Construction Management Plan

pro forma v2.2

Mansfield Bowling Club, Camden

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
21.12.17	1	Paul Rynton – Ardent Consulting Engineers
21.03.18	2	Paul Rynton – Ardent Consulting Engineers
19.04.18	3	Paul Rynton – Ardent Consulting Engineers
07.06.18	4	Paul Rynton – Ardent Consulting Engineers
12.06.18	5	Paul Rynton – Ardent Consulting Engineers

Additional sheets

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

Date	Version	Produced by
12.03.18	J672-002A	Ardent Consulting Engineers
28.11.17	J672-003	Ardent Consulting Engineers

Appendices

A – Potential Receptors

B – Resident's Feedback

C – Routing Strategy

D – Parking Survey

E – Acoustics Report (produced by Sandy Brown)

F – Risk Assessment & Mitigation Measures Checklist

G – Dust Monitor Locations

H – Asbestos Survey (produced by Asbestos First)

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 Community 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.**"

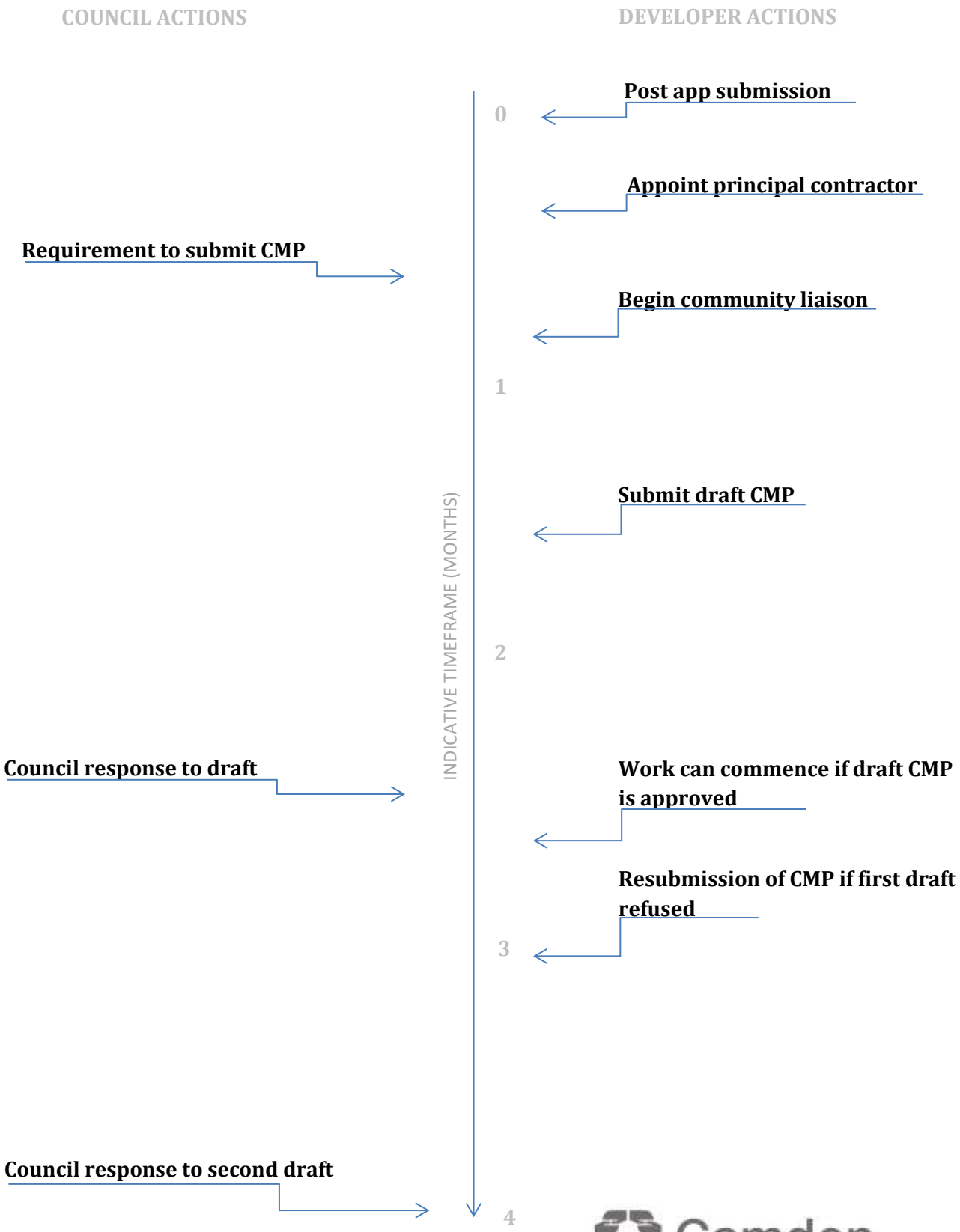
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically 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
Post app submission
0
Appoint principal contractor
Requirement to submit CMP
Begin community liaison
1
Submit draft CMP
INDICATIVE TIMEFRAME (MONTHS)
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft refused
3
Council response to second draft
4

Contact

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

Address: Mansfield Bowling Club, Croftdown Road, Kentish Town, Camden, London, NW5 1EP

Planning reference number to which the CMP applies: 2015/1444/P

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

Name: Charlotte Hutchison

Address: Flitcroft House, 114–116 Charing Cross Road, London, WC2H 0JR

Email: chutchison@iceniprojects.com

Phone: 020 3640 1035

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: Phil Kite

Address: 4th Floor, Eldon House, 2-3 Eldon Street, London, EC2M 7LS

Email: info@salterdemolition.com

Phone: 020 3778 0336

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: Phil Kite

Address: 4th Floor, Eldon House, 2-3 Eldon Street, London, EC2M 7LS

Email: info@salterdemolition.com

Phone: 020 3778 0336

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: Salter Demolition/Generator Group

Address: 4th Floor, Eldon House, 2-3 Eldon Street, London, EC2M 7LS / Paxton House, 30 Artillery Lane, London, E1 7LS

Email: info@salterdemolition.com / enquiries@generator group.co.uk

Phone: 020 3778 0336 / 020 7426 5555

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 located on the southern side of Croftdown Road in Camden. It has an area of approximately 0.85 hectares and currently comprises the former Mansfield Bowling Club, which included indoor and outdoor bowling greens, a club house, tennis courts and an area of hard standing used for car parking, with access from Croftdown Road. An aerial view of the site is shown at **Plate 1** below. The site is accessed from Croftdown Road by way of a 4.8m wide dropped kerb access. The access road leads into the main bowling club car park and includes footways on both sides of the carriageway.

Plate 1: Site Location

Croftdown Road is a single carriageway access road which links the B518 (Highgate Road) to the west with the A5200 (Dartmouth Park Hill) to the east, via Chester Road. In addition, Croftdown Road provides access to a number of residential side roads including York Rise, St Albans Road, Brookfield Park, Kingswear Road and Boscastle Road. This network of streets forms part of the Dartmouth Park neighbourhood district.

In the vicinity of the site, the carriageway of Croftdown Road measures approximately 7m wide (kerb to kerb) and has footways on both sides of the road. Croftdown Road is traffic calmed with speed humps at regular intervals and is subject to a 20mph speed limit.

Croftdown Road is located within the CA-U (Highgate) Camden Controlled Parking Zone (CPZ). In the vicinity of the site, marked on-street parking bays are located on both sides of the

carriageway. Most of these bays are restricted to residents' permit holders only with a small number of pay-and-display bays. Pay-and-display users can stay for a maximum of one hour, while there are no restrictions for permit holders. These restrictions are in place from 10am to 12pm Monday to Friday, with no controls at other times.

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).

Following the initial site set-up, the extent of works is set to comprise the demolition of all of the existing buildings at the site. The construction phase would then comprise the erection of three tennis courts (and tennis pavilion), and 21 residential units.

The main issue and challenge for the construction of the development is the parking bay opposite the site access.

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.).

The surrounding dwellings, York Rise Nursery School and La Sainte Union School (Please see plan contained at **Appendix A**).

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

Please see **Drawing Number J672-003**.

As shown in the drawing, there are no cycle lanes in the immediate vicinity of the site. Further to this, the drawing illustrates that there are footways on both the northern and southern edges of the Croftdown Road carriageway.

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).

The works associated with the development are envisaged to start in Spring 2018. An envisaged demolition / construction duration period of up to 17 months is anticipated, divided into three phases, with the proposed programme as follows: -

- Phase 1: Site Set-Up/Demolition/Groundworks – 6 weeks duration;
- Phase 2: Tennis Courts Construction – 3 months' duration; and
- Phase 3: Residential Units Construction – 13 months' duration.

Salter Demolition

The demolition phase will consist of a 2 week lead in period including site set up, pre-demolition and soft strip works.

The following works will be carried out during an anticipated a 4-5-week period;

- Demolition of main structure down to ground level
- Asbestos removal
- Grub up and remove all foundations down to a depth of 1m
- Grade site to levels and leave clean and tidy

The demolition of each structural bay will be undertaken by a 30ton 360-degree excavator fitted with rotating cracker attachment, the driver will progressively demolish the existing roof slab by pulverising the existing precast planks leaving the exposed structural steel frame.

At this point the structural steel frame will be cut into sections by the shear jaws located at the rear of the machine attachment, steels will be cut into 1.5 – 2.0m sections ready for loading away.

The above process will be repeated until the building is demolished down to the ground slab level.

The slab and foundations will be perforated by a large 360o machine fitted with a hydraulic breaker, the structure once weakened in this way can be pulled up by excavators and stockpiled ready for removal from site.

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

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

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.

Disconnections of the existing services serving the existing building have been applied for and accepted by the relevant statutory undertaker; Thames Water (clean water), Cadent Gas, UKPN and BT Openreach. These will be carried out during the demolition works. New connections for Thames Water (clean water), Cadent Gas, UKPN and BT Openreach will be required. To supply the redevelopment, however there are currently no details of this as the applications will be made during the detailed design stage.

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 granting 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 and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

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 should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason 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.

A period of consultation was held from 14th February to 4th March 2018 on the draft Construction Management Plan (CMP) for the redevelopment of the former Mansfield Bowling Club. Further details of the consultation and the responses are included at **Appendix B** for reference, along with mitigation mechanisms.

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.

For the purposes of the demolition works to Mansfield Bowls Club, planned for the duration of 6 weeks, a construction working group is not considered to be required. However, comments from local residents as part of the consultation process throughout February have been incorporated into the document. Once the group is formed for construction, Ward Councillors and representatives from the nearby schools will be invited to become part of this group and will meet every 2 to 3 months.

Notwithstanding the above, in relation to demolition, before works commence a letter drop to all local residents will take place giving contact details of the site managers and the company community liaison officer. Contractors shall keep residents and others informed about unavoidable disturbance such as from unavoidable noise, dust, or disruption of traffic. Clear information shall be given well in advance and in writing.

In addition, site contact details will be on the main entrance along with a resident's suggestion box. At all sites a Contact Board shall be displayed prominently; this is to ensure that problems can be rectified quickly, and that residents and others can channel their questions and complaints to a member of staff who has the authority to take action. All Contact Boards shall include the following materials:

(a) The title 'Contact Board'
(b) Name of the main contractor, address and person to whom correspondence should be addressed.
(c) Name of the site manager.
(d) Month and year of completion of works.
(e) Names and telephone numbers of staff who can take immediate action, so that contact can be made at any time.

Occupiers 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 that to be used outside normal working hours), and address to which any enquiries should be directed. Such notification shall take place, where possible within, 2 weeks but, in any event, at least a week prior to the works commencing.

The applicant shall ensure that a staffed telephone enquiry line is maintained at all times when site works are in progress to deal with enquiries and complaints from the local community. The telephone number (and any changes to it) shall be publicised widely in the local community affected by the works. It shall also be notified to the Noise and Licensing Enforcement Team on 0207 974 4444.

Should noise/vibration/dust complaints arise from the building construction/building works, these complaints must be recorded in a complaint's register and make available to the Local Authority, if requested. The complaint register shall provide information on day, time, details of complaint, details of monitoring carried out and any additional mitigation works.

Should complaints be received concerning works/activities, then all works/activities being the cause of complaint must cease (Tasks in progress accepted due to structural integrity issues), until such time as further agreement to work is negotiated.

15. Schemes

Please provide details of your 'Considerate Constructors Scheme' registration, and details of any other similar relevant schemes as appropriate. Contractors will also be required to follow the "Guide for Contractors Working in Camden" also referred to as "Camden's Considerate Contractors Manual".

As part of the main contract works, our appointed Principle Contractor will be able to provide Considerate Contractor Evidence. The Considerate Constructors number for Salter Demolition is: C2272. The average is 36/50 points for January 2018 and we will aim to match or better this average. We will also advise our Principle Contractor as part of the Main Contract Works to comply with the requirements of "Guidance for Contractors Working in Camden".

16. Neighbouring sites

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

It is not believed that there are any other construction sites in the surrounding area (Highgate, within 450 metres of the site), as confirmed from the Construction map found via the Considerate Constructors Scheme website (https://www.constructionmap.info/).

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 Contractual Considerations

17. Name of Principal contractor:

Salter Demolition.

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 and Q18 example response).

All company drivers and vehicle operators to be used in the demolition phase will have been screened through our sub-contractor process where all accreditations are thoroughly checked. RMS our chosen waste disposal company for this project are of FORS Gold Standard and continually provide evidence of actively promoting the FORS Standard. In addition, all vehicles over 3.5t will have additional blind spot minimisation equipment fitted, and all drivers of such vehicles will have undertaken safe urban driver training or equipment.

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:

Salter Demolition contractors have FORS Silver or Gold, which is the equivalent of CLOCS and previously consented.

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 how vehicles will be routed to the Transport for London Road Network (TLRN) on approach and departure from the site.

Please see **Appendix C**. As shown in the plan contained within **Appendix C**, it is proposed that construction traffic is routed via Croftdown Road – Brookfield Park – Swain's Lane – Highgate Road – Fortess Walk – Fortess Road (A400) – Junction Road (A400) (both access and egress).

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.

Anyone who has been appointed will receive a pack that details the requirements for the construction of the site, which will include the routing strategy.

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.

The site is located near various schools. Construction vehicle movements should be scheduled to take place between 0930 and 15000 hours on Monday to Friday and between 0800 and 1300 hours on Saturdays during school term. During school holidays, construction vehicles should be scheduled to take place between 0930 and 1630 hours on Monday to Friday and between 0800 and 1300 hours on Saturdays.

Phase 1: Site Set-Up/Demolition/Groundworks

It is envisaged that the following movements would occur as part of the demolition phase, along with anticipated timescales: -

- Initially site set-up deliveries will occur to bring items such as site offices, hoarding, scaffolding and initial plant. This is likely to comprise up to 5 deliveries in total using a 20 tonne lorry type vehicle;
- There will be approximately four 20-yard tippers leaving site throughout the day during the peak demolition phase.
- On completion of Phase 1, any demolition plant will be picked up from the site, which is likely comprise up to three collections using a small tipper/7.5 tonne lorry type vehicle.

Phase 2: Tennis Courts Construction (inc. pavilion)

It is envisaged that the following movements should occur as part of the construction phases, along with anticipated timescales: -

- The delivery of contractor equipment (generators, storage facilities) would occur within the first four weeks of the phase and would then be relocated to the residential element of construction at the end of the project. This should comprise up to 10 deliveries using a small tipper/7.5 tonne lorry type vehicle;
- The delivery of concrete (ready mixed /precast blocks) will occur within the first month. It is estimated that this would comprise up to 25 deliveries in total using a small tipper/concrete mixer/7.5 tonne lorry type vehicle. This equates to around 4 deliveries occurring each week on average;
- The delivery of aggregates/cement would occur within the first month. It is estimated that this would comprise deliveries using a 7.5 tonne lorry/rigid truck type vehicle with approximately 2 deliveries per week;
- The delivery of steel products (sheet piles/rods etc.) would arrive throughout the contract. It is estimated that this would consist of deliveries using a rigid truck with up to approximately two per week;
- The delivery of general building materials would occur throughout the contract. It is estimated that this would comprise of deliveries using a small tipper/7.5 tonne lorry type vehicle with approximately 3-4 deliveries per week;
- A delivery of a tower/mobile crane may be required during the construction phase. This would occur at the beginning of or prior to the phase and would be utilised by the residential construction phase;
- Small routine deliveries (general construction ancillaries / PPE / signs / roadwork equipment etc.) would occur throughout the contract. It is estimated that this would typically involve panel vans with approximately 2-3 vehicles per week.

Phase 3: Residential Flats Construction

It is envisaged that the following movements should occur as part of the construction phases, along with anticipated timescales: -

- The delivery of concrete (ready mixed /precast blocks) will occur within the first three months. It is estimated that this would comprise up to 100 deliveries in total using a small tipper/concrete mixer/7.5 tonne lorry type vehicle. This equates to around 4 deliveries occurring each week on average;

- The delivery of aggregates/cement would occur within the first three months. It is estimated that this would comprise deliveries using a 7.5 tonne lorry/rigid truck type vehicle with approximately 2 deliveries per week;
- The delivery of steel products (sheet piles/rods etc.) would arrive throughout the contract. It is estimated that this would consist of deliveries using a rigid truck with up to approximately two per week;
- The delivery of general building materials would occur throughout the contract. It is estimated that this would comprise of deliveries using a small tipper/7.5 tonne lorry type vehicle with approximately 3-4 deliveries per week;
- A delivery of a tower/mobile crane may be required during the construction phase. This would occur at the beginning of or prior to the construction phase for the tennis courts and would likely remain on site before departing within a month of completion;
- Small routine deliveries (general construction ancillaries / PPE / signs / roadwork equipment etc.) would occur throughout the contract. It is estimated that this would typically involve panel vans with approximately 2-3 vehicles per week.

Summary Table:

Phase	Frequency per day*	Frequency per week*
1	4	20
2	4	14-18
3	4	13-15

* Frequency of demolition/construction vehicles is approximate

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

N/A

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

When vehicles arrive and depart the site (see **Drawing Number J672-002A**), an on-site management will oversee each manoeuvre to ensure that no impact occurs and work is being carried out properly.

Vehicles associated with the worksite will display stickers within a prominent position so that they can be easily identified. This will allow checks to be undertaken to ensure that drivers are using the correct routing arrangements and are travelling during the agreed working hours.

As per Clause 20 of Schedule 2 of the S106 Agreement, all contractors and sub-contractors operating large vehicles over 3.5 tonnes must meet all of the following conditions: -

- Operators must be a remember of TfL's Fleet Operator Recognition Scheme (www.tfl.gov.uk/fors) or similar at the Bronze level.
- All drivers must have undertaken cycle awareness training such as the Safe Urban Driver module through FORS or similar.
- All vehicles associated with the construction of the Development must:
  - Have Safe Guards fitted, unless it can be demonstrated o the reasonable satisfaction of the Employer, that the Lorry will not perform the function for which it was built if Side Guards are fitted.
  - Have a close proximity warning system fitted comprising of a front mounted, rear facing CCTV camera (or Fresnel Lens where this provides reliable alternative), a Close Proximity Sensor, an in-cab warning device (visual or audible) and an external warning device to make the road user in close proximity aware of the driver's planned manoeuvre.
  - Have a Class VI Mirror.
  - Bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicles on the inside.

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

N/A

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

See Question 21c above.

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 marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

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

As outlined above, all vehicle movements are to be made via the existing driveway on Croftdown Road. They will arrive/depart the site via Croftdown Road and then Highgate Road (see **Appendix C** for routing strategy).

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

Fencing will be provided at the site access. The access for the site will be banked/managed by on-site management using radio control and will control any movements into and out of the site. It will be ensured that the fencing does not affect neighbouring driveways.

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 **Drawing Number J672-002A**.

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.

To ensure that the highway is kept clear of mud or debris resulting from the demolition of the site, the following will be provided: -

- A road sweeper has been included within the contract that will clean the site and/or highway of any mud or debris deposited by site vehicles in the vicinity of the site;
- Adequate sheeting on all vehicles carrying waste materials; and
- Measures to ensure that mud and detritus is not swept into gullies.

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.

Drawing Number J672-002A shows the swept path analysis of the various vehicles associated with construction and how they would access/egress the site. **All construction vehicles will be loaded or unloaded within the site boundary.** The only exception to this would be the large demolition machine used. This would require the machine being taken off on the road and monitored under close supervision. This procedure is common practice on large machine deliveries and will only occur twice (when the machine arrives and when the machine departs).

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.

If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

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.

As shown in **Drawing Number J672-002A**, in order for some construction movements to be achieved a small section of the parking bays at the northern edge of the carriageway, opposite the site access, would need to be temporarily closed off. As confirmed with the Transport team at Camden, the routing would only require two parking bays to be closed off, but this will only be as and when a larger vehicle enters a site.

Following a review of the parking survey (contained at **Appendix D**) undertaken as part of the Transport Statement prepared to support the outline application, there appears to be ample spare capacity in the surrounding area for the permit holders to be relocated to. This temporary closure is subject to confirmation and liaison with LBC. It is understood that this process is unlikely throughout the demolition phase.

25. Scaled drawings of highway works

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

footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

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

N/A

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

It is noted that the swept paths shown on **Drawing Number J672-002A** overrun the existing Inspection Chamber at the mouth of the junction. Hence, it is recommended that mitigation measures (i.e. spreader plates) are implemented when vehicles enter/depart the site such that it does not get damaged. These mitigation measure will be monitored and controlled by the on-site management.

26. Diversions

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

N/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.

To minimise the impact on pedestrians, an on-site traffic manager will oversee the entry and exit manoeuvres of each vehicle to avoid conflicts between vehicles, pedestrians and cyclists. Site access/egress will be controlled by gates to facilitate safe manoeuvres and only permit access to authorised vehicles. The gates will open inwards, and gates that open outwards onto the public highway would not be acceptable. The on-site traffic manager will ensure these gates are open as vehicles approach to prevent any blocking back into the highway.

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

N/A

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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.

Noisy operations will consist of the following during the demolition phase

- Demolition of main structure down to ground level
- Grub up and remove all foundations down to a depth of 1m
- Grade site to levels and leave clean and tidy

Demolition works will be undertaken primarily with an excavator mounted cracker, this machine "takes" down the building in a controlled and efficient way. Two smaller excavators will be used to move material from the demolition area and to load road going vehicles for transfer off site. There will be no onsite crushing of material. An excavator mounted breaker will be used to break out limited areas of the ground slab that cannot be removed by other means.

The demolition programme is up to 6 weeks in total. Demolition plant will be used for up to 4-5 weeks of this total. The working hours are Monday to Friday 0800-1800 and 0800-1300 on Saturday. No works on Sunday. All noisy works are to be carried out using a 2 hour on 2 hour off process, with the noisy works being carried out 8am to 10am, 12.00pm to 14.00pm and 16.00pm to 18.00pm. There will be approximately four 20-yard tippers leaving site throughout the day during the peak demolition phase.

Details of the construction phase will be updated once a Contractor has been appointed for this phase.

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

The Sandy Brown report Reference 14421-R01-B includes a baseline noise survey; assessment of sound levels likely to be experienced at the new properties and recommended sound insulation for the new properties to achieve suitable internal sound levels. The report also includes assessment of potential impact on surrounding sensitive receptors from mechanical plant at the completed development with recommended noise limits for such plant. Please see **Appendix E** for Sandy Brown report.

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

There are no significant vibration generating activities associated with the demolition works.

Noise predictions have been undertaken at various distances and assuming maximum likely full load on times for significant plant. Demolition works will take place within approximately 20m-45m, the maximum separation distance is approximately 70m from the closest properties. The site is surrounded on 3 sides by residential properties which appear to be mainly houses. Upper floors may overlook the site however lower floors that are more likely to be occupied during the day could benefit from screening provided by site hording at the perimeter of the site. The range of expected sound levels columns show likely sound levels for two plant scenarios, either with the excavator mounted cracker **or** the excavator mounted breaker.

BS5228-1:2008 sets out criteria in Appendix E for construction and demolition works. Typically, these limits would apply to larger scale operations lasting for many months or years. All operations during the main phase of the demolition comply with Category A as set out in the guidance. For the limited time that the excavator mounted breaker will be used the sound levels comply with the range of criteria in Appendix E at separation distances over 30m.

Plant Ref.	Plant	Lp@10m / dBA	LwA / dBA	% Full load On-Time correction		Resultant LwA / dBA	Screening correction / dBA		Reference
1	33T excavator with pulverizer (cracker)	76	104	70	-1.5	102.5	5		BS5228-1:2008 Table C1.4
2	Excavator mounted breaker	90	118	70	-1.5	116.5	5		BS5228-1:2008 Table C1.9
3	13T excavator loading/ moving material	70	98	50	-3.0	95.0	5		BS5228-1:2008 Table C2.7
4	5T excavator loading/ moving material	68	96	50	-3.0	93.0	5		BS5228-1:2008 Table C2.8

	Sound levels at distance / dBA					
	Plant Ref from above				Range of expected sound levels / dBA	
Separation distance / m	1	2	3	4	Plant 1,3,4	Plant 2,3,4
20	68	82	61	59	64	77
25	66	80	59	57	62	76
30	65	79	57	55	61	74
35	64	78	56	54	59	73
40	62	76	55	53	58	71
45	61	75	54	52	57	70
50	60	74	53	51	56	70
55	60	74	52	50	55	69
60	59	73	51	49	55	68
65	58	72	51	49	54	67
70	58	72	50	48	53	67

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.

The site's location will demand that careful controls are put in place to minimise noise impact, particularly surrounding the site, where there are some potentially sensitive noise receptors in the form of existing residential and business properties. The developer will work closely with the local authority and local residents' groups to agree systems of work that minimise the noise impact to the surroundings.

To ensure on-going compliance with agreed noise levels, there may be a requirement for monitoring to be carried out during the demolition/construction period by an independent representative of the developer to ensure ongoing compliance. The precise extent and location of any such monitoring would be agreed with the Local Authority prior to commencement.

The noise levels will be monitored using appropriate hand-held equipment, with specific equipment to be identified and agreed with the Local Authority prior to commencement. Should any non-compliance be identified this will be recorded on-site inspection records and copied at Director level for action.

The specific measures on site will be taken as follows to reduce noise generated by operations on the site:

- All plant will be silenced in accordance with current best practice;
- Wherever practical plant used for breaking out will be 'crushing' rather than hammering (e.g. cutting down piles);
- Where practical all fixings and holes will be formed / cast into concrete to avoid drilling and cutting on site (e.g. cast institute fire sleeves will be used for all Soil Vent Pipes;
- As far as practical, off-site manufacture will be utilised to reduce production activity on site; and
- Where extremely noisy activities are unavoidable (e.g. elements of demolition) methods of working will be agreed with LBC.

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

All managers during the demolition phase will be of CCDO level of training with operatives holding the minimum of CSCS level and above. The site Project Manager will also have undertaken an accredited Environmental Awareness Training Scheme. The requirements will also be in the site induction and site Tool Box Talks.

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

The demolition and construction of any new building frame are activities prone to generating dust. This may become problematic during prolonged spells of dry weather.

A strict regime of dust control measures will be implemented by the developer/contractor, which will include:

- Dust monitoring at the site boundary;
- Encapsulating the necessary areas in scaffold with monaflex during asbestos removal and new build activities; and
- Damping down with water and vapour sprays during dust generating activities.

Dust monitoring measures to be undertaken during construction include:

- Carry out regular site inspections to monitor compliance with the Dust Management Plan, record inspection results, and make an inspection log available to the local authority when asked;
- Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions;
- Agree monitoring locations with the Local Authority. Where possible commence baseline monitoring at least three months before work commences on site; and
- Carry out regular dust soiling checks of buildings within 100m of site boundary and cleaning to be provided if necessary.

Appropriate equipment will be utilised for dust monitoring and agreed with the Local Authority when agreeing appropriate monitoring locations. This may include PM10 monitors and Frisbee dust deposit gauges, which can be sourced from various manufacturers. In terms of demolition, three TSI 8543 Environmental Dustrak DRK Aerosol Monitors have been implemented on site in agreed locations with the Council. The Dustrak can monitor PMTotal, PM10, PM2.5 and PM1.0. The equipment will be set up to alert in the event of an exceedance of 250 µg/m3 for PM10 set as a 15 minute mean concentration. This figure originates from the GLA guidance on the Control of Dust and Emissions during Construction and Demolition (2014). An alert will be sent immediately to on site management in the event of an exceedance so response would be immediate.

In the event of variable weather patterns, site management will monitor conditions daily to ensure the correct measures are implemented and emissions are controlled.

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.

See Questions 22(d) and 33.

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

See Questions 31 and 33.

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA policy. The Control of Dust and Emissions During Demolition and Construction 2104 (SPG), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

There was not a Risk Assessment that was undertaken as part of the planning application process. Therefore, a Risk Assessment has been undertaken as part of this CMP Pro-forma in line with the GLA policy, as shown at **Appendix F**.

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.

In this instance it was not deemed as practicable to complete all of the highly recommended measures and therefore where possible the development will use the guidelines. We have however circled for clarity which measures will be used on the project, as shown in **Appendix F**. We have selected these based on cost, safety and overall suitability as reasonably practicable for this scheme.

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.

As shown in the Risk Assessment, the site is a 'High Risk Site' and therefore, in line with Camden guidance, 4 dust monitors are to be implemented on the site. The plan contained within **Appendix G** shows the proposed locations of the dust monitors. The Contractor has proposed to use a Frisbee Dust Deposit Gauge dust monitoring system and will provide the Council with reports detailing any exceedances of the threshold and measures that were implemented to address these.

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

As per the details contained within the LBC document 'Guidance on Camden's Minimum Requirements for CMPs', the future contractor at the site should take any necessary measures to ensure proper controls of rodents. 28 days prior to any building works being carried out, the contractors 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 been/are found on site.

At all times the site shall be kept free, so far as is reasonable practicable, from rats and mice. Capping of drainage systems should be carried out where appropriate to isolate old redundant sewers /drains, including those servicing properties that have been vacated and are awaiting clearance and demolition. Redundant drains and sewers should be grubbed out and the connection with the sewer effectively sealed. Live sewer connections should be appropriately sealed and capped while construction works are in progress to prevent rat egress from the sewers. To prevent rat egress from live drains and sewers to new systems, the live systems should be temporarily sealed off with expanding drainage stoppers until connection to new drainage is completed.

Before any construction/deconstruction works commence Contractors, builders, etc. have to keep sufficient evidence and make such evidence readily available on request by an authorised Officer of the Council the following:

- Any existing drainage serving the site is secure. This means locating the interceptors of the existing buildings and making sure that the drains are currently running free and that any interceptor (Rodding Eye) caps are in place. For straight through systems a rat block device should have been installed before any work starts.
- If the existing drains are not to be used for the new development then these have been cemented and sealed.
- Any additional drainage leading back from the interceptor left open, the corresponding interceptor interceptor/s are sealed.
- The rodents living in the site are being systematically destroyed and/or prevented escaping the site prior commencing the works and during the works.

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

Please see **Appendix H** for a copy of the asbestos survey that was undertaken by Asbestos First.

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.

The site management will monitor the site to ensure that the staff work in an appropriate manner, this includes the provision of suitable smoking areas and ensuring that staff do not use bad language.

Occupiers 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 that to be used outside normal working hours), and address to which any enquiries should be directed. Such notification shall take place, where possible within, 2 weeks but, in any event, at least a week prior to the works commencing.

Should noise/vibration/dust complaints arise from the building construction/building works, these complaints must be recorded in a complaint's register and make available to the Local Authority, if requested. The complaint register shall provide information on day, time, details of complaint, details of monitoring carried out and any additional mitigation works.

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:

****TO BE UPDATED****

a) Construction time period (mm/yy – mm/yy): **04/18 – 05/19**

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): **Yes**

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: **The machinery that is being used as part of the demolition is all new, so therefore in accordance with NRMM standards the machinery does not need to be registered.**

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: **Yes.**

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: **Yes.**

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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.

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: 12/06/18

Print Name: BURT DEVALIE

Position: PROJECTS DIRECTOR

Please submit to: planningobligations@camden.gov.uk

End of form.