concrete framed building to level 2.
- Preparation of hard standings for scaffold as required and mobile crane location.

Phase 2 – Northern Section of Grand Union House

- Closure of ground floor car park.
- Initial soft strip, plant and services removal.
- Preparation of hard standings for scaffold as required and mobile crane location.
- External scaffold erection to existing building perimeter.
- Delivery of main demolition plant including craneage to roof.
- Hard demolition of the main building concrete framed building to level 2.

Super-structure works

- Traditional core construction.
- CLT

Fit-out works

- Lifts, toilet and core fit out.
- Residential entrance/reception fit out.
- Commercial and Residential fit out works.

Envelope works

- Ground floor facades will be installed from grade using a combination of MEWP access and mini crane for glass handling.

8. 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).

This will be developed as part of the Construction Management Plan as the design is progressed and the scope is further defined

9. 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

•Monday to Friday 0800hrs – 1800 hrs.
•Saturday 0800hrs - 1300hrs.
•No noisy works between 0800hrs and 0900hrs.
•No Sunday or Bank Holiday working planned unless by prior approval for specific works. i.e. Tower crane and installation and removal.

Noisy operations will not take place outside these times. With the scope of demolition planned, it is expected that the Principal Contractor will make an application to the LBC Environmental Protection Team for prior consent for works through Section 61 of the Control of Pollution Act 1974.

Community Liaison

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

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

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

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

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

Cumulative impact

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

The Council can advise on this if necessary.

10. Sensitive/affected receptors

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

This will be developed as part of the Construction Management Plan as the design is progressed and the scope is further defined

11. Consultation

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

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

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

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

This will be developed as part of the Construction Management Plan as the detailed design is progressed following the grant of planning permission and the scope of construction work is further defined

12. Construction Working Group

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

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

and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

This will be developed as part of the Construction Management Plan as the design is progressed following the grant of planning permission and the scope is further defined

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires enhanced CCS registration that includes CLOCS monitoring. Please provide a CCS registration number that is specific to the above site.

Contractors will also be required to follow the Guide for Contractors Working in Camden. Please confirm that you have read and understood this, and that you agree to abide by it.

All of Mace's projects are CCS and CLOCS registered. Once Mace have been formally appointed they will register GUH with CCS

14. 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.

This will be developed as part of the Construction Management Plan as the design is progressed following the grant of planning permission and the scope is further defined

Transport

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

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

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

Checks of the proposed measures will be carried out by CCS monitors as part of your enhanced CCS site registration, and possibly council officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section.

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

CLOCS Contractual Considerations

15. Name of Principal contractor:

Mace Limited

16. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract.

All Mace's supply chain are all prequalified with CLOCS and FORS a mandatory requirement for working for Mace.

All deliveries are booked in through their online delivery management system, Datascope, in which all delivery vehicle details are added including their FORS and CLOCS registration number

17. 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.

I confirm that I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers:

All deliveries are required to be undertaken by vehicles which are CLOCS and FORS silver

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.

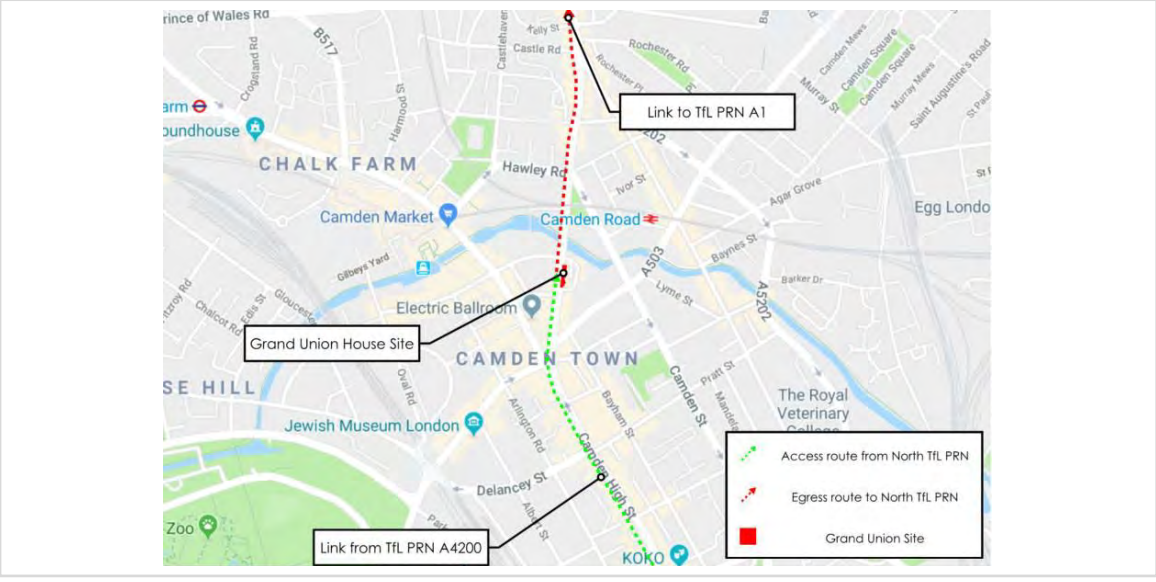
18. Traffic routing: *"Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless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

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, stations, public buildings, museums etc.

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

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

Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.



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

Logistics plan forms part of tenders and ultimately is part of the contracts entered into with the supply chain. It will also be communicated in tender, appointment, and pre-start meetings. Regular logistics meetings ensure constant re-enforcement of the requirements of the project.

All vehicle movements to and from the site will be subject to the Datascope delivery booking system managed by the contractor's Logistics and Neighbour Liaison Manager and this system will incorporate any special events for the neighbours. The system will also ensure that material deliveries are rationalised to reduce vehicle movements to the site generally. To ensure bottle necks and waiting vehicles are avoided a system will be implemented to ensure that each delivery calls into the site.

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

Construction vehicle movements should be restricted to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays. If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to the hours of 9.30am and 3pm on weekdays during term time.

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

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors**.**

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

For Example:
32t Tipper: 10 deliveries/day during first 4 weeks
Skip loader: 2 deliveries/week during first 10 weeks
Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project
18t flatbed: 2 deliveries/week for duration of project
3.5t van: 2 deliveries/day for duration of project

This will be developed as part of the Construction Management Plan as the design is progressed following the grand of planning permission and the scope is further defined

b. Cumulative affects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

This will be developed as part of the Construction Management Plan as the design is progressed following the grant of planning permission and the scope is further defined

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

A detailed heavy goods vehicle analysis has not been undertaken at this stage but based on experience we envisage peak vehicle numbers during the project to reach a maximum of 45 for a limited period of time. One vehicle movement relating to a single vehicle entering and existing the site via the previously noted primary HGV routes.

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

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

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

This will be developed as part of the Construction Management Plan as the design is progressed following the grant of planning permission and the scope is further defined

e. Delivery numbers should be minimised where possible. Please investigate the use of construction material consolidation centres, and/or delivery by water/rail if appropriate.

The project will utilise JIT deliveries along with a small delivery holding area on site as indicated on the logistics plans.

f. Emissions from engine idling should be minimised where possible. Please provide details of measures that will be taken to reduce delivery vehicle engine idling, both on and off site (this does not apply to concrete mixers).

All delivery vehicles entering the site will be directed to turn off engines once parked ready to offload.

Electric vehicles will be identified as preferred for suitable deliveries.

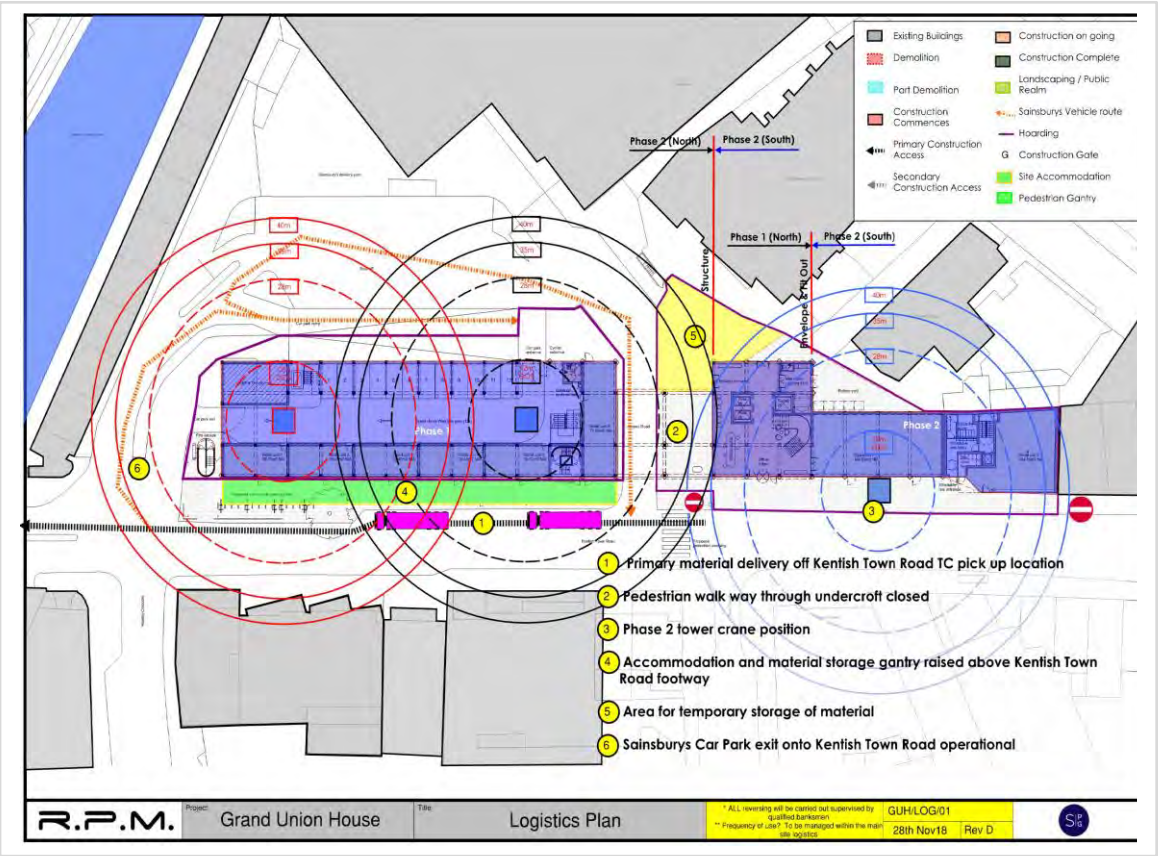
20. Site access and egress: *"Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles."* (P18, 3.4.3)

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

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

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

a. Please detail the proposed site access and egress points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.



b. Please describe how the access and egress arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

It is anticipated all deliveries will take place within the confines of the site and not off the highway. All deliveries crossing the footway and entering the site will be managed into the site using trained banksmen who will maintain the flow of the footway, particularly during peak times. Suitable well maintained 'Chapter 8' barriers will be used to segregate the public from construction traffic movements wherever necessary.

c. Please provide swept path drawings for vehicles accessing/egressing the site if necessary. If these are attached, use the following space to reference their location in the appendices.

These will be produced as part of our detailed Construction Logistics Plan following the grant of planning permission

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

To ensure that all vehicles leaving the site are suitably cleaned at the key demolition and sub-structure stages of the programme, a dedicated logistics team will be in place to wash down vehicles prior to re-entry to the highway. This team will use jet- wash lances at a specific 'wash down area' to prepare the vehicles before they enter the highway together with regular road sweeper visits to sweep and wash the primary egress route local to the site.

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

This section is only relevant if loading/unloading is due to take place off-site on the public highway. If loading is taking place on site, please skip this section.

a. please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

This will be developed as part of the Construction Management Plan as the design is progressed following the grant of planning permission and the scope is further defined

b. Where necessary, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded. Please provide

detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 b.

This will be developed as part of the Construction Management Plan as the design is progressed following the grant of planning permission and the scope is further defined

Street Works

Full justification must be provided for proposed use of the public highway to facilitate works. Camden expects all options to minimise the impact on the public highway to have been fully considered prior to the submission of any proposal to occupy the highway for vehicle pit lanes, materials unloading/crane pick points, site welfare etc.

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.

Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

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.

If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.

22. Site set-up

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, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.

This will be developed as part of the Construction Management Plan as the design is progressed following the grant of planning permission and the scope is further defined

23. Parking bay suspensions and temporary traffic orders

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

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in

months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

Information regarding parking suspensions can be found here.

This will be developed as part of the Construction Management Plan as the design is progressed following the grant of planning permission and the scope is further defined

24. Occupation of the public highway

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

a. Please provide justification of proposed occupation of the public highway.

This will be developed as part of the Construction Management Plan as the design is progressed following the grant of planning permission and the scope is further defined

b. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses, removal of street furniture etc). If these are attached, use the following space to reference their location in the appendices.

This will be developed as part of the Construction Management Plan as the design is progressed following the grant of planning permission and the scope is further defined

25. Motor vehicle and/or cyclist diversions

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

signs on drawings or diagrams. If these are attached, use the following space to reference their location in the appendices.

This will be developed as part of the Construction Management Plan as the design is progressed following the grant of planning permission and the scope is further defined

26. Scaffolding, hoarding, and associated pedestrian diversions

Pedestrians 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 ramps 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, and hoarding should not restrict access to adjoining properties, including fire escape routes. Lighting and signage should be used on temporary structures/skips/hoardings etc.

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

a. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

To allow the works to commence a fully decorated 2.4m hoarding will be provided to the entire perimeter and vehicles gates installed to vehicle access off Kentish Town Road. The line of the hoarding will generally follow the site land registry and stopping up boundary line. This would incorporate appropriate tree protection measures to ensure the hoarding and temporary accommodation does not impair the existing tree structure and growth. The hoarding will be lit with energy efficient LED lighting and the access roads illuminated sited so to minimise visual intrusion and light spillage/ pollution at the nearby properties but will comply with regulations to ensure safe passage around the perimeter. The hoarding is to include (where appropriate) public viewing panels that allow children as well and adults to observe operations and a Freephone contact number to the Neighbourhood Liaison Manager.

b. Please provide details of any other temporary structures which would overhang/oversail the public highway (e.g. scaffolding, gantries, cranes etc.) If these are attached, use the following space to reference their location in the appendices.

Initially we are proposing that welfare and staff accommodation for demolition will be sited within the first floor of Grand Union House while the double stacked cabins are positioned on the eastern side of the carriage way of Kentish Town Road, refer to logistics plan for indicative locations.

27. Services

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.

This will be developed as part of the Construction Management Plan as the design is progressed following the grant of planning permission and the scope is further defined

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.

This will be developed as part of the Construction Management Plan as the design is progressed following the grant of planning permission and the scope is further defined

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.

This will be developed as part of the Construction Management Plan as the design is progressed and the scope is further defined

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

This will be developed as part of the Construction Management Plan as the design is progressed following the grant of planning permission and the scope is further defined

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.

In order to mitigate construction noise vibration and dust the works will employ the 'Best Practicable Means'. Including application of methods recommended in BS 5228: Noise Control on Construction and Open sites, for example, undertaking works to ensure minimum disturbance, using muncher attachments to excavators in lieu of pneumatic breaker and utilising separation cut lines to minimise vibration transfer where applicable.

Where appropriate, the following measures to minimise noise and vibration levels will be adopted:
•Using modern, quiet and well-maintained equipment
•Using low impact techniques, such as munchers where applicable;
•Using electrically powered equipment (mains or super silenced generators);
•Use of screws and drills rather than nails installing the hoarding;
•Careful material handling such as lowering rather than dropping items;
•Isolating the deconstruction works from sensitive neighbours, to minimise the transfer of vibration and structure borne noise;
•Avoidance of unnecessary noise between operations, shouting, loud and excessive revving of engines by effective site management;
•The use of radios on site, shouting, swearing, singing; sitting outside the site isnot to be permitted at any time.
•No idling engines to reduce noise and pollution.

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

This will be developed as part of the Construction Management Plan as the design is progressed following the grant of planning permission and the scope is further defined

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

The following measures are to be undertaken for the control and monitoring of dust, fine particles and odours:
The contractor will develop a Code of Construction Practice (CoCP) in relation to construction noise and fugitive dust which must detail:
•The type of works to be undertaken.
•Construction techniques to be used.
•The site layout and access arrangements.
•Times and duration of site operations.
•An inventory and timetable of all dust-generating activities.
•Principle Contractor(s) Statutory Obligations and duties.
•How staff will be trained in the use of noisy machinery.
•How materials are to be handled to minimise the potential for noise nuisance.
•Times and durations of any abnormal noise and how the public will be kept informed.
•The appropriate range of dust suppression and control measures to be implemented in accordance with a 'high risk' site as defined under the Best Practice Guidance for 'The Control of Dust and Emissions from Construction and Demolition' (Greater London Authority and London Councils)
•The on-site storage of fuels or chemicals.
•Identify the Site Environmental Management Representative (SEMR).

All vehicle loads entering / departing the site are to be covered and material sprayed with water on all unsealed or exposed areas via watering carts at regular intervals during dry-weather.
Erect temporary solid hoardings along all site boundaries to act as a windbreak and to limit lateral dust 'escape'.

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.

To ensure that all vehicles leaving the site are suitably cleaned at the key demolition and sub-structure stages of the programme, a dedicated logistics team will be in place to wash down vehicles prior to re-entry to the highway. This team will use jet-wash lances at a specific 'wash down area' to prepare the vehicles before they enter the highway together with regular road sweeper visits to sweep and wash the primary egress route local to the site.

35. Please provide details describing arrangements for monitoring of noise, vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

Construction processes will be monitored using air quality monitors to record particulates and the results compared to London wide monitoring stations. A site action level of 250µg/m3 over 15 minutes will be set and mitigating action taken if this level is approached. Noise and vibration monitors will be installed to the 2 locations at the site perimeter with trigger levels set to enable mitigation to be implemented.

36. Please confirm that an Air Quality Assessment and/or Dust 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 2014 (SPG), and that the summary dust impact risk level (without mitigation) has been identified. The risk assessment must take account of proximity to all human receptors and sensitive receptors (e.g. schools, care homes etc.), as detailed in the SPG. **Please attach the risk assessment and mitigation checklist as an appendix**.

This will be developed as part of the Construction Management Plan as the design is progressed following the grant of planning permission and the scope is further defined

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

This will be developed as part of the Construction Management Plan as the design is progressed following the grant of planning permission and the scope is further defined

38. Please confirm the number of real-time dust monitors to be used on-site.

Note: real-time dust (PM_{10}) monitoring with MCERTS 'Indicative' monitoring equipment will be required for **all sites with a high OR medium dust impact risk level**. If the site is a 'high impact' site, 4 real time dust monitors will be required. If the site is a 'medium impact' site', 2 real time dust monitors will be required.

The dust monitoring must be in accordance with the SPG and IAQM guidance, and the proposed dust monitoring regime (including number of monitors, locations, equipment specification, and trigger levels) must be submitted to the Council for approval. Dust monitoring is required for the entire duration of the development and must be in place and operational **at least three months prior to the commencement of works on-site**. Monthly dust monitoring reports must be provided to the Council detailing activities during each monthly period, dust mitigation measures in place, monitoring data coverage, graphs of measured dust (PM_{10}) concentrations, any exceedances of the trigger levels, and explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

Inadequate dust monitoring or reporting, or failure to limit trigger level exceedances, will be indicative of poor air quality and dust management and will lead to enforcement action.

This will be developed as part of the Construction Management Plan as the design is progressed following the grant of planning permission and the scope is further defined

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).

Specialist pest control contractor will be engaged to survey the establish site and deploy suitable measures. Canteen waste will be secured prior to collection.

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

This will undertaken upon Mace's appointment and findings developed as part of the Construction Management Plan following the grant of planning permission

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.

All personnel will undergo an induction prior to commencing works on site. The site rules, including a section on consideration of neighbours will be covered.

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): 07/2021 – 02/2023

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

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

d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:

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:

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:

SYMBOL IS FOR INTERNAL USE

Agreement

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

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

Signed:  ……

Date: 22 February 2021……..

Print Name: Paul Flexney-Briscoe

Position: Construction Director

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.5

Grand Union House, London NW1

Construction Management Plan

December 2020

Contents

1.0 Introduction

This document has been prepared to support the Planning Application being submitted to the London Borough of Camden for the redevelopment of Grand Union House. Included are details the works required to carry out the demolition/enabling and construction activities involved whilst outlining their anticipated timescales and identifying the environmental impact of the works and proposals for how these are to be mitigated.

The Development being undertaken relates to an existing building located on Kentish Town Road in the Borough of Camden and involves the redevelopment of the existing car park and commercial spaces into a mixed use commercial and residential scheme incorporating retail units on Kentish Town Road.

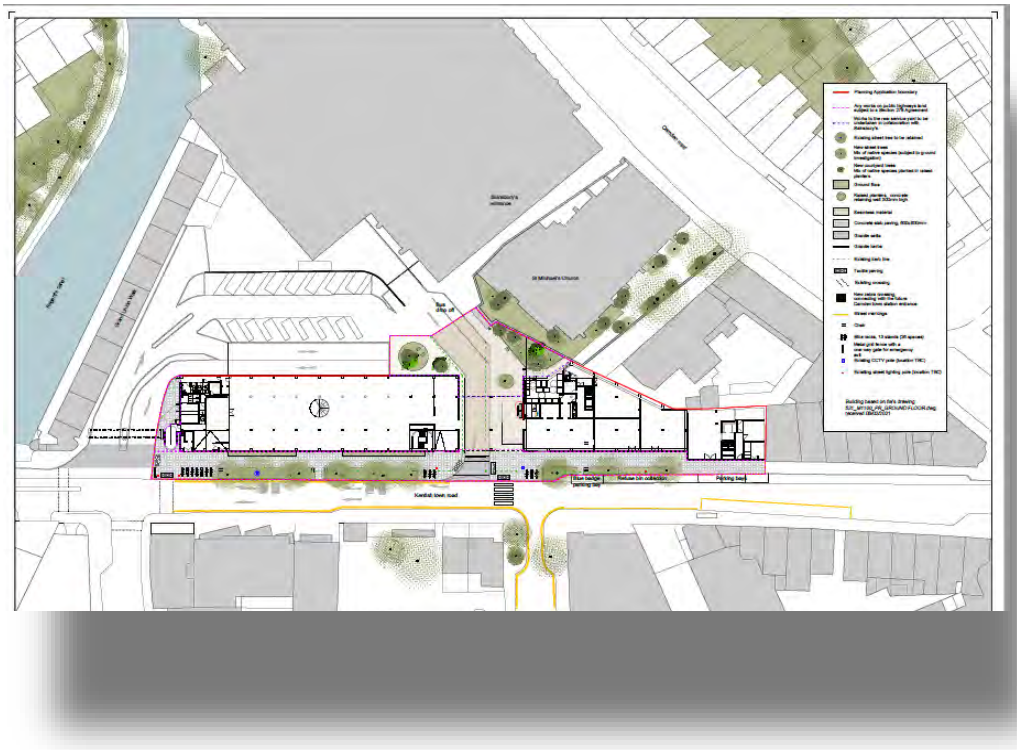


Figure 1 – Building Plot (Redline)

2.0 Site location and access

2.1 Existing Site

The site can be found within the London Borough of Camden at 16-20 Kentish Town Road, Camden NW1 9NX and is accessed by vehicles from the northbound section of the A400 via Hawley Crescent.

The site sits in a restricted location with adjoining owners on the north, east and southern boundaries; detailed are as follows;

- Residential properties on Grand Union Walk to the Northern boundary.
- Sainsburys supermarket (customer and goods vehicle access) and St. Michaels Church to the Eastern boundary.
- Terraced retail and residential properties to the Southern boundary.

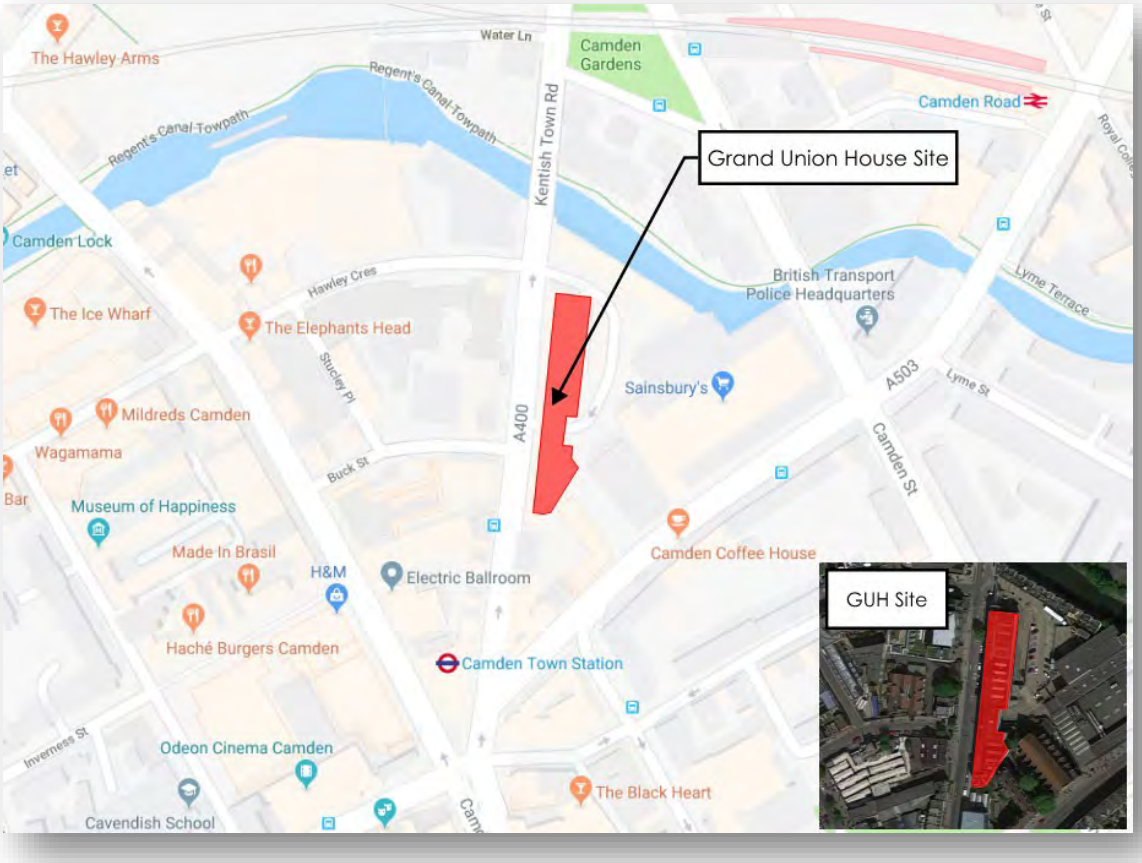


Figure 2 – Local site location plan

The plot lies outside the London Congestion Charging zone with vehicle access possible via the A400 Kentish Town Road from the south which provides links from the south which provides links to the TfL Primary Road Network (TfL PRN).

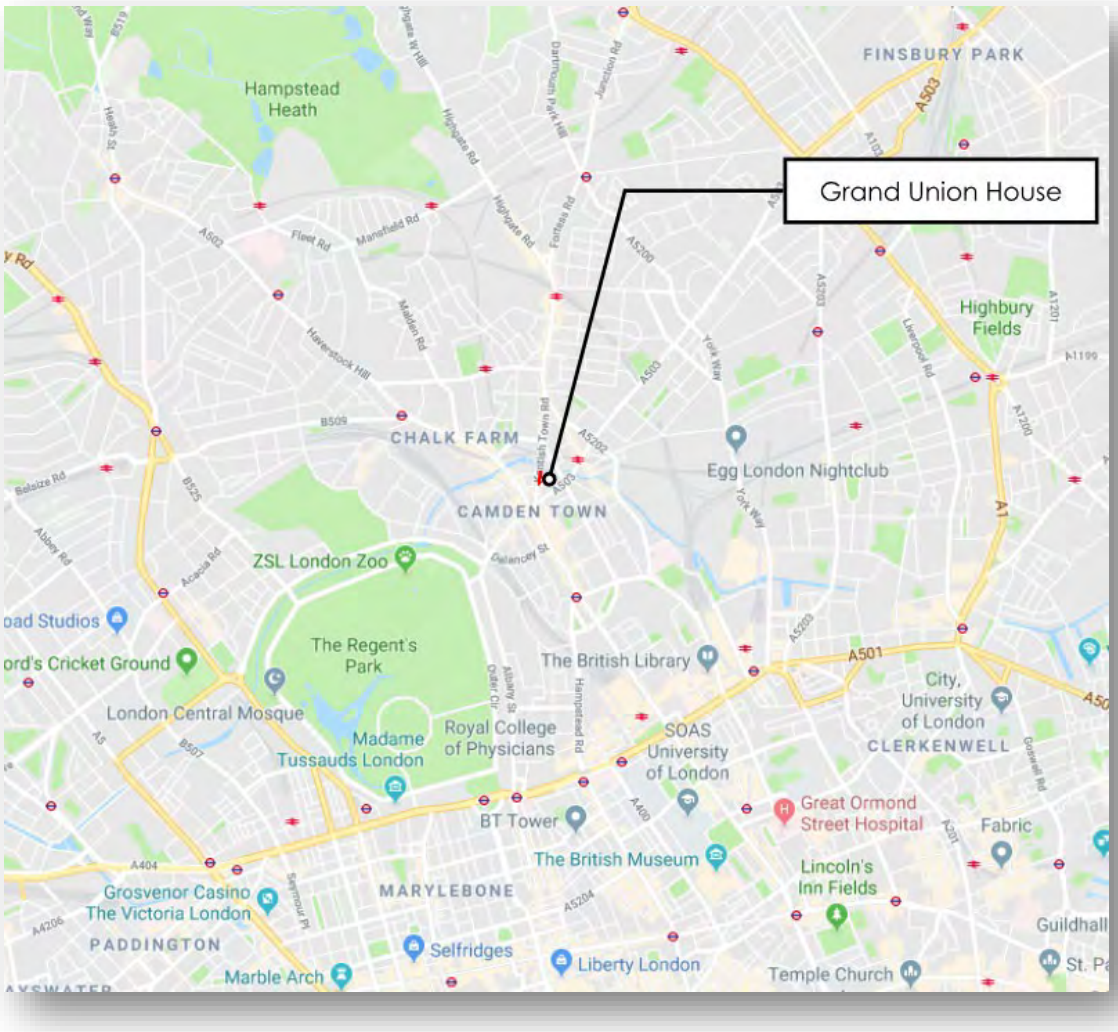


Figure 3 – General site location plan

2.2 Local area

As highlighted in section 2.1, the site is bounded by residential properties to the north, Kentish Town Road to the west, retail and residential properties to the south and the Sainsburys Superstore and St. Michaels Church to the east; all of which combined dictate a delicate approach to assessing the construction vehicle access and logistics approach.

The interface with the Sainsburys customer car park located at basement level and the goods yard at ground level also require careful consideration; details of the proposed approach to both are expanded upon further within this document.

The following are a summary of other buildings and local receptors noted as part of the access route review;

- Residential properties on Kentish Town Road (KTR) and Grand Union Walk.
- Sainsbury Supermarket off Kentish Road.
- St. Michaels Church and gardens off Camden Road to the east.
- Camden Council Residential block to the south east of the site accessed from Camden Road.
- Properties on the Western side of Kentish Town Road;
    - Devonshire Arms Public House
    - Trinity United Reformed Church.
    - Residential properties off Buck Street opposite 16 KTR.

The primary construction vehicle access routes have been prepared taking these into consideration where practicable.

2.3 Site access and egress

The primary construction access and egress route to the site for demolition and construction HGV's has been considered carefully to reduce the impact of vehicle movements on the local community and road network alike. Following review of the physical location of access nodes to the site potential routes during demolition and construction stage have been identified.

Following this assessment and review of the local traffic movements we have identified vehicle access and egress routes from the north and south to ensure efficient links back to the TfL PRN.

The TfL PRN Map can be found in Appendix 1 and Figure 4 below indicates the Grand Union House site and its location relative to the primary routes A503 and A501 respectively.

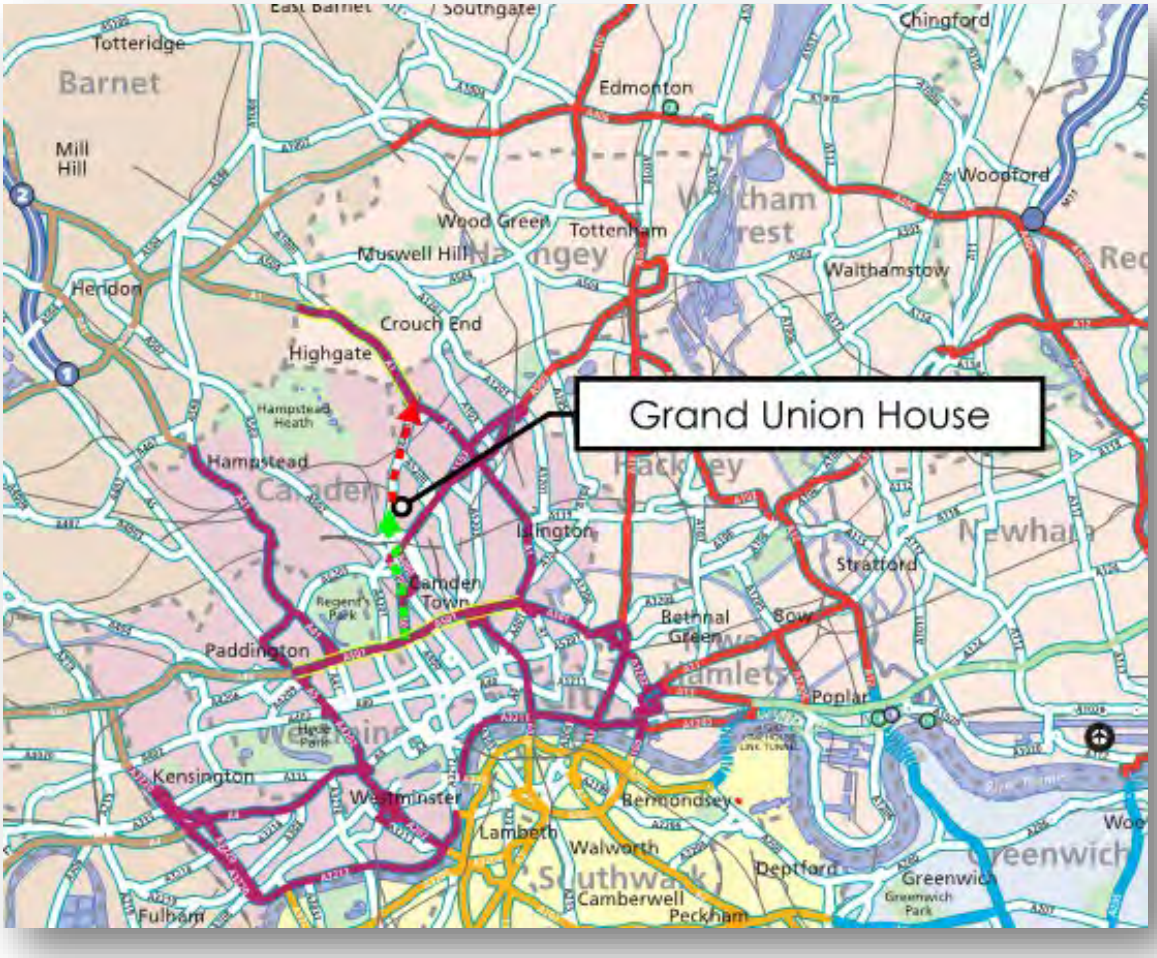


Figure 4 – Site location in relation to the TfL Primary Road Network

The extract of the logistics plan below indicates the overall location of the site, existing buildings and proposed buildings (highlighted blue) together with construction vehicle access point via Kentish Town Road.

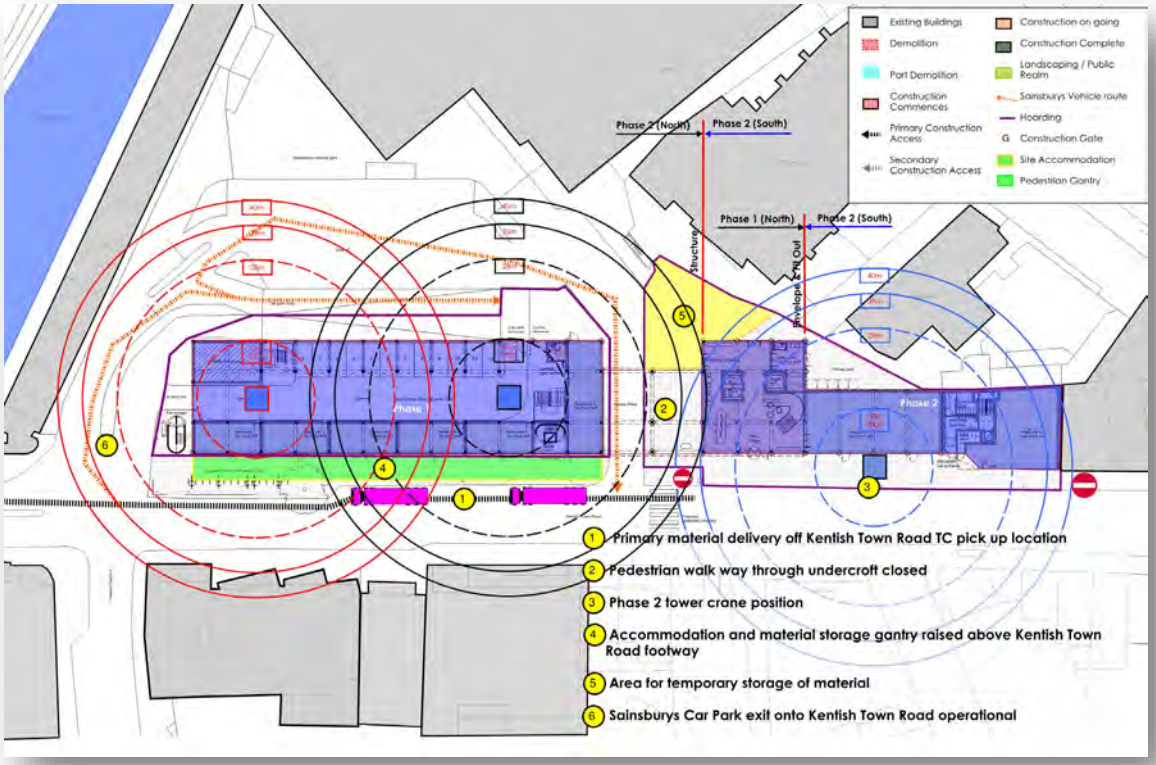


Figure 5 – Plan indicating construction vehicle access/egress locations

2.3.1 Pedestrian access

To maintain safe pedestrian access and provide segregation of pedestrians and vehicle access to the Sainsburys Supermarket and mitigate the impact of construction traffic on the nearby residents, the pedestrian access off Kentish Town Road and through the undercroft will be closed to pedestrians for the majority of the construction period. Access from Kentish town road for pedestrians will also be closed to ensure construction.

The primary pedestrian access to Sainsburys main entrance off Camden Street will remain operational together with access at basement level from the existing Sainsburys customer car park.

2.3.2 Car Park access arrangements

During the works at the junction of Kentish Town Road and Hawley Crescent the current vehicle entry and exit arrangements will remain operation for the majority of the works, however to complete the façade to the east elevation use of the 'Up' car park ramp will need to be closed for a period towards the completion of the main façade installation; this will lead to the exit road closing and a perimeter hoarding to provide sufficient space for an external scaffold to be located.

Precise timings of the temporary closure will need to be developed to ensure that the proposed pre-cast façade to this can be completed with minimum disruption to the car park exit.

Figure 6 – Illustration depicting proposed Sainsburys access arrangements

To enable car park access and egress a scaffold crash deck will be installed from the level 1 slab that will initially comprise a fully encapsulated demolition scaffold that on completion of demolition down to the level 1 slab level, adapted to be an access scaffold for the installation of cladding brackets prior to the installation by tower crane of the unitised/pre-cast façade to the east elevation.

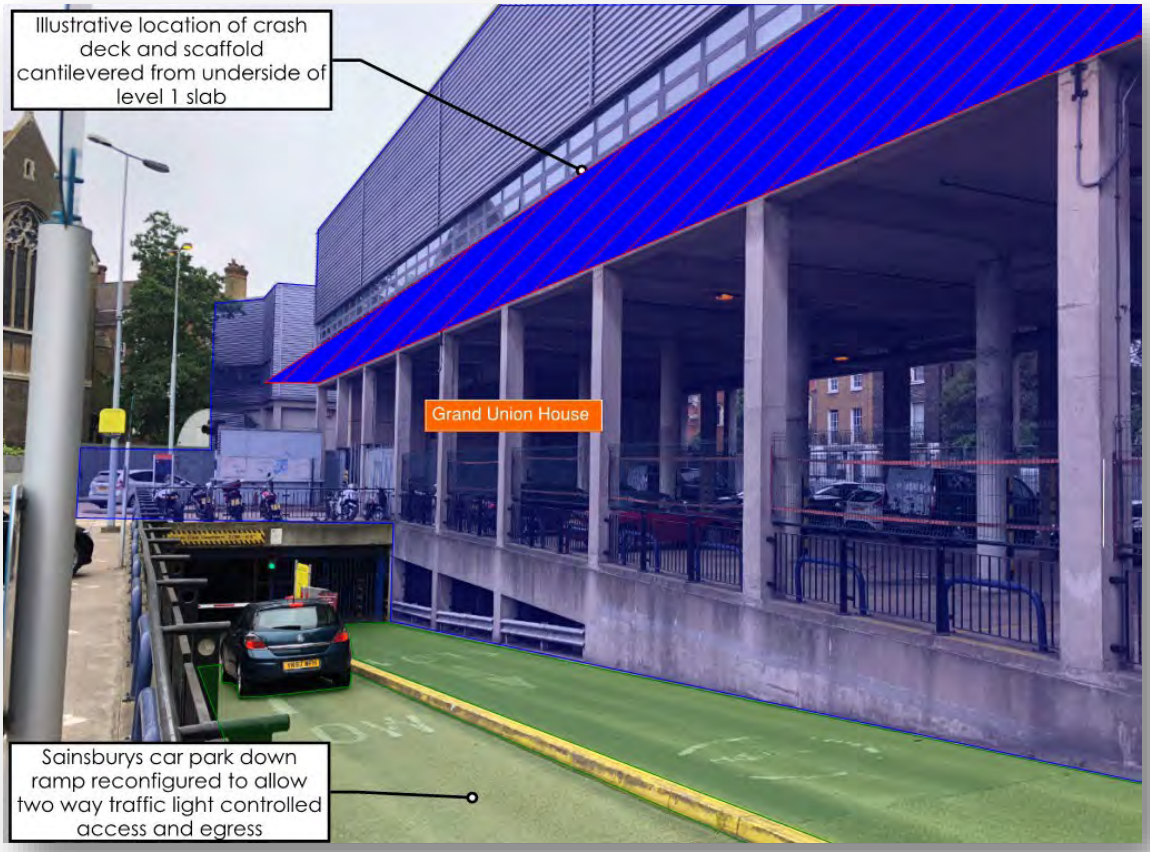


Figure 7 – Illustration depicting proposed Sainsburys car park ramp

The existing kerb layouts to suit the two-way car park access will require local realignment to achieve the exit route from the two-way car park access route to provide vehicle access onto Kentish Town Road beneath Grand Union House.

To facilitate the site set up, enabling works and external perimeter demolition scaffold works on the east elevation a cantilevered scaffold will be positioned at level 1 such that the ramp can remain open in both directions.

As illustrated in Figure 7 below, this arrangement will dictate that the current customer pedestrian access will be closed and vehicles existing the car park will leave via the undercroft onto Kentish Town Way.

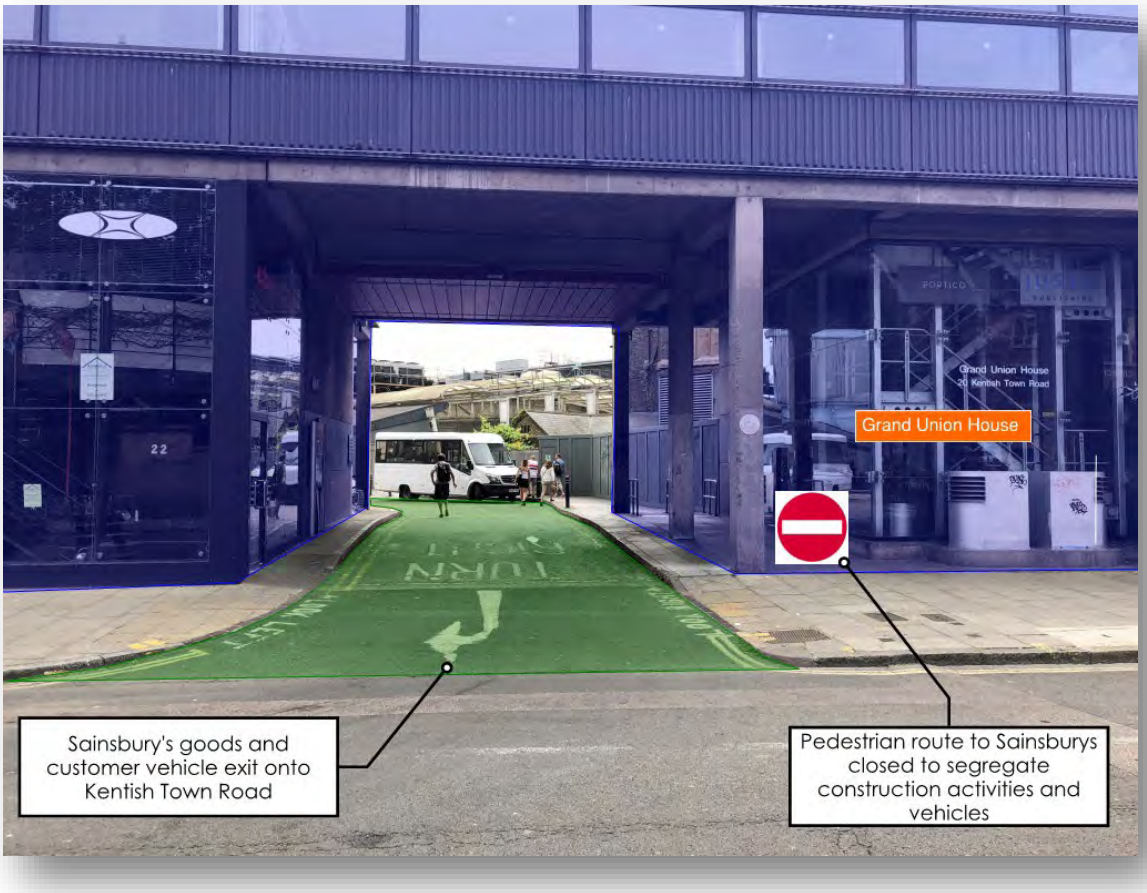


Figure 8 – Illustration depicting Sainsburys car park exit route

2.3.3 Sainsburys Goods In Delivery access

The current arrangements for Sainsburys goods deliveries and waste removal vehicle movements via access from Kentish Town Road will remain in place and stay unchanged for the duration for the works.

2.3.1 Access route from the South TfL PRN

Due to the restricted nature of the site and local road arrangements, Kentish Town Road is the only route that can be used for construction vehicle access and egress. The road is two carriageways heading in a one-way direction; south to north and providing link to the TfL PRN

The primary route detailed below identifies the optimum route for not only HGV's, but all other vehicle types arriving and leaving the site.

- HGV traffic (shown green dotted in Fig. 6 below).
  This route directs all HGV traffic approaching from the southern section of the TfL PRN (A400 Camden High Street)
  A501Euston Road;
  A400 Hampstead Road
  A400 Camden High Street Northbound;
  A400 Kentish Town Road Northbound;
  Right into Hawley Crescent or Tower Crane pick up locations on Kentish Town Road. (Note: Parking restrictions to be introduced to provide area).

  Arrive at Grand Union House Site.

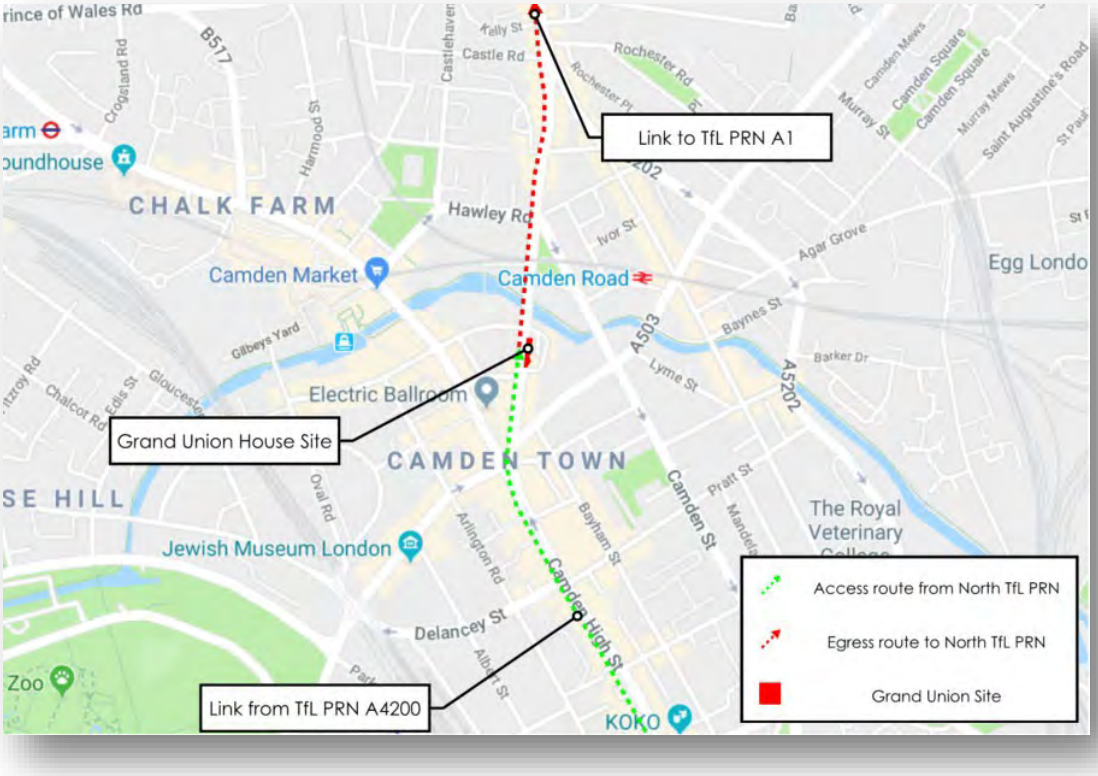


Figure 7 – HGV Construction vehicle access routes from south TfL PRN.

To ensure the Principal Contractors compliance during the construction phase, details of the construction traffic access routes indicated above will be issued as part of the Employer's Requirements.

3.0 Site set up and logistics

3.1 Logistics principles

The logistics plan within this document has been developed using the constraints as guiding principles and are intended to illustrate access to and from the site during the sub/super-structure and envelope and fit out phases of the project.

The plan included within the document details the vehicle access and egress locations during the various phases of the build and identify the tower crane locations and illustrate the pick-up locations necessary for the construction of the basement and super-structures.

3.2 Logistics outlineproposals

Details of the logistics arrangements are illustrated within Section 5.0 of this document with the following indicating the proposed outline of how the project will be established.

As detailed within section 2.0 to maintain access to the adjacent Sainsburys Supermarket during the demolition and construction phases, the entrance at the Kentish Town Road junction will be maintained and managed by the construction logistics team who will manage the safe access for construction vehicles together with Sainsburys store and customer deliveries.

The entire site perimeter will be contained by a 2.4m high solid timber hoarding with appropriate energy efficient safety lighting and low-level bulk timbers where vehicle interfaces exist.

In summary, the primary access & egress for HGV's will be from Kentish Town Road and only smaller rigid axle vehicles will access the rear of the site unless for special deliveries including the installation and removal, of the tower cranes.

Due to the road layout ALL vehicles will make a right turn into the site and a left turn onto Kentish Town Road, when exiting the site.

3.3 Logistics management and Neighbourhood Liaison manager

The successful contractor shall provide a nominated directly employed member of staff to act as Logistics and Neighbourhood Liaison Relationship Manager. This individual will be responsible for managing and co-ordinating the material access / egress to the site through the operation of a vehicle / material booking in system. It will be their responsibility to manage and update the contractors Construction Traffic Management Plan in conjunction with the Project Construction Phase Health and Safety Plan. Both documents will be reviewed, updated and distributed as necessary.

As part of the role, early contact will be made with key neighbours, particularly with the adjacent Church, residents and Sainsburys Supermarket to ensure regular contact is maintained throughout the demolition and construction process. This will allow the site team to log any complaints received by the neighbours or any other affected third parties. Responses to those complaints can then be managed. To facilitate this, a Freephone contact number will be displayed on the external hoarding

The cleanliness of the site boundary will be maintained. The areas adjoining and used for access to cross the public highway will be kept clean and free from obstructions. Where there is a need to run cables, hoses or any other potential hazard for the users of the footway, suitable ramping together with appropriate signage must be employed.

These external areas will be the responsibility of the banksmen and outside of their role of policing deliveries to and from the site they will be on hand to offer help and assistance to vulnerable users of the footway.

The deliveries outside of the site hoardings will be 'by exception'. All other deliveries will take place within the confines of the site and not off the highway. All deliveries crossing the footway and entering the site will be managed into the site using trained banksmen who will maintain the flow of the footway, particularly during peak times. Suitable well maintained 'Chapter 8' barriers will be used to segregate the public from construction traffic movements wherever necessary.

3.4 Condition surveys

As soon as the Contractor is appointed a series of photographic condition surveys will be carried out during the lead in period before the start on site date.

These will take place to the immediate highway including local access routes, Sainsburys car park access road and goods in/out area and details issued to LBC and Sainsburys PLC for record purposes.

3.5 Site Security / Access / Egress & traffic management

The site will be covered 24/7 by security cameras located around the perimeter. During working hours entrances and exits will be manned by security personnel throughout the project period. Lighting will also be provided to the hoarding to enhance security.

All staff and visitors to the site will use an electronic system to access / exit from the site.

With the site well served by the following public transport links;

- Camden Town Underground Station (Northern Line) a 2-minute walk.
- Kentish Town (London Overground Line) a 7-minute walk.
- Camden Road (London Overground Line) a 9-minute walk.

There will be no parking for staff or workforce construction vehicles on site.

The secondary access (Gate A) Hawley Crescent off Kentish Town Road will be manned by trained and certified banksmen who will receive deliveries to the site and manage the construction traffic interface with temporary barriers to prevent pedestrians crossing during vehicle movements.

Any deliveries not booked into this system or arriving outside the permitted working hours will not be permitted onto site and will be turned away. Waiting vehicles in the local residential streets will not be permitted.

3.6 Delivery / vehicle management

3.6.1 General vehicle movements

In order to minimise the impact the increase on local construction traffic will have on the local area; all vehicle movements both in and out of the site will be managed and monitored by the Logistics Manager who will ensure vehicles do not wait on Kentish Town Road or other local highways at any time.

All vehicle movements to and from the site will be subject to a delivery booking system managed by the contractor's Logistics and Neighbour Liaison Manager and this system will incorporate any special events for the neighbours. The system will also ensure that material deliveries are rationalised to reduce vehicle movements to the site generally. To ensure bottle necks and waiting vehicles are avoided a system will be implemented to ensure that each delivery calls into the site.

The appointed Contractor must have a proven track record for developments for this nature and operate an online booking in system for ALL deliveries and material removal from the site.

A detailed heavy goods vehicle analysis has not been undertaken at this stage but based on experience we envisage peak vehicle numbers during the basement construction and excavation to reach 45 for a limited period of time. One vehicle movement relating to a single vehicle entering and existing the site via the previously noted primary HGV routes.

To ensure that all vehicles leaving the site are suitably cleaned at the key demolition and sub-structure stages of the programme, a dedicated logistics team will be in place to wash down vehicles prior to re-entry to the highway. This team will use jet-wash lances at a specific 'wash down area' to prepare the vehicles before they enter the highway together with regular road sweeper visits to sweep and wash the primary egress route local to the site.

3.7 Existing incoming services

Specific details of the existing site services are not known at this stage, however, prior to the demolition works commencing existing statutory services will be isolated and arrangements in place for them to be relocated to suit the new construction.

3.8 Protection of existing trees

As part of the site set up and enabling works activities, physical tree and root protection measures and ongoing site management controls will be implemented to ensure the trees adjacent to the site are suitably protected and maintained for the duration of the works

A tree survey and report have been commissioned to support the Application and its detail and recommendations can be found elsewhere, however as matter of course regular review visits would be made by the project Arboriculturist to ensure the measures and controls are being maintained.

4.0 Details of the Works

The Grand Union House site comprises a new commercial office space over 5 floors together with residential space to the southern section of the building.

4.1 Outline demolition and construction sequence

This section provides an indicative construction sequence incorporating the commercial and residential units.

Site Set up

- Initial surveys and ground investigations. (Some have already been undertaken to inform the design).
- Secure the perimeter of the site and security.
- Asbestos surveys, reports and associated HSE ASB5 notifications.
- Asbestos removal.
- Tree protection measures installed where applicable.
- Install initial site accommodation and welfare cabins.

Demolition

Phase 1 – Southern section of Grand Union House

- Initial soft strip, plant and services removal.
- Demolition of existing single storey building.
- External scaffold erection to existing building perimeter.
- Hard demolition of the main concrete framed building to level 2.
- Preparation of hard standings for scaffold as required and mobile crane location.

Phase 2 – Northern Section of Grand Union House

- Closure of ground floor car park.
- Initial soft strip, plant and services removal.
- Preparation of hard standings for scaffold as required and mobile crane location.
- External scaffold erection to existing building perimeter.
- Delivery of main demolition plant including craneage to roof.
- Hard demolition of the main building concrete framed building to level 2.

Sub-structure works

- Installation of propping (if required) to perimeter retaining wall.
- Basement excavation and temporary sheet piling to as required.

Super-structure works

- Traditional core construction.
- Reinforced concrete frame, floor slabs and columns.

Envelope works

- Unitised curtain walling system.
- Ground floor facades will be installed from grade using a combination of MEWP access and mini crane for glass handling.

Fit-out works

- Lifts, toilet and core fit out.
- Residential entrance/reception fit out.
- Commercial and Residential fit out works.

4.1.1 Site set up and welfare facilities

As described above, to allow the works to commence a fully decorated 2.4m hoarding will be provided to the entire perimeter and vehicles gates installed to vehicle access off Kentish Town Road. The line of the hoarding will generally follow the site land registry and stopping up boundary line. This would incorporate appropriate tree protection measures to ensure the hoarding and temporary accommodation does not impair the existing tree structure and growth.

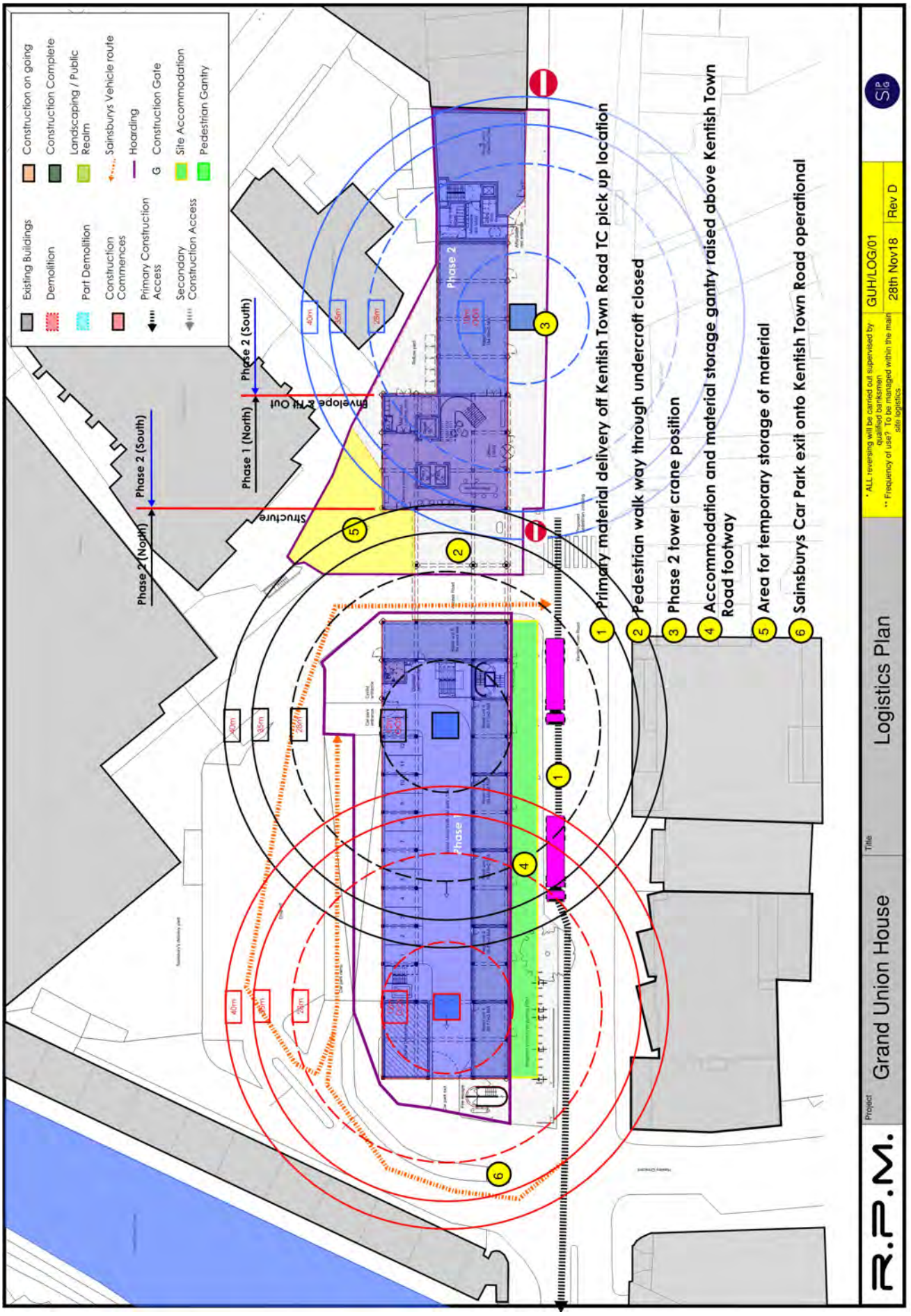
The hoarding will be lit with energy efficient LED lighting and the access roads illuminated sited so to minimise visual intrusion and light spillage/ pollution at the nearby properties but will comply with regulations to ensure safe passage around the perimeter. The hoarding is to include (where appropriate) public viewing panels that allow children as well and adults to observe operations and a Freephone contact number to the Neighbourhood Liaison Manager. These will be located onthe

Initially we are proposing that welfare and staff accommodation for demolition will be sited within the first floor of Grand Union House while the double stacked cabins are positioned on the eastern side of the carriage way of Kentish Town Road. Following the superstructure and cladding, this welfare will extend into the building as the construction team grows.

The site hoarding line will remain in place throughout the project and in the main will only be removed as the external finishing works require it, in particular the interface with the adjacent Church and Sainsburys Supermarket. As the façade and external works are completed at the interface with hoardings will be locally relocated.

Finite details of progressive hoarding moves will be provided within the contractors detailed logistics and phasing plans as part of the Construction Phase Health and Safety Plan.

5.0 Logistics plans



5.1 Summary Programme

Programme under review and update for issue separately

6.0 Environmental considerations during Construction

6.1 Site Working Hours

The programme is based upon the following proposed working hours;

- Monday to Friday 0800hrs – 1800 hrs.
- Saturday 0800hrs - 1300hrs.
- No noisy works between 0800hrs and 0900hrs.
- No Sunday or Bank Holiday working planned unless by prior approval for specific works. i.e. Tower crane and installation and removal.

Noisy operations will not take place outside these times.

With the scope of demolition planned, it is expected that the Principal Contractor will make an application to the LBC Environmental Protection Team for prior consent for works through Section 61 of the Control of Pollution Act 1974.

6.2 Considerate Constructors Scheme

The development will be undertaken in accordance with the Considerate Constructor Scheme (CCS) with target set for minimum performance for the project, contractors and suppliers.

The Contractor will be required to register the Project under the Considerate Constructor Scheme with a minimum target score of 7 in each section of the Schemes site code for Considerate Practice.

As part of the CCS scheme regular inspections will be carried out and subsequent reports will be distributed as part of the contractor's monthly report.

6.3 Noise, vibration and dust

In order to mitigate construction noise vibration and dust the works will employ the 'Best Practicable Means'. Including application of methods recommended in BS 5228: Noise Control on Construction and Open sites, for example, undertaking works to ensure minimum disturbance, using muncher attachments to excavators in lieu of pneumatic breaker and utilising separation cut lines to minimise vibration transfer where applicable.

Construction processes will be monitored using air quality monitors to record particulates and the results compared to London wide monitoring stations. A site action level of 250µg/m3 over 15 minutes will be set and mitigating action taken if this level is approached.

Where appropriate, the following measures to minimise noise and vibration levels will be adopted:

- Using modern, quiet and well-maintained equipment;
- Using low impact techniques, such as munchers where applicable;
- Using electrically powered equipment (mains or super silenced generators);
- Use of screws and drills rather than nails installing the hoarding;
- Careful material handling such as lowering rather than dropping items;
- Isolating the deconstruction works from sensitive neighbours, to minimise the

transfer of vibration and structure borne noise;
- Avoidance of unnecessary noise between operations, shouting, loud radios or excessive revving of engines by effective site management;
- The use of radios on site, shouting, swearing, singing; sitting outside the site is not to be permitted at anytime.
- No idling engines to reduce noise and pollution.

The distance between noise and vibration sources and sensitive neighbours will be maximised and the sound path obstructed, where practical, by considerate siting of stationary plant and loading/unloading areas.

The suitability of specific noise limits is highly dependent upon the individual situation. The factors to be considered include the characteristics of the potentially affected neighbours, baseline ambient noise levels and the nature and duration of the works.

The following measures are to be undertaken for the control and monitoring of dust, fine particles and odours:

The contractor will develop a Code of Construction Practice (CoCP) in relation to construction noise and fugitive dust which must detail:

- The type of works to be undertaken.
- Construction techniques to be used.
- The site layout and access arrangements.
- Times and duration of site operations.
- An inventory and timetable of all dust-generating activities.
- Principle Contractor(s) Statutory Obligations and duties.
- How staff will be trained in the use of noisy machinery.
- How materials are to be handled to minimise the potential for noise nuisance.
- Times and durations of any abnormal noise and how the public will be kept informed.
- The appropriate range of dust suppression and control measures to be implemented in accordance with a 'high risk' site as defined under the Best Practice Guidance for 'The Control of Dust and Emissions from Construction and Demolition' (Greater London Authority and London Councils)
- The on-site storage of fuels or chemicals.
- Identify the Site Environmental Management Representative (SEMR).

All vehicle loads entering / departing the site are to be covered and material sprayed with water on all unsealed or exposed areas via watering carts at regular intervals during dry-weather.

Erect temporary solid hoardings along all site boundaries to act as a windbreak and to limit lateral dust 'escape'.

Ensure that suitable training and awareness are provided to construction personnel so that they understand their responsibilities regarding environmental management, particularly the control of fugitive dust.

The appointed neighbourhood liaison/relationship manager will undertake regular liaison to ensure all residents and users of adjacent premises have been given advance notice to minimise dust concerns.

6.4 Neighbour and Community Liaison

The appointed Logistics and Neighbourhood Liaison Relationship Manager will liaise with the LBC, local primary schools, residents, businesses and other interested parties to keep them informed of progress on site and forthcoming activities which may affect them.

As part of the demolition and construction processes, the Principal Contractor will meet with the LBC Environmental Health and Highway representatives and key members from the local community to fine tune methods of working and the measures to minimise disruption. As part of this liaison, regular meetings will be held to ensure they are kept informed of the progress and any comments received logged and actioned as a result of the works.

To mitigate disturbance the Principal Contractor will identify all residential properties and other sensitive occupiers in close proximity to the site prior to commencing work.

Prior to starting work, all occupiers in the vicinity of the site will be informed of the start date, the duration and nature of the project, the principal stages of the project and contact names and numbers of appropriate personnel via hand delivered mailed Project newsletter.

Further newsletters notifying neighbours of progress and forthcoming activities, particularly those which may cause disturbance, access difficulties and the like, are to be hand delivered to all adjoining occupiers and other neighbouring occupiers who may be affected by the works, on a monthly basis throughout the duration of the works.

A 'display board' will be erected outside the site, which will identify key personnel, contact addresses and telephone numbers as well as a full copy of the planning permissions and any forthcoming activities relating to the works.

Appendix 1 - TfL Primary Road Network Plan