

Construction Management Plan



**Plot 7, Brill Place Tower, Central Somers Town,
London, NW1**

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Revisions

Date	Version	Produced by
10.02.2020	1.0	LBS Properties on behalf of Brill Place Limited
29.05.2020	2.0	LBS Properties on behalf of Brill Place Limited
06.07.2020	3.0	LBS Properties on behalf of Brill Place Limited
08.07.2020	4.0	LBS Properties on behalf of Brill Place Limited
14.07.2020	5.0 (this version)	LBS Properties on behalf of Brill Place Limited

1.0 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: Amenities 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.

This CMP has been prepared by LBS Properties with input from their selected enabling works contractor and tendering main works contractors. It follows the London Borough of Camden CMP Pro forma and sets out how the construction works will be managed to minimise impact on the local community.

The CMP is intended to include sufficient information to allow London Borough of Camden to comply with clause 4.7 of the Section 106 agreement (Plot 7 Construction Management Plan).

As outlined in Section 4.0, prior to submitting this final revision, LBS has continued to consult various departments within the Council, Francis Crick Group, Edith Neville School and the Construction Working Group to ensure the CMP addresses as many concerns as possible.

The 'ownership' of this CMP will be passed to the enabling works contractor and then the main works contractor upon completion of the enabling works. They will be responsible for managing their works in accordance with this CMP and obtaining approval for any deviations.

Through the Construction Working Group (CWG), the FCI Liaison Group and any other direct feedback from the local authority and members of the local community, this document will continue to be reviewed and updated throughout the course of the works to ensure it is updated to meet the evolving concerns of nearby families, the local community and local businesses.

2.0 Contact

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

Address: Plot 7, Brill Place Tower, Central Somers Town, London, NW1.

The planning Reference Numbers are 2015/2704/P (main application) and 2019/5882/P (material minor amendment application)

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

Name: Hugh Griffiths (LBS Properties - Development Manager on behalf of Brill Place Limited)
Address: 7th Floor, St. James's Market, London, SW1Y 4AH
Email: hugh.griffiths@lbsp.co.uk

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: As above
Contractor: (To be updated upon appointment of the Enabling / Main Contractor – contact details to be shared with CWG, FCI and Council once confirmed)
Address:
Email:

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3. In the case of Community Investment Programme (CIP), please provide contact details of the Camden officer responsible.

Name: As above

Contractor: (To be updated upon appointment of the Enabling / Main Contractor – contact details to be shared with CWG, FCI and Council once confirmed)

Address:

Email:

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: As above

Contractor: (To be updated upon appointment of the Enabling / Main Contractor – contact details to be shared with CWG, FCI and Council once confirmed)

Address:

Email:

Phone:

3.0 Site & Proposed Development

6. Site Location

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

Appendix 1 includes a copy of the site location plan

The site fronts onto Brill Place within the London Borough of Camden. It is situated on the northern side of Brill Place, in a Parkside enclave directly opposite the Francis Crick Institute. It is surrounded on three sides by the Purchase Street Open Space. It is part grass and part hard standing with a number of trees included in the perimeter.

The site forms part of the wider regeneration scheme in the surrounding area known as Central Somers Town.

The Central Somers Town regeneration scheme comprises the following 7 development plots, together with significant improvements to the quality of the open space, play facilities, landscaping and connectivity.

Plot 1: Community uses at ground floor (Use Class D1) (approximately 1,554 sq m) to include a children's nursery and community play facility with 10 affordable residential units above; completion anticipated in June 2019.

Plot 2: 35 private residential units over flexible A1/A2/A3/D1 floor space at ground level (Approximately 137 sq m).

Plot 3: Extension of a Grade II listed terrace to provide 3 private dwellings.

Plot 4: Replacement school facility (Use Class D1). The school is currently under construction with an anticipated completion in Q2 2019.

Plot 5: 20 affordable residential units over a replacement community hall (Class D1) (approximately 211 sq m).

Plot 6: 14 affordable residential units.

Plot 7: Brill Place - 68 private residential units over flexible A1/A2/A3/D1 floor space at ground level (approximately 70 sq m).

The image and plan below show the location of the 7 development plots within the Central Somers Town regeneration scheme.



This Construction Management Plan (CMP) applies to the construction of Plot 7 of the Central Somers Town Regeneration Scheme. Plot 7 involves the Construction of a 22 storey residential building proposed to accommodate 68 private residential units for sale on the open market.

7. Description of Works & Main Challenges

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

The works include the construction of a 22-story residential building with a single storey basement extending beyond the footprint of the building.

The plan below shows the approximate outline of the residential tower and the area of basement extending beyond.



The basement is to be constructed out of concrete using a contiguous piles to support the walls. A reinforced concrete ground bearing raft slab will be poured to support the structure above. Reinforced concrete liner walls will provide additional support and ensure the basement remains water tight. The basement will accommodate cycle stores, bin stores and plant.

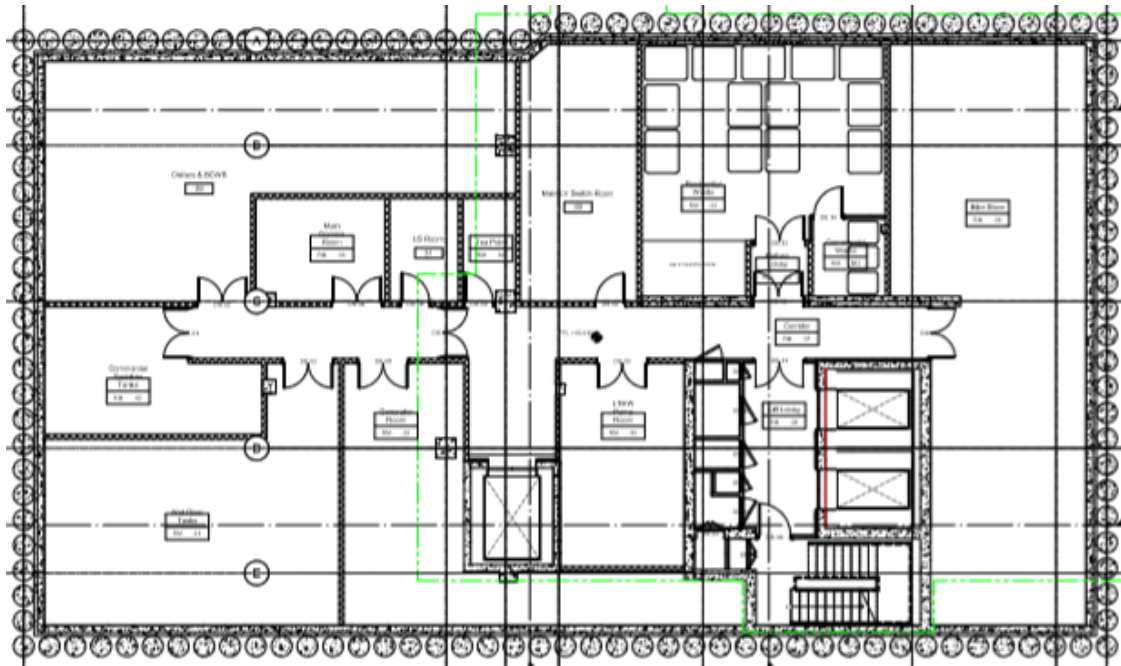
A recessed ground floor will accommodate a UKPN sub-station, a flexible A1/A2/A3/D1 unit and the residential concierge lobby.

The superstructure will be a reinforced concrete frame with glass and metal cladding. Two passenger lifts serve all floors of the building. There is also a goods lift between the ground floor and basement to allow residents and any commercial tenant to transport bikes and refuse to basement stores.

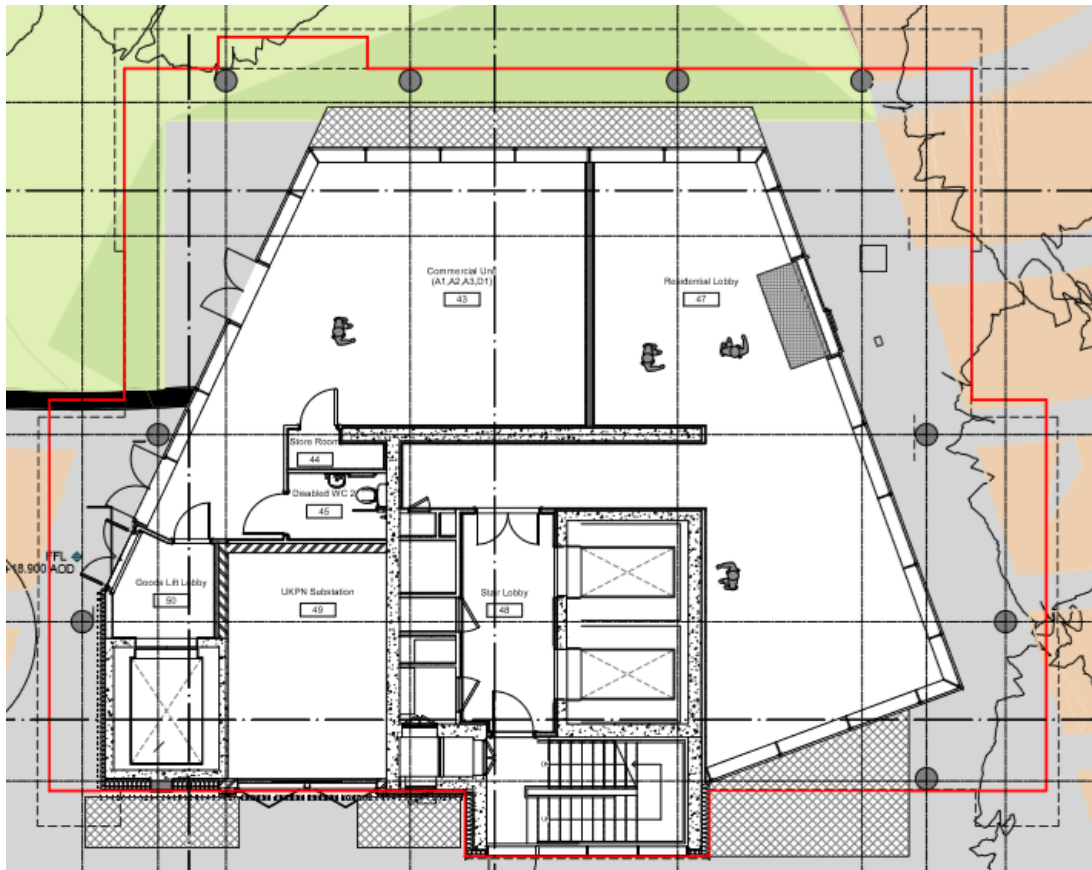
The table below summarises the unit mix.

	1 Beds	2 Beds	3 Beds	Total
Total Units	33	31	4	68
% Units	49%	46%	6%	100%
Total Hab Rooms	66	93	18	177
% Hab Rooms	37%	53%	10%	100%

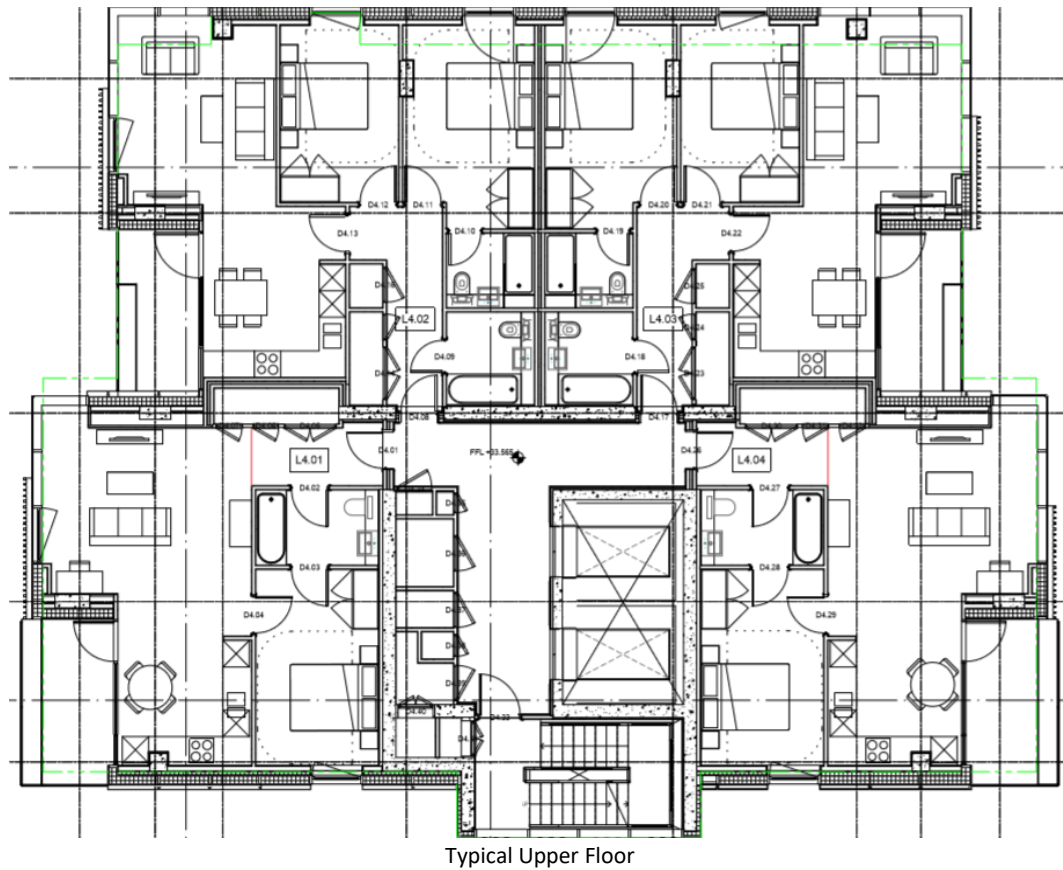
The images below show the approved general arrangements for the basement, ground floor and typical upper floor:



Basement Level Plan



Recessed Ground Level Plan



The images below show the proposed elevational views of the proposed development





Key Issues and Challenges associated with the Works

The following key issues and challenges relating to the delivery of the proposed development have been considered:

Minimising impact on the local residents and businesses

LBS and their contractors are aware of the need to manage the works in such a way to minimise the impact on local residents and businesses. In accordance with the conditions of the planning application monthly Construction Working Group meetings will be held to keep local residents and businesses up to date on the progress and forthcoming activity. In addition these meetings will provide a forum for local residents and businesses to raise any concerns they have or make suggestions for LBS and the Contractor's consideration.

Coordination with the wider Central Somers Town construction works

As noted previously the scheme is part of the Central Somers Town Masterplan. Awareness of the design and progress of other sites on the masterplan is important as some will be under construction at the same time as Brill Place. Whilst Brill Place is conveniently located away from the other significant building projects, in order to mitigate any disruption to the local area, in particular on the surrounding highways, the Brill Place Contractors will ensure there is a level of coordination and cooperation with other construction activities to minimise any disruption.

Coordination of the Public Realm works

London Borough of Camden will complete the design and undertake all Landscape works set out in the consented scheme right up to the base of Brill Place (including over the basement lid). The design of the tower and the basement, in particular the basement lid and ventilation strategy, will need to be fully coordinated with the Council's detailed landscape design. Any changes to the Brill

Place design will need to be coordinated with the Landscape design. Timing and logistics associated with undertaking the works alongside the completion of Brill Place will also need to be considered and agreed with the Council and their appointed contractors. An initial meeting with the Council and DSDHA, the landscape architects was held on the 12th February 2020.

Minimising impact on the Francis Crick Institute

The Francis Crick Institute (FCI) is located to the south on the opposite side of Brill Place. It is a world renowned medical research centre which undertakes sensitive laboratory research work. It contains equipment that is very sensitive to noise and vibration.

Prior to acquiring the site LBS agreed acceptable noise, vibration and EMI levels with the FCI. These levels are included in the Section 106 Agreement. Appendix 2 includes a copy of the FCI Construction Constraints Document included in the Section 106 Agreement and the agreed procedure document setting out trigger levels and the procedure in the event these trigger levels are breached.

All contractors working on the Brill Place development will ensure works are carried out within those agreed constraints. In addition a Francis Crick Liaison Group has been set up with the first meeting held on the 10th February 2020. At this meeting the construction constraints were reviewed and the proposed construction logistics were presented to the FCI for their review. The FCI also attend the Construction Working Group Meetings

Minimising impact on the Purchase Street Open Space users

The site is bounded to the east, west and north by Purchase Street Open Space. At present it is a sculptured landscape of grass mounds and semi mature trees, criss-crossed by narrow paths. The dense tree canopy creates an all-enveloping environment but the lack of passive surveillance and lack of quality dwell spaces means that it can be a place of antisocial behaviour as well as a popular open space for families, dog walkers and commuters to use. It is designated as public open space and will remain so following the public realm upgrade works. Subject to the approval of a Public Open Space Construction Plan, a licence to hoard of an area of the Purchase Street Open Space has been agreed under a Development Agreement with London Borough of Camden. LBS has met with the London Borough of Camden's Green Spaces Division on two occasions to discuss this plan.

The proposed site area and hoarding line have been considered to avoid any dark and blind corners. CCTV and lighting will be installed on the hoarding to maintain the safeness and security of the open space users. In addition, the intention is to design the park side hoarding to blend in and promote biodiversity. Camden's Green Spaces Division also attend the Construction Working Group Meetings.

Minimising impact on Edith Neville Primary School

The New Edith Neville School site to the north west of the site on Purchase Street. The safety and security of the Edith Neville staff, pupils and parents will be considered at all times. No site deliveries will be made during drop off and pick up times to minimise the risk of incidents but also avoid further congestion on the surrounding roads. A representative of Edith Neville Primary School attends the Construction Working Group Meetings.

Highways

The site is bounded to the south by Brill Place and to the west by Purchase Street. Both streets are proposed to be used to access /egress the site. Early on it will be necessary to identify all services in these roads and pavements to ensure construction methodologies and site logistics plans are

developed to minimise risk of damage. In addition a site vehicular movement plan will be implemented to minimise disruption, bottle necks and congestion whilst considering the safety of other road users at all times. Section 5 contains further detail on the proposed site logistics and vehicle movement plan. A meeting with Camden's Transport and Highways representatives has been scheduled for the 13th February to review the proposed vehicle movement plans.

Working in Close Proximity to Trees

The site is surrounded by several trees in the Purchase Street Open Space. The proposed siting of the tower will require the loss of 4 trees in total. The planning consent identifies tree protection zones around a number of trees both within the site area and outside of it. An updated tree survey was undertaken in December 2019 by Arboriculture Solutions and a method statement detailing the tree works and updated plans setting out tree protection zones with the proposed site area have been prepared and submitted to the Council for approval. Camden's Tree Manager attended the meeting with Camden's Green Spaces Division.

Protecting the Old Coal Depot Walls

To the west of the site, forming the western boundary of the Purchase Street Open Space are sections of the old coal depot walls. These are not listed however the Council have aspirations to keep them intact and the sections form part of the consented landscape design. Whilst a safe distance from the proposed development these sections of wall will be located within the proposed site hoarding line and will therefore need to be protected during the construction phases.

Protecting the Thames Water Fleet Storm Relief Sewer

The Fleet Storm Relief Sewer runs roughly in a north south direction circa 18m to the west of the site. Whilst the basement impact assessment and subsequent ground movement assessment confirms there is minimal risk to the structure of this culvert during the construction of the basement all works will be undertaken with this structure in mind.

Protecting Underground services

Extensive survey work has been undertaken to identify and confirm precise location of all services running near the site to ensure no damage to underground services during the works.

For the avoidance of doubt the principal contractor will be responsible for liable for the existing highways (including where vehicles overrun footways) and all underground utility services within their site compound or pit lane and cross over.

Appendix 14 contains the underground services survey.

8. Construction Programme

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

The table below provides a summary of the proposed construction programme.

Construction Activity	Target Date
Start on site date	12 th August 2020
Site set up (including tree protection works)	w/c 3 rd August 2020
Piling works	August to September 2020
Excavation and basement formation works	September to December 2020
Concrete frame (core and slabs)	January 2020 – October 2021
Envelop (cladding and roof)	June 2021 – February 2022
Internal fit out works	July 2021 – September 2022
Practical Completion	September 2022
Public Realm works (undertaken by LBC)	September 2022 – December 2022

An indicative Gantt chart showing a more detailed version of the construction programme is included in Appendix 3. (Please note the dates above are the current planned dates. The Gantt chart does not quite align with these dates but set out the sequence and duration of the respective activities involved in the construction of the scheme).

9. Working Hours

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

The site working hours will be limited to the following:

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

During the works the FCI Liaison Group and the Construction Working Group will be informed of particularly noisy operations, such as breaking out piles, in advance. In addition monthly newsletters will be distributed to a list of local residents agreed with the Council.

As outlined in the response to Question19, to minimise the impact on the Edith Neville School timings of deliveries will be coordinated to ensure they do not coincide with the Edith Neville Primary School drop off and pick up times.

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.).

Like most development projects in Central London the scheme will need to be developed to be mindful of the local residents and minimise disruption in the local area.

The images below show a number of the sensitive receptors and their proximity to the site.



Above: View of the site looking South East: Coopers Lane Estate & Francis Crick Institute



Above: View of the site looking South West: Francis Crick Institute, Phoenix Court & Monica Shaw Court

The Francis Crick Institute is located opposite the site on Brill Place. It is a world renowned medical research centre which undertakes sensitive laboratory research work. It contains equipment that is very sensitive to noise and vibration.

Phoenix Court is located on Purchase Street to the west of the Brill Place site. It is a 5 storey residential block standing on a plinth defined by garage doors, louvres and barred windows. The body of the plinth houses the new energy centre that will service the surrounding buildings (including Brill Place) and provide backup energy services to the FCI. The energy centre flue will run up the front of the existing south stair tower on Phoenix Court. There is a mix of privately owned and social rented apartments in Phoenix Court. London Borough of Camden is the Freeholder.

Monica Shaw Court is also located on Purchase Street to the north of Phoenix Court and to the north west of the Brill Place site. It is an introverted courtyard scheme of 4-6 storey red brick buildings with punched windows providing sheltered housing apartments.

Coopers Lane Estate is located to the East of Purchase Street Open and defines the eastern edge. It is a low density scheme of 2, 3 and 4 storey brick housing with private gardens arranged along a meandering paved pedestrian street.

Phoenix Court Energy Centre is located in Phoenix Court on Purchase Street. Capacity, connection and contractual details associated with the District Heating Network will need to be established at the outset in order to develop design and energy strategy.

Edith Neville Primary School is located on Purchase Street. Whilst a reasonable distance away in terms of noise and vibration the site the main contractors will need to mindful of school drop off and pick up times to minimise congestion in the area.

4.0 Community Liaison

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 table below provides a summary, in chronological order, of the consultation meetings held to date with local stakeholders.

Meeting	Date	Attendees	Purpose / Output
1 st FCI Construction Constrains Meeting	13.03.2019	FCI LBS Specialist Consultants	For the FCI to set out their concerns and noise, vibration and EMI constraints.
2 nd FCI Construction Constraints Meeting	08.04.2019	FCI LBS Specialist Consultants	To agree the FCI Construction Constraints Document. Agreed document included in Appendix 2.
1 st Green Spaces Division Meeting	22.01.2020	LBC Green Spaces Division LBS	<p>To present initial open space closure plans with a view to agreeing hoarding lines and requirements.</p> <p>At this meeting the Green Spaces Team expressed their concerns about a potential trunk road being installed through the site. They also made it clear the minimum amount of open space should be used however the hoarding line needed to be agreed to avoid any dark corners which might encourage antisocial behaviour.</p> <p>The Open spaces team also noted that hoarding in the park should blend in with the park setting and, if possible, encourage transparency and biodiversity. (See 2nd Green Spaces Division Meeting for details on how these concerns have been addressed in this CMP)</p>

1 st Construction Working Group Meeting	30.01.2020	Local tenants and residents Local Development Champion Local Schools Ward Councillor CIP Project Officer Green Spaces Officer FCI, St Pancras Station, Local Globe Construction Liaison Officer LBS	<p>To introduce LBS to the group, provide an overview of the scheme and present proposed construction programme, initial site set up and logistics proposals.</p> <p>At this meeting members raised concerns about the amount of traffic proposed to use Purchase Street. They also thought the previously proposed route away from the site would impact on residents of Ossulston Street and cyclists.</p> <p>Members also noted that the hoarding in the park should blend in and perhaps accommodate some local artwork or promote the Central Somers Town Community works.</p> <p>Finally members raised concerns about site delivery vehicles waiting in the local area and leaving their engines on.</p> <p><u>(See 2nd Construction Working Group Meeting for details on how these concerns have been addressed in this CMP)</u></p>
1 st Francis Crick Liaison Group Meeting	10.02.2020	FCI LBS Specialist Consultants	<p>To present proposed construction programme, site set up, logistics proposals and re-cap on agreed construction constraints and monitoring regime.</p> <p>Aside from concerns around noise and vibration and the impact on their operations (<u>see notes against previous and future FCI constraints meetings</u>) the FCI required confirmation that all delivery vehicles would be able to access their loading bay at the west end of Brill Place.</p> <p>The FCI not support the initial proposal to replace the permanent bollard at the west end of Brill Place to allow large vehicles to leave via Ossulston Street.</p> <p>The FCI also noted that a secondary power supply from the Phoenix Court Energy Centre was planned to be installed and this would need to be coordinated with the development works and site set up. (<u>See notes against the Coordination Meeting with Phoenix Court Energy Centre on the 12th May 2020</u>).</p>
Public Realm Coordination Meeting	12.02.2020	Camden, LBS & Design Consultants	<p>To coordinate the Brill Place design with the Public Realm works and review the programme and site logistics plans in order to schedule public realm works.</p> <p>A follow up meeting will be scheduled once a contractor is on board and a programme fixed to ensure the public realm works are</p>
1 st Highways and Transport Meeting	13.02.2020	Camden Highways Camden Transport LBS	To review the initial proposed site logistics and site vehicle movement strategy.

2 nd Green Spaces Division Meeting	21.02.2020	Camden Green Spaces LBS	<p>To review updated open space closure plans following the first meeting. The hoarding line was provisionally agreed, the hoarding proposals generally accepted and the extent to existing services (lighting poles and CCTV) was discussed.</p> <p>A final Open Space Closure Plan, which reflects these discussions, has been submitted to Camden for approval.</p> <p>This CMP has also been updated to reflect those discussions.</p>
2 nd Highways and Transport Meeting	28.02.2020	Camden Highways Camden Transport Camden Sustainability LBS	<p>LBC also welcomes the revised vehicle routing following discussions at the 1st meeting. Section 5 of this document has been updated to reflect these discussions.</p> <p>In addition, at this meeting the Camden informed LBS about the energy centre / FCI connection works. LBS agreed to liaise with James Davies in order to coordinate these works.</p>
2 nd Construction Working Group Meeting	04.03.2020	Local tenants and residents STNF Local Development Champion Local Schools Ward Councillor CIP Project Officer Green Spaces Officer FCI, St Pancras Station, Local Globe Construction Liaison Officer LBS Enabling Works Contractor	<p>Updated logistics plans, site set up plans and open space closure plans were presented to the CWG. In addition detailed of the proposed basement works were presented.</p> <p>Updated logistics plans whereby vehicles entering and leaving the area via the eastern end of Brill Place was generally welcomed.</p> <p>Following comments in the first CWG meeting proposed hoarding plans were also presented to the group showing sections of ivy to promote biodiversity and behind into the parkside setting and sections of hoarding for the community install local artwork or promote the Central Somers Town community works. <u>(See notes against the introduction to Edith Neville School on 6th March 2020).</u></p> <p>Further concerns were raised about site vehicles queuing up and waiting in the local area with their engines on creating local congestion, noise and emissions. To ensure this does not happen the delivery strategy whereby drivers would be contacted directly by logistics managements when the site was ready for them was explained. To minimise noise and emissions it was also explained that any delivery vehicle or site vehicle not in use would be switched off. It was acknowledged that implementing this requires persistence from the main contractor and all their sub-contractors.</p> <p>It was confirmed that a 24 hr phone line would be installed and the number displayed on the hoarding for the local community to call if they had any concerns or complaints.</p>

			<p>The enabling works contractor also presented</p> <p>Questions were raised around noise and vibration levels. It was explained that due to the site proximity to the FCI and their sensitivity around noise and vibration maximum levels has been agreed in the Section 106 agreement. These maximum levels were significantly lower than typical and would therefore benefit all local residents.</p> <p>In response to a question about air quality, it was confirmed that the developer was aware of the air quality in the area and that dust and emission monitors would be installed in advance and during the works to monitor levels in accordance with strategic planning guidance. It was also noted that a number of measures would be implemented to minimise the spread of dust and emissions from the construction works.</p> <p>There was some concern that the dog walking area was lost during the construction. The Camden Dog Walking hub will be invited to the next CWG meeting to understand residents' concerns and establish whether a new dog walking area should be provided within the proposed public realm works.</p> <p>LBS agreed to provide an overview of the proposed basement works and the construction programme once a start on site date was confirmed.</p> <p>In addition a letter drop will be arranged and delivered to all local residents at least 4 weeks prior to works commencing to introduce the scheme, the programme the logistics and developers and contractors. This letter would include site contract numbers.</p> <p>Representatives of the Somers Town Neighbourhood Forum attended the meeting. It was confirmed the STNF would be invited to future meetings. It was also noted that anyone interested in the meeting can attend if they confirm their attendance in advance (for security on receptions).</p>
Introduction to Edith Neville School	06.03.2020	LBS	<p>LBS met with Esther Chaplin, governor of Edith Neville Primary school. At this meeting the community artwork was discussed and whether it could be moved onto the park side hoarding once the school hoarding was dismantled. LBS agree to move the artwork and fix it to the hoarding (and contribute the cost of 6 additional panels) subject to agreement with Camden's Green Spaces Division.</p> <p>LBS were also introduced to the School Head. It was agreed that LBS and the school would liaise to arrange for children to visit the construction site at various times during the works.</p>
2 nd Francis Crick Liaison Meeting	04.05.2020	FCI LBS	<p>To review the updated programme and updated site logistics plans, agree the scope of the condition survey,</p>

		Camden Specialist Consultants	<p>review the FCI neighbourhood management plan and outline the status of the basement construction management plan.</p> <p>At this meeting the FCI proposed noise, vibration and EMI trigger levels and management procedures to be implemented to minimise the risk of the agreed constraints being breached. It was agreed a separate meeting would be facilitated to agree this document. <u>(See notes against the 3rd FCI Construction Constraints Meeting on the 14th May 2020).</u></p> <p>At this meeting updated logistics plans show all vehicles except articulated lorries arriving and leaving via Brill Place / Midland road were presented. A minimum width of 3.25m was confirmed for the single carriageway which would ensure any delivery vehicle to could access the FCI's loading bay.</p> <p>At this meeting the FCI noted the revised site logistics were preferred and confirmed they had no further comments on this.</p> <p>(Following this meeting the FCI confirmed agreement to the FCI Neighbourhood Management Plan and the Scope of the pre-works condition survey)</p>
Coordination Meeting with the Phoenix Court Energy Centre and Vital Energy	12.05.2020	Camden Sustainability Vial Energy	<p>To review the energy centre connection route, agree how the service penetrations are coordinated and review the programme for the imminent connection between the FCI and Energy Centre and how this can be timed to avoid clashing with the Brill Place site set. Following this meeting it has been confirmed that connection route is likely to run under the proposed location of the site cabins. As such LBS will aim to position cabins during the basement works (when less cabins will be site) away from the route and work with the Energy Centre to ensure pipes in the location of the cabins are installed prior to the full site set up being established in late 2020.</p> <p>Information exchanged to allow the Energy Centre to plan their connection route and penetration points. This remains ongoing with a view to finalising the route and penetration details prior to the basement works commencing.</p> <p>Also agreed that Camden would endeavour to undertake the ducting work for the FCI connection along Brill Place in June to avoid any clash with the Brill Place site set up.</p> <p>Future meetings will take place with the Phoenix Court Energy Centre and Vital Energy as necessary.</p>
3 rd FCI Construction Constraints Meeting	14.05.2020		<p>This meeting was dedicated to agreeing noise and vibration trigger levels and agreeing management procedures in the event noise, vibration and EMI trigger</p>

			<p>and maximum levels (are breached. The agreed procedures and associated flow chart is also included in Appendix 2.</p> <p>The agreed procedures have also been issued to Camden who have confirmed they have no further comments on them.</p>
Coordination Meeting with LBC and Developers of 42 Phoenix Court	15.05.2020	Camden Highways Camden Planning 42 Phoenix Court LBS	<p>To review each sites logistics plans and programmes to establish whether any coordination is required. Due to distance and separation of the vehicle routing it was agreed that no specific coordination as required however representatives of each development will joint future construction working groups for each site.</p>
3 rd Francis Crick Liaison Meeting	01.06.2020	FCI LBS Camden Specialist Consultants	<p>To review the updated programme, outline the status of the basement construction management plan.</p> <p>At this meeting the constraints procedures were formally agreed.</p> <p>At this meeting it was also agreed that a pre-start meeting would be held with the basement contractor and the FCI facilities team to ensure day to day communication routes were agreed in advance of the works commencing.</p> <p>Prior to the meeting the FCI returned comments on the draft basement construction management plan (BCMP). It was agreed that a separate meeting would be scheduled the development structural and geotechnical engineers to review these comments and agree what amendments were required to the BCMP. This meeting is currently being scheduled for w/c 15th June.</p>
3 rd Construction Working Group Meeting	01.07.2020	Local tenants and residents STNF Local Development Champion Councillor Robinson (audio only) Councillor Tomlinson Councillor Khatoon Green Spaces Officer LBS Enabling Works Contractor	<p>It was agreed the Terms of Reference would be updated to confirm that any local resident of local resident group could join CWG meetings if they register their interest. This will be updated prior to the August meeting.</p> <p>LBS updated the group on the proposed start on site date.</p> <p>In addition LBS summarised the status of the CMP, emphasised the CMP was a dynamic document that would be continuously reviewed and updated throughout the works, and discussed the comments received from the CWG (detailed in the table below)</p> <p>At this meeting LBS agreed to include the residents of the following addresses in the initial and ongoing letter drops:</p> <ul style="list-style-type: none"> • Coopers Lane • Clyde Court • Summers Close • Phoenix Court • Monica Shaw Court • Chamberlain House

			<p>In addition LBS agreed to contact Camden Cycling Campaign to inform them of the works and the site set up so they can consider if any changes to the existing cycling lanes are required.</p> <p>It was also agreed that a high-level report on the noise, vibration and dust monitoring will be provided to the Construction Working Group at each meeting.</p> <p>Finally it was agreed, in order to maximise accessibility future meetings will be held on Microsoft Teams. If possible a phone number will also be circulated (along with a link to join a video call) so anyone without access to a PC can also join.</p>
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As noted above the draft CMP was presented and discussed at the Construction Working Group (CWG) Meetings held on the 30th January 2020 and the 4th March 2020. In addition to this more formal consultation, Version 2.0 of this CMP was circulated to all members of the CWG, Somers Town Neighbourhood Forum and Councillors Tomlinson, Robinson and Khatoon who were asked to share the draft CMP with their members of their respective local resident groups and anyone else likely to be affected by or interested in the proposed works. The draft CMP was issued to all members on the 16th June 2020 with a request for any comments to be returned by 23rd June 2020. On the 22nd June 2020 an email reminder to all recipients of the email was issued to remind all parties to return comments by the end of the 23rd June 2020.

The screenshot below shows the Brill Place Construction Management Plan on the Council's 'We Are Camden' website and how it can be downloaded.

Brill Place Construction Management Plan

Overview

Planning permission has been granted for the construction of a tower at Brill Place in Somers Town. The site is being developed by LBSP. Your comments are invited on the construction management plan before work starts later this Summer.

Closes 23 Jun 2020

Opened 16 Jun 2020

Results expected 29 Jun 2020

Feedback expected 30 Jun 2020

Why We Are Consulting

The construction management plan (CMP) sets out the measures that will be taken to mitigate any impact on the local environment and residents. Comments from those affected or likely to be affected by the works will help to inform the development of this document.

Contact

0207 974 5572

louise.trewavas@camden.gov.uk

Comments can be emailed directly to Hugh Griffiths

<Hugh.Griffiths@lbsp.co.uk>

Comment on the CMP for Brill Place

 [Download Draft CMP for Brill Place](#)

2.8 MB (PDF document)

The table below summarises the comments received to date following issue of Version 2.0 to the Construction Working Group and how the CMP responds to these comments.

Date & Time	Comment	Response
11.23 16.06.20	<p>On a quick read through I see that the Somers Town Neighbourhood Forum is now invited to attend future working group meetings. Could you let me know if any are scheduled so I can get them in the diary?</p> <p>I think you have addressed many of my questions in this version of the CMP but will respond properly in the next few days. In the meantime I'll send a link to forum members so that they are aware of the consultation.</p>	<p>Thanks for your email and for forwarding the link to your members. Please note, whilst the CMP is a dynamic document and will be updated as necessary during the course of the works, we are aiming to forward an updated version (which will capture all comments received by that time) to the council for approval in the middle of next week. It would be great if you could therefore encourage your members to return comments by Tuesday next week (23rd June) to ensure they are captured and where possible addressed.</p> <p>The next CWG meeting is intended to be held on the 1st July. It will be via Zoom or MS Teams. Going forward the intention is to hold meetings on the first</p>

		<p>Wednesday of each month. We will aim to circulate an agenda circa 1 week in advance of each meeting. A key item on the agenda at the next meeting will be to review the latest CMP and discuss any comments received from the CWG. We will also update all on our programme of works and what works are planned in the coming months.</p>
<p>20:29 22.06.20</p>	<p>Dear Hugh,</p> <p>Below are my comments on the latest draft of the CMP.</p> <p>SITE The construction of Brill Place Tower is taking place during the COVID-19 pandemic, when the need for useable green space for our health and wellbeing has never been higher. The area taken for construction is subject to a Public Open Space Construction Plan. The quantum of space given over to the construction site needs to be kept to an absolute minimum and the quality of the open space needs to be protected from environmental noise and dust pollution.</p> <p>It is good that green hoarding is being provided, which includes stretches of ivy, and that the developer has committed to maintaining these stretches of green throughout the build.</p> <p>COMMUNITY LIAISON It is good that Somers Town Neighbourhood Forum have been invited to future CWG meetings. Please note that on 4 March 2020 we weren't allowed to attend, although several of our members attended in another capacity. We welcome a future commitment to meetings being open to all, as long as people confirm attendance in advance. The terms of reference for the Construction Working Group need amending to reflect those that represent the most impacted.</p>	<p>SITE As outlined above two meetings have been held with the Camden's Green Spaces Division in order to agree the Public Open Space closure Plan. A key focus of these meetings has been to ensure the hoarding line is agreed to maximise security and safety in the remaining areas of open space. The extent of open space closed for the duration of the works has also been kept to an absolute minimum whilst also ensuring sufficient space around the proposed tower to allow members of the public to pass the site safely. We will continue to liaise with the CWG on how the remaining area of open space remains usable.</p> <p>COMMUNITY LIAISON The Somers Town Neighbourhood Forum was represented at the CWG on the 4th March and were welcomed following their request to attend. The terms of reference will be reviewed at the CWG meeting on the 1st July to discuss what amendments are required.</p> <p>The meeting on the 1st July will be held via MS Teams. At this meeting the Group will also review what format the meetings should take to maximise accessibility to these calls.</p> <p>A letter introducing the scheme will be circulated to the agreed list of local residents and resident groups four weeks in advance of works commencing. The council will assist in ensuring letters are</p>

<p>Provision needs to be made to hear the voices of those who cannot attend physical meetings during the COVID pandemic and who are unable to access virtual meetings.</p> <p>I am concerned that a letter drop hasn't happened for works apparently starting imminently. (Community members are obviously confused by the Somers Town Energy works that started last week, and believe construction is already underway.)</p> <p>On neighbouring sites, HS2 is well underway. Apart from the impact on local traffic, the main cumulative impact is on loss of open space. Residents have lost St James's Gardens permanently to HS2. Euston Square Gardens has been temporarily lost to HS2 (this will last throughout the Brill Place tower build. There will also be a cumulative impact of construction traffic, including displaced traffic.</p> <p>TRAFFIC A bollard at the end of Purchase Street has been marked for removal to improve the swept path analysis for HGVs. Local historians are keen for bollards and other street furniture to be retained. If this is not possible, please remove, store and replace once the works have finished.</p> <p>A significant number of parking places are to be lost for what is likely to be years. The disabled space outside the Crick is particularly worrying. It would be helpful to have an estimate of how many parking spaces are to be lost, rather than metres of parking space. Residents in Phoenix Court and perhaps Monica Shaw are likely to be most impacted.</p> <p>The three-way traffic management on Brill Place/Purchase Street is necessary. Cyclists coming from Ossulston Street will</p>	<p>issued to ensure as wider distribution as possible. Details of how to raise comments and concerns will be included on these letter.</p> <p>A letter drop is proposed to be undertaken week commencing the 6th July. Four weeks in advance of the works commencing.</p> <p>There is a commitment to working with the local community to address and mitigate concerns where possible. The Developer and their contractors will work with the Local Authority and the Construction Working Group to ensure the works are coordinated with neighbouring sites to ensure there is no compounding of negative impacts on the local community.</p> <p>TRAFFIC The response to question 18 of this CMP has been updated to confirm the bollard proposed to be moved at the end of Purchase street will be stored on site and reinstated on completion of the works.</p> <p>Response to Question 23 has been updated to confirm approximately 10 parking spaces will be suspended for the duration of the works – circa 2 years. In order to use Brill Place to access and egress the site for all vehiclesF with the exception of articulated lorries (and therefore keep construction traffic away from the many residents and surround streets this number of parking bays do need to be suspended. The Developer will delay the suspension of parking bays as long as possible and remove suspensions as soon as possible or when they are no longer required. Response to Question 23 has also been updated to confirm the Developer will relocate the disabled bay outside the Crick as part of the temporary traffic order.</p>
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	<p>ignore the lights and ride on the pavement, and this needs to be considered. It could be that cyclists should be diverted up Ossulton Street rather than turning right onto Brill Place. The Purchase Street lights are very close to the Phoenix Court underground car park and to the Somers Town Energy entrance.</p> <p>There needs to be some kind of management of all the station traffic that currently waits at the Midland Road end of Brill Place.</p> <p>It would be better if the Council discouraged parents driving their children to Edith Neville School during the construction, although this could be tricky during the current pandemic. There is often severe congestion on Brill Place, Purchase Street and The Chenies during drop off and pick up times. Midland Road is always severely congested.</p> <p>All drivers entering and exiting Brill Place from Midland Road need to be made aware of cyclists heading north against the traffic.</p> <p>ENVIRONMENT The noise assessment attached to the consultation (Appendix 12) is one done to look at additional noise from the electric substation only. The full noise assessment needs to be read through and shared with contractors.</p> <p>Residents are incredibly stressed at the moment and are dreading when construction starts. Many are having to stay at home and are living in overcrowded conditions. It is essential that every effort is made to minimise environmental noise. The Crick is rightly being protected, but noisy activity must not be directed towards residential areas or the park. Noise monitors should be all around the site.</p>	<p>Whilst the developer is very mindful many cyclists use Brill Place, at present it is not a designated cycle route. As such there is currently no plan to divert any cycle routes. Response to Question 18 has been updated to confirm all gatemen will be asked to look out for cyclists and guide them safely around the site as far as possible. In addition Response to Question 18 also confirmed LBS will inform Camden Cycling Campaign of the proposed works and site set up.</p> <p>Response to Question 25 confirms the final position of the traffic lights at the end of Purchase Street will be coordinated with the Phoenix Court underground car park entrance to ensure (as far as possible) waiting traffic does not impede the car park entrance. The traffic light timing will also be set to ensure there is no build-up of stationary traffic at the Midland Road end of Brill Place.</p> <p>Response to Question 18b has been updated to confirm the main contractor will ensure all delivery drivers are made aware of the northbound cycle lane on Midland Road when placing orders and in any delivery instructions.</p> <p>ENVIRONMENT The latest background noise assessment will be added to Appendix 12.</p> <p>The intention is keep noise an absolute minimum (and certainly with the S106 constraints) across the site and there is certainly no plan to direct noise away from the FCI and therefore towards the residents.</p> <p>All AQA assessments have been shared with contractors and form part of Employers Requirements within the building contracts.</p>
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	<p>The air quality assessment attached to the consultation (Appendix 13) is one commissioned by the District Management Committee (an organisation of Camden tenants) as part of their objection to the original application. The correct air quality assessment (which is, in my opinion, deeply flawed), needs to be read through and shared with contractors.</p> <p>In response to question 36, when the developer does a risk assessment in line with the GLAs SPG, they are likely to find the site is High Risk. This is because it is in an area of poor air quality with a large number of receptors (people) living and working close to the site. This includes older people in two sheltered housing developments, residents in Phoenix Court and Coopers Lane, and children in the Hampden Nursery and Edith Neville School.</p> <p>It is important that machinery and dust generating activities are located away from receptors and that barriers are placed to protect receptors.</p> <p>Should Edith Neville works not be finished by the time Brill Place Tower starts, the cumulative impact of the works needs to be considered.</p> <p>Rats are always displaced by construction works such as the basement construction. Residents need a clear commitment from the developer that they will respond if there are local problems with rats. Residents in Coopers Lane remember the problems caused by the construction of the Channel Tunnel Rail Link and don't want to see a repeat.</p>	<p>Having completed the GLA SPG risk assessment it is confirmed the site is High Risk. As outlined in the response to Question 35 the dust and air quality monitoring strategy has been proposed in accordance with the GLA's SPG.</p> <p>As outlined in response to Question 31 best practice measures will be implemented to keep noise from machinery to a minimum. Contractors will also be made aware of the sensitive receptors to ensure they are mindful of these when developing method statements and carrying out the works.</p> <p>It is likely Edith Neville works will be coming to an end and therefore the high dust generation works complete. That said, LBS will liaise with LBC to understand the status of Edith Neville's works and if necessary consider undertaking a cumulative impact assessment in conjunction with LBC to ensure dust levels to not exceed tolerable levels.</p> <p>LBS will ensure both enabling works and main works contracts include robust pest control responsibilities to ensure both contractors put in place pest control regimes. Both contractors will also be responsible for general site cleanliness (particularly around site canteen areas). LBS will listen to feedback from the CWG on rodent levels and react accordingly.</p>
16:04 23.06.20	<p>Dear Sir</p> <p>Thank you for preparing the draft construction management plan. We councillors have received an email</p>	<p>Version 1.0 of the CMP was submitted to the local planning authority on the 10th February 2020. It was validated and made public on the 11th February – some</p>

	<p>allowing one week for sending in comments. We were also invited to share the invitation. However, the S106 agreement states clearly at S.4.7.2 that two weeks are allowed to provide comments on the draft CMP.</p> <p>Further, the draft CMP shows that work will start on site on 6 July. At the same time, it states on p. 21 that, 'In addition a letter drop will be arranged and delivered to all local residents at least 4 weeks prior to works commencing to introduce the scheme, the programme the logistics and developers and contractors. This letter would include site contract numbers.'</p> <p>The letter drop has not yet taken place, so the notice of four weeks cannot be met.</p> <p>The CMP has good aspects. I'm pleased to see that a key issue is identified at the beginning – that of minimising impact on the local residents and businesses – which is so important. I am also pleased to see that there should be coordination with other projects to minimise disruption. I welcome that you wish to see the old coal deposit wall protected. A key element in the construction is the Edith Neville school and the main entrance to the school is in Purchase Street. I note the restricted delivery hours to the site during term times and I would like to see that deliveries will be carefully monitored.</p> <p>I note that vulnerable footway users should also be considered (26). Pedestrian crossing points on Brill Place and Purchase Street need to be carefully constructed. They are not generally very friendly to vulnerable users, of which we have many in the nearby estates.</p> <p>Kind regards Paul Tomlinson</p>	<p>19 weeks prior to circulating the Version 2.0 to the CWG for final comment on the 23rd June. Version 1.0 of the CMP was discussed at the CWG meeting on the 30.01.20. Following CWG comments and feedback from other groups an updated version was then discussed at the CWG held on 04.03.20.</p> <p>In order to allow for a letter drop 4 weeks prior to works commencing, works are now planned to commence on the 12th August with some site set up and tree works from the 3rd August. A letter drop s proposed to be arranged during week commencing 6th July. The four weeks' notice will therefore be met.</p> <p>Response to question 16 has been updated too confirm that principal contractors will be contractually obliged to monitor deliveries to and from site to ensure restricted delivery times are adhered to.</p> <p>Response to question 26a of the CMP has been updated to note that all measures will be put in place to ensure the temporary crossing points proposed for the duration of the works meet all regulations and to ensure they can be used by vulnerable users.</p>
21.07 23.06.20	<p>Dear Sir I'm writing this email to say how disappointed I am Re the go ahead of the tower in the only green space we have in the vicinity!</p>	<p>We are very aware the proposed scheme is not welcomed by all members of the community. As such every effort will be made to minimise disruption and</p>

	<p>I've been living in Phoenix Court for nearly seventeen years and have seen so much building works taking place and it's been all a bit heavy on the community. I'm a patient at the UCLH and have underlying health issues after I moved in. One of the conditions to treat was with vitamin D and that too I used to sit on the back balcony of my flat to catch some sun light however the crick was built and that has blocked the light!</p> <p>Now the tower not only will the local residents will have very little green space left to enjoy but for me the tower will be right opposite my flat and no more sunlight from the front too.</p> <p>This is all exasperating for me and truly disappointed.</p> <p>Now the foot print has changed and you want more if the green space!!!! This is not good for patients like me with long term illness and also for young children as more polluting / parking densely populated in small space so please consider our feelings.</p> <p>This is very sad.</p>	<p>negative impacts during the construction phase.</p> <p>The recent Section 73 application consented at the planning committee on the 4th June reduced the ground floor foot print of the tower. This change was driven by the Developer and the Council's desire to minimise the amount of open space lost as a result of the scheme.</p> <p>The area of open space closed during construction of open space being used for construction has been agreed with Camden's Green Spaces Division and has been kept to a minimum to allow the construction works to proceed safely. Due to the number of trees and the required tree protection it will be very difficult to reduce the area of open spaces used for construction.</p>
22.28 on 23.06.20	<p>My name is [REDACTED], a resident of Phoenix court, Purchase street. I am sending a comment regarding the construction of the Brill Place Tower.</p> <p>The only park we have in the area is the Purchase Street open space, which is used regularly by families in the area. The hope is that as much space as possible is designated as free, open space for the continued use of all situated in Somers Town.</p> <p>We also plead for there to be minimised use of Purchase street for the transport of trucks and lorries to reduce traffic, and for there to be a reduction in the number of parking spaces that are to be lost. As a resident of Phoenix Court this is likely to effect us a lot, we park our car on the street, and in the past when there has been a temporary reduction in spaces, we</p>	<p>The area of open space closed during construction of open space being used for construction has been agreed with Camden's Green Spaces Division and has been kept to a minimum to allow the construction works to proceed safely. Due to the number of trees and the required tree protection it will be very difficult to reduce the area of open spaces used for construction.</p> <p>As outlined in response to question 18 all site vehicles, with the exception of articulated lorries will arrive and exit the site via Brill Place. This vehicle management strategy has been developed to keep construction vehicles away from Purchase Street. Unfortunately due to the length of articulated lorries (22m) it is not possible to turn them on Brill Place. As such these vehicles will need to exit the area via</p>

	<p>were forced to park many hundreds of metres away from our building.</p> <p>We ask for the activities generating dust and machinery to be located away from the adjacent buildings, which includes my building of Phoenix Court. This is an area of poor air quality, and so we ask that all is done to minimise the risk to those living in the near vicinity. Any sort of action should also target minimising environmental noise (caused by the machinery and the general work). Noise pollution has plagued the area in the construction of Francis Crick and the refurbishment of St Pancras International and we dread the beginning of a new construction.</p>	<p>Purchase Street and Chenies Place. On average 2 no. articulated lorries a week will arrive on site.</p> <p>As outlined in Section 5, several best practice measures will be implemented to minimise the amount of dust and noise pollution. Dust and noise will be monitored continuously and when levels rise above acceptable trigger levels further mitigation measures will be put in place. As agreed with the CWG, a summary of all noise, vibration and dust monitoring will be shared with the CWG at each monthly meeting.</p>
23:24 on 23.06.20	<p>Purchase Street open space is the only green space around for us, we use it every day especially throughout the duration of this pandemic. We want to continue to use it during construction phase so please leave as much of the park as possible, and protect it so it can be used, including a safe entrance/exit.</p> <p>We do not want any construction related vehicles to go through Purchase Street, families with children and elderly people living on that street.</p> <p>Please make sure that the dust and noise pollution is minimised, we have experienced episodes of construction such as the refurbishment of St Pancras International and the construction of the Francis Crick Institute, the noise pollution has a vast impact on home life.</p> <p>Our area is over polluted, especially now with the introduction of the energy centre, please ensure the air quality does not continue to depreciate, this matter of health is of most importance to the residents living here.</p>	<p>As outlined in Section, the extent of open space being used for construction has been agreed with Camden's Green Spaces Division and has been kept to a minimum to allow the construction works to proceed safely. Due to the number of trees and the required tree protection it will be very difficult to reduce the area of open spaces used for construction.</p> <p>The line of the hoarding has also been agreed to ensure no dark corners and therefore promote safety and security in the park.</p> <p>With the exception of the park entrance in the south west corner, all park entrances and exits will be maintained allowing people to access and cross the park as they did previously.</p> <p>As outlined in Section 5, several best practice measures will be implemented to minimise the amount of dust and noise pollution. Dust and noise will be monitored continuously and when levels rise above acceptable trigger levels further mitigation measures will be put</p>

		<p>in place. As agreed with the CWG, a summary of all noise, vibration and dust monitoring will be shared with the CWG at each monthly meeting.</p> <p>The energy centre is existing. Brill Place will be connecting into the energy centre however this does not trigger any further expansion of the existing plant.</p>
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Finally, and in addition to the above meetings and request for comments from the CWG and Councillors, a comprehensive set of comments on the draft CMP has been received from various departments within Camden covering all sections of the plan. This plan has been updated to reflect those comments.

As noted in the Introduction to this document, through the Construction Working Group (CWG), the FCI Liaison Group and any other direct feedback from the local authority and members of the local community, this document will continue to be reviewed and updated throughout the course of the works to ensure it is updated to meet the evolving concerns of nearby families, the local community and local businesses.

Monthly newsletters will also be circulated, the first one four weeks in advance of the proposed works commencing, to ensure, as far as possible, all residents are kept informed of the forthcoming activities and are aware of the various ways they can contact the site to raise any concerns.

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.

As outlined in Section 11, the first Construction Working Group Meeting took place on the 30th January, the second meeting took place on the 4th March 2020 and the third on the 1st July 2020. Appendix 4 includes a copy of the agreed terms of reference and notes taken at the 1st and 2nd meetings. Meetings will be held at 17.30 on the 1st Wednesday of each month for the duration of the works.

As outlined in the agreed meeting Terms of Reference the group prioritises those people who live and work immediately around the construction site, i.e. those directly impacted by the build. Ongoing effort is made to reach out to those living around the site who may not be able to attend

the meetings and reflect and answer their queries at the meeting. Anyone interested in attending the meeting can attend if they confirm their attendance in advance (for security on receptions).

The Somers Town Neighbourhood Forum (STNF) have confirmed they would like to be represented at the Construction Working Group. The STNF were represented by John Mason at the second Construction Working Group meeting and the Chair of the STNF (Slaney Devlin) will be invited and welcomed to all future CWG meetings.

Construction working Group Meetings will take place monthly in the lead up and for the duration of the works on site.

Appendix 4 includes a copy of the agreed terms of reference and notes of the first Construction Working Group Meeting.

In addition to the CWG, and in accordance with the Section 106 Agreement, month FCI Liaison Group Meetings are held to review forthcoming progress and any issues. In addition these meetings review noise, vibration and electromagnetic interference. These meetings will be take place monthly during the basement works and quarterly thereafter for the duration of the works.

Appendix 5 includes a copy of the draft terms of reference presented at the first Francis Crick Liaison Meeting.

LBS and the Main Contractor will continue to liaise with Camden's respective departments in the lead up and for the duration of the works to ensure any issues are dealt with swiftly.

On the 15th May LBS attended a meeting with the Council and the Developers of the proposed scheme at 42 Phoenix Road. At this meeting the programme and site vehicle routing for both sites was reviewed. Whilst it was agreed that each developer would be represented at each project's Construction Working Group there was sufficient separation between sites and vehicle movements to warrant any closer coordination.

On the 14th May LBS met with James Davies (Camden Sustainability Project Manager) and Vital Energi to review the proposed FCI secondary supply connection works and how these will be coordinated with the proposed Brill Place works and site set up. In addition the route of the heating and hot water connection from the Energy Centre in Phoenix Court

LBS will continue to work with the Council and the Construction Working Group continue to ensure the site operations are coordinated with other local construction activities, particularly within Central Somers Town, as they come on line.

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 has been registered under the Enhanced Considerate Contractors Scheme (CCS). The CCS registration number is 121228.

In addition, the Main Contractor and all their sub-contractors will be provided with a copy of the Guide for Contractors Working in Camden. We have read and understood this guide and agree to abide by it.

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.

The plan below sets out the seven anticipated construction site in the local area.



LBS are aware construction works associated with Plots 1 and 4 are largely complete. LBS understands the remaining plots will be delivered by Camden and will continue liaising with the Council to understand the estimated delivery programme. In the likely event construction of plots 2, 3, 5 and 6 overlap with the construction of Brill Place, LBS and their Main Contractor will convene a meeting with the council and respective plot contractor to ensure logistics plans are coordinated.

As outlined in the response to question 11 and 12, LBS is also aware of the proposed works at 42 Phoenix Road. Whilst it was agreed that each developer would be represented at each project's

Construction Working Group there was sufficient separation between sites and vehicle movements to warrant any closer coordination at this stage.

As also outlined in response to question 11 and 12, LBS has met with the operators of the Phoenix Court Energy Centre to ensure both Brill Place heating and hot water connection works and the FCI's electrical back up supply from the Energy Centre are coordinated.

LBs have also been made aware of the proposed resurfacing works planned for Purchase Street to the north of Chenies Place. Whilst this is not expected to impact on the egress of articulated lorries from the site on the basis they turn down Chenies place, Contractors will be aware of it and work with the Council as necessary to ensure the proposed egress route can be maintained.

It should be noted that the rear of the British Library site HS2 and Crossrail 2 works are unlikely to overlap with the development.

5.0 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.

15. Name of Principal contractor:

The Principal Contractor is not yet appointed however O'Keefe Construction has been selected as the principal contractor for the basement works and instructed to progress with all necessary pre-construction activities.

The basement works will include all site set up works. O'Keefe will be formally appointed once all pre-commencement planning conditons.

A main works contractor will be appointed and take over a principal contractor following compltion of the enaling works.

As outlined in Section 1 the 'ownership' of this CMP will be passed to the basement works contractor and then the main works contractor upon completion of the basement works. They will be responsible for managing their works in accordance with this CMP and obtaining approval for any deviations.

LBS will continue to attend monthly Construction Working Group Meetings and FCI Liaison Group Meetings with the Principal Contractors.

16. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our CLOCS overview document and [Q18 example response](#)).

On appointment of the Principal Contractor, a CLOCS Champion will be appointed who will set out the method for checking operational compliance with the CLOCS Standards. They will also be responsible for ensuring all sub-contractors are compliant and will ensure site records are updated and available for inspection.

CLOCS data will be included in the Principal Contractor monthly progress report and therefore reviewed monthly with LBS.

All drivers of vehicles over 3.5t will have undertaken Safe Urban Driver training. In addition all vehicles over 3.5t will be fitted with blind spot minimisation equipment and audible left turn alerts.

All contractors responsible for any site deliveries or site vehicles will be FORS accredited and any accreditation below silver will require written assurances from the respective contractors that CLOCS standards will be complied with.

Contractors will be contractually obliged to record all deliveries to and from site.

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.

The CLOCS standard has been read and understood. It will also be incorporated into the Principle Contractors contract. The document will also be included in all sub-contracts to ensure full compliance.

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

Site Traffic

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

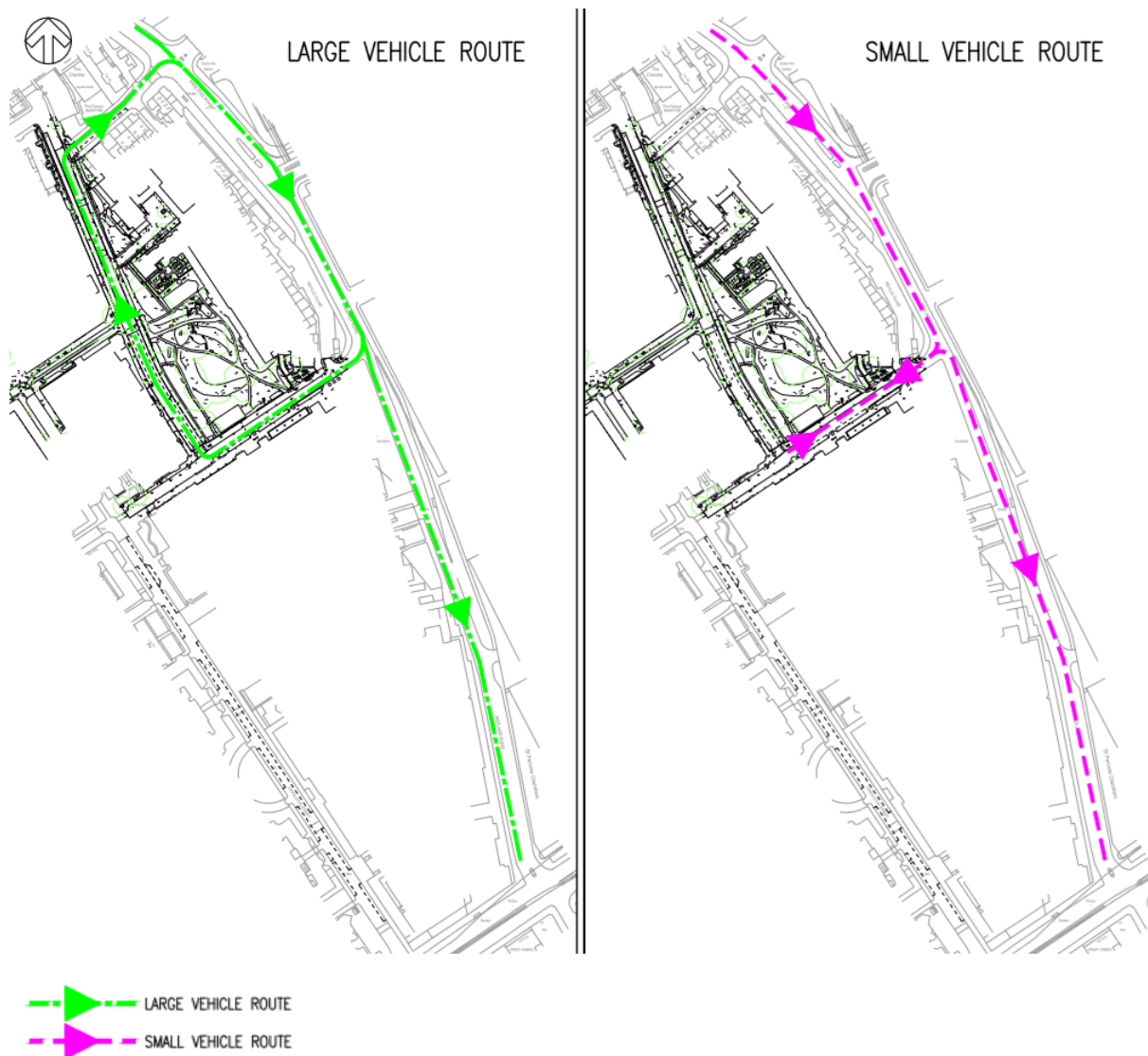
18. Traffic routing: “Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless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

Appendix 6 includes a full size drawing of the map below showing how small and large vehicles will arrive and leave the site.



The proposed routes have been discussed with the Council's Highways and Transport Teams. They have been developed with safety in mind and specifically designed to minimise disruption to the local community and the FCI.

Large vehicles (articulated lorries) enter Brill Place from Midland Road (north) where they will enter site onto a construction pit lane located on the northern side of Brill Place. On departure it is proposed they will leave the pit stop and turn north up Purchase Street, before exiting the back onto Midland Road via Chenies Place. As outlined in the response to Question 19, deliveries will be restricted to 09.00 – 15.00 and 16.00 and 17.00 during term time and 08.00 – 17.00 during non-term times. It should be noted that, on average, two articulated lorry deliveries are expected per week.

To accommodate articulated lorries turning the Brill Place Purchase Street corner an existing bollard will need to be removed. This bollard will be safely stored on site and re-installed on completion of the works.

All other vehicles will enter Brill Place from Midland Road. Once on Brill Place they will either enter the pit lane, or travel beyond / through the pit lane before reversing onto site. To leave the site, all vehicles will exit site and travel east along Brill Place before turning on to Midland Road to exit the area. The vast majority of vehicles will access and egress the site via Brill Place.

As outlined in the response to Question 24, the pit lane will straddle the pavement and the northern carriageway. Plates will be used to protect all existing services in the northern pavement. A single carriageway will always remain open (at a minimum width of 3.25m) to ensure all vehicles can pass the pit lane. Three way traffic control will be in place to management vehicles passing the pit lane and turning the Brill Place and Purchase Street junction.

LBS will make contact with the Camden Cycle Campaign to inform them of the proposed works so they can amend cycle lanes and routes as necessary.

To ensure the safety of cyclists are considered gatemen will be instructed to keep an eye out for cyclists and advise them to adhere to the proposed traffic management.

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.

The route and on site restrictions will be incorporated into the Principle Contractors contract. The routes will also be included in all sub-contracts to ensure there is a comprehensive contractual requirement to arrive at site via the proposed routes. These requirements will be strictly enforced.

Main contractors will ensure all sub-contractors and delivery drivers are made aware they will need to cross the northbound cycle highway on Midland place when access and egressing Brill Place. Particular care will need to be taken to avoid any injury to cyclists.

The Principal Contractor will also set up a delivery booking system, which will re-confirm the required route and ensure deliveries are timed and coordinated throughout the construction period. Vehicles not booked in will not be allowed to access the site.

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

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

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

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

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

For Example:

32t Tipper: 10 deliveries/day during first 4 weeks

Skip loader: 2 deliveries/week during first 10 weeks

Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project

18t flatbed: 2 deliveries/week for duration of project

3.5t van: 2 deliveries/day for duration of project

Due to the site’s proximity to the Edith Neville School, delivery times will be restricted to 09.00 – 15.00 and 16.00 and 17.00 during term time and 08.00 – 17.00 during non-term times.

To avoid congestion within the immediate vicinity of the site vehicle deliveries will managed to ensure deliveries arrive at agreed times. The site logistics manager will be able to communicate with delivery drivers to instruct them when they should arrive at site. A holding area / waiting point on the approach route will also be identified for drivers to wait should the site not be ready for them. This will ensure this process can be managed effectively and provide some resilience.

Once appointed the Principal Contractor will prepare a detailed delivery plan will be prepared and included in all sub-contractor quires and contracts.

The table below provides 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.

Vehicle Type	Large / Small	Length	Basement Works Average Deliveries per day	Main Works Average Deliveries per day
Skip lorries	Small	7.5m	2	2

Concrete wagons	Small	9.15m	10-15	10-15 (during frame works)
Muck Away Wagons	Small	10.0m	25	0
Aggregate wagons	Small	7.5m	4	0
Short Flat Bed	Small	7.5m	3-5	3-5
Long Flat Bed	Large	10.0m	2	2
Articulated low loader	Large	22.0m	2 per week	2 per week

b. Cumulative effects 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.

Please refer to our response to Question 14.

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

Appendix 7 includes swept path analysis for all vehicle types for each phase of the site set up.

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.

It is planned to manage vehicle deliveries utilising an online booking system with a just in time approach to deliveries vehicles arriving on site will do so at a pre-determined time and be held within the site boundary and not on the public road.

Whilst the proposed pit lane will be able to accommodate a number of parked vehicles (all with their engines switched off), an offsite holding area for traffic will be identified to support the just in time delivery strategy.

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.

As outlined above a just in time online booking system will be utilised to reduce the impact of the works to local resident and business.

The methods of construction proposed do not warrant the use of construction material consolidation centres for the delivery of this site.

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 image below illustrates the proposed site set up including the proposed pit stop and site vehicle access point on the Brill Place.

marshalling and signalling. Speed signage as well as stop and go signage will be in place to direct vehicles arriving and leaving site.

It is likely that two full time gatemen will be employed to firstly guide all site vehicles into the pit lane as they arrive on site. The two gatemen will then guide articulated lorries (large vehicles) out of the pit lane and round the corner of Purchase Street. For all other vehicles the gateman will guide vehicles out of the pit lane and then guide them while they reverse onto site. The gatemen will then guide all vehicles leaving the site back onto the Brill Place and guide them around the pit lane.

To maximise safety the gatemen will be able to control the three way traffic control so all lights are red whilst articulated lorries leave the pit lane and turn north onto Purchase Street, and when all other vehicles leave the pit lane to reverse onto site and when they leave site.

The intention is one vehicle will arrive and leave site at any one time.

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.

Appendix 7 includes swept path analysis for all vehicle types for each phase of the site set up.

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.

It is intended to install a steel trackway on site to reduce the pickup of mud from the vehicles that enter site.

As outlined in our response to question 33 and 34, the following measures will be implemented to specifically prevent significant amounts of dirt or dust being spread onto the public highway:

- Installation of a rumble grid and dip trough at the site vehicle entrance
- Easily cleaned hard standing for delivery vehicles will be cleaned regularly using wet sweeping methods.
- Wheel-cleaning facilities will be provided (pressure washers) near the site exit and highway. Pressure washers will be utilised to dislodge accumulated dust and mud before leaving the site to avoid carrying dust or mud off the site and depositing onto the highway.
- Routine cleaning of the Public Highways and accesses using wet sweeping methods especially during dry periods will be carried out.

- All vehicles accessing / exiting the works will be either be enclosed or sheeted to ensure dust is not emitted into the local environment.
- All vehicles carrying loose or potentially dusty material from the site, will be fully sheeted.

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.

All offloading is proposed to take place either on site or on the on the hoarded off pit lane.

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.

Please see the response to Question 20b.

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.

Every effort has been made to minimise the use of the public highways to facilitate the works. However due to the location of the tower on Brill Place it will be necessary to close to the northern footway to ensure a safe distance between the works and the pedestrians. In addition, due to the number of trees on site the need to protect them there is little scope to incorporate separate vehicle access and egress points. The use of the pit lane on the northern carriageway of Brill Place therefore ensures pedestrians can be kept a safe distance from the works and allows site vehicles to be unloaded or held prior to be directed onto site. The proposed three way traffic control system also ensures all non-site traffic can pass the site safely and in a controlled manner.

All necessary cross over licenses, hoarding licences and traffic orders will be submitted at the necessary time with no works taking place until the necessary orders are in place.

Appendix 6 sets out access and egress routes of large and small vehicles

Appendix 7 includes swept path analysis demonstrating the proposed access and egress routes are feasible

Appendix 8 includes the site set up proposals

Appendix 9 includes a scaled site logistics plans which also confirm minimum carriageway widths of affected carriageways.

Appendix 10 includes the scaled pit lane drawing

Appendix 14 includes a copy of the utilities drawing identifying all services located in the footways around the site.

Appendix 15 includes a street lighting design for temporary lighting works to compliment the site set up.

It should be noted that works are likely to commence prior to the full sign off of the traffic order. However temporary parking suspensions, necessary hoarding licenses and cross over license will be in place to allow works to commence safely.

For the avoidance of doubt the principal contractor will be responsible for liable for the existing highways (including where vehicles overrun footways) and all underground utility services within their site compound or pit lane and cross over.

LBC have made LBS aware of a wifi unit on located on the middle lighting pole on Brill Place. The enabling works contractor will arrange for this to be relocated prior to removing the lamp pole.

As outlined on the logistics plan in Appendix 9 and the pit lane drawing in Appendix 9, adequate pedestrian signage, included 'Footway Closed' and pedestrian directional signage will be put in place. The detailed of this signage will be included in relevant highway and traffic applications necessary to set the site up.

23. Parking bay suspensions and temporary traffic orders

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

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

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

The site logistics have been developed to minimise the need for parking suspensions however a number of bays are proposed to be suspended for the duration of the works to accommodate the proposed logistics strategy and maximise pedestrian safety.

Circa 63 m of parking bays will be suspended. This equates to approximately 10 parking spaces.

The disabled parking bay outside the FCI will be relocated as shown on the scaled pit lane drawing in Appendix 9. Appendix 9 also shows the location of the parking bay suspensions.

24. Occupation of the public highway

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

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

The public highway will not be used for storage, site accommodation or welfare facilities. These will all be accommodated with the agreed site area. However, due to the trees and proximity of the proposed development to the highway it will be necessary to utilise a section of the northern footpath along Brill Place to accommodate a site pit lane. This will effectively close 1 carriageway on Brill Place but it will allow a place for all site vehicles to arrive safely (before reversing into the site)

and an area for articulated lorries to be unloaded. Not only will this allow flow of construction vehicles on and off site it will also ensure a smooth flow of non-site traffic around the site controlled by three way traffic management.

The logistics plan in Appendix 9 shows the extend of occupation on the public highway. All necessary traffic orders will be submitted and approved in advance of any occupation of 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.

Appendix 10 includes details of the proposed pit lane drawing.

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.

It is not planned to initiate any diversions at this time however connection to the district heating main and incoming services may require minor traffic diversion. When this is known the CMP will be updated with the relevant information.

As noted above three way traffic management to control traffic on Brill Place and at the Brill Place and Purchase Street junction will be implemented. Temporary pedestrian crossings will also be implemented to ensure pedestrians can pass the site safely.

The position of the traffic lights on Purchase Street will be considered to minimise impact on the Phoenix Court vehicle entrance. In addition the timing of the traffic management will be assessed to minimise the build-up of traffic at any traffic at each light

All necessary highways licences and or traffic orders will be submitted and approved in advance of any occupation of the public highway.

26. Scaffolding, hoarding, and associated pedestrian diversions

Pedestrian 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.

Appendix 9 includes a detailed site logistics plan. This identifies the line of hoarding around the site. All hoarding will be solid timber and a minimum of 2.4m high to ensure the site remains secure and safe.

The logistics plan also identifies where the proposed pit lane will be located and where temporary pedestrian crossings will be implemented to maximise the safety of passing pedestrians.

The extent of footway proposed to be closed has been kept to a minimum however it is necessary for reasons outlined in response to question 24 to close the northern footway and carriage way on Brill Place. It is also necessary to close the footway on the south west corner of Purchase Street and Brill Place on the basis articulated lorries, when exiting the site are likely to cross over the corner of the footway in this location.

Immovable barriers will be placed on the footway at each point where there are closures including on the western side of purchase street at the junction with Brill Place. These barriers will be cleaned and maintained to ensure they remain presentable.

As outlined on the logistics plan in Appendix 9 Pedestrian crossing points have been proposed at footway closure points on both Brill Place and Purchase St. These will be installed to comply with all relevant guidance, have been positioned where possible to be in sightlines. Parking bay suspensions are also proposed to accommodate these proposed pedestrian crossings.

Either via existing and proposed temporary street lighting or additional lighting on hoarding, all footways around the site will be adequately lit to maximise pedestrian safety. In addition the diverted footpath in the park will be of a similar standard to the existing footpaths in the park.

Drop kerbs will be installed at all pedestrian crossings to ensure they are suitable for all wheelchair users and vulnerable pedestrians.

The sections below provide further detail on the proposed scaffolding, hoarding and pedestrian diversions.

Scaffolding

On the basis a unitised cladding system is currently proposed there will only be very limited use of scaffolding or mast climbers. Where scaffolding is used it will be wrapped and kept secure to prevent any debris falling.

Prior to the cladding being installed the site will utilise an edge protection system to ensure pedestrian and site safety.

Site Hoarding and Security

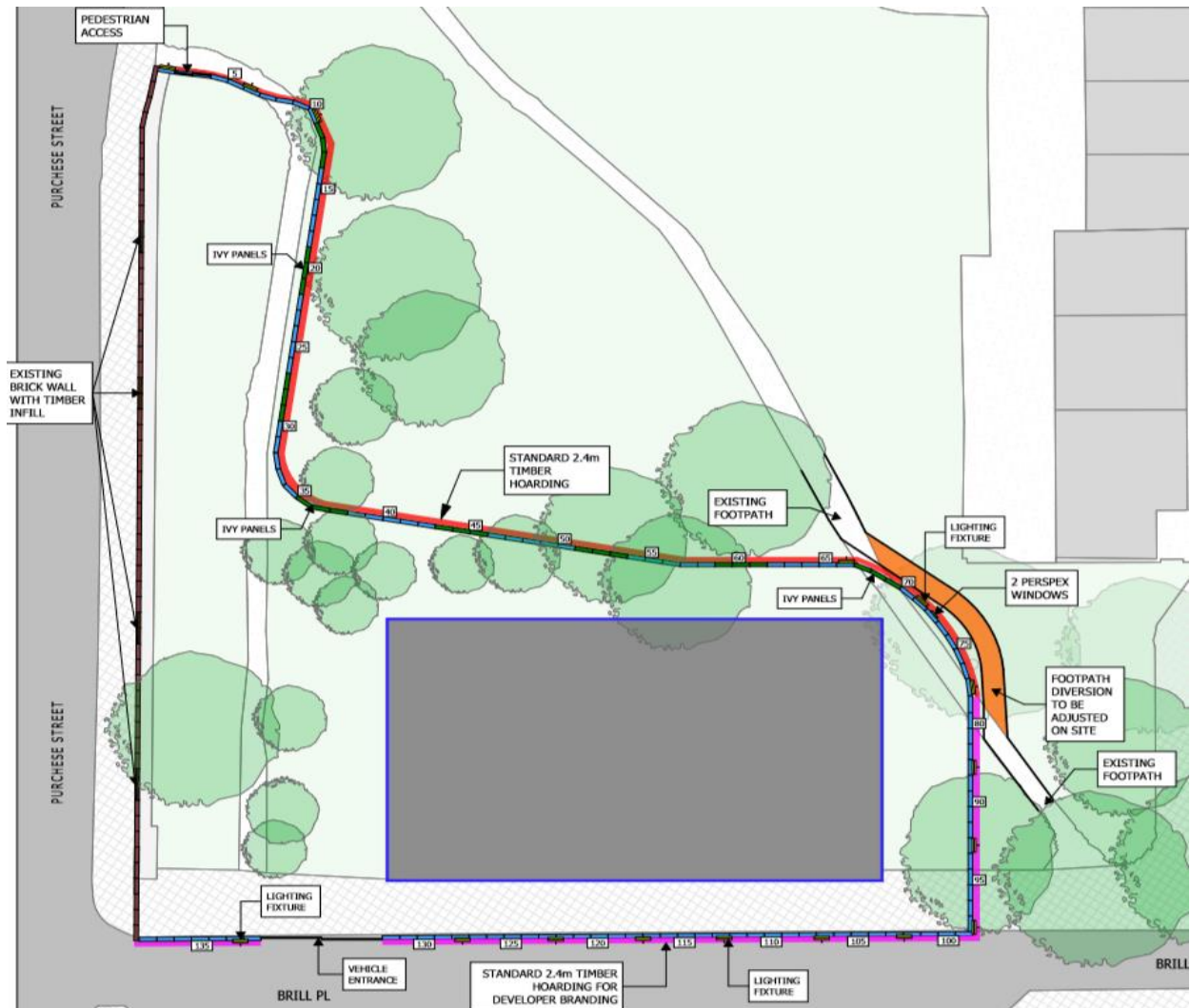
Please refer to the logistic plans in the response to Question 20.

The site fencing will consist of 2.4m high plywood hoarding system. This will secure the site from unauthorised access to all the exposed elevations of the site. The finish will be to a high standard. The vehicle gate will be a lockable steel mesh to ensure the security of the site.

The hoarding line along Brill Place will be positioned as drawn, which will necessitate an application for a licence to Camden Council to close the existing footpath and Road for the duration of the works. All pedestrians will be directed to the footpath on the opposing side of these roads. Along these elevations chevron painted bulk timbers will be installed to provide a buffer between the pit lane and local traffic.



The screenshot below shows the proposed site hoarding plan.



The line of the hoarding in the Open Space has been provisionally agreed with LBC's Green Spaces Division to ensure there are no dark corners. The line of the hoarding also shows curved corners to ensure there are good sight lines around all areas of the site area to make sure users of the Open Space feel safe.

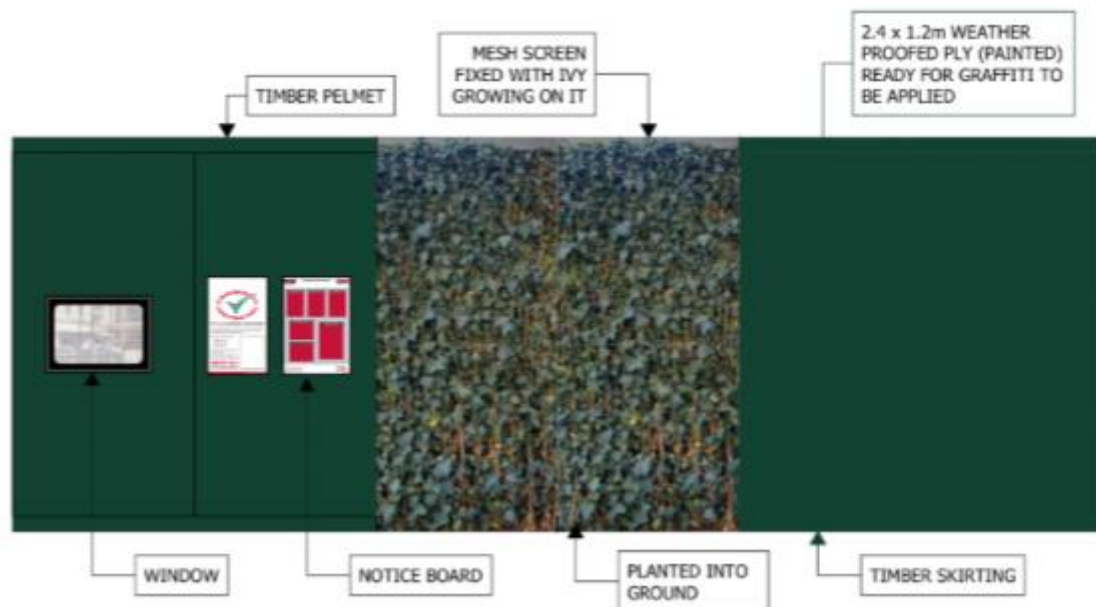
Within the open space the hoarding will be painted Moss Green (RAL 6005) in order to blend into the Open Space. To further blend in and promote biodiversity, 24m (8 x 3m sections) of ivy mesh screen will be evenly distributed along the hoarding within the Open Space. In between the ivy screens LBC will be free to fix their own graphics to the hoarding. (The transfer of the current graphics on the school hoarding to the open space hoarding has been discussed and the development will pay for this if it agreed by the Council and the CWG).

As also shown on the image above, two perspex windows are proposed where the existing footpath is diverted around the hoarding to the east of the site to allow some transparency into the construction site.

Hoardings along Brill Place and around the South East corner will be painted to reflect to final branding of the Development. Printed hoarding graphics promoting the Development are also likely to be fixed to the hoardings along Brill Place and around the South East Corner of the site.

To ensure the Open Space is well lit, lights will be fixed to the hoarding where it runs alongside footpaths and along Brill Place.

The image below illustrates how the ivy mesh screens and proposed windows will look on the 2.4m timber hoarding.



BPL will maintain the hoarding and ivy panels throughout the duration of the works.

Pedestrian and Cyclist Safety

As detailed above, sections of the public footpaths on Purchase St and Brill Place will need to be closed to facilitate the intended works and to provide a clear segregation between the public and the construction activities. Clear directional signage will be provided to direct the public to the recommended crossing points at these locations.

When vehicles are entering or exiting the site they will be supervised by Gateman.

The site gates are to be kept closed and monitored by the Gateman and will only be opened to accommodate immediate delivery of materials and exiting of construction traffic.

When open, the gates will not be left unattended. All operatives will be instructed that should they witness unauthorised access to the site they should stop works immediately and report the incident to the site supervisor.

The interface between pedestrians and cyclists will be managed in the following manner:

- Instigate 'just in time' deliveries to ensure minimum numbers of vehicles are accessing the site at any given time. This will necessitate deliveries being allocated pre-booked delivery slots in advance.
- Employ a Gateman whose duties will include the managing of the interface between the pedestrians and the vehicular traffic.
- Vehicle deliveries will be restricted to between the hours of 09.00 and 15.00 and 16.00 and 17.00 to avoid school drop off and pick up times.
- Adequate signage to notify the public of the risks.
- Ensure that dirt/ debris is not deposited on the main highway by vehicles exiting the site.
- Ensure that the site entrance and any aspects of the works that is accessible by the public is illuminated adequately.
- Provide advance-warning signs for the site.

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

A tower crane will be installed to facilitate the construction works. This is likely to oversail the highway.

Appendix 11 contains details of the proposed tower crane.

27. Services

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

This will be developed in more detail as the project progresses. GPR surveys were carried out in January 2020 to accurately identify the location of all services.

LBS are aware that it is an offence to carry out works on a public highway without the consent of the Highway Authority.

Approved specialist contractors will apply for partial closure of Brill place to facilitate incoming services once the details are established.

All utility works will be planned to establish the least disruptive method of installing new services.

This same principle will be followed for the protection of existing services especially in and around the proposed 'pit stop' in Brill Place.

The principle contractor will also explore opportunities of shared excavations to minimise disruption.

6.0 Environment

To answer these sections please refer to the relevant sections of Camden's Minimum Requirements for Building Construction (CMRBC).

28. Please list all noisy operations and the construction method used, and provide details of the times that each of these are due to be carried out

The following activities are considered to be noisy operations:

- Vehicular movement in and around site.
- Excavation
- Piling
- Rolling and compaction
- Concrete pumping
- Steel connections (minimal)
- Grinding and cutting
- Shot firing and drilling

Please refer to the programme in appendix 3 for construction sequences relating noisy operations.

Appendix 2 includes a copy of the Construction Constraints document and the noise, vibration and Electromagnetic Interference procedures document. Both documents have been agreed with the FCI. The construction constraints document sets out maximum noise, vibration and EMI levels and necessary monitoring. The procedures documents sets out noise and vibration trigger levels and the procedures that will be implemented should trigger levels be breached.

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

The most recent noise assessment was carried out in April 2019. A copy of the assessment is included in Appendix 12.

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

The proposed works are not expected to breach the following noise and vibration levels set out in the FCI Construction Constraints Document included in Appendix 2.

PROPOSED	CONSTRUCTION	NOISE CRITERIA	
		Total Noise Levels at North Facing Basement Level 2 Lightwell	
Period	Hours	Construction Noise Level $L_{Aeq,T}$, dB(A)	Period T over which $L_{Aeq,T}$ is applicable, hours
Mondays to Fridays	0800-1800	78	any 4 hours
Saturdays	0800-1800	78	any 4 hours
Sundays and any other days or time periods outside of the normal (if permitted)		Construction Noise Levels subject to negotiation with EHO and FCI representative	

Document	Onset of Effect of Vibration on People	Onset of Potential Cosmetic Damage to Buildings
BS 5228:1992:Part 4 ¹	0.14 – 0.30 mm s^{-1} PPV	10.00 mm s^{-1} PPV
DIN 4150:1986:Part 3 ²	0.20 mm s^{-1} PPV	5.00 – 20.00 mm s^{-1} PPV
BS 6472:2008 ³ criteria relative to residential accommodation	0.20 $\text{ms}^{-1.75}$ VDV_{day}	N/A

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.

On a project such as the Brill Place development, we have identified the main risk activities for the generation of noise being the use of plant and equipment on site. These activities, when not controlled can become a distraction and inconvenience to adjoining properties or, in the case of the FCI have a significant impact on the research work being undertaken.

The main risk areas for noise and vibration are the operation of plant for the sub-structure and the casting of insitu concrete frame. Typical plant that will be employed for these operations would include:

- Piling rig – for the installation of the contiguous pile wall
- 360 degree back-actor excavator – for the reduced dig operations for the substructure and superstructure.
- Dumper – for the removal of the excavated materials generated by the substructure works.

- Arrow-breaker, compressor with breakers, etc. – for the removal of the existing below ground structures if found.
- Vibrating poker/ beams – for in situ concrete works in the formation of the insitu concrete frames.
- Removal lorries – taking excavated materials off site.
- Concrete pump – for the placement of concrete for the suspended floors within the building.

Typical measures to reduce noise and vibration on site will include:

- Well maintained hoarding around site
- Acoustic screening around particularly noisy activities
- Controlling pace and power of machinery to ensure activities are undertaken within the agreed maximum noise and vibration criteria – even if it's slower than it could be carried out.
- Programme and phase operations to suit the occupants in adjoining properties. Whilst it is understood the FCI operates 24hrs a day it would be assumed, that during the day most of the residential properties would be vacant and therefore less susceptible to the effects of site activities.
- Undertaking noise and vibration risk assessments and on-site measuring to determine the level and reverberation of noise generated by such plant, which will enable site management to determine necessary controlling measures.
- Ensure that all plant and equipment employed on the site is new, as they will comply with the latest acoustic treatment requirements.
- Ensure that all plant, when not being operated is switched off.
- Ensure that all plant and equipment has been well maintained as this will result in reduced noise levels and dust particles emitted into the atmosphere.
- Static items of plant; e.g., compressors will be provided with screens to provide additional noise and dust dampening, as recommended in BS: 5228.
- When breaking out structural elements, transmitted noise and vibration can be greatly reduced, by initially saw cutting the item to be free of the retained structure prior to breaking out.
- The use of specialist insulated electric compressors and non-industrial power tools to reduce noise.

A section 61 application will also be submitted to the local authority prior to works starting on site. This is a pro-active approach to reducing environmental impact, outlining what methods are in place to minimise disruption to the neighbourhood, thus reducing the number of potential complaints.

The Section 61 application will include the following:

- A site location plan with (NVD) noise, vibration and dust monitoring locations detailing the site boundary, nearby roads and railways
- Nearest sensitive receptors or residential properties should be highlighted
- The main contractor's contact details (name, address, etc)
- Objective of the works to be carried out.
- A method statement of the works, outlining any phases of the works, machinery to be used and methods employed.
- The working hours of the site, including any exceptions
- Evidence that noise, vibration and dust impact are considered, outlining how we will mitigate the impact on the environment, either by sound barrier or continuous monitors.

In accordance with the FCI constraints and procedures document included in Appendix 2, noise and vibration measuring devices will be installed in agreed locations to monitor the levels of noise and vibration generated by the construction works. These devices will be installed 4 weeks prior to works on site commencing in order to establish baseline noise and vibration readings.

The noise and vibration monitors will provide the following features:

- Noise monitors, which continuously measure a range of noise metrics such as LAeq over the required interval.
- Vibration monitoring stations, which undertake continuous PPV (peak particle velocity) monitoring.

The monitoring devices will provide email alerts when pre-agreed trigger levels are reached to identify when trigger levels have been exceeded. It will also include a web interface, which automatically uploads the data from the units (at predefined intervals) to a website which can provide continuous and secure access to noise and vibration data. If necessary, permissions can be set up and access can be given to stakeholders or the local authority should they wish to see the data.

The procedures document in Appendix 2 sets the actions to be taken in cases where these exceed the predicted level or agreed trigger levels are breached.

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

BS 5228:2009 Code of practice for noise and vibration control on construction and open sites.

Staff training certificates will be available as evidence staff have been trained on BS 5228:2009 prior to any noisy works commencing.

All contractors will provide evidence that their management staff and operatives have been trained in BS 5228:2009 and regular tool box talks will be held on this matter as well as it being part of the site induction.

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

We have identified excavation, concrete works, the management of materials on site and site cleanliness as key areas which will need to be managed to prevent nuisance arising from dust.

Typical measures to reduce dust on site will include:

- All vehicles servicing the site will be Euro VI HGV, Euro 4 petrol LDV and Euro 6 diesel LDV as a minimum.

- All NRMM should be Stage IIIB as a minimum.
- Generator usage will be minimised as an adequate temporary power supply has been procured.
- Fencing, barriers and scaffolding will be regularly cleaned using wet methods.
- Easily cleaned hard standing for delivery vehicles will be cleaned regularly using wet sweeping methods.
- Wheel-cleaning facilities will be provided (pressure washers) near the site exit and highway. Pressure washers will be utilised to dislodge accumulated dust and mud before leaving the site to avoid carrying dust or mud off the site and depositing onto the highway.
- Inspections of haul routes for integrity will be carried out and any necessary repairs will be instigated as soon as reasonably practicable.
- Routine cleaning of the Public Highways and accesses using wet sweeping methods especially during dry periods will be carried out.
- All vehicles carrying loose or potentially dusty material from the site, will be fully sheeted.
- Store materials with the potential to produce dust away from site boundaries.
- Sheet, seal or damp down stockpiles of excavated material held on site particularly during the demolition of the existing buildings.
- Any loose materials brought onto the site will be protected by appropriate coverings.
- The site will be dampened down during the working day and again at the end of the day to reduce the amount that is re-suspended dust.
- Water dampening utilised during the insitu concrete operations.
- Staff training in dust mitigation and a Site Manager will be present for managing dust on site.
- Ensure that all plant, when not being operated are switched off.
- Ensure that all plant and equipment has been well maintained as this will result in reduced noise levels and dust particles emitted into the atmosphere.
- Static items of plant; e.g., compressors will be provided with screens to provide additional noise and dust dampening, as recommended in BS: 5228.
- The use of specialist insulated electric compressors and non-industrial power tools to reduce noise and dust.
- Scaffold is sheeted to minimise dust emissions beyond the site.
- Any paths for dust to pass into adjacent areas, such as door openings, will be sealed, and local dust extraction equipment will be used where particularly dusty work is performed.
- With particular regard to the movement of excavated materials off site and the receipt of ready-mixed concrete wagons, dust generation will be controlled by dampening with water and mist.

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 outlined in our response to question 33, the following measures will be implemented to specifically prevent significant amounts of dirt or dust being spread onto the public highway:

- Installation of a rumble grid and dip trough at the site vehicle entrance

- Easily cleaned hard standing for delivery vehicles will be cleaned regularly using wet sweeping methods.
- Wheel-cleaning facilities will be provided (pressure washers) near the site exit and highway. Pressure washers will be utilised to dislodge accumulated dust and mud before leaving the site to avoid carrying dust or mud off the site and depositing onto the highway.
- Routine cleaning of the Public Highways and accesses using wet sweeping methods especially during dry periods will be carried out.
- All vehicles accessing / exiting the works will be either be enclosed or sheeted to ensure dust is not emitted into the local environment.
- All vehicles carrying loose or potentially dusty material from the site, will be fully sheeted.

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

As outlined in the FCI Procedures Document in Appendix 2, active monitoring systems to show the actual levels of construction noise and vibration levels generated by site activities will be installed. These systems will be monitored on a 24hr basis using a web portal accessible to the Developers, Contractors, London Borough of Camden (LBC) and the FCI.

Monitoring systems will be in place 4 weeks prior to works commencing in site to enable baseline readings to be taken and agreed in writing between the Developer and the FCI. It is agreed that baseline readings should be taken at time of normal activity in London (i.e. not during abnormally noisy or quiet times). The agreed baseline readings will then be provided to LBC.

For dust, four real-time MCERTS PM₁₀ monitors will be installed by the contractor at locations agreed with Camden. Monitoring will commence in advance of works commencing and methodologies to establish adequate baseline readings will be agreed with the Council.

The monitors have MCERTS accreditation. A web-enabled server allows access to air quality monitoring data through a secure website and will provide log-in details for the designated and interested parties.

Trigger levels will be agreed with the Council and the monitoring equipment will be configured to send a SMS and/or email to the site management team if action level is approached and/ or exceeded.

The provision of the measuring devices provides a clear and unequivocal assessment of the noise, dust and vibrations generated by the construction activities and replaces the subjective views of many.

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

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA policy. The Control of Dust and Emissions During Demolition and Construction

2104 (SPG), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

Appendix 13 includes a copy of the construction traffic air quality assessment undertaken by London Borough of Camden at the time of obtaining planning consent for the scheme.

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

LBS confirm that the highly recommended SPG document has been read and will be integrated in to the working practices on site.

38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the SPG. Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

As outlined in the response to Q35, four real-time MCERTS PM₁₀ monitors will be installed by the contractor at locations agreed with Camden. Monitoring will commence in advance of works commencing and methodologies to establish adequate baseline readings will be agreed with the Council.

The monitors have MCERTS accreditation. A web-enabled server allows access to air quality monitoring data through a secure website and will provide log-in details for the designated and interested parties.

Trigger levels will be agreed with the Council and the monitoring equipment will be configured to send a SMS and/or email to the site management team if action level is approached and/ or exceeded.

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).

A pest control company will be engaged for the duration of the site works. In addition, to ensure effective management of rodents, site staff will also be trained in the recognition of potential pest problems.

A cleaning schedule will be implemented to ensure all areas are clean and free of food sources.

A site waste management strategy will be developed to include the following:

- Not storing waste indoors, store it away from the building, in bins with lids.
- Make sure that the bin area is kept clear of rubbish and cleaned regularly.
- Have the rubbish and recycling collected often enough so that the bins do not overflow.

Staff will be encouraged to report not only any signs of infestation but also any situation that may lead to infestation. Staff will need to be trained in how to spot signs of pest damage and infestation.

Adequate facilities to store food and non-food products (such as crockery equipment and packaging) off the floor, and away from the walls will be provided. Where food packaging is opened, the contents will be stored in clean, lidded containers. This will ensure that the food does not attract pests and is protected from contamination.

The Main Contractor will also make sure that there are no gaps under doors or through the structure - especially where pipes and services enter the building, and ensure that site offices are kept clean underneath to avoid infestation, this will be communicated to all contractors via the site induction.

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

The site is currently a public park. No asbestos survey has been undertaken.

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.

The behaviour and conduct of contractors is of the highest importance. All site staff and visitors will be inducted. The induction will ensure all are clear on the conduct expected and made aware of the facilities on site.

The site will be set up to ensure adequate welfare facilities (including canteen and drying facilities) will be available. In addition smoking areas will be established with the boundary to minimise the need for staff to leave the site.

The Main Contractor will ensure the following upon their appointment:

- Register the project with Considerate Constructors Scheme prior to work starting.

- Produce clear and concise site rules explaining behavioural expectations.
- Register for CCS Safe Crane Campaign.
- Ensure workforce maintain a respectable standard of dress.
- Ensure workforce treat the public with respect.
- Encourage operatives not to leave site in dirty work clothing.

The Considerate Constructors Scheme's mission is as follows:

- Enhancing the Appearance. Constructors should ensure sites appear professional and well managed.
- Respecting the Community. Constructors should give consideration to their impact on neighbours and the public.
- Protecting the Environment. Constructors should protect and enhance the environment.
- Securing everyone's Safety. Constructors should attain the highest levels of safety performance.
- Caring for the Workforce. Constructors should provide a supportive and caring working environment.

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

- ***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
- ***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***

- ***Any development site*** - NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC
- ***Any development site within the Central Activity Zone*** - NRMM used on any site within the Central Activity Zone will be required to meet Stage IV of EU Directive 97/68/EC

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

a) Construction time period

Anticipated construction period is 20th July 2020 to 22nd May 2022.

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

No the development is not within the CAZ.

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

Yes, any NRMM with net power between 37kW and 560kW will meet the standards outlined above.

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

The site's NRMM will be registered online on the GLA / NRMM London website. Authorised people will therefore be able to review the NRMM register online under the site name.

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:

The Main Contractor will maintain an inventory of all NRMM kept on site. All NRMM will be regularly serviced with service logs kept on site. Please see below for detailed information

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,

The Main Contractor will keep records on site which details proof of emission limits, including legible photographs of the individual engine plates with all equipment.

g) and that this documentation will be made available to local authority officers as required:

The Main Contractor will ensure all NRMM documentation is available to the local authority officers as required.

Further to the above the Main Contractor will nominate a person to manage the NRMM requirements. It will be their responsibility to ensure that the site is compliant, which includes:

- a) Ensuring that all relevant site workers are aware of the requirements, carrying out their roles and adequately equipped to do so.
- b) Keeping all relevant machinery emissions information and documentation centralised on site
- c) Ensuring that the NRMM online register is kept up to date (<http://nrmm.london/>)

The image below is a sample of the NRMM register kept on site.

Machinery Type	Machinery Manufacturer	Engine Manufacturer	Engine Code (Unique code chosen by the site to identify the plant i.e. licence number or Serial Number)	Engine EU Type Approval Number (Found on Engine Plate)	Engine Power	EU Engine Emission Stage (Found on Engine Plate)
20t Roller	Hamm 3520	Deutz	Hamm 3520	J	155kW	Stage IIIA
9t Dumper	Terex TA-9	Perkins 1104D-44T	TA-9	P	74.5kW	Stage IIIB
10t Dumper	Thwaites	Deutz TCD 3.6 L4	10t Dumper	G	55.4kW	Stage II

7.0 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:

06.07.2020

Date:

HUGH GRIFFITHS

Print Name:

DEVELOPMENT DIRECTOR (LBS PROPERTIES)

Position:

Please submit to: planningobligations@camden.gov.uk

End of form.

Appendix 1 – Site Location Plan

Appendix 2 – FCI Construction Constraints and Procedures Document

Appendix 3 – Indicative Construction Programme

Appendix 4 – Construction Working Group ToR

Appendix 5 – FCI Liaison Group Draft ToR

Appendix 6 – Proposed Vehicle Routing Map

Appendix 7 – Swept Path Analysis

Appendix 8 – Site set-up Plans

Appendix 9 – Scaled Site Logistics Plan

Appendix 10 – Scaled Pit Lane Plan

Appendix 11 – Tower Crane Proposals

Appendix 12 – Noise Assessment

Appendix 13 – Construction Traffic Air Quality Assessment

Appendix 14 – Underground utilities Survey

Appendix 15 – Temporary Street Lighting Design