Construction Management Plan

pro forma v2.1

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
23/06/16	A	Edward Vincent – Project Manager – Woodmace Ltd
22/07/16	B	Edward Vincent – Project Manager – Woodmace Ltd
24/07/16	C	Edward Vincent – Project Manager – Woodmace Ltd
26/07/16	C	Edward Vincent – Project Manager – Woodmace Ltd
06/01/17	D	Adam Ball – Site Manager – Shaylor Group - Edward Vincent – Project Manager – Woodmace Ltd

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.**"

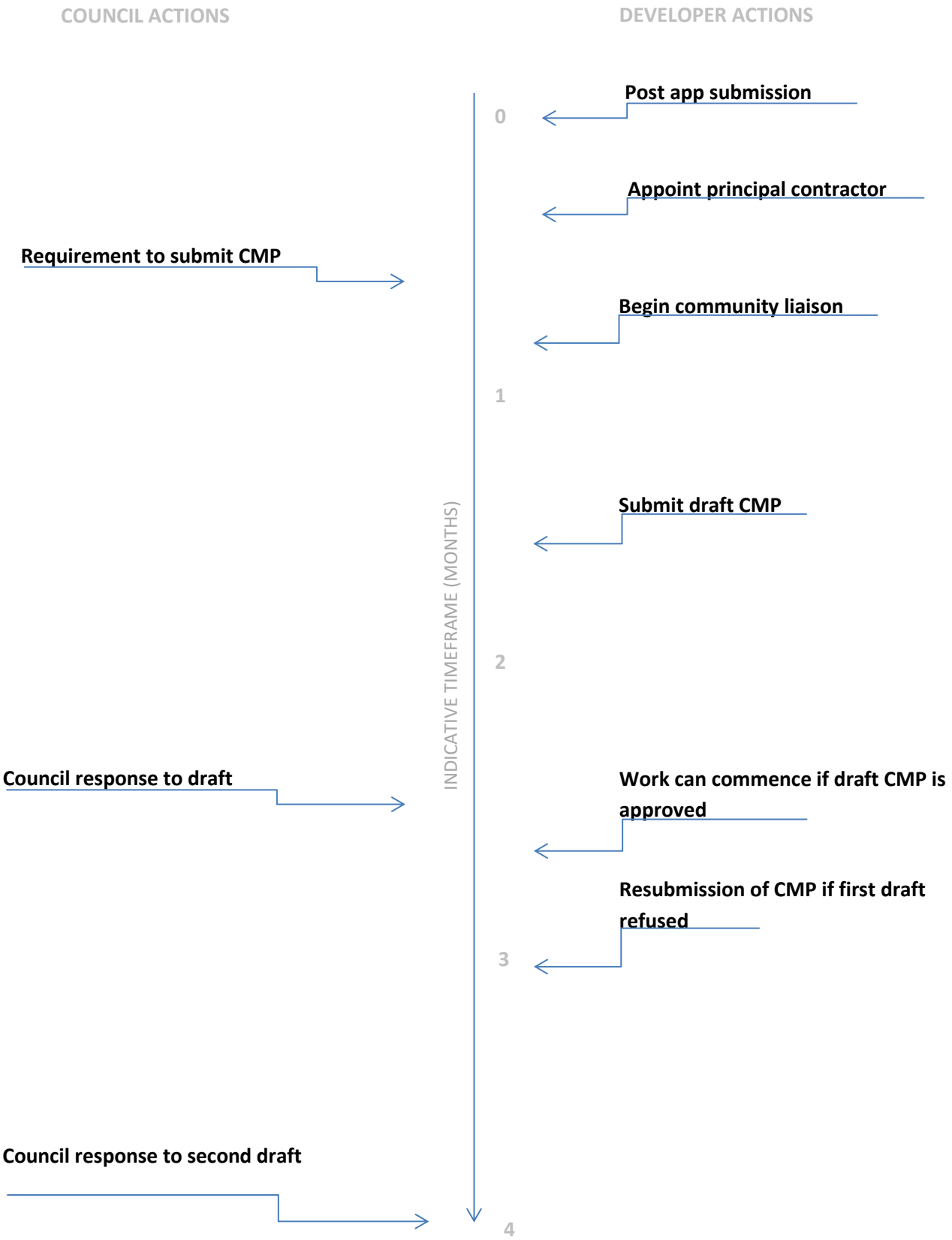
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically 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


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

Contact

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

Site Address: 79 Fitzjohns Avenue, Hampstead, NW3 6PA

Planning ref: 2014/7851/P

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

Name: Josh Eiles-Clarke – Operations

Address:
Woodmace Ltd
21-23 Willis Way Industrial Estate
Willis Way Industrial Estate
Poole
Dorset
BH15 3SS
Email:
joshuaec@woodmace.co.uk

Phone:
01202 667785

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: Edward Vincent – Project Manager

Address:
79 Fitzjohns Avenue
Hampstead
NW3 6PA

Email:
edwardv@woodmace.co.uk
Phone:
07922875488

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: Spencer Neal – Director - Keeble Brown – Media and Stake Holder Relations

Address:
25 Christopher Street, London, EC2A 2BS

Email:
spencer.neal@keeblebrown.com

Phone:
0207 843 3194

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: Josh Eiles-Clarke – Operations

Address:
Woodmace Ltd
21-23 Willis Way Industrial Estate
Willis Way Industrial Estate
Poole
Dorset
BH15 3SS

Email:
joshuaec@woodmace.co.uk

Phone:
01202 667785

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 site is 79 Fitzjohns Avenue, Hampstead, London NW3 6PA. The proposal is for the demolition and re-development of the existing unoccupied hostel "Arthur West House" followed by the construction of 19 apartments for older people. The demolition works have now been completed under the DMP and the re-development phase is ready to commence.

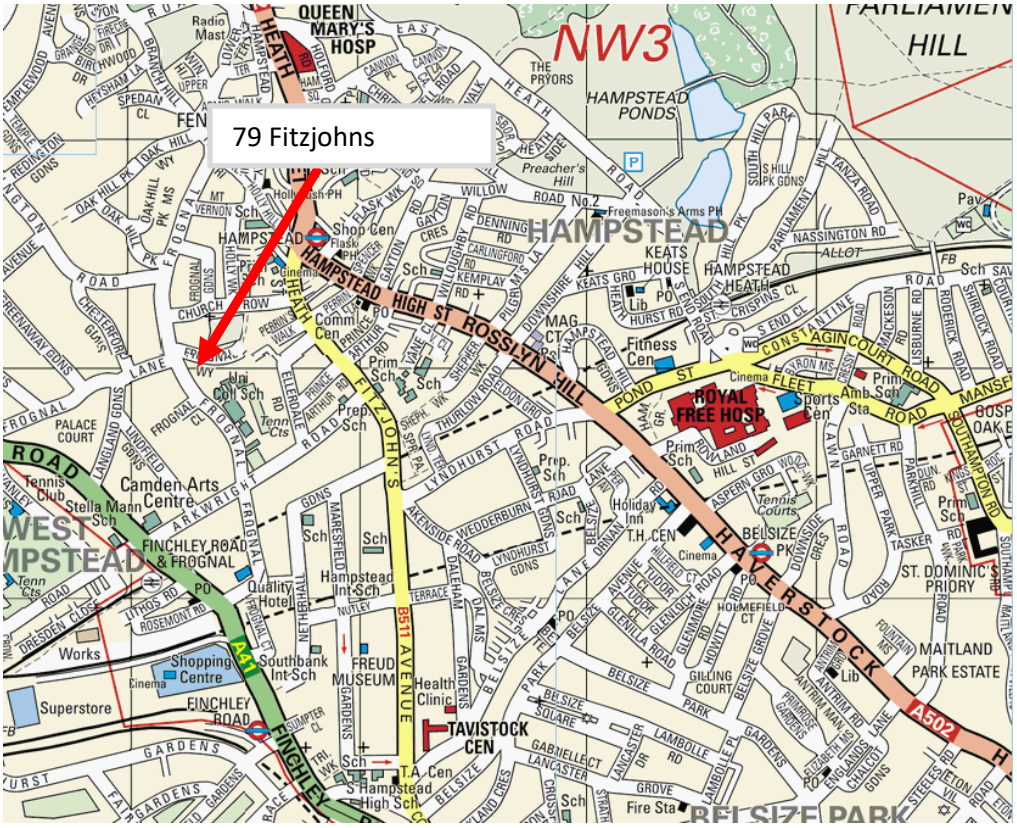


Figure 1- Location Map of Hampstead

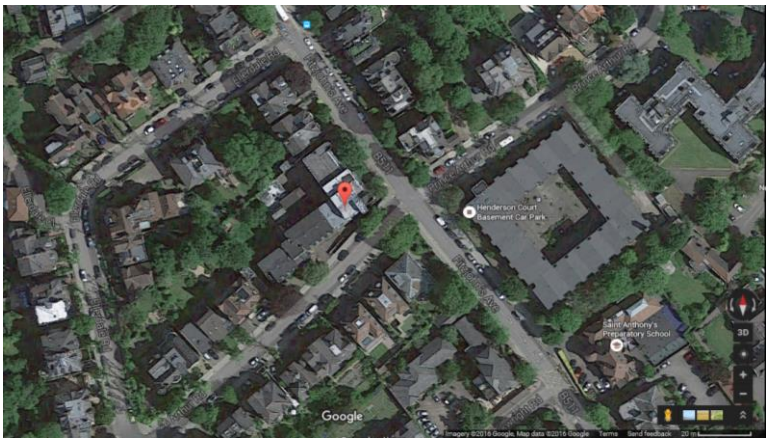


Figure 2 - Google Earth View of Site Location

6. Continued:

The site is located within the Borough of Camden on the corner of Prince Arthur Road and the B511 Fitzjohns Avenue, Hampstead NW3. It is approximately 3-4 minutes walk to the south of Hampstead Underground station and is within a conservation area.

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 proposal is for the demolition and redevelopment of the existing unoccupied hostel "Arthur West House" followed by the construction of 29 apartments for older people.

This CMP solely deals with the new construction works as the demolition work has been dealt with within the DMP and carried out by another contractor.

The new building is based on two independent, but interconnected, irregular shaped blocks. The taller is 5 storeys above ground level and the shorter is 4 storeys, both with 2 levels below (a lower ground floor and basement car park).

The development proposal is to deliver a community which supports a range of living accommodation and facilities for the care and well-being of older people including:

- A mix of two bed apartments.
- A health and well-being facility.
- Shared communal facilities, including a delicatessen restaurant, communal lounges, gym, treatment rooms, guest suite, and activity rooms.
- A communal garden
- Staff and concierge facilities
- A basement car storage facility for up to 29 cars.

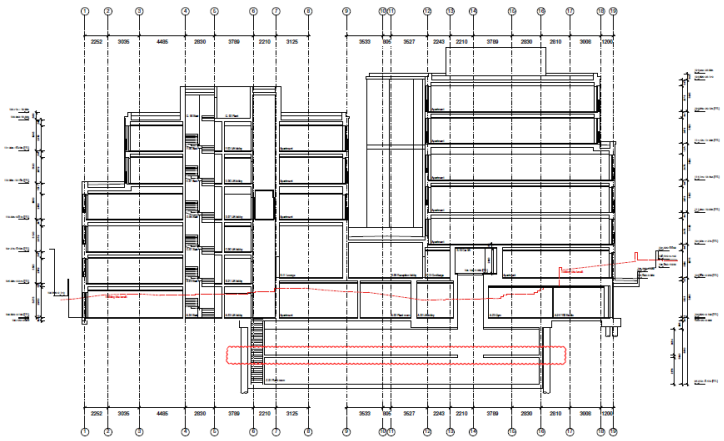


Figure 3 - Proposed Section of New Development

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.).

Figure 4 - Plan view of area detailing local residential properties

Figure 5 - View of properties directly opposite site on Prince Arthur Road

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.

Existing and proposed arrangements are appended to this document in Appendix A.

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).

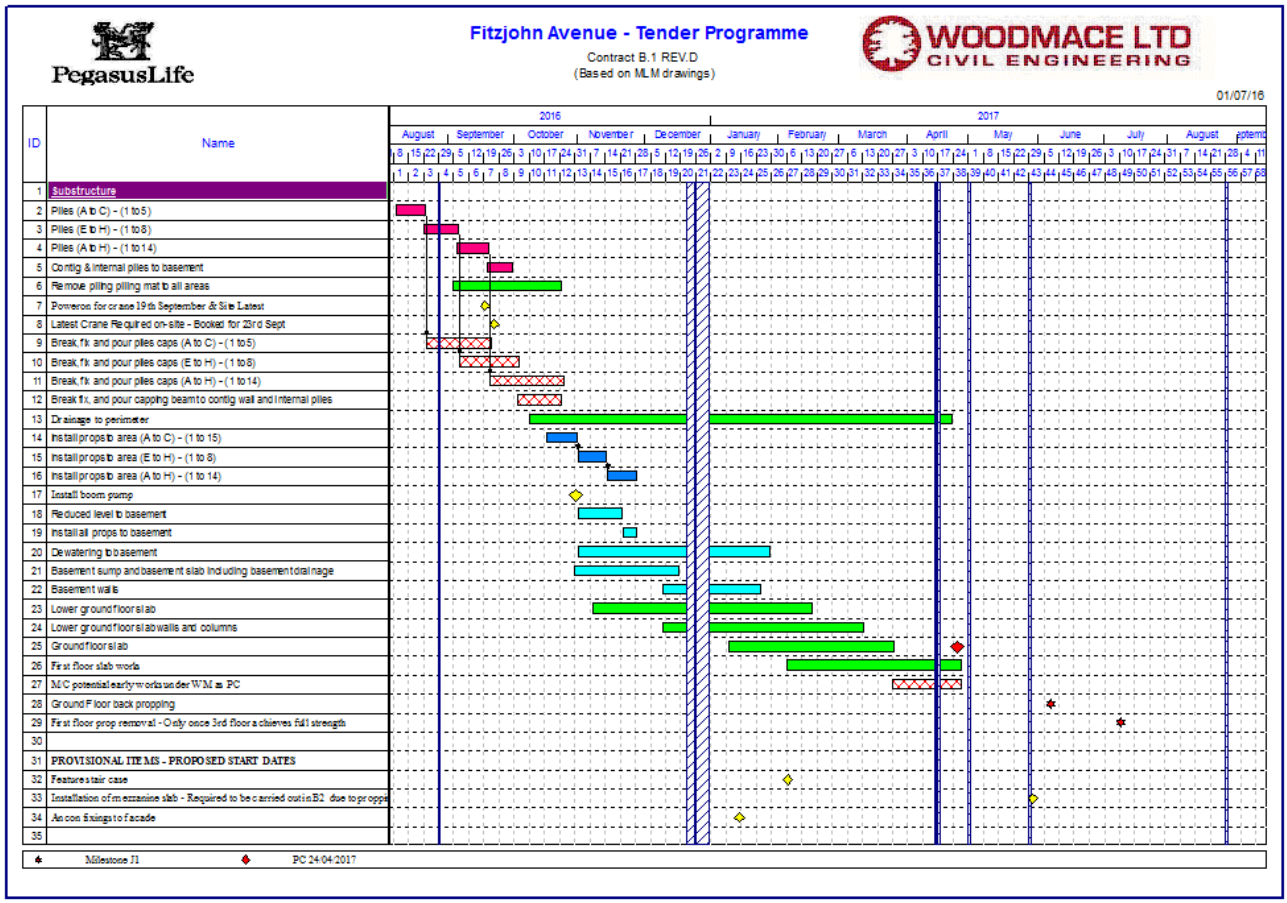


Figure 6 - B1 Proposed Programme

- Contract B1 start date: 08/08/16
- Contract B1 end date: 28/04/17
- Duration: 38 Weeks

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

General working hours are confirmed as 8.00am to 6pm on Monday to Friday.
8.00am to 1.00pm on Saturdays

The only exception to the above times may be if the local highways authorities insist that some large lifting operations (e.g. erection/dismantling tower crane utilising a mobile crane) shall be carried out under a full road closure on a Sunday.

Should this be the case, Woodmace will notify all relevant parties, including the neighbours, and will keep the disruption to a minimum.

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.

Initial discussions/applications have been made by the client's mechanical and electrical services consultant – Max Fordham.

Gas, electricity and water have been isolated and disconnected. A temporary construction phase electricity supply has been installed under the DMP.

Construction phase water supply is from a licensed stand pipe agreed with Thames Water.

The existing drainage connection on site to the main sewer in PAR is to be utilised and has received a S.106 notice of consent from Thames Water.

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.

Extensive discussions have been held with the neighbours in respect of the development as a whole. An initial CMP was submitted with the planning application. This CMP is a further development of the earlier version.

There will be regular consultation with local residents, businesses, local groups and councillors over vehicle routes, project programmes, parking suspensions, temporary traffic orders etc.

The Project Manager will regularly liaise with neighbours and provide updates on construction.

A community meeting was held in April 2016 when the demolition contractor left site and Woodmace took over the enabling works.

A community update took place on the 20/07/16 where the principal contents of the CMP were reviewed and the proposals were well received as improvements have been made following feedback at April 2016 meeting.

Community relations will be managed under the project Community Engagement Plan (CEP), this has been continually updated throughout the DMP. This document was compiled by our dedicated media and stakeholder relations team Keeble Brown. The CEP will continue to run throughout the next phase of the works. A copy of the current CEP is attached in the appendices.

So far, three community events have been held with the local community. All residents likely to be affected by the works and Ward Councillors were invited to these events.

Further to this a separate meeting was held with two of the three Ward Councillors.

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.

Pegasus Life, the client, has employed Keeble Brown, a media and stakeholder relations company, to liaise with the residents and other interested parties on a regular basis and to deal with any issues/concerns that arise.

Following part completion of the demolition works Woodmace took over as Principal Contractor completing the demolition phase. Woodmace have worked hard to establish good relations with the local community and to deal effectively with any issues or concerns that have been raised.

For the construction phase a Contractor Board with contact information will displayed prominently; with information on how to channel questions and complaints to a member of staff with authority to take action. This will ensure problems are rectified quickly.

The Contactor Board will include the following:

- Name of the main contractor, contact details and the person to whom correspondence should be addressed
- Name of the Project Manager
- Name of the Site Manager
- Names and numbers of staff who can take immediate action, including out an out of hours number.

Residents in the vicinity who may be affected by noise from these works shall be notified of the nature of the works, a contact name, telephone number, (including an out of hours number).

We shall ensure that a staffed telephone line is maintained at all times when site works are in progress to deal with enquires and complaints from the local community. The telephone number shall be publicised widely in the local community affected by the works.

Woodmace will liaise with Keeble Brown who help to produce a weekly newsletter for the local residents which includes:

- Progress on site
- Planned works on site
- Expected deliveries
- Working hours
- Saturday work
- Pictures of progress on site

The CEP provides details of the engagement activities with the local community and the process for dealing with resident's issues and concerns.

A weekly newsletter is circulated which addresses issues raised, provides updates from site and notifies them of upcoming works and any potential disruptions.

Three community events have been held with the local community. Please refer to the CEP in the appendices for more information.

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".

The site will be registered for the Considerate Contractors Scheme – this is being completed currently.

FORS and CLOCS standards will be adhered to.

Woodmace will also adhere to the "Guide for Contractors Working in Camden" also referred to as "Camden's Considerate Contractors Manual".

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.

The Project Manager will seek to make contact with all relevant Project Managers of other local construction sites to discuss anticipated vehicle movements, routing and timescales. Where possible, the Project Manager will co-ordinate deliveries and movements to minimise disruption to the local road network.

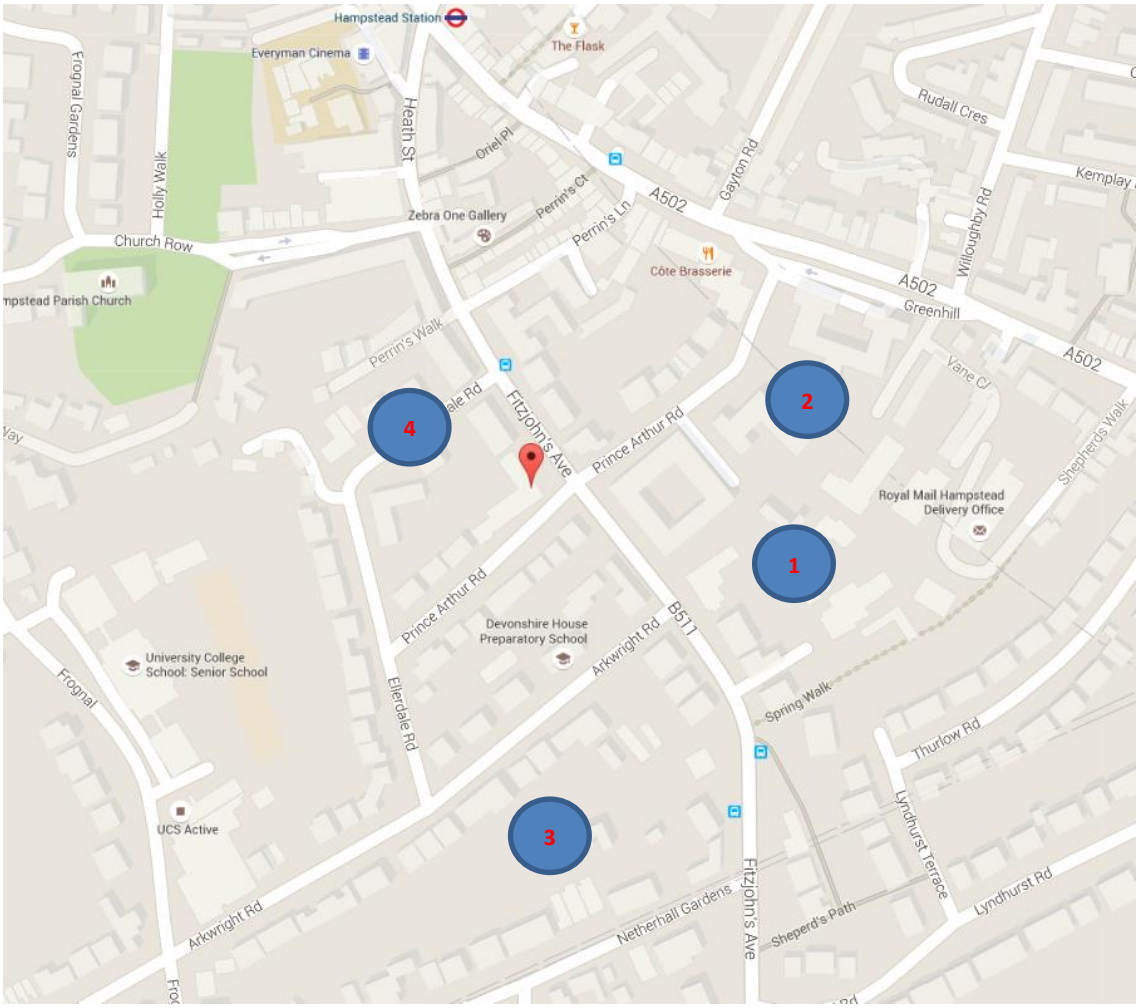


Figure 7 - Map of Neighbouring Sites

1) Henderson Court – Enabling works for construction of a residential property.
2) 6 Prince Arthur Road - Exterior painting and decorating refurbishment.
3) 9 Arkwright Road – Construction of 2 dwellings – internal fixture and fittings stage.
4) 1a Ellerdale Road – Proposed construction of basement.

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:

B1: Woodmace Ltd, 21-23 Willis Way, Willis Way Industrial Estate, Poole, Dorset, BH15 3SS

B2: Shaylor Group, 42 Brook Street, London, W1K 5DB (to follow)

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).

Via careful placement of sub-contract orders and the introduction of site rules that all contractors and sub-contractors operating large vehicles over 3.5 tonnes will meet all of the following conditions outlined in the CLOCS Standard:

Operations:

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

Vehicles:

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

Drivers:

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

We believe that if we apply our risk management principles with integrity, we are duty bound to address the risks to road users from our operations. We have adopted these standards across all construction operations at Woodmace.

The safety and wellbeing of the general public who live and work within the vicinity of the project will be of paramount importance to us during construction and our business systems are all tailored to ensure this.

18 continued.

Contract Monitoring / Procurement
It will be a contractual requirement (included in orders and all contracts) with suppliers that they are operating in accordance with the CLOCS standard vehicles, driver and operational requirements.

FORS Bronze accreditation will be a minimum contractual requirement for all vehicle sizes, excluding cars, whilst silver/ gold operators will be procured where possible (given silver/ gold accreditation is aligned to the CLOCS standard).

Compliance Monitoring
DESKTOP
A delivery booking system will be used which will require the entry of a FORS ID number in order for a delivery to be booked onto site. This will be validated against the FORS database of accredited operators. Where this isn't possible, checks of FORS ID numbers will form part of the site gate spot checks and will be carried out as per the risk scale advised in CLOCS Standard Managing Supplier Compliance guide.

Where suppliers are only FORS bronze accredited (not silver/ gold which is aligned to the CLOCS standard), then additional desktop checks will be made against the relevant FORS driver training database to validate compliance.

SITE-BASED
Site gate compliance spot checks will be carried out by site staff on vehicles and drivers servicing the site. This will be based on the risk scale according to that outlined in the CLOCS Standard Managing Supplier Compliance guide (page 24-25). Site staff will complete the compliance check form and non-conformance report template and this data will be input to a spreadsheet format to enable analysis of compliance rates. Compliance rates will be discussed at contract meetings.

Where the principal contractor's own vehicles and drivers are used the above approach will be modified, so that the client completes random spot checks of the principal contractors (rather than checking their own vehicles) to ensure compliance.

Collision reporting will be requested at least quarterly, from operators and acted upon when deemed necessary.

Enforcement
If non-compliance is identified from desktop or site-based checks, then an escalation procedure will be followed. This will be in line with the suggested CLOCS compliance monitoring process. If vehicle/ driver non-compliance is found at site gate checks, then a CLOCS checklist leaflet will be given to the driver. Repeated non-compliance will addressed in accordance with the levels set out in table 3.7 of the CLOCS Standard Managing Supplier Compliance guide and escalated accordingly. Vehicles will be turned away on the third occasion that non-compliance is found, if the supplier is not demonstrating efforts to rectify the situation.

We will aim to work with suppliers to educate and explain the CLOCS standard, so as to mitigate the need to undertake enforcement and improve road safety for vulnerable road users, to ensure our site is operating as safely as possible

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:

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.

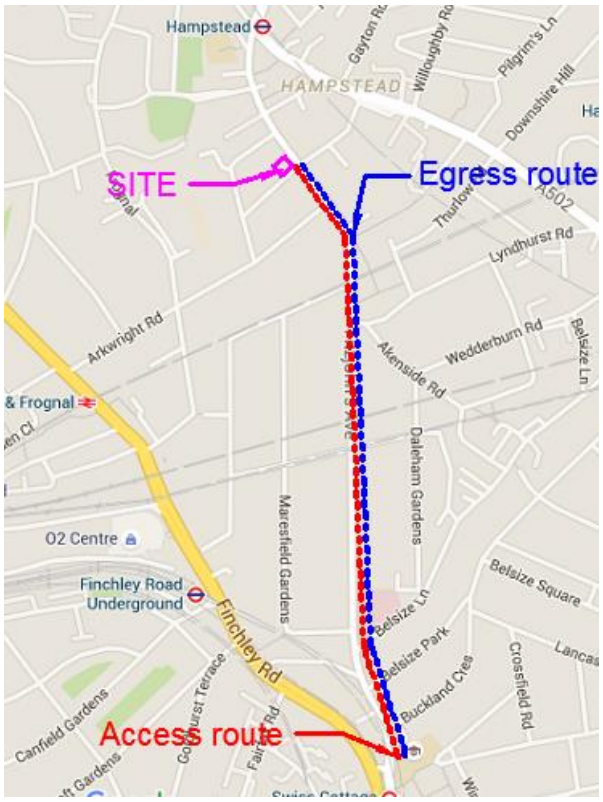
20. Traffic routing: *"Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless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

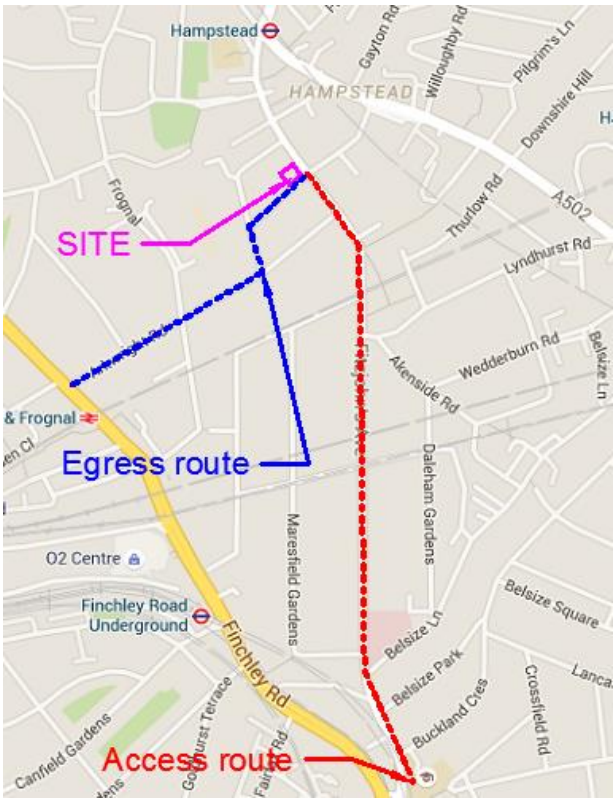
Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

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).

Phase 1 Bulk Excavation:



Phase 2 After Bulk Excavation:



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.

To meet the challenge of the site Woodmace will appoint a competent logistics team that has considerable skill and experience with site traffic management, plant and equipment movements, crane lifting requirements and material handling including storage. Traffic marshalls will safely bank lorries which are turning into the site. Warning signage will be displayed at all times.

The construction works will generate a considerable amount of construction traffic. To limit disruption caused to neighbouring property owners and occupiers all project personnel and suppliers will receive a copy of, and will be required to comply with, a project specific Traffic Management Plan (TMP).

- Absolute safety for all vehicular and pedestrian traffic.
- Maintain unrestricted access to local businesses and properties in the area.
- Minimise the impact of the construction process to the surrounding area.
- Maintain highway safety, particularly at unloading zones.
- Supervision at all times at street level during vehicle deliveries and unloading.
- Keep Fitzjohns Avenue and Prince Arthur Road clear at all times.
- Minimum requirements for the protection of cyclists.

The key to efficient material/plant deliveries will be the effective management and coordination/timing of significant deliveries.

Deliveries will be coordinated to prevent queuing of vehicles adversely affecting traffic flow in and around the site area.

A strict delivery procedure will be implemented to ensure Fitzjohns Avenue and Prince Arthur Road are not overrun with site and delivery vehicles. Our trained traffic marshals will ensure that traffic flow on both roads is maintained.

The requirement to observe delivery routes/restrictions will be included in all pre-contract interviews with our supply chain and this will also be emphasised in all orders placed.

All companies making deliveries to site will be issued with strict delivery instructions and a map showing the designated access and egress route.

A booking system will be in place to ensure that lorries entering and leaving site do so in a controlled manner so that no blockages/bottle necks occur.

Delivery routes will be marked with appropriate signage and cones will placed on suspended car parking bays to stop unauthorised vehicles parking and causing blockages.

Traffic marshalls will be in place on FJA/PAR road junction and at the site access gate to ensure lorries safely enter and exit the site and to ensure the safety of the public.

CCTV cameras installed for the DMP phase of the works will be maintained to monitor the junction of FJA/PAR and the site entrance.

A tower crane will be provided to facilitate easy and quick unloading of delivery vehicles. The crane will be up to 40m in radius, but the luffing jib will prevent over sailing of adjacent properties.

Materials will be stored within the boundaries of the site.

All subcontractors will be encouraged to use public transport.

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.

In general, the hours in which vehicles will arrive and depart will coincide with the site hours which are 8.00am to 6.00pm, we will endeavour to limit movements between 9.30am – 3.00pm on weekdays and between 8.00am to 1.00pm on Saturdays, however, in some instances this may not be possible when activities such as concrete pours and muck away are taking place. This will be closely monitored by our logistics team, two trained banksmen at PAR/FJA junction, two banksmen at site entrance and CCTV surveillance to ensure public safety and that there are no obstructions to the highway.

A range of types of delivery vehicle will be used to bring materials to and from site. These include:

- Skip lorries, these will include roll on/roll off skips for major site clearance works (approx. size 7.5m x 2.4m wide) and standard 8-12 yard skips for waste (approx. size 7m long and 2.4m wide).
- Ready mix concrete lorries (approx. size 8.25m long and 2.45m wide).
- Flatbed delivery vehicles for the delivery of various materials including steelwork, reinforcement, bricks/blocks, timber etc. (approx. size 8.5m long and 2.45m wide).
- Rigid lorries for delivery of precast concrete units and other components.

The projected vehicle movements vary during each phase of the works, during the piling and basement excavation phase there will be up to 50 lorry movements a day (25 construction vehicle arrivals and 25 construction vehicle departures, average of 5 per hour). The normal projected vehicular movements will be around 20 per day on average. Dwell time at site will range from 5 minutes to 2 hours.

All lorries will be booked into a delivery schedule to control the deliveries by staggering the arrivals and departures and minimising disruption to the local community.

Lorries will phone 20 minutes prior to arriving on site to ensure that no bottle necks have/will occur. If there are delays on the local road infrastructure then by updating the site logistics team prior to arriving changes can be made to the delivery schedule and lorries held back at the tip. All lorries will utilise the Traffic Marshalling Area than will enable the safe ingress and egress of the lorries from and onto the public highway. There will be two trained traffic marshals at the top of Fitzjohns Avenue/Prince Arthur Road junction to ensure the safe ingress and egress of the lorries off the road into the marshalling area. Additionally at the site entrance there will be a be a further two traffic marshals overseeing the safe manoeuvring of vehicles in and out of the site entrance back onto the public highway.

A TTO will be in place to facilitate the traffic marshalling zone outside the site on PAR. This will enable three lorries to queue without affecting the traffic flow along PAR there will also be additional space on site to hold lorries.

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

No projects on defined delivery access and egress routes. Sites nearby include:

- Henderson Court – Enabling works for construction of a residential property
- 6 Prince Arthur Road - Exterior painting and decorating refurbishment
- 9 Arkwright Road – Construction of 2 dwellings – internal fixture and fittings stage.

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.

A strict delivery procedure will be implemented. This will include:

- Logistics team.
- Booking-in system for all vehicles prior to arrival.
- Supervision at street level during vehicle deliveries and unloading.
- Dedicated gatemen overseeing deliveries entering site.
- Daily site briefings of deliveries.
- Dedicated unloading and lay down areas.

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.

The largest volume of lorry movements will be during the bulk excavation phase. Woodmace have built good relations with a local haulier and has a stringent plan to manage the volume of deliveries over this period.

TTOs will be in place on three of parking bays on Prince Arthur Road enabling an unloading/loading zone to be created which will be large enough to house 3 tipper lorries if required.

Close contact will be kept with the haulier's operations management team to ensure the flow of lorries from the site to the waste plant and back to site is regulated and bottle necks do not occur. This will eliminate the requirement of off-site holding areas.

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).

We will strive to procure local contractors and suppliers for the project, therefore minimising transport costs and impact on the local environment.

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

All vehicle routes will be agreed with the Council prior to the beginning of the construction works. It is proposed that there will be two separate traffic routes used to access 79 Fitzjohns Avenue during the construction phase. This is to limit the disruption to the public and local residents around the site.

It will be managed in two phases; Phase 1 (08/08/16 – 14/11/16) during the bulk excavation work when there will still be vehicular access into the site the following route will be utilised:

Access: A41 – Fitzjohns Avenue – Left PAR – Right into Site

Egress: Left out of site onto Prince Arthur Road – Right onto Fitzjohns Avenue – A41

Phase 2: (14/11/16 – 24/04/17) Once the majority of the bulk excavation work is complete and there will be no vehicular access onto the site the following routes will be adopted as they are considered most appropriate:

Access: A41 – Fitzjohns Avenue – Left PAR – Right into Site

Egress: Site – Right PAR – Ellerdale – Arkwright Road – A41

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

Woodmace will have a logistics team to manage delivery traffic and minimise congestion.

The day to day management of all deliveries will be the responsibility of the logistics manager. Deliveries will be booked in using a delivery schedule so as to prevent lorry congestion to the road network that surrounds the site. Should a lorry/vehicle that has not been booked in turn up it will be turned away.

The footpath highlighted on the drawing in Appendix A will be closed and be converted into a temporary vehicle offloading bay. This will maintain single file vehicle access along Prince Arthur Road and prevent any access congestion outside the neighbouring properties.

Proposed off-loading zone here
Comprising:

- Temporary closure of parking bays.
- Lane closure.
- Temporary closed footpath zone with dropped kerbs and lower footpath with reinforced concrete off-loading slab to ensure vehicles can be off loaded safely.
- Hoarding around area.

Figure 8 - Prince Arthur Road

All deliveries shall be made from Prince Arthur Road.

Key vehicle off-load locations shall be on the development side of Prince Arthur Road.

Due to the busy nature of Fitzjohns Avenue, the vehicular route will need to be heavily regulated and controlled throughout the build process.

In order to reduce traffic movements, we shall call off full loads whenever possible and only accept part loads when essential.

We shall also inform potential subcontractors that parking is very restricted in the local area and that residents parking bays are not to be used.

Access and egress will be managed with:

2 x trained traffic marshals operating on Fitzjohns Avenue/Prince Arthur Road Junction

2 x trained traffic marshals operating at the site entrance

All marshals have undergone specific training and will be equipped with the appropriate PPE, CB radios and signage etc.

CCTV has been set up to monitoring the FJA/PAR junction and the site entrance gate.

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 C for swept path drawings of vehicles entering and leaving site.

The separate path analysis shows that it is possible for the traffic to be accommodated. Following community engagement it was clear that residents wanted to minimise the number of suspended parking bays. The situation in the tightest areas will be monitored closely to identify if further parking bay suspensions come necessary to improve the flow of traffic.

There are resources on site for supplying an additional two banksmen to PAR/Ellerdale Road junction as required when the delivery route changes.

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.

The entire site has been stoned up to enable safe movement of deliveries to and from site, this helps to reduce the wheels coming into contact with mud etc.

A temporary concrete loading platform will be installed at the site entrance gate to minimise wheels having to drive off a clean surface and reduce the requirement for wheel washing.

At the site entrance there will be wheel washing facilities which includes two pressure washers. Using pressure washers reduces the volume of water required to clean the vehicles before they leave site. The water run – off will be diverted into surface water drain on site as required.

Muck away lorries will be required to be fully sheeted to minimise the risk of any mud over-spilling onto the highway.

We will consider spaying a fine spray to supress dust on the following:

- Unpaved areas that are subject to traffic or wind
- Sand, spoil and aggregate stock piles
- During loading/unloading of dust generating materials.

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.

The proposed arrangement drawing is shown in Appendix A.

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.

Under the current CMP the following car parking spaces have been suspended:

CUS0654957 & CUS0654979:

- The 4 parking spaces opposite number 1 up to FJA junction.
- The single space outside the Dutch House
- The single space outside No 1 PAR.

For the CMP a TTO is required for:

- The 4 parking spaces opposite number 1 up to FJA junction.
- The single space outside the Dutch House
- The single space outside No 1 PAR.

Figure 9 - TTO Locations

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).

Please refer to Appendix A, which highlights requirement for Building Licence to adapt footpath.

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

Examples of the signage that will be in place include:

- Warning signs for construction site.
- Caution site entrance signs.
- Delivery route signs highlighting access and egress to and from site.
- Footpath diversion closure and diversion signs.
- Barriers cordoning off suspended bays to allow flow of traffic around site entrance.
- Fencing for unloading/drop of zones.

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).

Please refer to drawing in Appendix A.

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.

Safety of the Public
The area surrounding the site is predominately residential with retail in close proximity in the local Hampstead CBD. Fitzjohns Avenue is the main pedestrian route which leads to Hampstead town centre.

Pedestrians walking onto Prince Arthur Road will be encouraged to walk on the opposite south footpath, managed by Woodmace's traffic marshals and the use of safety signage and temporary barriers (when appropriate).

The safety of pedestrians is to be protected at all times by effectively managing these pedestrian routes. This will be achieved be segregating and diverting pedestrians away from construction activities by installing barriers between the site and the roadway, closure of the footpath on Prince Arthur Road and the pedestrian walkway at the north of the site.

Access, Gates and Fencing
Our access proposals are identified on our attached site layout/sequence drawings, these include vehicular access gates in the location indicated. Material deliveries and site working hours will be in accordance with the details submitted in the CMP.

In order to provide and retain a secure site a solid timber hoarding/plywood hoarding is located around the entire perimeter of the site, with lockable pedestrian access gates and main entrance gates.

Site personnel will be inducted in our site offices, operatives/visitors that have successfully been through our induction process will be registered and move into the welfare/office area where, once suitably attired, may access the main site.

Our designated security operative/gateman will also ensure that only authorised vehicles access the site, and on completion of their business the entrance gates will be closed pending the next delivery.

This set up described, prevents unauthorised entrance onto site yet ensures that members of the public, first time visitors, or new starters on site have safe access to our site management team at all times.

All vehicle wheels/chassis will be cleaned down by a hosing facility near to the main entrance to ensure that surplus soil etc is removed and not transferred onto the highway.

Woodmace will be adhering to CLOCS, which sets out minimum conditions for the physical management of the project and standards which we expect our suppliers to achieve when delivering to this project.

The aim of the CLOCS is to reduce the risk to vulnerable road users, such as cyclists, the blind, deaf, or any vulnerable group of people who are at increased risk from road transport attending construction projects.

The CLOCS standard achieves this through vehicle safeguards, effective planning, management of vehicle movements and driver training.

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.

See attached logistics plan.

A tower crane will be installed on site, there will be a radius limiter installed so it does not over sail neighbouring properties.

All hoarding has been installed under the DMP and is in accordance with the London Borough of Camden's "Guide for Contractors Working in Camden".

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.

Our main control is through restricting the hours that noisy work is carried out from 08.00 until 18.00 Monday to Friday and 08.00 until 13.00 on Saturdays. No noisy works should be carried out on Sundays and Bank holidays.

Throughout the DMP we have voluntarily adhered to a Section 60 for the breaking out of concrete to help minimise the disruption to local residents.

Woodmace will do everything reasonably possible (using best practice means) to ensure noise from works within these hours is also kept to a minimum. This includes using well maintained and silenced plant and equipment including compressors, generators and power tools.

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.

Max Fordham conducted a noise survey at the site prior to the DMP on Wednesday 13 August 2014 between 10am and noon. Noise levels were measured at two locations: on Fitzjohns Avenue (1) and on Prince Arthur Road (2).

A 48-hour measurement was made between Monday 22 and Wednesday 24 September 2014. The microphone was positioned on the roof of the existing building overlooking Fitzjohns Avenue (3).

Noise monitoring has been installed on site during the DMP phase of the works and is ongoing. The locations are detailed in Figure 12. All readings are recorded.

Figure 10 - Noise Survey Map

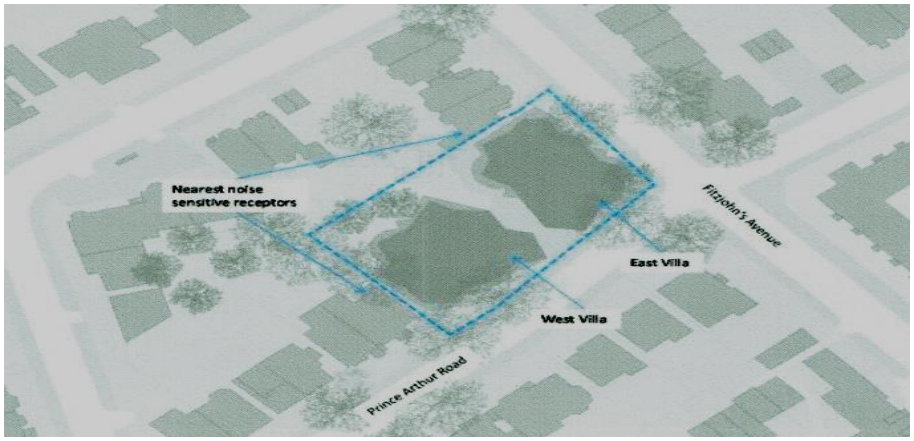


Figure 11 - Map Highlight Noise Receptors

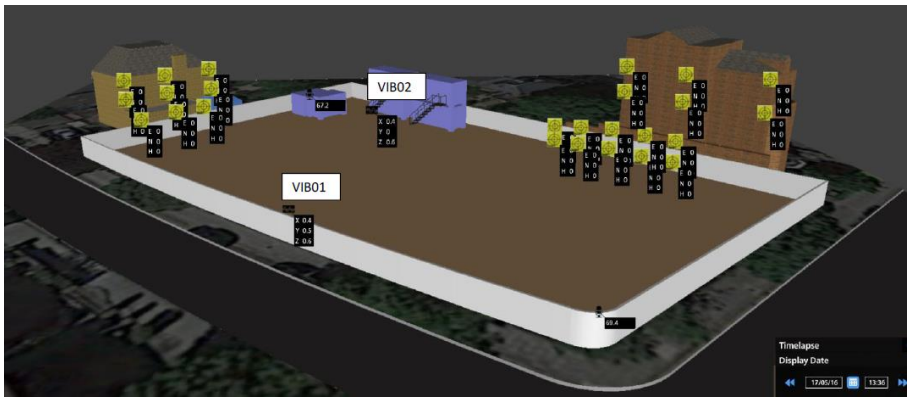


Figure 12 - Location of Noise Monitors on Site

Background noise readings have been taken on all corners at both ground and roof level. The readings range from 62dB to 73dB. It would be fair to assume the average background noise reading for all the elevations will vary between 60dB to 75dB which is average for this part of London. These were undertaken between 8.30am and 10am.

A copy of the noise survey will be provided.

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

Woodmace will try to ensure noise and vibration levels are kept within Camden Council's best practice tolerances. On the few occasions when this may not be achievable the work will be closely controlled and the duration will be kept to a minimum.

The demolition and enabling works of this project have been carried out under the DMP which was agreed with Camden Council. This addressed the major structure borne noise of breaking out of the concrete obstructions etc.

Vibration: approximately maximum 1.5mm/s

Examples of Noise as follows:

Plant all 2007 or newer	Sound Power Level	Location	Estimated dB at Hoarding
35T Excavator	94dB	Working level	67.0dB
20T Excavator	94 dB	Working level	67.0dB
10T Dumper	93 dB	Working level	66.9dB
70T Piling Rig	85dB	Working level	58.9dB
8 Wheeler Lorries	92 dB	Working level/Road	65.9dB
2 Tool Compressor	98 dB	Working level	61.9dB
Super Silenced Generator	88 dB	Working level	51.0dB

Sound output level – (20log x distance to boundary from activity, average at 20metres)

Note around two tool compressor and generator acoustic quilt installed - further 10dB reduction).

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.

Woodmace will do everything reasonably possible to ensure noise from works within these hours is also kept to a minimum. This includes using well-maintained and silenced plant and equipment including compressors, generators and power tools.

During the removal and breaking out of structures a voluntary Section 60 will be in place with breaking being carried out 2 hours on 2 hours off throughout the day.

Obstructions that are encountered in the ground will be dug out and broken out of the ground and away from the site boundaries to reduce the amount of vibrations running through the ground.

Where possible, techniques such as drilling and bursting and the use of a hydraulic cracker will be adopted to reduce the amount of hydraulic breaking required.

Woodmace propose to undertake construction methods in order to reduce, noise and vibration by utilising various methods such as:

- Removal of concrete:
    - Pulverising attachments
    - Drilling and bursting
    - Diamond cutting

In lieu of hydraulic breaking

- Piling
    - Continuous flight auger

In lieu of pile driving and vibration installation sheet piles

In order to reduce the noise and vibration the following control measures will be adopted and the effectiveness monitored with real time monitors:

Noise Management:

- Noise levels have been recorded prior to commencement and average level found. Ongoing noise monitoring will be marinated throughout the project as detailed in this CMP.
- Noise monitors have been set up on the site perimeter and close to the centre of the site, these locations are monitored 24/7 and recorded to a central system if trigger levels are reached then the site management team are notified immediately. Spot checks will made with mobile noise monitors near specific activities to ensure noisy activities are well controlled.
- These monitors will gauge effectives of control measures if measures in places are not effective and trigger levels are reached, then revised methods will be adopted.
- The target noise level for noisy operations on site is 75dB over the 2 hour noisy period. All efforts via best proactive means will be made to try and reduce this value even more.
- All plant will meet the European stage 111B criteria and be now older than 2007. All serial numbers and manufacturers' data will be held on site.
- Use of fully serviced plant with fully operational exhaust systems
- Ensuring all plant covers are kept closed at all times
- All plant not in use will be switched off and not left idling

- All plant not in use will be switched off and not left idling
- All generators will be super silenced
- No noisy works during 'anti social' hours or hours determined by the contract or in liaison with local businesses and residential communities.
- Playing of radios on site will be strictly forbidden
- The sounding of vehicle horns will be forbidden in less there is an emergency
- Vehicles in loading zone will be switched off where possible to eliminate idling noise
- Where possible all site plant will be effectively silenced and located in areas of the site so that to cause minimum amount of noise migration to areas beyond the site boundary
- Maximum nose generation levels will be determined for each major item of plant from such information as supplied by the manufactures or company noise records. This will enable the potential level of noise generation to be anticipated.
- All plant deliveries and collections will be coordinated to ensure the noise impact from all such vehicle movements on the community is kept to a minimum.
- Where reasonably practical acoustic blankets will be installed around noise emitting works.
- RAMS undertaken prior to any activity to ensure measures being used if required to reduce noise levels.

Vibration Management:

- Real time monitors installed on site recording 24/7
- Trigger set to notify management team if vibration exceeds set level
- All lorries to be loaded by trained operators with debris placed into the lorry and not dropped in
- No materials will be allowed to fall from height which may result in the generation of vibration
- Construction methods specially chosen to mitigate vibration such as CFA piling.

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

To be provided ahead of commencement, when Woodmace are contracted to design and build the project but all management staff will be trained in BS 5228:2009 prior to commencement.

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

Dealing with dust will be carried out in the following manner:

1. Prevention
2. Suppression
3. Containment

Dust monitors are installed on site and will continually monitor dust levels and be reviewed on a regular basis.

The following measures will be utilised to mitigate dust nuisance arising:

- RC frame will be constructed using ready mixed concrete to prevent dust from on-site mixing activities.
- Spaying a fine spray to supress dust on the following:
    - Unpaved areas that are subject to traffic or wind.
    - Sand, spoil and aggregate stock piles.
    - During loading/unloading of dust generating materials.
- Ensuring lorries are fully sheeted to prevent debris getting airborne
- Wet cutting concrete etc
- Dust extraction for wood cutting etc

In addition to those standards required for the CCS we will ensure all relevant Statutory conditions and Codes of Practice will be implemented in connection with the control of dust, noise, vibration as well as the control and discharge of water from site.

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.

The entire site has been stoned up to enable safe movement of deliveries to and from site, this helps to reduce the wheels coming in contact with mud etc.

A temporary concrete loading platform will be installed at the site entrance gate to minimise wheels having to drive off a clean surface and reduce the requirement for wheel washing.

At the site entrance there will be wheel washing facilities which includes two pressure washers. Using pressure washers reduces the volume of water required to clean the vehicles before they leave site. The water run – off will be diverted into surface water drain on site as required.

Muck away lorries will be required to be fully sheeted to minimise the risk of any mud over-spilling onto the highway.

A provision has been made for cleaning of the road if required by an approved road sweeper.

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

A specialist contractor has been appointed to carry out all the environmental monitoring. Please refer to the appendices to see detailed specification of monitoring and equipment.

Q. Who will do the spot checks?
A. Getec

Q. How often will they make them? ('regular' is insufficient detail)
A. Noise, dust and vibration monitoring will be in place 24/7 and data recorded onto a central system and available all the time for the construction management team. Spot noise checks will be carried out by the site manager with a mobile noise meter.

Q. What equipment will they use?
A. Please refer to appendices to see detail specification of equipment in operation on site.

Q. For noise, what time period will they measure for?
A. Noise will be measured 24/7, trigger levels will be set up above the base line readings and alerts will be received.

Q. For noise, how will they select the time of day at which spot checks will be made?
A. Noise monitors have been set up on the site perimeter and close to the centre of the site, these locations are monitored 24/7 and recorded to a central system if trigger levels are reached then the site management team are notified immediately. Spot checks will made with mobile noise monitors near specific activities to ensure noisy activities are well controlled.

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.

Completed at planning stage

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.

Confirmed.

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.

Confirmed.

2 real time dust monitors are set up on site.

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).

Demolition/enabling works shall be completed once the site is occupied for construction works.

At all times the site shall be kept free, so far as reasonably practicable, from rats and mice by regular rubbish and waste clearance, sealing of redundant drains with permanent concrete plugs or temporary drain bungs.

All food waste generated by site operatives will be placed into sealed bins.

Site management will carry out regular checks for rodents and if any are located pest control specialists will be appointed immediately.

Under the DMP Squibb Group prior to demolition laid bate stations for a minimum period of 28 days and inspected the stations twice weekly and topped up any takes. The site is currently seen as low risk, but this process will be repeated.

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

Confirmed – please refer to the DMP.

All asbestos and existing structures have been removed from site prior to construction phase commencing.

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.

A designated smoking area will be provided for operatives on site. This is within the site compound area and away from potentially sensitive areas that could affect neighbours.

Site rules will be enforced to ensure that smoking takes place in the designated area. Bad language and shouting will not be tolerated.

Regular tool box talks will be held with operatives on site to reinforce the importance of this throughout the construction phase.

The site management will adopt a yellow card 'warning' and a red card 'removal' from site management system for all operatives and staff.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions.

From 1st September 2015

(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 (08/16 - 04/17):
b) Is the development within the CAZ? (Y/N): No
c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Y
d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: Currently being completed – 79 Fitzjohns Aveune.
e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: Confirmed
f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, 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: 04/07/16

Print Name: Edward Vincent on behalf of Woodmace Ltd

Position: Project Manager

Please submit to: planningobligations@camden.gov.uk

End of form.

Appendix A: Construction Arrangement.

Appendix B: Contract B1 Programme.

Appendix C1: Swept Path Analysis – In and out of site entrance.

Appendix C2: Swept Path Analysis – Car passing.

Appendix C3.1: Swept Path Analysis - Wider Network.

Appendix C4: Swept Path Analysis – Access ad Egress to Loading Zone.

Appendix C5: Planned Footpath Diversion.

Appendix C6: Building Licence Section Details

Appendix C7: Community Engagement Plan.

Appendix C8: Getec – Monitoring Specification

79, Fitzjohns Avenue – CMP Addendum for Welfare Gantry

Footpath Closure for gantry installation/Dismantle

1. Footpath will be closed using pedestrian barriers and appropriate direction and waring signage installed to warn the public of ongoing works to the highway.
2. A traffic marshal with be deployed during working hours to assist in safe pedestrian movement/crossing during peak traffic times and also ensure adequate segregation is in place during the loading and moving of materials for the gantry.
3. The footpath will be re-opened after the end of each working day and all works made safe. Warning signage will remain in place.
4. All material off loads or scaffold wagons that are required for the gantry will be located within the loading bay on Price Arthur Road. (Currently under section 50 notice) see figure 4
5. Duration of Footpath Closure during working hours will be 7 days. February 13th – 20th 2017.
6. Installation of cabin to the Gantry will be via the site tower crane over Saturday/Sunday between 8am-1pm, or two Saturdays in concession.
7. Removal of the cabins will be via a large hi-ab which will need to be placed along side the gantry on Fitzjohns Avenue. The relevant section 50 notice/road closure application will be applied for in due course. All works where a temporary or partial closure is required for Fitzjohns Avenue will be carried out over the weekend, early evening so that there will be minimal disruption and impact as possible.

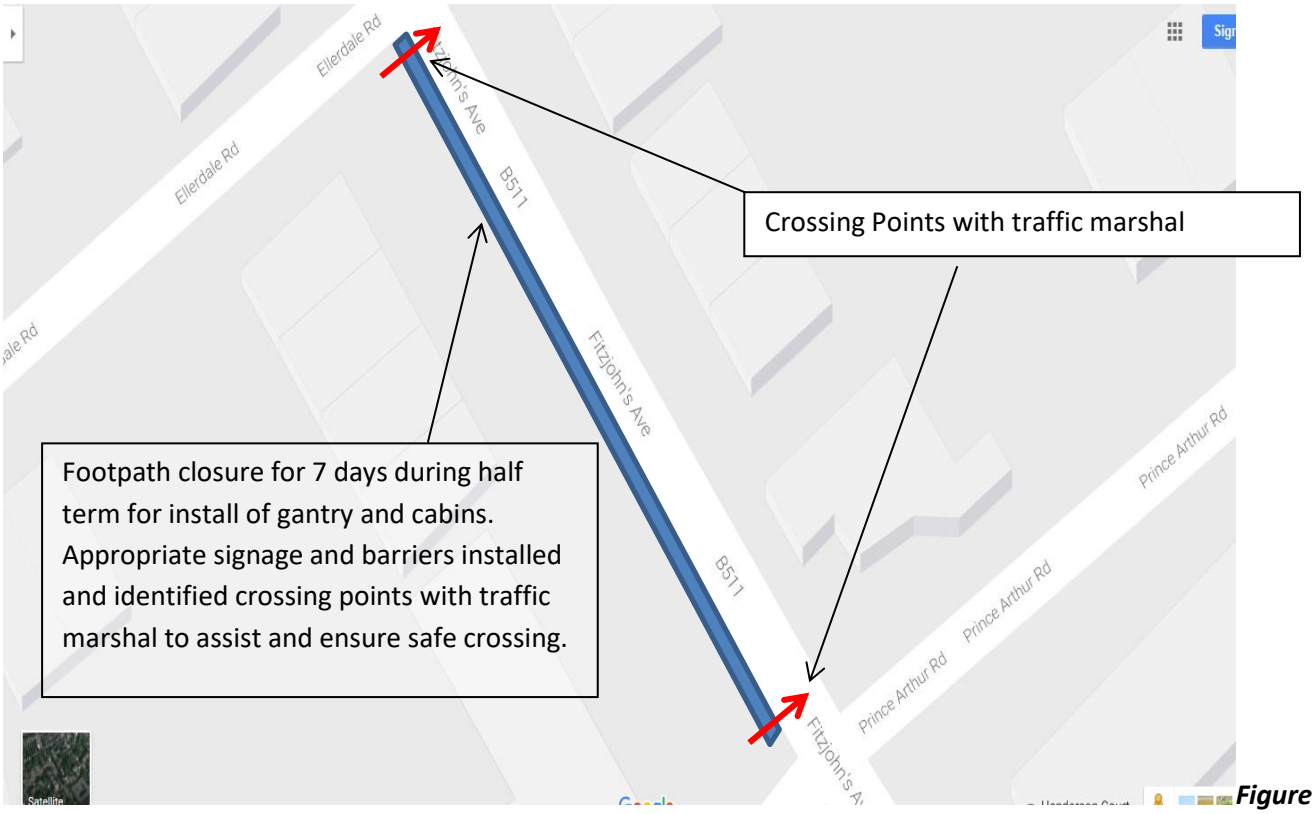


Figure 1 – plan view of FJA showing closing zone and crossing points

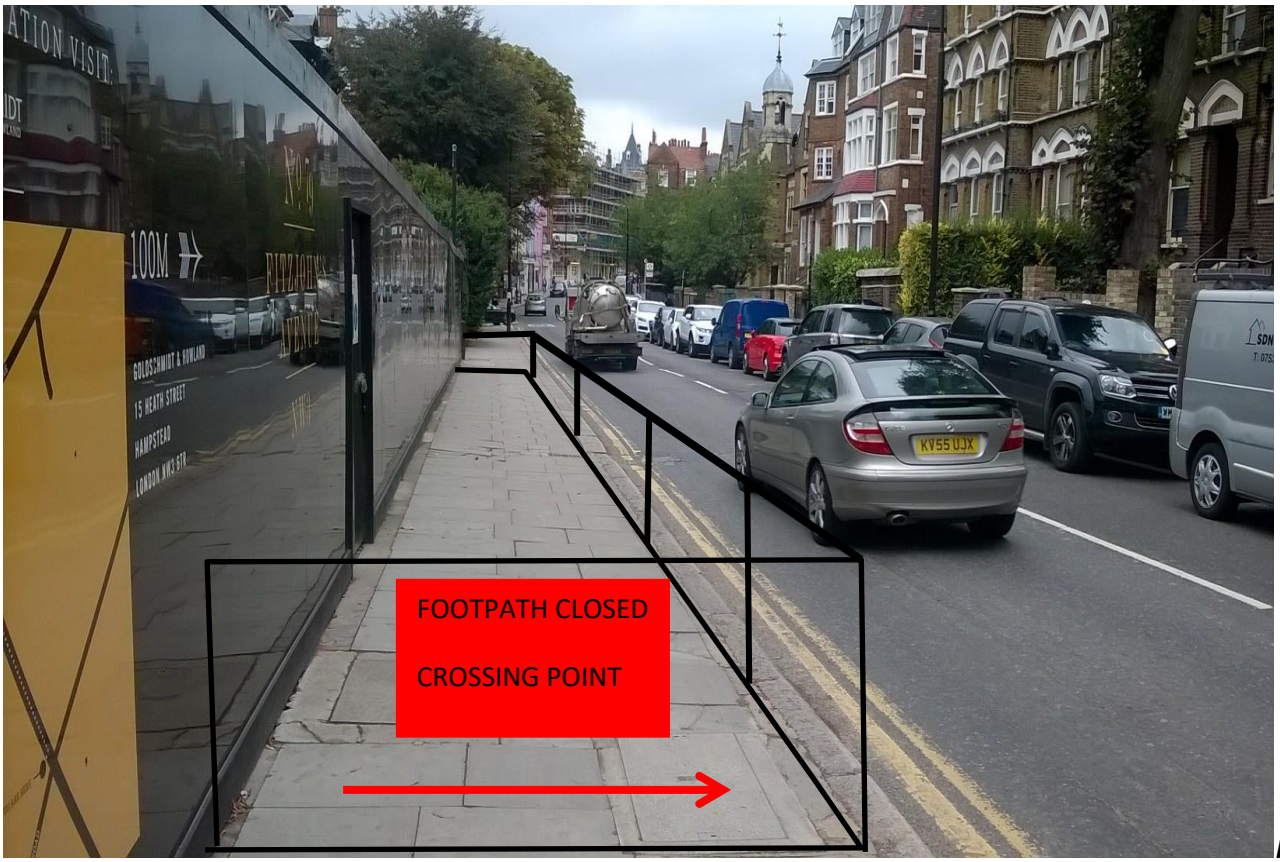


Figure 2 – section view of pavement

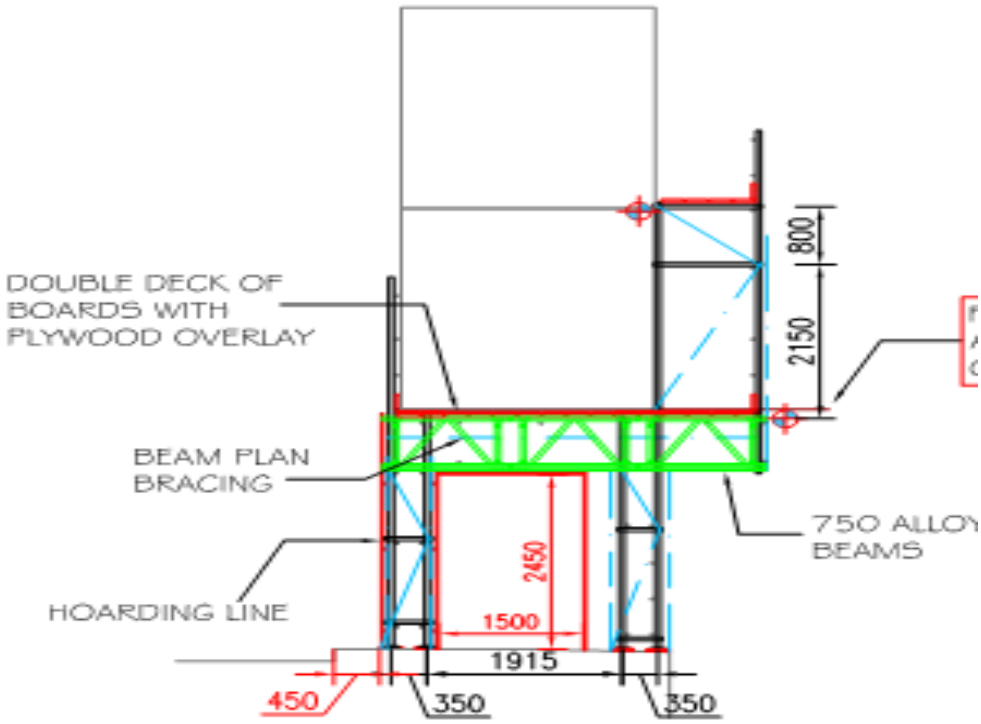


Figure 3 – Gantry design to be installed

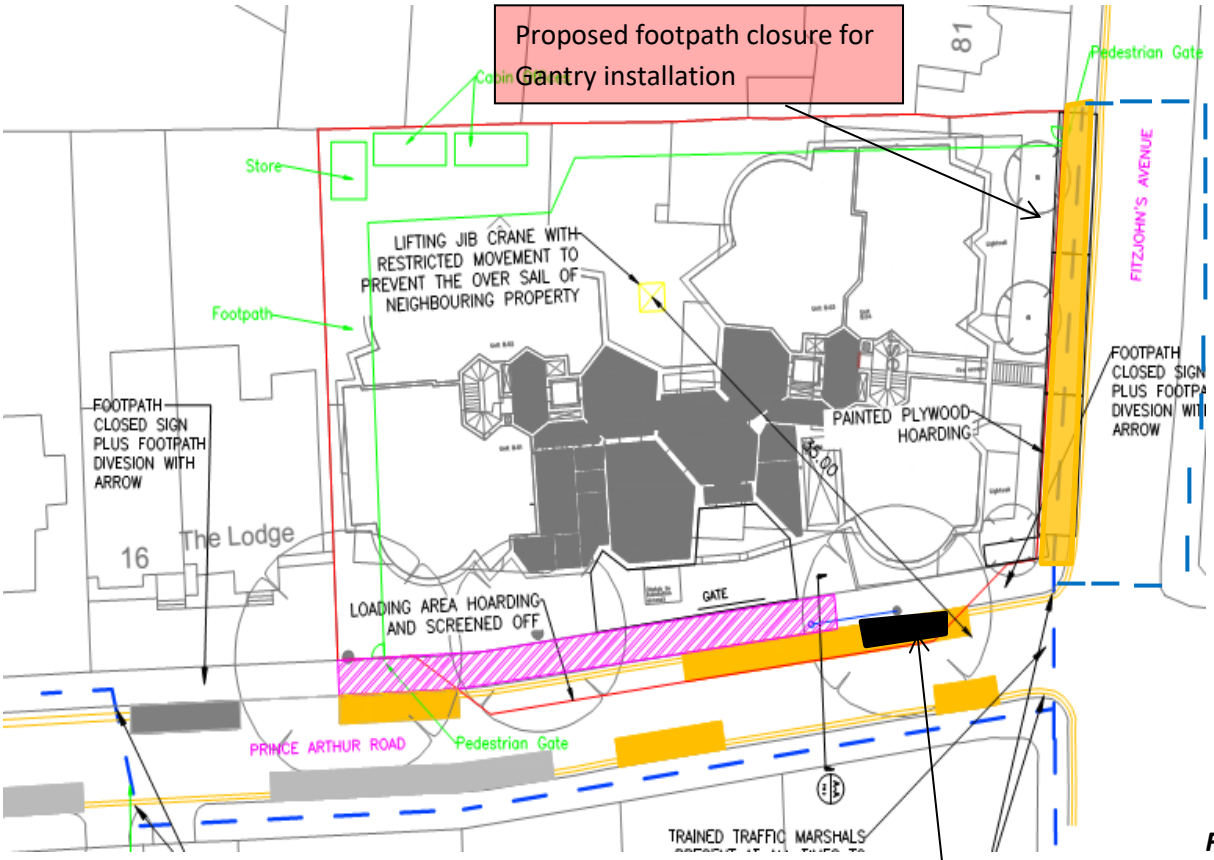


Figure 4 – Traffic Management plan

Pedestrian Routes

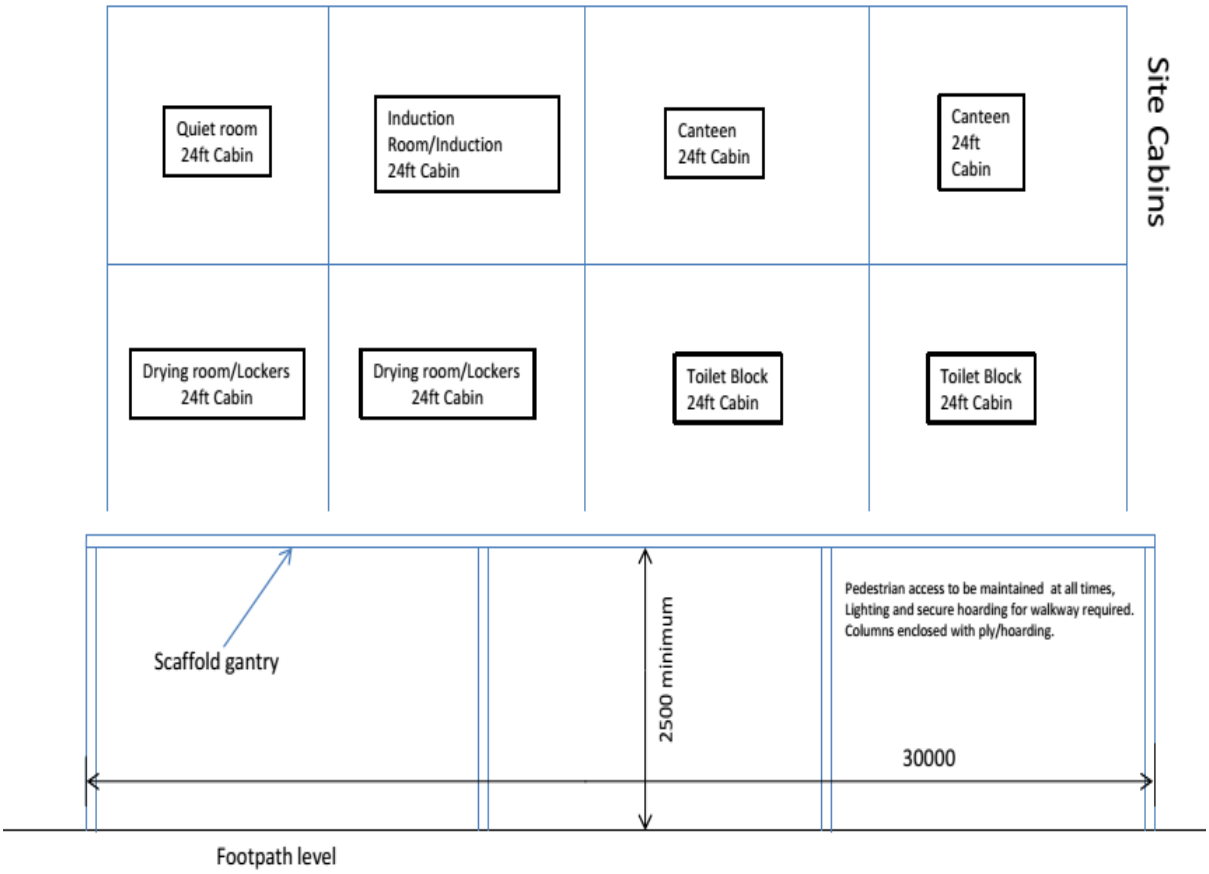


Figure 4 – Welfare facilities to be landed on Gantry