Construction Management Plan

pro forma v2.0

Camden

Contents

Review

For Internal use only

Please initial and date in the relevant section of the table.

The **highlighted areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.

Pre app

Community liaison	
CLOCS	
Transport	
Highways	
Parking	
Environmental health	
Sustainability	*(attach appendix if necessary)*
Sign off	

Draft

Community liaison	
CLOCS	
Transport	
Highways	
Parking	
Environmental health	
Sustainability	
Sign off	

- INDICATES INPUT REQUIREMENT FROM MULTIPLE TEAMS THROUGHOUT DOCUMENT

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

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 kind of development. Further policy guidance is set out in Camden Planning Guidance **(CPG)** 6: Amenity and **(CPG)** 8: Planning Obligations.

This CMP follows the best practice guidelines as described in Transport for London's (TfL's Standard for Construction Logistics and Cyclist Safety (**CLOCS**) scheme) and Camden's Minimum Requirements for Building Construction **(CMRBC)**.

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 in relation to the construction of the development. 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 for road closures or hoarding licences.

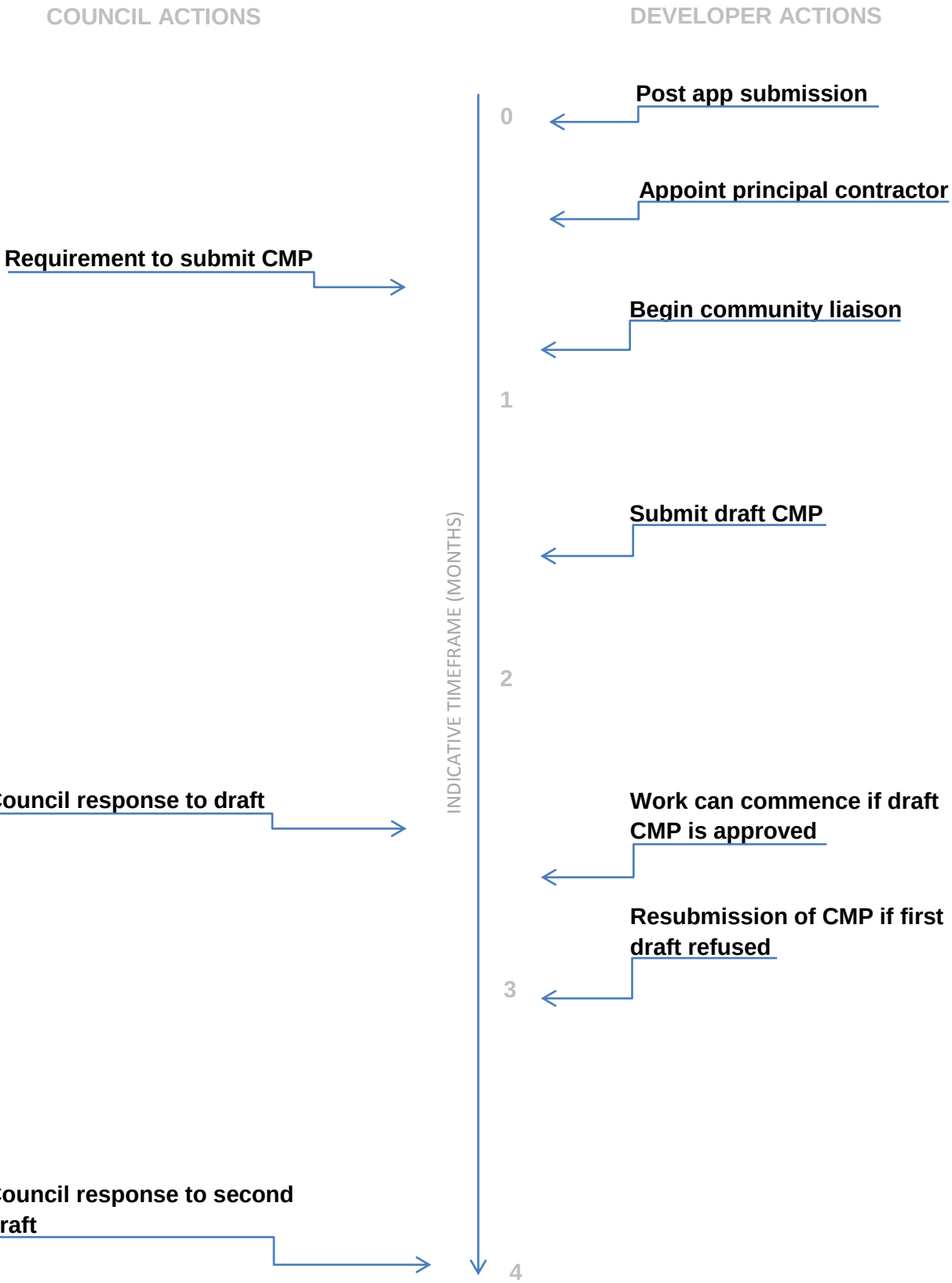
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "**Demolition Notice**"

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 is completed electronically and submitted as a Word file to allow comments to be easily documented.

(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.

Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Post app submission
0
Appoint principal contractor
Requirement to submit CMP
Begin community liaison
1
Submit draft CMP
INDICATIVE TIMEFRAME (MONTHS)
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft refused
3
Council response to second draft
4

Contact

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

Address: Wellesley Road, Bacton Low Rise

Planning ref: 2012/6338/P

Construction Management Plan

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

Name: Stephen Knight

Address: Rydon Group Ltd - Rydon House, Station Road, Forest Row, East Sussex, RH18 5DW.

Email:sknight@rydon.co.uk

Phone: 01342 825 151

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: Stephen Knight

Address: Rydon Group Ltd - Rydon House, Station Road, Forest Row, East Sussex, RH18 5DW.

Email:sknight@rydon.co.uk

Phone: 01342 825 151

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.

Name: Stephen Knight

Address: Rydon Group Ltd - Rydon House, Station Road, Forest Row, East Sussex, RH18 5DW.

Email:sknight@rydon.co.uk

Phone: 01342 825 151

5. Please provide full contact details of the person responsible for community liaison/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 responsible Camden officer.

As Above

6. 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: Stephen Knight

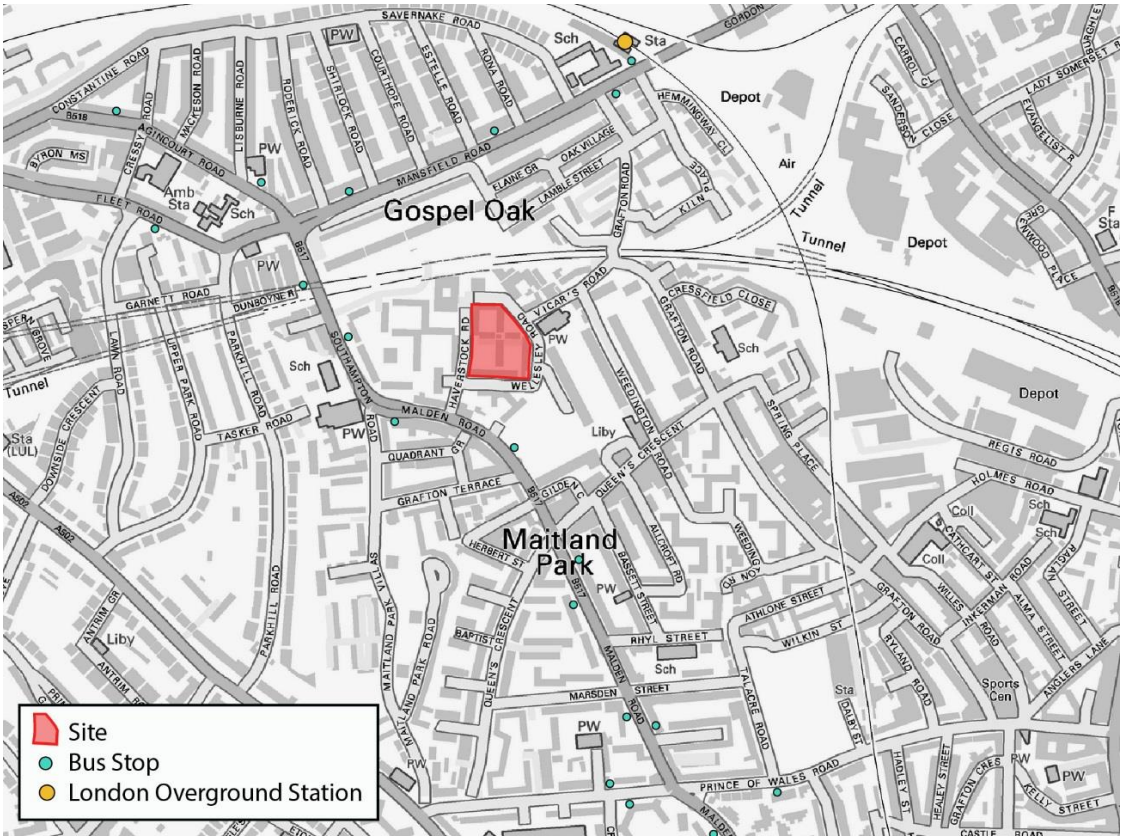
Address: Rydon Group Ltd - Rydon House, Station Road, Forest Row, East Sussex, RH18 5DW.

Email:sknight@rydon.co.uk

Phone: 01342 825 151

Site

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



The Site is shown on outlined in red on the attached plan.

The Site currently comprises the Bacton Low Rise Estate and is formed of residential blocks, and is located within a residential area of the London Borough of Camden. It is bound by Haverstock Road to the west and Wellesley Road to the north, east and south.

2. 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).

Demolition at the Site is anticipated to begin in late 2016 and is estimated to last for approximately 16 weeks, with completion anticipated in April 2017.

The main issues and challenges of demolition include:

- Ensuring that pedestrian access along the site-side footway of Haverstock Road and Wellesley Road is maintained throughout demolition;
- Minimising impact on neighbouring businesses and residents; and
- Ensuring safe removal of demolition materials from the Site.

3. 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.).

- Wellesley Road Care Home;
- The Gypsy Queen public house (located at the junction of Wellesley Road and Malden Road to the south of the Site); and
- Residential properties fronting Haverstock Road and Wellesley Road.

4. 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 and proposed site access locations.

Please see plan contained at the rear of this document.

5. 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).

Demolition at the Site is anticipated to begin in late 2016 (week commencing 12 December 2016) and is estimated to last for approximately 16 weeks, with completion anticipated in April 2017 (week commencing 18 April 2016).

6. Please confirm the standard working hours for this site, noting that the standard working hours for construction sites in Camden are as follows:

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

In accordance with the above, all construction works will be carried out between the hours of 08:00 and 18:00, Monday to Friday, and between the hours of 08:00 and 13:00 on Saturdays. No construction works will be undertaken at the Site on Sundays or bank holidays, unless agreed in advance with LBC.

7. 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.

No changes are anticipated to be required.

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft.

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off. This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements should consider establishing contact with other sites in the vicinity in order to manage traffic routeing and volumes. Developers in the Tottenham Court Road area have done this to great effect.

The Council can advise on this if necessary.

1. 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. Details of meetings including minutes, lists of attendees etc. must be included.

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 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.

All residents and businesses within 200m of the Site will be provided with a two-sided leaflet outlining the key elements of work being undertaken as part of the construction.

The leaflet will include the date, time and location of consultation event(s) for local stakeholders and residents to provide any feedback to the team.

2. Construction Working Group

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, the way in which 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 stated previously, information to all local residents and stakeholders will be disseminated via a letter drop which will include the contact details of Stephen Knight / Rydon Construction Ltd who will oversee the consultation process.

Leaflets will be sent out at the start of the scheme and at the start of any new phases of works.

3. Schemes

Please provide details of any schemes such as the 'Considerate Constructors Scheme', 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".

Rydon Construction Ltd are signed up to and approved by the CCS. Rydon is compliant with all associated elements.

All contractors and suppliers employed at the Site will be members of the TfL Fleet Recognition Scheme (FORS).

4. 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.

LBC to advise on neighbouring construction sites, but Rydon are happy to contact / discuss the cumulative impact through a working group as required at the council's discretion.

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 the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed here, details of the monitoring process are available here.

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

Please refer to the CLOCS Overview and Monitoring Overview documents which give a breakdown of requirements.

CLOCS Considerations

1. Name of Principal contractor:

Rydon Construction Ltd

2. 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 in the appendix and CLOCS Standard point 3.4.7).

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

The Site Manager and / or Banksmen will undertake checks of all construction and delivery vehicles travelling to and from the Site. In the event that a vehicle arrives at the Site and is not fitted with the above safety kit then the vehicle may be sent away and a non-conformance report completed.

The Site Manager and Rydon Construction Ltd will ensure that all subcontractors and fleet operators accessing the Site have received the correct level of training and have had driver license checks.

3. 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. Please sign-up to join the CLOCS Community to receive up to date information on the standard by expressing an interest online.

I confirm that I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers:

Confirmed.

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

Site Traffic

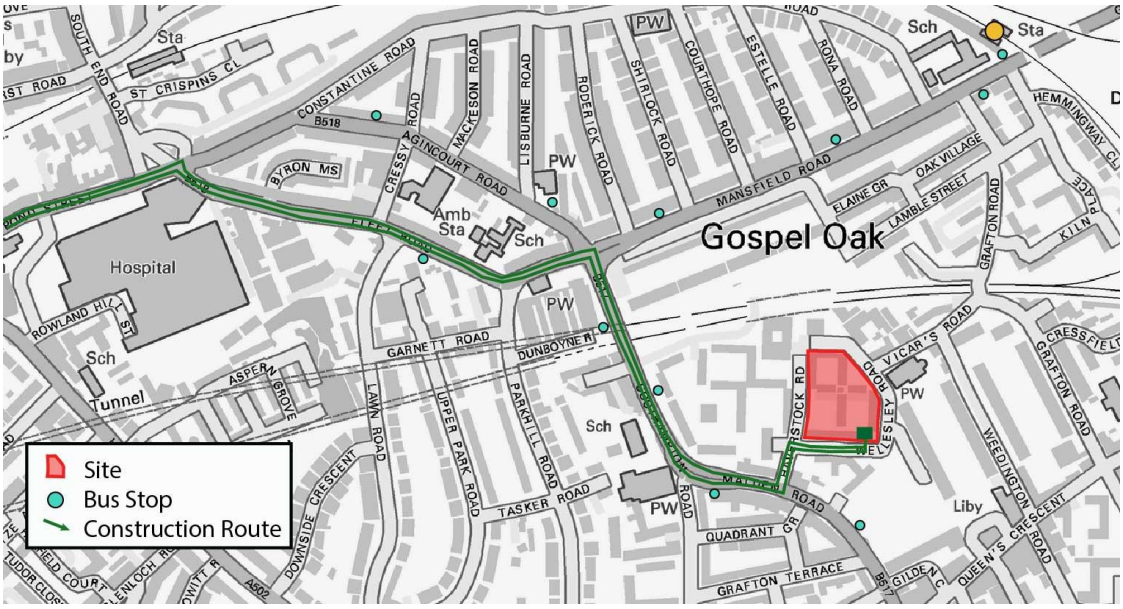
Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

4. 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, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (ie. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

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.

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of links to the Transport for London Road Network (TLRN).



Vehicles accessing the Site will travel via Malden Road, before turning left onto Wellesley Road and enter the Site at its southern boundary on Wellesley Road. On leaving the Site, vehicles will exit via the same access point onto Wellesley Road, before travelling northbound on Malden Road and following their arrival route.

b. Please 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.

During demolition works, all traffic associated with the Site will be advised of the appropriate transport routes that should be used. All regular visitors to the Site will be provided with written notification of access routes.

A requirement to use the agreed vehicle route will be included as a contractual requirement of all sub-contractors travelling to and from the Site, and will be communicated to all individuals associated with demolition works. It is envisaged that this information will be communicated in the form of a leaflet or email and will include information with regard to times of operation, delivery routes, the call up procedure and delivery slot information. Any repeated non-compliance with the routing strategy could result in disciplinary procedures or the termination of the contract of workers and/or suppliers.

All drivers and workers will be briefed and inducted. During the demolition programme, all traffic associated with the Site will be advised of the appropriate transport routes that should be used. All regular visitors to the Site will be provided with written notification of access routes.

5. 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 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. (Refer to the *Guide for Contractors Working in Camden*).

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**.** Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait 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.

a. 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.

Information concerning the anticipated number and type of vehicles required to visit the Site during demolition is set out in the table below.

Table Error! No text of specified style in document**..1 Vehicle Information**

Phase	Vehicle Information
Phase 1: Demolition	Two muck away lorries per day (weeks 1-4) Five low loader lorries per day (weeks 1-2) One lorry for metal removal (weeks 4 to 10) Four staff vehicles per day

Deliveries will take place during specified core working hours only, meaning deliveries will be restricted to between the hours of 08:00 and 18:00, Monday to Friday, and 08:00 to 13:00 on Saturdays. All delivery vehicles will follow the routing strategy set out in this document. Where possible, deliveries will be scheduled to take place outside of the standard network peak hours of 08:00 to 09:00 and 17:00 to 18:00.

b. Please provide details of other developments in the local area or on the route.

N/A

c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

The Site will operate a delivery booking schedule to control deliveries to ensure as far as reasonably practicable that there are no delivery vehicles held waiting in the vicinity of the Site, and to ensure no more than one delivery takes place at a time. Such a booking system will enable deliveries to be distributed across the week and across working hours. The booking schedule will be strictly enforced and will be managed by Rydon.

Deliveries will not be accepted outside of their designated time-slot, and such deliveries will be asked to re-book. Unless there is capacity to accommodate within the specified loading area, unplanned deliveries will be turned away and advised to return to the Site at a pre-arranged delivery time. Unplanned deliveries will not be permitted to wait at any other location on the local highway network in the vicinity of the Site.

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for necessary compliance checks. Please refer to question 5 if any parking bay suspensions will be required for the holding area.

No off-site holding area is proposed, save for the loading location set out below.

All loading and unloading activity associated with demolition works will take place on-site. All construction and delivery vehicles will enter and exit the Site via Wellesley Road at the southern end of the Site. It is anticipated that vehicles will reverse into the access point from Wellesley Road, load or unload goods before leaving in forward gear. All vehicles will travel to and from the Site following the construction routing strategy outlined in this document.

e. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).

Where possible, the Contractor will source local suppliers and labour as a means of minimising journey lengths.

6. 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)

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic Marshalls must ensure the safe passage of

pedestrians, cyclists and other traffic when vehicles are entering and leaving site, particularly if reversing.

a. Please detail the proposed access and egress routes to and from the site

During demolition, it is anticipated that access to the Site will be gained via an access point to be located on Wellesley Road at the southern end of the Site. This will provide both vehicular and pedestrian access to the Site. Vehicles will reverse into the access point from Wellesley Road, load or unload goods before leaving in forward gear.

b. Please describe how the access and egress arrangements for construction vehicles will be managed.

Banksmen will be present outside the Site during periods of loading and unloading activity to ensure that appropriate levels of safety are maintained whilst vehicles are entering and exiting the Site, minimising conflict with pedestrians.

Additional banksmen will be located at the junction of Wellesley Road and Malden Road as construction vehicles arrive and depart the Site, to ensure pedestrian safety and ensure moments of conflict with other road users do not arise.

Warning signage will be provided in the vicinity of the Site to ensure that vehicles, pedestrian and cyclists are aware that demolition activity is taking place.

The hoarding of the Site will help to ensure that unauthorised access to the Site is not possible.

c. 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).

Please see **Appendix E** of JMP's Demolition CMP document.

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.

Wheel washing facilities will be provided within the Site boundary for vehicles to use prior to exiting onto Wellesley Road.

All vehicles removing spoil and debris associated with demolition will be fully sheeted to minimise the risk of any debris over spilling onto the highway. Manual cleaning will be undertaken if required.

The Site Manager will undertake daily inspections of the Site and the roads surrounding the Site to ensure that dust control measures are complied with.

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

If this is not possible, 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 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 loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 8 if any parking bay suspensions will be required.

All loading and unloading activity associated with demolition works will take place on-site. All vehicles will enter and exit the Site via Wellesley Road at the southern end of the Site. It is anticipated that vehicles will reverse into the access point from Wellesley Road, load or unload goods before leaving in forward gear.

Highway interventions

8. Parking bay suspensions and temporary traffic management orders

Please note that a parking bay suspension should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, suspensions whose duration exceeds 6 months must apply for a Temporary Traffic Order (TTO). For parking bay suspensions of one year or longer, a Traffic Management Order (TMO) must be applied for.

Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction.

Information regarding parking suspensions can be found here.

N/A; no parking bay suspensions are required during demolition.

9. Scaled drawings of highway works

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. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any 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.

a. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).

Storage facilities, site accommodation or welfare facilities will all be provided on-site.

No highway works are required to enable demolition works to take place.

b. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

There will be No ramps or barriers will be required, with the exception of hoarding around the site perimeter (within the red line boundary). Lighting and signage will be standard.

10. Diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted).

N/A

11. VRU and pedestrian diversions, scaffolding and hoarding

Pedestrians and/or cyclist 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 ramping 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. Lighting and signage should be used on temporary structures/skips/ hoardings, etc.

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

a. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

Maintaining pedestrian safety throughout the demolition programme is of great importance. To ensure pedestrian safety whilst vehicles enter and exit the Site and during periods of loading and unloading activity, banksmen will be present to minimise the likelihood of conflict with pedestrians. Warning signage will be provided in the vicinity of the Site to ensure that vehicles, pedestrian and cyclists are aware that demolition works are taking place. The hoarding of the Site will help to ensure that unauthorised access to the Site is not possible.

Additional banksmen will be located at the junction of Wellesley Road and Malden Road as vehicles arrive and depart the Site, to ensure pedestrian safety and ensure moments of conflict with other road users do not arise.

No alternative pedestrian routes will be required during demolition.

b. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

Hoarding will be erected up to a height of 2.44m along the length of the frontage on Wellesley Road and Haverstock Road during demolition, to be located within the site's red line boundary. The proposed hoarding location is shown in the Hoarding Location Plan contained at **Appendix D** of JMP's CMP document for information.

No cranes will be required on-site during demolition.

SYMBOL IS FOR INTERNAL USE

Environment

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

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

Noisy works are anticipated to be associated with the use of munchers and crushers for demolition, and will be undertaken between the hours of 08:00 to 13:00 and 14:00 to 18:00. For such noisy works where there is a direct impact upon surrounding properties within the specified times, the Site Manager will make contact with the neighbours to consult on the duration, extent and impact of the works.

2. 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 survey was undertaken in September 2016. A copy is attached as an Appendix to this document.

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

Noise levels are not anticipated to exceed 75 decibels (dBA)

4. 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.

Rydon Construction Ltd will endeavour to keep noise levels to a minimum at all times. Best practicable means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce and control noise and vibration. The quietest and lowest impact processes that are reasonably practicable will be employed on-site in the undertaking of all demolition works. Measures that will be implemented as a means of minimising noise include:

- The quietest vehicles and plant shall be used as far as is reasonably practicable;
- Keep voices and conversation outside of the perimeter of the Site to a minimum and low in volume;
- No banging of doors, gates, scaffolding, or other objects;
- No machinery will be permitted to start up on-site before the designated core working times;
- Include within material and subcontractor requisitions details of permitted vehicle arrivals;
- No engines left running whilst vehicles are stopped within the loading and unloading location;
- Personnel carefully placing waste into skips, where required, to minimise noise;
- Using low impact and low volume machinery and tools where possible; and
- Local residents will be advised of the start and finishing dates and times of particularly noisy works (such as site clearance and piling) and these will be timed to minimise the disruption to local residents as far as possible.

Noise and vibration monitoring will be carried out at the Site during demolition activity.

In the event that a complaint or concern is raised by a local resident, business or LBC, an immediate review will be carried out to establish the degree of noise created and to establish how to best develop a solution.

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

Please find evidence attached at the rear of this document.

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

Best practice guidance contained within the Greater London Authority's 'The Control of Dust and Emissions from Construction and Demolition' and 'Dust and Air Mitigation Measures' guidance provided by the Institute for Air Quality Management will be employed to control dust generation.

Dust emissions will be monitored visually throughout working hours. If dust is observed either in the air or deposited on vehicles or other sensitive receptors, works will be immediately suspended and working practice reviewed to determine a method to prevent the issue reoccurring.

During works the primary air pollution emissions relate to dust generated when building materials are broken up and fumes generated by machinery. All spoil and waste materials stored temporarily within skips will be covered at all times.

Dust generating activities will be minimised and carried out a safe distance from adjoining properties and site boundaries. Where possible, dust generating activities will be undertaken off-site. Power tools used in dust-generating activities will be fitted with vacuum bags to minimise dust.

Machinery exhaust emissions will be kept as low as is practicable by using well maintained vehicles and machinery at all times. All on-road vehicles travelling to and from the Site will comply with the requirements of the London Low Emission Zone.

The use of compressors, generators and portable petrol cut off saws can also have impacts in terms of air pollution and emissions. Any compressor and generator tools used will be of the latest design available with low emission ratings. All machinery will be switched off when not in use to minimise both noise and emission generation. Portable petrol cut off saws will be operated with an automatic water applicator. The water application is designed to dampen any arising debris and dust as well as reduce wear to the blade.

All vehicles removing spoil and debris associated with demolition will be fully sheeted to minimise the risk of any debris over spilling onto the highway. Manual cleaning will be undertaken if required.

The Site Manager will undertake daily inspections of the Site and the roads surrounding the site to ensure that dust control measures are complied with. The Site Manager will record and respond to all complaints regarding dust and air quality pollutant emissions and will maintain a log of such complaints and any action taken to resolve them. The frequency of inspections will increase when activities with a high potential to produce dust are being carried out, as well as during periods of prolonged dry or windy conditions.

7. 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.

Wheel washing facilities will be provided within the Site boundary for vehicles to use prior to exiting onto Wellesley Road.

The footway fronting the Site on both Haverstock Road and Wellesley Road will be swept daily, with the need for sweeping continuously monitored throughout the day, in light of the nature of works being undertaken and weather conditions. Goods and waste material will be secured and covered prior to being transported to and from the Site to prevent the escape of debris and dust.

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

Noise and vibration monitoring will be carried out at the Site during demolition activity, following the methodology set out within the noise report contained as an Appendix to this document.

9. Please confirm that a Risk Assessment has been undertaken at planning application stage 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. Please attach the risk assessment as an appendix if not completed at the planning application stage.

Confirmed, noise and vibration assessment undertaken at planning application stage by Peter Brett Associates, and contained as an Appendix to this document. Site identified as Low Risk.

10. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of risk identified in question 9 have been addressed by completing the GLA mitigation measures checklist. Please attach this as an appendix.

Mitigation measure checklist is contained at the rear of this CMP pro-forma.

- 11. If the site is a High Risk Site, 4 real time dust monitors will be required, 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.

N/A

12. 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).

The Site will be assessed for the presence of rodents prior to commencement of any construction works. Should any rodent/vermin issues arise an external contractor will be appointed to appropriately deal with these.

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

August 2016, key findings are contained as an Appendix to this document.

14. 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.

An induction programme specific to the Site will be provided to all personnel before work commences. This will incorporate health and safety, on-site works and issues and sensitivities in the context of the surrounding area and local community. Operatives will be advised on how to behave on-site and whilst interacting with the local area, businesses and residents.

- SYMBOL IS FOR INTERNAL USE

Agreement

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed in writing by the Council. This may require the CMP to be revised by the Developer and reapproved by the Council. The project manager shall work with the Council to review this Construction Management Plan if problems arise in relation to the construction of the development. Any future revised plan must be approved by the Council in writing and complied with thereafter.

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

Signed: .....

Date: 21/10/16

Print Name: Brett Lee

Position: Contracts Manager.

Please submit to: planningobligations@camden.gov.uk

End of form.

Camden

Appendix to Question 10 – Dust mitigation measures

Applicants must complete the table below (extracted from the Mayors 'control of dust and emissions during construction and demolition' SPG).

Applicants should include all 'highly recommended measures' as a minimum.

XX Highly Recommended
X Desirable

MEASURES RELEVANT FOR DEMOLITION, EARTHWORKS, CONSTRUCTION AND TRACKOUT

	CIRCLE RISK LEVEL IDENTIFIED FOR SITE			TICK TO CONFIRM MITIGATION MEASURE WILL BE IMPLEMENTED
MITIGATION MEASURE	**LOW RISK**	~~**MEDIUM RISK**~~	~~**HIGH RISK**~~	
Site management				
Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.		XX	XX	✓
Develop a Dust Management Plan.		XX	XX	
Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary.	XX	XX	XX	✓
Display the head or regional office contact information.	XX	XX	XX	✓
Record and respond to all dust and air quality pollutant emissions complaints.	XX	XX	XX	✓
Make a complaints log available to the local authority when asked.	XX	XX	XX	✓
Carry out regular site inspections to monitor compliance with air quality and dust control procedures, record inspection results, and make an inspection log available to the local authority when asked.	XX	XX	XX	✓
Increase the frequency of site inspections by those accountable	XX	XX	XX	✓

for dust and air quality pollutant emissions issues when activities with a high potential to produce dust and emissions and dust are being carried out, and during prolonged dry or windy conditions.				
Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and the action taken to resolve the situation is recorded in the log book.	XX	XX	XX	✓
Hold regular liaison meetings with other high risk construction sites within 500m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised.			XX	
Preparing and maintaining the site				
Plan site layout: machinery and dust causing activities should be located away from receptors.	XX	XX	XX	✓
Erect solid screens or barriers around dust activities or the site boundary that are, at least, as high as any stockpiles on site.	XX	XX	XX	✓
Fully enclosure site or specific operations where there is a high potential for dust production and the site is active for an extensive period.	X	XX	XX	✓
Install green walls, screens or other green infrastructure to minimise the impact of dust and pollution.		X	X	
Avoid site runoff of water or mud.	XX	XX	XX	✓
Keep site fencing, barriers and scaffolding clean using wet methods.	X	XX	XX	
Remove materials from site as soon as possible.	X	XX	XX	✓
Cover, seed or fence stockpiles to prevent wind whipping.		XX	XX	
Carry out regular dust soiling checks of buildings within 100m of site boundary and cleaning to be provided if necessary.		X	XX	
Provide showers and ensure a change of shoes and clothes are			X	

required before going off-site to reduce transport of dust.				
Agree monitoring locations with the Local Authority.		X	XX	
Where possible, commence baseline monitoring at least three months before phase begins.		X	XX	✓
Put in place real-time dust and air quality pollutant monitors across the site and ensure they are checked regularly.		X	XX	✓
Operations				
Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.	XX	XX	XX	✓
Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible).	XX	XX	XX	✓
Use enclosed chutes, conveyors and covered skips.	XX	XX	XX	✓
Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.	XX	XX	XX	✓
Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.		XX	XX	
Waste management				
Reuse and recycle waste to reduce dust from waste materials	XX	XX	XX	✓
Avoid bonfires and burning of waste materials.	XX	XX	XX	✓

MEASURES SPECIFIC TO DEMOLITION

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK	TICK BELOW WHERE MITIGATION MEASURE WILL BE IMPLEMENTED
Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).	X	X	XX	✓
Ensure water suppression is used during demolition operations.	XX	XX	XX	✓
Avoid explosive blasting, using appropriate manual or mechanical alternatives.	XX	XX	XX	✓
Bag and remove any biological debris or damp down such material before demolition.	XX	XX	XX	✓

MEASURES SPECIFIC TO EARTHWORKS

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK	TICK BELOW WHERE MITIGATION MEASURE WILL BE IMPLEMENTED
Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces.		X	XX	
Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil.		X	XX	
Only remove secure covers in small areas during work and not all at once.		X	XX	

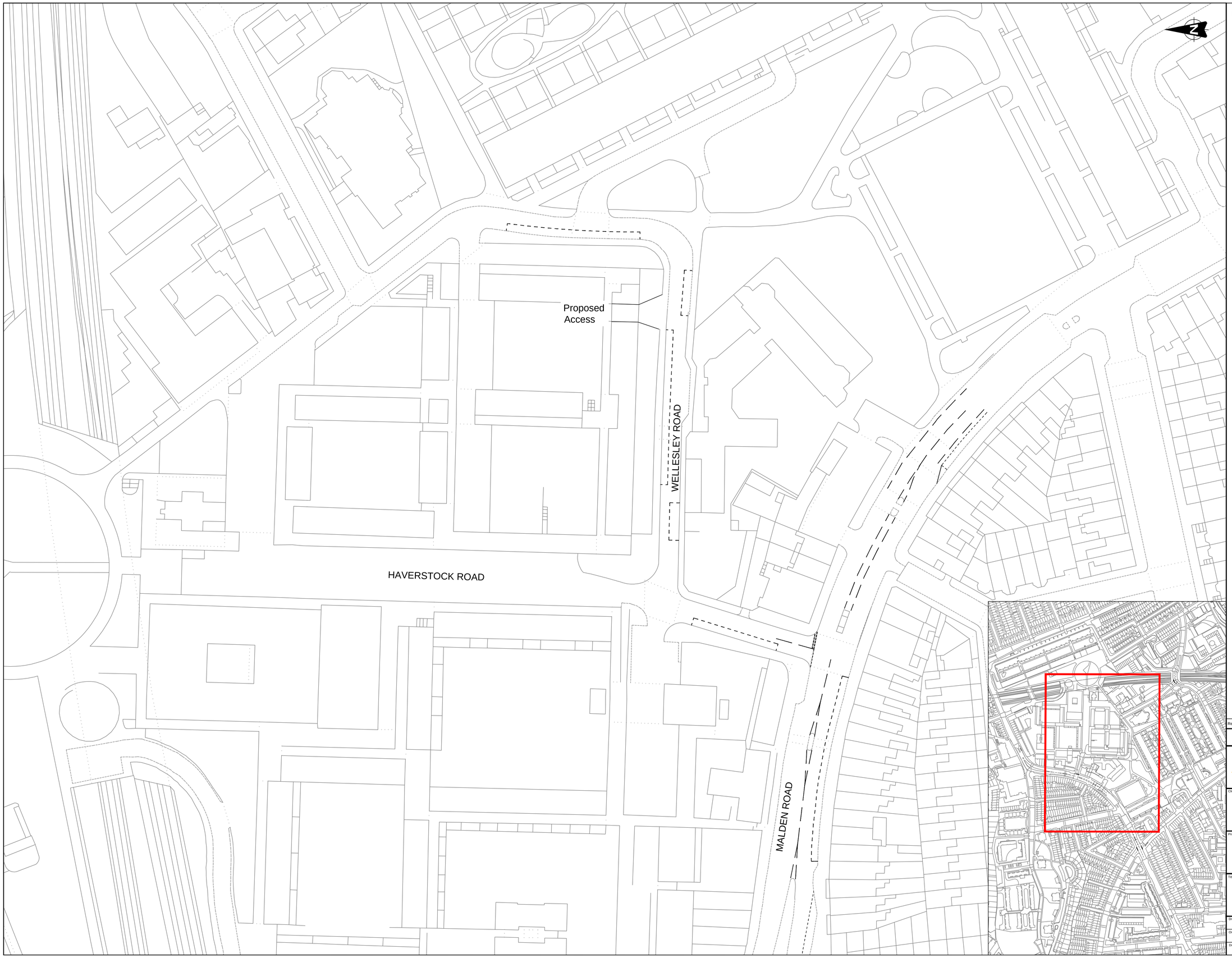
MEASURES SPECIFIC TO CONSTRUCTION

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK	TICK BELOW WHERE MITIGATION MEASURE WILL BE IMPLEMENTED
Avoid scabbling (roughening of concrete surfaces) if possible	X	X	XX	
Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place	X	X X	XX	
Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.		X	XX	
For smaller supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust.		X	X	

MEASURES SPECIFIC TO TRACKOUT

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK	TICK BELOW WHERE MITIGATION MEASURE WILL BE IMPLEMENTED
Regularly use a water-assisted dust sweeper on the access and local roads, as necessary, to remove any material tracked out of the site.	X	XX	XX	
Ensure vehicles entering and leaving sites are securely covered to prevent escape of materials during transport.	X	XX	XX	
Record all inspections of haul routes and any subsequent action in a site log book.		XX	XX	
Install hard surfaced haul routes,		XX	XX	

which are regularly damped down with fixed or mobile sprinkler systems and regularly cleaned.				
Inspect haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable;		XX	XX	
Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).	X	XX	XX	
Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits.		XX	XX	
Access gates to be located at least 10m from receptors where possible.		XX	XX	
Apply dust suppressants to locations where a large volume of vehicles enter and exit the construction site		X	XX	



Notes

Rev.	Date	Revision details	Drawn	Checked	Approved

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Client

Rydon Group Ltd

Project

Bacton - Phase 2 & Phase 3 Combined

Title

Street Plan
With Proposed Access And Parking Bays

Drawn	Checked	Approved
DH	DW	PWJ
Original drg. size	**Date**	**Scale**
A1	21/10/2016	1:500
Drawing Status	**Drawing Number**	**Rev.**
Preliminary	ST16446-24-(SL)	-