

Construction Management Plan

Abbey Area Regeneration Phase 1 REV A

CONTENTS	PAGE NO.
Introduction	Page 1
Section 1 – Site Contacts	Page 2
Section 2 – About the Site	Page 4
Section 3 – Transportation Issues Associated with the Site	Page 7
Section 4 – Traffic Management for the Site	Page 9
Section 5 – Environmental Issues	Page 11
Section 6 - Monitoring, Compliance, Reporting and Consultation about Traffic and Activities related to the Site	Page 14
Queries: planningobligations@camden.gov.uk	

Section 1 – Site Contacts

Q1. Please provide the full postal address of the site and the planning reference relating to the Construction works.

Site Address: Belsize Road / Abbey Road NW6 4DP

Planning application reference: 2013/

Type of CMP – Major Residential Development

Q2. Please provide contact details for the person responsible for submitting the CMP

Name: Steve Leese

Address: Wates Construction Ltd, Wates House, Station Approach, Leatherhead, Surrey, KT22 7SW

Tel: 01372 861000

Email: steve.leese@wates.co.uk

Q3. Please provide the registered contact address details for the main contractor responsible for undertaking the works.

Name: Wates Construction Ltd

Address: Wates Construction Ltd, Wates House, Station Approach, Leatherhead, Surrey, KT22 7SW

Tel: 01372 861000

Email:

Q4. Please provide full contact details of the site and project manager responsible for day-to-day management of the works.

Name: Steve Leese

Address: Wates Construction Ltd, Wates House, Station Approach, Leatherhead, Surrey, KT22 7SW

Tel: 07701 279752

Email: steve.leese@wates.co.uk

Q5. Please provide full contact details of the person responsible for dealing with any complaints from local residents and businesses, etc. In the case of [Community Investment Programme \(CIP\)](#), please provide contact details of the responsible Camden officer.

Name: Steve Leese

Address: Wates Construction Ltd, Wates House, Station Approach, Leatherhead, Surrey, KT22 7SW

Tel: 07701 279752

Email: steve.leese@wates.co.uk

Q6. Please provide full contact details of the person responsible for community liaison if different to above.

Name: As Above

Address:

Tel:

Email:

Q7. 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: Wates Construction Ltd

Address: Wates House Station House, Station Approach, Leatherhead, Surrey, KT22 7SW

Tel: 01372 861000

Email:

Section 2 – About the Site

Q8. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

The Abbey Area Redevelopment is a mixed use project which consisting of residential apartments, commercial units, retail units, and community facilities split across 3 phases of construction.

This outline specification relates to Phase 1 of the Abbey Area Project. The development is known as Abbey Area Phase 1 and is located on the corner of Belsize Road and Abbey Road.

The project comprises the design and construction of a mixed use development of:

75no. new build residential units for sale

66no. new build affordable units

1 retail unit of 107 sqm

2 B1 commercial spaces with 207 and 118 sqm

Basement car parking for 52 cars Associated external works and servicing

Q9. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings).

Works comprise of a landmark 14 storey tower block linked to 5 further 6 storey blocks

A basement car park and plant area extends under the whole site.

90% of the site is being built on and leaves little space for storage etc

The site is bounded to the south by Network Rail. To the north by Belsize Road, To the east by Abbey Road and to the west by 181 Belsize Road. A former single dwelling now converted into flats. Camden Council are the landlords

Q10. 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.).

Flats at 181 Belsize Road – Party Wall Agreement agreed and signed 30/10/15

Residences to the north side of Belsize Road

The Community Centre (opposite)

Health centre surgery

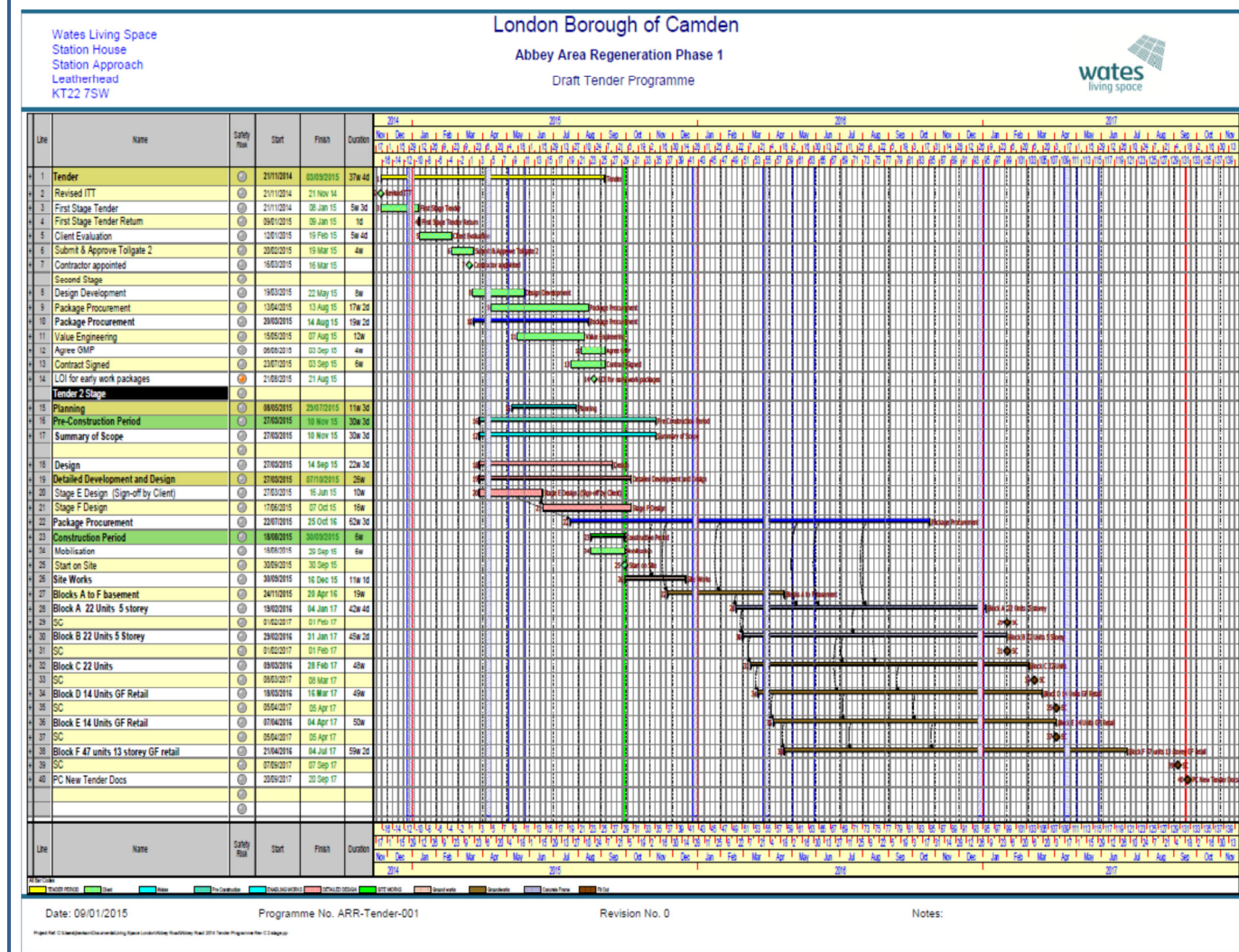
Emminster & Hinstock houses (Flats)

Lily Langtree (Public House)

Q12. 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 useful).

SEE ATTACHED APPENDIX C FOR FULL SIZE VERSION

Please note the START and FINISH dates are subject to change – dependent on LBC



Q13. Wates confirm the standard working hours for this site are as the standard working hours for construction sites in Camden as follows:

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays
- Exceptions will be a Sunday road closures to erect and dismantle the tower cranes.
- Any noisy operations outside the standard hours will not / cannot be undertaken without prior written approval of the Local Authority. The permitted times of working may be reduced in the case of noisy schedules.

Q14. 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.

The requirement for this site is install new utility connections from their existing supplies adjacent to the site. Wates have contacted the following companies:-
UKPN to provide new electric supply and sub-station.
UKPN to supply TBS
BT and Virgin for comms services
Thames Water for mains water and drainage
Fulcrum for Gas

Q15. Please confirm when an asbestos survey was carried out at the site and include the key findings.

The demolition of the existing car park has been carried out under separate contract directly for LBC. Therefore the Asbestos survey was carried out Pre Wates Involvement in the project.
Pre Tender H&S File is awaited from LBC

Testing of crushed material remaining on site has been carried out by demolition contractor Pre Wates involvement

Section 3 – Transportation Issues Associated with the Site

Q16. Please provide a brief description of the proposed working hours within which vehicles will service the site during the construction period (Refer to the [Guide for Contractors Working in Camden](#)). Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. Construction vehicles must be managed and prevented from causing obstructions to the highway.

Our traffic management plan forms part of this submission, Section 4 also see [Appendices A & B \(attached\)](#).

All deliveries will be booked in via our logistic companies system. Deliveries arriving with no booking will be turned away.

Deliveries will only be made during site hours as per the Planning Approval.

Exception to this will be tower crane erection and removal which, by agreement, will be carried out on a Sunday

As there is insufficient room within the site boundary it is proposed to locate the hoarding 1500mm into the carriageway this will then incorporate a "pit lane type design" into the hoarding from which all deliveries will be managed and off loaded from within the site confines and not on the road. (subject to the approval of the attached TMP [Appendix A](#))

A consolidation area for deliveries is being considered to ensure we can more effectively manage the number of vehicles on site.

Delivery vehicles and contractors will conform to the WRRR terms and meet the CLOCS standards as set down by LBC

Q17. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures. You will need to consider whether the roads on the route(s) to and from the site are suitable for the size of vehicles to be used. Please provide details of other known developments in the local area or on the route.

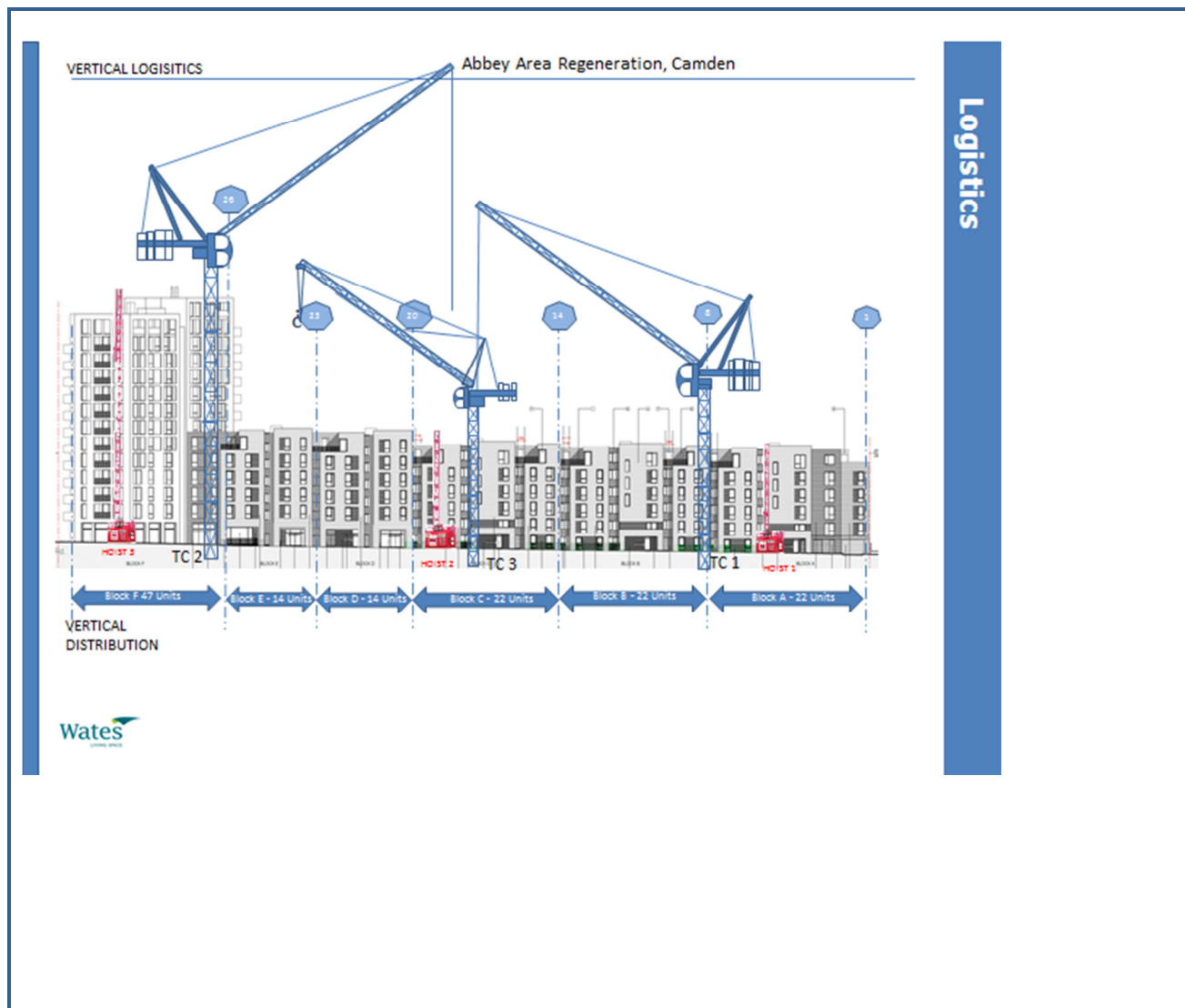
SEE ATTACHED APPENDIX D FOR FULL SIZE VERSION – also see attached Appendices A & B

We attach an anticipated delivery schedule.

Abbey Area Traffic			2015			2016												2017											
	01 October 2015	01 November 2015	01 December 2015	01 January 2016	01 February 2016	01 March 2016	01 April 2016	01 May 2016	01 June 2016	01 July 2016	01 August 2016	01 September 2016	01 October 2016	01 November 2016	01 December 2016	01 January 2017	01 February 2017	01 March 2017	01 April 2017	01 May 2017	01 June 2017	01 July 2017	01 August 2017	01 September 2017					
Operatives	20	20	50	80	120	200	200	200	200	200	200	200	200	200	200	200	200	160	140	120	110	80	50	50					
Staff	4	12	14	18	18	18	18	18	18	18	18	18	18	18	18	18	16	14	12	12	10	10	10	8					
Total	24	32	64	98	138	218	218	218	218	218	218	218	218	218	218	218	216	174	152	132	120	90	60	58					
Assume 30% by car van	7.2	9.6	19.2	29.4	41.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	64.8	52.2	45.6	39.6	36	27	18	17.4					
Assume 10% share	6.48	8.64	17.28	26.46	37.26	58.86	58.86	58.86	58.86	58.86	58.86	58.86	58.86	58.86	58.86	58.86	58.96	48.98	41.04	35.64	32.4	24.3	16.2	15.66					
Assume 21.75 work days per month = Journey total	140.9	187.9	375.8	575.5	810.4	1280	1280	1280	1280	1280	1280	1280	1280	1280	1280	1280	1268	1022	882.6	775.2	704.7	528.5	352.4	340.6					
Haulage	10	10																						10					
Civils delivery	10																												
Plant delivery/Collection																													
All material remains on site apart from piling mat	300	100																											
General waste for 141 units allow 1 18yd skip each +																													
100 m3c				5	5	5	5	5	7	10	10	10	10	12	12	15	15	14	12	12	12	12	12	12					
40t K-bricks 10x per load							4	4	4	4	4	4	4	4	4	2	2												
Mastic							9	9	9	9	9	9	9	9	9	9													
Concrete 6776 m3				50	100	100	100	100	100	100	100	100	100	100	100	100													
Rear delivery				5	5	5	5	5		5	5	5	5																
Lifts											2	2	2	4	2														
Fit out - say average 3 loads per unit = 423										33	33	33	33	33	33	33	33	33	33	33	33								
Dry lining & mastic								35	35	35	35	35	35	35	35	35	35	35											
Roofing																													
Drainage services & Hard landscaping																													
Scaffold																													
Consumables	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	15	10	10	10	10	10	10	10	10					
Total per Month	470.9	334.9	472.8	715.5	962.4	1424	1431	1433	1476	1516	1508	1514	1493	1517	1510	1394	1373	1130	957.6	835.2	759.7	550.5	384.4	382.6					

Q18. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.)

Crane layout shown below all cranes will be fitted with slew restriction to prevent oversailing – (see also attached Appendix A)



tached to the hoarding to ensure public, pedestrian and vehicular safety (Specification/quantity/locations to be agreed with LBC, but proposed as bulkhead fittings at 3m centres at 2m height along the length of the proposed hoarding.
All parking bays on the eastbound carriageway to be suspended for the duration of the works to provide the 6m carriageway. **See attached Appendix A**

- Q21. Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction. If construction vehicles cannot access the site, details are required on where they will wait to load/unload.**

SEE ATTACHED APPENDIX A

All deliveries will be timed see question 16 above for details.

Waiting on any roads in the vicinity of the site will not be allowed.

Wates are currently looking into utilising a material consolidation centre for all deliveries, which would also double as a vehicle holding area as required.

We would welcome LBC input if they are aware of any suitable locations within the borough.

All parking bays on the eastbound carriageway to be suspended for the duration of the works to provide the 6m carriageway.

TTMO's would be required for suspension of the parking bays, installation of the hoarding and erection/removal of the tower cranes.

Section 4 - Traffic Management for the Site

- Q22. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Banksman and/or Traffic Marshall arrangements. You should supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted). Vulnerable footway users include wheelchair users, the elderly, people with walking difficulties, young children, people with prams, blind and partially sighted people, etc. A secure hoarding will generally be required to the site boundary with a lockable access. Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/ skips/ hoardings, etc. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.**

The safety of the public is of paramount importance. With this in mind we are seeking a closure of the southern footpath for the length of the site. Pedestrians will cross Belsize Road via a temporary light controlled crossing and then cross back at the lights on the Abbey Road junction. We will provide banksmen/gatemen to ensure safe ingress and egress of all vehicles onto the public highway.

See attached Appendices A & B

- Q23.** Please detail the proposed access and egress routes to and from the site, showing details of links to the [Transport for London Road Network \(TLRN\)](#). Such routes should be indicated on a drawing or diagram showing the public highway network in the vicinity of the site. Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. Consideration should be given to any major trip generators (e.g. schools, offices, public buildings, museums, etc.) on the route, and how any problems can be avoided or mitigated.

SEE ATTACHED APPENDIX B

- Q24.** Please describe how the access and egress arrangements for construction vehicles will be managed. Confirm how contractors, delivery companies and visitors will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

Wates will employ a logistics company to manage deliveries to and from the site. They will employ gate-men to manage transport into and from the site.

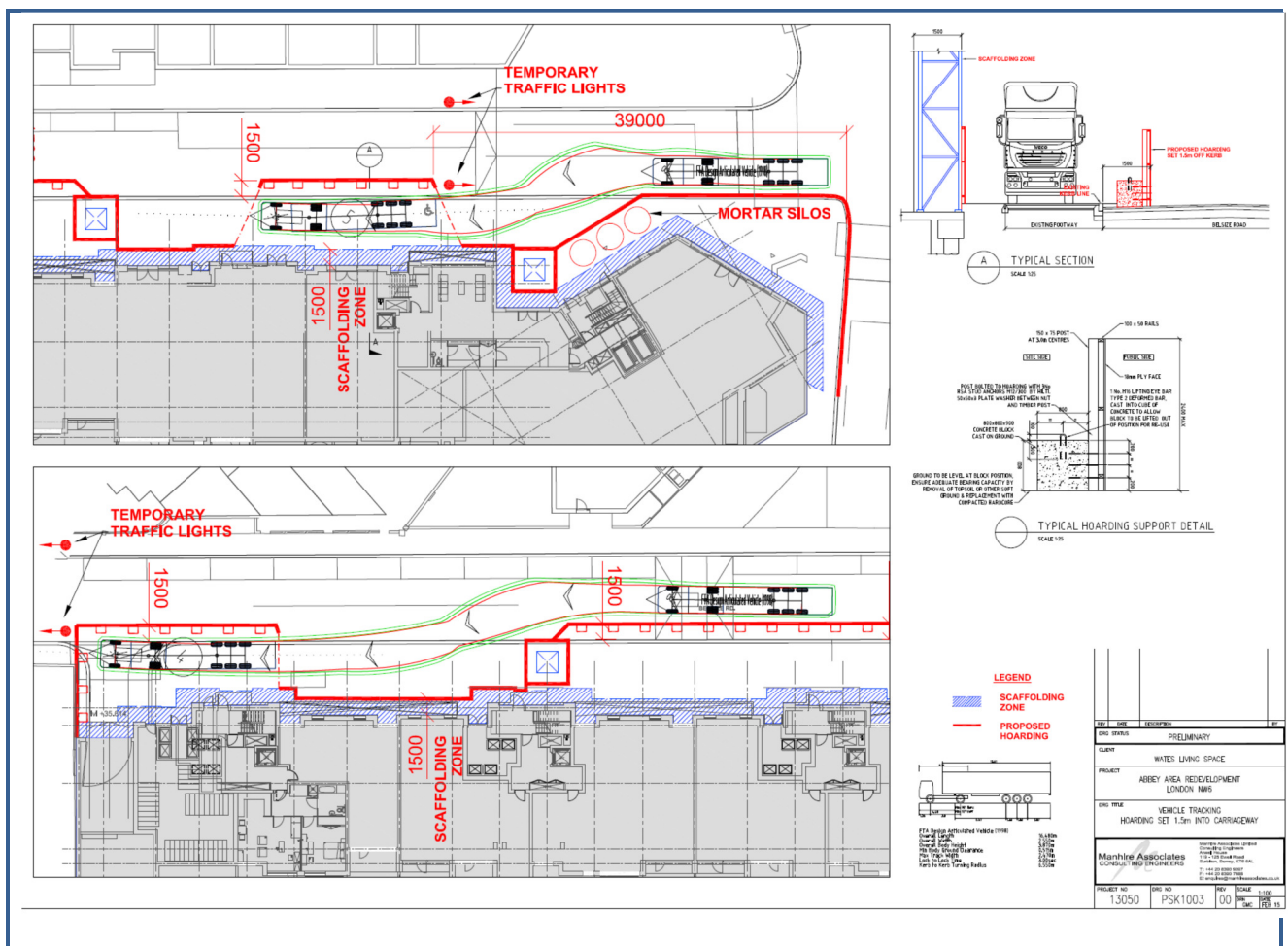
With each order for materials and sub contractors we will include a logistics plan which will provide the information required including Booking in system; designated routes to and from the site; size of vehicles permitted and delivery times.

Q25. 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.

See scaled plan Appendices A & B attached

Q26. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

Swept path analysis for the largest vehicle to attend site



Section 5 – Environmental Issues

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

Q27. Please provide details of the times of noisy operations, outlining how the construction works are to be carried out.

Normal site activities, those less than 85dBA at the site boundary will be carried out during the designated site hours.

Exceptionally noisy works, those in excess of 85dBA at the site boundary such as concrete scabbling and drilling, cutting operations, etc will be carried out 09:00 – 12:00 and 14:00 – 17:00.

NOISE OPERATIONS

Any noisy operations outside the standard hours cannot be undertaken without prior written approval of the Local Authority. The permitted times of working may be reduced in the case of noisy schedules.

ABATEMENT NOISE TECHNIQUES.

The quietest and newest vehicles/plant machinery shall be used at all times. All vehicles and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers, shall be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions.

Where possible acoustic quilts and curtains (such as below) will be used to mitigate levels.

Pollution Prevention – Nuisance Noise

Acoustic Barriers

- It is important that we manage our activities to reduce the impact of nuisance on neighbouring properties and communities
- Failure to meet legal obligations in this area may lead to enforcement action and prosecution

Acoustic Quilts



Acoustic Curtain



- Acoustic Quilts and Curtains can be used to create internal and external barriers to reduce noise made by plant and equipment – from small fans and portable compressors to large site generators and piling rigs
- Quilts/Curtains are made with eyelets positioned along the top and sides to enable the quilt to be suspended from site fencing, scaffolding and hoardings
- Provide up to 32db noise reduction (curtains provide higher attenuation than quilts). It is important to seek advice from the supplier to ensure you chose the correct barrier for the noise source and environment in which you are working



- Assess the noise levels that the machine / activity is generating
- Contact the acoustic screen supplier (initially via glenhutton@aplant.com 07 97 8 140 625) to arrange a visit to site to help you select a suitable barrier
- Contact the Wates Engineering Team in Leatherhead for advice prior to mounting on fencing / hoarding / scaffolding

Further information can be found in 6E700

The Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce noise (including vibration) to a minimum, with reference to the general principles contained in British Standard BS5228: 2009 'Noise and Vibration Control on Construction and Open Sites'. **When dealing with tall buildings, 3D modelling should be used to predict noise levels and Part 2 vibration (in the case of basement/underground works).**

Q28. 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.

We will carry out a noise survey and publish the report prior to commencement of site works. **SEE ATTACHED APPENDIX G FOR PREDICTED NOISE AND VIBRATION LEVELS**

Q29. Please provide predictions for [noise](#) and vibration levels throughout the proposed works.

We set down strict time limits for noisy building works and we endeavor to enforce this rigorously (although there have to be some exceptions). Wates will endeavor to reduce disturbance to local people, for example.

- notifying residents about particularly noisy work
- scheduling drilling, piling and other very noisy work to give local residents and businesses some breaks
- avoiding delivery and skip vehicles arriving before 8am
- See below an example of Wates noise and vibration assessment

Wates Site Specific Noise & Vibration Assessment															
Contract Name		Sesame St		Contractor		Concrete Construction Ltd		Assessor		A. N. Other					
Contract Number				Persons Involved		CCL Gang		Date of Assessment		04/08/2007					
Assessment Details - Description of Works															
Construction of in-situ concrete frame power tools in use with relation to concreting operations and construction of formwork.															
Work Activity & Total Daily Duration	Power Tool in Use (Make & Model Required)	Vibration magnitude m/s ² r.m.s.	Exposure points per hour	Vibration				Exposure duration (hours)	Partial exposure m/s ² A(8)	Partial exposure points	Noise				
				Time to reach EAV 2.5 m/s ² A(8)	Time to reach ELV 5 m/s ² A(8)	Exposure duration (hours)	Noise Level (L _{eq} dB)				Exposure duration (hours)	Exposure points (job/task)	Exposure points per hour		
Cutting timber formwork	Milwaukee Circular Saw - 28v Battery - V28CS	1.3	3	>24		>24		4	0.9	14	84	4	40	10	
Scabbling column bases (total scabbling per day is 1hr divided between 4 operatives i.e.15 mins each)	MacDonald - 1UVFR	5.2	54	1	51	7	24	0.25	0.9	14	89	0.25	8	31	
Vibration of in situ concrete (total vibration works per day is 1hr divided between 4 operatives therefore 15 mins each)	TBA	2	8	12	30	>24		0.25	0.4	2	92	0.25	16	63	
Drilling for dowling in reinforcement bars	Hilti TE16C	9.5	181	0	33	2	13	0.25	1.7	45	88	0.25	6	25	
*Complete white boxes only									Daily exposure m/s ² A(8)	Total exposure points	Daily noise exposure (L _{EP,d})			Exposure Points Per Day	
									2.2	74	83			70	
Action Levels															
									2.5	100	LEAV			80	32
									5	400	UEAV			85	100
EAV - Exposure Action Value									LEAV - Lower Exposure Action Value					UEAV - Upper Exposure Action Value	

Q30. 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.

NOISE LEVELS

The main Contractor shall carry out prediction of noise and vibration levels before any work is carried out on site. These predicted noise and vibration levels shall be registered in the Construction/Demolition Management Plan.

Noise attenuation screening to be used if deemed appropriate and noise monitoring will be carried out at the start and at regular intervals during each task period. Any mobile screens shall have sufficient mass so as to be able to resist the passage of sound across the barrier and to be free of significant holes or gaps between or under any acoustic panels or board materials as far as reasonably practical.

Noise monitoring will be undertaken using a combination of semi-permanent (continuous) and attended monitoring methods. The locations of the semi-permanent (continuous) and attended monitoring and the frequency of the sampling will have been previously been agreed with London Borough of Camden in writing.

Where the measured noise levels are more than 3 dB (A) above the predicted noise levels or in the event of a complaint of noise an investigation shall be carried out to ascertain the cause of the exceedence or the complaint and to check that Best Practicable Means are being used to control the noise in accordance with the steps set out in the application for 'prior consent'. Noise levels shall be reduced further if it is reasonably practicable to do so.

VIBRATION LEVELS

In the case of vibration, measured vibration levels shall be compared with the criteria in BS 5228: 2009 part 2 (i.e. 1mms^{-1} PPV for potential disturbance in residential and using a suggested trigger criteria of 2mms^{-1} for commercial). Lower limits will be agreed with the Council if there is a risk that vibration levels may interfere with vibration sensitive equipment or other vibration sensitive objects.

Q31. 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 is covered in Wates training for site managers STMS. Certificates for course attendance can be provided.

Q32. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented.

DUST LEVELS

All identified dusty operations (list these) shall be recorded and prevented whenever practicable. When this is not practicable emissions should be controlled at source. Examples include correct storage of raw materials, organising the process in such a way that spillage is avoided, and maintaining high standards of internal and external housekeeping.

On completion of the piling and excavation works there will be no aggregate stockpiles, during the pile mat formation and excavation works all stockpiles will be kept to the minimum practicable

Areas where there is vehicular movement will have a consolidated surface which will be kept in good repair.

The main principles for preventing dust emissions are containment of dusty processes and suppression of dust using water or proprietary suppressants. Suppression techniques need to be properly designed, used and maintained, in order to be effective. For example, where water is used for dust suppression, processes require an adequate supply of water and all water suppression systems need adequate frost protection.

Where there is evidence of airborne dust from the building construction activities the site, the contractor will undertake inspection and assessment, and where necessary undertake ambient monitoring with the aim of identifying those process operations giving rise to the dust. Once the source of the emission is known, corrective action will be taken without delay.

Effective preventative maintenance will be employed on all aspects of the construction works including all plant, vehicles, buildings and the equipment concerned with the control of emissions to air.

Important management techniques for effective control of emissions include; proper management, supervision and training for process operations; proper use of equipment; effective preventative maintenance on all plant and equipment concerned with the control of emissions to the air; and it is good practice to ensure that spares and consumables are available at short notice in order to rectify breakdowns rapidly. This is important with respect to arrestment plant and other necessary environmental controls.

Please refer to APPENDIX E for additional information on the various forms of dust control/mitigation and monitoring to be implemented

Q33. 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.

Initially we will provide a wheel wash facility to ensure vehicles are clean before exiting onto the public highway.

This will be backed up with regular road sweeper visits to ensure the highway is maintained in a clean condition

With groundworks completed we will provide tarmac or concrete hardstanding for vehicles to be off loaded. Vehicles should remain clean and will not contaminate the highway.

Q34. Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels.

Please see Q29 to Q32.

Q35. Please confirm that a [Risk Assessment](#) has been undertaken in line with the [GLA's Control of Dust and Emissions Supplementary Planning Guidance \(SPG\)](#), and the risk level that has been identified, with evidence.

All Wates supply chain will provide a risk assessment for all their operations. Wates will check these for compliance with our exacting standards and no works will be undertaken until they are signed off. The risk assessments will cover control of dust and emissions

Q36. Please confirm that all relevant mitigation measures from the [SPG](#) will be delivered onsite.

We confirm that all **relevant** mitigation measures will be used on the Abbey site

Q37. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the [SPG](#). Please confirm that these monitors 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.

Wates do not consider this to be a High Risk Site. Visual dust control will be carried out.

Q38. 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 copies of receipts (if work undertaken).

RODENT CONTROL

Wates shall take the necessary measures to ensure proper control of rodents, including the employment of a pest control contractor such as Rentokil or similar who in turn will provide method statements and information on how this will be managed

All demolition works are now complete (by previous contractor)

The method statement shall demonstrate how it the presence of rats and mice has been ascertained and how they will be destroyed if found on site.

At all times the site shall be kept free, so far as is reasonable practicable, from rats and mice. (Prevention of Damage by Pests Act 1949, part 'H' of the Building Regulations (Drainage & Waste Disposal)).

Section 6 – Monitoring, Compliance, Reporting and Consultation about Traffic and Activities related to the Site

(Refer to [Tfl best practice guidance](#) and [\(CMRBC\)](#) sections: [noise operations](#), abatement techniques, noise levels, vibration levels, [dust levels](#), rodent control, community liaison, etc.)

- Q39.** Please provide details describing how traffic associated with the development will be managed in order to reduce/minimise traffic congestion. Deliveries should be given set times to arrive, dwell and depart. Delivery instructions should be sent to all suppliers and contractors. Trained site staff must assist when delivery vehicles are accessing the site, or parking on the public highway adjacent to the site. Banksmen must ensure the safe passage of pedestrians, cyclists and motor vehicular traffic in the street when vehicles are being loaded or unloaded. Vehicles should not wait or circulate on the public highway. An appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected.

Details provided above.

- Q40.** Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of [construction material consolidation centres](#)).

We are currently assessing the use of a consolidation centre to manage transport to site.

- Q41.** Please provide details of consultation on a draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors. Details should include who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. In response to the comments received, the CMP should then be amended where appropriate and where not appropriate a reason should be given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying it out.

COMMUNITY LIAISON

Prior to the commencement of works a “meet the builder event” will be held with the local residents and stakeholders – LBC Project manager and the local Housing manager to arrange this.

Contractors shall keep residents and others informed about unavoidable disturbance such as from unavoidable noise, dust, or disruption of traffic. Clear information shall be given well in advance and in writing.

A Contact Board shall be displayed prominently; this is to ensure that problems can be rectified quickly, and that residents and others can channel their questions and complaints to a member of staff who has the authority to take action.

All Contact Boards shall include the following materials:

- (a) The title ‘Contact Board’
- (b) Name of the main contractor, address and person to whom correspondence should be addressed.

- (c) Name of the site manager.
- (d) Month and year of completion of works.
- (e) Names and telephone numbers of staff who can take immediate action, so that contact can be made at any time.

Occupiers in the vicinity who may be affected by noise from these works shall be notified of the nature of the works, a contact name, telephone number (including that to be used outside normal working hours), and address to which any enquiries should be directed. Such notification shall take place, where possible within, 2 weeks but, in any event, at least a week prior to the works commencing.

The applicant shall ensure that a staffed telephone enquiry line is maintained at all times when site works are in progress to deal with enquiries and complaints from the local community. The telephone number (and any changes to it) shall be publicised widely in the local community affected by the works. It shall also be notified to the Noise and Licensing Enforcement Team on 0207 974 4444.

Should noise/vibration/dust complaints arise from the building construction/building works, these complaints must be recorded in a complaint's register and made available to the Local Authority, if requested. The complaint register shall provide information on day, time, details of complaint, details of monitoring carried out and any additional mitigation works.

Should complaints be received concerning works/activities, then all works/activities being the cause of complaint must cease (Tasks in progress accepted due to structural integrity issues), until such time as further agreement to work is negotiated.

Q42. Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works. Please confirm how the contact details of the person responsible for community liaison will be advertised to the local community and how the community will be updated on the upcoming works i.e. in the form of a newsletter/ letter drop, or weekly drop in sessions for residents.

Wates provide an information notice board and comments box. The notice as detailed in question 41 supplies relevant information including mobile phone numbers of the relevant project staff.

A Construction Working Group will be proposed to the local residents and Stakeholders and if required can be set up, to keep all stakeholders informed of the works, address concerns and issues etc.

Q43. Please provide details of any schemes such as the 'Considerate Constructors Scheme', the 'Freight Operators Recognition Scheme' or 'TfLs Standard for construction logistics and cyclist safety – [CLOCS scheme](#)' that the project will be signed up to. Note, the [CLOCS standard](#) should be adhered to and detailed in response to question 46. Such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the "[Guide for Contractors Working in Camden](#)" also referred to as "[Camden's Considerate Contractors Manual](#)".

Wates are members of the Considerate Constructors Scheme and this project is registered with CCS
The registration number for this project is 49751

All Contractors working on the site will be required to adhere to the 'Guide for Contractors Working in Camden'. This will form part of the Pre Start Induction and included as a contractual document within the subcontract orders.

Q44. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of suitable smoking area, tackling bad language and unnecessary shouting.

Wates standard is to provide a suitable smoking area and welfare area for heating and consuming food. Wates carry out a detailed induction for every operative working on site and this is reinforced by daily start right talks and regular tool box talks.
Posters are displayed to prevent noisy anti - social behaviour and encouraging good behaviour.
Anyone found not complying with Wates strict rules and policy concerning members of the public will be asked to leave the site.

Q45. 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.

At the time of drafting this CMP Wates are not aware of any schemes that will impact on construction activities in the vicinity of the Abbey area site Phase 1.

Q46. Please provide details to confirm that all contractors and sub-contractors operating large vehicles over 3.5 tonnes will meet all of the following conditions, as outlined in the [CLOCS Standard](#)

OPERATIONS:

- **Quality operation:** accreditation via an approved fleet management audit scheme e.g. [Fleet Operator Recognition Scheme \(FORS\)](#) or equivalent.
- **Collision reporting and analysis:** of any collision involving injury to persons, vehicles or property, ideally including use of the [CLOCS](#) Manager collision reporting tool.
- **Traffic routing:** any route specified by the client is adhered to unless otherwise specified.

i. [VEHICLES:](#)

- **Warning signage:** warning cyclists of the dangers of passing the vehicle on the inside
- **Side under-run protection:** fitted to all vehicles over 3.5 tonnes which are currently exempt
- **Blind spot minimisation:** front, side and rear blind-spots completely eliminated or minimised as far as is practical and possible
- **Vehicle manoeuvring warnings:** enhanced audible means to warn other road users of a vehicle's left hand turn or other manoeuvres

ii. [DRIVERS:](#)

- **Training and development:** approved progressive training and continued progressive training especially around vulnerable road users (including for drivers excluded from Certificate of Professional Competence requirements)
- **Driver licensing:** regular checks and monitoring of driver endorsements and that drivers hold the correct licence for the correct vehicle

STANDARD FOR CONSTRUCTION CLIENTS

- **Construction logistics/management plan:** is in place and fully complied with – as per this document.

- **Suitability of site for vehicles fitted with safety equipment:** that the site is suitably prepared for vehicles fitted with safety equipment to drive across.
- **Site access and egress:** should be carefully managed, signposted, understood and be clear of obstacles.
- **Vehicle loading and unloading:** vehicles should be loaded and unloaded on-site as far as is practicable.
- **Traffic routing:** should be carefully considered, risk assessed and communicated to all contractors and drivers.
- **Control of site traffic, particularly at peak hours:** other options should be considered to plan and control traffic, to reduce traffic at peak hours.
- **Supply chain compliance:** contractors and sub-contractors throughout the supply chain should comply with requirements 3.1.1 to 3.3.2.

Wates will as part of our supplier and sub-contractor written orders will ensure that above information is included and they will comply.

Q47. Please provide details of any other relevant information with regard to traffic and transport (if appropriate).

N/A

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed with 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 and complied with thereafter.

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

Signed:

Date:

Print Name:

Position:

Submit: planningobligations@camden.gov.uk

End of form