

**Construction
Management
Plan
AGAR GROVE
Phase 1b**

PRO-FORMA CONTENTS

SECTIONS	PAGE NO.
Introduction	Page 2
Section 1 – Site Contacts	Page 3
Section 2 – About the Site	Page 5
Section 3 – Transportation Issues Associated with the Site	Page 7
Section 4 – Traffic Management for the Site	Page 9
Section 5 – Environmental Issues	Page 11
Section 6 - Monitoring, Compliance, Reporting and Consultation about Traffic and Activities related to the Site	Page 14

Queries: planningobligations@camden.gov.uk



CONSTRUCTION MANAGEMENT PLAN

Section 1 – Site Contacts

Q1. Please provide the full postal address of the site and the planning reference relating to the Construction works.

INTRODUCTION

The Construction Management Plan (CMP) should help developers minimise the impact of their construction on the surrounding community, both for the construction on site and the transport arrangements for servicing the site.

The completed and signed CMP should address how any impacts associated with the proposed works would be mitigated and manage the cumulative impacts of construction in the vicinity of the site. The level of detail included in the CMP will depend on the scale and kind of the development. The CMP follows the best practice guidelines 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 agreed contents of this CMP must be complied with unless otherwise agreed with the Council. 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 be approved by the Council and complied with thereafter.

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

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 as is necessary.

If your scheme involves any demolition, you need to make an application to the Council's Building Control Service, please complete the "[Demolition Notice](#)"

(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.)

Site Address: Wrotham Road, Camden London NW1 9TY

Planning application reference: 2013/8088/P

Type of CMP – Condition discharge

Q2. Please provide contact details for the person responsible for submitting the CMP

Name: Hill Partnerships (Lee Miller)

Address: The Power House, Gun Powder Mill, Powdermill Lane, Waltham Abbey, Essex, EN9 1BN

Tel: 020 8527 1400

Email: leemillerl@hill.co.uk

Q3. Please provide the registered contact address details for the main contractor responsible for Undertaking the works.

Name: Hill Partnerships

Address: The Power House, Gun Powder Mill, Powdermill Lane, Waltham Abbey, Essex EN9 1BN

Tel: 020 8527 1400

Email: leemiller@hill.co.uk

Q4. Please provide full contact details of the site and project manager responsible for day-to-day management of the works.

Name: Billy More

Address: The Power House, Gun Powder Mill, Powdermill Lane, Waltham Abbey, Essex EN9 1BN

Tel: 020 8527 1400

Email: billymore@hill.co.uk

Q5. Please provide full contact details of the person responsible for dealing with any complaints from local residents and businesses, etc. In the case of [Community Infrastructure Projects \(CIP\)](#), please provide contact details of the responsible Camden officer.

Name: Lynne Bell

Address: The Power House, Gun Powder Mill, Powdermill Lane, Waltham Abbey, Essex EN9 1BN

Tel: 0800 032 6760

Email: resident1@hill.co.uk

Name: Michelle Christensen

Address: 1st floor 33-35 Jamestown road London NW1 7DB

Tel: 020 7974 1445

Email: Michelle.Christensen@camden.gov.uk

Q6. Please provide full contact details of the person responsible for community liaison if different to above.

Name: Lynne Bell

Address: The Power House, Gun Powder Mill, Powdermill Lane, Waltham Abbey, Essex EN9 1BN

Tel: 0800 032 6760

Email: resident1@hill.co.uk

Q7. 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: Hill Partnerships (Paul Ansell)

Address: The Power House, Gun Powder Mill, Powdermill Lane, Waltham Abbey, Essex, EN9 1BN

Tel: 020 8527 1400

Email: leemiller@hill.co.uk

Section 2 – About the Site

Q8. Please provide a site location plan and a brief description of the site, surrounding area and Development proposals for which the CMP applies.

Agar Grove Estate NW1 was constructed by the London Borough of Camden in the 1960s and comprises 249 residential units; two small retail units; and community facilities. The Estate consists of a series of low / medium rise blocks of flats and an 18 storey tower (Lulworth House) along with areas of open space and surface car-parking.

The site is centrally located in the borough to the east of Camden town centre in a predominantly residential area which comprises a mix of period housing; post-war municipal estates; 20th century in-fill; and some remnants of light-industrial activity.

The Estate is bordered to the north by Agar Grove beyond which sits an area of mid-to-late 19th century high-quality terraces and villas focused around Camden Square. To the east lies Camley Street which is occupied by low rise light-industrial units. Beyond Camley Street lies the mainline railway into St Pancras and then the 1960s Benson and Forsyth Maiden Lane Estate which is also undergoing refurbishment as part of the Council's estate programme. Further to the south-east is the Kings Cross development area.

The site (Phase 1b) is situated at Agar Grove, Camden within the London Borough of Camden. To the south of the site is situated 14-16 Wrotham road, to the east elevation Lulworth tower and the remainder of the Agar Grove estate, to the North boundary is Agar Grove road with low rise properties on the opposite side of the road, To the west elevation is Agar Place occupied by three storey town houses and commercial property.

The site is situated within a predominantly residential area.

Camden High Street and Camden Market are within walking distance of the site.

Route into Agar Grove, will be via Camden Road then turn left onto St Pancras Way, then left onto Wrotham road. Then use the Construction management Plan route with Tracking and finally the exit will be via the cross over formed on Agar Grove.

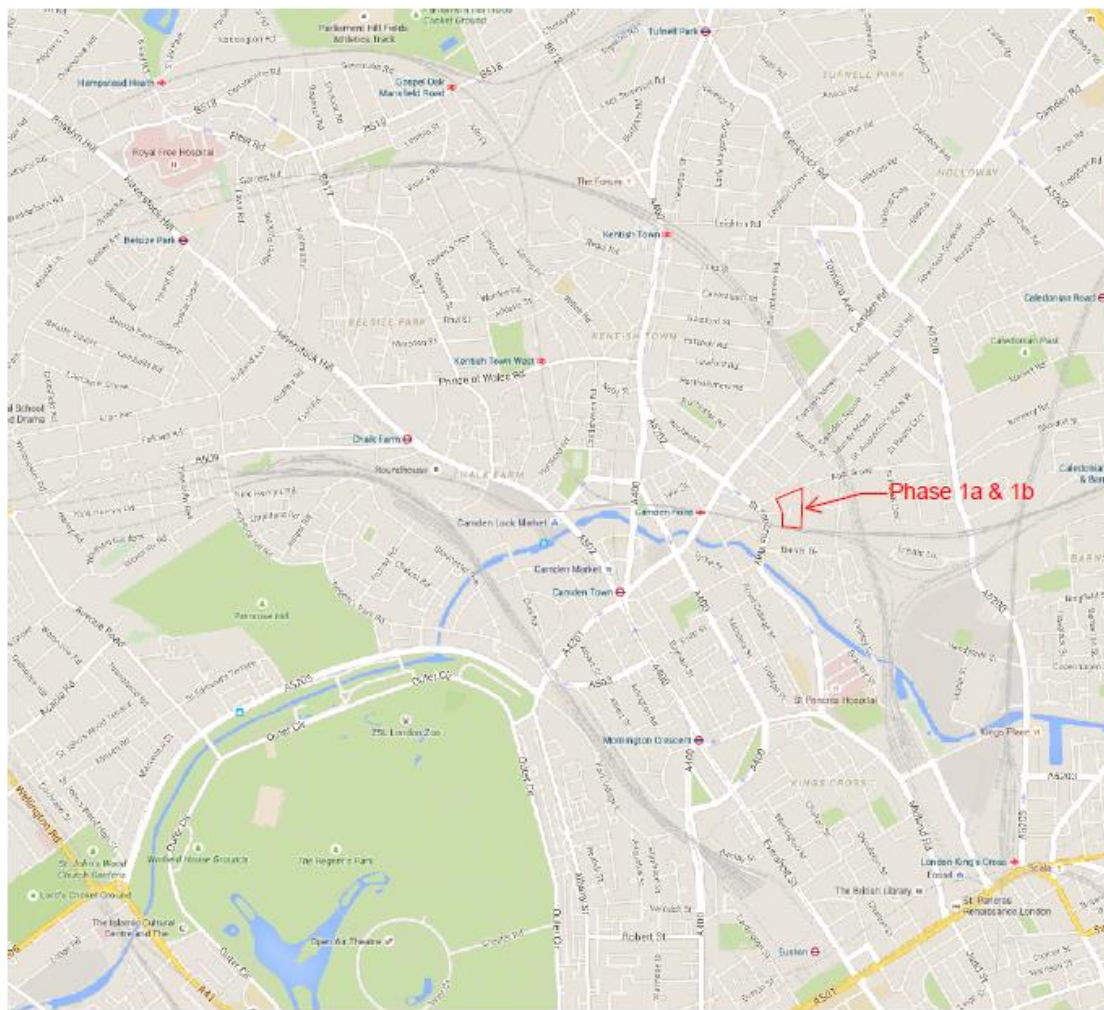
Wrotham road is accessed via St Pancras way (A5202) which is a busy one way road linking to the A400 which takes you to the A1 Holloway road. St Pancras way is predominantly a residential road with width restrictions as you approach Wrotham Road, which will be managed by our trained and qualified traffic marshals, zig zag barrier will be deployed to protect pedestrian and cyclist when vehicles are being directed by out traffic marshals.

Similarly the exit route on Agar Grove will be managed by our trained and qualified traffic marshals, zig zag barrier will be deployed to protect pedestrian and cyclist when vehicles are being directed by out traffic marshals.

We will ensure our best endeavours not to increase construction traffic with in Camden town whilst the new development proceeds

See drawings 1 to 4 in appendix.

MAP



AGAR GROVE Location

Q9. 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).

The proposed works comprise the enabling, demolition of the blocks cpreviously known as Manston, Sherborne and Sturminster following the demolition and site clearance the construction of 57nr residential units for social rent (Blocks F and H) and private sale (Block G) together with 1nr commercial space, parking for bicycles, hard and soft landscaping.

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Q10. 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.).

Neighbours within Wrotham Road, Agar Place, Agar Grove and Existing blocks on the estate.

Q11. 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 Drawings 1 to 4 in Appendix.

Pedestrian access to the site offices will be via Agar Place.

Vehicular access for deliveries will be from Wrotham road access road and the exit will be via Agar Grove Access route.

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Q12. 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 useful).

Commencement date 30 April 2018

Completion date 26 June 2020

See Drawings 1 to 4 in Appendix.

Q13. 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

Q14. 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.

See Drawings 5 in appendix.

Diversions of a gas main,

Diversion of UKPN cable.

New connection required:

- Gas
- Water
- Electric
- Telecoms
- Fibre

Q15. Please confirm when an asbestos survey was carried out at the site and include the key findings.

Asbestos Reports contained within the appendix of this report.

Asbestos survey and report will be carried out prior to occupation by Hill Partnership, all information and register issued by Camden Council.

- Q16.** Please provide a brief description of the proposed working hours within which vehicles will service the site during the construction period (Refer to the [Guide for Contractors Working in Camden](#)). 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. Construction vehicles must be managed and prevented from causing obstructions to the highway.

Our normal site working hours in keeping with the restrictions imposed by the local Environmental Health Officer will be as follows

Monday - Friday	08.00 – 18.00
Saturday	08.00 – 13.00
Sundays and Bank Holidays	Site closed

Notwithstanding this there may be certain occasions when work outside these hours may be necessary. In the event of this, work would only be carried out following consultation and agreement with the Environmental Health Officer.

- Q17.** 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. You will need to consider whether the roads on the route(s) to and from the site are suitable for the size of vehicles to be used. Please provide details of other known developments in the local area or on the route.

We intend to establish a delivery route to the site from the highest hierarchy of main roads.

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Similarly the exit route on Agar Grove will be managed by our trained and qualified traffic marshals, zig zag barrier will be deployed to protect pedestrian and cyclist when vehicles are being directed by out traffic marshals.

We will produce specific traffic maps and rules indicating the required traffic route with peak delivery restriction times clearly printed on the maps.

All site traffic will be directed to Site entrance by use of directional signage and a qualified traffic marshal.

Following consultation with local schools and businesses, London Buses and the Police we will establish peak periods when will minimise our site traffic. We currently envisage this as being between 8.30am and 9.30am and 2.30pm and 3.30pm to accommodate the local school, therefore we will minimise site traffic during these time and will continue to monitor this and make adjustments if required.

During these periods we will limit deliveries and departures to essential vehicles only.

Due to the extent of works we envisage these essential vehicles being concrete Lorries during large concrete pour and muck away Lorries during the bulk excavation. The latter will be naturally restricted due to the turn round times of early loading and the journey to and from the selected landfill site.

Any abnormal loads to be delivered will be notified in advance to the Local Authorities/Police.

Suppliers and subcontractors will be notified in advance of the desired location for delivery.

Contractors and suppliers are required to notify our Site Logistics co-ordinator to agree delivery dates and times based around the peak time restrictions.

All Deliveries will be allocated delivery time slots of 1 hour.

All deliveries to site will be scheduled by our Site Logistics co-ordinator and any unscheduled or non-agreed deliveries will be turned away.

Site management will take necessary action against any defaulting contractors or suppliers to ensure corrective action plans are put in place and implemented to ensure there is no further default.

All gates on site will open inwards and will not impede the public highway or footpaths at any time.

We will consult with London Buses to ensure that there are no conflicts with the buses in surrounding roads. Traffic marshals will be instructed to give priority to buses where practical when directing vehicles into and out of the site.

We have evaluated the major works involving the greatest amount of vehicle movements and these are the bulk excavation and the concrete placing.

Ready mix concrete deliveries would be the major operation and the concrete placing works will be carried out over a 30 week period for phase 1b with approximately 20-25 No concrete deliveries per day when peak pours are taking place (floors). The busiest time for the concrete pours will be in the afternoon, a concrete lorry will turn up load into the concrete pump on site which takes approx. 30min then a further 45mins to pour, when the pump is loaded the lorry will call in the next load which will then leave the depot to minimise lorries on the road. We will stipulate within the RC Frame order that there will be no vehicle waiting time in Wrotham Road. Throughout the RC Frame construction it is planned for lorries to enter site via Wrotham Road dispense their load and exit site via the newly formed Agar Grove crossover as indicated on the

.

General construction material deliveries would average 5-10 no per day throughout the 116 weeks project. These would be a mix of flat beds and box vehicles. We have reduced the size of lorry to minimise the impact.

Specific large deliveries would be needed for the piling rigs. Mobile cranes would be needed for the erection and subsequent dismantling of the tower cranes and all articulated lorry deliveries for the cranes.

At this stage we do not envisage any road closures for deliveries but should the need arise we will liaise with the Police, Local Authority and London buses to minimise disruption in the area.

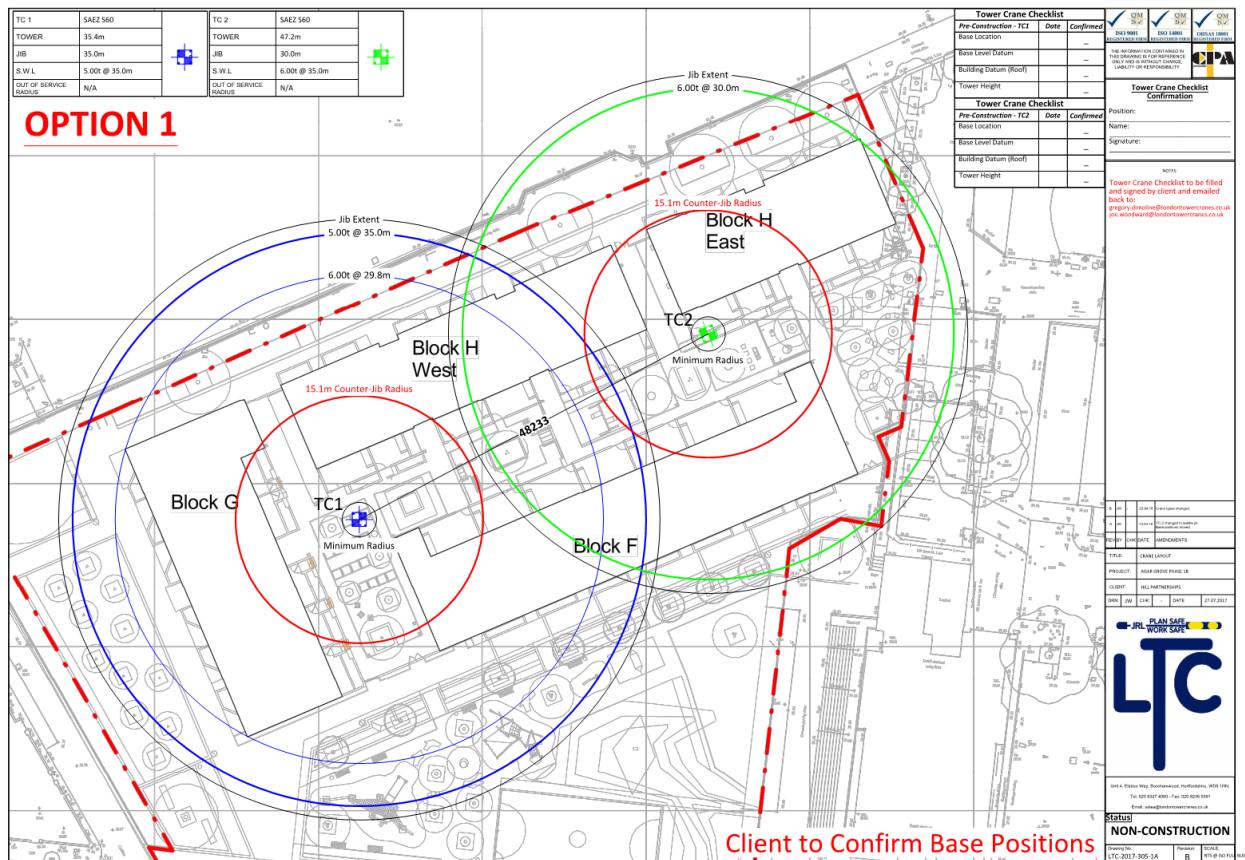
All deliveries will be Fors registered and all Subcontractors and delivery companies will carry out the traffic self-assessment online.

Vehicle's will not be permitted to queue on the highway, vehicles will either be held within the site boundary or turned away if they are not booked in via the logistics manager.

Q18. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.)

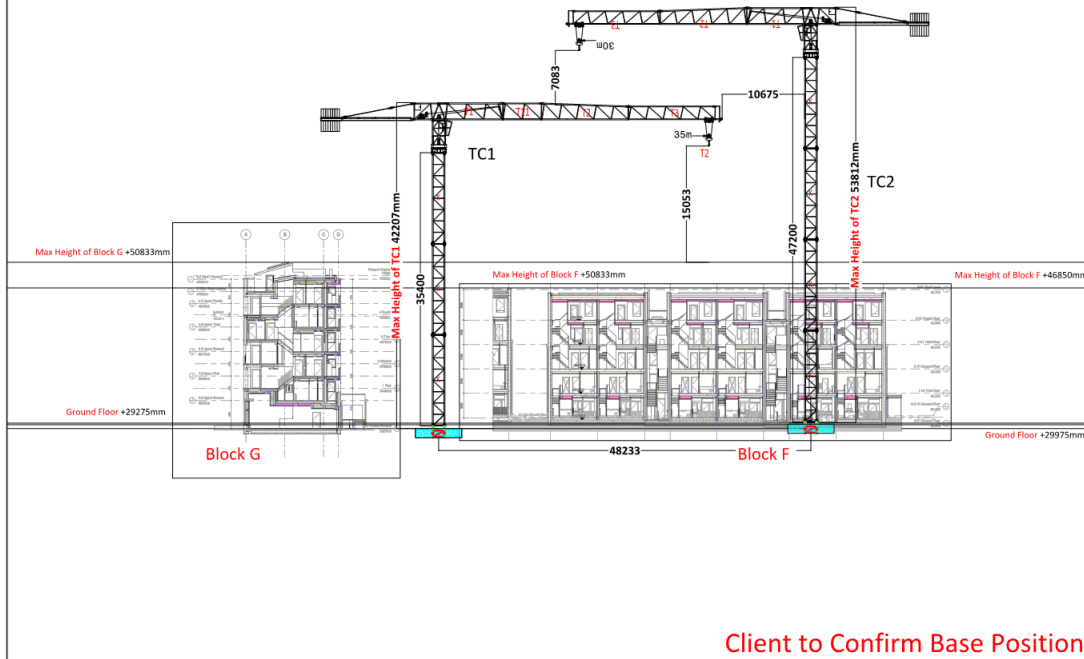
2no. saddle jib tower cranes will be erected onsite for a 66 week period.

Below diagram show full radius, however this will be restricted to our site area only by an electronic system with in the crane systems.



TC 1	SAEZ 560	TC 2	SAEZ 560
TOWER	35.4m	TOWER	47.2m
JIB	35.0m	JIB	30.0m
S.W.L	5.00t @ 35.0m	S.W.L	6.00t @ 30.0m
OUT OF SERVICE RADIUS	N/A	OUT OF SERVICE RADIUS	N/A

OPTION 1



Tower Crane Checklist		
Pre-Construction - TC1	Date	Confirmed
Base Location	---	---
Base Level Datum	---	---
Building Datum (Roof)	---	---
Tower Height	---	---

Tower Crane Checklist		
Pre-Construction - TC2	Date	Confirmed
Base Location	---	---
Base Level Datum	---	---
Building Datum (Roof)	---	---
Tower Height	---	---

Tower Crane Checklist Confirmation		
Position:	---	
Name:	---	
Signature:	---	
Date:	---	

Tower Crane Checklist to be filled and signed by client and emailed back to: gregory.dunne@london-towercranes.co.uk

or via: www.london-towercranes.co.uk

LTC		
1014 A, Bloor Way, Broomfield, Huddersfield, HD8 3PS	Tel: 01484 8001 8001 Fax: 01484 8001 8002 Email: info@london-towercranes.co.uk	
Status:	NON-CONSTRUCTION	
Form No:	LTC-0017-2015-2A	Version: 1.0

Q19. Please provide details of hoarding requirements or any other occupation of the public highway.

See DRAWING 6 in the appendix.

All Hoardings will be set in place during the enabling period of the contract and prior to construction works commencing. We anticipate these to be set within our site boundary and hence no licencing will be required. Should this hoarding placement alter we will apply for all necessary licences and consent from Camden Council prior to the erection.

Additional Hoarding will be installed within the compound area again within the site boundary and no licences will be required for this area.

- Q20.** Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses). 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 including; the extent of 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. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

Please refer to drawing 2 in the appendix.

- Q21.** Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction. If construction vehicles cannot access the site, details are required on where they will wait to load/unload.

An application has been made for 8no bay suspension on Agar Grove alongside a temporary crossover application.

A temporary cross over has been installed on Agar Place as per the traffic management plan.

Section 4 - Traffic Management for the Site

- Q22.** Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Banksman and/or Traffic Marshall arrangements. You should supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted). Vulnerable footway users include wheelchair users, the elderly, people with walking difficulties, young children, people with prams, blind and partially sighted people, etc. A secure hoarding will generally be required to the site boundary with a lockable access. 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. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

All site activities are to be contained within the hoarding line and a comprehensive traffic management plan will be implemented to ensure no disruption is caused to traffic or pedestrians on the adjoining roads or walkways. Specific loading and unloading areas have been designated inside the site boundary

All footpaths and walkways surrounding the perimeter of the site boundary will remain unimpeded from construction activities at all times, except for any such emergency requiring the full evacuation from site unless alternative arrangements have been agreed with the LBCC Highways Department.

All site hoardings will be within the site boundary and will not impede on the established foot paths and cycle routes.

All access gates will be locked with either chains/padlocks or biometric fingerprint access.

Full direction signage will be used on the external of the hoarding.

Barriers will be used when vehicles are accessing the entry and exit gates.

See Drawings 2 to 4 in appendix.

- Q23. Please detail the proposed access and egress routes to and from the site, showing details of links to the [Transport for London Road Network](#) (TLRN). Such routes should be indicated on a drawing or diagram showing the public highway network in the vicinity of the site. Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. Consideration should be given to any major trip generators (e.g. schools, offices, public buildings, museums, etc.) on the route, and how any problems can be avoided or mitigated.**

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This will only be changed where requested by the Police to suit abnormal loads such as piling rigs, mobile cranes and the tower crane deliveries or to accommodate any specific directives relating to the activities around traffic restrictions.

We will produce specific traffic maps and rules indicating the required traffic route with peak delivery restriction times clearly printed on the maps.

See Drawings 1 to 4 in appendix.

- Q24. Please describe how the access and egress arrangements for construction vehicles will be managed. 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.**

Delivery vehicles will be controlled to ensure that unloading only takes place within designated times and in the correct location. All subcontractors will be required to produce a procurement schedule for their materials which will be monitored at their weekly or fortnightly meetings and must book delivery slots with our traffic controller via email. "Just in Time" scheduling of deliveries where possible will minimise storage capacity required, double handling and congestion around the site. Restricted delivery times based around the school times will be discussed in detailed with all suppliers and contractors.

Where "Just in Time" deliveries are not economic or practical, site storage of materials and plant will be very carefully controlled by restricted allocation of zones to particular trades.

Detailed plans of the site will be drawn up outlining areas available for moving and storing materials during the various stages of the contract.

All delivery routes will form part of their orders including that they ensure they are FORS registered vehicles.

- Q25. 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.**

See drawing's 1 to 4 in appendix.

Q26. 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 the attached tracking drawing showing a 6 wheel rigid vehicle's route in and out of the site entrance.

See Drawings 1 to 4 in appendix.

Section 5 – Environmental Issues

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

Q27. Please provide details of the times of [noisy operations](#), outlining how the construction works are to be carried out.

Noisy works will be carried out between the hours permitted under contract.

Reduction in noise disruption will be achieved by: -

- Coordinated delivery times and efficient traffic management to prevent queues of traffic accessing the site
- Ensuring all plant has sound reduction measures (mufflers, baffles or silencers)
- Utilising construction techniques that minimise the production of noise.
- Utilisation, where possible of pre-fabricated components
- Utilisation of baffle system during breaking out of existing ground obstructions.
- Strict adherence to the site working hours.
- The main Contractor shall carry out prediction of noise and vibration levels before any work is carried out on site. These predicted noise and vibration levels shall be registered in the Construction/Demolition Management Plan.
- Noise attenuation screening to be used if deemed appropriate and noise monitoring to be carried out at the start and at regular intervals during each task period. Any mobile screens shall have sufficient mass so as to be able to resist the passage of

- sound across the barrier and to be free of significant holes or gaps between or under any acoustic panels or board materials as far as reasonably practical.
- Noise monitoring shall be undertaken using a combination of semi-permanent (continuous) and attended monitoring methods. The locations of the semi-permanent and attended monitoring and the frequency of the sampling to be agreed with LBCC
- Where the measured noise levels are more than 3 dB (A) 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 in accordance with the steps set out in the application for 'prior consent'. Noise levels shall be reduced further if it is reasonably practicable to do so.

Q28. 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.

Surveys will be carried out prior to commencement of demolition works June 2018, 24/7 monitoring station will be installed as detailed in the S106.

Q29. Please provide predictions for [noise](#) and vibration levels throughout the proposed works.

See Question 27 above

Q30. 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.

When carrying out pilling or demolition works we will have a monitoring station set up which will alert the site manager when and if the vibration exceeds parameters set by the engineers

Q31. Please provide evidence that staff have been trained on BS 5228:2009

All sub-contractor that are used have the relevant qualifications, as the procurement process continues we will forward the necessary evidence.

Q32. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented.

Reduction in dust pollution and other airborne debris will be achieved by: -

- We will establish air quality procedures to minimise dust generation and control plant and vehicle exhaust emissions.
- We will undertake regular air quality sampling to ensure that we are not impacting on the existing air quality levels.
- Ensure that all materials transported to and from site are in enclosed containers or fully sheeted.
- Ensuring stock piles of excavated materials etc are kept below hoarding heights and kept damp in dry windy conditions.
- During dry periods the works are to be damped down to control the generation of dust.
- Ensuring materials have a minimum of packaging
- Ensuring all polystyrene and similar light weight materials are weighted down
- Making sure all dust generating materials are adequately packaged
- Ensuring all vehicles leaving the site have received a wheel wash and that loads are covered where spoil, waste or demolition material is being removed.
- Provide regular road cleaning using road sweepers or brushes to control dust and mud.
- Keeping the loading drop heights of spoil into lorries as low as possible.
- Implementing an effective procedure to deal with complaints from third parties to ensure issues are dealt with efficiently and quickly, via an advised and dedicated telephone number.
- Ensure a daily litter check is carried out around the perimeter of the site and all debris from whatever source is collected and safely disposed of.
- Further control the source of the dust by using sprinklers at the nearby sensitive facades including the east of the site
- Increase the netting around the perimeter of the site including by netting on the east side as there is currently none on this side.

In addition to the above provisions the following measures will be taken to reduce any further negative effects on the environment: -

- Ensuring all contaminants kept on site are safely stored with the necessary procedures put in place for leaks and spillages etc. as set out in Hill Policy.
- A waste management system will be implemented on site.

We treat environmental issues seriously and will carry out good management practises to minimise the effects of noise and dust on the environment and local community. We will also liaise with the local neighbours regarding any other sensitive environmental issues that need to be addressed.

Q33. 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.

All vehicles will be cleaned thoroughly by a jet wash prior to leaving site and when required a road sweeper will be used.

Q34. Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels.

See above question 33

Q35. Please confirm that a [Risk Assessment](#) has been undertaken 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.

Risk Assessment will be under taken prior to each element of works, evidence can be issued following assessments.

Q36. Please confirm that all relevant mitigation measures from the [SPG](#) will be delivered onsite.

AS Q35

Q37. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the [SPG](#).

Please confirm that these monitors 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.

See Q35, assessment will. Should the site be high risk then full static monitoring will be in place.

Q38. 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 copies of receipts (if work undertaken).

We will employ a specialist company in pest control to ensure that rodents are not present whilst works are continuing to ensure that the workforce and surrounding environment is not effected from weils disease and include in RAMS from the subcontractors

Section 6 – Monitoring, Compliance, Reporting and Consultation about Traffic and Activities related to the Site

(Refer to [Tfl best practice guidance](#) and [\(CMRBC\)](#) sections: [noise operations](#), abatement techniques, noise levels, vibration levels, [dust levels](#), rodent control, community liaison, etc.)

Q39. Please provide details describing how traffic associated with the development will be managed in order to reduce/minimise traffic congestion. Deliveries should be given set times to arrive, dwell and depart. Delivery instructions should be sent to all suppliers and contractors. Trained site staff must assist when delivery vehicles are accessing the site, or parking on the public highway adjacent to the site. Banksman must ensure the safe passage of pedestrians, cyclists and motor vehicular traffic in the street when vehicles are being loaded or unloaded. Vehicles should not wait or circulate on the

public highway. An appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected.

Delivery vehicles will be controlled to ensure that unloading only takes place within designated times and in the correct location. All subcontractors will be required to produce a procurement schedule for their materials which will be monitored at their weekly or fortnightly meetings and must book delivery slots with our traffic controller. "Just in Time" scheduling of deliveries where possible will minimise storage capacity required, double handling and congestion around the site. Restricted delivery times based around the school times will be discussed and detailed with all suppliers and contractors.

Where "Just in Time" deliveries are not economic or practical, site storage of materials and plant will be very carefully controlled by restricted allocation of zones to particular trades. Detailed plans of the site will be drawn up outlining areas available for moving and storing materials during the various stages of the contract.

Q40. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of [construction material consolidation centres](#)).

We have engaged with Travis Perkins locally to receive all brick deliveries from the supplier and then deliver to site on flat bed vehicles as and when required.

Apart from these materials we do not envisage at this stage further storage of materials off site.

Q41. Please provide details of consultation on a draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors. Details should include who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. 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 it out.

Consultation of the CMP has been carried out as Follows:

The CMP has been issued to the client for review and comment.

The CMP Will be presented to the local residents in the next committee meeting.

The CMP will be issued in the next newsletter to the local residents also.

Q42. 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. Please confirm how 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.

We have engaged with the local communities on two open evenings to meet the builders and discuss the impacts.

Newsletters have been issued out to the surrounding area throughout the construction of Phase 1A and will continue to do so throughout the next phase of works.

These will continue monthly and at intervals where necessary i.e crane erection deemed.

We have also been invited to meet with the ward Councillors on a Bi-month basis.

We have also attended the Lulworth Tenant Management Organisation committee meetings throughout the construction of Phase 1A and will continue to do so throughout the next phase of works.

Q43. Please provide details of any schemes such as the 'Considerate Constructors Scheme', the 'Freight Operators Recognition Scheme' or 'TfLs Standard for construction logistics and cyclist safety – [CLOCS scheme](#)' that the project will be signed up to. Note, the [CLOCS standard](#) should be adhered to and detailed in response to question 46. 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](#)".

We are engaging with the Considerate Constructors Scheme.

We Will adhere to the CLOCS standards.

We Will adhere to the Camden's considerate Contractors manual.

Q44. 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.

All contractors will attend a detailed site induction where by all areas of conduct are explained and the expectation of the considerate constructors scheme. Throughout the scheme there will be Tool Box Talks addressing all subjects relating to the construction site.

Within the site compound we would have designated facilities for all trades including canteen, wc, drying rooms smoking areas.

Any operative flouting the site rules will be given a warning and their employer notified, should the offence continue the operative will be removed from site.

Q45. 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.

- As per any planning application made to Camden council
- Maiden Lane Estate – CIP Camden scheme – redevelopment of York Way – currently under construction due to complete Summer 2016 – see link <http://camden.gov.uk/ccm/content/housing/council-tenants-and-leaseholders/housing-repairs/major-repair-work/estate-regeneration/maiden-lane/>
- 79 Camden Road – redevelopment by Barratt London project
- Plender Street – CIP Camden scheme – on site and under construction – see link <http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/placeshaping/redevelopment-of-30-camden-street-and-67-72-plender-street.en>

Q46. Please provide details to confirm that all contractors and sub-contractors operating large vehicles over 3.5 tonnes will meet all of the following conditions, as outlined in the [CLOCS Standard](#)

OPERATIONS:

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

i. VEHICLES:

- **Warning signage:** warning cyclists of the dangers of passing the vehicle on the inside
- **Side under-run protection:** fitted to all vehicles over 3.5 tonnes which are currently exempt
- **Blind spot minimisation:** front, side and rear blind-spots completely eliminated or minimised as far as is practical and possible

- **Vehicle manoeuvring warnings:** enhanced audible means to warn other road users of a vehicle's left hand turn or other manoeuvres

ii. **DRIVERS:**

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

STANDARD FOR CONSTRUCTION CLIENTS

- **Construction logistics/management plan:** is in place and fully complied with – as per this document.
- **Suitability of site for vehicles fitted with safety equipment:** that the site is suitably prepared for vehicles fitted with safety equipment to drive across.
- **Site access and egress:** should be carefully managed, signposted, understood and be clear of obstacles.
- **Vehicle loading and unloading:** vehicles should be loaded and unloaded on-site as far as is practicable.
- **Traffic routing:** should be carefully considered, risk assessed and communicated to all contractors and drivers.
- **Control of site traffic, particularly at peak hours:** other options should be considered to plan and control traffic, to reduce traffic at peak hours.
- **Supply chain compliance:** contractors and sub-contractors throughout the supply chain should comply with requirements 3.1.1 to 3.3.2.

All vehicles will be FORS registered

We will adhere to the CLOCS standard

All Delivery companies will complete Camden's self-assessment form.

A live traffic management board will be used on site and adjust if required to suit any changes within the site boundary or on the local highway.

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed with 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 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:

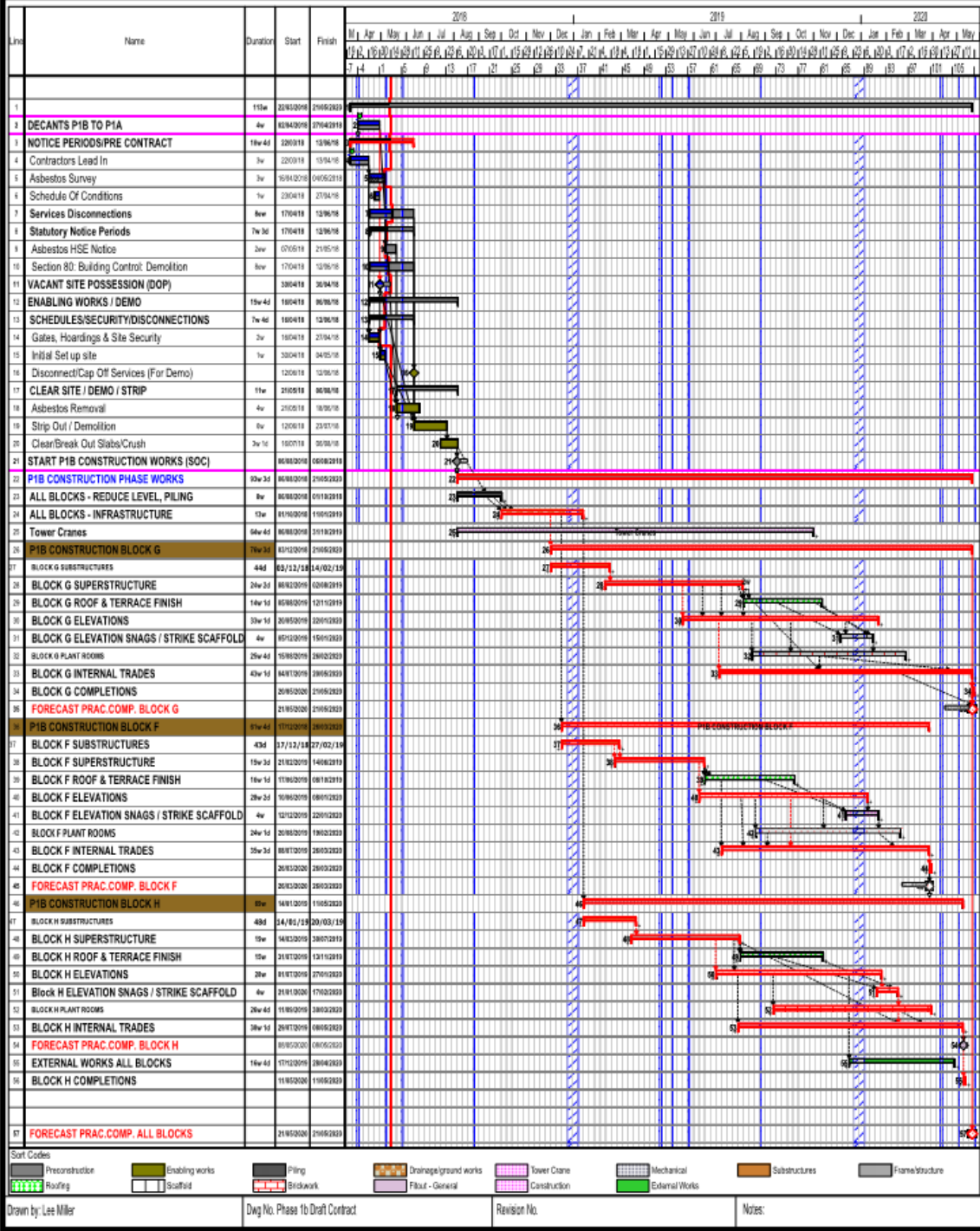
Position:

Agar Grove Phase1b - Draft Contract Programme

Draft Contract Programme

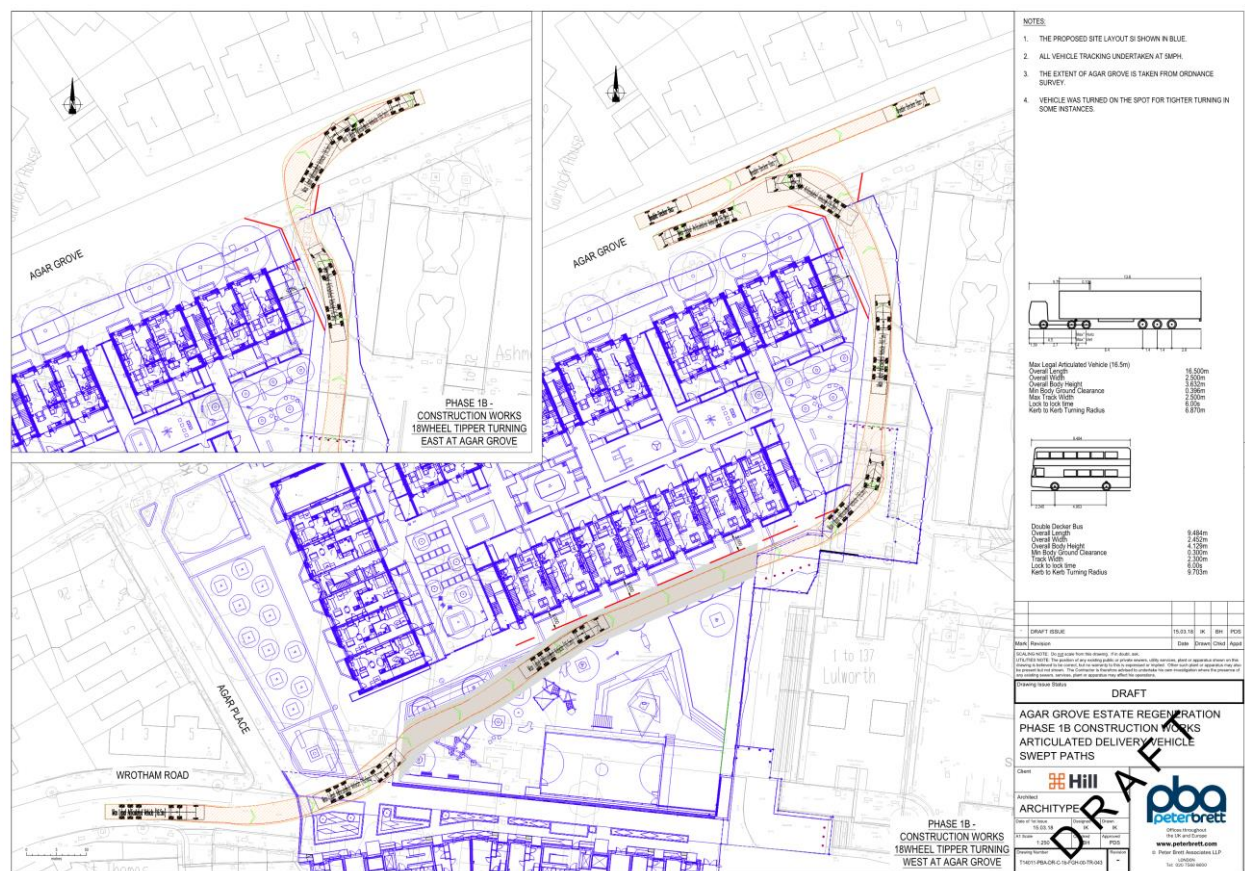
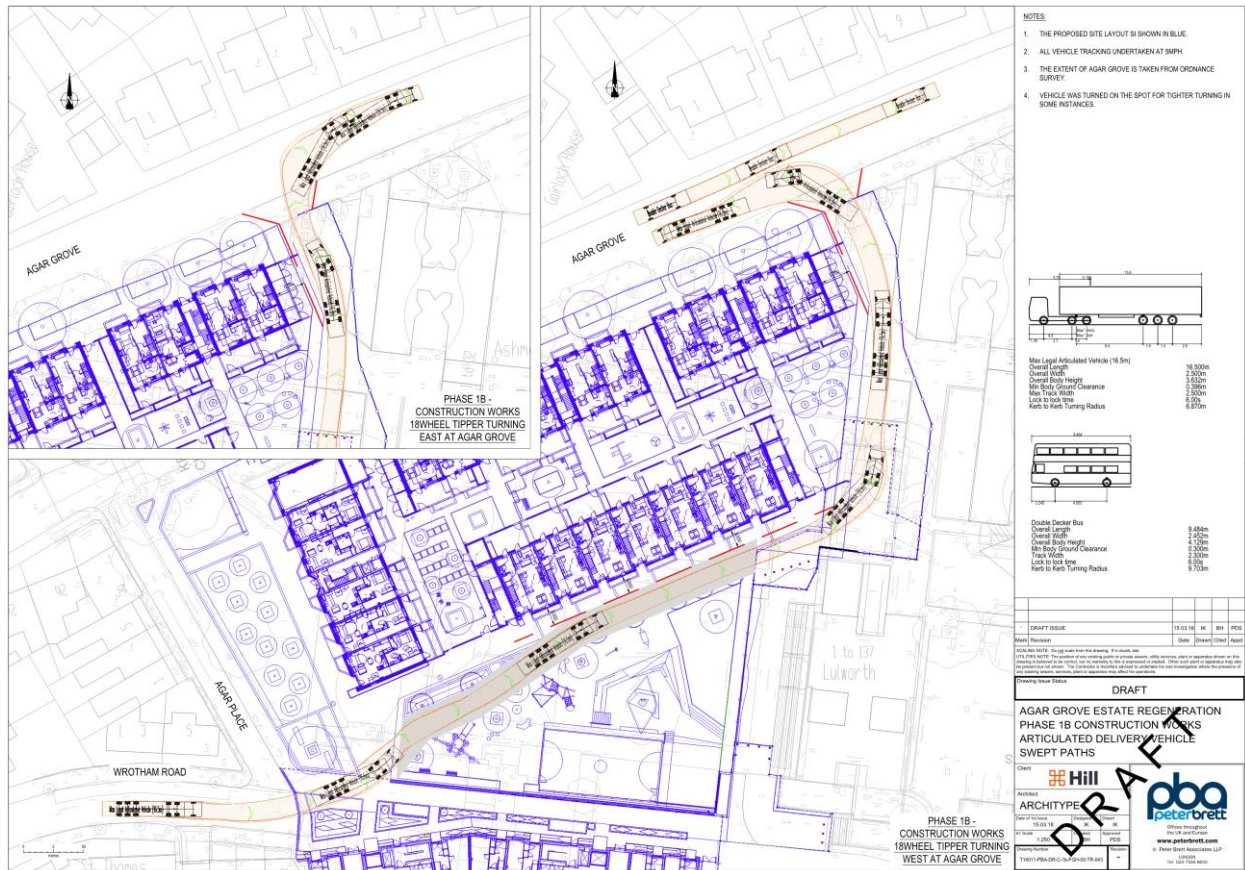
London Borough Of Camden

15/05/2018



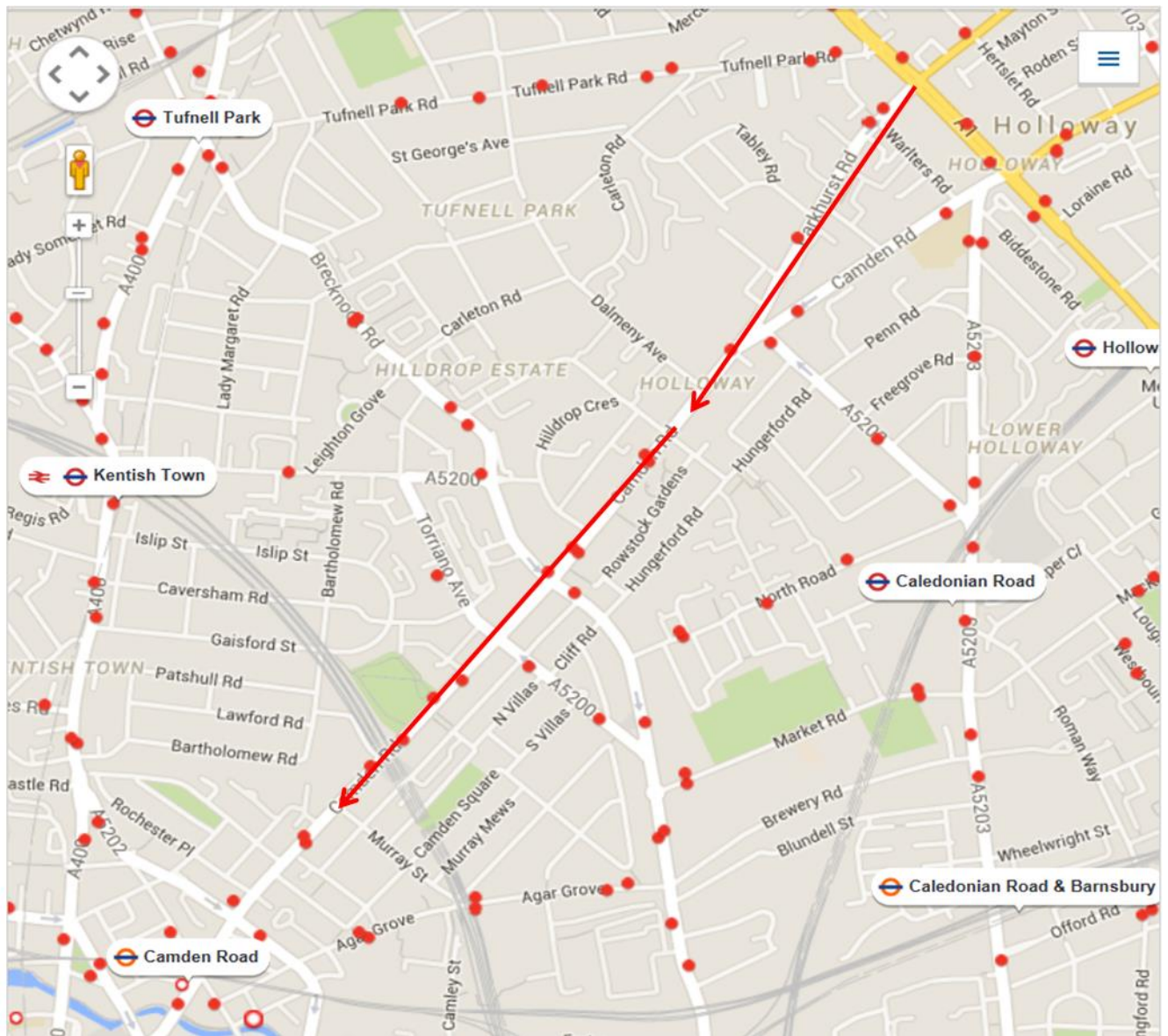
Project Ref: C:\Projects\Procata\Tenders\Tenders 2018\18 035 Agar Grove, Camden Phase 2\06 Programmes\Progressed Contract Programmes\T14 011 Agar Phase 1b Contract Programme LM PROGRESSED 14_011 Planned by Asta Powerproject

Drawing 2: Swept Path Drawing:





Drawing 3: Red Route.



Drawing 4: Traffic Marshall Locations:

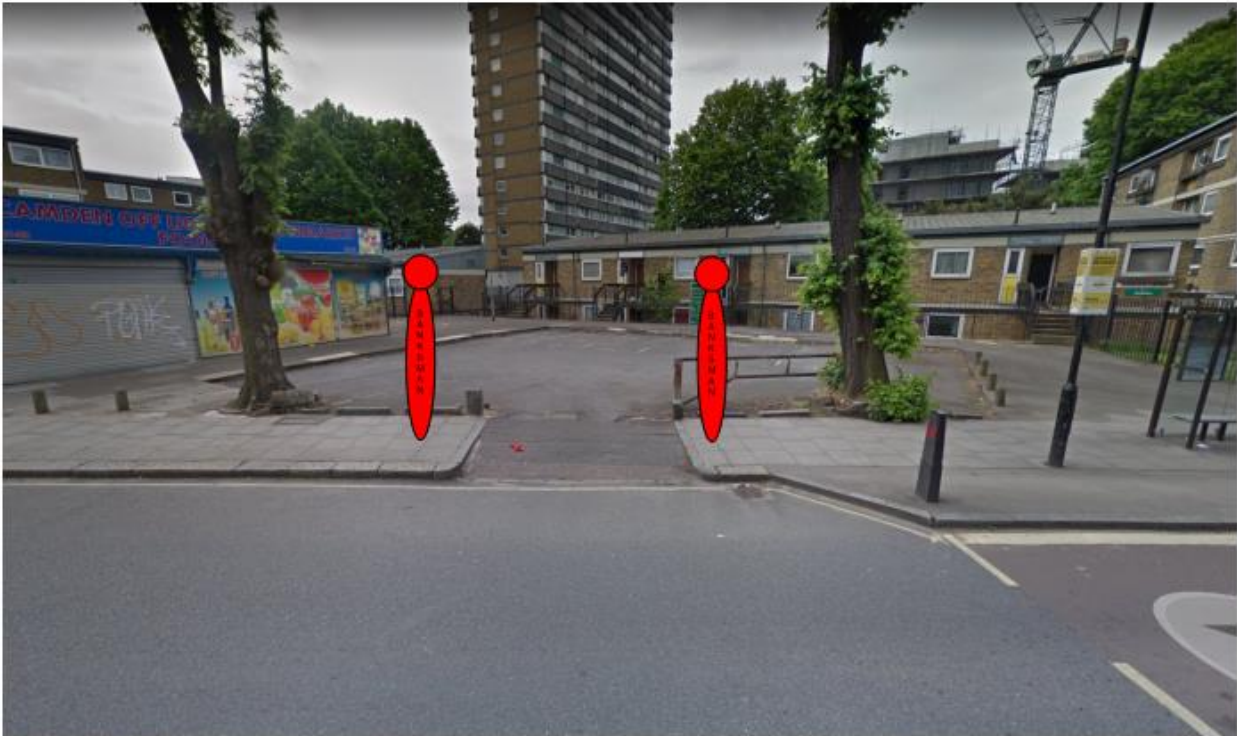


The junction of St Pancras Way to Wrotham Road, due to the sensitivity of this junction we have reduced the lorries from 4 axel 98 wheel) to 3 axel (6 wheel) to ease the impact on the junction as shown in the tracking figure 1. The deliveries will be timed to ensure that the area can be managed properly and that lorries are not having difficulty manoeuvring down Wrotham Road.

As we will know the time slots for the lorries, we will ensure that when possible we will have traffic marshals directing the lorries and managing the traffic on St Pancras Way for safety and monitoring. As discussed we will request that the right hand side (driving in) be double yellow lined and Hill Partnership will provide signage down Wrotham place to manage the current resident parking. Hill partnership will also manage the Taxi Parking in Agar Place to enable the turning head shown in figure 1.

There will be a few exceptions which will include the delivery of large plant machinery and the tower crane which will be on articulated lorries. These deliveries will not be repetitive deliveries and we will inform local residents of this occurrence.

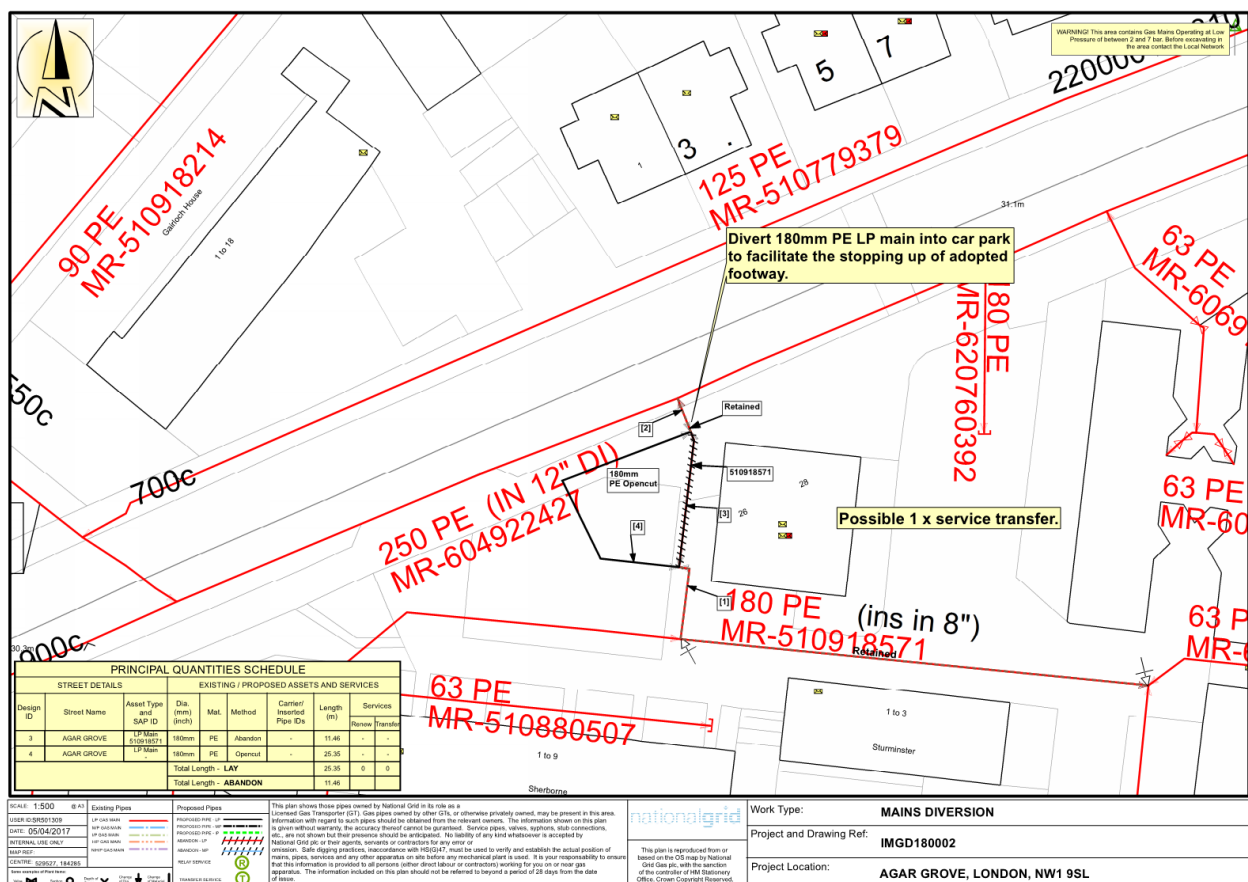
Agar Grove banksman Locations:



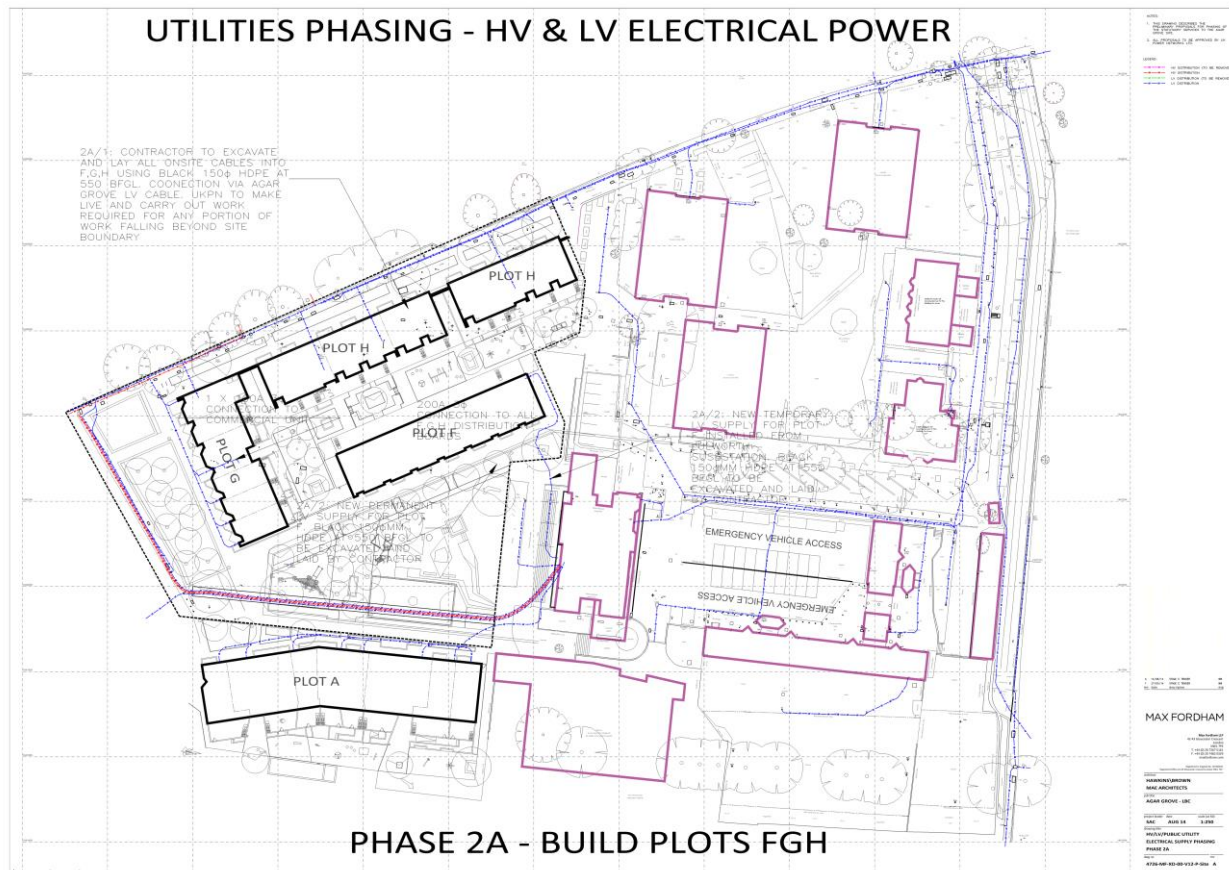
DRAWING 5: Stats Connections for new development



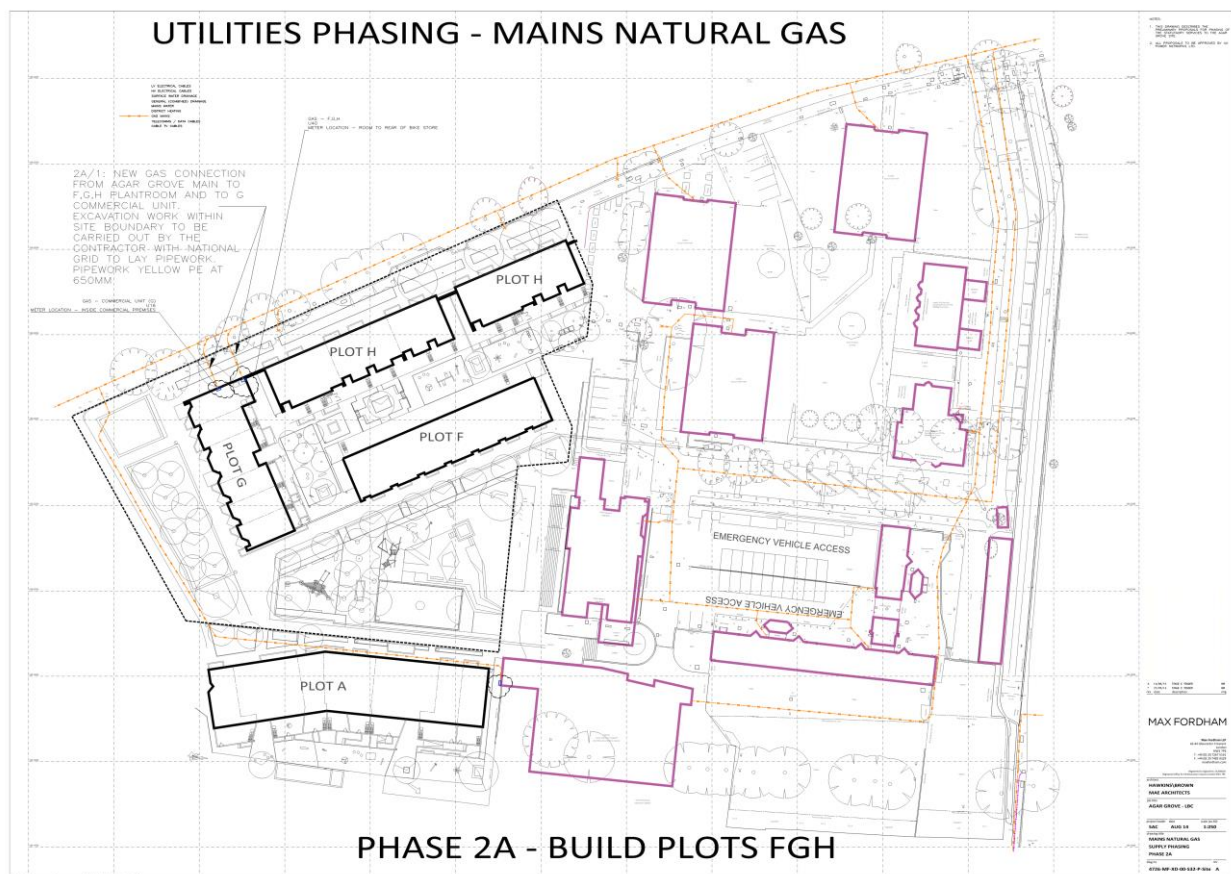
Electrical Diversion route



Electrical Diversion route



Electrical Connections



Gas Connections

Site - Phase 1B Hoarding
1: 200

Legend

- Blue line: Hoarding Line
- Green line: Hoarding Line for the Hoarding Perimeter
- Red line: Hoarding Boundary
- Green square: Head of section (plan) (Hoarding)
- Green square: Completed head (Hoarding) (Hoarding)
- Green square: Hoarding (Hoarding)
- Green circle: Hoarding (Hoarding)

Notes

The Hoarding Line is defined by the Hoarding Line and the Hoarding Boundary. The Hoarding Line is defined by the Hoarding Line and the Hoarding Boundary. The Hoarding Boundary is defined by the Hoarding Boundary and the Hoarding Line.

Scale

1: 200

Project Information

Project: Hill Architecture Partnership Ltd for Camden Council
Site: Hill Architecture Partnership Ltd for Camden Council
Phase: Phase 1B
Drawing: Hill Architecture Partnership Ltd for Camden Council
Date: Hill Architecture Partnership Ltd for Camden Council
Author: Hill Architecture Partnership Ltd for Camden Council
Reviewer: Hill Architecture Partnership Ltd for Camden Council
Date: Hill Architecture Partnership Ltd for Camden Council
Author: Hill Architecture Partnership Ltd for Camden Council
Reviewer: Hill Architecture Partnership Ltd for Camden Council
Date: Hill Architecture Partnership Ltd for Camden Council

Mailto: planningobligations@camden.gov.uk

End of form