

Construction Management Plan

Abbey Area Regeneration Phase 1

Rev B



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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:

Type of CMP – Major Residential Development

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

Name: Dean Grimes

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

Tel: 01372 861000

Email: dean.grimes@wates.co.uk

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

Name: Wates Living Space

Address: Station 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: C/O Dean Grimes

Address: Wates Site Office, Opposite 113 Belsize Road, Kilburn, NW6 4AE

Tel: 0207 644 6860

Email: dean.grimes@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: Dean Grimes

Address: Wates Site Office, Opposite 113 Belsize Road, Kilburn, NW6 4AE

Tel: 0207 644 6860

Email: AnneyAeaPhase1@wates.co.uk

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

Name: N/A

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 Living Space C/O Dustin Kanjurs

Address: 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 – PWA now in progress

Residences to the north side of Belsize Road

The hive Community Centre

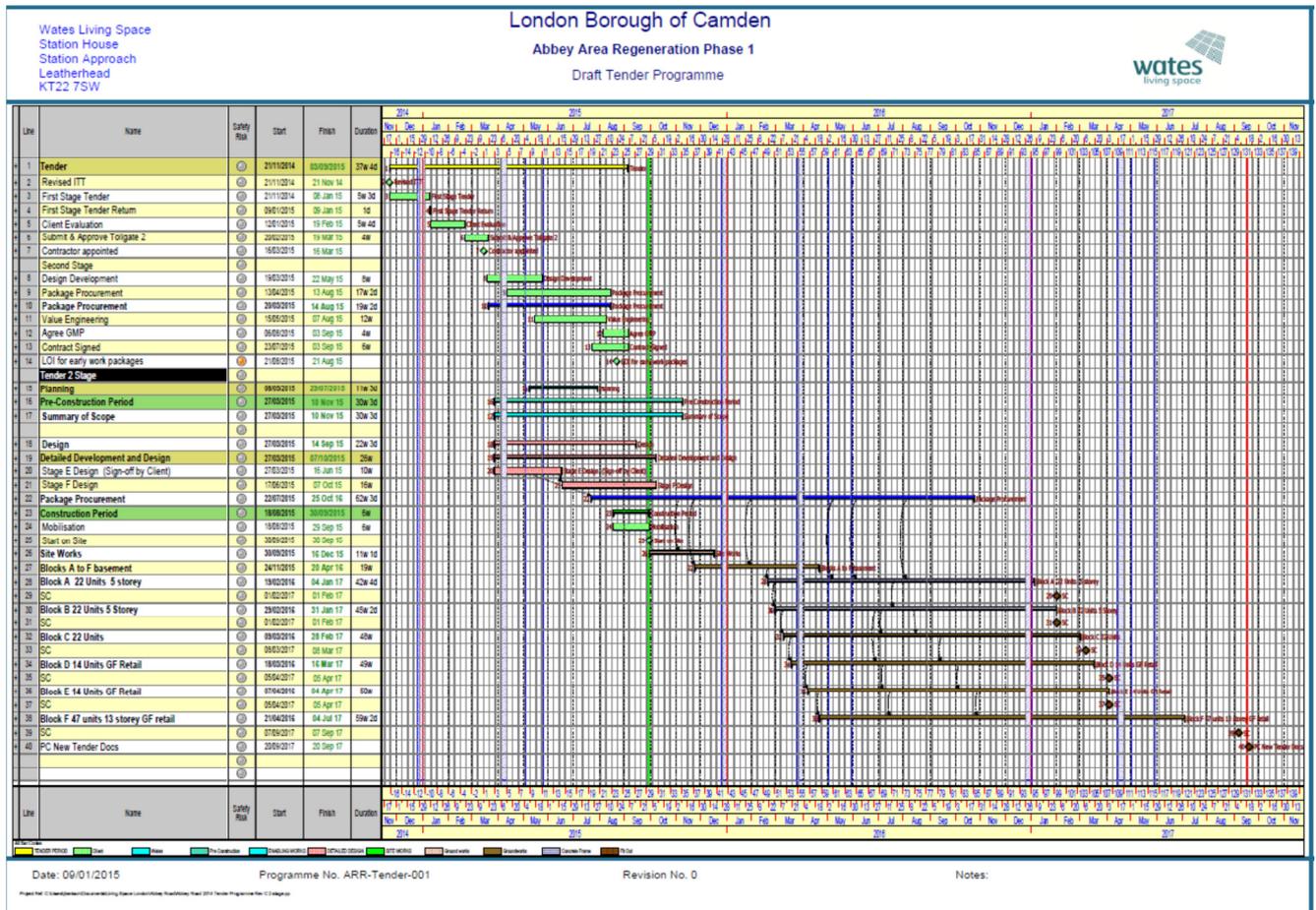
Health centre surgery

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).

Works to the development with Enabling works Stage 3 are to commence on 6th September 2016 and will run for a period of 10 weeks, at which point the main contracted works will commence and run for a further 98 weeks.



Larger Gantt Chart available upon request

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.

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 and are currently in on-going discussions with 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

We have applied to utility companies for quotations.

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.
Testing of crushed material remaining on site has been carried out. Report is available upon request.

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.**

The duration of the project has been determined to include for uninterrupted deliveries between the hours of 08:00 – 18:00 Monday to Friday and 08:00 – 13:00 Saturdays.

The restricted movement hours for none critical deliveries will be between 09:30 – 18:00.

Deliveries will need to be booked in via our logistic company's system. Deliveries arriving with no booking will be turned away.

Deliveries outside of these hours will be rejected.

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

Deliveries will be managed and off loaded from within the site confines and not on the road.

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

- 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.**

As design progresses for the project we will be able to determine which deliveries will be carried out by either Articulated, Rigid vehicle or van, upon determining the delivery requirements the logistic company will allocate a delivery time best suited to that vehicle to avoid clashes and impact to the Project and the Borough.

We attach an anticipated delivery schedule.

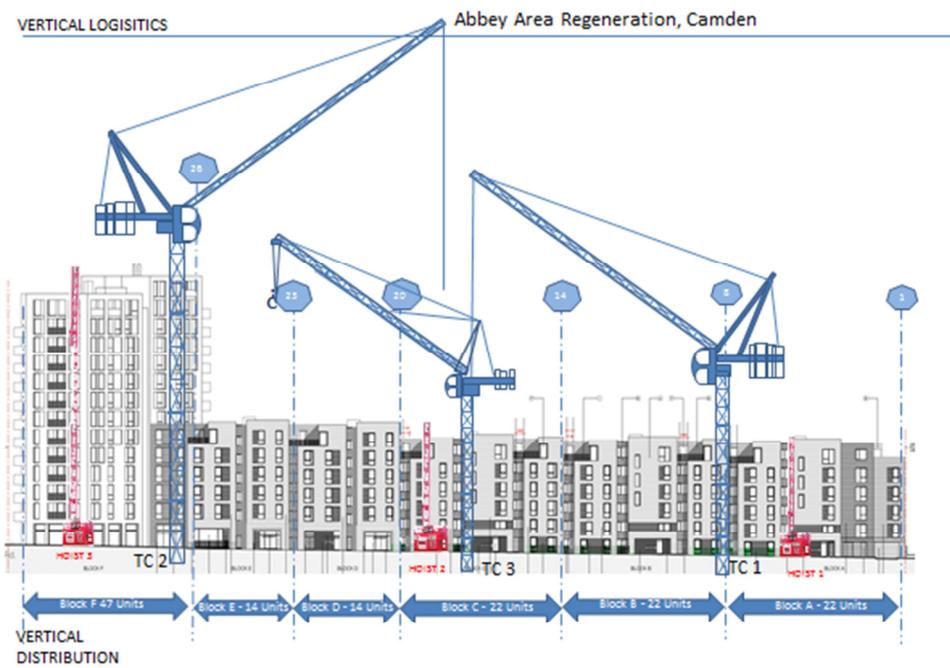
Abbey Area Traffic	2015				2016												2017									
	01 October 2015	01 November 2015	01 December 2015		01 January 2016	01 February 2016	01 March 2016	01 April 2016	01 May 2016	01 June 2016	01 July 2016	01 August 2016	01 September 2016	01 October 2016	01 November 2016	01 December 2016	01 January 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	200	160	140	120	110	80	50	50	50
Staff	4	12	14	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	14	12	12	10	10	10	10	8
total	24	32	64	98	138	218	218	218	218	218	218	218	218	218	218	218	218	218	174	152	132	120	90	60	58	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	65.4	65.4	52.2	45.6	39.6	36	27	18	17.4	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	58.86	58.86	46.98	41.04	35.64	32.4	24.3	16.2	15.66	15.66
Assume 21.75 work days per month = Journey total	140.9	187.9	375.8	510.4	765.6	1280	1280	1280	1280	1280	1280	1280	1280	1280	1280	1280	1280	1022	892.6	775.2	704.7	528.5	352.4	340.6	340.6	
Hoarding	10	10																								10
Office delivery	10																		6							
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 mic			5	5	5	5	5	5	7	10	10	10	10	10	12	12	15	15	14	12	12	12	12	12	12	12
404 Kbricks 10k per load					4	4	4	4	4	4	4	4	4	4	4	4	4	4	2	2						
Metric					9	9	9	9	9	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	100	100	100								
Rebar delivery			5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5								
Lifts										2	2	2	2	2	2	2	2	2								
Fit out - say average 3 loads per unit = 423										33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33
Dry lining & metsec									35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Roofing									10	10	10	10	10	10	10	10	10	10								
Drainage, services & Hard landscaping			10	20	20	15	15	10	5	5																10
Landscaping																										
Scaffold									10	10	15	15	10	15	15	10	15	10	10	10	10	5				
Consumables	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Total per Month	470.9	304.9	472.8	715.5	962.4	1424	1431	1433	1476	1516	1508	1514	1493	1517	1510	1394	1373	1100	957.6	835.2	799.7	550.5	364.4	352.6	352.6	

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

The use of Luffin Cranes have been incorporated within the logistics of the project to avoid the risk of overhanging to surrounding areas.

The out of service radius of these cranes will be that they partially oversail the highway of Belsize road.

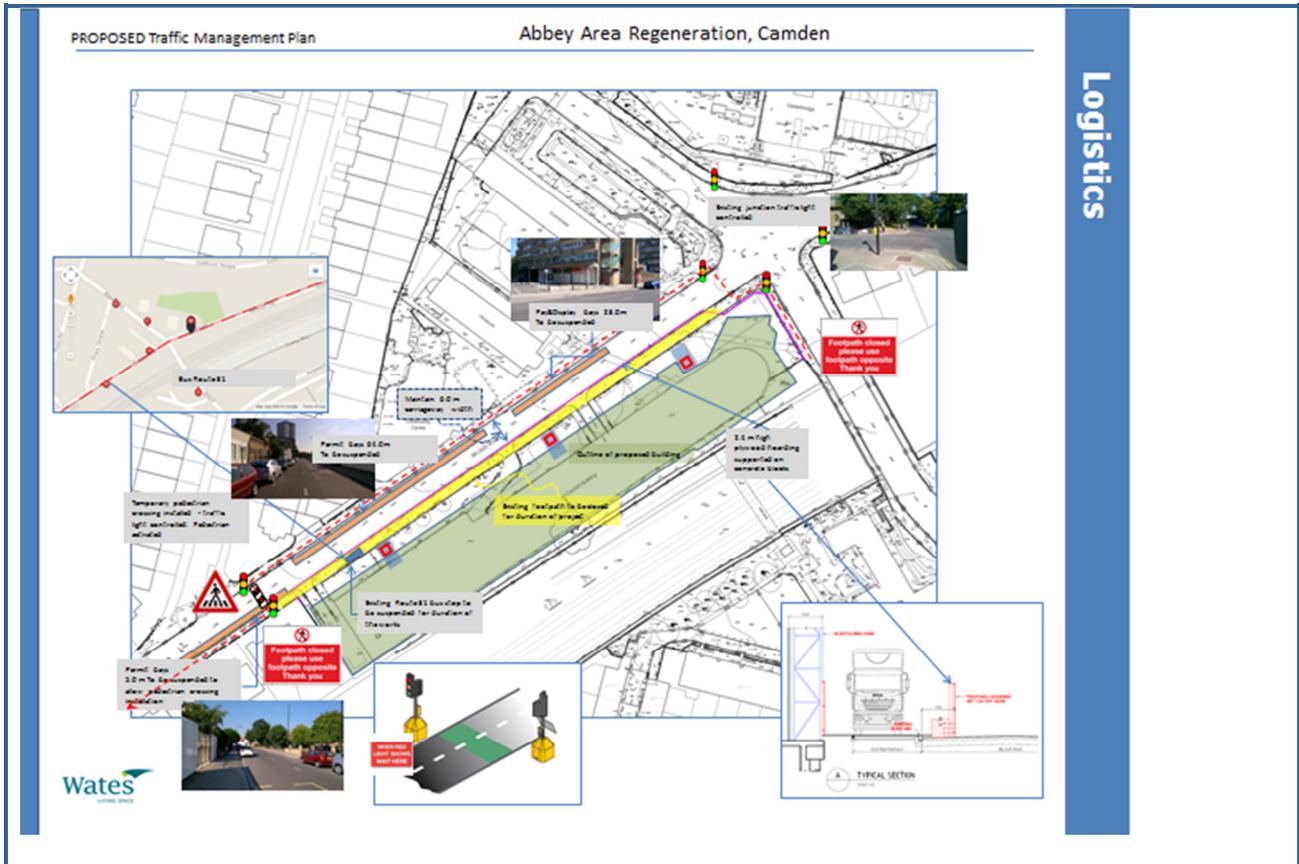
We attach our anticipated crane layout



Q19. Please provide details of hoarding requirements or any other occupation of the public highway.

We have attached our hoarding layout.

Our hoarding is supported on a concrete vehicle barrier block system and consists of rigid solid hoarding fixed to a designed rigid post and rail system. Full structural calculations can be supplied upon request.



Q20. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular access). 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. You must submit a detailed (to-scale) plan showing the impact on the public highway including; the extent of hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. 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. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

As identified on the previous plan, a quarantined pit lane will be formed to Belsize road with the suspension of parking bays to the opposing side of the road to enable deliveries to be made without causing an impact to general traffic, pedestrians and surrounding businesses within the borough.

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.

Suspension of parking bays TTR approval Reference: 4138/TTR18834 – 17-5-16

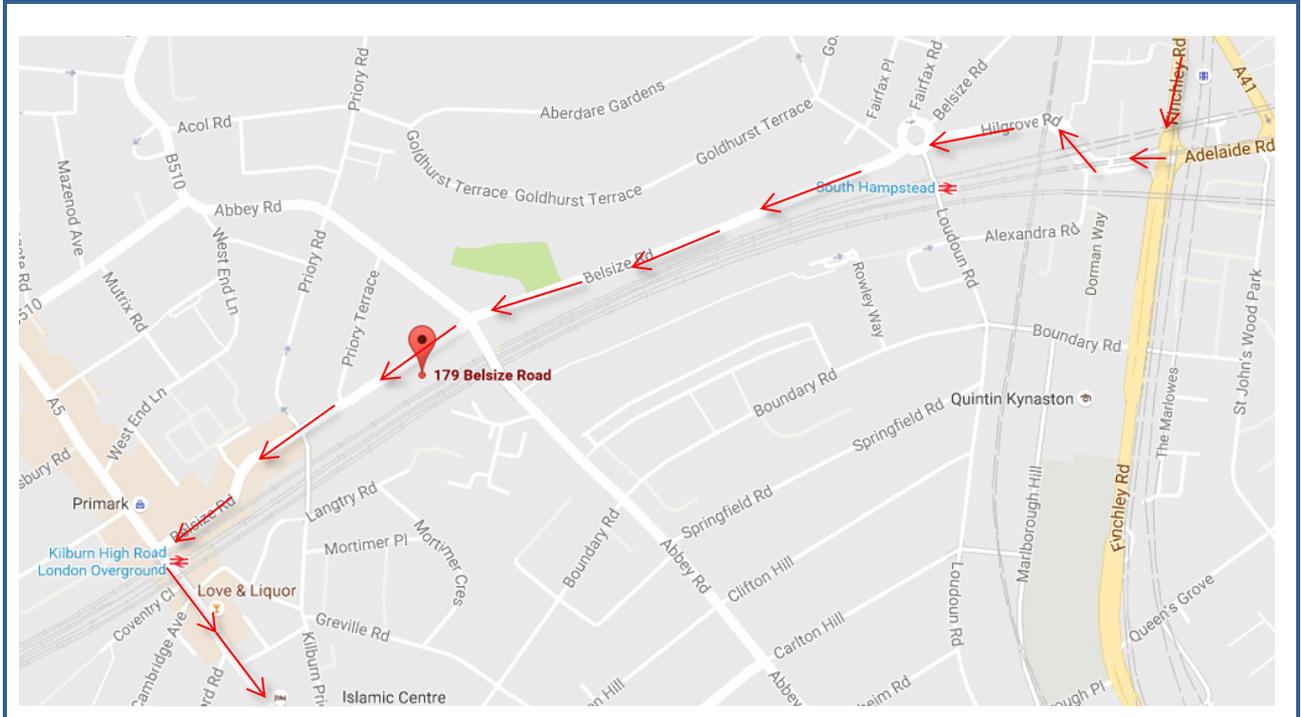
Section 4 - Traffic Management for the Site

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.

As per attached plans 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 point agreed with LBC and then cross back at the lights on the Abbey Road junction. We will provide banksmen/gatemen to ensure safe ingress and egress onto the public highway.

Operative access to the site will be via a pedestrian access on Abbey Road, access to this will be gained with the use of the existing pedestrian crossing point on Abbey Road.

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.



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 subcontractors 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.

Any transport attempting to make a delivery without a allocated delivery time will be turned away.

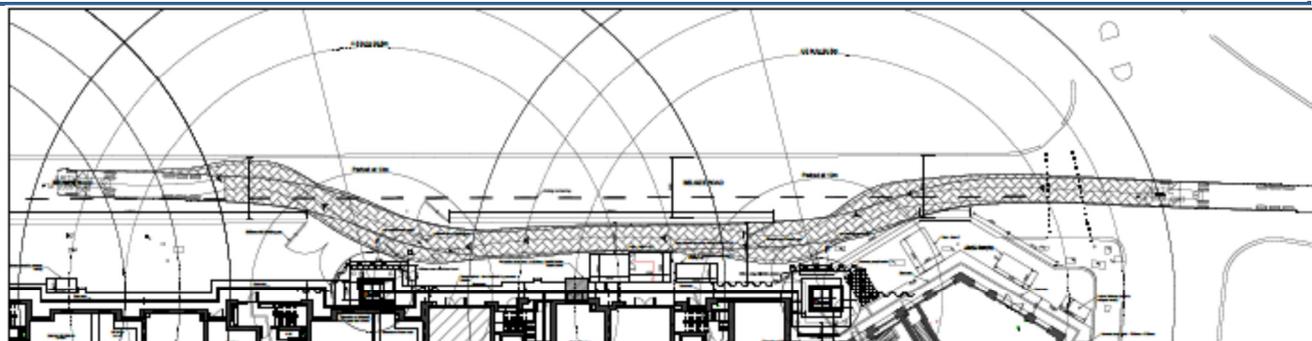
Q25. Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site.

All loading will be undertaken within the segregated pit lane off of the highway. See proposed pit lane details above.

No operative parking will be permitted on site and operatives will be requested to park in the following area:

Q-Park
St John's Wood
Kingsmill Terrace
Saint John's Wood
London
NW8 6AA
www.q-park.co.uk/parking

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).



Detailed drawing available upon request.

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 will be carried out during the designated site hours.
Exceptionally noisy works will be carried out 10:00 – 12:00 and 14:00 – 16:00 Monday-Friday

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.

A full and in-depth acoustic survey was carried out in July 2013 and reviewed again in January 2016 by RBA Acoustics, a copy of which is available upon request

Q29. Please provide predictions for noise and vibration levels throughout the proposed works.

Wates set down strict time limits for noisy building works in accordance with constraints identified by LBC “Control of noise from construction sites” LBC and Wates endeavor to enforce this rigorously (although there have to be some exceptions). Wates LS will do their best 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
- Nuisance operatives will be either removed from site or re-inducted
- See below an example of Wates noise and vibration assessment in accordance

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)					Noise Level (L _{req} dB)	Exposure duration (hours)	Exposure points (job/task)	Exposure points per hour	
				hours	mins	hours	mins								
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 insitu 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	
<i>*Complete white boxes only</i>									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			
<small>EAV - Exposure Action Value</small>				<small>ELV - Exposure Limit Value</small>				<small>LEAV - Lower Exposure Action Value</small>				<small>UEAV - Upper Exposure Action Value</small>			

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.

Mechanical plant will be equipped with silencers to reduce the impact of noise to the environment and working hours will be in accordance with those identified above.

Monitoring of Noise and Vibration throughout the works will be carried out and will be recorded to ensure that we continue to be considerate to the borough whilst ensuring that works do not increase the permitted limits.

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 SMSTS. Certificates for course attendance can be provided.

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

Wates have strict guidance on reducing the risk of dust from works being undertaken as part of the construction process and these will be taken into account when approving the Risk Assessments and Method Statement prior to works commencing, controls such as: Damping down, Dust extraction and Segregation will be enforced throughout the duration of the project.

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 a wheel wash facility will be utilised to ensure vehicles are clean before exiting site onto the public highway will be established within the curtilage of the site, the wheel washing facility will also be aided with means of cleaning the highway if vehicles were to take mud on to the roads.

Once groundwork's are completed and the Pit lane formed, the risk of mud migrating on to the highway are greatly reduced as the pit-lane will be a "Clean-Zone". The will allow vehicles to enter directly from the highway and re-join the highway without entering a dirty environment.

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

See noise and vibration assessment Q29.

Dust will be monitored visually by our site team and controlled in line with our best practice above.

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 review and approve these for compliance with our standards and best practices prior to any works being undertaken. 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).

Wates will employ Rentakill or similar companies to provide the necessary vermin control on site.

Eating on site outside of the designated cafeteria area is prohibited.

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 already 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](#)).

Wates endeavour to reduce the impact of vehicle movement for the duration of the project and in doing so will incorporate the use of Back-loads if and where possible and the use of central distribution centres 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.

Wates have created a Construction Working consultation group for the local community which includes representatives of the local business and residents. In addition to this have held a meet the contractor open day to allow the community to raise questions and concerns that they have regards to the development

Wates have liaised with Bill Talbot CBC and Mike Cassidy and have had approval from TFL for our proposal to hoard the site and manage the local traffic routes and deliveries.

Wates will continue, via letter drop and frequent news sheets, keep local residents and affected groups and businesses updated on the project and will be holding further Construction Work Consultation group meetings.

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.

As identified above, Wates have now established a Construction Working Group as well as delivering newsletters and displaying construction information in noticeboards located around the site. The noticeboards supply relevant information including mobile phone numbers of the relevant project staff.

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 Constructors Manual](#)”.

Wates are members of the Considerate Constructors Scheme and the project has been already been registered and received the first of many inspections to ensure compliance.

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 behaviour, spitting, and encouraging good behaviour. Operatives found breaking the rules and requirements of the site to ensure that we are considerate to the community will be either re-inducted and or removed from the project.

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.

As at August 2016 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:31st August 2016.....

Print Name:Dean Grimes.....

Position: ...Construction Manager.....

Submit: planningobligations@camden.gov.uk

End of form