

Construction Management Plan

pro forma v2.1

General Demolition Ltd.

Maitland Park Villas TRA Demolition.

20/01/17

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
20/01/17	2.1	George Stainton

Additional sheets

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

Date	Version	Produced by

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](#)."

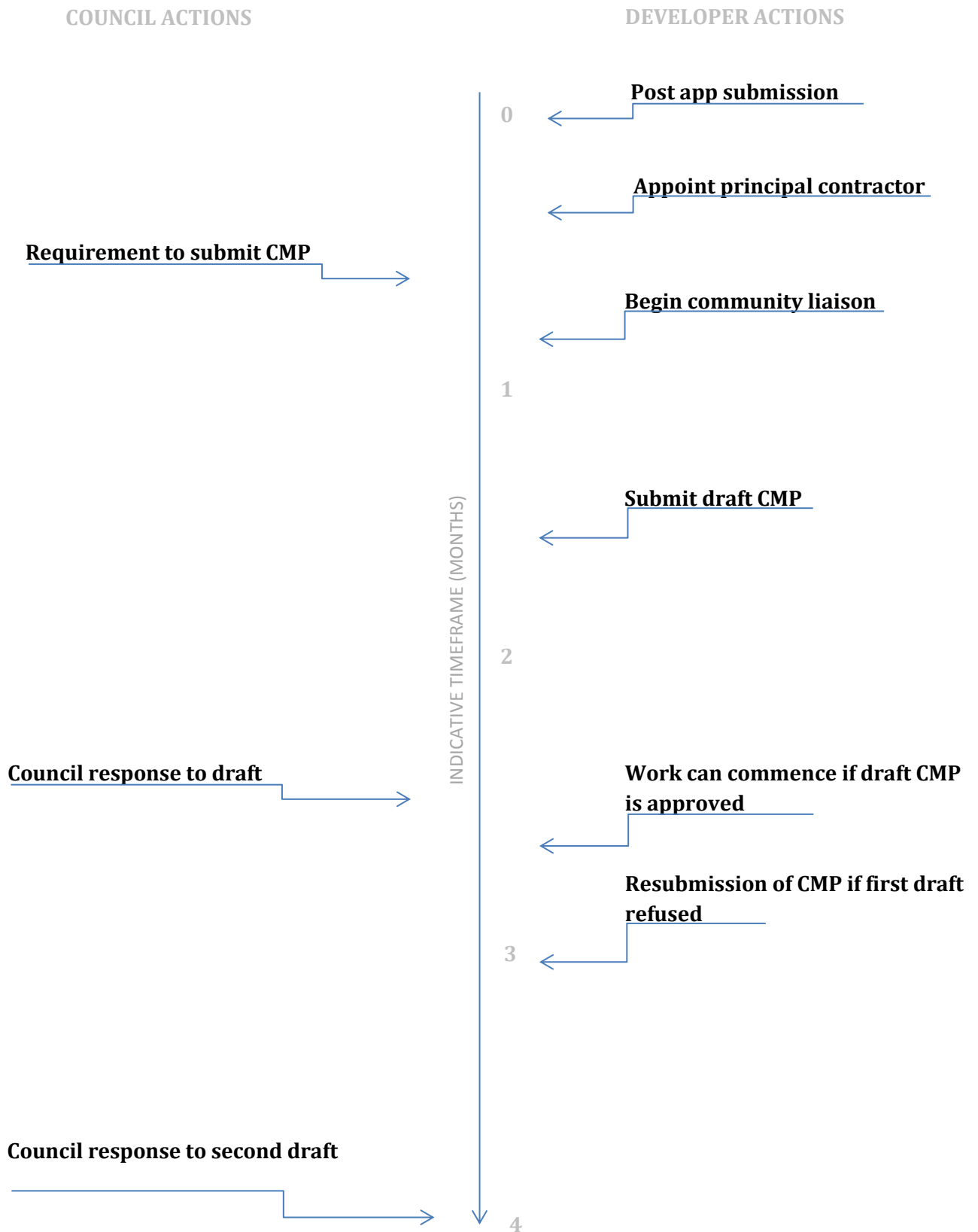
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP.**

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately **3 months from completion**.

(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



Contact

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

Address: Maitland Park Estate, NW3 2EX

Planning ref: 2014/5840/P (as amended by 2015/6696/P)

Type of CMP - Section 106 planning obligation/Major sites framework. Partial discharge of condition 22. For clarity, this construction management plan relates to the demolition of the Tenants and Residents Association (TRA) hall and garages/ballpark.

A submission detailing the construction management plan relating to the remainder of the development will be submitted and approved by the Council before the relevant part of the development commences.

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

Name: George Stainton

Address: General Demolition, 16 Lyon Road, KT12 3PU

Email: George.stainton@general-demolition.co.uk

Phone: 01932 252 275

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: Tom Tobin

Address: General Demolition, 16 Lyon Road, KT12 3PU

Email: Tom.Tobin@general-demolition.co.uk

Phone: 01932 252 275

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

Name: Debra Constance

Address:

Email: debra.constance@camden.gov.uk

Phone: 020 7974 5924

5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: General Demolition Ltd – George Stainton

Address: 16 Lyon Road, Walton On Thames KT12 3PU

Email: George.stainton@general-demolition.co.uk

Phone: 01932 252 275

Site

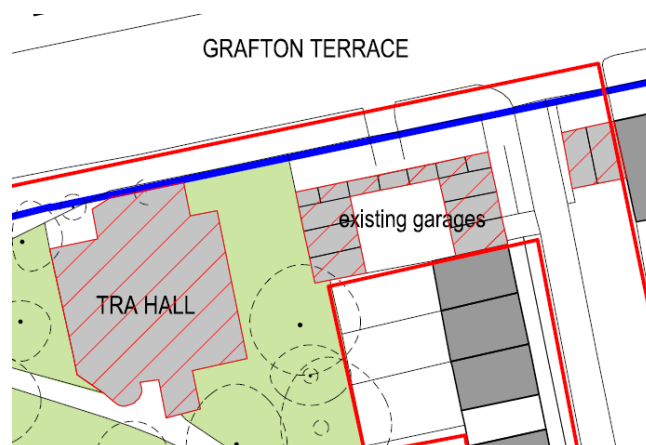
6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

The Maitland Park Estate site is located within an area known as Gospel Oak in the London Borough of Camden. To the north of the site lies Hampstead Heath with Kentish Town located to the east and south-east, Chalk Farm is located to the south and Belsize Park located to the west.

The postcode for the site is NW3 2EX.

The TRA Hall is a single storey building. It is brick clad and of traditional construction with what is believed to be some steel frame. The building occupies an area of approximately 300m². It is a disused event hall, with a small amount of shrubbery and trees in close proximity, situated within the Maitland Park Estate

The garages are of traditional brick construction, with timber doors to front elevations. There is concrete hard standing in front of garages segregated from the road.



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

The demolition is to include the taking down of all specified buildings, the removal of all associated sub structures (such as foundations, piles etc.), the complete clearing of site, removal of all waste, made safe and neatly hoarded off from all sides.

The neighbouring garages also require demolition.

Main issues envisaged to arise are liaison with neighbours informing all of the works proceeding. This will be undertaken by issuing a bi-weekly newsletter to surrounding neighbours, and posting a notice to the front site gate for contact/information purposes.

A neighbourly consultation event took place at Maitland Park Villas community hall on the 12th of January to provide answers to any queries local residents might have.

8. 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.).

Residential neighbours situated within the Maitland Park Estate, residences situated on both Grafton Terrace and those situated on Southampton Way. There are no businesses operating in close proximity likely to be affected from the demolition works.

9. 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 attached. Proposed site access is from Grafton Terrace only.

10. 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).

Please see attached

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

- 8.00am to 6pm on Monday to Friday

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

Standard Working Hours will be adhered to.

12. 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.

N/A

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft. This consultation must relate to construction impacts, and should take place following the grant of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

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

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

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

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements 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.

13. 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.

Consultation undertaken on the 12th January with the council and local residents on Maitland Park Estate. Method statements and logistics plans were presented to all in attendance for open query Comments received were:

- No vehicles to be parked or stationary in Southampton Way. Already known, TMP in place to ensure this is adhered to.
- Working on a Saturday is not preferable. Will be accommodated but will have effects by extending the programme of works.

14. 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.

Residents will be update with a bi-weekly letter drop, containing details and information of the completed and planned demolition works to date. This will also contain contact information details for local residents to get in touch if they have any queries.

The letter will be posted on the site entrance to allow passers by to view the information also.

15. 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](#)".

All site operatives will adhere to Camden's guide for contractors working in Camden.

16. 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.

It is not envisaged that the small amount of works occurring in this phase of demolition will affect adversely any construction sites. On average, a small number of lorries will expected to visit site per day (0.5-1).

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 referenced above which give a breakdown of requirements.

CLOCS Considerations

17. Name of Principal contractor:

General Demolition Ltd.

18. 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).

GD will utilise CLOCS appointed champion hauliers only which for the duration of this project. The number of vehicles and waste from site ensure that a maximum of 2 contractors will be used for waste away from the site.

19. 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:

N/A – not in contract.

GD confirms it will adhere to the principles of the CLOCS standard for suppliers.

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

Site Traffic

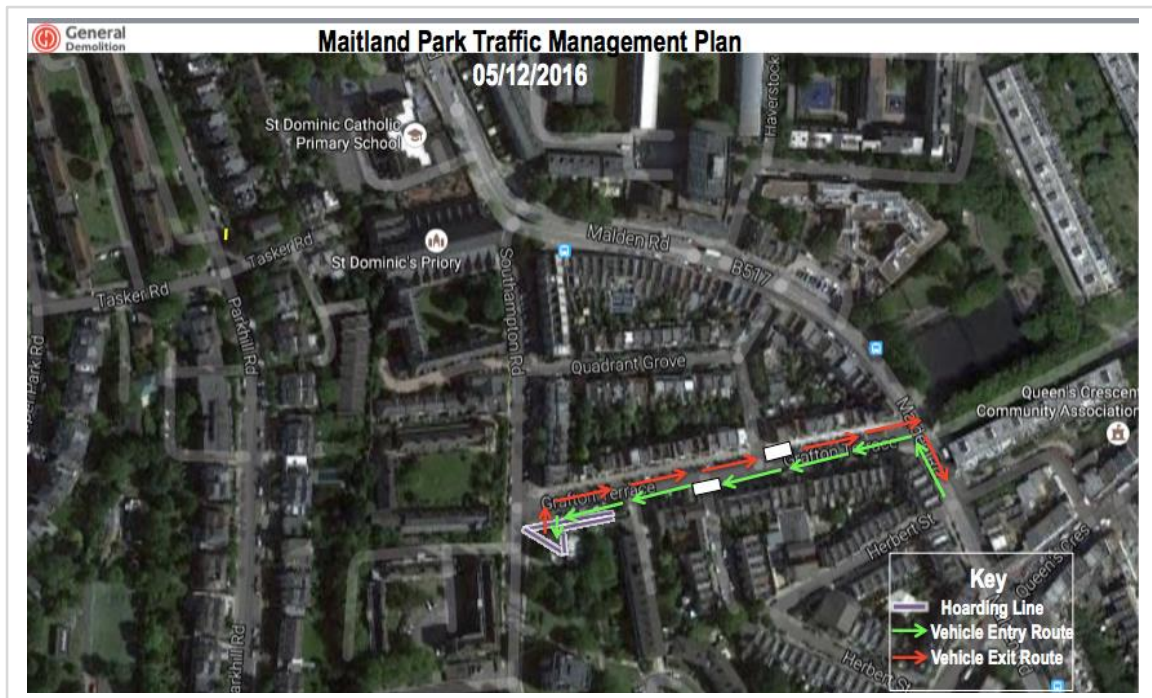
Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

20. 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 (i.e. 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).



- 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.

The small size of the project allows for a limited number of companies to be utilised/supply the project. The Maitland Park Traffic Management Plan will be sent by email to the logistics manager of all companies used, and requested to pass on to all drivers and transport vehicles that will be visiting the site. Drivers will be provided with contact numbers of the site manager to allow consistent contact and advanced notice of visits to site.

21. 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.

On average (across the project duration) for the demolition phase which GD are to undertake, the project is envisaged to require 1 vehicle per day. Total maximum number of vehicle visits to site is estimated at 40.

Size of vehicles include the following:

3.5 tonne caged van;

7.5 tonne caged Lorries;

32 tonne 8 wheel Lorries.

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

Bacton Low Rise. However as set out below in section c, due to the small site size there is not expected to be any difficulties caused cumulatively.

- 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 is small. Suppliers will be provided with the traffic plan prior to arriving. Contact numbers will also be provided. Designated slots for deliveries will be adhered to (outside of peak hours to avoid cyclists and excessive traffic).

- 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 any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

N/A

- 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).

N/A

22. 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

1no gate on Grafton terrace will be used for the works. The entrance is already in place, as it was previously used for vehicles entering the garage area. Vehicles will be accompanied by a qualified Banksman at all times to reverse each vehicle into the site and be loaded of a crushed concrete bank.

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

- All vehicles will be arranged at least 48hrs prior to arriving.
- Drivers will be provided with contact details to ring site minimum 1hr away.
- Upon arrival lorries will be accompanied by competent Banksman and escorted on to site (Reverse off Grafton Terrace).
- Once loaded, vehicles will be escorted out of site (right on to Grafton Terrace).

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).

N/A

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.

A high-pressure hose will be maintained on site to ensure wheel washing is undertaken. Run-off will be controlled through the use of a hard-core built up road. A crushed concrete base from arising's will be compiled for vehicles to drive on to. This will be used to site vehicles, and undertake any wheel washing required – with sufficient drainage already in place to cater for run off. It will also minimise the likeliness of dirt/mud on lorry tyres being transferred outside of the site. Should any spoil be transferred outside the site, GD will employ a highway-cleaning vehicle on an isolated basis.

23. 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 24 if any parking bay suspensions will be required.

- No Parking For vehicles other than those being loaded will be permitted on site.
- Lorries to be escorted by Banksman at all times.
- Lorries to be on loaded on site only. Demolition of items will make way for permitted access for loading only.

Highway interventions

Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.

24. Parking bay suspensions and temporary traffic orders

Please note, parking bay suspensions should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, requirement of exclusive access to a bay for longer than 6 months you will be required to obtain [Temporary Traffic Order \(TTO\)](#) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and TTO's which would be required to facilitate construction. **Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.**

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

N/A

25. 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).

N/A

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

Safety signage will be erected at the site boundary as follows:

- Legal PPE authorised access only signage.
- Demolition in progress, Please keep out.
- Apologies for any inconvenience caused from these works.
- Bi-weekly news letter detailing works complete/still to do.

Barriers will be erected for site boundary in the form of Heras fencing and hoarding.

26. 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/S

27. 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 at 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.

Traffic Marshall in place at all times to escort lorries on to/away from site.

NO VRU envisaged.

- 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.

N/A

 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](#))**.

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

Break out of concrete slab will be undertaken with 2hr breaks in the hours below. The method will be with a hydraulic breaker attachment, working from the edge of the slab.

-08:00 am – 10:00am

-12midday – 14:00pm

- 16:00pm – 18:00pm

This will take place Monday to Friday.

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

The most recent noise report was undertaken in July 2014.

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

Maximum anticipated noise levels for noisy works are 80DB at the boundary of the site. It is not envisaged the majority of works will be noisy, as the majority of work envisaged is dismantling.

31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](#) works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

Demolition will be undertaken using a rotating selector grab attachment on a 13T machine. The level of vibration will therefore be minimised by using small machinery, and a more steadfast approach to the dismantling procedure. The rotating grab/shears are utilised to carefully select/cut specific areas in a progressive method minimising noise and vibration. Temporary heras fencing will erected with monarflex sheeting to mitigate noise/disruption.

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

Toolbox talks to be held on site at start of works. Toolbox talks to be provided to client upon completion.

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

Water has been kept live to the site to allow GD to tap into the outgoing with 1.5inch flexi hosepipe. This will be utilised to spray down the works to keep all arising's damp and mitigate dust levels generated from dismantling practices.

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

Lorries will be escorted into the specific loading area, which will be made up of the existing concrete hard standing, this will be kept clean and swept at all times. Any vehicles leaving site that do pick up dirt or dust, will be sprayed down using the live water hose (already in use to spray down the works).

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

The nature, small scale and time frame of the works renders monitoring unnecessary. When undertaking the breaking out of the slab, hand held noise monitors will be utilised and results recorded to ensure noise levels are not exceeded.

36. 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.

A risk assessment for the demolition process has been undertaken. Please find attached.

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

It is confirmed that all measures have been considered for mitigation. Due to the size of the site, project and duration of works, the significance of potential dust impacts following appropriate best practice mitigation measures is considered to be negligible.

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

39. Please provide details about how rodents, including [rats](#), will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

Environmental investigation and clean to be undertaken by Veolia (By Camden Council) in advance of GD's arrival on site.

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

The survey was undertaken 24/02/16. ACM's discovered. Asbestos removal undertaken/completed 27/04/16 as confirmed to Camden Council via supply chain contractor.

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

- All operatives to be permitted smoking in the on site smoking area only.
- All operatives to be present for daily on site Tool Box Talks and training sessions regarding good courteous on site behaviour.
- All operatives to be inducted and introduced to the importance of neighbourly conduct prior to works commencing.
- A conduct management warning system to be put in place for the works, to enable the GD site manager to make decisions on staff adherence before removing operatives from site.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below.

The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions. **N/A**

From 1st September 2015

- (i) Major Development Sites** – NRMM used on the site of any major development will be required to meet Stage IIIA of EU Directive 97/68/EC
- (ii) Any development site within the Central Activity Zone** - NRMM used on any site within the Central Activity Zone will be required to meet Stage IIIB of EU Directive 97/68/EC

From 1st September 2020

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

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

a) Construction time period: (02/17 - 03/17)

Is the development within the CAZ? : N

b) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? : Y

c) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: Copies of all plant information for plant delivered to site will be copied and registered as required.

d) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection:
Confirmed.

e) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required:
Confirmed

• 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.

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately 3 months from completion.



Signed:

Date: 20/01/17

Print Name: George Stainton

Position: Project Manager

Please submit to: planningobligations@camden.gov.uk

End of form.

Project / Contract	Activity
Maitland Park	Demolition of TRA Hall, garages.

Assessment By:		
Name	G.Stainton	
Date	04 01 17	

Reviewed By:		
Name	P Flanagan	
Date	05 01 17	

Assessment No:
001/MP:GD/11081

Potential Hazards / Conditions to be Considered

No	HAZARD DESCRIPTION	IDENTIFIED AT RISK (People/ Property etc)	Initial Risk			CONTROL MEASURES	Residual Risk		
			L	S	R		L	S	R
1	Injury and damage due to live incoming services	Site Operatives and 3 rd party property	3	3	9	Ensure all services have been isolated and capped by others prior to works commencing.	1	1	1
2	Protection to 3 rd party, property and public	Residents, site operatives	2	2	4	Secure area of work with barriers / fencing, ensure no persons from other areas are able to gain entry to the working areas. Ensure loading area at is segregated off, ensuring no public/persons can gain entry. Ensure protection of areas required to be protected is carried out prior to starting works.	1	1	1
3	Noise and dust	Residents, site operatives	2	2	4	Dismantle items where possible. Use saws and mattocks on partitioning and try to break along original join to minimize dust and debris. Use machinery attachments to dismantle opposed to demolish. Ensure all areas are dampened down using on site water source. Provide TBT to all operatives on importance of minimizing dust/noise through effective employment of on site measures.	1	1	1
4	Manual Handling	Site Operatives	3	2	6	Dismantle in to small manageable pieces; load out using machinery wherever possible.	1	1	1
5	Materials falling from height	Site Operatives	3	3	9	Minimize working at height where possible. Use towers/temporary scaffolds appropriately to dismantle ceilings and any items likely to fall from height. Ensure all items with a risk of falling are dealt with appropriately and all operatives made	1	3	3

						aware of potential for risk.			
6	Demolition	Operatives and Third Parties	3	3	9	Physically excluded work area with appropriate demolition signage. PPE to be worn at all times. Trained personnel on site only. Toolbox talks. Competency scheme adherence. Site inductions.	1	2	2
7	Manual handling	Site Operatives	3	2	6	Manual handling assessments. Toolbox talks. Use of machinery where possible to avoid manual handling. Manual handling information handout	1	2	2
8	Slips and Trips	Operatives	3	2	6	Good house keeping, systematic clearance of arising's/debris	1	2	2

Risk Rating		Likelihood		
		3	2	1
Severity	3	9	6	3
	2	6	4	2
	1	3	2	1
4 or more = Unacceptable Risk				
Risk Rating = S x L = R				

Risk Rating	
Severity	
3	Major Injury/ Pollution/ Damage
2	Minor / Pollution/ Damage/ Loss
1	Injury / low Damage / Loss
Likelihood	
3	Likely
2	Possible
1	Never /Very Unlikely

Name of Person Given Risk Assessment Briefing			
Name		Date:	
Signature		Time:	

The above risk assessment has been briefed and fully understood.			
Name		Signature	
Name		Signature	
Name		Signature	
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The above risk assessment has been briefed and fully understood.			
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The above risk assessment has been briefed and fully understood.			
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Indicative Programme of Works

Line	Name	Duration	Start	Finish	2017											
					January				February				March			
					16	23	30		6	13	20	27	6			
					1	2	3		4	5	6	7	8			
1	Pre Start Activities	3w	16/1/2017	3/2/2017	1											
2	Pre Start activities	3w	16/1/2017	3/2/2017	2											
	Enabling works															
3	Enabling Works	1w	6/2/2017	10/2/2017				3								
4	Site set up & mobilisation	1w	6/2/2017	10/2/2017				4								
5	Erect temp fencing	1w	6/2/2017	10/2/2017				5								
6	Demolition Works	4w 1d	10/2/2017	10/3/2017					6							
7	Demolition of TTRA Hall & garages	4w	10/2/2017	9/3/2017					7							
8	Demobilise	1w	6/3/2017	10/3/2017								8				

Trades Contractor

 Pre Start Activities

 Enabling Works

 Demolition Works

Dwg No. 001

Revision No. 001

Notes: DRAFT

