Construction/ Demolition Management Plan

pro forma

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
11/11/2021	A	David Fletcher (Syntegra)
08/12/2021	B	David Fletcher (Syntegra)
05/01/2022	C	David Fletcher (Syntegra)
11/01/2022	D	David Fletcher (Syntegra)
27/01/2022	E	David Fletcher (Syntegra)
01/03/2022	F	David Fletcher (Syntegra)
03/03/2022	G	David Fletcher (Syntegra)
03/03/2022	H	David Fletcher (Syntegra)

Additional sheets

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

Appendix Letter	Appendix Name
A	Demolition Management Plan
B	Construction Programme
C	Consultation Letters and Minutes
D	Swept Path Analysis
E	C Field Construction Site Layout
F	C Field Tower Crane Layout
G	Utilities Tracker
H	GLA Mitigation Checklist

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.**"

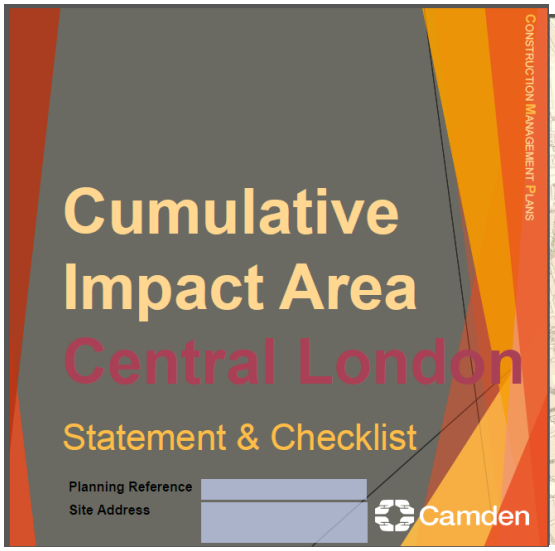
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

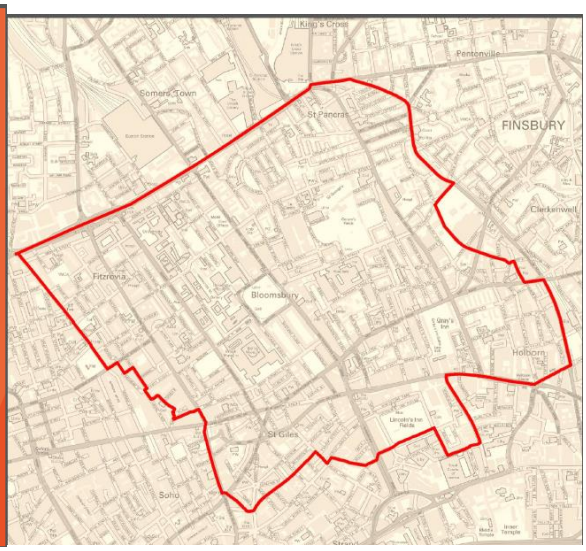
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

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.

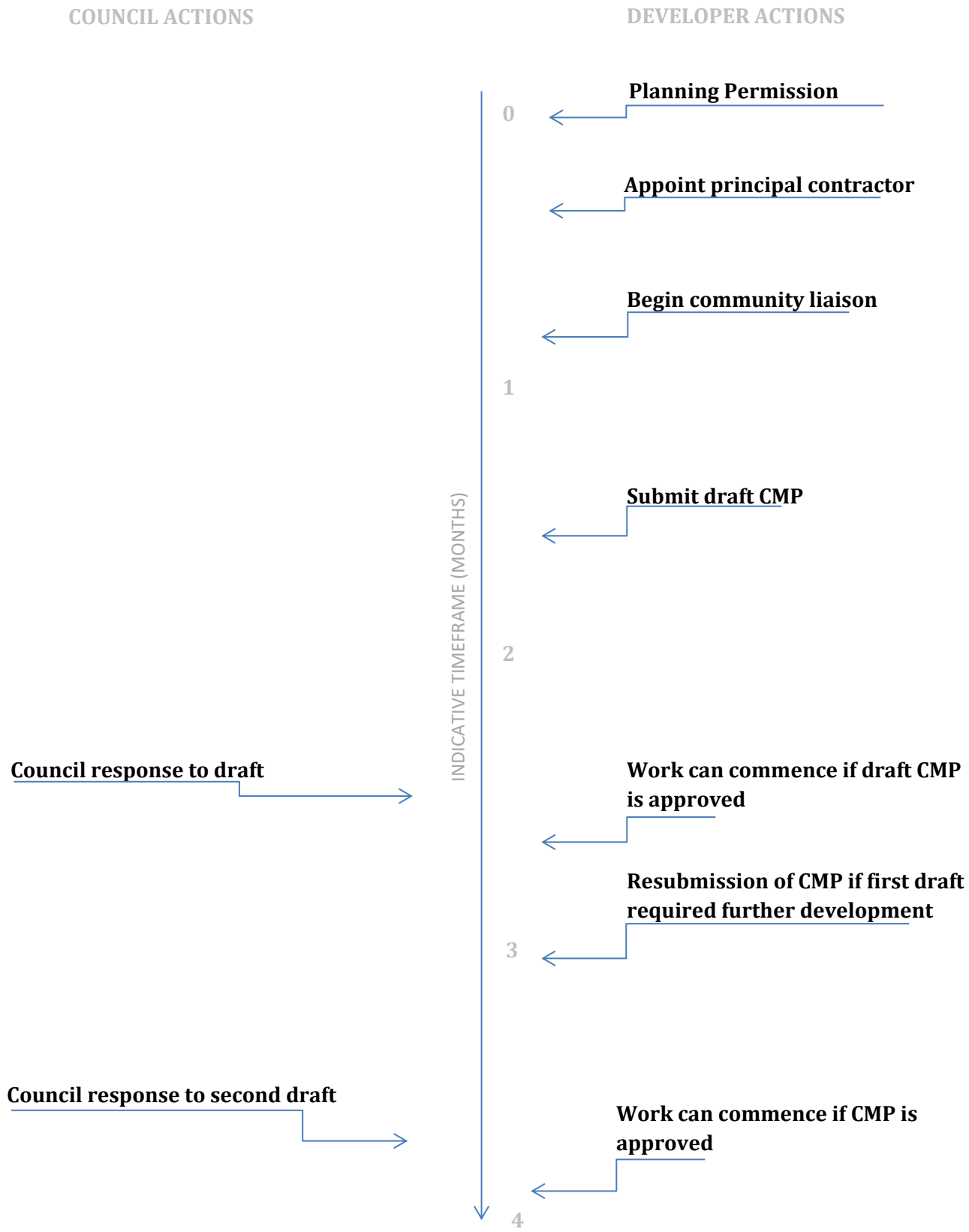
The CIA Checklist can be found at https://www.camden.gov.uk/about-construction-management-plans





Camden

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

Contact

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

Address: 1-33 Liddell Road, West Hampstead, London, NW6 2EW

Planning reference number to which the CMP applies: 2014/7651/P

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

Name: David Fletcher

Address: Syntegra, Syntegra House, 63 Milford Road, Reading, RG1 8LG

Email: d.fletcher@syntegragroup.com

Phone: 07725 366155

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: Joe Martin

Address: C Field Construction, Tower Bridge Business Centre, 46-48 East Smithfield, London, E1W 1AW

Email: joe.martin@cfield.co.uk

Phone: 020 7078 4364

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: Joe Martin

Address: Tower Bridge Business Centre, 46-48 East Smithfield, London, E1W 1AW

Email: joe.martin@cfield.co.uk

Phone: 020 7078 4364

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: Joe Martin

Address: Tower Bridge Business Centre, 46-48 East Smithfield, London, E1W 1AW

Email: joe.martin@cfield.co.uk

Phone: 020 7078 4364

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 regeneration of Liddell Road is being constructed in two phases. Phase 1 is already constructed and comprises Kingsgate Primary Lower School. Phase 2 comprises the construction of the commercial and residential land uses. The proposed development will provide;

- 106 residential units, comprising Block C fronting onto Maygrove Road (66 units) which comprises of four storeys and a Block B to the north western corner of the site (40 units) which comprises of 10 storeys;
- 3,729sqm of commercial floor space in Block A which comprises of six storeys
- Two off-street disabled bays and one on-street disabled bay.

The site is bound by rail lines to the north, Kingsgate Primary Lower School and a light industrial estate to the east, Maygrove Road to the south and Maygrove Peace Park to the west. The location of the site is shown below in **Figure 1** whilst the consented site layout is shown in **Figure 2**.

Figure 1 – Site Location

Figure 2 – Consented Site Layout

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 anticipated programme of construction works for the proposed development is outlined below. It should be noted however that the project programme may be subject to change prior to work commencing on site. any significant changes to the construction programme will be agreed with LBC in advance.

It is anticipated that construction will last for 20-22 months with site possession from November 2021, enabling works taking place from December 2021 through until the end of January 2022 and construction works starting in February 2022. The works will be split into the following key phases;

- Site Setup and Enabling Works
- Site Demolition and Clearance
- Groundworks and Substructure
- Superstructure and Frame
- Envelope, Roof Shell and Core
- Completion of Commercial Units and Shell & Core Fit Out.

Demolition of the building and removal of the concrete slabs will be carried out in line with Demolition Environmental Management Plan (**Appendix A**) submitted and approved under London Borough of Camden Planning (Ref 2014/7651/P).

Main Issues and Challenges:

Air Quality Management Areas (AQMA) – LBC has a borough wide AQMA monitoring Nitrogen Dioxide (NO_2) and Particulate Matter (PM_{10}):

- The site is located within a sustainable location with good accessibility by walking, cycling and public transport. Construction workers will be encouraged to travel by sustainable modes of transport or car share. A number of measures that will be implemented to minimise the air quality and dust impacts during the construction of the site are outlined later in this report. As such, it is considered that the scheme would not have a material impact on air quality and would be in accordance with the AQAP.

Residential nature of area, Presence of Rail Line and other neighbours

- Throughout the planning process the developer has sought to engage as widely as possible with the local community, network rail and neighbours. This process has involved a range of activities such as newsletters, emails, exhibitions, walk and talks, one to one meetings and meetings. During the construction process C Field Construction will seek to maintain a number of methods to communicate with the local community to keep them informed of progress on the scheme concerns to be voiced and listened to, such as:
    - A project newsletter has been circulated to the surrounding streets, and will continue to be on a monthly basis;
    - Meetings have been arranged for stakeholders, and local residents' in the Sidings Community Centre on 27th September 2021 and an initial meeting with Kingsgate School Management took place on 31st August 2021;
    - Any special or unusual activities to take place (such as road closures or deliveries of large plant) will be notified by way of a supplementary letter, issued to the relevant neighbours and local amenity centres;
    - A single point of contact has been provided to the neighbouring residents and relevant statutory and non-statutory bodies and a contact telephone number (which is already established) will be provided to ensure clarity of communication and to coordinate any concerns;
    - A complaints register has been established to provide a permanent record of the performance of the project. Any complaint from residents or other parties will be treated seriously, and the complaint logged, and cause investigated. Analysis of any complaints made will allow procedures to be implemented with the aim of avoiding any re-occurrence;
    - The site hoarding will be used to display information regarding the development, in order that the local community and passers-by can be informed of progress. Drop in sessions will be held at the project community hub so that people are able drop in to discuss any questions or concerns with members of the project team directly.

Location of Kingsgate Primary Lower School adjacent to the site:

- Kingsgate Primary Lower School is located adjacent to the site. As such it is likely that pupils will be using adjacent footways and footpaths to walk to or from nearby residential areas, stations and transport links. The Site Manager will regularly contact the schools to share information in order to maximise child and pedestrian safety. Discussions have taken place with the school who have confirmed that their preference is for no deliveries to take place between 07:30-09:30 and between 15:30-17:00. As such the Site Manager will ensure that no HGV deliveries take place during the school drop-off (07:30-09:30) and pick-up (15:30-17:00). As such the majority of HGV deliveries associated with the site will take place between 09:30-15:30 Monday to Friday and on Saturdays 08:00-13:00. If deliveries outside these hours are required then prior consent will be obtained from LBC.

Neighbouring Construction Sites

- At present there are no sites in the immediate vicinity of the site however a number of construction sites are located along West End Lane. The Site Manager has already reached out to Site Manager at 156 West End Lane (Ref: 2015/6455/P) which is located circa 450m from the site. The Site Manager will liaise with the site managers of any other construction sites that come forward within the vicinity of the site and form a Construction Steering Group. Though engaging in cross site discussions, the site managers of the individual sites will be able to schedule key works at different times to ensure disruption is minimised. In addition to this the contractors will, where possible, share procurement practices, delivery schedules and vehicle loads to help minimise the number of vehicles on the road network.

Narrow Nature of Maygrove Road and On-street parking

- Swept path analysis of the construction route from the B510 West End Lane has been undertaken. In order to facilitate access to the site for HGVs it is likely that two on-street parking bays will need to be suspended for the duration of the construction period.

Vermin Issues

- All waste materials will be collected and stored in suitable receptacles before they are taken off site. Waste materials will not be allowed to accumulate because of the fire / vermin risk. The exterior of the site will have Rodent Metal Tamper Proof Bait Boxes situated every 10 meters This would include in selected areas of Wildlife Conscious Rat Control Points. Administration Building to have Mouse Bait Tamper Proof Boxes Installed within required areas. Monthly Attendance on site for Maintenance of traps checking bait consumption and including replacing of bait levels. Additional Visits may be required should rodent activity be identified.

Presence of any Asbestos

- Any asbestos cement materials (ACMs) will be surveyed prior to demolition and removed by an appropriately licensed contractor in accordance with the Control of Asbestos Regulations 2006.

Trees in the vicinity of the Site

- Where trees are identified for retention, construction work will be undertaken in accordance with relevant guidelines B.S. 5837:2012 (Trees in Relation to Design,

Potential Impact on Utilities

- Utility service diversions and temporary service connections would be carried out during the initial stages of the enabling works. These would be programmed to be completed prior to any construction works. There will be limited utility diversions required for water supplies crossing the site. C Field Construction will manage the installation of the utility infrastructure within the site to the point of connection on the site boundary. The sites existing UKPN substation will be disconnected and removed when final wayleave agreement is reached with UKPN for two new sub-stations to be incorporated in Block B. Provision is to be made for a temporary substation on site to provide temporary power during the construction phase. The exact location of any other services will not be known until a survey has been carried prior to works starting. Prior to works commencing, utility services would be identified and disconnected across the site. Safe access routes would also be identified for vehicles and pedestrians across the site. A site investigation would be undertaken prior to the works.

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).

It is anticipated that construction will last for 20-22 months with site possession from November 2021, enabling works taking place from December 2021 through until the end of January 2022 and construction works starting in February 2022. The works will be split into the following key phases;

- Site Setup and Enabling Works
- Site Demolition and Clearance
- Groundworks and Substructure
- Superstructure and Frame
- Envelope, Roof Shell and Core
- Completion of Commercial Units and Shell & Core Fit Out.

The indicative phase timescales are outlined below.

Construction phase	Start	End
Site setup and demolition	Dec-2021	Jan-2022
Basement excavation and piling	Feb-2022	Apr-2022
Sub-structure	Mar-2022	Jun-2022
Super-structure	Apr-2022	Sep-2022
Cladding	Sep-2022	Jan-2023
Fit-out, testing and commissioning	Aug-2022	Aug-2023

Groundworks and Substructure

The implementation of construction work on site including further enabling works are outlined below.

- Installation of utilities, diversions, new electricity substation, supplies and connections as agreed with statutory authorities.
- Excavation and installation of storm water attenuation tanks, reinforced concrete crane bases, reinforced raft foundations, deep drainage and service routing.
- New foundations will be a mixture of bored & sheet piles.
- Four tower cranes will be erected to assist with the erection of the frames. Mobile cranes will be utilised for specific packages.
- Concrete pumps will be employed in placing concrete.
- Larger mechanical plant may be placed as ground level construction proceeds for ease of access.
- Excavate, lay and test underground drainage, coordinate and install incoming services to plot, backfill, including concrete surround and drainage.
- Trim & prepare ground floor slab forma□on including blinding & waterproof system.
- Install ground floor slabs.
- Fix, rebar, shutter & pour ground floor slabs.
- All piling will be undertaken and carried out as per separate Piling Method Statement.
- If obstructions are encountered there then may be the potential for short bursts if repetitive hammering to move the obstruction, but will keep with the agreed Section 61 agreement.

Superstructure/Frame.

The superstructure works include;

- Site up safety exclusion zone around the foundations , fit core wall steel and assemble core wall shutters.
- Core wall shutters will be installed as the frame rises, operative access to the working decks will be via Haki stairs/core concrete staircases. Rebar lifted by tower crane, concrete pumped using concrete placing boom, supplemented by tower crane or mobile crane.
- The floor slabs will be constructed using traditional formwork methods.

Envelope, Roof Shell & Core

Cladding will be a mixture of clay brick with glazed panels/doors/windows. Materials will be handled by tower cranes, tele-handlers, goods/passenger hoists operating externally to the façade. Access for operatives will be from inside the floor plates of the new buildings. At completion of the lift installation, beneficial use will be allocated for distribution of materials only. Where required, mechanical plant & roof materials will be placed by crane. Fit out & Finishes and External Works. The fit out, finishes and external works include;

- The roof waterproofing system will be installed as soon as the roof concrete slab has cured to achieve the earliest watertight date for all buildings.
- Fit out of residential units including bathrooms, will use traditional techniques and trade sequences, serviced by cranes, loading bays, external hoists, canti-decks and beneficial use of the lifts in the buildings.
- Residential units will be completed from the ground up and handed over following hoist removal and mechanical & electrical services commissioning.

- As the envelope completes the cranes & electric hoists will be removed. Operative movements & materials for the filing out of apartments will continue with beneficial use if the buildings lifts. Through the fit-out, prefabricated components will be utilised where practical to limit the extent of site works.
- Public realm and individual gardening landscaping.
- Completion and installation of Section 278 works– these works outside the site will be phased in such a way to minimise disruption to users of the surrounding streets, some temporary footpath and road closures will be required to complete these works.

Completion of Commercial Units and Shell & Core Fit Out

The commercial units will be completed to full Category A fit out standards to allow flexibility to incoming tenants. It is intended that all services will be brought into the units and capped off for tenant relocation.

Summary

The full construction programme is attached at **Appendix B**. The timescales outlined above have been based upon a timely sign off of this CMP from LBC. Should the timescales need to be changed to allow for any revisions to the CMP, it should be noted that the length of time for each phase would remain unchanged, however timescales would be agreed in advance with LBC.

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

In accordance with LBC Noise Pollution Control hours all works will be conducted between 08:00-18:00 hours Monday to Friday and on Saturdays between 08:00-13:00 with no works taking place on Sundays and Public Holidays.

As aforementioned, due to the proximity of Kingsgate Primary Lower School no HGV deliveries will take place during school drop off and pick-up times. As such the majority of HGV deliveries associated with the site will take place between 09:30-15:30 Monday to Friday and on Saturdays 08:00-13:00

This will be adhered to and if delivery is required outside of these hours prior agreement will be sought with LBC in advance.

For any noisy works where there is a direct impact upon surrounding properties within the specified times, the Site Manager will make contact with the neighbours to consult on the duration, extent and impact of the works to see if an informal agreement can be reached to minimise the duration of these works or carry them out at specific times.

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.).

- Adjacent dwellings / properties – measures to control the noise, vibration and dust levels arising from the development have been outlined within the CMP;
- Development sites within the vicinity – the Contractor will liaise with other development sites that come forward in the area to minimise conflicts;
- Schools - due to the proximity of Kingsgate Primary Lower School no HGV deliveries will take place during school drop off and pick-up times. As aforementioned, due to the proximity of Kingsgate Primary Lower School no HGV deliveries will take place during school drop off and pick-up times. As such the majority of HGV deliveries associated with the site will take place between 09:30-15:30 Monday to Friday and on Saturdays 08:00-13:00. This will be adhered to and if delivery is required outside of these hours prior agreement will be sought with LBC in advance.

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 contractor will strive to be 'Good Neighbours', with systems employed to ensure local issues are understood. As part of this the contractor will sign up to the Considerate Constructor Scheme (CCS).

Consultation and communication with local residents and businesses has begun already. Adjacent residents within the vicinity of the site as well as Kingsgate Primary Lower School have been provided with information on the planned construction including times and contact details of the Site Manager (Joe Martin) based on site. As aforementioned;

- A project newsletter has been circulated to the surrounding streets, and will continue to be on a monthly basis (**Appendix C**);
- Meetings have been arranged for stakeholders, and local residents' in the Sidings Community Centre on 27th September 2021 and an initial meeting with Kingsgate School Management took place on 31st August 2021;
- A Construction Working Group (CWG) has been set up with local residents with a Microsoft Teams meeting held on 16th December 2021 (minutes attached at **Appendix C**)
- Any special or unusual activities to take place (such as road closures or deliveries of large plant) will be notified by way of a supplementary letter, issued to the relevant neighbours and local amenity centres;
- A single point of contact has been provided to the neighbouring residents and relevant statutory and non-statutory bodies and a contact telephone number (which is already established) will be provided to ensure clarity of communication and to coordinate any concerns;
- A complaints register has been established to provide a permanent record of the performance of the project. Any complaint from residents or other parties will be treated seriously, and the complaint logged, and cause investigated. Analysis of any complaints made will allow procedures to be implemented with the aim of avoiding any re-occurrence;
- The site hoarding will be used to display information regarding the development, in order that the local community and passers-by can be informed of progress. Drop in sessions will be held at the project community hub so that people are able drop in to discuss any questions or concerns with members of the project team directly.

An induction specific to the development site will be provided to all personnel before construction commences. This will incorporate health and safety; on-site construction works and issues and sensitivities in the context of the surrounding community.

Work associated with construction at the site will be restricted to between the LBC specified hours of 08:00 and 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays. No work is permitted on Sundays or Bank Holidays. All suppliers will be made aware of the stringent delivery time restrictions (09:30-15:30 Monday to Friday and Saturdays 08:00-13:00). Any work that is anticipated to occur outside core working hours will be discussed and agreed with LBC prior to commencement. If deliveries outside these hours are required then prior consent will be obtained from LBC.

Contact details of the Site Manager will be publicised on the building entrances at the site, as well as provided to adjacent businesses, construction sites, schools and residents, to allow any questions or queries to be appropriately dealt with.

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.

A Construction Working Group (CWG) has been set up made up of local residents and businesses. The Site Manager will continue to liaise with the school and neighbours throughout the construction timeline.

At present there are no sites in the immediate vicinity of the site however a number of construction sites are located along West End Lane. The Site Manager has already reached out to Site Manager at 156 West End Lane (Ref: 2015/6455/P) which is located circa 450m from the site. The Site Manager will liaise with the site managers of any other construction sites that come forward within the vicinity of the site and form a Construction Steering Group. Though engaging in cross site discussions, the site managers of the individual sites will be able to schedule key works at different times to ensure disruption is minimised. In addition to this the contractors will, where possible, share procurement practices, delivery schedules and vehicle loads to help minimise the number of vehicles on the road network.

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.

The Site is registered with the 'Considerate Constructors Scheme' which is a self-financing organisation owned by Construction Umbrella Bodies (Holdings) Ltd.

Plant operators & drivers will be required to hold valid certificates and to have undergone the relevant safety training. C Field Construction has committed to ensuring that all Heavy Good Vehicle (HGV) class drivers delivering to site have attended the Fleet Operator Recognition Scheme (FORS) course, with contractors and their subcontractors operating HGV's having a minimum FORS Silver Level accreditation. As such all contractors and suppliers working on the site will be committed to safer and more efficient ways or working.

Additionally all HGV's over 12 tonnes visiting the site will be required to comply with the Direct Vision Standard (DVS) and hold the appropriate Safety Permit. This forms part of The Lord Mayor of London & TfL's Vision Zero approach to reducing road danger.

The Construction Logistics and Cyclist Safety (CLOCS) Standard for Construction Logistics: Managing Work Related Road Risk (WRRR) is the direct result of collaboration between developers, construction logistic operators and industry associations. CLOCS aims to achieve a visionary change in the way the construction industry manages work related road risk. This is being achieved through three industry led work streams:

- Improving vehicle safety through design and manufacture of safer new vehicles and fitment of appropriate safety equipment to existing vehicles;
- Addressing the safety imbalance in the construction industry through ensuring road safety is considered as important as health and safety on site; and
- Encouraging wider adoption of best practice across the construction logistics industry through taking best in class examples, developing a common national standard and embedding a new cultural norm.

The Site Manager will ensure that all contractors and fleet operators at the site sign up to the CLOCS standards for managing WRRR. All vehicles over 3.5 tonnes accessing the site will be required to have the vulnerable road user safety kit.

All personnel will be required to wear safety helmets when on site, and safety instructions will be strictly adhered to. All precautions will be taken to ensure the safety of working personnel, visitors and the general public.

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.

At present there are no sites in the immediate vicinity of the site however a number of construction sites are located along West End Lane. The Site Manager has already reached out to Site Manager at 156 West End Lane (Ref: 2015/6455/P) which is located circa 450m from the site. The Site Manager will liaise with the site managers of any other construction sites that come forward within the vicinity of the site and form a Construction Steering Group. Though engaging in cross site discussions, the site managers of the individual sites will be able to schedule key works at different times to ensure disruption is minimised. In addition to this the contractors will, where possible, share procurement practices, delivery schedules and vehicle loads to help minimise the number of vehicles on the road network.

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:

C Field Construction

Site Manager Name: Joe Martin

Address: C Field Construction, Tower Bridge Business Centre, 46-48 East Smithfield, London, E1W 1AW

Email: joe.martin@cfield.co.uk

Phone: 020 7078 4364

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

C Field Construction has committed to ensuring that all Heavy Good Vehicle (HGV) class drivers delivering to site have attended the Fleet Operator Recognition Scheme (FORS) course, with contractors and their subcontractors operating HGV's having a minimum FORS Silver Level accreditation. As such all contractors and suppliers working on the site will be committed to safer and more efficient ways or working.

The Site Manager will ensure that all contractors and fleet operators at the site sign up to the CLOCS standards for managing WRRR. All vehicles over 3.5 tonnes accessing the site will be required to have the vulnerable road user safety kit.

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:

Confirmed in line with comment above.

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.

The major road network within London is known as 'Red Routes' or the Transport for London Road Network (TLRN). Red Routes make up only 580km (5%) of London's roads, but carry a third of its traffic. It is considered appropriate to avoid routes where vulnerable road users and construction vehicles could conflict. Likewise, it is considered appropriate to avoid routes where scheduled road works and construction vehicles could conflict.

Various routes have been considered as part of the construction strategy, with the below options discounted;

- **Shoot-Up Hill to Site via Maygrove Road:** It is not viable for an articulated lorry to get to the site via Shoot-Up Hill and Maygrove Road due to the tracking being too tight to turn from the north and due to right turns being banned from the south. However this route could however be used as a departure route from the site for HGVs including artics.

- **Shoot-Up Hill to Site via Iverson Road via Ariel Road -** Iverson Road is parallel to Maygrove Road and in this scenario, we would have to use Ariel Road to turn into Maygrove Road. The junction between Maygrove Road and Ariel Road, which is a 90-degree turn, isn't suitable to provide turning radius' for construction vehicles. This option is therefore not suitable.

- **Shoot-Up Hill to Site via Iverson Road turning in to Maygrove Road -** This route would require a large-scale remodelling of this junction to provide adequate turning radius' for construction vehicles. This option is therefore not suitable.

As such it is considered that the least disruptive route is to have vehicles accessing the site via West End Lane to the east of the site.

In the event that the route from West End Lane proves problematic, then a departure route via Marygrove Road to Shoot Up Hill will be used as an alternative departure route for the site. Swept path analysis of this route is included in **Appendix D** and this will form a backup option if needed. The use of this route will be kept under review and used as an alternative when necessary to avoid congestion on the route via West End Lane.

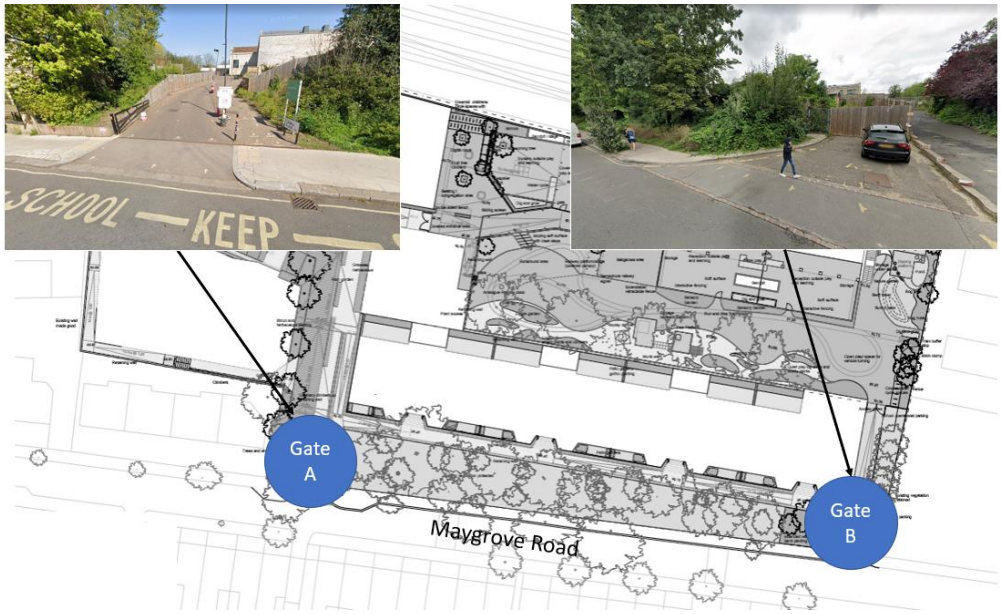
West End Lane to Site via Iverson Road turning in to Maygrove Road

All vehicles accessing the site will route from the B510 West End Lane, turning into Iverson Road before turning right on Maygrove Road. The B510 West End Lane connects with the A41 1.4 kilometres north of Iverson Road, the A41 forms part of the TLRN. Whilst to the south the B510 West End Lane connects with the A5205 approximately 3.3 kilometres.

The route to the site from the B510 West End Lane is shown below in Figure 3 with swept path analysis of the route shown in **Appendix D**. Vehicles will approach and depart from either the north or the south on the B510 West End Lane, and that this will be kept under review and revised if it becomes apparent that the combined impact between construction traffic accessing the site and the site at 156 West End Lane is causing issues. In such an event, instructions will be sent to suppliers that they should approach the site from the south on B510 West End Lane only.

Figure 3 – Construction Route

The construction site provides two gates, Gate A at Liddell Place and Gate B at Liddell Road, as shown below. Both gates will be clearly marked with Black letters on a white background. The decal will be 500mm X 600mm. The gates are also clearly marked on delivery and unloading plans & maps sent when orders are placed. Marshals will help to direct drivers as well.



It is proposed that all construction vehicles that route to Gate A will route to Liddell Place where a qualified banksman / Traffic Marshall will meet the vehicle. The vehicle will enter the site in forward gear. Sufficient room is provided on site for the vehicles to turn within the site for much of the construction period. However once the superstructure to block C (the mansion block along Maygrove Road) reaches the access route from Gate A there will no longer be sufficient road width for vehicles to turn around on site. As such vehicles will then have to enter the site in forward gear, load / unload prior to exiting by reversing back out. Whilst the vehicle reverses onto the carriageway, Banksmen will temporarily shut the footway using concertina fencing and will temporarily stop traffic on Maygrove Road. It is considered that pedestrian and vehicular traffic will only be stopped for up to a minute whilst this takes place. Once the vehicle has exited the site, the road and footway will be reopened.

Due to the constraints of the access, only articulated vehicles up to 30ft will use Gate B. All 30ft artics and rigid vehicles accessing Gate B will be met at the gate by a banksman who will assist with the vehicle reversing off Maygrove Road in to the site. Whilst the vehicle reverses off the carriageway, Banksmen will temporarily shut the footway using concertina fencing. Once the vehicle has entered the site the footway will be reopened. Vehicles will then load / unload prior to exiting in forward gear.

The proposed strategy will be monitored throughout. If further suspensions are required at a later date or pit lanes are needed then a revised CMP will be submitted to Camden and a subsequent temporary traffic order (TTO) will be submitted with further consultation with residents and stakeholders. As aforementioned, if the departure route is problematic then the fall back departure route to Shoot Up Hill via Maygrove Road will be used.

It is considered that the proposed routing avoids the use of minor roads and maximises the use of the major strategic roads where possible.

Given the constraints at Gate A it is proposed to have a separate pedestrian access for construction workers accessing the site. As such a pedestrian access is proposed off Maygrove Peace Park. The pedestrian access to the site will be via turnstiles with finger-print readers with the entrance gate hoarded to ensure access to the construction from the park is limited only to construction workers. The use of the gate will be monitored throughout and kept clean and tidy from mud or debris at all times.

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.

All construction contractors will be made aware of construction route and loading / unloading location upon instruction and appropriate safety measures and signage will be put in place to ensure safety of staff and pedestrians. This will be communicated when booking the delivery of materials / supplies.

As aforementioned, vehicles will approach and depart from either the north or the south on the B510 West End Lane, and that this will be kept under review and revised if it becomes apparent that the combined impact between construction traffic accessing the site and the site at 156 West End Lane is causing issues. In such an event, instructions will be sent to suppliers that they should approach the site from the south on B510 West End Lane only.

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

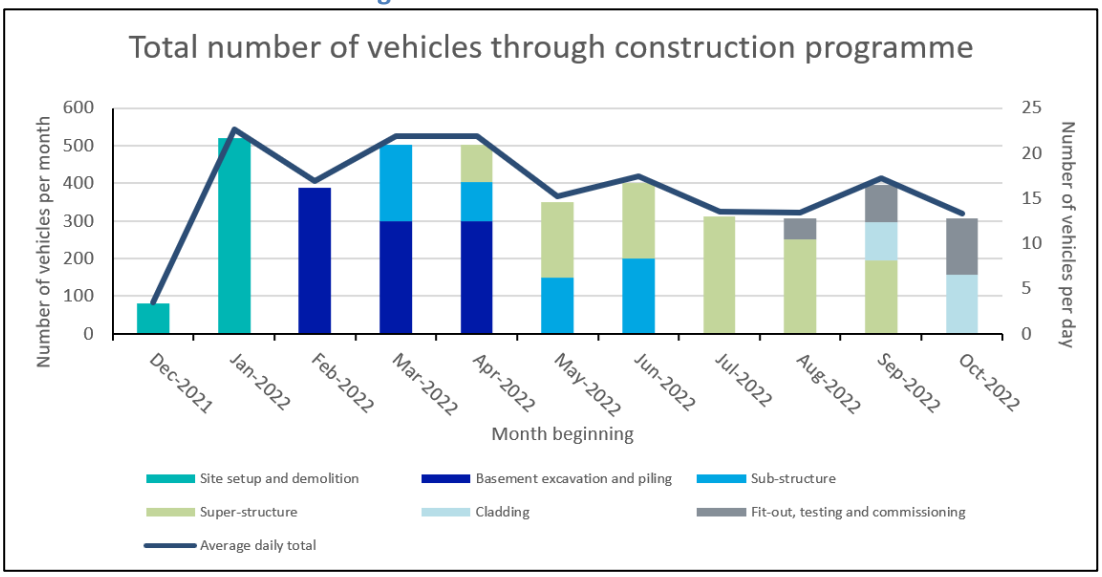
In accordance with the above, it has been agreed with Kingsgate Primary Lower School that no deliveries will take place between 07:30-09:30 and between 15:30-17:00. As such the majority of HGV deliveries associated with the site will take place between 09:30-15:30 Monday to Friday and on Saturdays 08:00-13:00.

This is to be kept under review and revised if deemed necessary by Camden. If deliveries outside these hours are required then prior consent will be obtained from LBC

The majority (circa 95%) of vehicles accessing the site will be 10m Rigid vehicles (27 tonne gross). The remaining c.5% of vehicles will likely be 16.5 articulated vehicles (44 tonne gross). The number of weekly deliveries will vary throughout the construction timeline with between 202-520 weekly deliveries foreseen, resulting in up to 23 daily deliveries and up to six deliveries per hour during the busiest month (one every 10 minutes). An indicative breakdown of vehicle movements is shown in the below table and in Figure 4.

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q4 2021 - Q1 2022	520	23
Basement excavation and piling	Q1 2022 - Q2 2022	388	17
Sub-structure	Q1 2022 - Q2 2022	202	9
Super-structure	Q2 2022 - Q3 2022	311	14
Cladding	Q3 2022 - Q1 2023	200	9
Fit-out, testing and commissioning	Q3 2022 - Q3 2023	404	18
Peak period of construction	Q1 2022 - Q1 2022	520	23

Figure 4 – Construction Vehicles



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.

At present there are no sites in the immediate vicinity of the site however a number of construction sites are located along West End Lane. The Site Manager has already reached out to Site Manager at 156 West End Lane (Ref: 2015/6455/P) which is located circa 450m from the site. The Site Manager will liaise with the site managers of any other construction sites that come forward within the vicinity of the site and form a Construction Steering Group. Though engaging in cross site discussions, the site managers of the individual sites will be able to schedule key works at different times to ensure disruption is minimised. In addition to this the contractors will, where possible, share procurement practices, delivery schedules and vehicle loads to help minimise the number of vehicles on the road network.

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

Swept path analysis has been provided within **Appendix D** of this CMP proforma.

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.

All deliveries will be controlled by a strict delivery booking system, which will distribute deliveries across the week and across the delivery hours.

To ensure an efficient management and minimising of the number of vehicles coming to and from site, a designated management representative will be appointed to act as the Site Transport Co-Ordinator. Their role will be to manage all site vehicle arrivals & departures at appointed times. On a weekly basis the Site Transport Co-Ordinator will evaluate details of the daily profile of deliveries proposed for the upcoming week. Hauliers will be required to contact the site on a daily basis and indicate their delivery schedule for the following day. The proposed deliveries will be checked against the weekly delivery schedule. This will be overseen by the Site Transport Co-Ordinator to ensure that no more than one construction delivery occurs at a gate at any one time, thereby ensuring that there is always space at the site to accommodate the necessary plant and deliveries.

To assist with this, the scheme will make use of a Delivery Management System (DMV) which provides efficient logistical planning & management of deliveries on construction sites and allows users to book, track and manage deliveries. It allows site specific data such as gate locations, laydown areas & allocate delivery slots to be specified & both contractors & sub-contractors to prebook deliveries from an available time slot and gate, thus avoiding potential miscommunication, double booking of gates, build-up of site traffic & construction traffic movements during peak periods.

Deliveries will not be accepted outside of their designated timeslot, and such deliveries will be asked to re-book. Unless there is capacity to accommodate within the specified loading area, unplanned deliveries will be turned away and advised to return to the site at a pre-arranged delivery time.

To further ensure that no two vehicles are accessing a gate at one time, a temporary holding area will be provided on Iverson Road in the section of double yellow lines. Deliveries would be held here until cleared for site entry. Consent for a yellow line dispensation will be sought and it is envisaged that this would be included in the wider traffic order for the parking bays too. All drivers will be made aware the holding area and the delivery procedures prior to making deliveries. This will be kept under review, and additional waiting points will be established on the approach to the site should this be necessary.

Penalties will be issued by means of a 'yellow & red' card system for delivery vehicles not complying with scheduled delivery times or not adhering to the agreed routing of vehicles. The DMV also produces arrange of detailed reports including CO2 reports, FORS & delivery statics. The delivery statics produce data to demonstrate that deliveries avoid peak traffic & school hours and a penalty system enforces such requirements. All vehicle movements will be under the strict control of appointed banksmen and this system will be subject to a speed limit of 5mph.

Sufficient time will be given to deliveries to allow for any delays as a result of the delivery vehicle getting stuck in traffic or the loading / unloading taking longer than expected to avoid any vehicles waiting on the surrounding highway network.

The timings of mechanical plant movements to & from the site will be dependent upon constraints placed by the local Metropolitan Traffic Police , who may be required to escort such large or abnormal loads, and normally fall between 19:00-07:00. Upon confirmation of any escorted load being moved all relevant persons likely to be affected will be advised of the potential for possible short-term disruption as far in advance as possible. All such movements will be carried out in conjunction/consultation with the London Borough of Camden's Environmental Protection Team.

No vehicles will be permitted to park for long periods on Maygrove Road or any of the adjacent roads. While in designated loading bays on site vehicles will not be allowed to wait with idling engines. No parking will be provided within the constraints of the site.

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.

Freight by Water

The potential for waterborne deliveries has been considered as part of the proposed development. It is considered that there is limited potential for transporting materials to the site using the River Thames or canals given the site is not located in close proximity to either. Further there would inevitably be a requirement for the final leg of the journey to be undertaken by road, leading to road trips and double handling, and financial implications. Furthermore, there are currently no formal docking areas in the vicinity of the site creating a barrier for the transfer of goods / deliveries from the water to the site. As such, this option has been discounted.

Freight by Rail

Given the limited number of movements proposed at the site, it is considered that transporting materials to the site using the rail network would not be necessary or financially viable. Whilst the site is located adjacent to the rail line, this is a busy rail line with no rail sidings in the vicinity of the site. Similarly, as with water transport, there would inevitably be a requirement for the final leg of the journey to be undertaken by road, leading to road trips and double handling, and possible disruptions and capacity issues on potential rail links in the locality.

Re-Use of Material On-Site

The contractor will look to maximise the reuse of materials on site to avoid unnecessary trips associated with the removal of spoil.

Smart Procurement

As a means to minimise the impact on construction vehicle movement, the appointed contractor will consider all vehicle activity associated with the site and appropriate measures to reduce its impact in conjunction with the procurement process.

Where practicable, the contractor will source items locally, and where possible amalgamate deliveries in order to reduce the overall number of vehicle movements taking place. To further lessen unnecessary site traffic movements, it is proposed the site will employ its own van to undertake multi collection rounds from suppliers of all required consumables etc, many of these being local business.

To reduce the number of vehicle movements to and from the site 'Backloading' will be in place, whereby site delivery vehicles are utilised to remove waste materials from the site as part of the same trip, where possible. With proper planning and an efficient delivery schedule, unnecessary vehicle trips to the site will be kept to a minimum.

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).

Vehicles and Machinery

- Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone;
- Ensure all vehicles switch off engines when stationary - no idling vehicles;
- Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable;
- Ensure a hose down facility for wheel washing is provided at the site;
- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems; and

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.

The proposed gate locations are shown in Figure 3 and the and access and egress arrangements outlined above. Both gates will be clearly marked with Black letters on a white background. The decal will be 500mm X 600mm. The gates are also clearly marked on delivery and unloading plans & maps sent when orders are placed. Marshals will help to direct drivers as well.

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.

At all times there will be one Traffic Marshall at each Gate. The Traffic Marshall will call for additional Traffic Marshalls / Banksmen to assist with larger vehicles and to assist with pedestrian management.

It is proposed that all construction vehicles that route to Gate A will route to Liddell Place where a qualified banksman / Traffic Marshall will meet the vehicle. The vehicle will enter the site in forward gear. Sufficient room is provided on site for the vehicles to turn within the site for much of the construction period. However once the superstructure to block C (the mansion block along Maygrove Road) reaches the access route from Gate A there will no longer be sufficient road width for vehicles to turn around on site. As such vehicles will then have to enter the site in forward gear, load / unload prior to exiting by reversing back out.

Whilst the vehicle reverses onto the carriageway, Banksmen will temporarily shut the footway using concertina fencing and will temporarily stop traffic on Maygrove Road. It is considered that pedestrian and vehicular traffic will only be stopped for up to a minute whilst this takes place. Once the vehicle has exited the site, the road and footway will be reopened.

Due to the constraints of the access, only articulated vehicles up to 30ft will use Gate B. All 30ft artics and rigid vehicles accessing Gate B will be met at the gate by a banksman who will assist with the vehicle reversing off Maygrove Road in to the site. Whilst the vehicle reverses off the carriageway, Banksmen will temporarily shut the footway using concertina fencing. Once the vehicle has entered the site the footway will be reopened. Vehicles will then load / unload prior to exiting in forward gear.

The proposed strategy will be monitored throughout. If further suspensions are required at a later date or pit lanes are needed then a revised CMP will be submitted to Camden and a subsequent temporary traffic order (TTO) will be submitted with further consultation with residents and stakeholders.

Plans of the proposed pedestrian management at each gate are shown below in Figure 5 and Figure 6.

Figure 5 – Gate A Traffic Management

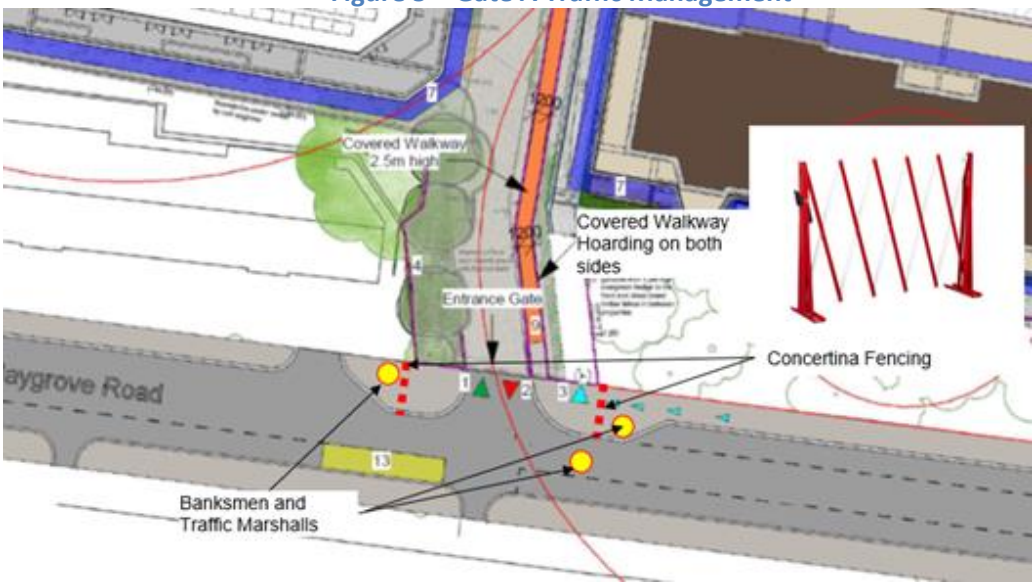


Figure 6 – Gate B Traffic Management

The traffic marshals at both gates will communicate with each other at all times. The traffic marshal located outside Gate B will hold westbound traffic in this location until vehicles departing Gate A have passed. The traffic Marshals at both gates will work in conjunction to stop traffic and create safe maneuvering to & from 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.

Swept path analysis has been provided within **Appendix D** of this CMP proforma.

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.

The primary means of controlling dust and debris on the highway will be prevention; this will be controlled by provision of hard stand areas for vehicle paths, vehicle inspections and provision of wheel wash facilities at the site exits.

Vehicle movements may result in dust emissions (by re-suspending dust from the road or from spilling dusty loads) and exhaust emissions. A number of control measures can be adopted to eliminate or minimise such emissions:

- Wheel washing facilities on site to prevent mud from construction operations being transported on to adjacent public roads;
- Damping down of site haul roads by water bowser during prolonged dry periods
- Regular wet cleaning of hard-surfaced roads used to enter site;
- Ensuring that dusty materials are transported appropriately (e.g. sheeting of vehicles carrying spoil and other dusty materials);
- Confinement of vehicles to designated haul routes within the site;
- Restricting vehicle speeds on haul roads and other unsurfaced areas on the site;
- Hoarding and gates to prevent dust breakout; and
- Appropriate dust site monitoring will be included within the Site management practices to inform site management of the success of dust control measures used.

All vehicles leaving site will be inspected by the gate person, those with dust/debris on the wheels will be subject to a wheel wash. An operative operating a power washer within a bunded area at each exit point to the public roadways is proposed to prevent transfer of dirt/mud/dust from vehicles to areas outside of the site. The quantity of water applied will be monitored to prevent excess water flooding the area, running off site or entering nearby drains.

Water will be applied at least three times a day or more, depending on the atmospheric conditions. The quantity of water applied will be monitored to prevent excess water that can cause erosion or flooding problems. Proposed use of mist propagation sprinklers spraying water over the affected areas

All trucks leaving site with waste or rubble etc. will be required to be fully sheeted to minimise the risk of dust/debris on the highway.

These control procedures will be managed by the gate person who shall also complete regular inspections of the highway and site boundaries. Should the highway become contaminated a road sweeper will be deployed.

Monthly dust monitoring reports will be submitted to the LBC (air.quality@camden.gov.uk).

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.

No parking will be provided within the constraints of the site. No vehicles will be permitted to park on Maygrove Road or any of the adjacent roads. All site operatives, subcontractors & visitors will be instructed to attend site by public transport or by active modes of transport (walking or cycling).

All loading/unloading to take place on site. No loading/unloading to take place from the public highway.

While in designated loading bays on site vehicles will not be allowed to wait with idling engines. Details of the loading / unloading are outlined previously within this proforma.

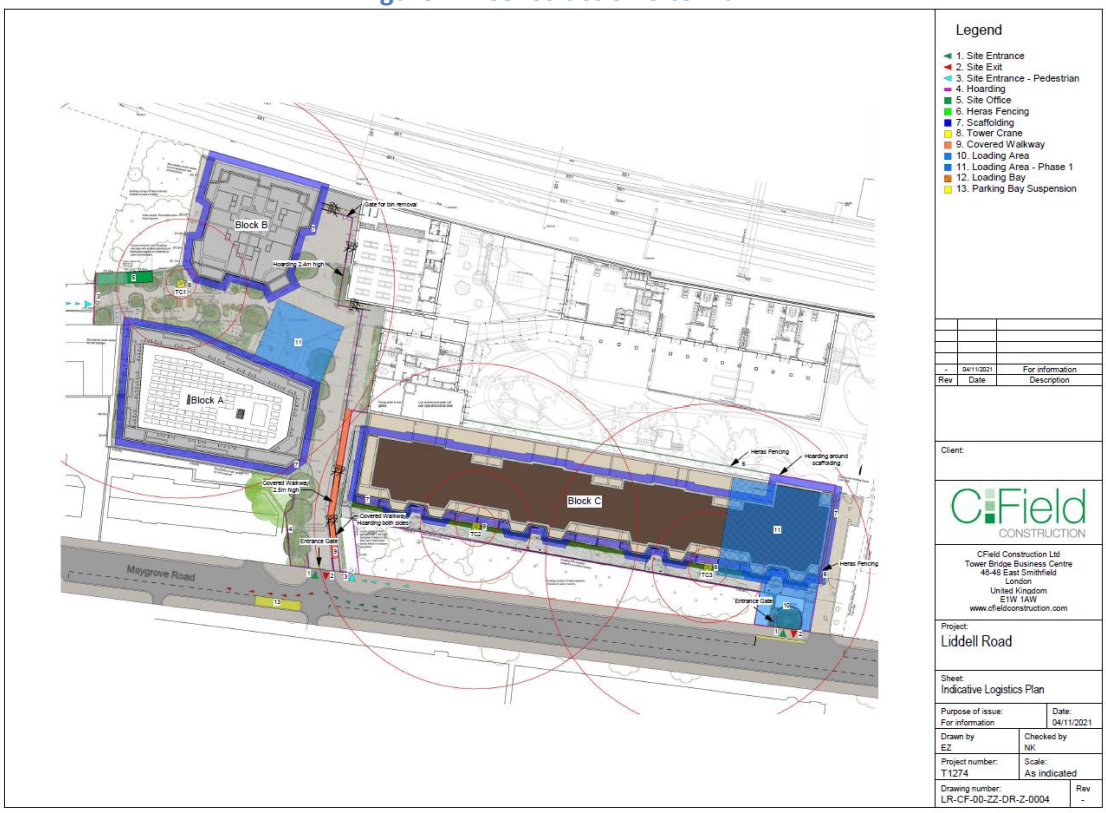
Handling and storage areas will be sited as far away as is reasonably and practically possible from public/residential areas. Handling and storage areas will be actively managed and fine, dry material will be stored inside enclosed shield/coverings or within a central storage area. Any storage areas that are not enclosed will be covered / sheeted. Prolonged storage of debris on site will be avoided.

The following policies and procedures, for the storage and handling of materials on-site, will be applied by the contractor:

- Providing dedicated material storage areas and suitable containers and covers that prevent / minimize the risk of contamination from spilled materials, e.g. placement of covered containers on hardstanding as well as prevent damage or loss through exposure to the elements;
- All liquids and solids of a potentially hazardous nature (for example, diesels, oils and solvents) will be stored in appropriate bunds over hard standing areas to prevent leakage to the ground and water regime, in compliance with legislation, Environment Agency standards and best practice;
- Using 'just in time' delivery regime and effective co-ordination between contractors and suppliers to prevent materials being spoiled, lost and / or wasted; and
- All material/fuel storage areas will be secured to prevent and dissuade vandalism.

The proposed logistics plans is shown below in Figure 7.

Figure 7 – Construction Site Plan



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.

See Q20b.

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.

See indicative logistics plan shown in Figure 7 and attached at **Appendix E**.

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.

A temporary traffic order (TTO) will be applied for the suspension of two parking bays on the southern side of Maygrove Road opposite Gate A for the duration of the construction period to ensure that construction HGVs can safely access and egress the site. Additional temporary suspensions will be required at different periods of the construction which will be applied for in the usual manner adhering to LBC notice periods.

The proposed strategy will be monitored throughout. If further suspensions are required at a later date or pit lanes are needed then a revised CMP will be submitted to Camden and a subsequent temporary traffic order (TTO) will be submitted with further consultation with residents and stakeholders.

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.

Storage, site accommodation and welfare facilities will all be provided on site and off the public highway.

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.

During the first 6 weeks of the works, the site will be fully enclosed by a 2.4m high hoarding. The Site access/egress will be installed as shown on the proposed Construction Site Layout in **Appendix E** in sequence as required during the construction phase.

The street lights within the site along Liddell Place will be relocated and the gate posted removed to assist with HGV access. The vehicle crossover at Gate A will be increased by circa 4m to a 12m length in total to assist with HGV movements. At the Liddell Road access the sleepers between the two accesses will be removed.

The tree protection zones will be established as described in the details submitted and approved for Planning Condition 11.

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.

No long term road diversions foreseen. The timings of mechanical plant movements to & from the site will be dependent upon constraints placed by the local Metropolitan Traffic Police , who may be required to escort such large or abdominal loads, and normally fall between 19:00-07:00. Upon confirmation of any escorted load being moved all relevant persons likely to be affected will be advised of the potential for possible short-term disruption as far in advance as possible. All such movements will be carried out in conjunction/consultation with the London Borough of Camden's Environmental Protection Team.

Temporary road amendments and closures will be required throughout the duration of the construction phase. These will be permitted by means of traffic orders each lasting for 18 months. Traffic orders will be renewed as required at these 18 month intervals until such temporary road amendments/closures are no longer required.

Notices regarding any planned closures and diversions of either roads or footpaths will be given to the London Borough Of Camden. Should an unforeseen emergency arise, with Camden Council's approval, C Field Construction will undertake notification to local residents.

Completion and installation of Section 278 works– these works outside the site will be phased in such a way to minimise disruption to users of the surrounding streets, some temporary footpath and road closures will be required to complete these works.

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.

The site plan is attached at **Appendix E** which outlines the scaffolding locations, hoarding, loading bay suspensions and site offices. The location of Tower Cranes are shown on the plan attached at **Appendix F**.

The Site will be completely hoarded with a minimum height of 2.4m, designed to limit noise and in a secure fashion. The hoarding will prevent public access to the site. Any hoarding which encroaches onto the public highway will have a necessary London Borough of Camden Hoarding License.

A board fence, wind fence, sediment fence, or similar barrier to control air currents and blow soil will be erected. These fences are normally constructed of wood. Barriers prevent erosion by obstructing the wind near the ground and preventing the soil from blowing off-site. Barriers will be placed at right angles to prevailing wind currents when necessary. Solid board fences, burlap fences or similar material will be used to control air currents and blown soil.

The hoarding will be used to display publicity about project, including;

- the program, telephone contact numbers for complaints and enquiries;
- the name of the Site Manager as well as statutory health and safety information;
- If possible, a provision of safe observation panels will be included in the hoarding;
- The hoarding will also be used for marketing. Details of these proposals will be discussed in full detail with the London Borough of Camden prior to implementation. A separate application for advertisement consent will be made if required.

Pedestrian safety throughout the construction programme will be paramount. To ensure pedestrian safety during loading and unloading activity, a Banksman / traffic marshal will be present to minimise the likelihood of conflict with pedestrians.

To ensure pedestrian safety along the school access a covered walkway with hoarding on both sides will be provided throughout the construction period.

Warning signage will be provided within the site to ensure that vehicles, pedestrians and cyclists are aware that construction activity is taking place. Site contact details and out of hours emergency contact details will be prominently displayed at the building entrance on to Maygrove Road.

Daily inspections will be undertaken in the vicinity of the site and on footways to check for potential hazards.

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.

The site plan is attached at **Appendix E** which outlines the scaffolding locations, hoarding, loading bay suspensions and site offices. The location of Tower Cranes are shown on the plan attached at **Appendix F**.

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.

Utilities disconnections will be undertaken as part of the demolition completed to clear the site. A utilities tracker is attached at **Appendix G**.

There will be limited utility diversions required for water supplies crossing the site. C Field Construction will manage the installation of the utility infrastructure within the site to the point of connection on the site boundary. The sites existing UKPN substation will be disconnected and removed when final wayleave agreement is reached with UKPN for two new sub-stations to be incorporated in Block B. Provision is to be made for a temporary substation on site to provide temporary power during the construction phase.

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.

In a project of this scale and nature, it is recognised that noise, vibration and dust could give rise to local disturbance. These impacts are an inevitable consequence of the HGV traffic, and other heavy construction activities. The Client will endeavour to keep noise levels to a minimum at all times. The quietest / lowest impact processes that are reasonably practicable will be employed on site to carry out the construction works.

A Noise Survey is being commissioned and will be made available to LBC prior to piling works starting at the site.

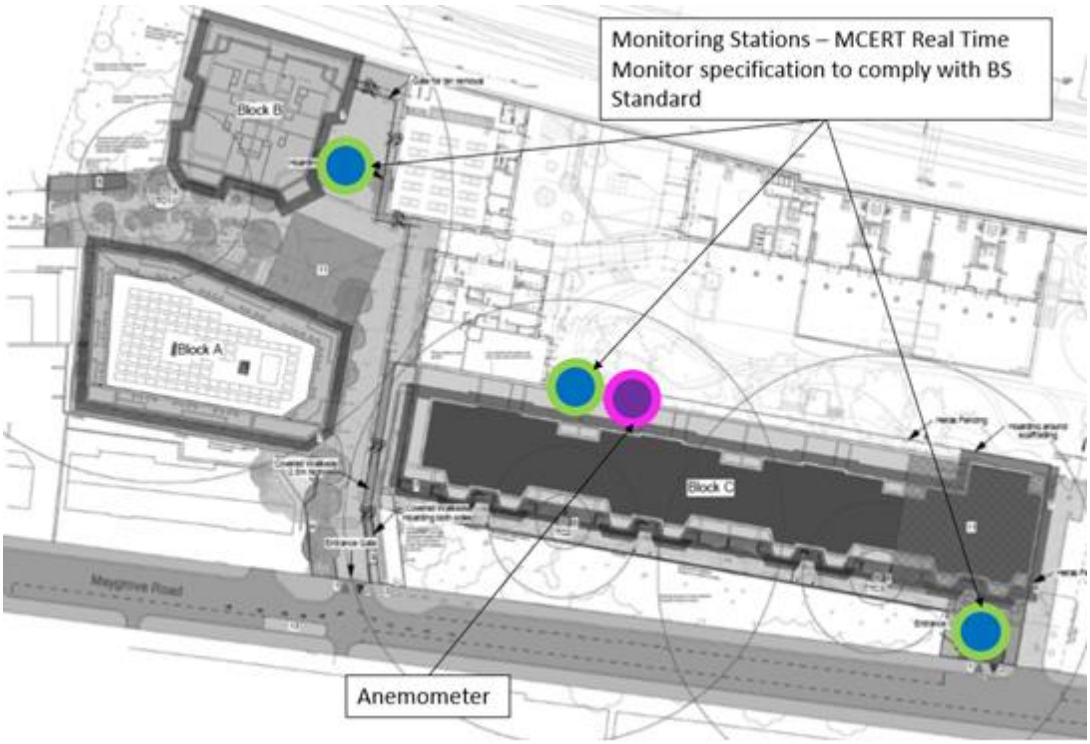
29. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

A Noise Survey is being commissioned and will be made available to LBC prior to piling works starting at the site.

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

During construction works continuous noise (vibration and dust) monitoring will be carried out by means of Casella Guardian 2 Multi-Agent Monitoring Stations shown in Figure 8 below.

Figure 8 – Monitoring Stations



Noise suppression methods comprising encapsulating and siting noisy equipment away from residential boundaries will be employed. Vibration and noise monitoring equipment is present on-site and provides constant readings. The site team work to minimise noise in all site operations and work within working hour restrictions.

The Noise Trigger levels for this site, as set out in the Section 61 Notice, shall be 70 dB(A) Leq (l0hour) Monday – Friday (0800 – 1800), Leq (5hour), Saturday (0900 – 1400) over the course of the working day & 75dB(A) Leq (15min) at any time, measured at the facade of the closest noise sensitive receptor.

Regular noise measurements will be submitted to the LBC Environmental Protection Team for review.

As previously detailed, monitoring stations are located on at strategic positions within the site boundary. These are pole mounted and mains powered. Trigger levels will be set in line with the Section 61 Notice detailed above. The system automatically notifies site management by e-mail alert notification if trigger levels are breached.

If trigger levels are exceeded and e-mail alert notification is generated, site management will take appropriate action to address the source of the noise / vibration 'spike'.

At present the system generates daily reports. Discussions will be undertaken with the local authority / environmental protection team to determine the frequency with which reporting is submitted.

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.

Site-specific best practice measures, and the principles of 'best practicable means' (BPM), as defined in the Control of Pollution Act (CoPA) 1974 would therefore be implemented by contractors to minimise the disturbance to local residents and other potentially sensitive receptors. These measures would include:

- No construction works, without prior approval from LBC, will take place outside the hours of 08:00-18:00 Monday to Friday or 08:00-13:00 on Saturdays, with all HGV deliveries scheduled between 09:30-15:30 and on Saturdays 08:00-13:00;
- This will be adhered to and if delivery is required outside of these hours prior agreement will be sought with LBC in advance.;
- Appropriate and well-maintained marketing & attractive hoardings constructed on the boundaries of adjacent noise-sensitive premises, which may include sound absorbing materials;
- Careful selection of construction methods / plant, including its location, to be used;
- Maintaining and operating all vehicles, plant and equipment in an appropriate manner, to ensure that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum;
- No engines left running on vehicles unloading / loading to the front of the site;
- Construction personnel carefully placing waste into the skip / vehicles when loading;
- The quietest vehicles and plant shall be used as far as is reasonably practicable;
- Voices and conversation outside the site perimeter to a minimum and low in volume;
- No banging of doors, gates, scaffolding, or other objects;
- No machinery starting up on site before the designated start times;
- Machines and equipment in intermittent use will be shut down or throttled down to a minimum when not in use and switching off plant when not in use;
- Regular maintenance and servicing of vehicles, equipment and plant;
- The use of temporary acoustic barriers where appropriate and the use of enclosures and screens around noisy fixed plant where practicable;
- Appropriate handling and storage of materials;
- Damping down surfaces during dry weather;
- The use of dust screens;
- Adherence to relevant British Standards; and
- An appropriate choice of plant that would ensure compliance with the vibration targets agreed with the LBC;

The site will not use impact piling methods which will help to minimise potential vibration. As such no cracking of adjacent properties is foreseen. The Site Manager will inform all neighbours in advance of noisy works and will, in accordance with Section 72 of the Control of Pollution Act 1974, take best practicable means to minimise noise and vibration. The various measures outline above will be employed to help minimise noise generated by the site. In the event that noise levels are high, or a complaint or concern is raised by a local resident, business or Council, an immediate review will be carried out to establish the degree of noise created and to establish how to best develop a solution.

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

There will be enough trained staff on BS 5228:2009

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

The control of dust is a prime concern for all construction projects, particularly during periods of dry and windy weather. Best practice guidance contained within the Greater London Authority's 'The Control of Dust and Emissions from Construction and Demolition' and 'Dust and Air Mitigation Measures' guidance provided by the Institute for Air Quality Management will be utilised to control dust. The following measures will be implemented at the site:

Communications

- Develop and implement a stakeholder communications plan that includes community engagement before work commences on site;
- The Site Manager's contact details will be displayed on entrances to buildings at the site; and
- Regular liaison meetings with any other construction sites within 500m of the site boundary that come forward will help to ensure plans are coordinated and dust and particulate matter emissions are minimised.

Site and Dust Management

- A Dust Management Plan (DMP) will be implemented at the site;
- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken;
- The Complaints Log will be available upon request to LBC;
- Record any exceptional incidents that cause dust and/or air emissions, either on or offsite, and the action taken to resolve the situation in the logbook;
- Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to LBC when asked; and
- The Site Manager will increase the frequency of site inspections when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.
- boundary, with cleaning to be provided if necessary.

Preparing and Maintaining the Site

- Machinery and dust causing activities will be located away from receptors, as far as is possible;
- Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site;
- Avoid site runoff of water or mud;
- The provision of easily cleaned hardstanding' s for vehicles;
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on-site cover as described below;
- Cover, seed or fence stockpiles to prevent wind whipping. Damping down of dusty materials using water sprays during dry weather; and
- Undertake daily on-site and off-site inspections to monitor dust, record results, and make the log available to LBC when asked. This will include regular dust soiling checks of surfaces such as street furniture, cars and windowsills within 100m of site

Vehicles and Machinery

- Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone;
- Ensure all vehicles switch off engines when stationary i.e. no idling vehicles;
- Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable;
- Ensure a hose down facility for wheel washing is provided at the site;
- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems; and

Operations

- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate;
- Use enclosed chutes and conveyors and covered skips;
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate;
- Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods;
- Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place;
- Avoid scabbling (roughening of concrete surfaces) if possible;
- Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control
- systems to prevent escape of material and overfilling during delivery;
- For smaller supplies of fine power materials ensure bags are sealed after use and stored appropriately to prevent dust.

Waste Management

- No bonfires or burning of waste materials on site.

Daily inspections will take place at the site identify any dust or debris. Dust emissions will be monitored visually throughout working hours as well as through the monitoring stations outlined in Figure 8. If trigger levels are exceeded an e-mail alert notification is generated. Site management will suspend the dust generating activities until appropriate mitigation is put in place.

Whilst a CLP is in place, in the event that significant levels of dust are observed either in the air or deposited on vehicles or other sensitive receptors, works will be immediately suspended and working practice reviewed to determine a method to prevent the issue reoccurring.

Footways fronting the site will be swept daily, and the need for this will be continuously monitored throughout the day, in light of site operations and weather conditions. Goods, waste material and wheelbarrows will be secured and covered prior to being transported to and from the site to prevent the escape of debris and dust. The contractor will ensure that the area around the site including the public highway is regularly and adequately swept to prevent any accumulation of dust and dirt.

To further mitigate the impact of dust, the developer will fund monthly window washing throughout the construction timeline to the properties adjacent to the site on Maygrove Road.

Further to this the developer has agreed enhanced cleaning for the neighbouring Kingsgate Primary Lower School throughout the construction timeline.

34. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

As detailed above, a hose will be provided however as all deliveries and loading will be undertaken on hardstanding on there would be limited potential for the spreading of dirt / debris.

These control procedures will be managed by the gate person who shall also complete regular inspections of the highway and site boundaries. Should the highway become contaminated a road sweeper will be deployed.

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

The monitoring locations are outlined in Figure 8 above. Monthly dust monitoring reports will be submitted to the council (air.quality@camden.gov.uk)

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**.

Air Quality Assessment produced by URS and included on the planning application portal (App Reference: 2014/7651/P)

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.

Completed and attached at **Appendix H**.

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.

The monitoring locations are outlined in Figure 8 above. Monthly dust monitoring reports will be submitted to the council (air.quality@camden.gov.uk)

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).

All waste materials will be collected and stored in suitable receptacles before they are taken off site. Waste materials will not be allowed to accumulate because of the fire / vermin risk.

A rodent survey has taken place at the site. The exterior of the site has Rodent Metal Tamper Proof Bait Boxes situated every 10 meters. This includes in selected areas of Wildlife Conscious Rat Control Points. Administration Building have Mouse Bait Tamper Proof Boxes installed within required areas. Monthly Attendance on site will take place for Maintenance of traps checking bait consumption and including replacing of bait levels. Additional Visits may be required should additional rodent activity be identified.

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

An Asbestos survey has been carried out, including in Appendix A of the Demolition Management Plan attached at **Appendix A** of this CMP. All asbestos has been removed from the site. Nonetheless in the unlikely event that any asbestos cement materials (ACMs) were found during the construction period then an appropriately licensed contractor in accordance with the Control of Asbestos Regulations 2006 would be appointed to remove the material.

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.

Contact details for the site manager will be outlined on the frontage to the building. They will allow any neighbours, residents and other stakeholders to make a complaint, should they wish to do so.

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

From 1st September 2015

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

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

From 1st September 2020

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

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

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

The site is registered for NRMM.

a) Construction time period (mm/yy - mm/yy): **It is anticipated that construction will last for 20-22 months with site possession from November 2021, enabling works taking place from December 2021 through until the end of January 2022 and construction works starting in February 2022 and finishing in August 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: **Yes**

e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: **Yes**

f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: **Yes C Field Construction has registered the site and will demonstrate NRMM Regulatory Compliance, demonstrating that appropriate procedures are in place for procuring plant and an active commitment to improving London's air quality. Post audit a copy of the audit outcome document will be provided. Although the development is outside the Central Activities Zone and Opportunity Areas C Field will meet at least stage IV.**

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: ……03/03/2021……..

Print Name: ……David Fletcher……..

Position: ……Associate (Syntegra)……

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.5

Appendix A – Demolition Management Plan

Camden

Demolition Management Plan

Liddell Road Development

NW6 2EW.

September 2010.

Demolition Management Plan

T

This statement must be read in conjunction with the CEMP as submitted and agreed with the London Borough Of Camden for this site in conjunction with the ***Grant of Planning Document Ref; 2014/7651/P.***

CField Construction Ltd.
Tower Bridge Business Centre
46-48 East Smithfield
London, E1W1AW

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E info@cfield.co.uk
W www.cfieldconstruction.com

C Field Construction

has prepared this report for the

Liddell Road Development

In the

London Borough of Camden

NW6 2EW.

and shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Joe Martin
Senior Project Manager

M: +44 (0)74 8395 8548
E: joe.martin@cfield.co.uk

TABLE OF CONTENTS

INTRODUCTION

The project relates to the demolition works that are to be carried out at Liddell Road, London. NW6 2EW.

1 X Redundant UKPN Sub-station

1 X Single storied office.

The works of the buildings to be demolished are as follows:-

Service Disconnections.

UKPN to disconnect all supplies from sub-station.

An asbestos has been carried out on site. on site pre demolition, however if any potential asbestos containing materials are suspected/found within the buildings, structures and sub floor structures, a suitably approved licensed Asbestos Removal Contractor will be contacted and all works suspended until the attendance of such a person.

Form site compound, set up welfare facilities, muster points and secure the site to be demolished, install protective measures within the existing site surface water drainage system to prevent contamination during the demolition process.

Carry out internal soft strip of the buildings, to remove deleterious materials.

Hand demolition to separate any structures which adjoin the structure to be demolished.

Mechanical Demolition of the super structure down to ground slab level. The processing of all materials arising from this element of works which will transported off site for recycling / disposal.

SITE STAFF

The appointed demolition contractor will ensure the following resources to carry out the works as required on site :

Demolition/ Remediation Site Manager (SMSTS) – Non Working Demolition Site Supervisor – Working

First Aiders x 1

1 No Plant Opera. ves (max) 3 No Demolition Operav es


Locations of structures

Interior items for soft strip out

No Images available for Sub-station as unit is secured by UKPN.

PLANT & EQUIPMENT:

1 x No 10t excavator fitted with a choice either shears, selector grab or bucket attachment

1 x No mobile elevating work platform ("scissor lift") 1 x skip for
general waste

1 x Toilet with hand wash facilities Various
hand tools

Plant certificates will be obtained for all plant used and copies of the cer. ficates retained on site.

All operators are to produce CPCS licenses.

Works described below will be carried out in such a way as to minimize the impact of that work. Therefore the site manager will:

- Take all reasonable steps to minimize the creation of dust, using water sprays to dampen buildings being demolished and the demolition arisings;
- Pay attention to wind direction so as to anticipate the impact of any work downwind of the working area;
- Curtail, suspend or re-arrange work as necessary to allow the demolition to proceed if possible whilst reducing its impact on any the occupiers of neighboring properties / premises;
- Ensure all plant is fit for its purpose and adequately maintained so that noise generation is within the manufacturer's stated maximum noise level;
- Give particular consideration to activity on site at the start of the day to minimize disturbance of the neighbours. Reversing manoeuvres will be avoided in the early morning to prevent reversing sirens sounding. Mobile plant, which requires approximately 20 minutes idling to warm-up before a shift, will be will be parked sensibly away from houses. A super-silenced generator is being used to provide electrical power to the site compound. Any parcular ly noisy operations (e.g: use of hydraulic breakers) will be programmed to minimize disturbance;

WELFARE ACCOMMODATION

Welfare facilities will be provided to a standard that satisfies the HSE.

The actual location of the welfare facilities together with staff / visitor parking will be identified on the Traffic Management plan contained within the Construction Phase Health and Safety Plan.

The Provision of site accommodation will be compliant with respect to the Construction (Design & Management) Regulations 2015

- WORKING HOURS

08:00 am - 18.00pm Monday-Friday

8.00am – 1.00pm Saturday

No working hours on Sunday

- SERVICES

C Field Construction will make arrangements for the disconnection of the services to the site.

A CAT detector will be used by the site supervisor to test for live underground electric cables prior to commencement on site and highlighted using spray marker.

- SAFETY

All necessary registers, accident books, diary, time book, test certificates, method statement, risk assessment, health and safety plan etc will be kept on site under the control of the Site Supervisor and can be inspected at any time. All accidents are to be reported to and entered in the site accident book.

A supply of spare hard hats, overalls, gloves, goggles, masks, welders gloves, face visors (when burning equipment is used) etc will be stored on Site.

At all times the appointed demolition contractor will ensure a high standard of Health and Safety is carried out at all times on site.

All operatives on site must wear full PPE in accordance with HSE requirements including safety boots, hard hats and a high visibility vets or coat and LEP (Light Eye Protection) as standard.

'No smoking on site' policy will be adhered to at all times.

Adequate segregation of pedestrians and vehicular traffic will be maintained at all times. Reversing of vehicles and plant will be minimized at all times. This will be highlighted on a site plan and will form part of the site induction for all operatives.

Air Quality - General Provisions

Prior to commencement of work on site an Air Quality Survey will take place and made available to the London Borough of Camden. Construction works will be carried out in such a way as to limit the emissions to air of pollutants .

Dust

Control measures would be implemented to meet **Planning Ref 2014/7651/P . The 1st Schedule Section Air Quality & Carbon Reduction** to prevent the release of potentially contaminated dust entering the atmosphere and / or being deposited on nearby receptors.

The equipment proposed to be used to monitor dust levels is be Casella Guardian 2 Multi-Agent Monitoring Stations. Appendix J presents details / specification of the equipment or similar to comply with BS Standard.

Pest Control.

- Pre start pest control survey to be carried out.
- Control program to be provided (See Appendix K)

- OPERATION NO 1: SITE ESTABLISHMENT

The building will be situated within a secure site boundary made up of Heras fencing, to enclose the working areas / exclusion zones within the site.

Warning signs (as described below) will be displayed at the appropriate points around the perimeter of the site:

Danger Demolition in Progress

Danger Demolition Keep Out

Personal Protective Equipment requirements

Warning to Children

All visitors to our site will be asked to sign in within the site office. They will be inducted into the activities being carried out that day and at all times whilst they are on site they will wear the required PPE and they will also be escorted by a member of the site team.

- OPERATION NO 2: ASBESTOS REMOVAL

Where asbestos is found onsite, a suitably approved licensed Asbestos Removal Contractor will be appointed to carry out the removal of all asbestos containing products.

The HSE will be notified under the statutory ASB5 form on the Health and Safety Executive website www.hse.gov.uk of the intended asbestos removals that are to be executed on site.

All method statements, Risk assessments and transit plans will be included within the CPHSP.

No follow on activities will be carried out until we have received air clearance certificates/ certificates of re-occupation from the asbestos removal supervisor to confirm that the areas are safe to enter.

- OPERATION NO 3: CABLE STRIPPING

Any electrical cabling will be removed for recycling prior to soft stripping and the demolition of the structure.

No cable-stripping work will commence until the electrical supplies to the site have been irreversibly isolated either to the main distribution board by the local electricity supply company or from the main distribution board by a suitably qualified electrician. In either case an isolation certificate will be required and will be displayed within the site office.

Demolition operatives using hand tools will cut into manageable sections all exposed electrical cabling and any which are easily extracted but which are not exposed. Large diameter electrical cabling is heavy, therefore it may be necessary to cut cabling into lengths of no more than 2 or 3 meters prior to moving it for further processing. Operatives are to exercise their judgement and experience when handling cut sections of cable to minimize the risks associated with manual handling.

Cabling in trays or otherwise present above floor level will be accessed using a scissor lift. An exclusion zone will be created beneath the cable being cut-down using barrier tape to avoid the potential for anyone below the cable to be struck as it is allowed to fall to the floor. Consideration must be given to the possibility of a free end “whipping” due to self-weight.

Any powered hand tools used must be inspected daily and used only by trained operatives. 110V or battery tools only. Appropriate PPE for the tool/work must be worn.

The removal of cable insulation and armour is to be undertaken using a purpose-built machine. Such machines have a number of safety features such as guards and remote emergency stops. All safety features are to be checked on a daily basis. None of the guards or other safety features are to be defeated or over-ridden. As with all machinery, long hair and loose clothing are to be securely tied-back to reduce the risk of the operator becoming entangled in the equipment.

All waste generated by the cable-stripping is to be disposed of appropriately, i.e: sheathing is to be placed in a general waste skip.

Under no circumstances is the sheathing to any cabling to be removed by burning.

- OPERATION NO 4: SOFT STRIPPING

An internal soft strip of the buildings will be carried out by demolition operatives to remove as much of the waste materials from the building ahead of the demolition works.

Materials that are to be removed by the internal soft strip can include doors, door frames, fixed and non fixed furniture, carpets and floor coverings and other materials which obstruct the construcon of asbestos removal enclosures.

Operatives will strip out all doors, frames, windows, timber of any description, (not appertaining to roof or main structure) toilets, pipe work, ducting, electrical items and any debris.

Any clean, unpainted constructional timber will be segregated from the general waste. Where this material is free of nails, screws, hinges etc it will be segregated for recycling by a specialist company. Any materials deemed as not suitable for recycling will be removed from site in skips as controlled waste to an appropriately licensed landfill site.

Where possible the materials will be loaded by hand method into skips and removed from the site. Where access for skips is not available the materials will be segregated and stored within the building where they will be removed at a later stage.

Once access for skips is available the materials will be loaded into the skips by use of the excavator and by hand method.

At no times shall operatives gain access to partially demolished or unsafe buildings to recover soft stripped materials, these materials will be removed by mechanical means and when safe to do so by hand method.

All soft stripped materials will be processed and segregated into individual waste/recycling streams. All materials deemed suitable for recycling will be loaded into suitable skips and transferred from the site to a suitable recycling venue.

All waste materials unsuitable for recycling will be transported from the site where it will be taken to landfill facilities.

OPERATION NO 5: WORKING AT HEIGHT GENERALLY

Working at height will be restricted to a minimum, with the majority of high level demolitions being carried out by mechanical means i.e. Demolition type excavators / Plant fitted with controlled attachments such as mechanical grapples, concrete breakers, concrete pulverizes and buckets.

The main area where working at height will be carried out will be to remove the corrugated roof sheets that have been deemed accessible. All non asbestos roof and wall sheets will be removed by mechanical means and by hand method.

Where access to work at height may be required access will be gained by use of either Cherry Picker or Scissor Lift type Mobile Elevated Work Platform.

OPERATION NO 6: DEMOLITION OF BUILDINGS GENERALLY

The building to be demolished on site is a single storied and of clay brick & concrete block structure, with a corrugated single ply steel sheeting roof.

Prior to any structural demolitions taking place, the site supervisor and plant operatives will walk the building to familiarize themselves with the building and any potential issues.

The site will be enclosed by use of Heras type fencing. Warning signs will also be displayed on the site boundary in clear and visible positions.

The buildings that are to be demolished will be soft stripped as described above.

The metal roof sheets will be removed by use of a demolition excavator or by hand method.

The 10t excavator with grapple type attachment will demolish the entire building perimeter.

Once the building has been reduced to rubble it will be systematically loaded on to licensed waste removal trucks.

Each roof truss will be cut free of the head of one of the supporting walls and lowered towards the ground; the other end of the roof truss will be free of the head of the supporting wall and lowered to the ground where, still using the shears attachment on the 10t excavator or by hand method.

The process described above will be repeated until the demolion of the building has been completed.

All steel will be removed from the site in suitable skips that will be transported from the site for disposal.

OPERATION NO 7: PREVENTION OF POLLUTANTS ENTERING SURFACE WATER COURSE

Prior to the removal of the structure it is proposed to temporary cover/seal all drainage/ surface water gullies surrounding the perimeter of the structure:

Appendix A.

Asbestos Survey

Health and Safety
Compliance Partnership Ltd

Asbestos Refurbishment/Demolition Survey for

West Hampstead Limited

at

Liddell Industrial Es-
tate 1-33 Liddell

Names and Addresses

Client Name:

West Hampstead Limited . Suite 2 Fountain House ,1A Elm Park. Stanmore HA7 4AU

Contact:

Phone: Fax:

Site Full Name:

Liddell Industrial Estate

1-33 Liddell Road London

NW6 2EW

Instructing Party:

West Hampstead Limited Suite 2 Fountain House 1A Elm Park

Stanmore HA7 4AU

Contact:

Phone: Fax:

Health and Safety Compliance		
Report Author:	Project Number:	3123
	Survey Date:	21-Jun-21
Health and Safety Compliance Unit 16, Sunbury Workshops, Swanfield Street, London	Printed On:	24-Jun-21
	Page:	Page 1 of 1

TABLE OF CONTENTS

SECTION ONE

SURVEY OBJECTIVES

Survey Objectives

Scope of Works

Health & Safety Compliance Partnership Limited were commissioned by the client to undertake an asbestos Refurbishment and Demolition survey of the site in accordance with HSG 264 to ascertain the presence of asbestos containing materials within prior to the planned refurbishment / demolition works.

The survey was carried out on the date identified at the front of this report by a P402 trained asbestos surveyor (as identified on the photograph sheets) from Health & Safety Compliance Partnership Limited, Unit 16, Sunbury Workshops, Swanfield Street, London E2 7LF, this report was completed on the date idenfi ed at the front of this report.

Purpose / Aims / Objectives

To undertake a Refurbishment and Demolition survey.

The purpose of this survey was to locate and describe, as far as reasonably practicable all asbestos containing materials in the area where the refurbishment work will take place (or in the whole building if demolition is planned), some destructive techniques were used during the inspeco n which may have resulted in damaged to certain installations. Representav e samples were collected and analysed for the presence of asbes-

SECTION TWO

SURVEY NOTES

Appendix B.

Pest Control

Specifications.

- The Exterior of Site, to have Rodent Metal Tamper Proof Bait Box situated into Situ every 10 meters This would include in selected areas of Wildlife Conscious Rat Control Points.

- Administration Building to have Mouse Bait Tamper Proof Boxes Installed within required areas

- Monthly Attendance on site for Maintenance of traps checking bait consumption and including replacing of bait levels.

- Additional Visits may be required should rodent activity be identified

- AF Fortis Tamper Proof Rat Bait Boxes with Fixing Bracket Rat

- AF Amicus (Wildlife Conscious Boxes) Rat Control Points with Fixings

- Mouse Bait Tamper Proof Boxes .

Appendix B – Construction Programme

Camden

Liddell Road

Liddell Road Contract Programme

29/11/2021

Line	Name	Start	Finish	Duration
1	**PRE-COMMENCEMENT STAGE**	**16/07/2021**	**21/07/2023**	**98w 3d**
2	PCSA Commencement	16/07/2021 A	16/07/2021 A	
3	Instruction for Enabling Works	11/10/2021	11/10/2021	
4	Contract Award	26/11/2021 *	26/11/2021	
5	Planning Condition Discharge	09/08/2021	25/11/2021	15w 3d
6	Surveys & Investigations	16/07/2021	17/09/2021	9w
7	Design Review	20/07/2021	26/07/2021	1w
8	Design Team Appointment	16/07/2021	12/08/2021	4w
9	Design IRS	04/10/2021	24/03/2023	71w 3d
10	Initial Design	16/07/2021	25/03/2022	33w 4d
11	Network Rail	24/08/2021	10/12/2021	15w 3d
12	UKPN	03/08/2021	07/09/2021	5w
13	Permits, Party Wall Agreements, Construction MS & CMP	10/08/2021	10/01/2022	19w 3d
14	Early Procurement (Design Input)	23/08/2021	30/08/2022	49w 3d
15	Initial Contractors	26/11/2021	22/02/2022	10w 2d
16	Kingsmill Primary Term Dates (FIO)	01/09/2021	21/07/2023	92w 1d
17	Enabling Works	09/08/2021	23/12/2021	19w 3d
18	Critical items	29/11/2021	22/04/2022	18w 3d
19	King post wall design	29/11/2021	10/12/2021	2w
20	King post lead time	09/12/2021	13/01/2022	3w
21	Pile Rigs lead time	13/01/2022 *	03/02/2022	3w 1d
22	Sheet piles lead time	29/11/2021 *	11/01/2022	4w 2d
23	Pile matt design	03/12/2021	16/12/2021	2w
24	Network rail approval pile matt design	17/12/2021	03/02/2022	5w
25	Party wall awards Block A	06/01/2022 *	06/01/2022	
26	Party wall award Block B	06/01/2022 *	06/01/2022	
27	Network rail award Block C	06/01/2022 *	06/01/2022	
28	Party wall award Block C	06/01/2022 *	06/01/2022	
29	Discharge of construction mangement plan	06/01/2022 *	06/01/2022	
30	Below ground services design	10/01/2022	04/03/2022	8w
31	Isolation springs lead time	27/01/2022	22/04/2022	12w
32	Crane selection	29/11/2021	14/12/2021	2w 2d
33	Design crane base block A & B	14/12/2021	31/01/2022	5w
34	Network Rail approval of Block A & B Crane base design	01/02/2022	07/03/2022	5w
35	Design crane base block C	15/12/2021	15/02/2022	7w
36	UXO survey lead time	29/11/2021	10/12/2021	2w
37	**CONSTRUCTION STAGE**	**26/11/2021**	**29/11/2023**	**98w 1d**
38	Key Milestones	19/06/2023	29/11/2023	23w 1d
39	Block A handover	29/11/2023 *	29/11/2023	
40	Block C West handover	19/06/2023 *	19/06/2023	
41	Block C East handover	29/11/2023 *	29/11/2023	
42	Block B handover	30/10/2023 *	30/10/2023	
43	Site Set Up	26/11/2021	21/01/2022	6w

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Liddell Road

Liddell Road Contract Programme

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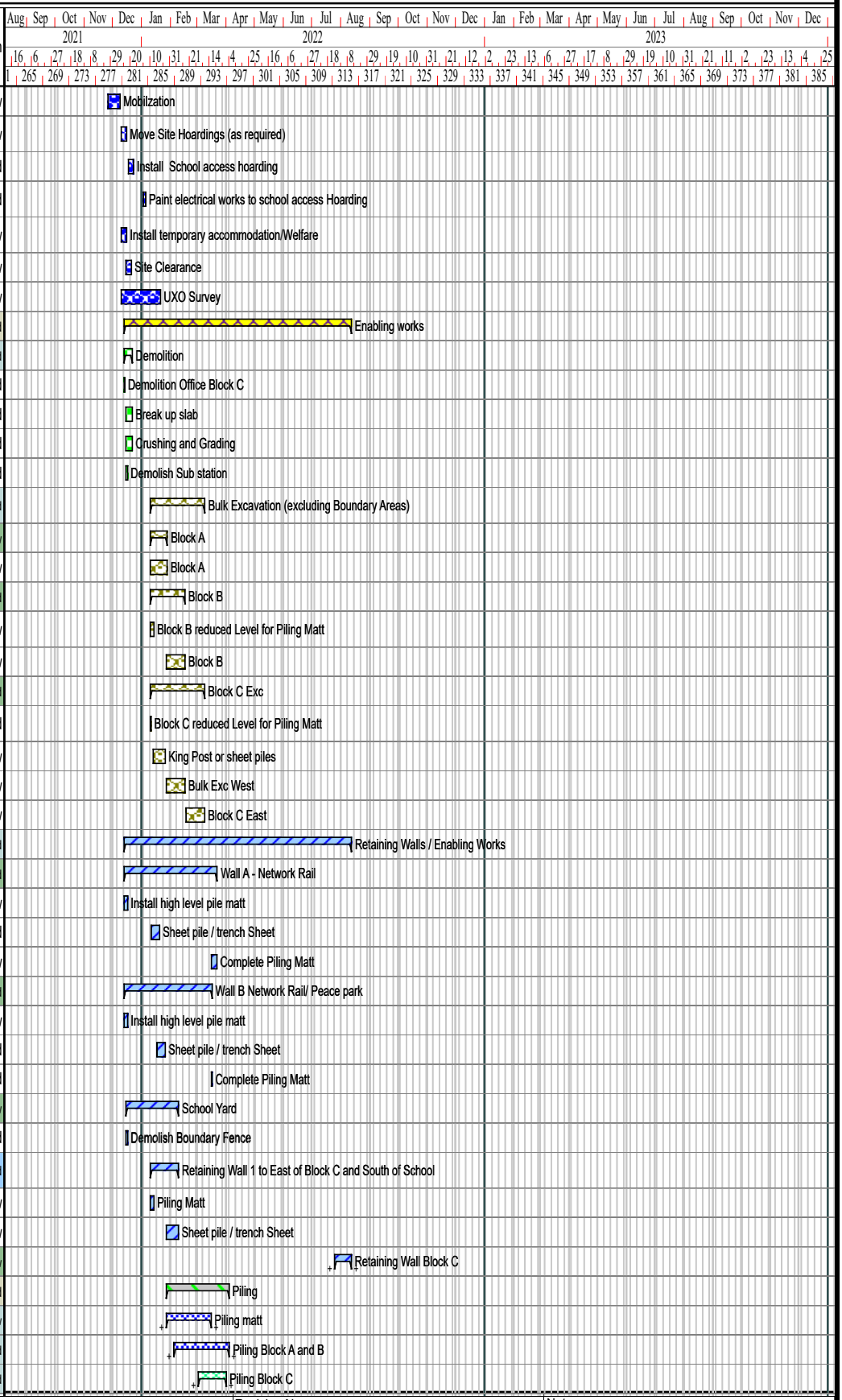
Line	Name	Start	Finish	Duration
44	Mobilzation	26/11/2021	09/12/2021	2w
45	Move Site Hoardings (as required)	10/12/2021	16/12/2021	1w
46	Install School access hoarding	18/12/2021	24/12/2021	6ed
47	Paint electrical works to school access Hoarding	03 Jan 22	06 Jan 22	3ed
48	Install temporary accommodation/Welfare	10/12/2021	16/12/2021	1w
49	Site Clearance	15/12/2021	21/12/2021	1w
50	UXO Survey	10/12/2021	21/01/2022	4w
51	Enabling works	13/12/2021	12/08/2022	32w 1d
52	Demolition	13/12/2021	22/12/2021	1w 3d
53	Demolition Office Block C	13/12/2021 *	14/12/2021	2d
54	Break up slab	15/12/2021	22/12/2021	1w 1d
55	Crushing and Grading	15/12/2021	22/12/2021	1w 1d
56	Demolish Sub station	15/12/2021 *	17/12/2021	3d
57	Bulk Excavation (excluding Boundary Areas)	10/01/2022	09/03/2022	8w 3d
58	Block A	10/01/2022	28/01/2022	3w
59	Block A	10/01/2022	28/01/2022	3w
60	Block B	10/01/2022	16/02/2022	5w 3d
61	Block B reduced Level for Piling Matt	10/01/2022	14/01/2022	1w
62	Block B	27/01/2022	16/02/2022	3w
63	Block C Exc	10/01/2022	09/03/2022	8w 3d
64	Block C reduced Level for Piling Matt	10/01/2022	11/01/2022	2d
65	King Post or sheet piles	13/01/2022	26/01/2022	2w
66	Bulk Exc West	27/01/2022	16/02/2022	3w
67	Block C East	17/02/2022	09/03/2022	3w
68	Retaining Walls / Enabling Works	13/12/2021	12/08/2022	31w 3d
69	Wall A - Network Rail	13/12/2021	22/03/2022	12w 1d
70	Install high level pile matt	13/12/2021	17/12/2021	1w
71	Sheet pile / trench Sheet	11/01/2022	20/01/2022	1w 3d
72	Complete Piling Matt	16/03/2022	22/03/2022	1w
73	Wall B Network Rail/ Peace park	13/12/2021	17/03/2022	11w 3d
74	Install high level pile matt	13/12/2021	17/12/2021	1w
75	Sheet pile / trench Sheet	17/01/2022	26/01/2022	1w 3d
76	Complete Piling Matt	16/03/2022	17/03/2022	2d
77	School Yard	15/12/2021	09/02/2022	6w
78	Demolish Boundary Fence	15/12/2021	17/12/2021	3d
79	Retaining Wall 1 to East of Block C and South of School	10/01/2022	09/02/2022	4w 3d
80	Piling Matt	10/01/2022	14/01/2022	1w
81	Sheet pile / trench Sheet	27/01/2022	09/02/2022	2w
82	Retaining Wall Block C	25/07/2022	12/08/2022	3w
83	Piling	27/01/2022	04/04/2022	9w 3d
84	Piling matt	27/01/2022	16/03/2022	7w
85	Piling Block A and B	04/02/2022	04/04/2022	8w 2d
86	Piling Block C	02/03/2022	01/04/2022	4w 3d



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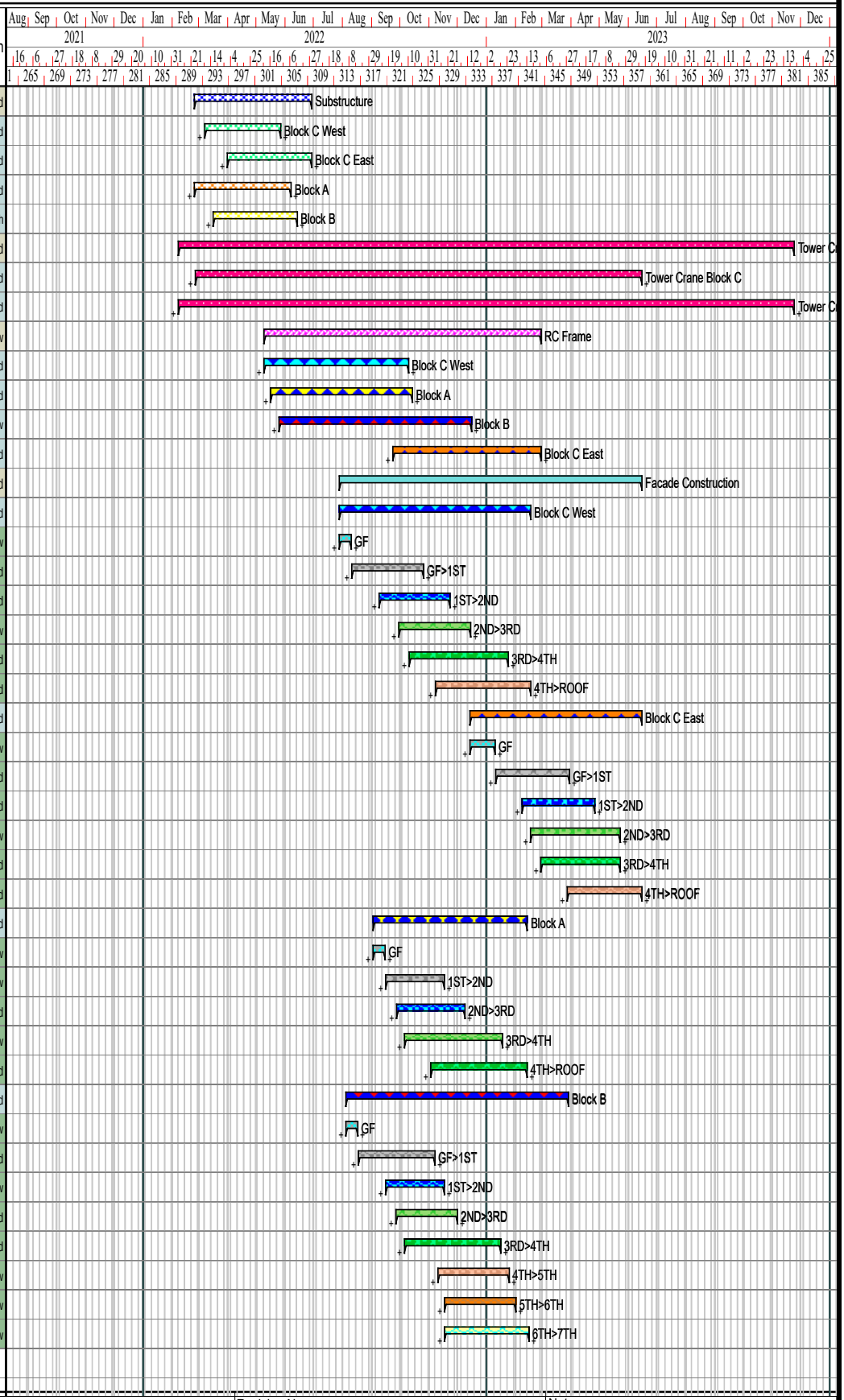
C:Field CONSTRUCTION

Line	Name	Start	Finish	Duration
87	Substructure	24/02/2022	29/06/2022	16w 4d
88	Block C West	07/03/2022	27/05/2022	11w 1d
89	Block C East	31/03/2022	29/06/2022	11w 4d
90	Block A	24/02/2022	07/06/2022	13w 3d
91	Block B	16/03/2022	14/06/2022	12w 2h
92	Tower Cranes	07/02/2022	24/11/2023	89w 3d
93	Tower Crane Block C	25/02/2022	15/06/2023	64w 1d
94	Tower Crane Blocks A&B	07/02/2022	24/11/2023	89w 3d
95	RC Frame	09/05/2022	28/02/2023	40w
96	Block C West	09/05/2022	10/10/2022	21w 4d
97	Block A	16/05/2022	14/10/2022	21w 2d
98	Block B	25/05/2022	16/12/2022	29w
99	Block C East	23/09/2022	28/02/2023	20w 4d
100	Facade Construction	28/07/2022	15/06/2023	43w 1d
101	Block C West	28/07/2022	17/02/2023	27w 1d
102	GF	28/07/2022	10/08/2022	2w
103	GF>1ST	10/08/2022	26/10/2022	10w 4d
104	1ST>2ND	08/09/2022	23/11/2022	10w 4d
105	2ND>3RD	29/09/2022	15/12/2022	11w
106	3RD>4TH	10/10/2022	24/01/2023	13w 1d
107	4TH>ROOF	07/11/2022	17/02/2023	12w 4d
108	Block C East	14/12/2022	15/06/2023	23w 3d
109	GF	14/12/2022	10/01/2023	2w
110	GF>1ST	10/01/2023	30/03/2023	11w 2d
111	1ST>2ND	07/02/2023	26/04/2023	10w 4d
112	2ND>3RD	16/02/2023	23/05/2023	13w
113	3RD>4TH	27/02/2023	23/05/2023	11w 3d
114	4TH>ROOF	27/03/2023	15/06/2023	10w 4d
115	Block A	02/09/2022	13/02/2023	21w 2d
116	GF	02/09/2022	15/09/2022	2w
117	1ST>2ND	15/09/2022	17/11/2022	9w
118	2ND>3RD	27/09/2022	09/12/2022	10w 4d
119	3RD>4TH	05/10/2022	18/01/2023	13w
120	4TH>ROOF	02/11/2022	13/02/2023	12w 3d
121	Block B	04/08/2022	29/03/2023	31w 4d
122	GF	04/08/2022	17/08/2022	2w
123	GF>1ST	17/08/2022	07/11/2022	11w 2d
124	1ST>2ND	15/09/2022	17/11/2022	9w
125	2ND>3RD	26/09/2022	01/12/2022	9w 3d
126	3RD>4TH	05/10/2022	16/01/2023	12w 3d
127	4TH>5TH	10/11/2022	25/01/2023	9w
128	5TH>6TH	17/11/2022	01/02/2023	9w
129	6TH>7TH	17/11/2022	15/02/2023	11w



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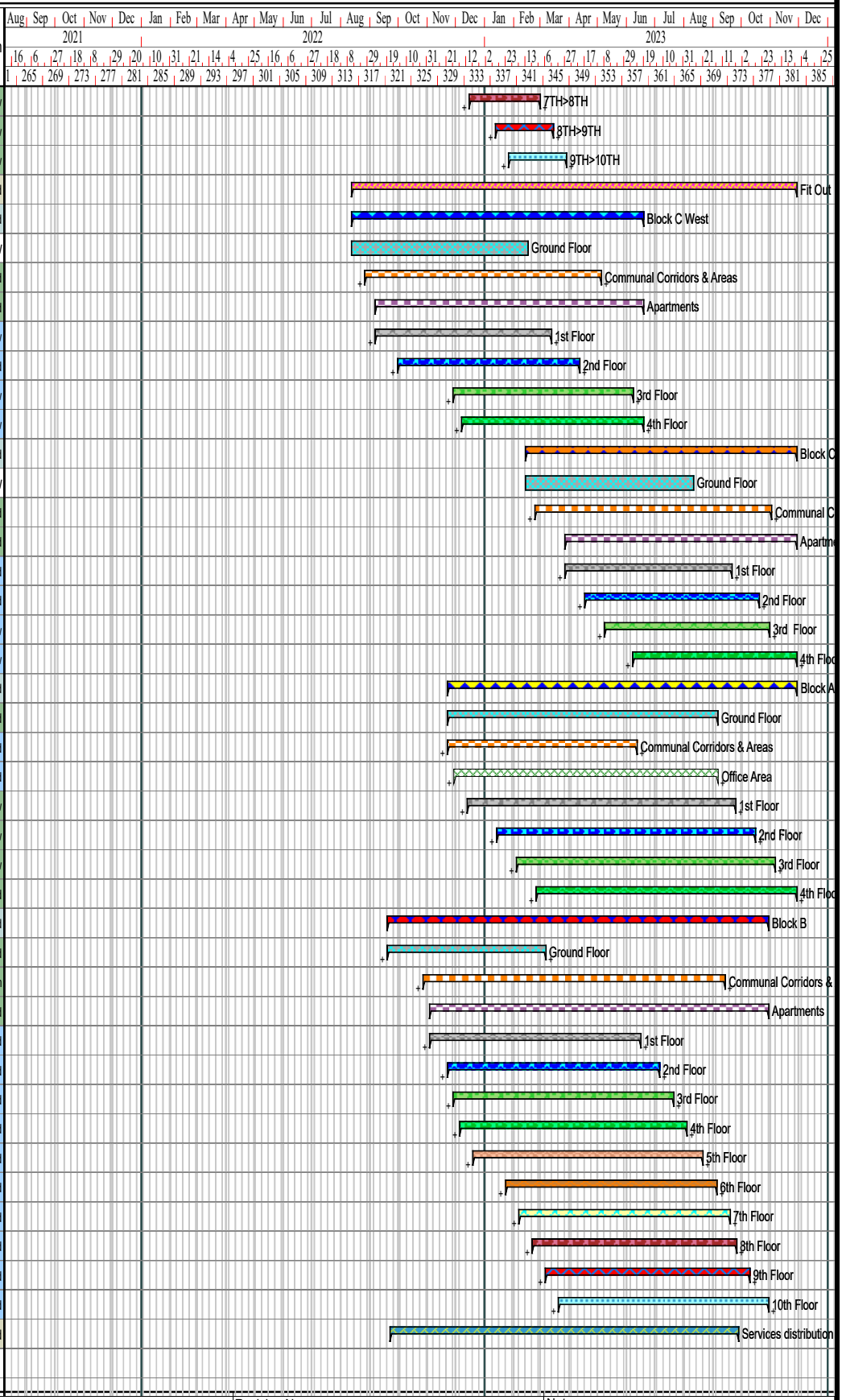
Line	Name	Start	Finish	Duration
130	7TH>8TH	15/12/2022	01/03/2023	9w
131	8TH>9TH	12/01/2023	15/03/2023	9w
132	9TH>10TH	26/01/2023	29/03/2023	9w
133	Fit Out	12/08/2022	29/11/2023	64w 3d
134	Block C West	12/08/2022	19/06/2023	41w 2d
135	Ground Floor	12/08/2022	16/02/2023	25w
136	Communal Corridors & Areas	26/08/2022	05/05/2023	33w 2d
137	Apartments	06/09/2022	19/06/2023	38w 1d
138	1st Floor	06/09/2022	13/03/2023	25w
139	2nd Floor	30/09/2022	12/04/2023	25w 2d
140	3rd Floor	28/11/2022	08/06/2023	25w
141	4th Floor	07/12/2022	19/06/2023	25w
142	Block C East	13/02/2023	29/11/2023	40w 2d
143	Ground Floor	13/02/2023	11/08/2023	25w
144	Communal Corridors & Areas	23/02/2023	02/11/2023	35w 1d
145	Apartments	27/03/2023	29/11/2023	34w 2d
146	1st Floor	27/03/2023	21/09/2023	24w 4d
147	2nd Floor	17/04/2023	20/10/2023	26w 2d
148	3rd Floor	08/05/2023	31/10/2023	25w
149	4th Floor	07/06/2023	29/11/2023	25w
150	Block A	22/11/2022	29/11/2023	50w 2d
151	Ground Floor	22/11/2022	06/09/2023	38w 2d
152	Communal Corridors & Areas	22/11/2022	12/06/2023	26w 1d
153	Office Area	29/11/2022	06/09/2023	37w 2d
154	1st Floor	13/12/2022	25/09/2023	38w
155	2nd Floor	13/01/2023	16/10/2023	38w
156	3rd Floor	03/02/2023	06/11/2023	38w
157	4th Floor	24/02/2023	29/11/2023	38w 2d
158	Block B	19/09/2022	30/10/2023	55w 1d
159	Ground Floor	19/09/2022	07/03/2023	22w 3d
160	Communal Corridors & Areas	27/10/2022	14/09/2023	43w 1h
161	Apartments	03/11/2022	30/10/2023	48w 3d
162	1st Floor	03/11/2022	16/06/2023	29w 3d
163	2nd Floor	22/11/2022	06/07/2023	29w 4d
164	3rd Floor	28/11/2022	21/07/2023	31w 1d
165	4th Floor	05/12/2022	04/08/2023	32w 1d
166	5th Floor	19/12/2022	21/08/2023	32w 2d
167	6th Floor	23/01/2023	05/09/2023	31w 2d
168	7th Floor	06/02/2023	19/09/2023	31w 2d
169	8th Floor	20/02/2023	26/09/2023	30w 2d
170	9th Floor	06/03/2023	10/10/2023	30w 2d
171	10th Floor	20/03/2023	30/10/2023	31w 1d
172	Services distribution	22/09/2022	28/09/2023	50w 1d



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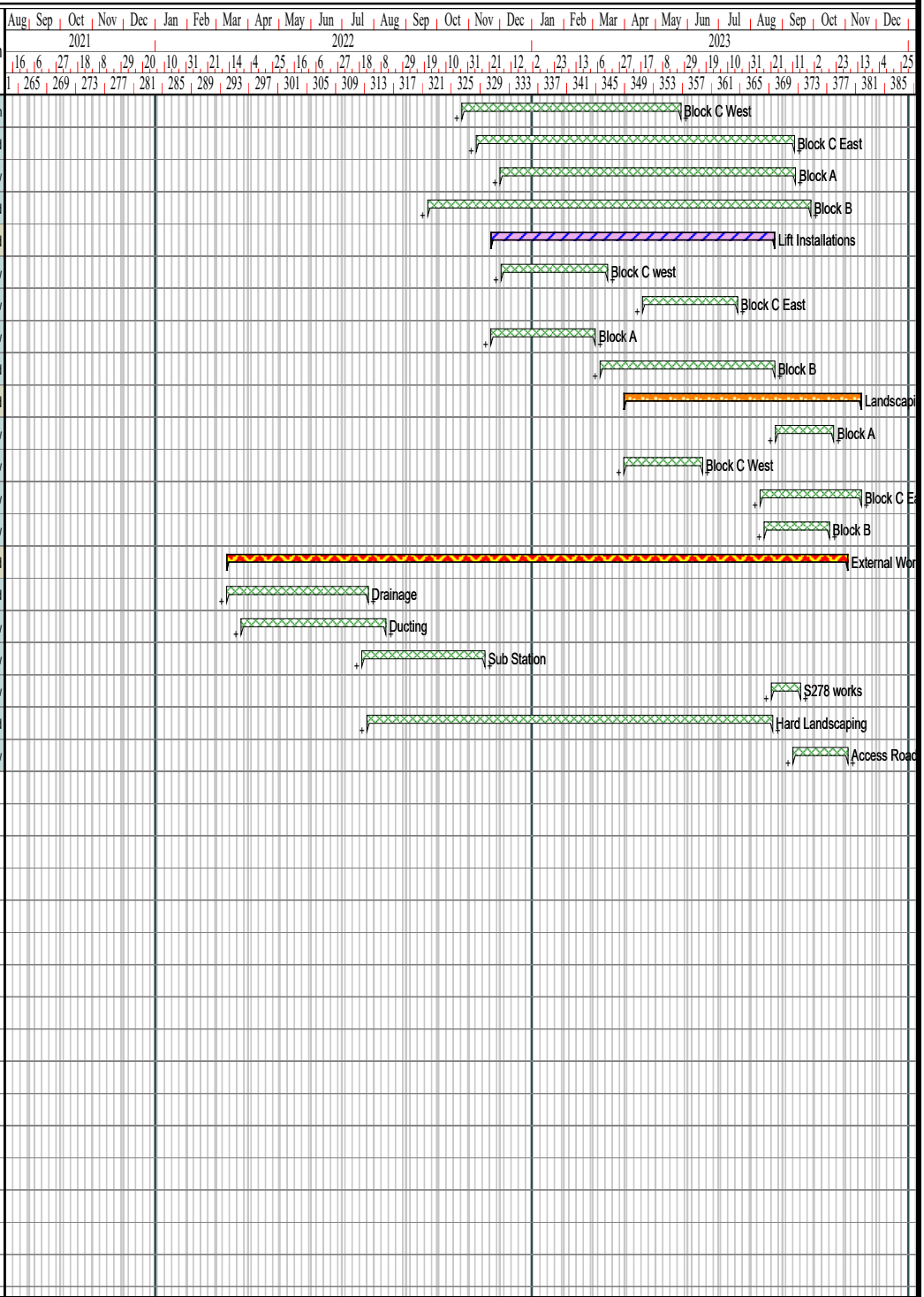
Line	Name	Start	Finish	Duration
173	Block C West	25/10/2022	25/05/2023	28w 1h
174	Block C East	08/11/2022	12/09/2023	41w 1d
175	Block A	01/12/2022	13/09/2023	38w
176	Block B	22/09/2022	28/09/2023	50w 1d
177	Lift Installations	22/11/2022	24/08/2023	36w 4d
178	Block C west	02/12/2022	15/03/2023	13w
179	Block C East	18/04/2023	19/07/2023	13w
180	Block A	22/11/2022	03/03/2023	13w
181	Block B	08/03/2023	24/08/2023	23w 3d
182	Landscaping	31/03/2023	16/11/2023	31w 4d
183	Block A	25/08/2023	20/10/2023	8w
184	Block C West	31/03/2023	15/06/2023	10w
185	Block C East	10/08/2023	16/11/2023	14w
186	Block B	14/08/2023	16/10/2023	9w
187	External Works	11/03/2022	03/11/2023	81w 4d
188	Drainage	11/03/2022	26/07/2022	18w 2d
189	Ducting	25/03/2022	12/08/2022	19w
190	Sub Station	20/07/2022	16/11/2022	17w
191	S278 works	21/08/2023	18/09/2023	4w
192	Hard Landscaping	25/07/2022	22/08/2023	53w 2d
193	Access Road	11/09/2023	03/11/2023	8w



Cfield Project Codes,Trades Contractor,Cf1,Design Discipline

Pre-Construction Works	Surveys	Design Development	Network Rail	UKPN	Enabling works		
Construction stage	Site set up construction stage	Retaining Walls / Enabling works	Substructure	Block C	Block A		
Block B	Concrete Frame	BLOCK C WEST	BLOCK A	BLOCK B	BLOCK C EAST	Facade	
Communal Corridor Areas		Apartment Fit Out	Block B	Lifts	Hard Landscaping	External works	
Excavation	Ground Floor	1st floor	Piling	Tower cranes	2nd Floor	3rd Floor	
4th Floor	5th floor	6th Floor	Demolition	7th Floor	8th Floor	9th Floor	
10th Floor	Internal fit out						

Drawn by: A.Ocran	Dwg No.	Revision No.	Notes:

Project Ref. C:\Users\AshleyOcran\Documents\Liddell Road\Programmes\2021-11-22 Liddell Road Programme Contract programme .pp

Planned by Powerproject

Appendix C – Consultation Letters and Minutes

Camden

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3rd September 2021.

RE: New Development at 1-33 Liddell Road

We are the contractor for West Hampstead Developments Ltd on the site located at 1-33 Liddell Road. The development was granted under planning consent Ref 2014/7651/P. As part of our commitment to use local suppliers we wish to meet with the Council's Economic Development Local Procurement Team before our tendering contracts. This is to agree the specific steps that will be taken to give effect to the Local Procurement Code. We are aiming to start our tender process on the 24th of September 2021.

To ensure the delivery of a minimum of one supplier capacity building workshop to "Meet the Buyer", we will be holding a workshop at the Sidings Community Centre, 150 Brassey Road, West Hampstead, NW6 2BA. during the week commencing 14th of September.
If you could contact me at your earliest convenience.

Yours faithfully,

Joe Martin
Senior Project Manager

M: +44 (0)74 8395 8548
E: joe.martin@cfield.co.uk

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3rd September 2021

Dear Neighbour,

Please allow us to introduce ourselves. We are C Field Construction, based at *46-48 East Smithfield, London. E1W 1AW.* You may already be aware that the former workshops adjacent to the Kingsgate School at 1 to 33 Liddell Road are being redeveloped from a brown field site. As a company we are delighted to have been selected as the contractor by West Hampstead Developments Ltd to carry out the works on the development. The development consists of three separate blocks, one commercial and two residential.

The commercial phase is 5 storied building of mixed commercial use that is on completion being returned to Camden Council. It is part of their plan is to ensure that Camden's residents and businesses can access the wealth of opportunity provided by inclusive growth in the borough. To help deliver this by ensuring opportunities for affordable workspace, training, apprenticeships, work experience, local recruitment, and procurement.

The residential blocks will provide 106 residences, of which four units of Social Rented Housing within the Development will be constructed and fitted out to be occupied exclusively as Affordable Housing. They comprise of 1 X 1-bedroom, 1 x 2-bedroom & 2 x 3-bedroom units in a location to be identified by the local authority prior to completion.

The works are due to commence on the last week in November 2021 and will run for 21 months. During this period, we aim to be good neighbours, causing as little disturbance as is possible. The London Borough of Camden has laid down strict conditions in their planning approval, to which we will stringently abide. The Planning consent **Ref 2014/7651/P** at 1-33 Liddell Road, West Hamstead, Camden. NW6 2AW is available to view from the council.

In early October, prior to construction, we shall arrange a meeting with yourselves as local residents & businesses. From this meeting a Community Working Group will be formed. We shall use this to facilitate consultation with the local community in respect of matters relating to the construction works. This is to minimise disruption on the local community arising from the construction of the development. The working group will remain active throughout the project term.

Community Notice Boards will be displayed outside the development to provide contact details, keep you updated on progress and other information. There will also be a dedicated web site.

Joe Martin
Senior Project Manager

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Liddell Road Development Newsletter. September 2021.

Dear Neighbours,

Welcome to the 1st edition of our monthly newsletter. You will have received our introduction letter earlier this month with our contact details should you wish to engage with us.

I would like to bring you up to date on where we are with the project. At present we are in the pre-construction phase. This is where we fulfil the final stages of our planning conditions before commencing construction work.

Over the next few weeks there will be some activity on the ground, we will be clearing the scrub from the site to allow surveys to be completed. We shall start to enclose the site with a standard construction site hoarding during the school mid-term holiday.

Two Community Notice Boards will be erected, one on our boundary with the Maygrove Peace Park and the other on our boundary at Liddell Road. These will be updated weekly to keep you informed of events and upcoming activities.

On Monday 27th September at 8pm, we will be hosting a meeting at the Sidings Community Center. You are all invited to attend and engage with our siteteam. One outcome from the meeting will be to establish a Community Liaison Group.

The Community Liaison Group will include local residents, businesses and interested parties. Please come along if you wish to be part of the group.

Joe Martin
Senior Project Manager

Construction Working Group – Liddell Road, West Hampstead Ltd

Meeting: Construction Working Group (CWG)
Date: 19:00-20:00, 16th December 2021
Location: Virtual – Microsoft Teams

Meeting minutes

Actions

- Provide further details, as they become available of overall construction programme
- Diagrams showing access to the sites to be circulated
- Further details to be provided on the loading/unloading on Maygrove Road
- Upload tracking diagrams onto the website
- Diagram showing window cleaning area
- Approach the commercial buildings on Maygrove Road regarding window cleaning
- Allow any resident who wishes to subsequent CWG meetings to attend
- Upload tracking diagrams onto the website
- Share the latest version of the CMP with the CWG and online

Introduction

Adam Ouaddane started the meeting by establishing that this was a Construction Working Group and that the meeting would last until 20:00. He further stated that minutes would be taken and shared with attendees after the meeting.

Introductions followed.

Adam Ouaddane (Communications) – BECG - Chair of Meeting
Peter Gallagher (Communications) – BECG – Minutes
Gennaro D'Alo (Planning & Development) – West Hampstead Ltd
Sebastian Potiriadis (Development Manager) – West Hampstead Ltd
Joe Martin (Senior Project Manager) – CField Construction Ltd
Brian Greene (Contracts Manager) – CField Construction Ltd
Councillor Peter Taheri – West Hampstead Ward
Councillor Richard Olszewski – Fortune Green Ward
Sarah O'Neill (Senior Development Manager) – Camden Council
Kelley Laherty (Senior Monitoring Officer) – Environmental Services Camden Council
Eight residents

Previous Actions

Adam Ouaddane went through the actions from the previous meeting, **Adam Ouaddane, Gennaro D'Alo** and **Joe Martin** talked through the responses to the actions:

1. Create a project website – *A website has been created & CWG will be published going forward and updates.*
2. Invite a Camden officer for transport – *Invitation sent to several officers.*
3. Residents applying for visitor permits – *Residents of the new development will be unable to apply for a residents parking permit due to Condition 31 preventing it.*

4. Position of disabled apartments and parking bays – *There are three parking bays in the development (opposite Block A), one is for the commercial block, one is for the school, one is for visitors of the school or commercial block. No residential apartments (including the disabled) have a parking space. There is one disabled apartment which is on the ground floor of block C.*
5. Details on gradient of development – *Level plans were presented. The whole development is DDA (wheelchair) accessible.*
6. Full list of properties eligible for window cleaning – *An aerial map was shown, all the properties fronting Maygrove Road, 120-176 (including the flats at 176).*

Construction Management Plan Feedback

Adam Ouaddane talked through the feedback that was received. The consultation concluded on the 8th of December.

- Nine emails were received relating to the CMP
- Congestion/traffic was the most commented on topic, with nine mentions.
- 156 West End Lane was mentioned five times.
- A one-way system was mentioned four times
- School times were mentioned three times
- Window cleaning & Peace Park pedestrian access was mentioned twice
- Over-development, air-quality, car cleaning and contractor use of the Peace Park was mentioned once.

These topics were then expanded further.

Congestion Traffic

Gennaro D'Alo - Explained the Gate A (eastern access, next to secondary access to School) and Gate B (western access) access points. Gate B will be the main access to the site. Currently it is proposed that construction traffic comes from West End Lane and up Iverson Road, articulated lorries will enter both Gate A&B and then reverse out once there is no space within the site for them to turn-around.

Gennaro D'Alo - Explained that all potential routes to access the site had been explored. Setting them out in detail.

Shoot-Up Hill to Maygrove Road
It is possible for an articulated lorry to get to the site via Shoot-Up Hill and Maygrove Road. However, this would require an additional parking bay to be suspended which is undesirable. Also, because the distance between Gate B and Shoot-Up Hill is greater than proposed, and Maygrove Road has very little opportunity for construction vehicles and regular traffic to cross, the disruption would be increased.

Iverson Road to Shoot-Up Hill
Iverson Road is parallel to Maygrove Road and in this scenario, we would have to use Ariel Road to turn into Maygrove Road. The junction between Maygrove Road and Ariel Road, which is a 90-degree turn, is not suitable to provide the turning radiuses for construction vehicles. This option is therefore unsuitable.

Iverson Road to Maygrove Road
This route would require a large-scale remodelling of this junction to provide adequate turning radiuses for construction vehicles. This option is therefore unsuitable.

Therefore, we have either the eastern access via Iverson Road or western access from Maygrove Road. Western access has been discounted as the distance means that the opportunities for disruptions are higher, therefore we are proposing access form the east.

156 West End Lane

Adam Ouaddane - Explained that the project team was aware that the development on 156 West End Lane has impacted residents and that they would work to reduce the cumulative impact. He explained that the construction manager at 156 West End Lane had been contacted and they would seek to establish a Construction Steering Group to reduce the cumulative effect of traffic and air quality.

One-Way System

Adam Ouaddane - Explained that this possibility was explored but the council and some resident's groups were concerned that this would push traffic onto the already busy Kilburn High Road. Therefore, it was discounted. He explained that after consultation with the project teams' traffic consultants the current proposals were deemed to be the least disruptive. Marshalls will also be employed along the road to allow traffic to flow as freely as possible.

School Times

Adam Ouaddane - Mentioned that three comments were concerned that the delivery times coincided with school drop-off and pick-up times. He explained that the delivery times have been timed with consultation from the school. Where possible deliveries to the site will occur prior to 15:30 and the school will be provided advance notice of peak periods. All vehicular access to the site will be marshalled by banksmen with protective barriers to ensure separation of pedestrians from the traffic.

Use of Peace Park by Contractors

Adam Ouaddane – Noted that due to restrictions accessing the site and to maintain best covid-practices, pedestrian access to site was necessary. The development team were mindful of residents' concerns and will ensure that the on-site management are mindful of this.

Gennaro D'Alo - Explained that a segregated access for the school was required. This school-only access and vehicular access to the construction site took up the whole width of the access on Maygrove Road. The walkway divides the site into sections (eastern & western). The mansion block will be serviced but for Block A & B, where we are trying to combine school, vehicular and pedestrian access, the width is not large enough. Pedestrian access to the site requires turnstiles, finger-print readers, and welfare facilities. As we can't achieve this in Gate B, we are proposing the western access through Maygrove Peace Park (for pedestrian access only).

Tree Protection Measures

Gennaro D'Alo - Explained that previously there were some comments about the trees in Maygrove Peace Park and Maygrove Bank and whether the construction will damage the trees. It was noted that this was regulated by Planning Conditions. Bore holes and trial pits were excavated across the site including along Maygrove Bank. The existing site level is much higher than where the trees grow and because the whole area was hardstanding, there was "rain-shadow". This prevented the ground from getting wet and caused it to become compact, making it unsuitable for root growth. On the construction website is the Tree Protection Plan for future reference.

Construction Update

Joe Martin - Explained that initial work on site would be to construct the access walkway and the hoarding to separate the school from the forthcoming construction site. The tunnel construction will start on Monday (20.12.21) and completed before the 4th of January (prior to the school returning). This work must be completed during school holiday periods.

Early to mid-January the setup on site will start. This will include getting the site cordoned off, the site accommodation installed, services in and then begin to reduce levels and pile.

[Referring to page 29 on presentation] The Grey areas are the piling mat; this is put in to make the ground stable for the piling rig.

[Referring to page 30 on presentation] This shows a lot further into the development when the structures are created. Block A will be the most advanced, followed by the western half of Block C and the Tower Block B in the back.

Gennaro D'Alo - Explained that before Christmas, only works would commence on the walkway for the school. Actual construction work will occur later, in January, and this is subject to the discharge of the CMP. From the start of construction, the timeline should be 24 months. It is an evolving document, and West Hampstead Limited will coordinate the construction activities with school terms. We continue to track how the programme evolves from January. Once construction starts, we will go into further details about which activities will happen and when they will happen.

Questions and Answers

Resident 1

1. Where did the actions that were raised at the last meeting came from? I recall minutes of the meeting being promised, but they have not materialised. Therefore, the recorded questions have not been challenged and I believe that some are missing.
2. Why are you confusing everybody? In the presentation you refer to Gate A and B differently to the CMP and you say that articulated trailers will enter both Gate A & B when in the CMP you say they will only use Gate B. What is the purpose of the presentation if it doesn't mention the CMP?
3. You have not mentioned the concerns about loading/offloading articulated lorries on Maygrove Road in loading bays that do not exist. This will require the removal of parking spaces that you haven't mentioned in your CMP.
4. Why is 75-81 Maygrove Road, which is surrounded by the site, not included in the window cleaning schedule?
5. We were assured by Camden Council, that no work would start until the CMP was agreed. Has the CMP been agreed so that work can start next week to erect the walkway?
   That is some of my questions, I have far more as my questions from the last meetings have not been answered.

Gennaro D'Alo - We have invited BECG to join us since the last meeting, they will be joining us and conducting the meetings and will make sure that the minutes are uploaded onto the website. We apologise for the lack of minutes from the last meeting, but we have BECG on board to make them available.

There was no intention to confuse anybody. If I made a mistake, please let me know and I will rectify it. We have two gates at the site, and we have shown how the articulated lorries access the site. In the tracking diagram we are showing the parking bays to be suspended.

Resident 1 - You are showing 1 parking bay to be suspended and then in the construction stage two loading bays that need to be suspended that you have not mentioned.

Gennaro D'Alo - CMPs are evolving documents and changes will be allowed for during construction, we are showing the parking bays to be suspended during the start of construction works. It may require changes need to be accommodated during construction.

Resident 1 - You are already showing loading bays in the resident parking spaces, this is not something you don't anticipate. So why are you saying they won't need to be suspended?

Gennaro D'Alo - Are you referring to the CMP on the website? That has already been superseded, so the draft that has been circulated does not consider the conversation we had with you and the feedback from Camden. Please bear with us and we will show the updated CMP. The relevant comments have been accommodated.

Resident 1 - Why are we discussing something that has been superseded?

Gennaro D'Alo - I'm sorry I didn't mention that the visuals we have included today have not been included in the original CMP. This is because we have carried on additional work to address comments from Residents and Camden.

Resident 1 - We are at a meeting on Thursday that you called on Monday and we are discussing things that we are not aware of. We are shown an image on a screen for twenty seconds, with a mislabelled Gate A & B, so what's the point of this meeting?

Adam Ouaddane - As the consultation with the council is ongoing, we are presenting the latest information that we have now. We will also be issuing this post meeting.

Gennaro D'Alo – This meeting is to record the feedback we have had so far and address the feedback from the website. If additional feedback comes through, we will address it as required.

Joe Martin – The unloading and offloading is part of the developing of the site as we go through the construction phases and constraints at each stage. We have put in where we feel we may need loading bays to complete the site, as it reduces in space, mainly Block C.

I believe the addresses that Resident 1 was referring too for the window cleaning are the commercial buildings. We didn't include them as it is commercial, not residential.

Gennaro D'Alo – It is not a problem, we will approach the owners of the building and liaise with them, if necessary we will include them.

We take the comment on board about commencing the work prior to the CMP finishing. We are only allowing the tunnel simply because we have to slot our activities in between school terms. We are going to use Christmas for the school tunnel only, we will continue to consult prior to construction on the buildings commencing.

Resident 1 - What is the discharge process for the CMP?

Gennaro D'Alo – We continue consultation with residents and take on board the comments received. We must show where we have taken them on board and if we have not, why we have not. Once the CMP is finalised, we resubmit to Camden for conditional discharged. If it is satisfactory, it will be discharged, if not, there will be further comments from the council. Which we as a team have to address.

Resident 1 – When will you submit it?

Gennaro D'Alo – I would like to think that it will be before the end of next week, but this is subject to the team being available. Ideally this side of Christmas but if not, it will be just after we come back.

Resident 1 – Will it be on the website?

Gennaro D'Alo – Yes, it will.

Adam Ouaddane – We have quite a few hands up, I will go to another question.

Councillor Peter Taheri – Thank you, a couple of things. Forgive me if I have misunderstood the presentation so, please bear with me. First of all, I was trying to follow the logic with the approach to site for the lorries. I followed the process of elimination which led to the route coming from the west, and the approach from the east. I gather that what you said is that you are focussing on the eastern route because that was the shortest distance.

Gennaro D'Alo – Yes, it is shorter and allows the suspension of one less space.

Councillor Peter Taheri – If that means that you are opting to use West End Lane instead of Kilburn High Road, a couple of things arise. First of all isn't that a potential avoidable conflict with 156 West End Lane, shouldn't that be factored in. Kilburn High Road is very wide and therefore better to take lorries.

Secondly, it sounds like what we are talking about this evening involves more parking bay suspensions on Maygrove Road than had previously been anticipated. If I have understood that correctly, is this something that you have spoken about with council officers, do they know about it? Or is this the first time you have told anyone about this?

Gennaro D'Alo – We have been consulting with Camden, the Transport Team, Green Team, and we are very lucky that they have always offered advice. The Traffic Team are aware of all the diagrams we have shared tonight, and they are aware of the reasoning behind West End Lane instead of Kilburn High Road. We as a team do not have a preference, we are led by our consultants, the traffic analysis and Camden advice. All of these converge on West End Lane not Kilburn High Road. The data shows that Kilburn High Road is more congested. Also, it best serves the construction access. No decision has been made and today the Camden transport team asked for additional tracking just to appease themselves that all the possible options has been looked at. For us, both are on the table. The data we received so far favour West End Lane, if however, Camden or the consultation shows that Kilburn High Road will be better, then we shall change. However, the information we have on the table today does not support it.

Councillor Peter Taheri – I am not speaking on behalf of Camden when I say this, but, as a local resident it seems rather surprising to me. Kilburn High Road is straighter and wider than West End Lane.

Gennaro D'Alo – Yes, again, we should consider turning vehicles into Maygrove Road from Shoot-Up Hill, and also the opportunity for vehicles to cross Maygrove Road, all these elements should be balanced before a decision is made.

Councillor Richard Olszewski – A brief point on the window cleaning on the north side of Mayove Road. Please could you keep an open mind on the plots next to the commercial ones, we talked about earlier, and the former courtyard as well, behind what fronts onto Maygrove Road 71, 73, and behind. I appreciate we are getting a bit west, but please keep an open mind over how dust might settle.

Gennaro D'Alo – This is something we will look at. Let us prepare a plan that shows the catchment area, but this is something we will look at. Thank you.

Resident 2 – A couple of things, three about the traffic and one about the CMP/CWG process.

In the previous draft of the CMP there was talk about lorries reversing into one gate and going forward into another. I thought this might be confusing if the same companies were servicing both gates. When you did the presentation, you didn't suggest that, so I wondered whether that was still the plan.

The second point is in the draft CMP there was a suggestion that some lorries will be too big to go in and they will be unloaded from the street, is that still the plan? That seems to be more disruptive as the pavement would have to suspended. Thirdly, you said in the presentation that the council had rejected the idea of a one-way system and I would like to know a bit more about that.

Finally, I am pleased to hear we are going to have monthly meetings, but it would be good to have more information if something goes wrong in between them, site manager contacts etc. BECG have been reasonable at responding to questions but its 24 hours before sending an email and coming back. If something goes wrong on site, it would be nice to have something quicker.

Gennaro D'Alo - I will be quick as I can, in terms of contact for site, there is not a site for now, so we rely on BECG for now. As soon as site hoarding is in place contact details for the main contractor site manager, Health and Safety manager etc will be displayed across the hoarding. We will publish it on the website as well.

With reversing, in the eastern gate next to the secondary access by the school, you can see that in the fullness of time there will be a tiny strip of land next to the building. As soon as the foundations for that building are laid, there will be no opportunities for the track to drive deep enough into the site for it to be fully offloaded within the hoarding. If you look at that road junction, there is a forecourt next to the school access, this area will be used to park the vehicle, unload it and then reverse the vehicle into Maygrove Road again. We will use marshals with temporary barriers to stop pedestrians on

the pavement. You won't need to stop vehicle traffic, there will be enough room for cars to pass whilst the vehicles offload. With regards to the bigger gate, there is enough room on site for an articulated lorry to drive in, be offloaded, reverse and then leave again however when the foundations of the three buildings are in place, there is not enough room for the lorry to reverse and leave. The lorry will come in, be offloaded, and worked on fully within the hoarding area, however, it will have to reverse back on Maygrove road, this is what the tiny diagram showed earlier explains.

The one-road system is bigger than the Liddell Road team, it is not within our power to change traffic direction on the road. We will not speak on behalf of Camden, I do believe the transport team in Camden are aware, this is something I believe that Resident Associations have already raised. But, it was deemed to be unfeasible. We are governed by the current two-way arrangement. We do not require a one-way road to build Phase 2, so we are not proposing to change the current way cars travel at this point.

Resident 3 – Two points, one to do with Peace Park and the other to do with traffic concerns. So, the Park, there is going to be a lot of contractors and builders involved in the project. As I understand it you are proposing that they have pedestrian access to the park which is a cause for concern. With 100 or 200 contractors leaving off the site with very muddy boots, that is going to cause a lot of mud on the park, particularly as the Maygrove Peace Park is on a slope, that's a big concern, we've had issues in the past but we've never had 200 contractors going on the path. Can we please look at that and if there needs to be extra cleaning can we make sure it is done. This is one of the hidden side effects of using the park. In the winter there are not so many people using it, but in the summer, it is used by a lot of children, outside bodies, the nursery, the estate. That entrance is not just used by contractors, can we monitor that closely.

Joe Martin – We have been very aware about the park and have heard the concerns raised about it. We are aware that it is a resident's park and we are visitors. It will be strictly monitored, and Sue is correct that we will have about 180 contractors at peak on site. But, at that stage its finishing so the site is reasonably clean. Contrary to what a lot of people think, when you walk around in the mud all day, you want to change and clean and go home. Most of the guys have clean shoes coming out. We will on a daily and hourly basis be monitoring the park, cleaning it and picking litter. As part of the induction, we will be advising people about improper and proper use of the park.

Gennaro D'Alo – The CMP is an evolving document, if something doesn't work then we will address this in the CMP and change it accordingly.

Resident 3 – Surrounding the traffic, I see that Councillor Taheri is very concerned, but there were strong concerns about the use of Kilburn High Road to Maygrove Road as that would impact on a lot of traffic using Maygrove Road. It's not just about Maygrove Road, it's about traffic on surrounding roads as well. It is also about how the CMP can only monitor traffic on the site, but it can't monitor the traffic that is not on the site, which is also subject to a whole different set of circumstances. As you said, it is a live document, can we make sure that if there are serious problems that are reoccurring that we look at them. Traffic may well build up to the point that if you are loading/reversing but the reality is that traffic will slow up. You've got people coming onto the estate, emergency vehicles and I think that could compromise the plan, so please can we keep a very close eye on it. I think coming from Iverson presents less of these potential problems.

Resident 4 – I wasn't at the last meeting, I was at the first one, there was a lot of discussion about the lorries coming in and out. What are we calling an articulated lorry? Are they the tippers or the 40ft lorries? You are now coming from West End Lane to Maygrove, you are going to get horrendous traffic as you have the lights which aren't very flexible, so you are going to get them coming in. I imagine you can squeeze the tipper and 17.5 tonne lorries in there. But when you are looking at articulated lorries, you are going to need a little bit more room.

Joe, you know I live on Maygrove Road and we've got one parking space gone, and I would have thought you'd need more. Exactly how many spaces are going to be taken? You said that once it gets tight in sight the lorries will have to go on the road, if that's the case they are going off West End Lane to Maygrove, those lorries aren't going to be able to turn back round, they are going to have to go the way they are facing, they are going to be going on Kilburn High Road. This was never said to us at the first meeting, that lorries were going to be unloading on the street, everything was going to be done on site, now that's changed.

The Park, with everyone walking past the gym, is that entrance going to be gated? What will stop a dog running into the site?

Gennaro D'Alo – The gate will be replaced with solid plywood hoardings, this will be across the whole site, including the boundary with the park. A dog won't be able to access the site. In the fullness of time the gate will be gone and there will be a barrier there. There will be hoarding.

Joe Martin – We will have hoarding and for the pedestrian entrance onto the site we use a full height turnstile that is biometric, and the barriers are close so small dogs and children can't run in.

Resident 4 – I appreciate its late, next week I would like to get in earlier, with the holding area you are going to have seven lorries an hour. Where are they going to be held so Iverson and Maygrove Road aren't going to be waiting to get into the site.

Joe Martin – Camden have suggested to us that there is an area of the road that is a single yellow line, we are in discussions with them about using this bit of Iverson Road to stop traffic until Maygrove is clear. At the moment that is what Camden are suggesting

Resident 4 – How many lorries will be held on Iverson Road?

Joe Martin – There is enough space for two lorries

Resident 4 – Where are the other five going to be held?

Joe Martin – They aren't constantly coming in, we have a booking system that times the lorries, it's a good sleek system called bio-site and trucks book in, we will not allow access if they are early or late.

Resident 4 – I absolutely understand that but if they come early, how are they going to wait?

Joe Martin – They don't wait, they go.

Resident 1 – Where do they go? Down Iverson Road

Joe Martin – They go back down the Iverson Road. We are developing this with Camden Council, and we have traffic martials that stop them entering Maygrove Road.

Resident 1 – And congest Iverson Road?

Adam Ouaddane – It is unlikely they will all arrive at the same time.

Resident 4 – That is a still very tight for them to come in, unload, go out etc

Joe Martin – We do have provisions in place for the site, and we will be managing it. It's a living document, that we work on.

Resident 4 – This living document has thrown up that we are now going to be loading on Maygrove Road, this wasn't in the document before.

Adam Ouaddane – We will take these comments onboard.

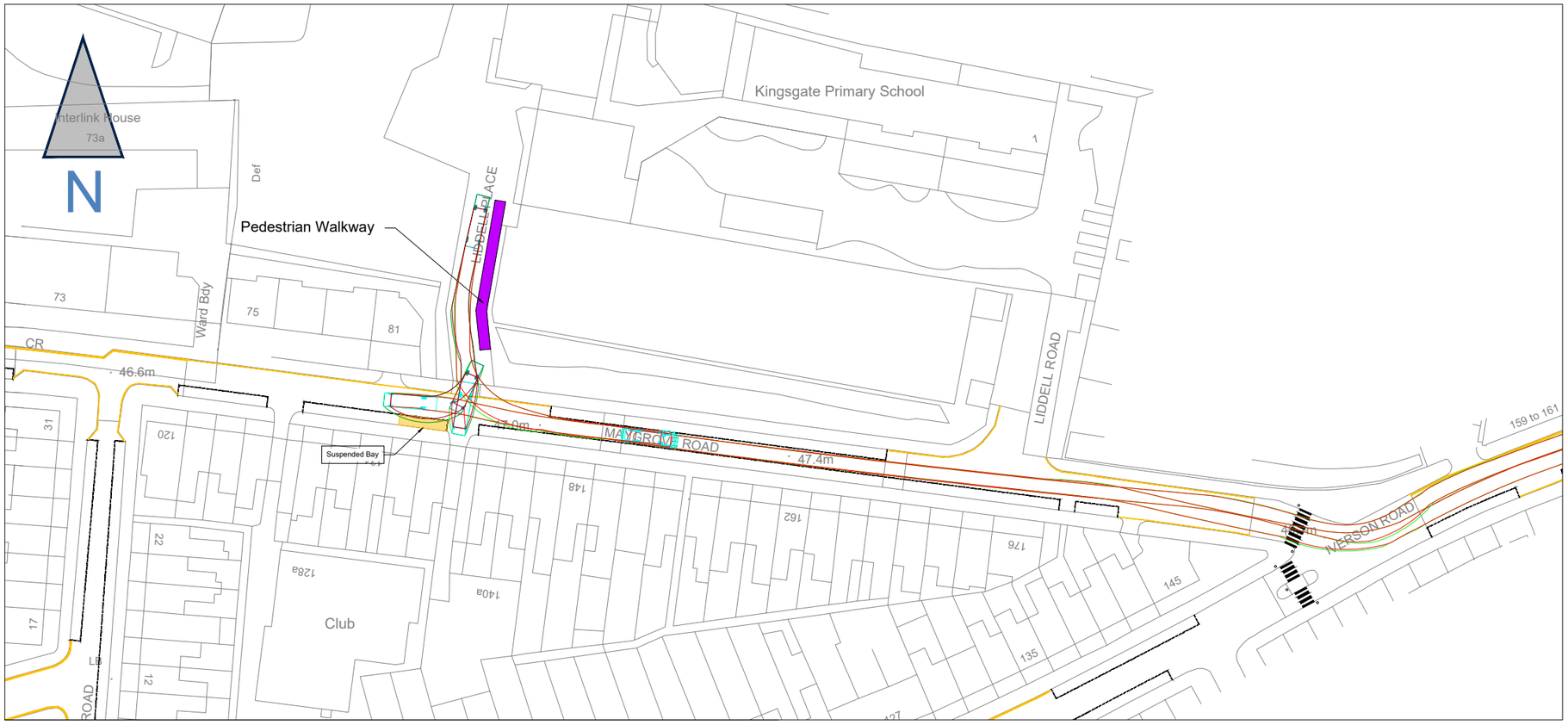
Gennaro D'Alo – I will go back to this point; it is noted and it will be addressed.

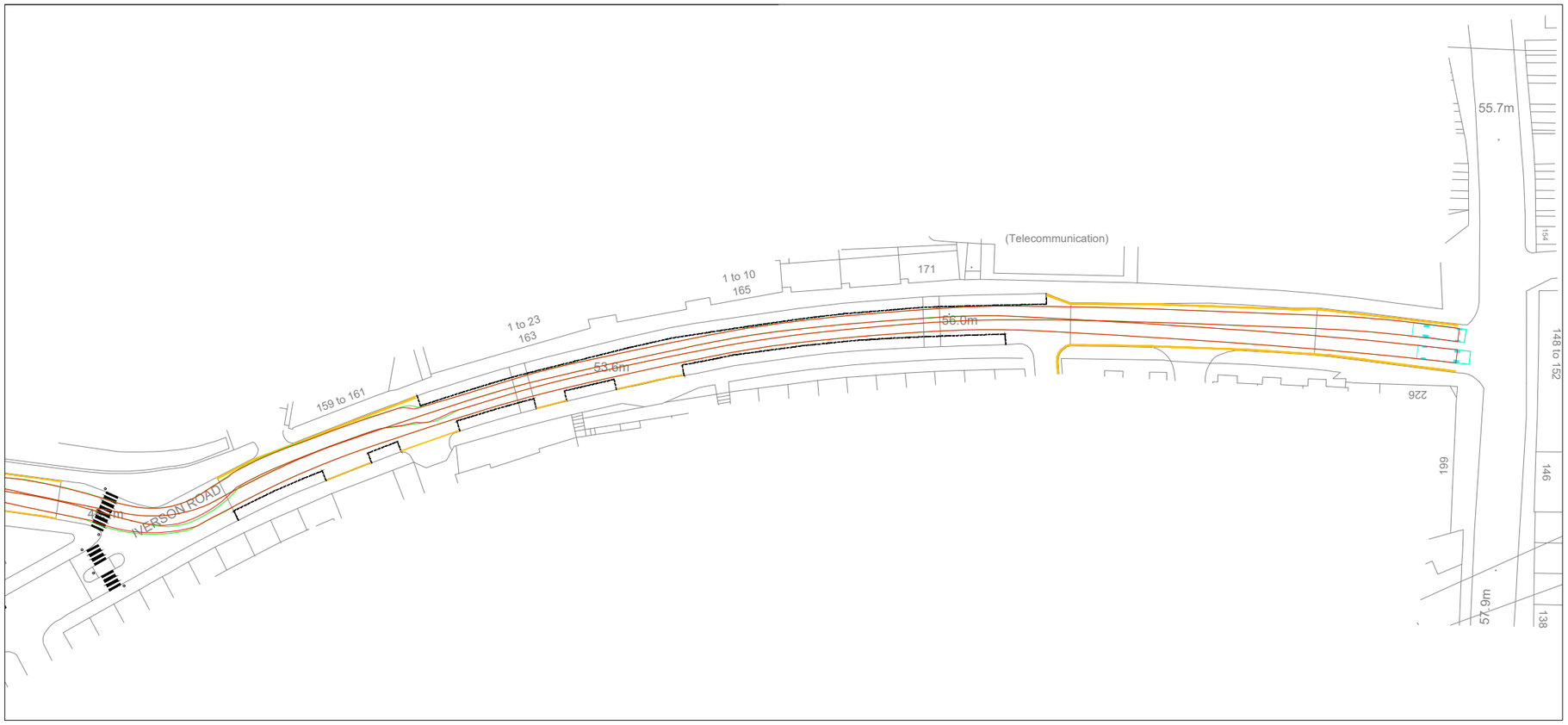
Meeting Ends – Next meeting to be in 20th January, Teams agreed as the system.

becg

Appendix D – Swept Path Analysis

Camden





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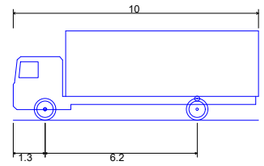
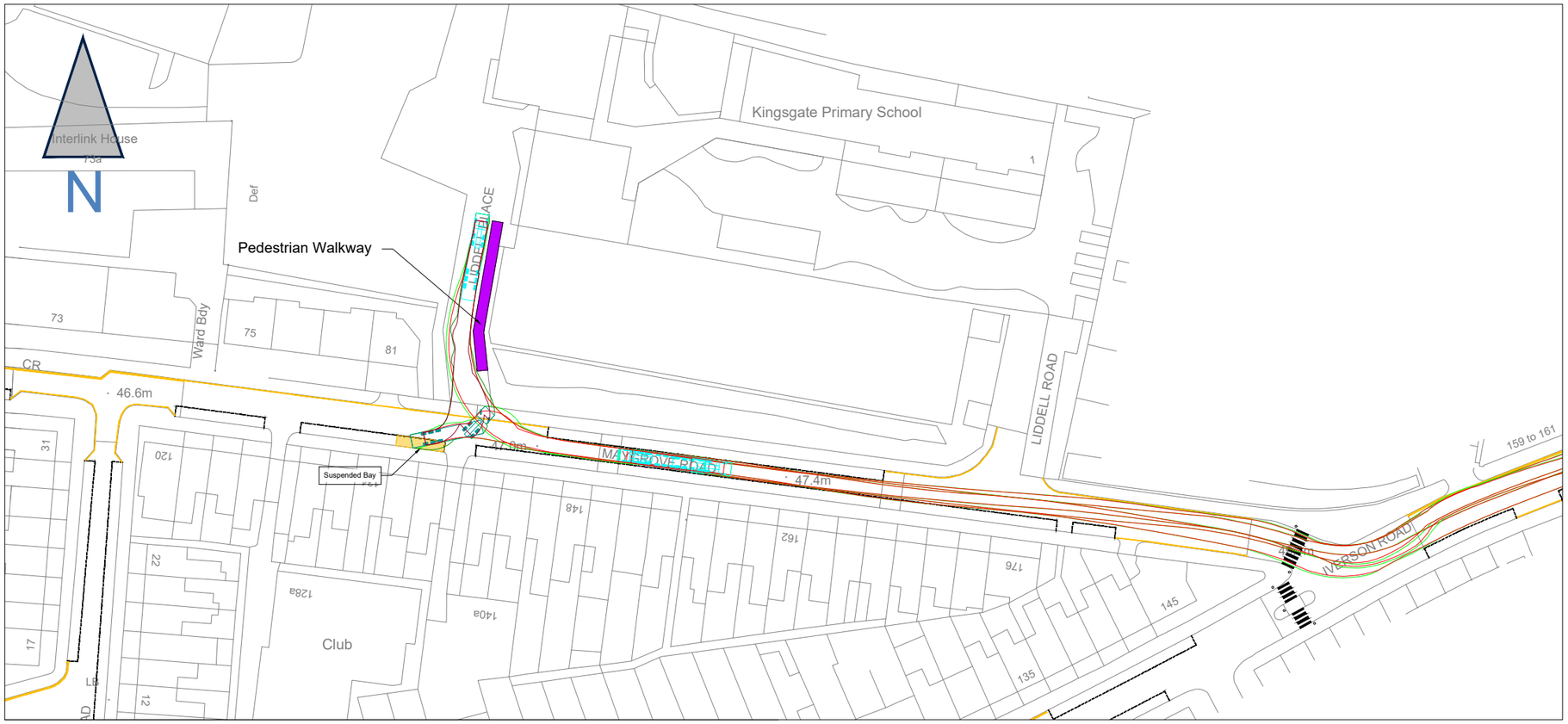


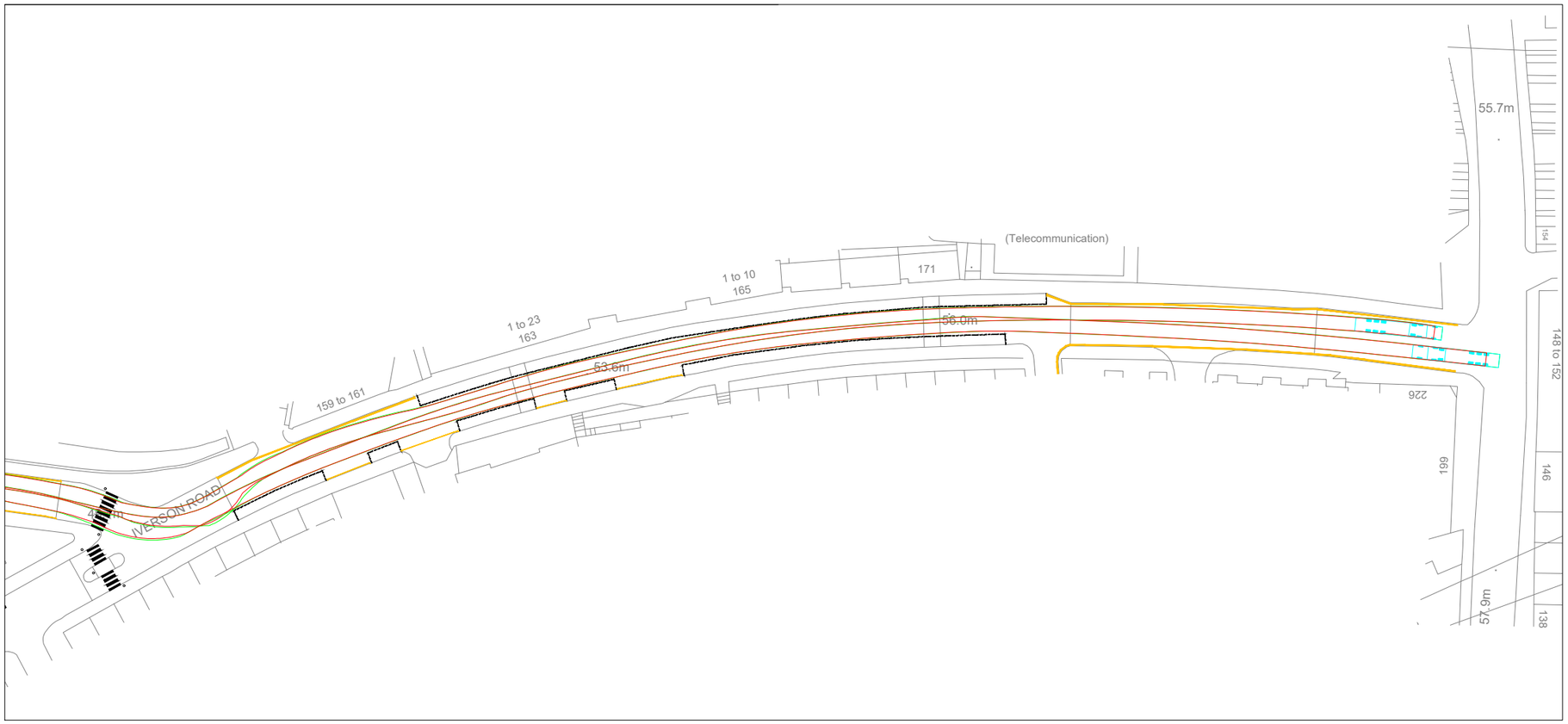
FTA Design Rigid Vehicle (1983)	
Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	12.000m

Drawn by	Approved by	Date
RH	DF	25.10.21

Scale	Drawing No
1:500 @ A3	SY-21-0012

Drawing Title	Rev
SY-0012-006	C





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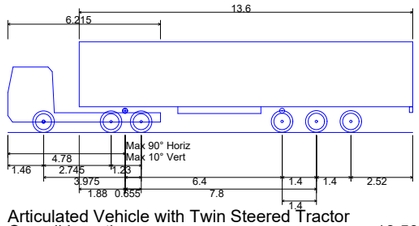
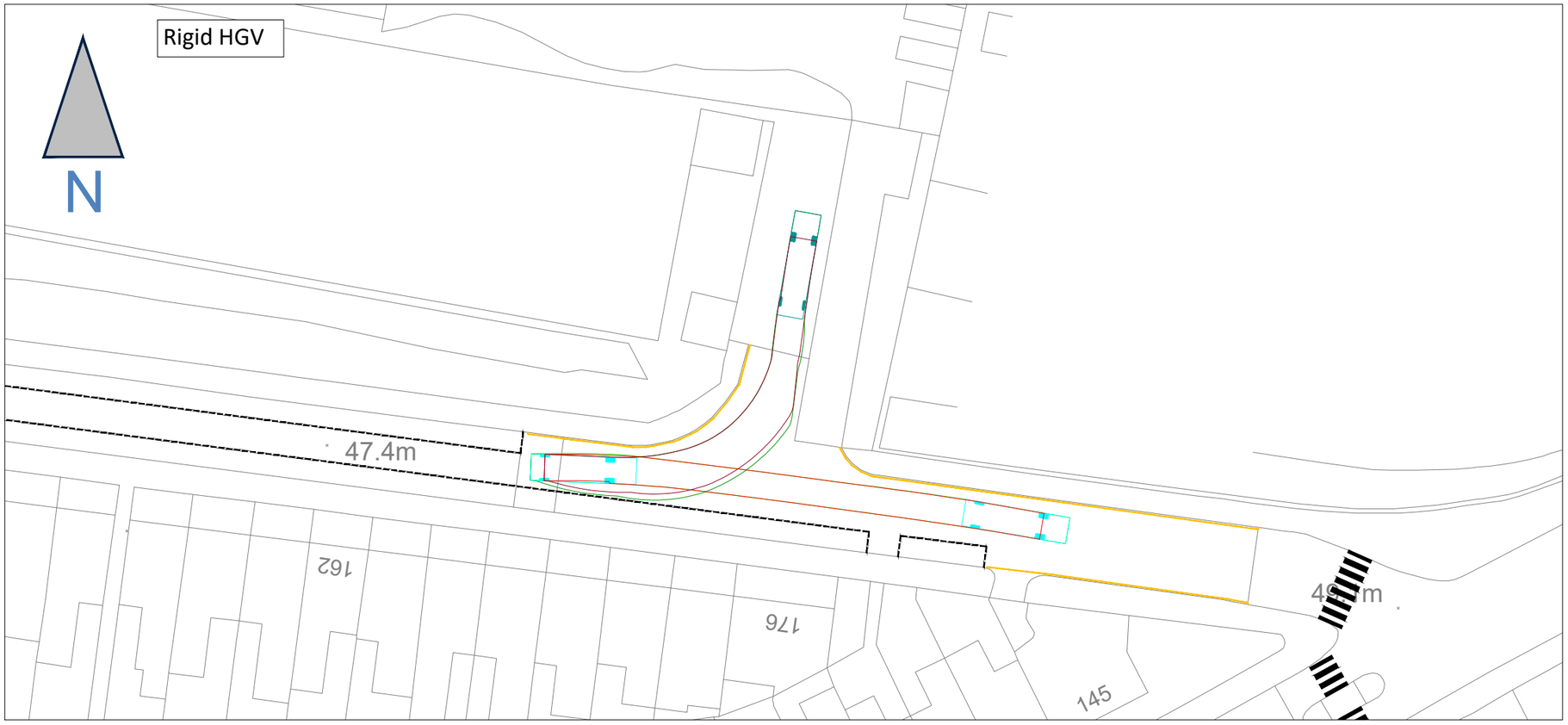


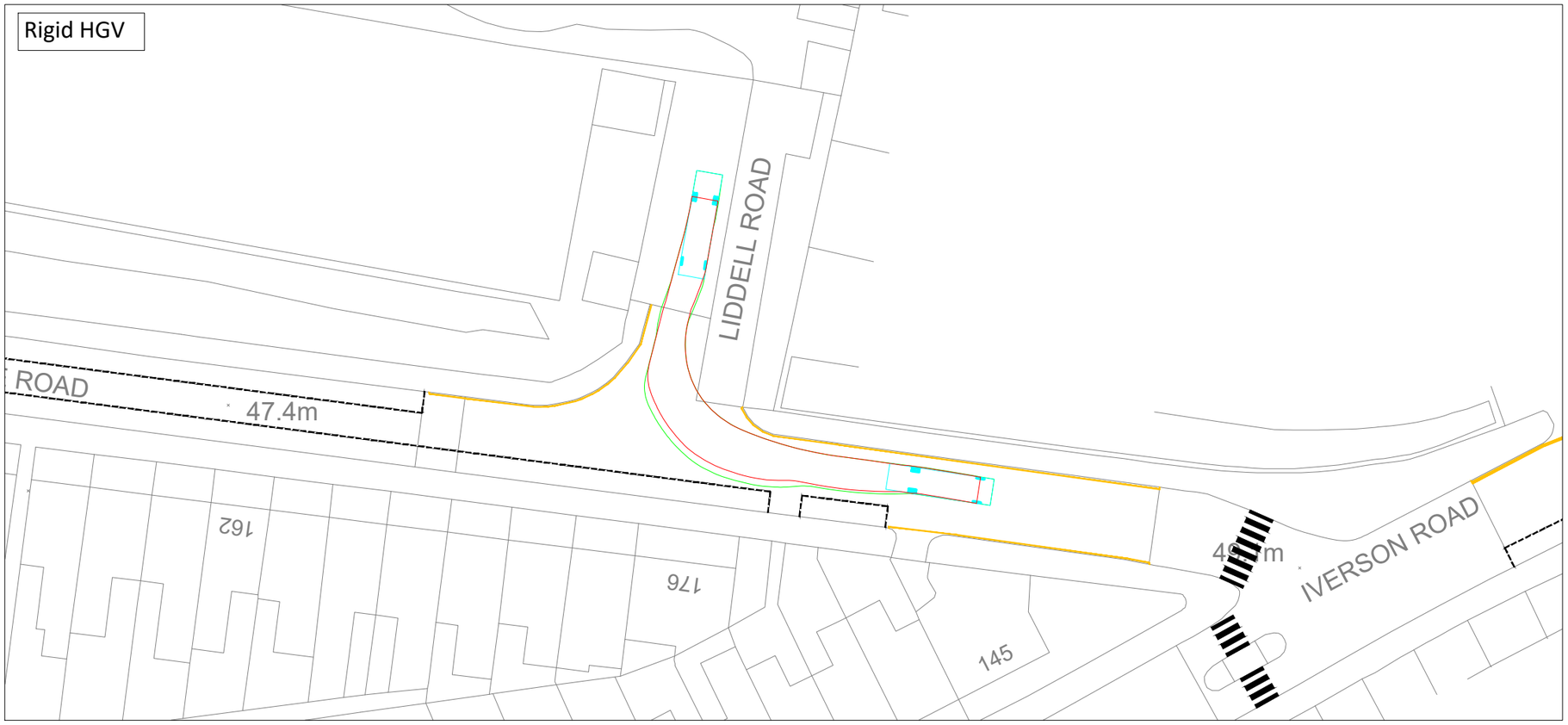
Articulated Vehicle with Twin Steered Tractor	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.691m
Min Body Ground Clearance	0.426m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.987m

Drawn by	Approved by	Date
RH	DF	25.10.21

Scale	Drawing No
1:500 @ A3	SY-21-0012

Drawing Title	Rev
SY-0012-007	C





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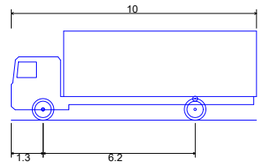

FTA Design Rigid Vehicle (1983)	
Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	12.000m

Drawn by	Approved by	Date
RH	DF	25.10.21

Scale	Drawing No
1:500 @ A3	SY-21-0012

Drawing Title	Rev
SY-0012-008	A

rimary School

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1

ate Primary School

1

47.4m

176

145

135

123 to 127

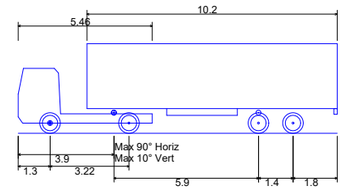
176

145

135

123 to 127

NOTES

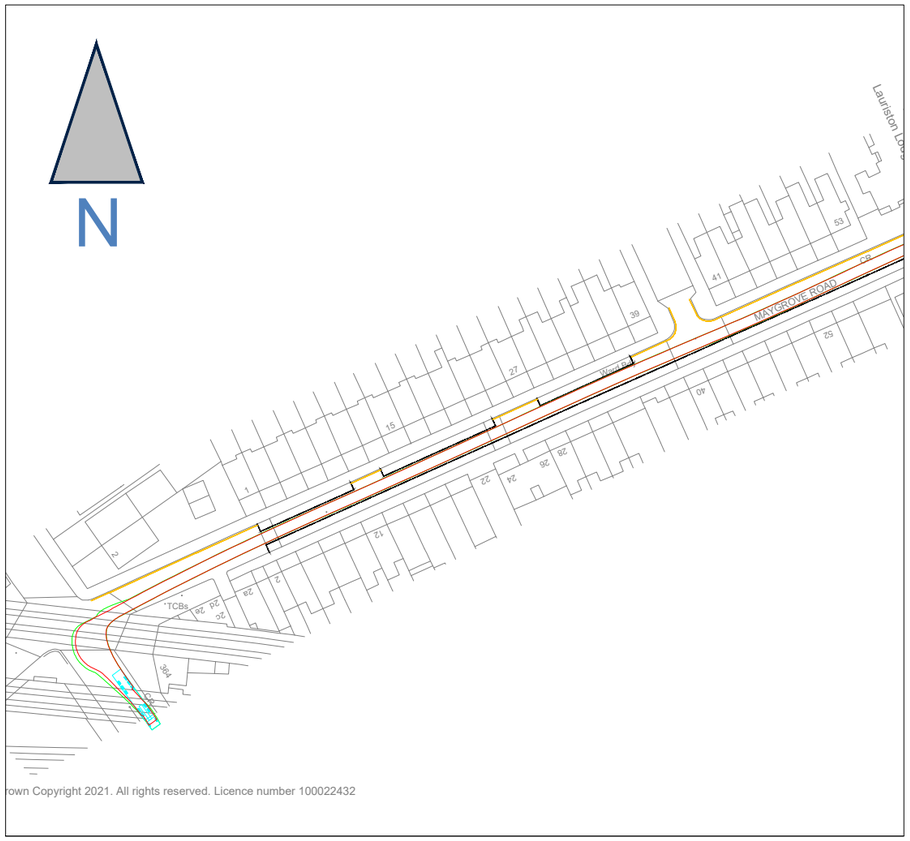


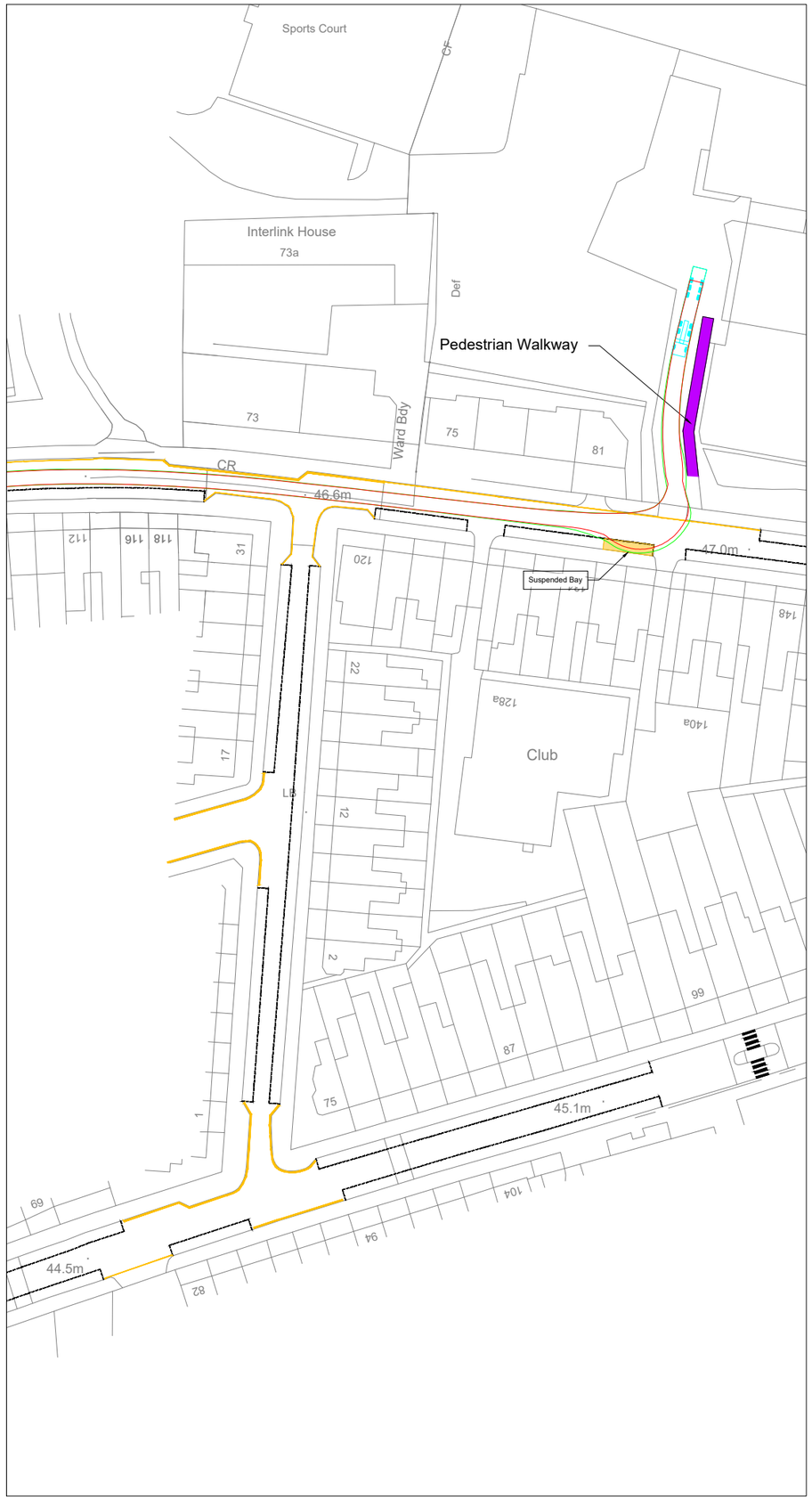
13.0m Articulated HGV	
Overall Length	13.000m
Overall Width	2.500m
Overall Body Height	3.652m
Min Body Ground Clearance	0.406m
Max Track Width	2.377m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.610m

Drawn by	Approved by	Date
RH	DF	24.02.2022

Scale	Drawing No
1:250 @ A3	SY-21-0012

Drawing Title	Rev
SY-0012-014	-





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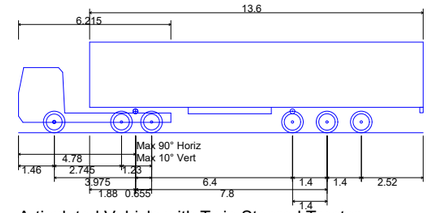


Articulated Vehicle with Twin Steered Tractor

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.691m
Min Body Ground Clearance	0.426m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.987m

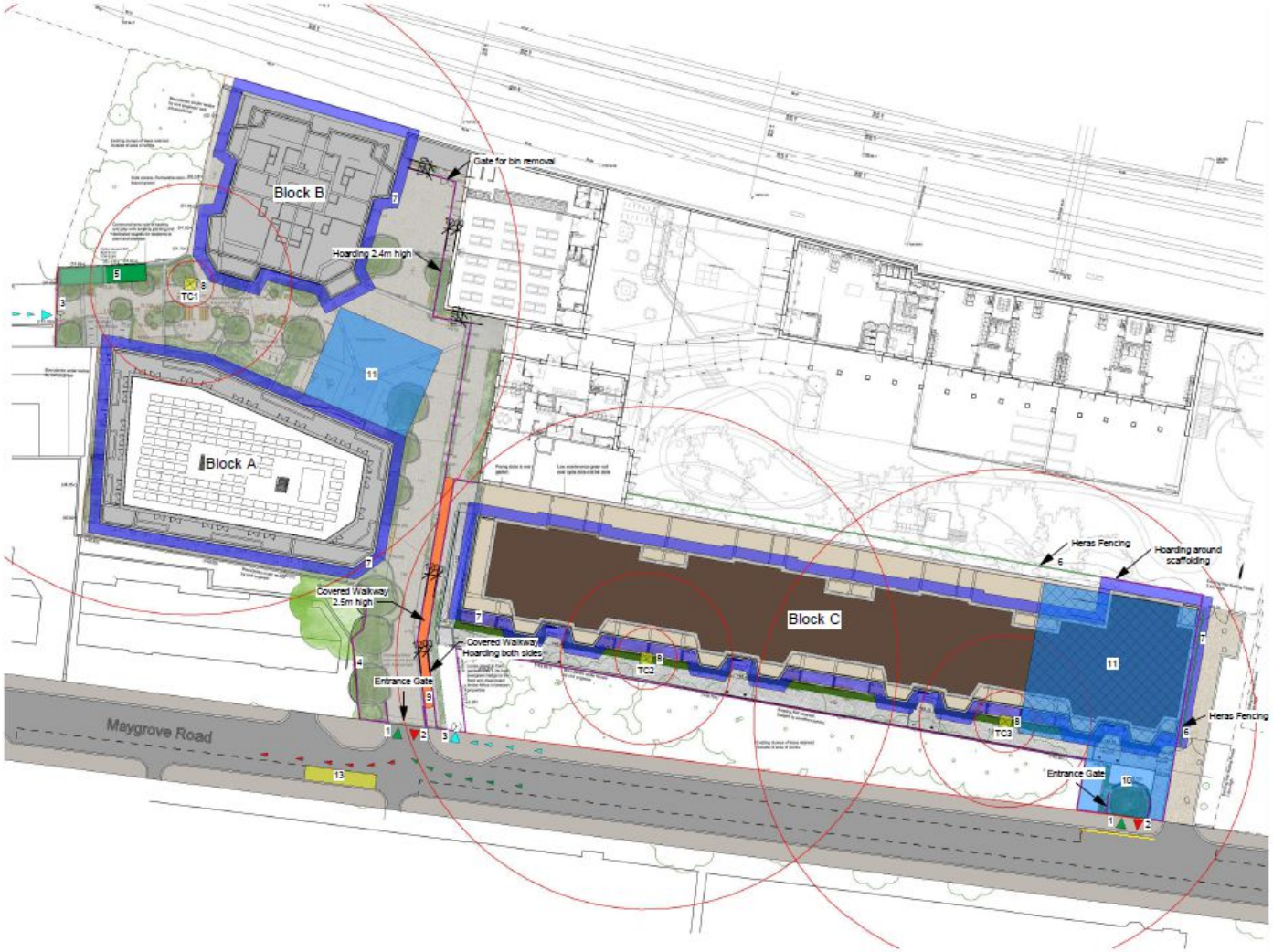
Drawn by	Approved by	Date
RH	DF	14.12.21

Scale	Drawing No
1:500 @ A3	SY-21-0012

Drawing Title	Rev
SY-0012-012	-

Appendix E – C Field Construction Site Layout

Camden



Legend

- 1. Site Entrance
- 2. Site Exit
- 3. Site Entrance - Pedestrian
- 4. Hoarding
- 5. Site Office
- 6. Heras Fencing
- 7. Scaffolding
- 8. Tower Crane
- 9. Covered Walkway
- 10. Loading Area
- 11. Loading Area - Phase 1
- 12. Loading Bay
- 13. Parking Bay Suspension

Rev	Date	Description
-	04/11/2021	For information

Client:

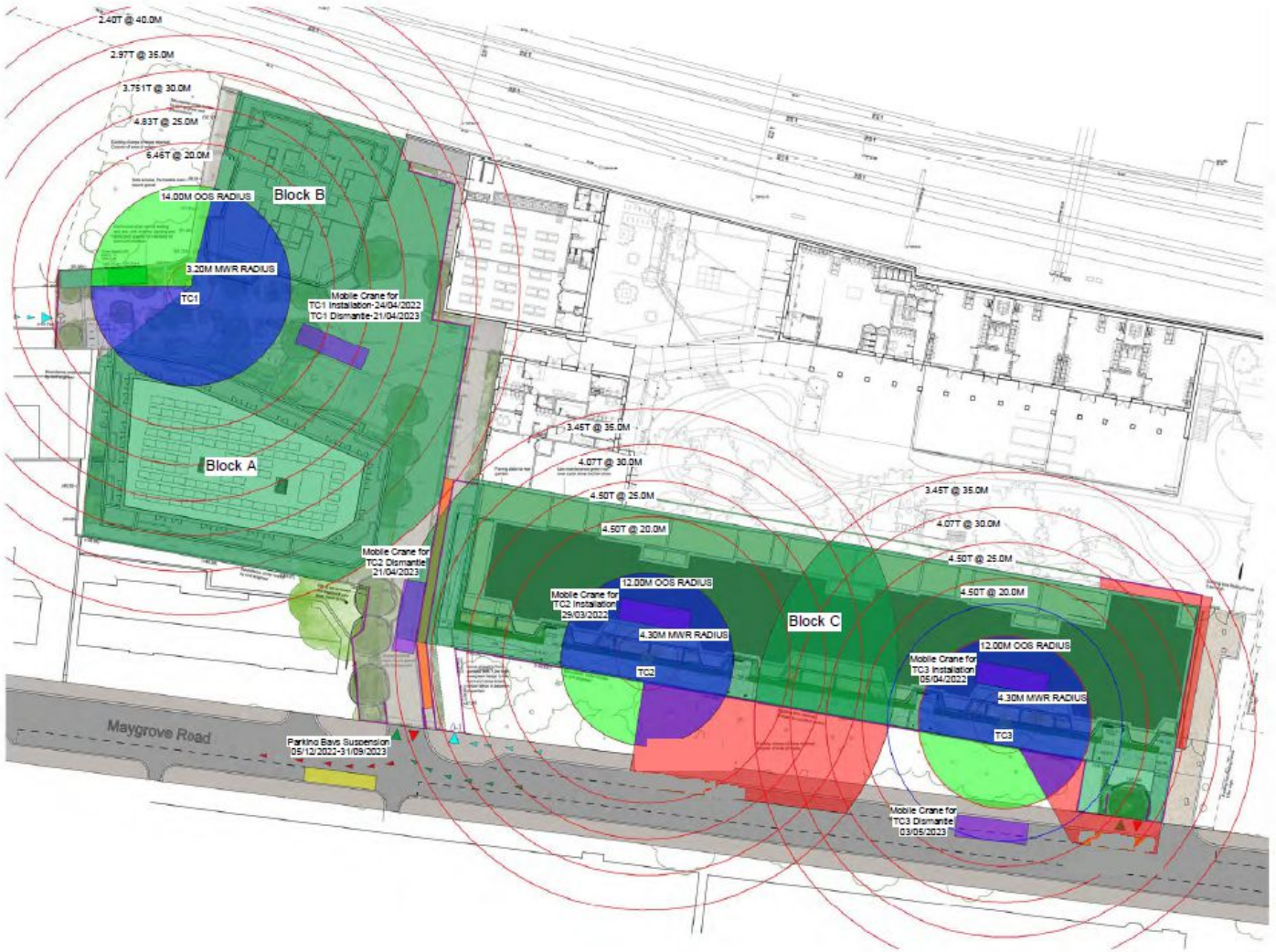
CField Construction Ltd
Tower Bridge Business Centre
46-48 East Smithfield
London
United Kingdom
E1W 1AW
www.cfieldconstruction.com

Project:
Liddell Road

Sheet:
Indicative Logistics Plan

Purpose of issue:	Date:
For information	04/11/2021
Drawn by: EZ	Checked by: NK
Project number: T1274	Scale: As indicated
Drawing number: LR-CF-00-ZZ-DR-Z-0004	Rev -

Appendix F – C Field Tower Crane Layout



Legend

- Out of Service Area
- Lifting Area
- Oversail Area
- Loading Bay for Artic Truck
- Mobile Crane
- Parking Bay Suspension
- Oversailing to Dismantle TC3
- Slew Restrictors Applied

Rev	Date	Description
A	10/11/2021	For information
-	04/11/2021	For information

Client:

CField Construction

CField Construction Ltd
Tower Bridge Business Centre
46-48 East Smithfield
London
United Kingdom
E1W 1AW
www.cfieldconstruction.com

Project:
Liddell Road

Sheet:
Tower Cranes

Purpose of issue:	Date: 10/11/2021
Drawn by: EZ	Checked by: NK
Project number: T1274	Scale: As indicated
Drawing number: LR-CF-00-ZZ-DR-Z-0005 A	Rev A

Appendix G – Utilities Tracker

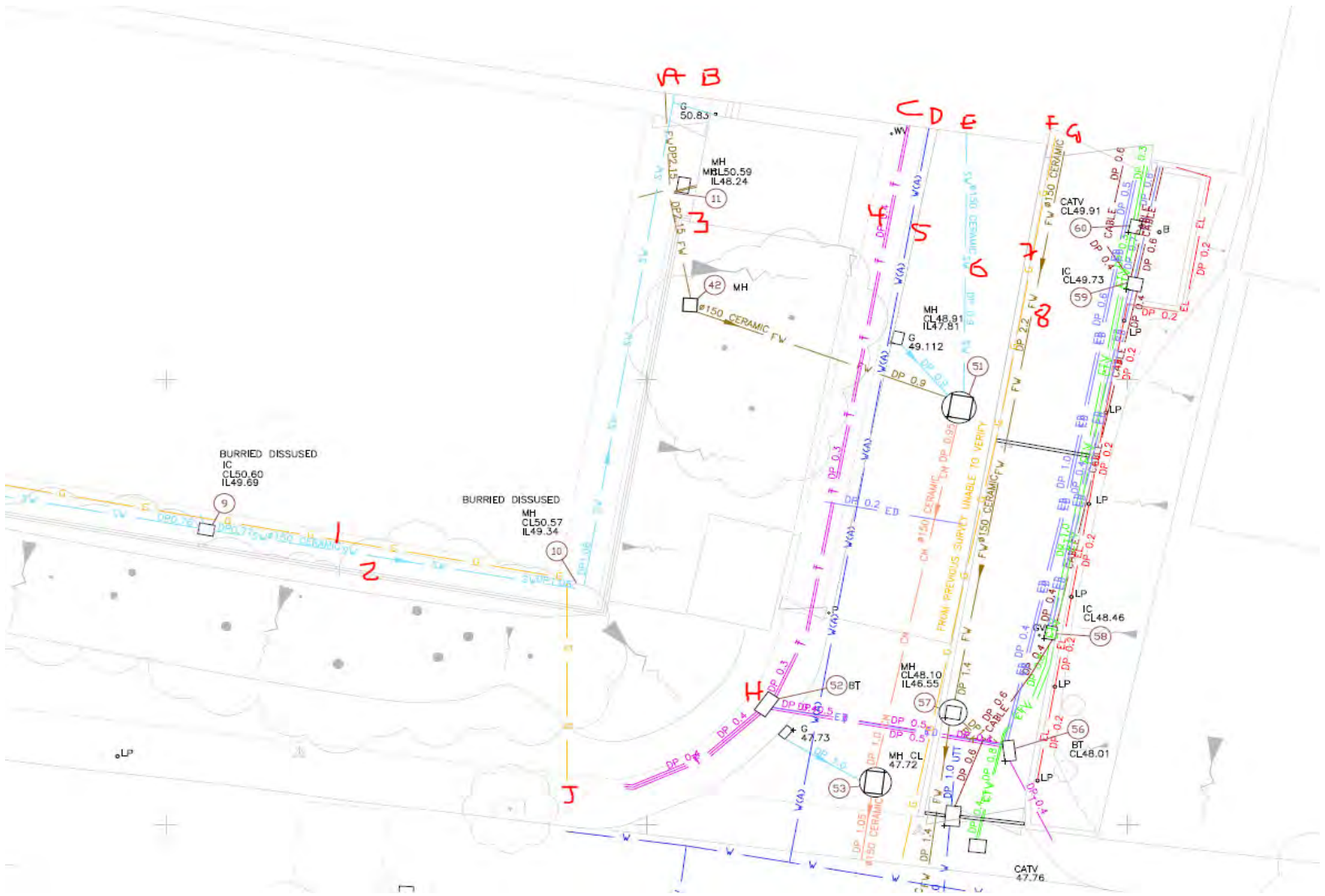
Camden

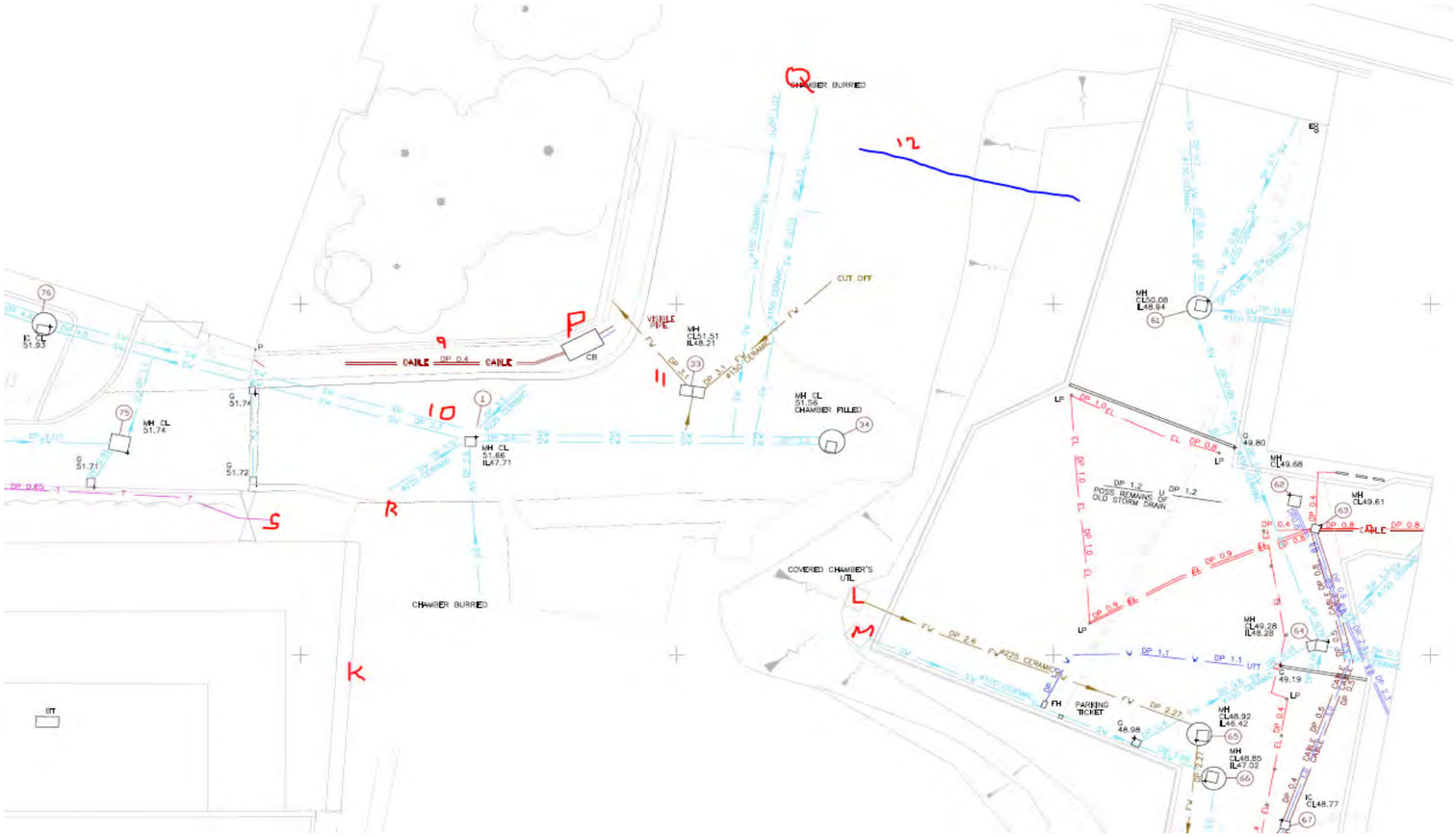
Title	Existing Utility Tracker
Date	02/11/2021
Project	

CField

Location	Comment	Type	Action	Action by	Plan	Block Affected	To be Removed by	Notes	Expected Completion	MWL Comments 27-10-21
1	Gas main – from photos on the box, this main appears to be disconnected next to block A.	Gas	For safety can we get confirmation from British Gas that this pipe has been disconnected and that the pipe can be removed during the bulk excavation.	MWL	East Plan	C	26/11/2021			Application has been submitted to Cadent Gas and we are liaising directly with them. Their turn around of quotation is approximately 4-6 weeks but we are constantly chasing them and hoping to receive it towards end of next week.
2	Stormwater – noted as disused on survey.	Stormwater	Pipe to be removed during excavation. No diversion or alternative supply to be provided. Assume pipe stops at location B.	CField	East Plan	C	Siteworks	Subject to permission to remove		
		Stormwater	Confirm that no connections to this pipe from school or other third parties required	GL	East Plan	C	26/11/2021			
3	3.Foulwater – Connec. on still in place existing office building at site of Block C.	Foul	Is a CCTV survey or as built in place to confirm not in use by School.	GL	East Plan	C	26/11/2021			
		Foul	Pipe to be removed during excavation. No diversion or alternative supply to be provided. Assume pipe stops at location A.	CField	East Plan	C	Siteworks	Subject to permission to remove		
4	Telecom Chamber – we are unable to open chamber. Chamber at location H needs to be moved to facilitate construction of bike store and ramp. Is a as built in place to confirm not in use by School. Unlikely to be used by school north of MH H as new line of ducts installed on lane to school rear gate. Duct to be removed during excavation. No diversion or alternative supply to be provided for duct. Assume pipe stops at location C.	Telecom	Cfield to remove duct	CField	East Plan	C	TBC			
		Telecom	Is a CCTV survey or as built in place to confirm not in use by School.	GL	East Plan	C	TBC			
		Telecom	Confirm duct not in use. MWL to contact Openreach and request it is to be removed	MWL	East Plan	C	TBC			Application for disconnection has been submitted to Openreach and we are liaising directly with them. Their lead time is approximately 6-8 weeks but we are pushing for a speedy response.
		Telecom	Design team to design around duct chamber H	All	East Plan	C	TBC			
5	5.Watermain. Currently live to exis. ng office building on Liddell Road. This supply needs to be removed to the site boundary with valve and meter installed for future connection of permanent works and site supply during works. Assume pipe stops at location D.	Water	MWL to make application for pipe to be removed to boundary of site and meter and valve added ot allow for future connection to block C	MWL	East Plan	C	26/11/2021	Quote issued and paid. MWL to chase		Thames water replied confiming there are no abandon water pipes within the allocated areas and therefore no disconnection works are required. Refer to confirmation email sent by Sandeep dated 11.10.2021 with TW asset plan attachment.
6	6.Stormwater – Connection still road gully.	Stormwater	. Is a CCTV survey or as built in place to confirm not in use by School.	MWL	East Plan	C	26/11/2021			Stormwater application is not under MWL scope of works. This needs to be actioned by Structural/ Civil engineers.
		Stormwater	Pipe to be removed during excavation. No diversion or alternative supply to be provided. Assume pipe stops at location E.	CField	East Plan	C	Siteworks	Subject to permission to remove		

7	7.Gas – From survey pipe appears to be laid on and over boundary.	Gas	Application to be made to remove and relay pipe in alternative location if necessary. Unsure if this is supplying school. This pipe will prevent piling works on the boundary.	MWL	East Plan	C	26/11/2021			Same Response as Item 1. Application has been submitted to Cadent Gas and we are liaising directly with them. Their turn around of quotation is approximately 4-6 weeks but we are constantly chasing them and hoping to receive it towards end of next week.
8	8.Foul Water – Pipe laid parallel to boundary.	Foul	Confirmation required from party wall with regard to how close we can pile to this sewer with sheet piles.	Ay - Party Wall	East Plan	C	26/11/2021			
		Foul	It will necessitate at a minimum that the sheet piles are installed on Block C side of boundary and will require increased wall thickness allowance to plant room.	BM	East Plan	C	26/11/2021	MWL / P&M to confirm that sheet piling can be carried out in close proximity to existing Sewer. Note Thames Water require 3m clearance if a Thames Water Assett		
9	Existing Substation	Electric	Application to be made to UKPN for the use of this as a temporary substation.	CField	West Plan	B	26/11/2021			
10	Storm-sewer - Assumed as disused.	Stormwater	Pipe to be removed during excavation. No diversion or alternative supply to be provided.	CField	West Plan	A&B	Siteworks	Subject to permission to remove		
		Stormwater	Is a CCTV survey or as built in place to confirm not in use by third parties.	GL	West Plan	A&B	26/11/2021			
		Stormwater	Confirm Sewer can be removed and not servicing other buildings	MWL	West Plan	A&B	26/11/2021			Stormwater application is not under MWL scope of works. This needs to be actioned by Structural/ Civil engineers.
11	Foul water - Assumed as disused.	Foul	Pipe to be removed during excavation. No diversion or alternative supply to be provided.	CField	West Plan	B	Siteworks	Subject to permission to remove		
		Foul	Is a CCTV survey or as built in place to confirm not in use by third parties.	GL	West Plan	B	26/11/2021			
12	Water – unknown if water noted on Thames Water asset plan is existing or removed.	Water	Application to remove to be made to Thames Water. Quote to be revised to West Hampsted Ltd	MWL	West Plan	B	26/11/2021			Thames water replied confiming there are no abandon water pipes within the allocated areas and therefore no disconnection works are required. Refer to confirmation email sent by Sandeep dated 11.10.2021 with TW asset plan attachment.
L&M	Assumed suitable for connection to future services.	Stormwater	Are CCTV surveys available for existing sewers to be retained.	GL	West Plan	A&B	26/11/2021			
S	Telecoms - - Assumed as terminated at boundary.	Telecom	No diversion or alternative supply to be provided. As built to be requested from Camden	GL	West Plan	A&B	26/11/2021			
K	Downpipe – Downpipe from adjacent building discharges onto ground.	Stormwater	Confirm if this is to be connected into proposed new drainage network. Party wall issue.	Ay - Party Wall	West Plan	A	26/11/2021			
South of Block A	Gas pipe to south of block A - from photos on the box, this main appears to be disconnected next to block A.	Gas	For safety can we get confirmation from British Gas that this pipe has been disconnected and that the pipe can be removed during the bulk excavation.	MWL	West Plan	A	26/11/2021			Same Response as Item 1. Application has been submitted to Cadent Gas and we are liaising directly with them. Their turn around of quotation is approximately 4-6 weeks but we are constantly chasing them and hoping to receive it towards end of next week.
Other	Unknown duct chamer	BT TBC	Identify and apply for service to be removed	MWL	Other	A/B	26/11/2021			Same Response as Item 4. Application for disconnection has been submitted to Openreach and we are liaising directly with them. Their lead time is approximately 6-8 weeks but we are pushing for a speedy response.
	Unkown Power Cable	Power	Identify and apply for service to be removed	MWL	Power	C	26/11/2021			Application has been sent to UKPN and are awaiting a response from their team.


A B
C D E
F G
1
2
3
4
5
6
7
8
H
J
BURRIED DISSUSED
IC
CL50.60
IL49.69
BURRIED DISSUSED
MH
CL50.57
IL49.34
MH
MH
CL48.91
IL47.81
MH
CL48.10
IL46.55
MH CL
47.72
CATV
CL49.91
IC
CL49.73
IC
CL48.46
BT
CL48.01
CATV
47.76
PRIM PREMISS SURVEY UNABLE TO VERIFY


CHAMBER BURIED
CUT OFF
CABLE
DP 0.4
CABLE
VISIBLE PIPE
MH CL51.51 IL48.21
MH CL 51.56 CHAMBER FILLED
MH CL 51.74
MH CL 51.66 IL47.71
CHAMBER BURIED
COVERED CHAMBER'S UTL
MH CL50.08 IL48.94
MH CL49.68
MH CL49.61
POSS REMAINS OF OLD STORM DRAIN
MH CL49.28 IL48.28
MH CL48.92 IL48.42
MH CL48.85 IL47.02
PARKING TICKET
IC CL48.77
UTT
P
Q
R
S
K
L
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9
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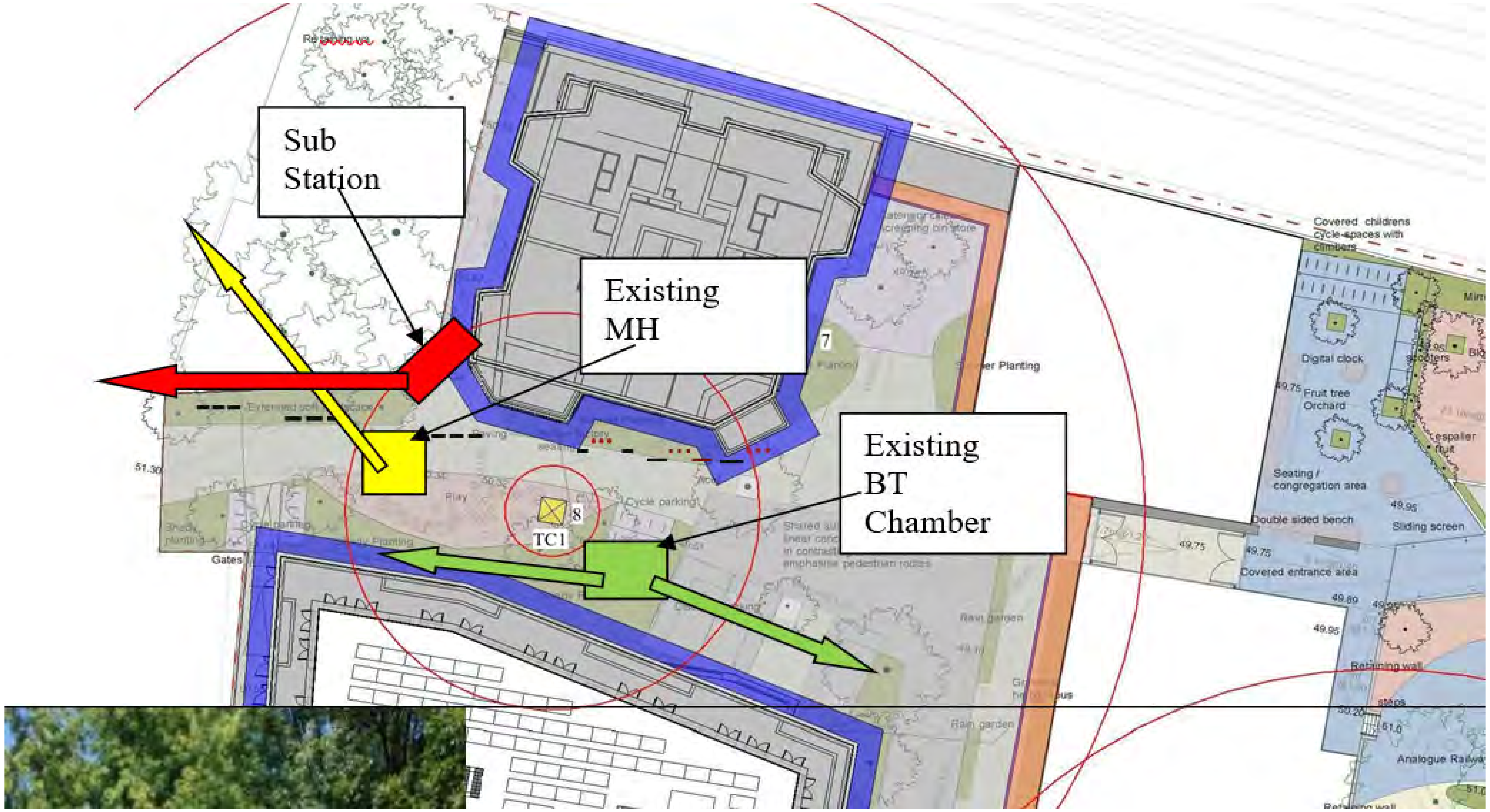
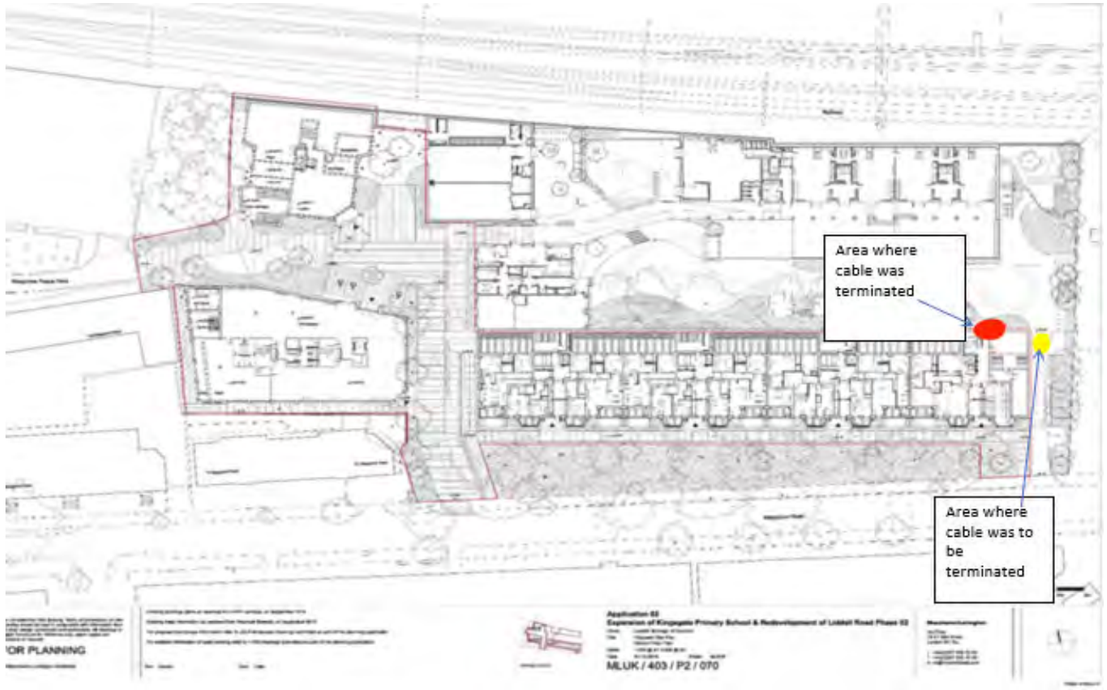
11
12



Sub Station
Existing MH
Existing BT Chamber
TC1
8
7
Play
Cycle parking
Gates
Rain garden
Covered childrens cycle-spaces with climbers
Digital clock
Fruit tree Orchard
Seating / congregation area
Double sided bench
Sliding screen
Covered entrance area
Retaining wall
steps


Area where cable was terminated
Area where cable was to be terminated
MLUK / 403 / P2 / 070

Appendix H – GLA Mitigation Checklist

Camden

MITIGATION MEASURE	MEDIUM RISK	HIGH RISK	UNDERTAKEN
MEASURES RELEVANT FOR DEMOLITION, EARTHWORKS, CONSTRUCTION AND TRACKOUT			
Site management			
Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.	XX	XX	YES
Develop a Dust Management Plan.	XX	XX	YES
Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary.	XX	XX	YES
Display the head or regional office contact information.	XX	XX	YES
Record and respond to all dust and air quality pollutant emissions complaints.	XX	XX	YES
Make a complaints log available to the local authority when asked.	XX	XX	YES
Carry out regular site inspections to monitor compliance with air quality and dust control procedures, record inspection results, and make an inspection log available to the local authority when asked.	XX	XX	YES
Increase the frequency of site inspections by those accountable for dust and air quality pollutant emissions issues when activities with a high potential to produce dust and emissions and dust are being carried out, and during prolonged dry or windy conditions.	XX	XX	YES
Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and the action taken to resolve the situation is recorded in the log book.	XX	XX	YES
Hold regular liaison meetings with other high risk construction sites within 500m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised.		XX	YES

Preparing and maintaining the site			
Plan site layout: machinery and dust causing activities should be located away from receptors.	XX	XX	YES
Erect solid screens or barriers around dust activities or the site boundary that are, at least, as high as any stockpiles on site.	XX	XX	YES
Fully enclosure site or specific operations where there is a high potential for dust production and the site is active for an extensive period.	XX	XX	YES
Install green walls, screens or other green infrastructure to minimise the impact of dust and pollution.	X	X	YES
Avoid site runoff of water or mud.	XX	XX	YES
Keep site fencing, barriers and scaffolding clean using wet methods.	XX	XX	YES
Remove materials from site as soon as possible.	XX	XX	YES
Cover, seed or fence stockpiles to prevent wind whipping.	XX	XX	YES
Carry out regular dust soiling checks of buildings within 100m of site boundary and cleaning to be provided if necessary.	X	XX	YES
Provide showers and ensure a change of shoes and clothes are required before going off-site to reduce transport of dust.		X	YES
Agree monitoring locations with the Local Authority.	XX	XX	TBC
Where possible, commence baseline monitoring at least three months before phase begins.	XX	XX	YES
Put in place real-time dust and air quality pollutant monitors across the site and ensure they are checked regularly.	XX	XX	YES

Operating vehicle/machinery and sustainable travel			
Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone.	XX	XX	YES
Ensure all non-road mobile machinery (NRMM) comply with the standards set within this guidance.	XX	XX	YES
Ensure all vehicles switch off engines when stationary – no idling vehicles.	XX	XX	YES
Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where possible.	XX	XX	YES
Impose and signpost a maximum-speed-limit of 10mph on surfaced haul routes and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the local authority, where appropriate).	X	XX	5MPH
Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials.	XX	XX	YES
Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-	XX	XX	YES
Operations			
Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust	XX	XX	YES
Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible).	XX	XX	YES
Use enclosed chutes, conveyors and covered skips.	XX	XX	YES
Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.	XX	XX	YES
Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.	XX	XX	YES
Waste management			
Reuse and recycle waste to reduce dust from waste materials	XX	XX	YES
Avoid bonfires and burning of waste materials.	XX	XX	YES

MEASURES RELEVANT FOR DEMOLITION			
Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).	X	XX	YES
Ensure water suppression is used during demolition operations.	XX	XX	YES
Avoid explosive blasting, using appropriate manual or mechanical alternatives.	XX	XX	YES
Bag and remove any biological debris or damp down such material before demolition.	XX	XX	YES
MEASURES RELEVANT FOR EARTHWORKS			
Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces.	X	XX	YES
Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil.	X	XX	YES
Only remove secure covers in small areas during work and not all at once.	X	XX	YES
MEASURES SPECIFIC TO CONSTRUCTION			
Avoid scabbling (roughening of concrete surfaces) if possible	X	XX	YES
Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place	X X	XX	YES
Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling	X	XX	YES
For smaller supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust.	X	X	YES
MEASURES SPECIFIC TO TRACKOUT			
Regularly use a water-assisted dust sweeper on the access and local roads, as necessary, to remove any material tracked out of	XX	XX	YES
Avoid dry sweeping of large areas.	XX	XX	YES
Ensure vehicles entering and leaving sites are securely covered to prevent escape of materials during transport.	XX	XX	YES
Record all inspections of haul routes and any subsequent action in a site log book.	XX	XX	YES
Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems and regularly cleaned.	XX	XX	YES
Inspect haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable;	XX	XX	YES
Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).	XX	XX	YES
Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits.	XX	XX	YES
Access gates to be located at least 10m from receptors where possible.	XX	XX	YES - other than neighbouring
Apply dust suppressants to locations where a large volume of vehicles enter and exit the construction site	X	XX	YES

XX Highly Recommended X Desirable