Construction Management Plan

pro forma v2.0

Camden

Contents

Review

For Internal use only

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

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areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.

Pre app

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

Draft

Community liaison	
CLOCS	
Transport	
Highways	
Parking	
Environmental health	
Sustainability	
Sign off	

- INDICATES INPUT REQUIREMENT FROM MULTIPLE TEAMS THROUGHOUT DOCUMENT

Introduction

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

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any **cumulative impacts of other nearby construction sites**, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and kind of development. Further policy guidance is set out in Camden Planning Guidance **(CPG)** 6: Amenity and **(CPG)** 8: Planning Obligations.

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

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

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as for road closures or hoarding licences.

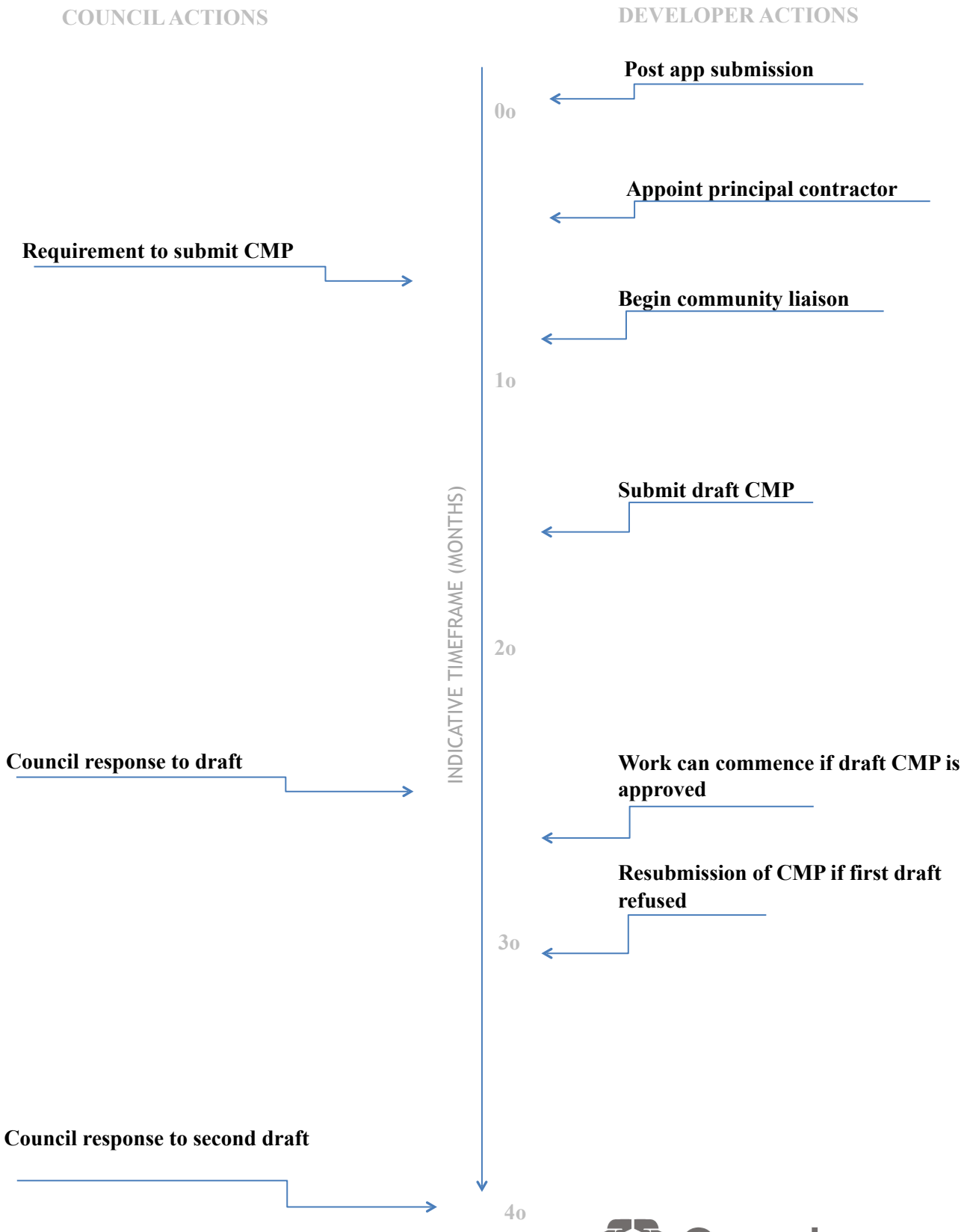
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "**Demolition Notice**"

Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document is completed electronically and submitted as a Word file to allow comments to be easily documented.

(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction, etc.)

Revisions to this document may take place periodically.

Timeframe


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

Contact

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

Address:	42 Caversham Road, London, NW5 2DS
Planning ref:	2015/3052/P
Type of CMP - Section 106 planning obligation/Major sites framework:	
	S106 planning obligation

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

Name:	Freed Construction Ltd
Address:	149a Clapton Common, London, E5 9AE
Email:	freedsdevelopments@gmail.com
Phone:	0208 800 6939

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:	Gary Smith
Address:	-
Email:	gary.kms@gmail.com
Phone:	0208 800 6939

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3.

Name:	See above
Address:	
Email:	
Phone:	

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

Name:	See above
Address:	
Email:	
Phone:	

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

Name:	Freed Construction Ltd
Address:	149a Clapton Common, London, E5 9AE
Email:	freedsdevelopments@gmail.com
Phone:	0208 800 6939

Site

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

The site is triangular in shape, fronting onto Caversham Road, and located near to a railway cut out. See Appendix A for Location Plan.
It should be noted that the site sits within the Bartholomew Estate Conservation Area.

The broad scope of the project involves the demolition of an existing 3 storey residential building and the erection of a new 6 storey residential development of 18 private dwellings as follows:

- 5 1-bed apartments;
- 11 2-bed apartments;
- 2 3-bed apartments.

The existing structures are constructed of brick walls with flat roofs. The site manager will carry out a survey of each individual area in the building for practical safety prior to commencement of the Works.

The proposed development is to be constructed with an RC frame and majority brick walls.

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

- Establishing site set up and welfare facilities;
- Erecting hoarding to isolate the work area, including protected route to No. 40A within passage;
- Site and building clearance;
- Building demolition (approx. 825 sq.m GEA), plus demolition of boundary walls, and make good;
- Separation and storage/appropriate disposal of demolition materials;
- Piling (contiguous);
- Excavation;
- Ground works including below ground drainage;
- RC waterproof slab and basement walls;
- Construction of new building (approx.1785 sq.m GEA), including RC frame, cladding, steel and timber frame roof, windows and doors etc;
- M&E installations, including PVs;
- Internal fit out and decorating;
- Landscaping and planting of gardens and green roofs.

The specification of the works may be altered prior to or during the project. Any additional risks or hazards invoked by a change in the specification will be assessed on agreement of specification. This will be undertaken by means of further risk assessment and production of a revised safe system of working to the Client and CDM Co-ordinator for comment and approval.

Main issues/challenges of the construction works are:

- Site is located in a residential area;
- The development includes a full basement across nearly the entire site, plus a sub-basement attenuation tank, and as such careful planning is required for site set up etc;
- The site is located near to Network Rail land.

3. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting, etc.).

The site area is predominantly residential in nature with permit parking along the street and as such construction and deliveries management must take these factors into account to avoid unnecessary risks/disruption/nuisance.

The proximity of the railway lines requires that Network Rail be engaged and their approvals gained for the proposed works. This will be done during the detailed construction design stage.

Those likely to be affected by the activities on site (noise, vibration dust, fumes, lighting etc.):

- Local residents along Caversham Road, particularly the neighbours at No 40 Caversham Road;
- Builder's Yard on neighbouring site;
- Businesses within Vadnie Bish House, opposite.

4. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.

See Appendix B for Site Traffic & Deliveries Plan, showing details of any on-street parking bays, cycle lanes, footway extents and proposed site access locations.

5. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

The start date is to be confirmed, subject to the Client's instructions. The works are anticipated to take approx. 16 months.

See Appendix C for outline Construction Programme.

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

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

Hours of working are to be as per the standard Camden Construction Site Working Hours:

0800-1800hrs Monday to Friday;
0800-1300hrs Saturday;
no Sunday/public holiday working.

There will be no noisy works carried out outside of these times, without prior written approval of the Local Authority.

7. Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT. etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

Freed Construction has appointed an energy consultant (ESIJD Energy Consult Ltd) to coordinate all the utilities work and cause minimum disruption to road, footpaths and the public.

National Grid have been contacted and have quoted to disconnect the gas supply in the street.

EDF are undertaking a site inspection to redirect existing incoming electrical service to site welfare facilities.

Thames Water will also be instructed the same.

Community Liaison

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

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

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

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

Cumulative impact

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

The Council can advise on this if necessary.

1. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. Details of meetings including minutes, lists of attendees etc. must be included.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason should be given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

Please provide details of consultation of draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Freed Construction have sent out mail drops to neighbours with outline details of the development, including outline programme, hours of work, and contact details of the liaison officer.

Please see Appendix D for extent of area where mail drops have been sent and a copy of the letter sent.

2. Construction Working Group

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

The immediate liaison officer will be Gary Smith. A letter will be sent out to local residents with an email address and office contact details for any complaints.

If local residents are unhappy, the procedure for submitting complaints will be: first, to notify the site manager. Second, if their complaints are not addressed within 24 hours, to notify Gary Smith (telephone: 07867807177). Third, if their complaints are not addressed within 48 hours, to notify the Head Office (email: freedsdevelopments@gmail.com). If it is a serious matter then they can immediately notify the site manager and email or call Gary Smith.

A complaint/ suggestion box will be placed on the entrance gate for the local residents/ businesses to communicate any feedback.

The details of the liaison officer and the site emergency number will be displayed on the site's hoarding at all times. Any emergency/ out of sequence works will be notified to the local community at least with a minimum of 48 hours notice.

3. Schemes

Please provide details of any schemes such as the 'Considerate Constructors Scheme', such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the "Guide for Contractors Working in Camden" also referred to as "Camden's Considerate Contractors Manual".

Freed Construction Limited has registered the site with the Considerate Constructors scheme: ID number 55782.

4. Neighbouring sites

Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

There are two local projects that may have an effect, both are located on Willingham Terrace and both are in their final stages of construction. To our knowledge, disruption of traffic to this area will be minimal from these sites as both have had their services connected and the vast majority of large deliveries have been completed.

Transport

This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the CLOCS Standard.

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

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

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

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

CLOCS Considerations

1. Name of Principal contractor:

Freed Construction Ltd.

2. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract

(please refer to our CLOCS Overview document in the appendix and CLOCS Standard point 3.4.7).

Freed Construction Ltd (FCL) will implement the Fleet Operator Recognition Scheme (FORS) into its site operations and will require a Bronze accreditation as minimum as part of the contract terms with any of our contractors, Gold and Silver accredited operators will be duly appointed where possible to ensure maximum compliance. Written Assurance will be sought from contractors with a Bronze accreditation to confirm that all vehicle over 3.5t are equipped with additional safety equipment and that all drivers servicing the site have undertaken approved additional training in order to operate larger vehicles. CLOCS compliance will also be included in contract terms.

FCL will use the FORS database to check for accredited companies and trained drivers when appointing a contractor, FCL will also implement a checking system as part of our in house site audits and inspections to maintain regular compliance. Random spot checks will be carried out by site staff on a frequent basis, results from these checks will be logged and enforced upon appropriately.

Currently only Lantern Services are due on site for the demolition works. They are accredited by FORS.

We will request our sub-contractor and suppliers to meet CLOCS standard as listed below:

- Inform the future development of the WRRR Standard and supplementary guidance through the CLOCS working groups.
- Improving vehicle safety by fitting appropriate safety equipment.
- Investigating blind spots of the vehicle, reducing reliance on mirrors and using retrofit safety technology.
- Reducing the work related risk on the road, reporting any incident it might occur.
- Encouraging wider adoption of best practice across the construction logistics industry through taking best in class examples, developing a common national standard and embedding a new cultural norm.

3. Please confirm that you as the client/developer and your principal contractor have read and understood the CLOCS Standard and included it in your contracts. Please sign-up to join the CLOCS Community to receive up to date information on the standard by expressing an interest online.

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

Chaim Fried (Freed Construction)

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

Site Traffic

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

4. Traffic routing: *"Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur."* (P19, 3.4.5)

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (ie. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

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

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

Vehicles will approach the site travelling westbound on Caversham Road from the A5200 Camden Park Road / A503 Camden Road direction.

Vehicles will travel away from the site towards Kentish Town Road but then head north up Hammond Street to join Islip Street and then continue east back towards A5200/A503. This will avoid causing additional congestion on Kentish Town Road.

Freed Construction Ltd will instruct all contractors and suppliers that are coming to Caversham Road site to observe the Transport for London Road Network and they will be requested to avoid using bus routes wherever possible.

Freed Construction Ltd will advise all contractors servicing the site to ensure their vehicles being brought to site are no larger than 7.5t, if a vehicle larger than 7.5t has to be used to service the site then we will amend the CMP as it is a live document.

X All contractors will be made aware of the pinch point located on Busby Place where it meets Torriano Avenue.

See Appendix E for Site Traffic Routing Plan in relation to TfL Road Network..

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 requirements of Construction Management Plan and details of agreed access/egress routes will be issued to all suppliers and subcontractors upon placing orders. Signage will be displayed prominently at the site.

5. Control of site traffic, particularly at peak hours: "*Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries*" (P20, 3.4.6)

Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. (Refer to the *Guide for Contractors Working in Camden*).

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors. Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

a. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures.

Numerous types of delivery vehicles will be used to bring materials to and from the site. These include:

- Skip lorries. (approx. size 7.5m long and 2.4m wide) and standard 8-12 yard skips for waste (approx. size 7m long and 2.4m wide. Which will be placed on the road outside the site;
- Ready mix concrete lorries. (approx. size 8.25m long and 2.45m wide);
- Flat bed delivery vehicles for the delivery of various materials including scaffolding, steelwork, reinforcement, bricks/blocks, timber, roofing materials, plaster, joinery etc. (approx. size 8.5m long and 2.45m wide.);
- Articulated Lorries, for delivery of pre cast concrete beams and structural steel.

The projected vehicle movements are approximately 4 per day over the construction phase works.

Deliveries will be restricted as follows due to school times of the local nursery:
School Terms 09:30 – 15:00 Mon – Fri
School Holidays 09:30 – 16:00 Mon - Fri

Freed Construction Ltd will be very organised in the deliveries and will order full loads of material whenever possible to reduce congestion. These deliveries will be timed to arrive between 9.30 a.m. and 3.00 p.m. to avoid busy periods on local roads.

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

59-61 Leighton Road, London, NW5 2QH

Primus, Willingham Terrace, London, NW5 2UY

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.

All subcontractors and suppliers will be required to give 24 hours notice of deliveries. The movement of materials, particularly in the main contract works stage, will also be controlled by road marshals who will be responsible for the control and coordination of all aspects of material deliveries and movement.

The Site Manager will be responsible for the day to day management of all deliveries to the site. These 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 arrive that has not been booked in, that lorry will be turned away.

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

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).

A strict delivery procedure will be implemented to ensure that Caversham Road is not overrun with site and delivery vehicles. Road marshals will ensure that traffic flow is maintained at all times.

All vehicles will be instructed to stop directly outside the site (where no parking bays are present) keeping the road free for general traffic movement. In order to reduce traffic movements, we shall call off full loads whenever possible.

We shall encourage our sub contractors to use public transport to travel to site. 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. We will monitor parking, especially on neighbouring roads, to ensure parking is dealt with considerately.

6. Site access and egress: *"Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles."* (P18, 3.4.3)

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and other traffic when vehicles are entering and leaving site, particularly if reversing.

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

Access to the site for pedestrians and materials will be via the front of the site on Caversham Road. As there is limited space for storage and site set up, all loading and unloading will take place from kerbside outside the site.

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

Access/egress for delivery and removal of materials will be planned, scheduled and coordinated by our site manager, and all vehicle movement both on and around the site will be controlled by competent and certified banksmen.

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.
The roads around the site have no height, width or weight restrictions. On the small number of occasions that an articulated lorry delivers to the site then with the assistance of our Road Marshall they will be able to drive away from site using a number of suitable routes.

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.

During demolition, excavation and piling activities, vehicles will be entering and leaving the site. Mud and debris on the road is one of the main environmental nuisance and safety problems arising from construction sites. As such, the selected Main Contractor will have to make provision to minimise this problem.

We will insist on all muck away lorries be fully sheeted to minimise the risk of any mud over-spilling onto the highway. We will consider spraying a fine spray to suppress dust on the following:

- Structures and building during demolition.
- Unpaved areas that are subject to traffic or wind.
- Sand, spoil and aggregate stockpiles.
- During loading/unloading of dust generating materials.

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

If this is not possible, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

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

plant will be stored, and how vehicles will access and egress the site. If loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 8 if any parking bay suspensions will be required.

The proposed development fills the majority of the site and as such vehicles will be loaded and unloaded at kerb-side for the majority of the construction period. (Some loading on site may occur during demolition period)
Traffic marshals will ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

Vehicles will pull up directly outside the site to unload wherever possible. They will generally off-load using HIAB or manually. There will be no over-sailing of adjacent properties.

Materials will be stored within the boundary of the site or on a gantry scaffold.

Please refer to Appendix F for site set up plan, showing 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 shows all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site.

All sub contractors will be informed at the pre order meeting that the surrounding area is for resident parking only. All subcontractors will be encouraged to use public transport.

During a meeting with the council on the 12/12/16 Mr Robert Slaney of Camden Council has commented that the site setup proposed in Appendix F is satisfactory.

Highway interventions

8. Parking bay suspensions and temporary traffic management orders

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

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

Information regarding parking suspensions can be found here.

We do not envisage a requirement to suspend any parking bays. To avoid congestion, deliveries vehicles will be able to load and unload directly outside the site (where there are no parking bays) without disrupting traffic flow.

9. Scaled drawings of highway works

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

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

The highway will not require any works other than renewal or maintenance of utilities.

Please refer to Appendix F for site set up plan.

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

All safety signage, barriers and accessibility measures will be provided by the utility companies and will be checked by the site manager to confirm that they are appropriate before any work commence.

10. Diversions

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

N/A

11. VRU and pedestrian diversions, scaffolding and hoarding

Pedestrians and/or cyclist safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered, these include wheelchair users, the elderly, those with walking difficulties, young children, those with

prams, the blind and partially sighted. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/skips/ hoardings, etc.

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

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

All material movements and vehicle activity directly outside the site will be monitored and supervised by a trained banksman.

The general public/pedestrians will have right of way along the pathways that surround the site for the duration of the project. Exceptions to this include utility works which will be through separate application to the Local Authority.

The construction site gates will be kept closed and monitored by site security, only when deliveries are made to the site will they be opened to allow materials and site personnel to enter and exit the site. Barriers will be put across the pavement to prevent access by pedestrians when a hazardous manoeuvre is taking place on the footpath. These barriers will be manned by our site security.

The Site Manager will also ensure that the external perimeter of the site is regularly patrolled throughout the day to ensure that any debris is kept clear of the pavements.

With regard to cyclist safety any delivery vehicle parked within the loading area will be coned off to direct the cyclist around the lorry.

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.

A site survey has been carried out by Gordon Hamilton of the Asset Management Team. An application for the licenses required will be submitted in accordance with the agreed design with the Asset Management Team.

All scaffolding will be fully ‘Monarflex’ed secured with windbreak ties to avoid any materials or debris falling onto adjacent sites or the public highway.

Freed Construction Ltd. will provide a gantry for pedestrians and cyclists to use as an underpass in front of the site. The traffic marshal will be available at all times if there are activities taking place that might affect pedestrians or cyclists.

Please refer to Appendix F for site set up plan.

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Environment

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

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

Noisy works:

- Excavator with concrete breaker
- Machine with pecker
- Drilling equipment
- Skill saw
- Piling rig

Noisy operations will be carried out only between 08:00 until 17:30 Monday to Friday with no work to take place

Plant and Equipment
Plant equipment is normally hydraulically activated with the hydraulic pressure generated by a diesel engine, which is one source of noise.
Construction tools and equipment is normally electrically driven and noise generated by the tool during cutting, drilling and grinding operations.
Noise is also created by material impacting metal hoppers and chutes and from the impact of the jaws or hammers on the material.

Vehicle Movements
Also, there is the noise associated with vehicle movements, including tipping and loading of material and the actual vehicles themselves; for example: the noise from large diesel engines, hissing air brakes, the body of an empty lorry going over a bump in the road (known as a 'body slap'), sounders that activate when the reverse gear is selected and are used to protect people by warning them that a vehicle is reversing (a common cause of complaint).

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

A noise and vibration survey was carried out at the site in December 2013.

Please see Appendix G for Noise Report produced by AtSpace.

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

Once the construction method statement is determined the contractor will provide plant equipment list, detailing each piece of major plant equipment to be used, the number of each item of equipment and a daily percentage on time for each item of equipment to a suitably qualified acoustic consultant to carry out construction noise predictions in accordance with BS 5228:2014.

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

Selecting Plant and Equipment:
This site manager will ensure that prior to any demolition commencing that all subcontractors are aware of the company's policy on the purchase and selection of equipment. This will also identify that all the equipment brought on site will be required to produce minimal noise during its operation. The quietest and newest plant and machinery available will be used. For example, hoists and cement mixers will be electrically powered wherever possible.
The site manager will also ensure that both his equipment and contractor's equipment are subject to the following regimes:

- All equipment will be properly maintained, so that no unnecessary noise is caused.
- Acoustic covers to such items as compressors and generators will always be kept in place.
- All vehicles and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers, shall be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions.
- When machinery is not actually in use, it will be switched off and not left running.
- Stationary noise sources will be sited, whenever possible, away from noise sensitive areas, such as nearby dwellings. Acoustic barriers will be used to shield such noise sources. These can be purpose-built, or sometimes materials on site, such as bricks, sheds or even mounds of earth can be used.
- Employees will be informed of the noise control measures required by, or agreed with the Client and will receive training where necessary.

Locate Plant Appropriately:
Where possible the plant will be located away from noise sensitive neighbours and vehicle routes arranged so that reversing is not required. Reversing generally requires revving of engines and the possible use of audible reversing warnings, where alternatives to reversing alarms cannot be found.

Manage and Control the Way Plant is used:
Site management will try and programme working as far as possible to match the surrounding noise climate and sensitivities. Councils normally expect contractors to adhere to the following hours of work, where the work causes noise audible at the site boundary in residential areas: Monday to Friday 8:00 am to 6:00 pm, Saturday 8:00 am to 1:00 pm, and Sundays and Bank Holidays: No working.

Where noise operations are unavoidable the project manager will maintain good community relations and warn nearby residents in advance. It may be possible to substitute newer quieter plant for existing plant, so that the actual noise output forms part of the purchasing decision.

Silence Existing Plant:
It may be possible to carry out simple modifications of existing plant, for example by lining rubble chutes and skips with resilient material, so as to reduce noise.

Use fences and bunds:
This site manager will investigate at
Silence Existing Plant the start of the project whether or not the use of hoarding or scaffolding Monarflex can be effectively used to minimise noise from the site polluting the local area. This is a common way of reducing noise beyond the site boundary. To be effective, they will obscure the line of sight between the noise source and the receptor, but without having an adverse visual impact in their own right. Sometimes temporary stockpiles can be located to act as noise barriers.

Enclose noise sources:
This site manager will investigate at the start of the project whether or not the use noise exclusion enclosures manufactured with hoarding or scaffolding would-be of an advantage in reducing the amount of noise produced by the undertakings or any specific plant or equipment. This is a more expensive way of reducing noise but has the added benefit of reducing dust emissions. Also, dust mitigation measures such as covers can help reduce noise.

Vehicle Movements:
The site manager will also ensure that the vehicle movements to and from the site are controlled and regulated with all collections and deliveries organised at the times required. During the site specific induction all site based drivers will be reminded that the noise associated with vehicle movements, including tipping and loading of material and the actual vehicles themselves; for example: the noise from large diesel engines, hissing air brakes, the body of an empty lorry going over a bump in the road (known as a 'body slap'), sounders that activate when the reverse gear is selected and are used to protect people by warning them that a vehicle is reversing can all produce excessive noise pollution and therefore to minimise these actions while on-site. Where practical the site manager will instruct all subcontractors to abide by the rules above to minimise any noise from their vehicles while on site.

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

The Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce noise (including vibration) to a minimum, with reference to the general principles contained in British Standard BS5228: 2009 'Noise and Vibration Control on Construction and Open Sites'.

Evidence of the certificate will be on site for sighting.

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

Demolition will be carried out in a phased sequence to allow for the recovery of building materials required for the new build. This will allow for demolition without causing significant dust being released into the local atmosphere and contaminating local businesses and premises.

The following control measures will be implemented to eliminate or minimise the production of dust during the construction phase and therefore prevent the dust becoming airborne at source:

Enclosures:
When carrying out strip out or demolishing building internal fittings and fixtures, enclosures will be set up with local ventilation and filtration to minimise any dust produced from contaminating the local environment. The site manager will identify those areas that will benefit from the enclosures prior to the work from being carried out.

Localised enclosures:
Where specific areas may present a significant risk of dust pollution, localising closure constructed off timber/plywood/tarpaulins may be fabricated to fit around specific dust sources on site.

Temporary enclosures:
When works to the outside skin of the building these may be constructed using sheet material such as plywood and or Monarflex on scaffolding.

Bays or bunkers:
Bays help to contain granular material. They should be located, based on factors such as prevailing winds, proximity to boundaries and proximity to neighbours.
When designing storage bays, internal walls separating storage bays should be at least half a metre lower than external walls of the bays.

Buildings:
Equipment operating inside will be fitted with specialist dust collection and filtration accessories for the working environment and to reduce dust escaping, through material access and exits from the building. This may be achieved by double doors allowing one to be shut when accessing before the second door is opened. Other openings may be sealed off using tarpaulins and timber frames secured to the opening.

Water suppression:
Where identified fine water spray heads directed into a dust cloud may be used to mitigate dust concentrations and the effectiveness of this can be further improved by adding a chemical wetting agent to the water. Where water suppression may be used during the demolition process the company will ensure that suitable measures are taking to ensure that any contaminating water does not enter any water courses or drainage systems without due permission.

Minimise drop height of material:
When demolishing the building where the demolition materials are not to be recycled for the new build then much of the general building waste will be removed from site using waste skips. This may include the use of rubble chutes discharging directly into skips, in this case the skips will have close fitting tarpaulins that will reduce the amount of dust being discharged into the atmosphere significantly. Free falling fine material can be taken by the wind and larger material can fragment on compaction, therefore discharge of the material from rubble chutes should be as close as possible to the skips.

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

During demolition, excavation and piling activities, vehicles will be entering and leaving the site.

We will insist on all muck away lorries be fully sheeted to minimise the risk of any mud over-spilling onto the highway. We will consider spraying a fine spray to suppress dust on the following:

- Structures and building during demolition;
- Unpaved areas that are subject to traffic or wind;
- Sand, spoil and aggregate stockpiles;
- During loading/unloading of dust generating materials.

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

Monitoring and Auditing Noise/Vibration:
Where a requirement to carry out noise level monitoring is identified the company intends to purchase a standalone noise monitor for area monitoring.

The site manager would carry out daily aural survey of any significant noise during the demolition phase and would take action were any noise level were clearly identified.

Where the measured noise levels are more than 3dB above the predicted noise levels or in the event of a complaint of noise, an investigation shall be carried out to ascertain the cause of the exceedance or the complaint, and to check that Best Practicable Means are being used to control the noise. Noise levels shall be reduced further if it is reasonably practicable to do so.

In the case of vibration, measured vibration levels shall be compared with the criteria in BS5228:2009 part 2.

Monitoring and Auditing Dust Levels:
Dust level monitoring will be carried out by the appointed Demolition Contractor.

The site manager would carry out daily visual observations of any dust during the demolition and construction phases and would take action where any dust level were clearly visible.

9. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA's Control of Dust and Emissions Supplementary Planning Guidance (SPG), and the risk level that has been identified, with evidence. Please attach the risk assessment as an appendix if not completed at the planning application stage.

A Risk Assessment in line with GLA's Control of Dust and Emissions Supplementary Planning Guidance (SPG) has been carried out and it has been determined that the project is **Low Risk**.

Please refer to Appendix H for copy of Demolition Method Statement, including risk assessment.

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

Good levels of coordination between the appointed Design Team and appointed Principal Contractors will be maintained throughout the duration of works to ensure that all relevant mitigation measures from the SPG Risk Assessment will be carried out during site operations.

All contractors will provide full details of how they intend to control risks identified, the Design Team will assess and review these details to ensure compliance.

The SPG Risk Assessment will be distributed to all contractors prior to the commencement of their works. A further copy will be made available in the site office. The information within the SPG Risk Assessment will be discussed during pre-start meetings and site inductions.

Please see below links for details of dust suppression equipment being used by Lantern Services during the demolition process:
http://www.towerlight.com/european/En/dust-control-df7500-mpt.php
http://www.airspectrum.com/dust-cannons

Please see Appendix J for SPG Mitigation Measures checklist.

- 11. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the SPG. Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

N/A

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

In order to prevent the ingress or habitation of rodents the following measures will be implemented and monitored by the Site Manager:

Prior to any works commencing on site:

- All drainage and sewer connections identified and capped/sealed off;
- All decomposable waste to be removed;
- Site survey and any necessary treatment by BPCA approved contractor.

Ongoing measures:

- Monitor drainage and ensure it remains sealed;
- Inspect site weekly for ingress of rats/mice/foxes;
- Inspect site weekly for roosting/nesting pigeons;
- BPCA approved contractor fortnightly inspections.

28 days prior to any building works being carried out, the Contractor shall submit a method statement on how the destruction/dispersion of rodents will be controlled during demolition works. The method statement shall demonstrate if/how the presence of rats and mice has been ascertained and how they will be destroyed if they have beeb/are found on site.
At all time the site shall be kept free, so far as is reasonably practicable, from rats and mice. (Prevention of Damage by Pests Act 1949, part 'H' of the Building Reg's (Drainage and Waste Disposal).

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

An asbestos survey of the existing building was undertaken on 20th January 2014.

Please refer to Appendix K for a copy of this report.

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

Before work commences we will send out letters to the neighbours informing them of what will be happening and giving them our contact name and telephone number. This will include a 24hr emergency hotline. We will also maintain full and regular communications with affected neighbours regarding site activity, deliveries and traffic. Should there be any complaints, as we have stated earlier, local residents will be able to call personally to the site offices. A record will be kept of all comments/complaints.

Prior to any person being allowed on site they have to go through a Health, Safety and Environment Project Induction which, amongst others, will highlight the requirements set out in the selected Main Contractor's health and safety policy and procedures.

Other points that we will action:

- Ensure that site lighting does not affect neighbours.
- Provide viewing apertures in the hoardings when practicable.
- We will ensure that our workforce maintain a respectable standard of dress code.
- Provision of suitable smoking area for workers.
- Implement a bad language policy and tackle unnecessary shouting on site.
- Encourage operatives not to leave site in their dirty work clothes.
- Register the project with the Considerate Constructors Scheme.
- Provide ID cards/badges for all operatives.

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Agreement

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

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

Signed: ……

Date: ……..

Print Name: ……..…..

Position: ……

Please submit to: planningobligations@camden.gov.uk

End of form.