Construction/ Demolition Management Plan

pro forma

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
23/05/2022	1	Jonathan Kenney, Quinn (London) Limited
8/6/2022	2	Jonathan Kenney, Quinn (London) Limited
30/6/22	3	Jonathan Kenney, Quinn (London) Limited
1/7/22	4	Jonathan Kenney, Quinn (London) Limited
5/7/22	5	Jonathan Kenney, Quinn (London) Limited

Additional evidence attached

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

Doc Ref	Document Title	Originator
1811-HT-XSP-001	Site Location Plan	Haworth Tompkins
1811-HT-DAS	Appendix E - Heritage Statement	Haworth Tompkins
213317	Warburg Final Tender Programme v2 - 15 10 21 -detail	Quinn (London) Limited
Folder	UoL Consultations	University of London
213317	Warburg - Routes to Site	Quinn (London) Limited
213317	Warburg Site Deliveries Vehicles	Quinn (London) Limited
213317	Warburg - Swept Path Analysis	Quinn (London) Limited
213317	Warburg logistics pre-construction	Quinn (London) Limited
8221-21-13a	Scaffolding Pavement Level Plan	Scaffold Designers Ltd
8221-21-15a	Scaffolding Isometrics	Scaffold Designers Ltd
470653-13/2/22	Asbestos Refurbishment Survey Report	Lucion Environmental
500415-13/5/22	Asbestos Reinspection Report	Lucion Environmental
493351-28/10/21	Asbestos Management Plan 2021 v2.0	Lucion Environmental
510892-11/2/22	Asbestos Remedial Works Specification v0.1	Lucion Environmental

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.**"

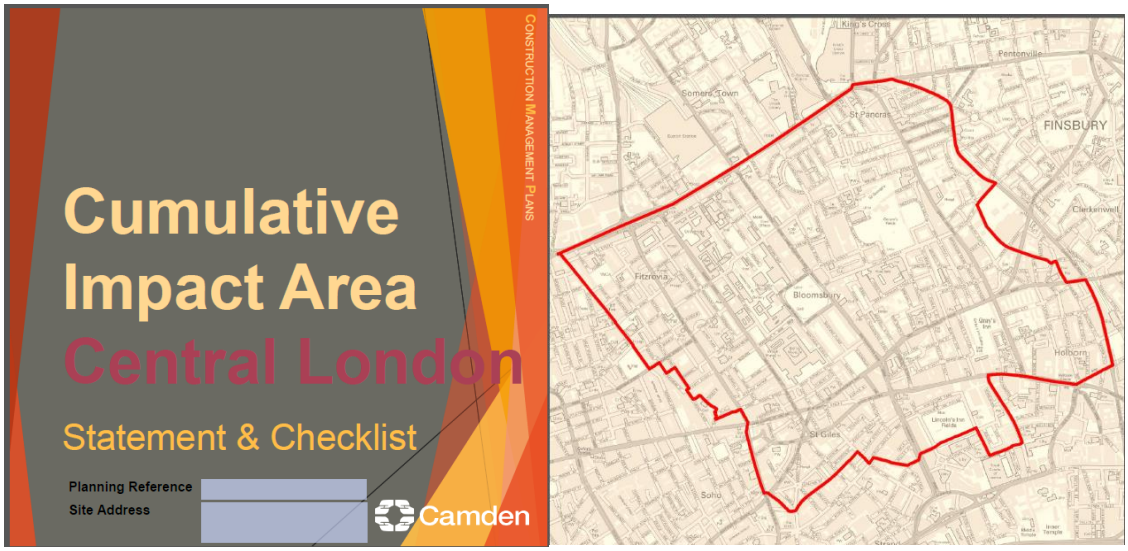
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically 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.)

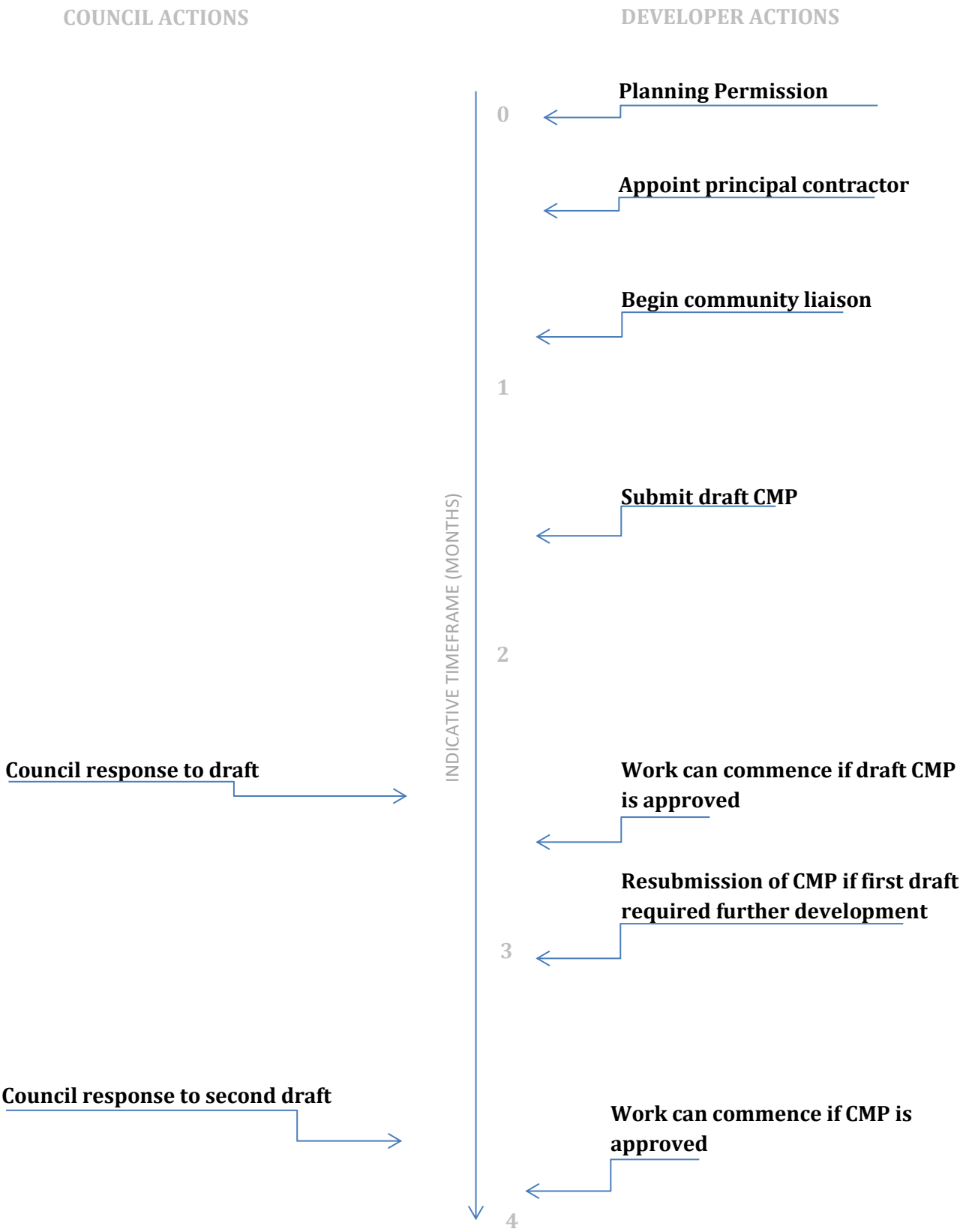
Revisions to this document may take place periodically.

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


COUNCIL ACTIONS
DEVELOPER ACTIONS
Planning Permission
0
Appoint principal contractor
Begin community liaison
1
Submit draft CMP
INDICATIVE TIMEFRAME (MONTHS)
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft required further development
3
Council response to second draft
Work can commence if CMP is approved
4

Contacts

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

Address:
The Warburg Institute, Woburn Square, London WC1H 0AB

Planning reference number to which the CMP applies:
2019-2819-P-

Section 106 Agreement between University of London, University College London, on one part, and the Mayor and Burgess of the London Borough of Camden on the other part, dated 29 October 2019, being the Freeholder, Leaseholder and Council, as termed within that Agreement.

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

Name:
David Byron

Address:
University of London, Senate House, Malet Street, London WC1E 7HU

Email:
david.byron@london.ac.uk

Phone:
020 7862 8796

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:
Robert Davies

Address:
Quinn (London) Limited, Dome House, 8 Hartley Avenue, Mill Hill, London, NW7 2HX

Email:
Robert.Davies@quinnlondon.co.uk

Phone:
Mobile 07714 772 344
Head Office 0208 238 1950

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:
Sizi Sibanda

Address:
Quinn (London) Limited, Dome House, 8 Hartley Avenue, Mill Hill, London, NW7 2HX

Email:
Sizi.Sibanda@quinnlondon.co.uk

Phone:
Mobile 07918 900848
Head Office 0208 238 1950

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:
Robert Davies

Address:
Quinn (London) Limited, Dome House, 8 Hartley Avenue, Mill Hill, London, NW7 2HX

Email:
Robert.Davies@quinnlondon.co.uk

Phone:
Mobile 07714 772 344
Head Office 0208 238 1950

Site

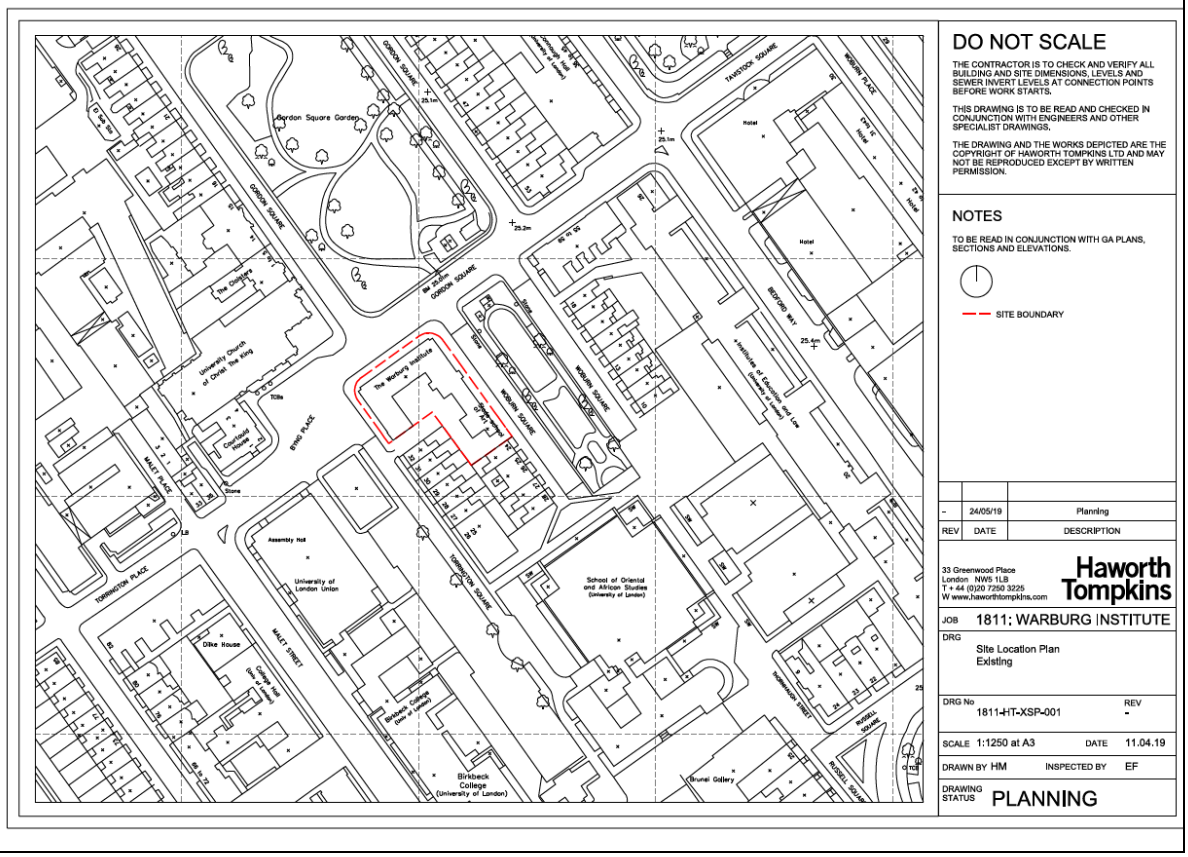
6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

A site location plan, and DAS Heritage Statement submitted with planning is shown below and provided as an appendix.

- 1811-HT-XSP-001 Site Location Plan
- 1811-HT-DAS-Appendix E - Heritage Statement

The Warburg Building sits .in the Northern part of Bloomsbury, London, adjacent to Woburn Square. The building is not statutorily designated nor Listed, but sits within the Bloomsbury Conservation Area.

The development proposals are described in Section 7, below.



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 development works are contained within an enclosed courtyard, on land owned by the University of London.

The principal change is a new extension to the existing library building, over 3 levels from lower ground to 2nd floor.

Internal remodelling then occurs to move some of the library's sections to different levels, and the upgrading of associated services and fabric to facilitate this change.

Externally, the building is being cleaned, the roof refurbished, and the fire escape is being replaced.

To construct this development, the University proposes to utilise its owned land in Woburn Square, which gives more than ample space, to position welfare and materials storage, without encroachment onto the public Highway.

Therefore, some scaffolding and temporary goods hoists will need to be positioned on the footpath, and we are currently making investigations over whether the Council requires a Licence to be processed to enable this to proceed.

Nearby streets are of adequate size for the maximum proposed construction delivery vehicle (rigid body up to 28T), and the transport routes to site proposed later in this CMP, develop how the Principal Contractor intends to manage this, as local roads do not get busy until after 10:00 hours, due to the it being situated in an academic uses area, just South of the Euston Road.

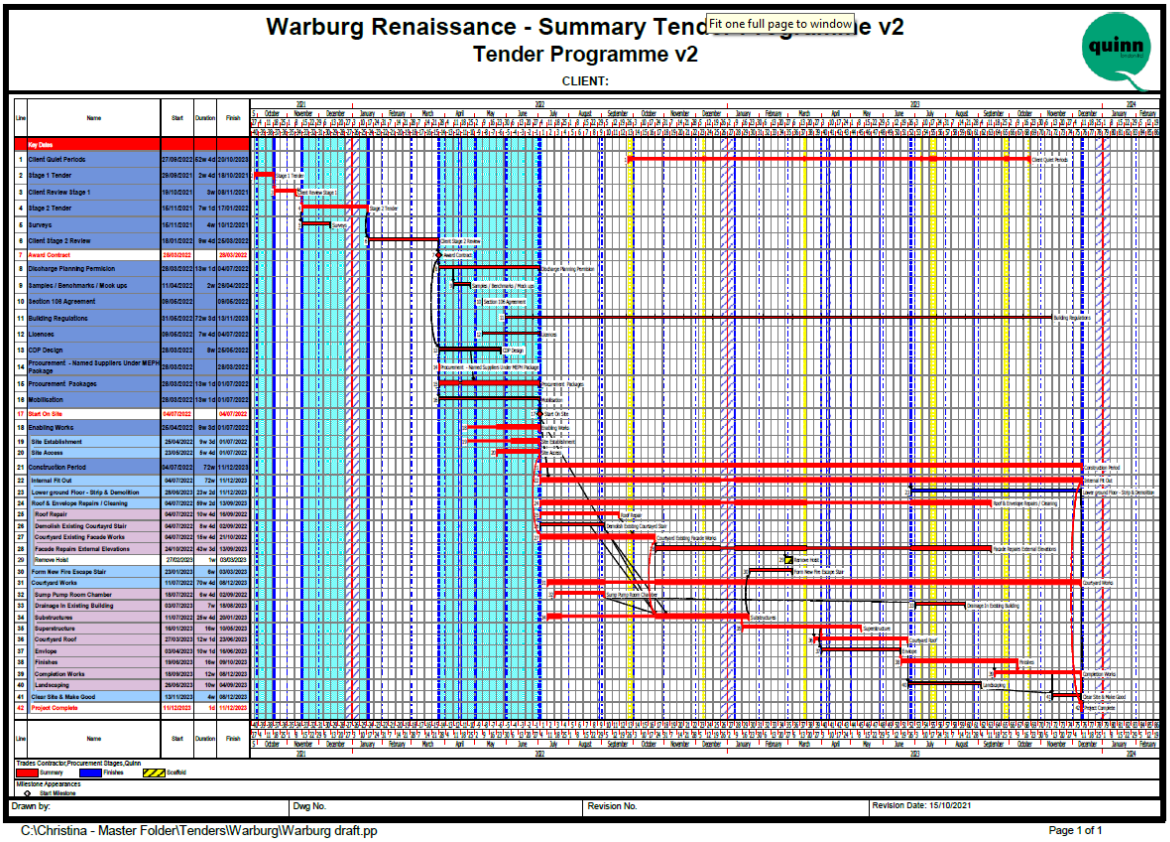
8. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

A Gantt chart is enclosed as an appendix, with a summary in the thumbnail below.

- Warburg Final Tender Programme v2 - 15 10 21 -detail

The project is split into key stages:

1) Pre-commencement design finalisation and S106 discharge
2) Site enabling works, scaffolding and setup
3) Construction period commences 4/7/22
4) Phase 1 – 3rd and 4th floors– sectional completion by 23/12/22
5) Phase 2 – 1st and 2nd floors– sectional completion by 27/6/23
6) Phase 3 – LG & Ground floors – sectional completion by 11/12/23
7) Roof and envelope repairs – sectional completion by 13/9/23
8) New build extension to courtyard – start 11/7/23 complete by 8/12/23
9) Project completion 11/12/23



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

Planning conditions require working hours to be

- 08:00 to 18:00 Monday to Friday
- 08:00 to 13:00 Saturdays
- No works on Sundays or Public Holidays

In addition, the University have prescribed limitations on working hours, and have defined quiet and noisy times, as follows:

- 08:00 – 10:00 – Unrestricted noisy works
- 10:00 – 12:00 – Noise from construction site to be less than 45dB within all areas of the building still occupied by the Warburg (i.e., typical library noise condition)
- 12:00 – 14:00 – Unrestricted noisy works
- 14:00 – 18:00 – Noise from construction site to be less than 45dB within all areas of the building still occupied by the Warburg

There are also a number of 'Quiet Days' agreed in advance where no noisy works at all will take place. This will be for events, exams etc.

- 8 December 2022 – open day
- 10 December 2022 – Christmas party
- 16 March 2023 – open day
- 7 July 2023 – summer party
- 17-21 July 2023 - possible summer school
- 27/28/29 Sept 2023 – welcome week activities
- 19-20 Oct 2023 – event
- 14 December 2023 - Open day

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.).

The nearest receptors are:

- Birkbeck College
- Slade School of Fine Art

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.

The Freeholds on the premises surrounding the development are owned by the University of London, and let to two of its member institutions Birkbeck, University of London and UCL, University of London.

During the project's conception, details have been shared and meetings held as below.

Additionally, the Design & Access Statement as well as the full Planning application was made available to consultees, through a link to the Planning Portal on 13 May 2019.

This version of the CMP will be formally sent to immediate affected neighbours, to conform to LB Camden's consultation procedure, in late May 2022, and responses will be reviewed and summarised ready for on-ward submission to the Council in early June 2022.

The UCL Slade School of Fine Art

- Meeting with UCL Slade to discuss the project – 29 May 2018
- Project status update sent to UCL Slade – 18 January 2018
- Meeting with UCL Slade to discuss the project – 20 March 2019
- Project status update sent to UCL Slade – 31 May 2019
- Project status update sent to UCL Slade – 19 August 2019
- Project status update sent to UCL Slade – 30 October 2019
- Project status update sent to UCL Slade – 29 March 2021
- Meeting with UCL Slade to discuss the project – 8 June 2021
- Project status update sent to UCL Slade – 11 November 2021
- Project status update sent to UCL Slade – 13 January 2022
- Project status update sent to UCL Slade – 14 January 2022
- Meeting with UCL Slade to discuss the project – 26 January 2022
- Project status update sent to UCL Slade – 8 April 2022

Birkbeck, University of London

- Meeting with Birkbeck to discuss project – 14 May 2019
- Project status update sent to Birkbeck – 31 May 2019
- Project status update sent to Birkbeck – 30 October 2019
- Project status update sent to Birkbeck – 26 March 2021
- Project status update sent to Birkbeck – 3 February 2022
- Project status update sent to Birkbeck – 10 February 2022
- Project status update sent to Birkbeck – 23 March 2022
- Project status update sent to Birkbeck – 8 April 2022

Consultation on the CMP

UoL provided the draft (v1) CMP to consultees on 25 May 2022, with a response date of 6 June. No responses were received, and therefore

Evidence of emails are stored in the Consultation folder.

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.

Owing to the site being wholly owned by the University of London, all occupants are tenants, or users of the University, and therefore there are existing lines of communication in place, with each of them, which will continue through key heads of service and departmental managers, coordinated by the Client Project Manager for this development, David Byron, named earlier under contacts.

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.

Quinn (London) Limited will register the construction works under the Considerate Constructors Scheme, and work to its principles to keep all affected neighbours informed as to the progress and impacts of the development, on an ongoing basis.

Regular newsletters will be prepared, in consultation with the University, and disseminated to adjacent neighbour and businesses.

Periodic status and letter drops at key stages will be prepared to show how works may affect the neighbours,

Quinn (London) Limited, has inspected the Guide for Contractors working in Camden, and will abide by it, particularly the Clause 1.3 Considerate Constructor, in which it reinforces registration with the national Considerate Constructors Scheme.

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.

Having carried out a search on the Council's planning portal, there do not appear to be any close planning applications, made within the last 3 years, i.e. that are still active, that would impact, or be impacted, by this development.

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:

Quinn (London) Limited
Dome House
8 Hartley Avenue
Mill Hill
London
NW7 2HX

Quinn London are accredited as a FORS Champion

ID:A00289

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

FORS and CLOCS operate in tandem to provide assurance to Clients, that road safety is at the heart of fleet operators and contractors' thinking.

In order that CLOCS can be assured to clients, Quinn(London) Limited, ensure that our material suppliers are certified to CLOCS, or FORS Silver which automatically complies with CLOCS.

During supply chain validation, and in order for suppliers to join QLL's approved supply chain register, our procurement manager will collate supplier companies' certifications, and on an on-going basis, check these at regular and periodic appraisals of supply chain performance.

The CLOCS gate checklist will be used by our Banksmen, to validate all vehicle arrivals, to ensure compliance.

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:

Client signature	Contractor signature
David Byron	Robert Davies

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)

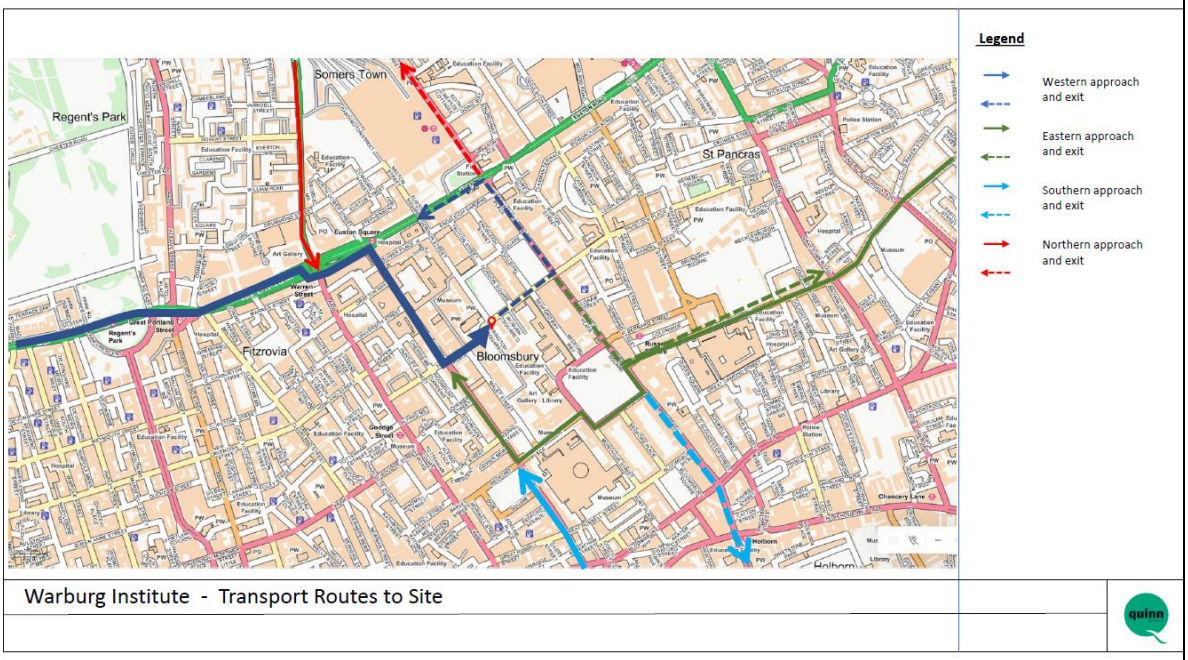
Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, stations, public buildings, museums etc.

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.

Routes that will be used to bring in deliveries to site, from North South east and Westerly directions are shown on the diagram below. This will be communicated to all delivery companies and suppliers, within their purchase orders



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.

Standardised pro-forma, for pre-booking scheduled deliveries will be issued, for all deliveries, along with site requirements, for CLOCS/FORS Standards.

A sample Delivery Booking request Form is shown below.

Delivery Booking Request Form

Contractor	Submitted by	Contact No	Date
Trade Package Site Work		Site Contact name	
		Site Contact Telephone No	
Name of Supplier		Origin Post Code	
Please add a detailed description of the delivery (i.e: Number of boxes, pallets, muck away, etc)			

Details of vehicle		Flatbed	Box Van	Other
Preferred delivery Date			Delivery time	Duration
Method of unloading		Forklift	Hiab	By hand
Location to be delivered to On site (i.e; Level 1, etc)			Preferred Location	

RESTRICTION & REQUIRMENTS

1 - A MINIMUM OF 48 HOURS NOTICE IS REQUIRED FOR ALL DELIVERIES, E-MAIL REQUEST TO

1. Hamid.mostaani@quinnlondon.co.uk - 07525589342

2. Vehicle must arrive at the gate. No earlier than 20 minutes prior to confirmed delivery slot.

3. All fields above must be accurately completed or the request could be rejected.

4.The driver is to wait until a traffic marshal has attended to him

5. If delivery slots are missed, vehicles will be turned away from site and will need to be rebooked through the 24 hours system.

6. All deliveries and materials are to adhere to the guidelines and limitations outlined.

7. All drivers must have full PPE with them or the PPE should be supplied by the contractor that is making the delivery.

8. On arrival to delivery area the relevant contractor will be advised and a representative will need to attend the delivery prior to offload and commencement.

9. All Hiab lorries should submit their licence and test certificate to the traffic marshal/site manager for verification.

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

A schedule of vehicles to be used for deliveries is shown below, which will be in used for the duration of the project.

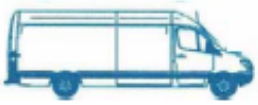
All deliveries will be timed, to avoid on-site congestion, impact on the local environment, roads, and residents.

Construction vehicle movements will be restricted to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays.

The acceptable vehicle types, routes to be followed, and driver instructions will be communicated to all materials suppliers and subcontractors, within our supply chain ordering processes, to ensure compliance with contractual, CLOCS, and LB Camden requirements

Site Deliveries

Vehicle Specification and Delivery Instructions

Style Type of Vehicle	Height, Length and Width	Load Capacity	Notice Period Required	Comments
	1.7m x 1.8m x 1.2m wide	400 Kg	24 Hours	Lightside Regular Deliveries
	1.9m x 2.8m x 1.9m wide	2 Tonnes	24 Hours	Lightside Regular Deliveries
	2.4m x 4.1m x 1.9m wide	3.4 Tonnes	24 Hours	Lightside Regular Deliveries
	3.1m x 4m x 2.2m wide	5.4 Tonnes	48 Hours	Lightside Regular Deliveries
	4.2m x 6m x 2.6m wide	14 Tonne 2 axles	Pre-Booked 5 days notice	Heavyside Scheduled Deliveries
	4.2 x 8m x 2.6m wide	18 Tonne 3 axles	Pre-Booked 5 days notice	Heavyside Scheduled Deliveries
	4.2m x 10m x 2.6m wide	28 Tonne 4 axles	Pre-Booked 5 days notice	Heavyside Scheduled Deliveries
	4.2 x 12m 2.6m wide	35 Tonne 5 axles	NOT TO BE USED	

1. All drivers must phone ahead to the nominated Banksman, 30 minutes before arrival
2. All deliveries must be made from FORS Silver registered companies, or CLOCS Registered.
3. No engine idling when stationary
4. All drivers must follow the nominated approach and exit routes from site to avoid impact on local business and the environment
5. Deliveries arriving unannounced will be rejected

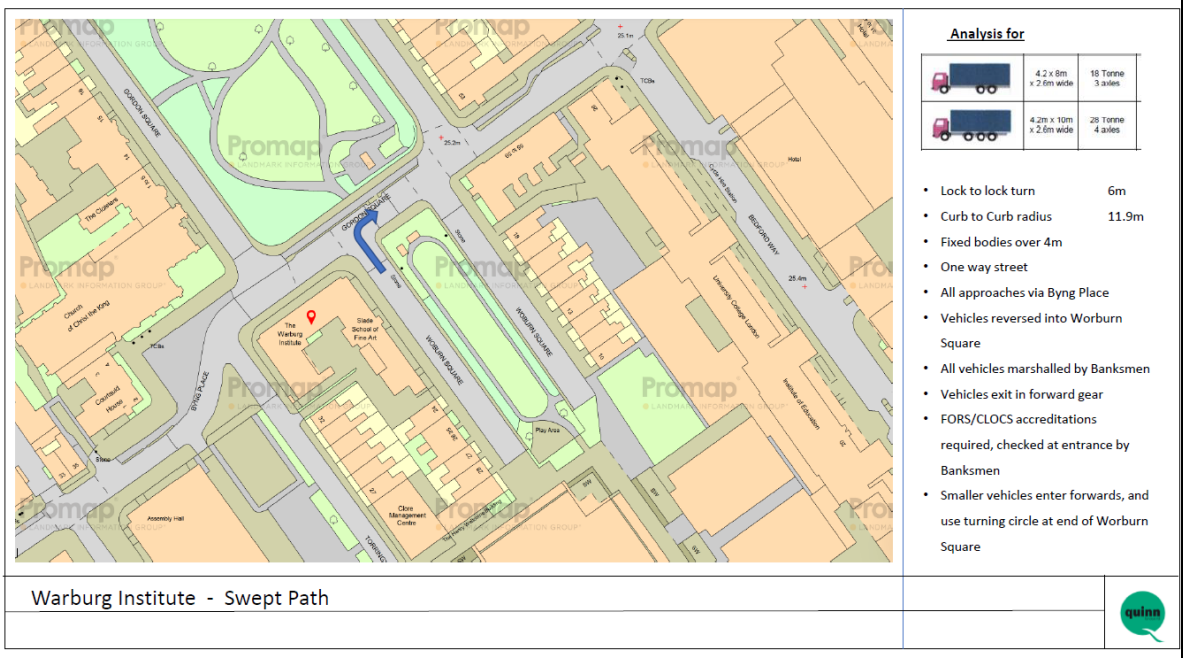
b. Cumulative affects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very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

Not applicable

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

Due to the limitations on the vehicles, the critical swept path is for the widest and longest vehicles shown in the earlier table, at the point they are reversed into Woburn Square, marshalled by our Banksmen.

The proposal is shown below.



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.

Not applicable

We are awaiting advice from LB Camden regarding whether they require licence application to be made for parking bay suspensions and pavement licences within the University's demised premises.

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.

Due to space availability on land owned by the University, this is not a constraint.

Fewer journeys can be made, by the use of larger vehicles, and as we are intending to limit the size to rigid bodied vehicles of no more than 26 Tonnes, this will able to be accomplished.

Wherever possible, smaller vehicles will be encouraged, which is more likely to ensure that they are more modern, and therefore have lower emissions. Smaller vehicles are also intrinsically safer for pedestrians and cyclists, being easier to drive and manoeuvre.

Deliveries will be timed to suit the local traffic conditions, at different times of the day, which will be mapped out by local surveys, to determine the times that are most likely to be quieter, both in the locality of the development, and also along the designated route(s) to and from the site.

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).

As part of our procurement conditions, materials and plant delivery companies will be instructed to comply with the requirement to avoid idling vehicles, whilst they are stationary.

All drivers will be provided with instructions, by the traffic marshals, upon arrival, to ensure that vehicle idling does not occur, in order to cut down on localised, un-necessary, pollution, within the Borough.

Our traffic marshals will enforce this rule, and issue formal warning to the companies involved, which if repeated may lead to their exclusion from the project.

Driver instruction will be issued, as shown in the examples under Question 19a, in relation to rules regarding routing, CLOCS and prohibition of engine idling.

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.

Not applicable – vehicles will not enter the site

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.

Not applicable – vehicles will not enter the site

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.

Not applicable – vehicles will not enter the site

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.

Not applicable – vehicles will not enter the site

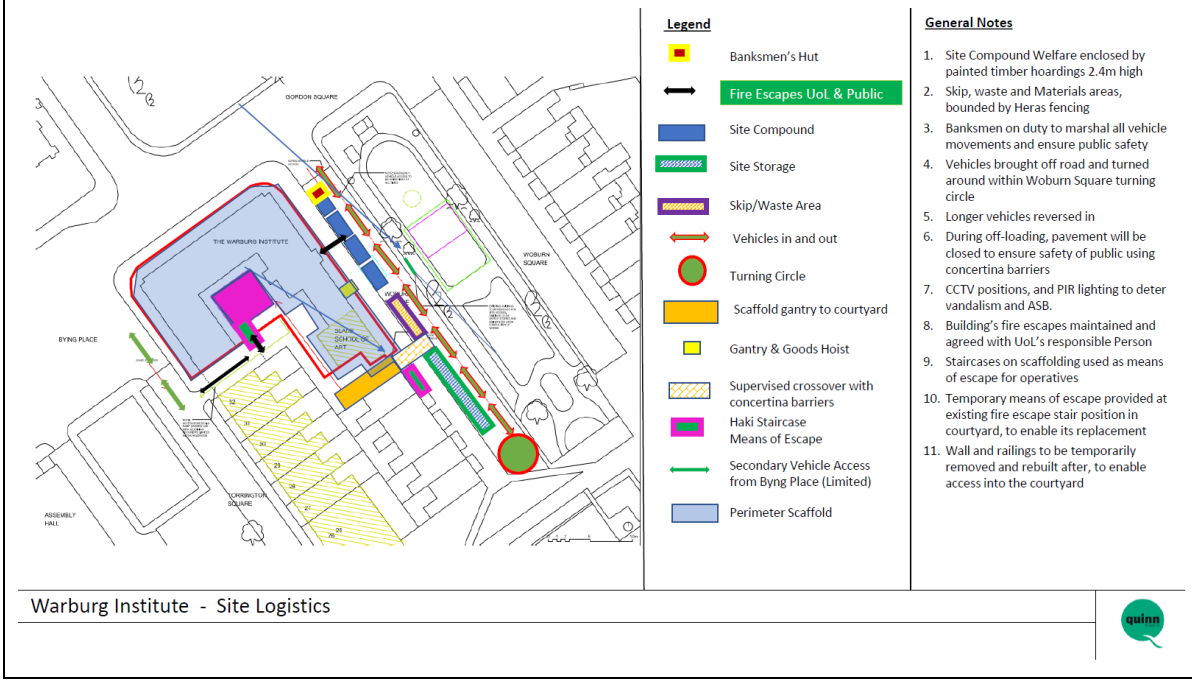
21. Vehicle loading and unloading: *"Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable."* (P19, 3.4.4)

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.

A logistics diagram has been provided, which shows how both deliveries and collections of waste, as well as the CDM welfare arrangements will be placed on the University's land, in Woburn Square, adjacent to the site.

Vehicles will not enter the construction area of the development site



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.

A logistics diagram has been provided in the previous question (21a), showing a banksman hut at the entrance to Woburn Square, from which at least 3 CITB trained banksmen will chaperone all deliveries, to ensure public safety at all times.

The number of marshals required for safe working will be kept under constant review, by QLL and the UoL, to ensure that when traffic volumes increase in term times, and during rush hour periods, they will be adjusted accordingly. We also undertake to comply with the requirements of LB Camden's Highways and Transport Officers.

They will supervise:-

- Vehicles turning off the public highway, onto the private land, and chaperoning them into Woburn Square.
- Supervising the loading and unloading
- Crossing of materials, plant, materials and waste over the footpath
- Re-joining the public road network, in a safe and controlled manner, following the prescribed routing

Updated on 5 July 2022

A trial was carried out on 28 June 2022 using a rigid body, 6 axle, lorry, which was 12m long to determine whether larger vehicles would cause incursion onto the cycle track.

The result was that the HGV did not need to enter the East bound cycle lane whilst reversing, so that means that we will only need to hold the West bound cycle lane whilst entering site, for vehicles up to and including this size..

The maximum size vehicle will be a 12m, 6 axle, rigid HGV.

We will monitor the peak periods around the site, to adjust the planned deliveries as required to suit daily and seasonal increases and decreases in vehicle, cycle and pedestrian volumes.

All deliveries will have the delivery protocol, and CLOCS requirements within their purchase order terms and conditions.

- There will always be a permanent Banksman on duty at the front gate
- All vehicles will be allocated a delivery slot, during off peak times
- There will be a maximum of 3 vehicle movements per hour.
- Delivery drivers will need to call half an hour before arrival and then 5 minutes before arrival for the banks people to be positioned.

Any delivery not adhering to their timing slot, or arrival protocol, will be waved-on by the Banksman at the front gate, and be required to go through the correct notification sequence.

3 banksmen will be required

- 1st to the westbound pavement and cycle route with a concertina barrier
- 2nd banksman will be on the pavement east bound with a stop works sign
- 3rd banksman will be with the vehicle and also have a stop works sign

Smaller vehicles will be brought within the compound area on Woburn Square, in a forward gear, and will turn around using 3 and 5 point turns, which will be supervised by a banksman, before exiting out onto Woburn Square.

Larger vehicles, will be reversed in, and will exit using a forward gear.

Once the delivery has been completed the vehicle will exit the site with the banksmen in place.

This will limit vehicle movements around the development, and coming onto Woburn Square, to safeguard public safety.

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.

Locality Map, provided during planning and in Question 6, shows the location of the site.

The constructors' site compound and material storage is being located wholly upon the University's land, shown on the logistics plan, in Question 21a.

A route map to and from the project has been provide in Question 18a.

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.

The constructors' site compound and material storage is being located wholly upon the University's land, shown on the logistics plan, in Question 21.

We are awaiting advice from LB Camden regarding whether they require licence application to be made for parking bay suspensions and pavement licences within the University's demised premises.

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.

The constructors' site compound and material storage is being located wholly upon the University's land, shown on the logistics plan, in Question 21.

We are awaiting advice from LB Camden regarding whether they require licence application to be made for parking bay suspensions and pavement licences within the University's demised premises.

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.

The constructors' site compound and material storage is being located wholly upon the University's land, shown on the logistics plan, in Question 21.

We are awaiting advice from LB Camden regarding whether they require licence application to be made for parking bays and pavements within the University's demised premises.

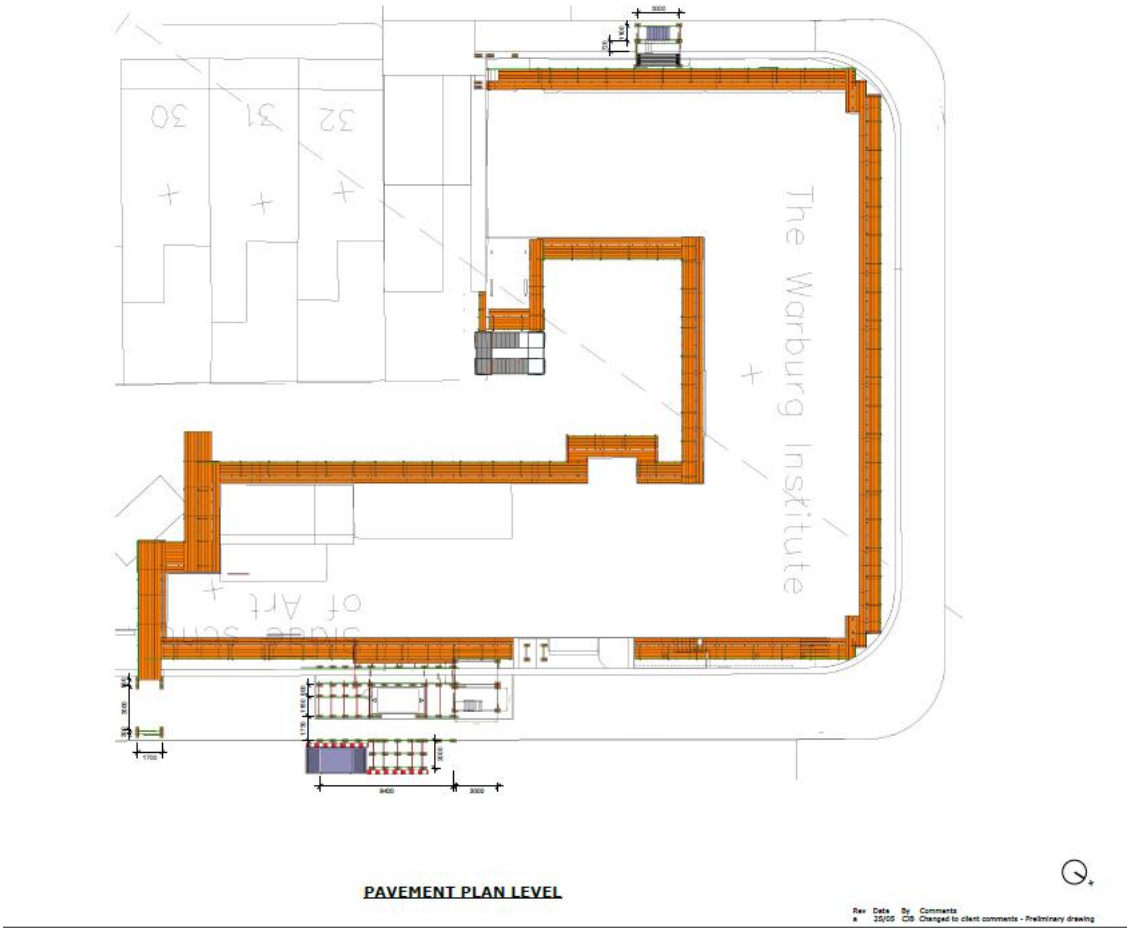
25. Motor vehicle and/or cyclist diversions

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.

There will be a necessity for some marginal encroachment onto the footway, for the goods hoist, throughout the project length. This is shown on the scaffolding diagram shown in question 26, and extracted in detail below.

The constructors' site compound and material storage is being located wholly upon the University's land, shown on the logistics plan, in Question 21.

We are awaiting advice from LB Camden regarding whether they require licence application to be made for parking bay suspensions and pavement licences within the University's demised premises.



26. Scaffolding, hoarding, and associated pedestrian diversions

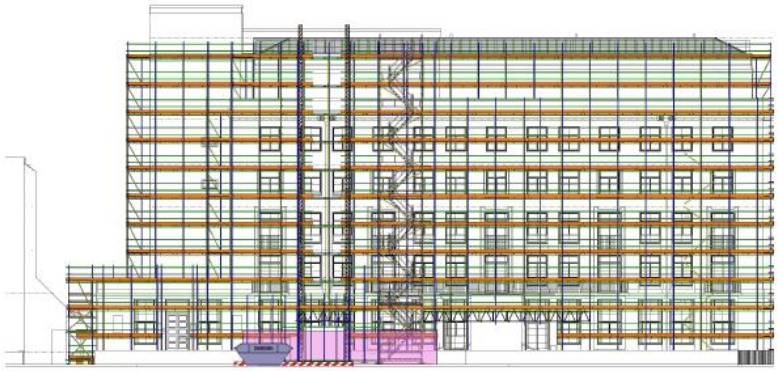
Pedestrians safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramps must be used if 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.

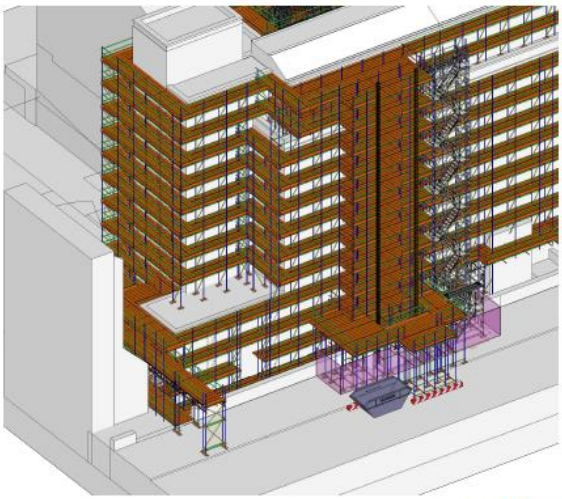
A secure hoarding will generally be required at the site boundary with a lockable access.

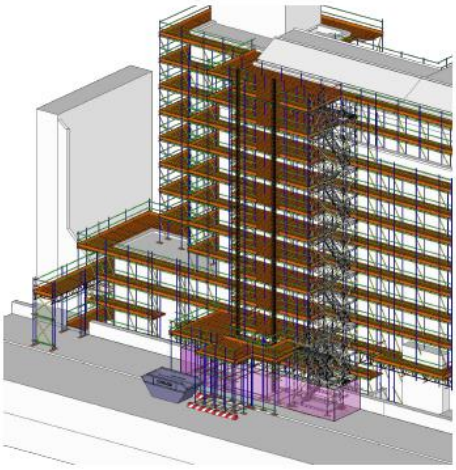
a. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, 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.

A location plan, and an isometric illustration of the scaffolding is shown in thumbnail below



WOBURN SQUARE ELEVATION





ISOMETRIC VIEWS

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.

Not applicable – vehicles will not enter the site

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.

Not applicable

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.

The following activities may potentially cause high levels of dust or noise:

- Enabling works, erecting site hoardings and installing site infrastructure
- Civils & Ground works
- Intrusive investigations
- Steel erection
- Brick, block work and roof installation
- External works, hard and soft landscaping

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.

None to date

Anticipated survey will be one week before commencement on site, at the defined noise receptor positions

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

At the current time, noise prediction for this project have not been made, as these will rely on the Risk Assessments and Method Statements from specialist subcontractors from our supply chain assessing and creating them, based on plant and equipment to be used on this project.

It is expected, through past experience, that noise levels for sound receptors will reach a maximum of 60dB(A). This depends on various factors such as construction materials used in the build, types of tools used, path of travel of noise etc.

It is intended to use an Environmental company called RVT (rent-a-vent) to investigate noise monitors around sensitive areas that can provide alarms to the site manager office to give early warning of exceeding pre-set noise levels.

At all times, Quinn London will comply with all relevant Environmental Health Legislation and will take a pro-active approach to pollution by way of noise to minimise risk and disturbance to site operatives, local residents and the general public.

Under the Control of Pollution Act 1974, Part 3, Environmental Protection Act of 1990 and the Noise Regulation Act, noise is a recognised form of pollution and as such can be classified as a nuisance. The Control of Noise (Codes of Practice for Construction and Open Site) Order 1984 gives legal approval for BS 5228, parts 1 & 2, 1984. This provides information on noise and noise control on

Noise will be kept to the minimum consistent with efficient working at all times. Noise levels will be monitored throughout the project, noise assessments produced where necessary & measures put in place to control the risk (as per the Noise at Work Regulations 2005).

An action plan will be issued for noise complaints. This document will set out work will stop if too noisy, and any complaint will be investigated and remedied.

Where noise cannot be reduced at source every endeavour will be made to reduce noise levels by containing the work area & using noise suppressant aids where necessary.

Noisy work will be restricted to between 9.00am & 4.00pm to minimise the nuisance to local residents and members of the public. Specific signage will be displayed in these affected areas prior to the works commencing.

Noise limits prescribed by the University, which have been decided in consultation with neighbours, shown within Question 9, will be adhered to as the first stage of noise mitigation.

Prior to any works starting Quinn's Site Manager will notify occupiers of all properties which may be affected by noise dust or vibration arising from these works, at least one week in advance.

Noise and vibration will be minimised by using modern plant and equipment fitted with suitable silencers, by muffling of all breakers and through the use of crushers in lieu of impact breakers where ever possible

Wherever possible low vibration tools and equipment will be selected, especially when hiring equipment, as anti-vibration models can significantly increase the length of time a tool can be used for.

All sub-contractors are required to identify the vibration rates for work equipment where their employees are likely to be exposed to vibration e.g. using hammer drills, drills or impact wrenches.

Any process or item of plant that has been identified with a potential vibration hazard will require exposure limits determined using the HSE's HAV Calculator and job rotation may be necessary. All paperwork will be retained in the site safety files.

Site operatives will be warned of the risks from vibration during the site induction, toolbox talks and familiarisation training, which will cover initial symptoms of hand/arm vibration syndrome (HAV) or vibration white finger.

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.

Measures to Minimise Noise Disturbance:

- Complying with the Planning Conditions times of work, and the University's time sensitivity requirements, shown in Question 9, which have been consulted on during the project's concept and tender stages.
- Scheduling certain works to acceptable times of day.
- Use of the most environmentally acceptable plant and equipment which is adequately maintained and silenced to modern standards
- Use of the least intrusive method of work.
- Proper instruction and supervision of staff, including pre-approval of Risk Assessments and Method Statements by our Site Manager
- 'Rest periods' during which operations are temporarily ceased.
- Utilisation of acoustic screening.
- Site infrastructure to be positioned to provide additional screening of works.
- Turning space will be provided within the site in order to avoid the need to reverse and subsequently reduce the associated noise from reverse warning systems.
- A temporary electricity supply will be provided on site, taken from the University's incoming mains. This will avoid the need for diesel generators which can have a localised noise and air quality impact.
- All large concrete pours will be programmed to start as early as possible, within normal hours, to avoid overruns
- Scheduling large scale deliveries to avoid peak traffic and building occupancy times

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

All Quinn (London) Limited staff and subcontractors are appropriately trained on applicable laws and regulations, and are bound into abiding by them, by their adherence to Risk Assessments and Method Statements, and our Health & Safety Management System's procedures.

All QLL staff have received training on BS 5228:2009 and evidence can be provided on request. It is intended to run an additional training session with the SHEQ team for Subcontractors' Contract Managers before the project commences.

Evidence of staff's names can be provided separately by our HR/SHEQ Manager, directly to the University, under Data Protection laws as a confidential appendix.

33. Please provide specific details on how air pollution and dust nuisance arising from dusty activities on site will be prevented. This should be relevant and proportionate to activities due to take place, with focus on both preventative and reactive mitigation measures.

At all times, Quinn London will comply with all relevant Environmental Health Legislation and will take a pro-active approach to pollution by way of dust or airborne particles to minimise risk and disturbance to the site operatives, adjacent buildings, residents and the general public.

It is intended to use an Environmental company called RVT (rent-a-vent) to install dust monitors around sensitive areas that can provide alarms to the site manager office to give early warning of exceeding pre-set dust levels.

Where machines are provided with suppression covers these will remain closed whilst the machine is in operation. Where it is impossible to reposition a potentially dust producing piece of machinery hoardings and enclosures will be constructed to contain and minimise the potential nuisance.

Concrete breaking where possible will be carried out using a crushing machine rather than cutting or grinding equipment which will reduce the dust and noise levels. Cutting and grinding will be performed by two operatives, one to use the machinery and the other to pour water to reduce the dust arising.

Liberal amounts of water will be used for dust suppression throughout the works. The runoff from the dust suppression activities will be minimal as most will be absorbed within the masonry arising's. Any excess water will be channelled into the (previously filtered) existing site drainage system. Filters will be installed to the existing drainage system before works begin. The discharge of any water will be managed to prevent

contamination of the existing watercourses. All water discharge will be monitored and metered, and all records will be kept on site.

Vehicles' leaving the site with the arising's of the construction activity and those carrying loose loads will not leave site without the load being covered.

Dust reducing equipment will be selected wherever possible e.g. circular saws for wet cutting or with dust bags. Other dust reducing processes e.g. damping down with hose, using dust sheets to contain areas, hoovers instead of brooms & 'clearing as you create' methods will also be implemented wherever possible to ensure dust does not extend beyond the site work areas. Scaffolding will also be wrapped with Monaflex to stop any lose debris escaping towards the general public or site operatives.

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.

Construction vehicles will not be driven onto the construction site itself, and therefore there is little likelihood for transmission from the excavation detritus, being spread onto the Public Highway.

Our Banksmen will have dual duties for supervision of all loading and unloading, and therefore will monitor anything which may be spilt onto the Woburn Place, and ensure it is cleaned up immediately.

Regular (daily) inspections will be made by our Site Manager, to ensure that any inadvertent spills or debris is cleaned away.

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

Noise monitoring and background readings will be undertaken by specialist consultants called RVT (rent-a-vent) to investigate noise monitors around sensitive areas that can provide alarms to the site manager office to give early warning of exceeding pre-set noise levels.

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) (document access at bottom of webpage), 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**.

At the current stage of the project, this has not been carried out by the Principal Contractor. Monitoring and background readings will be undertaken by specialist consultants called RVT (rent-a-vent) to install dust monitors around sensitive areas that can provide alarms to the site manager office to give early warning of exceeding pre-set levels.

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. (See Appendix 7 of the SPG document.)

Confirmed. It is intended to use an Environmental company called RVT (rent-a-vent) to install dust monitors around sensitive areas that can provide alarms to the site manager office to give early warning of exceeding pre-set dust levels.

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.

In accordance with Camden's Clean Air Action Plan, the monthly dust monitoring reports must also be made readily available and accessible online to members of the public soon after publication. Information on how to access the monthly dust monitoring reports should be advertised to the local community (e.g. presented on the site boundaries in full public view).

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.

It is intended to use an Environmental company called RVT (rent-a-vent) to install dust monitors around sensitive areas that can provide alarms to the site manager office to give early warning of exceeding pre-set dust levels.

At the current stage of the project, targets and limits have not been set, or measured.

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).

Rodent and vermin prevention will be carried out by:

- Giving toolbox talks to all site operatives, including subcontractors, to ensure that they avoid food waste being deposited on site.
- Avoiding food waste on site, by regular cleaning and emptying of waste containers
- No food waste is to be placed in construction skips
- Engaging a specialist company to set appropriate traps/bait, to kill vermin
- Avoiding gaps in temporary and permanent construction elements, to prevent vermin entering building and the temporary site facilities
- Ensuring all operatives are given toolbox talks on the health risks associated with rats and vermin, such as Weil's Disease.

Not applicable

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

Asbestos & management surveys provided by UoL – attached.

- Lucion_reports_470653
- Lucion_reports_500415
- 493351---Warburg-Institute---Asbestos-Management-Plan-2021-V2.0
- 510892-Asbestos-Removal-Specification--Tuol-Warburg-Institute

Main findings are that there are multiple instances of asbestos containing materials within the work package areas, and that their encapsulation and/or removal has been specified within the removal specification, referred to above and attached as an appendix.

LucionServices
Protecting people and planet

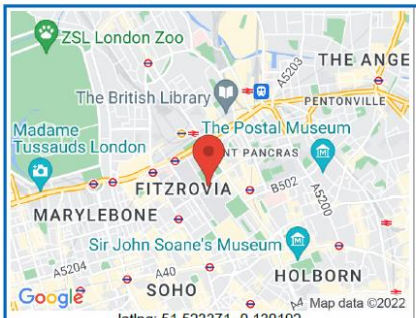
Lucion Services Ltd
Registered in England + Wales 6495874
VAT Registration Number 208156326

Asbestos Refurbishment Survey Report

Job Ref No: **470653**, Account Ref No: **21108**, Contract Ref No: **59795**

Warburg Institute, Woburn Square, Bloomsbury, London, WC1H 0AB

Title: Refurbishment Survey at Warburg Institute of previously inaccessible areas, **Including**: Refurbishment Survey at Warburg Institute of previously inaccessible areas on Job: 260756, **Excluding**: All other areas



latlng: 51.523371,-0.130192


on site photo

Total Records	Sampled Records	No Asbestos Detected	R3	R2	R1
38	15	2	3	0	15

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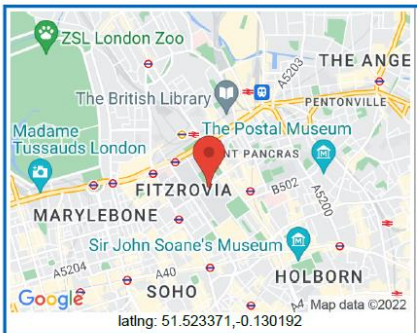
Lucion Services Ltd
Registered in England + Wales 6495874
VAT Registration Number 208156326

Asbestos Reinspection Report

Job Ref No: **500415**, Account Ref No: **21108**, Contract Ref No: **77219**

Warburg Institute, Woburn Square, Bloomsbury, London, WC1H 0AB

Title: Reinspection 2021



latlng: 51.523371,-0.130192

on site photo

Total Records	Asbestos Containing Items	No Asbestos Detected
39	39	0

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UKAS INSPECTION 0263

Lucion Environmental

Delivering Trusted Hazard Management to the Built Environment

Asbestos Management Plan:

Warburg Institute

Woburn Square
Bloomsbury
London
WC1H 0AB

Nexgen Contract ID:	73915	**NexGen Job ID:**	493351
Version:	V2.0	**Completion Date:**	28/10/2021
Report Author:	Joanne Cooke		
Report Issue Date:	28/10/2021		
Recommended review date	28/10/2022		

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Part of lucionservices

Delivering Trusted Risk Management

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.

Quinn (London) Limited adhere to the Considerate Constructors Scheme (CCS) code of practice, and will register the site with the CCS in order to demonstrate our commitment to best practice principles, and to the continuous consideration of the community and neighbours, on whom this project will have an impact.

At commencement, our Site Manger will write to all neighbours, advising of our appointment, setting out a brief overview of the works within the project, and the expected timescales.

Our introductory letter will contain all project and site based managers' details and photographs, to enable neighbours to contact them using a variety of communication methods, or in person, once works start on site.

The project's hoardings will contain details of the Considerate Constructors Scheme, which provides a back up for dispute resolution.

By our proactive approach to consultation and neighbourhood engagement, we aim to minimise any complaint arising during the project.

Quinn (London) Limited's aim is to resolve all complaints at first contact.

Our Project Manager, Robert Davies, is the senior person based on site, and he will manage the engagement and complaints processes to ensure that we carefully consider how we can aim to deliver on expectations set by the University, Stakeholder, Interested Parties and the neighbourhood.

Our company's Complaint process is overseen by our Customer Care Manager, who reports to our board of directors on a monthly basis.

Our SHEQ team, under the direction of our SHEQ Manager, Kenny Abrehart, will monitor the site's adherence to the Considerate Constructors Scheme's principles, and provide support and guidance to meet and achieve the target set within the SKA Gold rating system.

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. See the Mayor of London webpage 'Non-Road Mobile Machinery (NRMM)' for more information, a map of the Central Activity Zone, and for links to the NRMM Register and the NRMM Practical guide (V4): https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/nrmm

Direct link to NRMM Practical Guide (V4):
https://www.london.gov.uk/sites/default/files/nrmm_practical_guide_v4_sept20.pdf

From 1st September 2015

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

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

From 1st September 2020

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

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

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

a) Construction time period (mm/yy - mm/yy):
July 2022 - December 2023

b) Is the development within the CAZ? (Y/N):
No

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

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

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:
Confirmed – Quinn (London) Limited, has its own NRMM pro-forma for logging all plant used on all our project sites, which will be maintained to show all NRMM

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:
Confirmed

43. Vehicle engine idling (leaving engines running whilst parked or not in traffic) produces avoidable air pollution and can damage the health of drivers and local communities. Camden Council and City of London Corporation lead the London **Idling Action Project** to educate drivers about the health impacts of air pollution and the importance of switching off engines as a simple action to help protect the health of all Londoners.

Idling Action calls for businesses and fleet operators to take the **Engines Off pledge** to reduce emissions and improve air quality by asking fleet drivers, employees and subcontractors to avoid idling their engines wherever possible. Free driver training materials are available from the website: https://idlingaction.london/business/

Please provide details about how you will reduce avoidable air pollution from engine idling, including whether your organisation has committed to the Engines Off pledge and the number of staff or subcontractors who have been provided with free training materials.

Engine idling will be prevented by the following practical methods:

- All delivery vehicles will be signed up to CLOCS or FORS Silver (as the equivalent deemed to satisfy), which means that they will be familiar with the requirement.
- Instructions to all delivery companies will be sent with procurement orders
- A site gate checklist, shown in Question 16, will be permanently displayed
- All Banksmen will rigorously enforce our NO IDLING policy
- Continued contravention will lead to an official prohibition of a driver, or delivery company from the site

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: ……..

Print Name: ……

Position: ……

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.7