

# Construction Management Plan

pro forma

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# Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
21/01/2020	1.0	Quod
19/05/2020	2.0	Bouygues/Downwell

## Additional sheets

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

Date	Title	Version	Produced by
21/04/20	Appendix 1 – Site location plan	1	
21/04/20	Appendix 2 – DMP consultation letter	1	
21/04/20	Appendix 3 – Demolition delay letter	1	
19/05/20	Appendix 4 – Swept path diagrams	2	
21/04/20	Appendix 5 – Noise and Vibration Report	1	
21/04/20	Appendix 6 – Noise monitoring hardware	1	
21/04/20	Appendix 7 – AQA	1	
21/04/20	Appendix 8 – Turnkey Dust monitors	1	
21/04/20	Appendix 9 – Vibration monitoring hardware	1	

# Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to all construction activity both on and off site that impacts on the wider environment.

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 nature 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 the [Construction Logistics and Community Safety \(CLOCS\)](#) Standard and the [Guide for Contractors Working in Camden](#).

Camden charges a [fee](#) for the review and ongoing monitoring of CMPs. This is calculated on an individual basis according to the predicted officer time required to manage this process for a given site.

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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 during construction. 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 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 only provide the information requested that is relevant to a particular section.

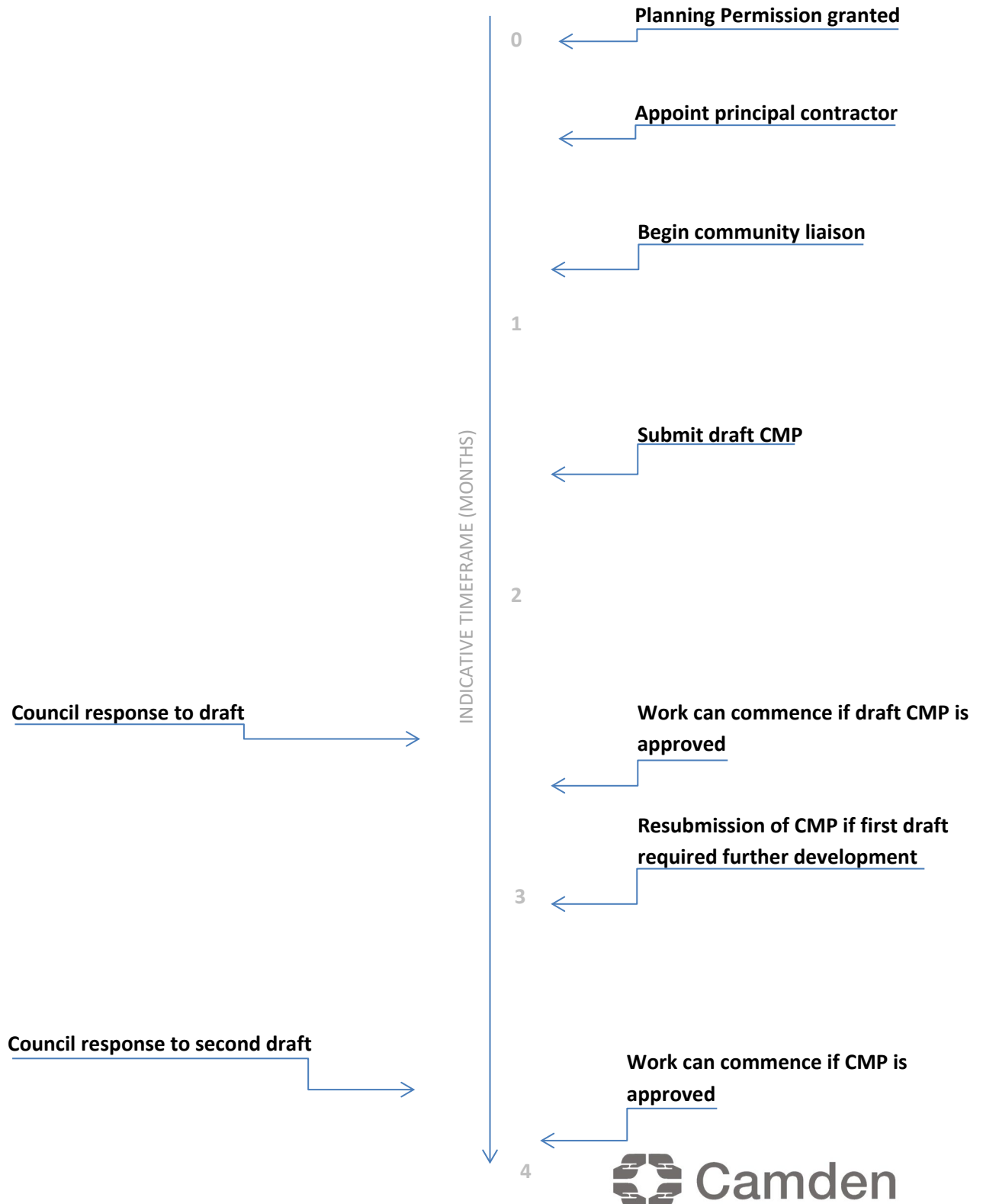
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

# Timeframe

## COUNCIL ACTIONS

## DEVELOPER ACTIONS



# Contact

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

Address: Land bounded by Grafton Terrace, Maitland Park Villas and Maitland Park, containing existing TRA hall and garages; and land adjacent to Maitland Park Villas containing existing Aspen House, gymnasium and garages

Planning reference number to which the CMP applies: 2014/5840/P as amended by 2015/6696/P

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

Name: Gregory Markes

Address: Quod, Ingeni Building, 17 Broadwick Street, London W1F 0DE

Email: [gregory.markes@quod.com](mailto:gregory.markes@quod.com)

Phone: 07710095387

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.

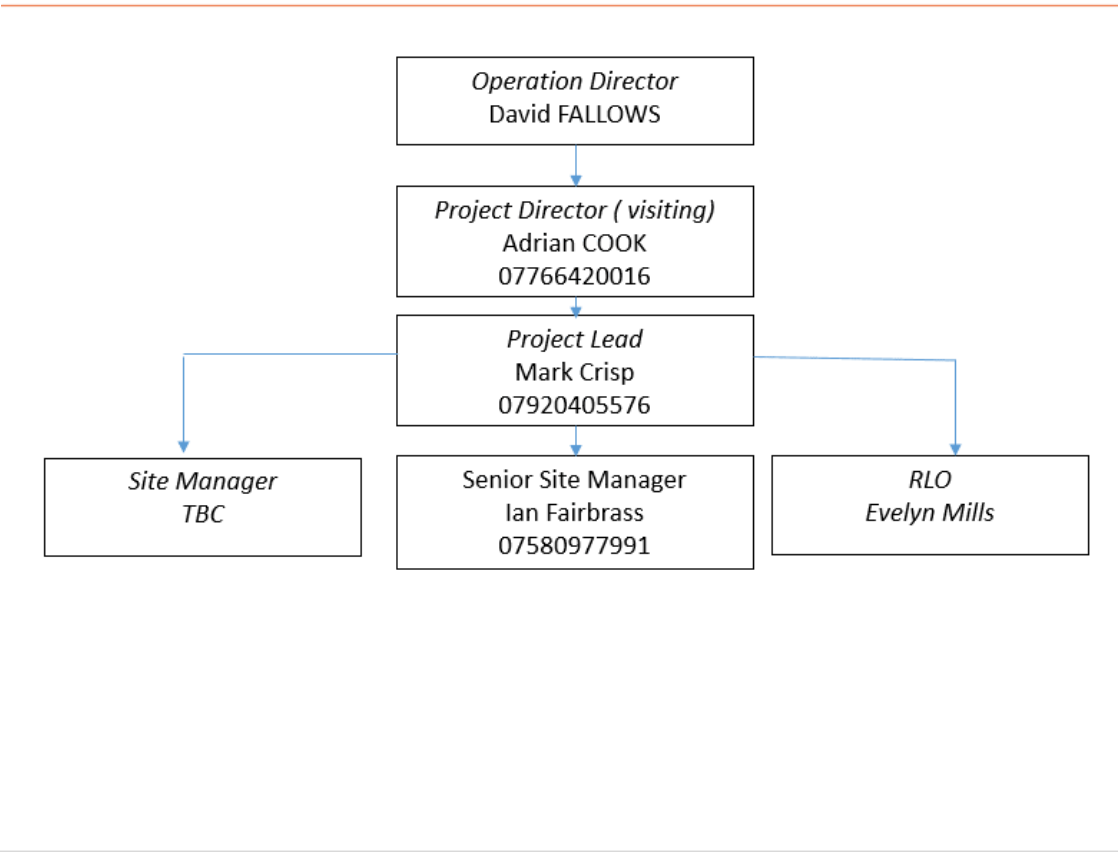
Name: See attached Organogram below

Address: Bouygues UK Becket House 1 Lambeth Palace Road | London | SE1 7EU

Email:

Phone: Office 020 7401 0020

Production organisation ( Demolition Phase )





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: Dilan AlPasha

Address: 5 Pancras Square, Kings Cross, London N1C 4AG

Email: [Dilan.AlPasha@camden.gov.uk](mailto:Dilan.AlPasha@camden.gov.uk)

Phone: 020 7974 5548

*Daily Resident Liaison officer will be appointed at award of contract*

Name: Paula Arkell –Waller (**Deputy Social Value Manager**)-

Address: Becket House | 1 Lambeth Palace Road | London | SE1 7EU

Email: [Paula.arkell-waller@bouygues-uk.com](mailto:Paula.arkell-waller@bouygues-uk.com)

Phone: Office 020 7401 0020 / Mob 07530583959

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: Adrian Cook Bouygues UK ( Maitland Park Camden)

Address: Becket House | 1 Lambeth Palace Road | London | SE1 7EU

Email: [adrian.cook@bouygues-uk.com](mailto:adrian.cook@bouygues-uk.com) / [george.warner@bouygues-uk.com](mailto:george.warner@bouygues-uk.com)

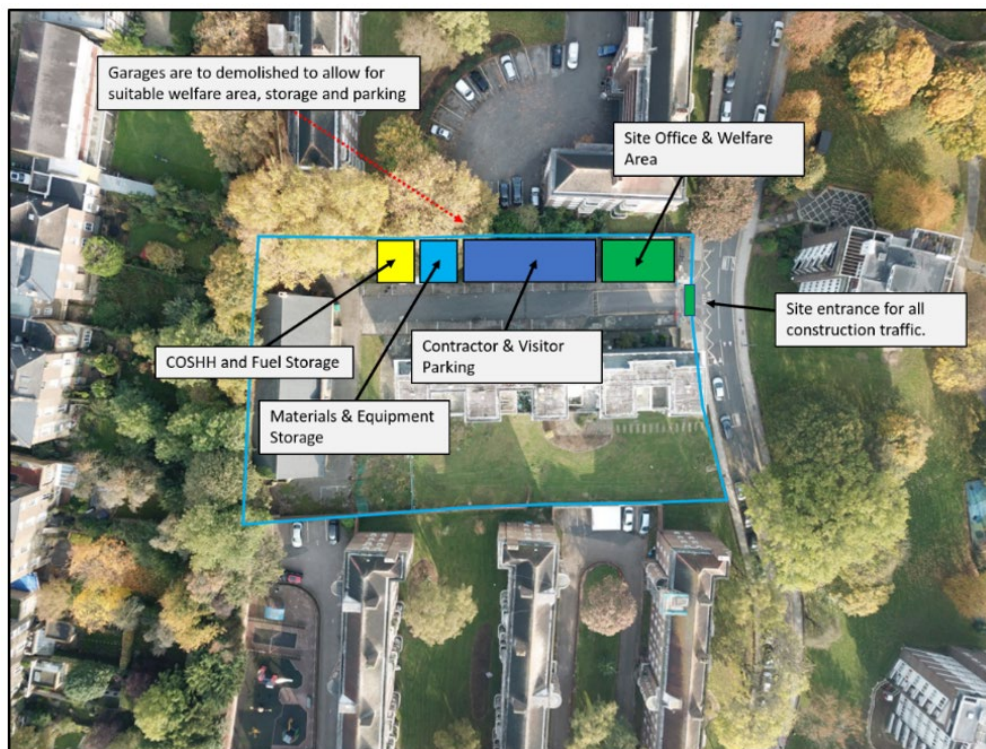
Phone: 020 7401 0020

# 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.

Site location plan provided in **Appendix 1**. Please note that the demolition of the TRA Hall and the garages in the north-east of the site has already been completed and that this CMP applies only to the demolition of Aspen House, its associated garages, and the Maitland Park gym. These buildings are labelled on the site location plan provided at **Appendix 1**.

The part of the Site to which these demolition works relate is shown here:



The Site is within the wider Maitland Park estate, NW3, and is adjacent to residential properties.

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).

Demolition only of Aspen House, associated garages, Maitland Park gym.

Challenges are:

- Confined access routes including local resident parking bays.
- Site boundaries and the close proximity of neighbouring residents and dwellings.
- Local roads on 2 sides of Grafton terrace.
- Satisfactorily engaging the very active Tenants and Residents Association and other surrounding residents' groups.
- The Gymnasium backs onto the garden walls of several properties that are on Parkhill Road, which have elevated gardens.
- Potential for anti-social behaviour in the area.

8. 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).

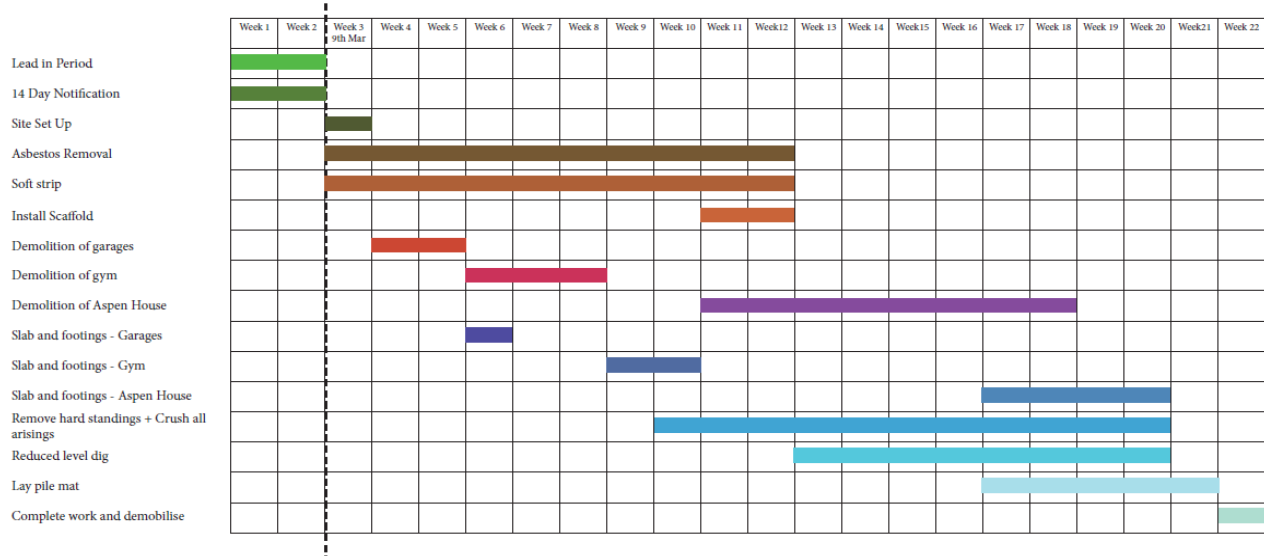
Due to the ongoing Covid-19 crisis, it is not known when works will be able to commence. As soon as this is known, the dates will be provided to the Council. The below Gantt chart provides an indicative timeframe for the duration of the demolition works upon their commencement.



Working with



#### Maitland Park Provisional Programme - week commencing 9th March



9. 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

Note that during construction activities that may over run or planned to take longer than the agreed working hours such as any large concrete pours contact will be made to the local environmental officer in advance.

## 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.

### **Introduction:**

Bouygues UK, commenced its bespoke Community Liaison and Neighbourhood Plan for Maitland Park Redevelopment in the summer of 2019. In Sept 2019 we organised and facilitated a “Meet the Contractor Open Day” which was held in the Gym by Aspen Court.

Following the “Meet the Contractor Open Day” we published a frequently asked question Newsletter which kept all stakeholders involved of our Community Liaison and maintained dialogue with the Client and local Community.

Our Community Liaison includes information on the following:-

- Our role as Principal Contractor (during the PSA)
- An estimated timeline of activities
- Details of the site boundary
- Site logistics
- A bespoke animation of the development and the sequence of works
- An animation highlighting our traffic management plan and construction methodology
- Our H&S commitments
- Our commitment to Considerate Constructor Scheme
- Our Maitland Park Neighbourhood Charter
- Our promise to the residents on how we will conduct ourselves
- Forthcoming demo sequence

To ensure we maximised attendees we advertised the event across the whole of the development and surrounding / adjoining properties we also catered for the event utilising a local Caterer from LB Camden (this highlights our commitment to circular economy and creating a Social Impact).

### **Construction Impact (to the Local Community):**

In terms of Construction Impact (known within Bouygues as Stakeholder Engagement), the stakeholders have been identified and includes residents of the affected blocks, commercial units, stakeholders, residents (regardless of tenure) local churches, local Cllrs, nursery & local schools, Notting Hill House Trust – Sheltered Housing Scheme, the Youth Hostel, etc. all parties will be communicated with via one of four methods:-

- Face to face
- Via public consultation or surgery

- Via a newsletter
- Via social media or an online portal or dashboard

All stakeholders will receive a newsletter with a clearly defined Site Plan attached detailing logistics / construction zones / traffic management / H&S procedures and who to contact information. The Construction Impact firstly created by the demolition phase and secondly the build programme addresses resident safety and softer issues such as communication.

If a stakeholder is impacted by the construction works we will inform residents accordingly. In the event that we have suspended parking (for example) we will notify stakeholders accordingly and signpost them to alternative parking area.

The above will form part of our Neighbourhood Charter.

### **The Future:**

Moving forward our plan for Neighbourhood and Community Liaison is based on: -

- A Maitland Park Communication Plan & Strategy agreed with both the Client and Maitland Park Steering Group (TRA)
- Regular attendance at the Monthly Steering Group (Construction Working Group being set up by LB Camden Representative)
- We will have a RLO Presence
- We will carry out
  - Resident Surgeries
  - Consultation days
  - Issue newsletters and mail drops and communicate by email
  - Have regular dialogue with the TRA

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.

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### **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.

Bouygues Social Value Manager and the RLO will take ownership of cumulative impact. they will meet with their opposite numbers from other contractors working locally (i.e. the Contractor Working on Bacton Low Rise or Mullaley who are carrying out decent homes and





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.

Two community engagement events were held in the Maitland Park gym on the 11<sup>th</sup> and 14<sup>th</sup> September 2019. Details of the proposed demolition methods were on display. The events were open to the public and notice letters were sent to nearby residents in advance of the events. The Maitland Park Tenants and Residents Association was in attendance. Approximately 40 people attended.

On 10<sup>th</sup> January 2020, a further letter of consultation was sent to local stakeholders to request feedback on the proposed DMP. This letter is provided at **Appendix 2**. There was no feedback received to this letter that pertained specifically to the demolition method or management.

On 26 March 2020 a further letter was sent to local stakeholders and residents updating them on the project's progress and informing them of delays to the demolition programme due to the Covid-19 crisis. This letter is provided at **Appendix 3**.

## 12. Construction Working Group

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of construction activity, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this 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.



Bouygues are currently in dialogue with LB Camden Project Manager re the Construction Working Group, we have provided guidance re the terms & reference of this Group and are in discussion re a new venue to meet in light of the Gymnasium being out of use.

The Bouygues Officer who will take ownership and attend meetings will be Paula Arkell-Waller who will be supported by the RLO.

The Community will be updated by 1) Newsletter 2) Resident Surgery 3) Social Media 4) Maitland Park Redevelopment FaceBook or Web Page

### 13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [enhanced CCS registration](#) that includes CLOCS monitoring. Please provide a CCS registration number that is specific to the above site.

Contractors will also be required to follow the [Guide for Contractors Working in Camden](#). Please confirm that you have read and understood this, and that you agree to abide by it.

1. Site/Company/Supplier ID: **120717**
2. Project Name: **Maitland Park**
3. Organisation Name: **Bouygues (UK) Ltd**

### 14. 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.

At present no other contractors are working in close proximity. This will be reviewed when the date of commencement is confirmed.

# 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 CCS monitors as part of your enhanced CCS site registration, and possibly council officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section.

Please contact [CLOCS@camden.gov.uk](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

## CLOCS Contractual Considerations

15. Name of Principal contractor:

Principle Contractor = Bouygues UK

Demolition Contractor = Downwell Demolition

16. 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](#)).

1. During Demolition phase (Downwell Demolition) will monitor and record ALL vehicle movements daily).
2. All subcontractors appointed are made aware of the CLOCS and FORS policy and required to comply with.
3. All driver undertake the Safe Urban Driver training as part of the FORS silver licence.
4. All vehicles over 3.5t are fitted with blind equipment along with the audible alerts for left turn movements. This is part of the FORS and CLOCS policy that subcontractors are made aware of and required to comply with.
5. ALL delivery vehicles are checked and record by the logistics gateman upon arrival
6. BYUK monitor the vehicles and take regular checks of the vehicle registration for the CLOCS policy.

17. 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.

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

Confirmed that the minimum standards are included in ALL tender enquiries and form part of the final sub- contractors' orders.

Please contact [CLOCS@camden.gov.uk](mailto: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.

**18. 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)*

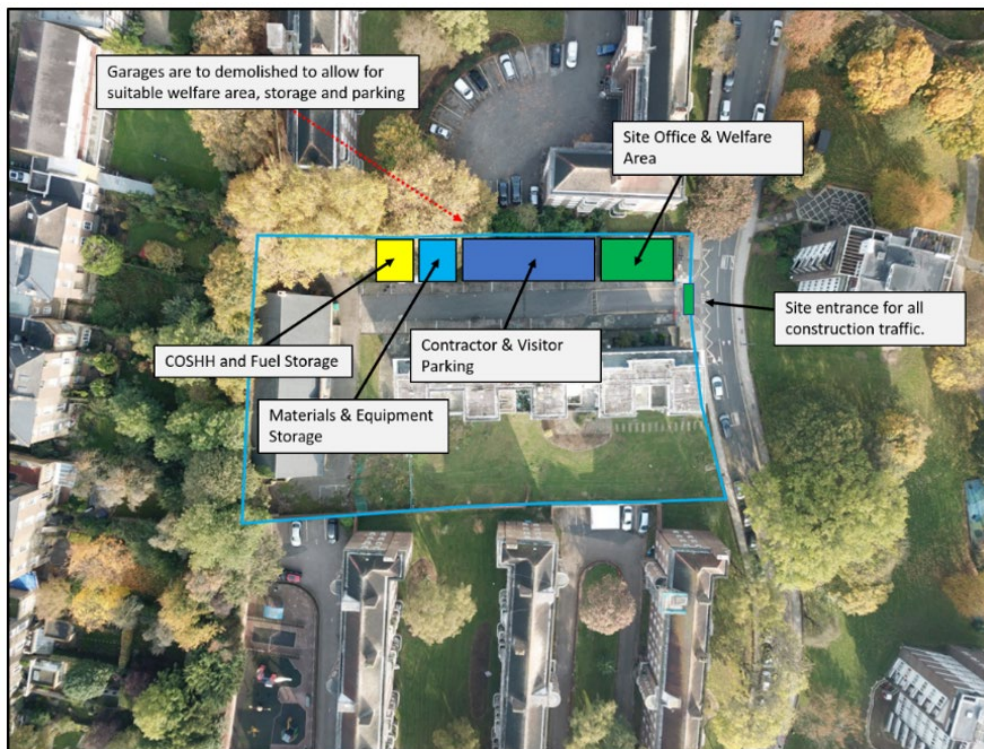
Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, stations, public buildings, museums etc.

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.

Please show vehicle approach and departure routes between the site and the Transport for London Road Network (TLRN). Please note that routes may differ for articulated and rigid HGVs.

Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.

The proposed entry point to the Site is shown as below:

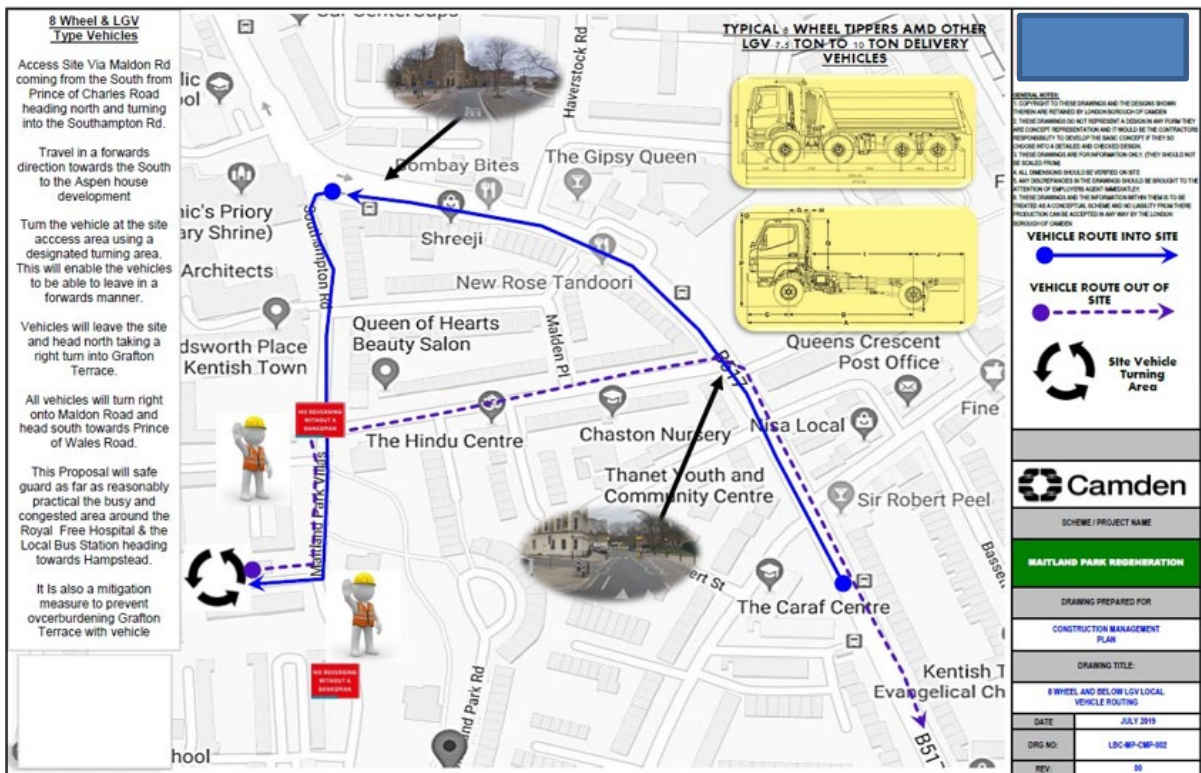
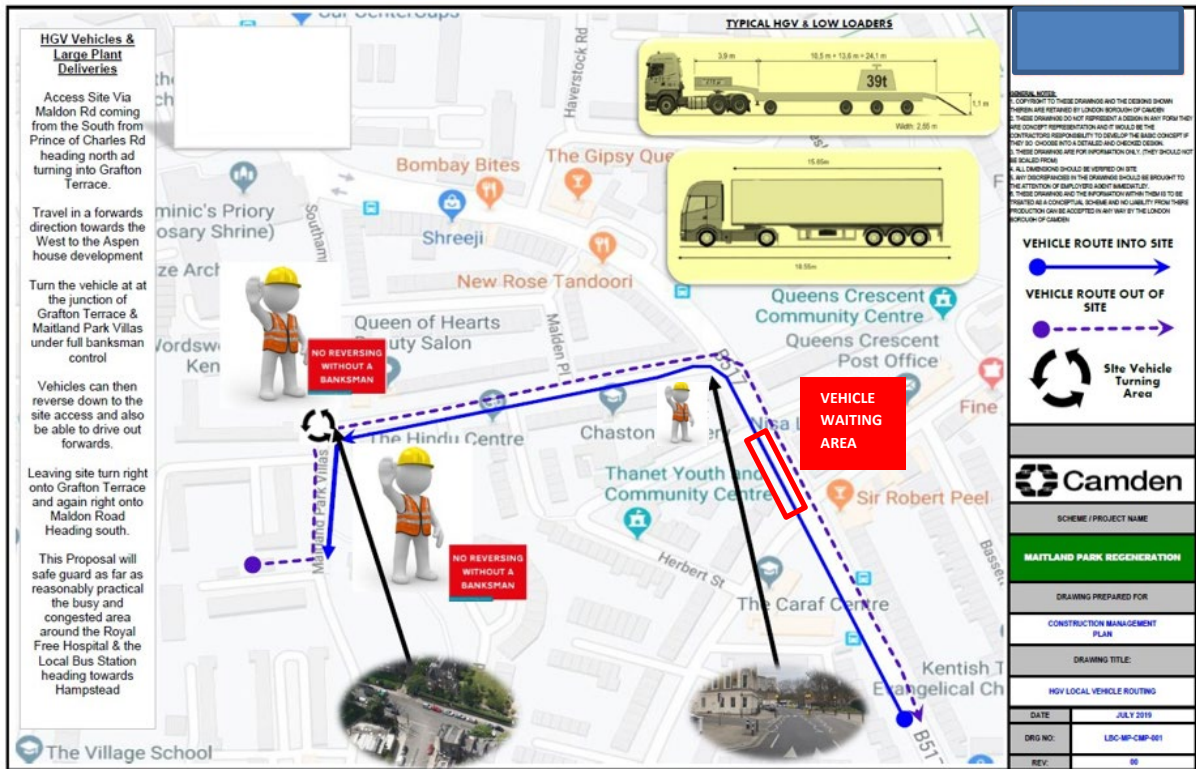


Initial consultations with Camden Highways have taken place to allow the final logistics plan to be prepared.

All deliveries will therefore be managed by the BYUK logistics managers with booking being requested a minimum of 48hrs in advance although longer will be requested to ensure acceptance onto site.

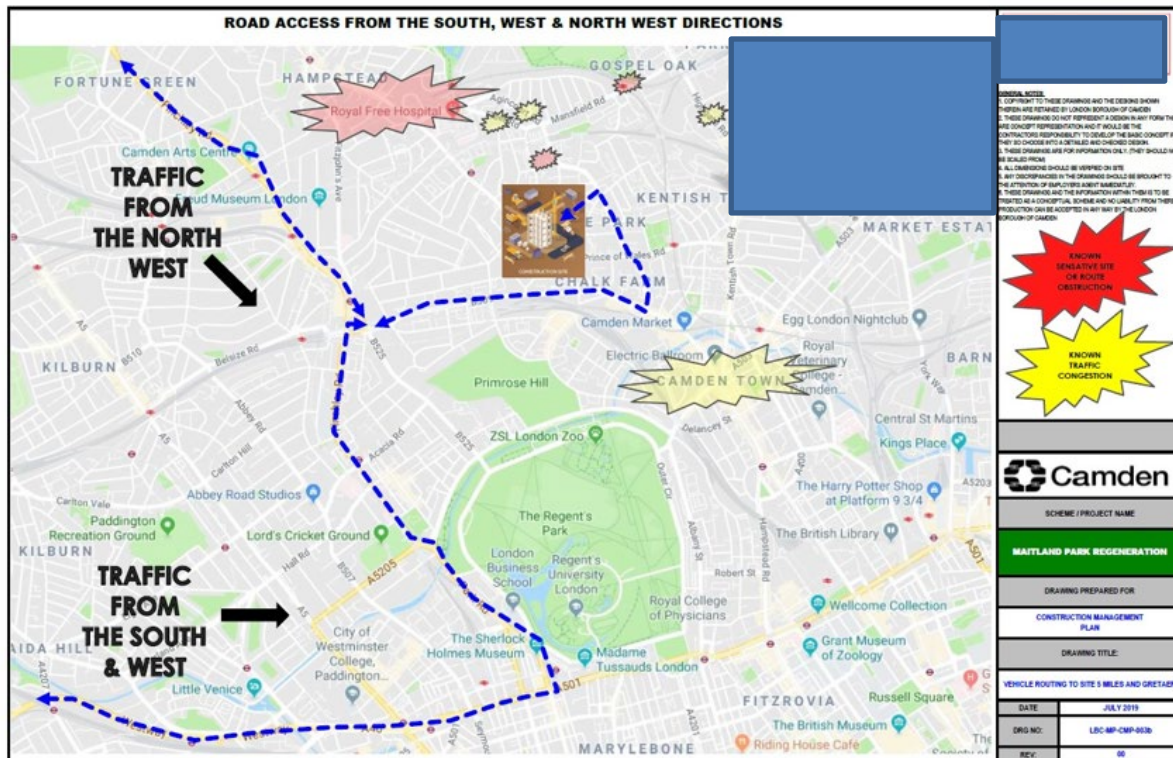
Approach routes are as below:



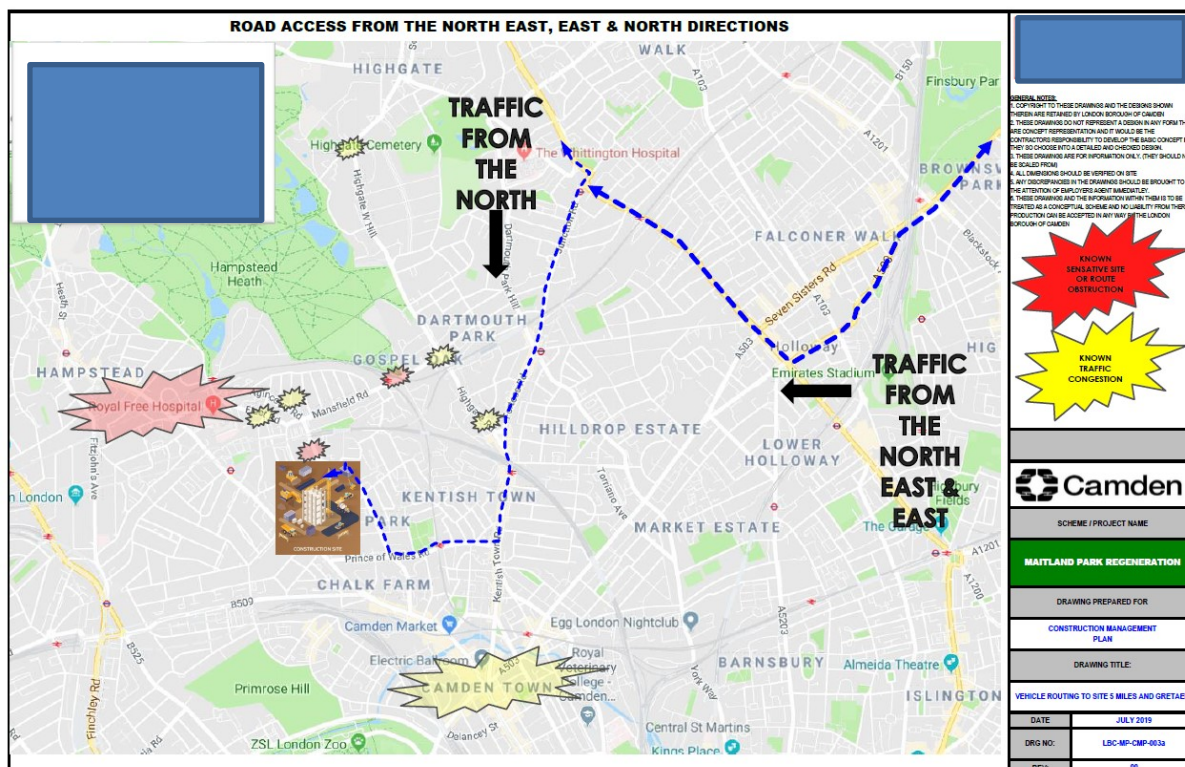




## APPROACH ROUTE FOR RIGID VEHICLES VIA SWISS COTTAGE AND WEST LONDON



## APPROACH ROUTE FOR ARTICULATED VEHICLES VIA ARCHWAY AND FINSBURY



b. Please confirm how contractors and delivery companies will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

1. A Traffic management plan will be included as part of the final order placement and at forms part of the pre-contract start meetings for all subcontractors
2. Included within the site inductions.
3. Displaying of the TMP routes in prominent positions on the site.
4. Regular review (monthly minimum) of the plan with any revisions communicated to the supply chain
5. Receive updates and liaise with Camden regarding any local up and coming road closures that may affect the approved logistics routes. The impacts will be discussed prior to implementation.

**19. 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 should be restricted to the hours of 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 the hours of 9.30am and 3pm on weekdays during term time.

Vehicles may be permitted to arrive at site at 8.00am if they can be accommodated on site. Where this is the case they must then wait with their engines switched off.

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.

Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

For Example:

32t Tipper: 10 deliveries/day during first 4 weeks

Skip loader: 2 deliveries/week during first 10 weeks



Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project

18t flatbed: 2 deliveries/week for duration of project

3.5t van: 2 deliveries/day for duration of project

- 4x 24t Flatbed = delivery of site welfare and cabins during demolition stage
- 3 x Artic: plant deliveries of demolition plant inc excavators
- Skip loader: 2 deliveries/week during first 10 weeks
- Roll on roll off = 2 per week during soft strip 8 weeks
- Refuelling tanker = for welfare weekly for 20 weeks
- General small consumable delivery vans weekly

Approximate Vehicle Movements Table – Aspen House		
Type/Reason	Quantity/ Frequency	Period of Movements
Contractors in small vehicles	8 every day	Throughout programme
Plant deliveries – Large low loader articulated vehicle	8 total of no more than 2 in any one day	1 at the start until asbestos and soft strip has been removed. 3 during the structural demolition and 4 at the end of the project when the plant is removed.
Waste removal – tipper and roro vehicles	70. No more than 10 in any one day.	Spread out throughout the project. Mostly during the soft strip and asbestos removal.
Small tools and equipment deliveries – small vans	10	Throughout project
Welfare deliveries – hiab flatbed	4 in total	At the start and then the end of the project
Delivery Restrictions		
Day/Time	Type	Restriction Details
Mon - Fri	HGV Rigid	Delivers and collection from site are to be restricted between 10:00 and 15:00
Sat	HGV Rigid	Delivers and collections to be scheduled between 10:00 and 13:00
Mon-Fri	HGV Artic	Delivers and collection from site are to be restricted between 10:00 and 15:00
Sat	HGV Artic	Not permitted
Mon-Fri	Small Vans & Cars	Delivers and collections scheduled for after 08:00 and before 15:00. Cars driving to site no restrictions
Sat	Small Vans & Cars	Delivers and collections scheduled for after 08:00 and before 13:00. Cars driving to site no restrictions

b. Cumulative effects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

None anticipated for the demolition phase. Possible coordination with sites including the Bacton Low Rise site will be assessed at the construction phase.

c. Please provide swept path analyses for constrained manoeuvres along the proposed route.

All swept path diagrams provided at **Appendix 4**.

As is shown on the

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue 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.

Please identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.

Please refer to question 24 if any parking bay suspensions will be required to provide a holding area.

None required for demolition phase.

e. Delivery numbers should be minimised where possible. Please investigate the use of construction material consolidation centres, and/or delivery by water/rail if appropriate.

Rail and water delivery not appropriate.

Note that arisings from the demolition of the building will be crushed and re used on site to form pile mats reducing imported crushed for pile mats and tipper lorry movements off site.

All soft strip materials will be stored and stacked in roll on roll off bins minimising skip movements

f. Emissions from engine idling should be minimised where possible. Please provide details of measures that will be taken to reduce delivery vehicle engine idling, both on and off site (this does not apply to concrete mixers).

1. All vehicles upon entry of the site will be required to turn off their engines
2. Any vehicles where drop off loading bays are allocated will be required to turn off their engines.

**20. 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)*

This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please skip this section and refer to Q23.

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 site access and egress points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.

Site access shown on plan in response to Q18.

b. Please describe how the access and egress arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

Bouygues / Downwell (during the demolition stage) will appoint a dedicated traffic marshal.

Marshal locations are shown on the swept path diagrams provided in **Appendix 4**.

All vehicle reversing movements will be constantly marshalled.

Articulated vehicle movements at the Grafton Terrace/Malden Road junction will be marshalled, though these vehicle movements will be very limited and a marshal will be in place only when needed.

c. Please provide swept path drawings for vehicles accessing/egressing the site if necessary. If these are attached, use the following space to reference their location in the appendices.

All swept path diagrams provided at **Appendix 4**.

As is shown on the approach routes (under Q18), at least two marshals will oversee any large vehicle movements as they enter and exit the site and at the junction of Grafton Terrace/Southampton Road/Maitland Park Road.

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. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

- Priority that there will be solid haul roads formed and all vehicles will remain on hard standings
- Wheel washing facilities will be provided on site and waste water collected to avoid blocking local drainage as back up
- Road sweeper for site and local roads on standby for call off and will be monitored

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

This section is only relevant if loading/unloading is due to take place off-site on the public highway. If loading is taking place on site, please skip this section.

a. 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 this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

All vehicle deliveries and off-loading during demolition will be carried out on site. There will be a dedicated traffic marshal that will oversee the exit and entry of all large vehicles to the site.

Refer to site set up plan provided in Q18.

b. Where necessary, 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 detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 a.

N/A

## Street Works

Full justification must be provided for proposed use of the public highway to facilitate works. Camden expects all options to minimise the impact on the public highway to have been fully considered prior to the submission of any proposal to occupy the highway for vehicle pit lanes, materials unloading/crane pick points, site welfare etc.

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.

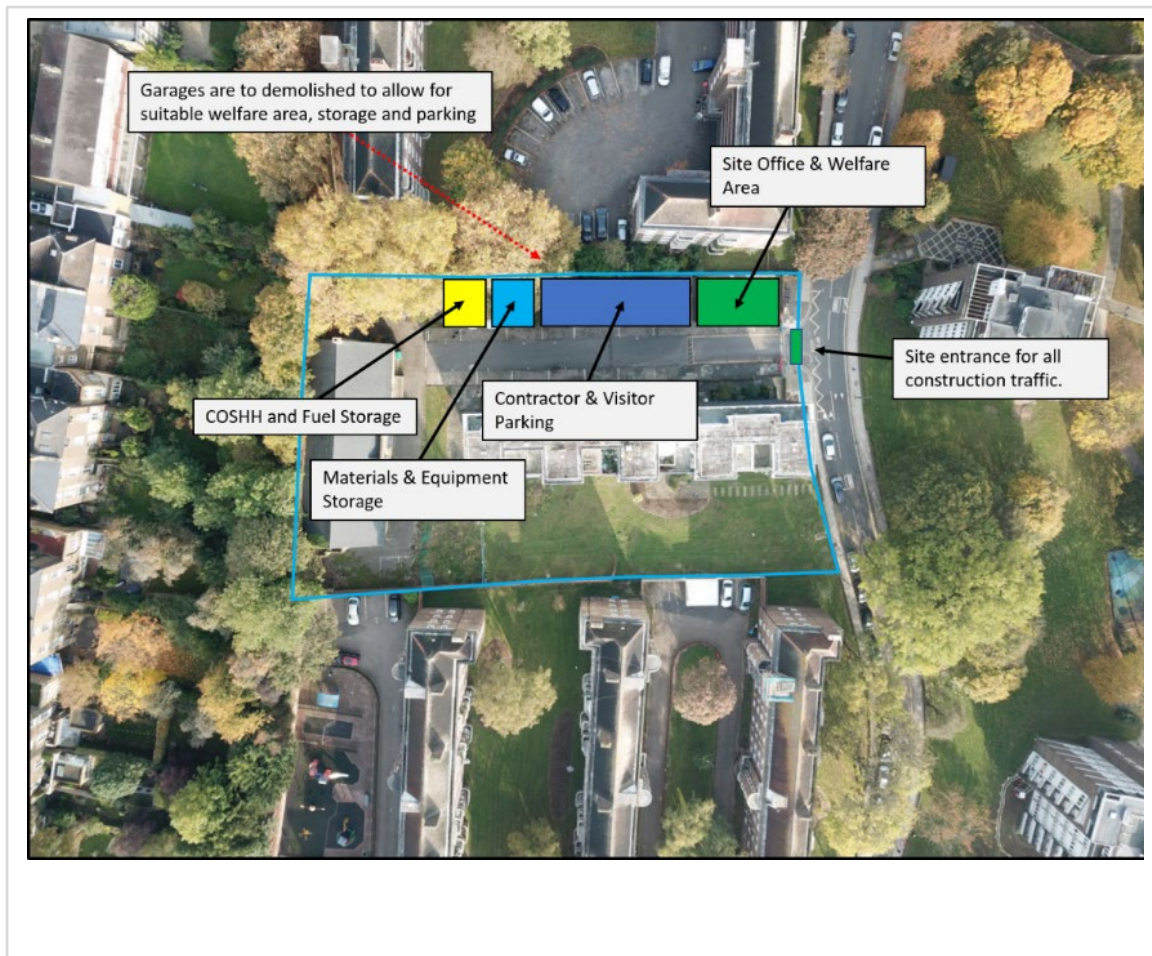
Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

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.

If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.

### 22. Site set-up

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, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.



### 23. Parking bay suspensions and temporary traffic orders

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

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

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

8no. parking bay suspensions required on Southampton Road adjacent to junction with Grafton Terrace. Suspension would only be required on days that large articulated vehicles are accessing the site (maximum of four days). No parking bay suspensions are required on Maitland Park Road.



## 24. Occupation of the public highway

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. 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 justification of proposed occupation of the public highway.

Not applicable

b. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses, removal of street furniture etc). If these are attached, use the following space to reference their location in the appendices.

Not applicable during demolition phase.

## 25. Motor vehicle and/or cyclist diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion signs on drawings or diagrams. If these are attached, use the following space to reference their location in the appendices.

N/A

## 26. Scaffolding, hoarding, and associated pedestrian diversions

Pedestrians 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 ramps 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, and hoarding should not restrict access to adjoining properties, including fire escape routes. 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. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

Not applicable during demolition stage

b. Please provide details of any other temporary structures which would overhang/oversail the public highway (e.g. scaffolding, gantries, cranes etc.) If these are attached, use the following space to reference their location in the appendices.

Not applicable during demolition stage

## 27. Services

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.

Not applicable during demolition stage. ALL utilities have been disconnected and re routed around the site

# 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.

Demolition phase only covered (covered in Downwell Rams appendix 2)

1. Demolition of existing building In line with working hours agreed
2. Machine movements during excavations In line with working hours agreed
3. Site crushing of arisings to form pile mat In line with working hours agreed

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.

Noise and Vibration Impact Assessment prepared in July 2014. Attached in **Appendix 5**.

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

Please refer to Table 16 of the Noise and Vibration Impact Assessment, attached in **Appendix 5**.

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.

Details of the noise monitors being used on site are provided in **Appendix 6**.

Excessive vibration is unlikely to be a factor for this project. To help minimise the vibration passed through an element of hand separation is to be completed. When loading materials into bins/lorries the material must be gradually lowered in and not dropped from height. Once a layer of material is in the bottom of the bin this will act as a cushion for the remaining material to be loaded in.

As bins get full, they may need to be compacted down using the attachment of the excavator. This is to be done carefully by pressing down on the contents of the bin and not hitting it from height.

Excessive plant movements must be avoided when working close to the boundary lines with neighbouring properties. To help reduce the impact of vibrations travelling through the ground where possible machines are to sit on a bed or demolition debris to act as a cushion.

(Control of Vibration at Work Regulations 2005. The exposure limit value ELV is a daily exposure of  $5\text{m/s}^2$  A(8).) An operative rotation system will also be employed.

Strategically placed dust monitoring devices will be placed within the site boundary as set out in the Camden presentation. The equipment will monitor noise levels and notify the project team and other key personnel who require the readings, should levels exceed those set by the local authority/EA suggested levels.

**Noise/vibration levels above trigger levels:**

In the occasion that management receive an alert from the monitor notifying them that the trigger level has been exceeded, or in the event of a complaint, an investigation shall be carried out to determine the cause of the exceedance and/or complaint and a check will be carried out to ensure that Best Practicable Means are being used to control noise/ vibration. Noise/vibration levels shall be reduced further if it is reasonably practicable to do so. Further noise/vibration monitoring may also be required and undertaken as appropriate and directed by the Council.

**Noise/vibration levels above action levels:**

In the occasion that management receive an alert from the monitors notifying them that the alert level has been exceeded or in the event of a noise/vibration complaint being substantiated by the Council, a stop of works notice will be issued for the work activity causing the exceedance and/or complaint and an investigation shall be carried out to determine the reason behind the exceedance and/or complaint. Activities will be compared against BYUK minimum standards and checks will be made to ensure that Best Practicable Means are being used to control the noise/vibration.

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

All relevant training certifications are provided on the first day of inductions for operatives that are on site.

The standards required by BS 5228:2009 will be further covered in induction, toolbox talks as well as BYUK minimum standards.

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

If exposure to dusty works cannot be avoided, then adequate PPE must be provided to personnel on site. For all respiratory equipment used on site a valid face fit test must have been completed. This can be provided by the Downwell SHEQ department. Only respiratory equipment with a minimum value of FFP3 is to be used.

To help prevent dust from the demolition works and crushing water is to be used to help suppress this dust. Water will be sprayed onto the works to keep the areas dampened. The dust suppression techniques will vary as the works. At height demolition works will have hoses fed up through the arms of the machines or by using a hose attached to the basket of a MEWP. For medium to low level dust mist spraying units (dust boss) will be used to spray a fine water mist at the works. When working on the ground water hoses/moto fog will be used to keep the ground and stockpiles of concrete damp and prevent dust from blowing off the ground of the stockpiles.

Where stockpiles of material are being left on site, they must be kept dampened to prevent the wind from blowing off the stockpile. All muckaway from the site will be covered to ensure that the spread of dust is minimised. Any timber cutting will be carried out with an extractor attached to help reduce the spread of possible dust. BYUK minimum standards will be adhered to in the minimisation of dust on Site.

Strategically placed dust monitoring devices will be placed within the site boundary as set out in the Camden presentation. The equipment will monitor noise levels and notify the project team and other key personnel who require the readings, should levels exceed those set by the local authority/EA suggested levels. If levels exceed then the current work activities will cease, and the incident will be investigated? Work methods and protection measures can then be adapted to try and ensure that an exceeded level does not happen again.



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.

Vehicles leaving the site will be checked for loose debris and have their wheels cleaned if excessively dirty. The roads surrounding the site will be regularly checked for debris and dirt. If identified this will be cleaned at the earliest convenience. Run-off water is to be allowed to disperse down the surface water drainage that has had a filter cover placed over it to prevent soil/dirt from entering the drain.

- All structures will be dampened down during demolition
- Stockpiles will be kept dampened down
- Dampening down when loading lorries/skips
- Sheet over muck away lorry load during dry and windy weather;
- Wheel wash at site exit
- Use of hardstanding for loading and unloading where practicable;
- Fully scaffold with Mona flex to contain the dust

All highways will be kept clean and tidy at all times with the road being hosed down and wet swept at regular intervals or as required.

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



The Air Quality Assessment and Dust Management Plan is provided at **Appendix 7**.

Details of the dust monitors that are being used on site are provided in **Appendix 8**.

Details of the vibration monitors being used on site are provided in **Appendix 9**.

Strategically placed dust monitoring devices will be placed at locations agreed with London Borough of Camden. The equipment will monitor noise levels, vibrations and PM10 concentrations. The monitors will issue email alerts and notify the project team and other key personnel who require the readings. The amber and red alert levels are set to those agreed with Camden. If levels exceed the red alert site action level then the current work activities will cease, and the incident will be investigated. Work methods and mitigations measures can then be adapted to try and ensure that an exceeded level does not happen again. The measures for monitoring of dust/particulates are presented in section A9 of the Air Quality Assessment and Dust Management Plan.

### **Dust/Particulates**

The continuous measurement of airborne PM<sub>10</sub> concentrations will be undertaken using systems capable of the following:

- display of live data direct to a secure website;
- web repository of historic data with which the Council can be provided stakeholder access;
- continuous measurement of PM<sub>2.5</sub>, PM<sub>10</sub> and Total Suspended Particulates (TSP) using light scattering method;
- Amber trigger level of a 15-minute PM<sub>10</sub> concentration of 150 µg m<sup>-3</sup>
- Red alert trigger action level of 15-minute PM<sub>10</sub> concentration of 250 µg m<sup>-3</sup> and 1-hour PM<sub>10</sub> concentration of 190 µg m<sup>-3</sup>.

### **Dust levels above Amber Trigger Levels**

Where the measured dust levels are above the trigger levels or in the event of a complaint of dust, an investigation shall be carried out to ascertain the cause of the exceedance and/or complaint and to check that Best Practicable Means are being used to control dust. Dust levels shall be reduced further if it is reasonably practicable to do so. Further dust monitoring may also be required and undertaken as appropriate and directed by the Council.

### **Dust Levels above Red Alert Levels**

Where the dust level exceeds the levels above or in the event of a complaint of dust being substantiated by the Council, the work activity which is likely to be causing the exceedance and/or complaint shall cease and an investigation shall be carried out to ascertain the cause of the exceedance and/or complaint and to check that Best Practicable Means are being used to control the dust.

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.

A Dust Risk Assessment following GLA procedures has been undertaken as part of the Air Quality Assessment and Dust Risk Assessment. The level of risk (prior to mitigation) during the demolition phase is "High Risk", prior to mitigation. The Dust Risk Assessment is reported in section 5 of the Air Quality Assessment.

The GLA mitigation measures checklist are presented in section A-7 of the Dust and Air Quality Management Plan (**Appendix 7**).

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

It is confirmed the GLA's highly recommended measures for a High Risk site in the demolition phase have been applied. These are presented in section A-8 Dust and Air Quality Management Plan, provided at **Appendix 7**.

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

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

- All bins within the site offices are to be emptied at the end of each working day and when needed throughout the day
- All food waste is to be placed into lidded bins/skips
- Housekeeping both in within offices and on site will be at high standards-regular inspections by the HSE team and project management will be carried out to ensure that these high standards are met.

BYUK has contracted Rentokil to carry out a survey prior the demolition.

During demolition the likelihood to have a pest infestation is high. At the slightest presence of pests of Rentokil will be immediately called for intervene.

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

18 December 2019.

High, medium and low risk materials found in the Gymnasium and Aspen House. Full report can be provided if required.

Asbestos stripping to begin as first phase of demolition phase.

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.

During breaks the workers will not be permitted to congregate outside the neighbouring properties. Shouting, swearing and other nuisance behaviour will not be tolerated by our staff.

Designated smoking area will be provided.

In the event of a complaint from a neighbour or a member of the public in relation to any site activity, they will be given the Site Managers details.

Records will be kept of all complaints, including details of any actions taken.

Behaviour culture is covered in the site induction and BYUK CMP plan which is issued to all tenderers and at award of contract

Promotion of the Considerate Contractors schemes:

All of the above will be contained in our Neighbourhood Workers Charter which is our promise to the Community on how we will conduct ourselves; it is our Code of Conduct for the Contract. This will be displayed prominently on the Site Notice Boards; all of the above is governed by CCS – to put the above in context we have 3 x Schemes selected for CCS Awards this Summer, we await to see if they are going to Gold, Silver or Bronze. Regardless as a Partner member of CCS we are experienced and professional in our approach and have all the procedures & policies & processes in place.

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

#### **From 1st September 2015**

**(i) Major Development Sites** – NRMM used on the site of any major development will be required to meet Stage IIIA of EU Directive 97/68/EC

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

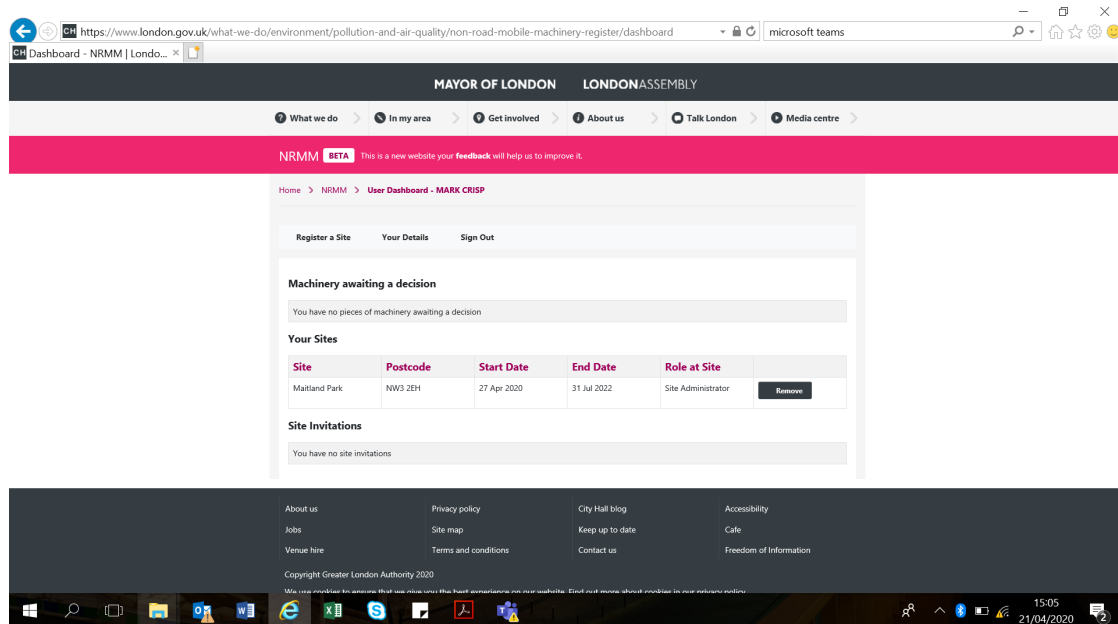
#### **From 1st September 2020**

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

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

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

- a) Construction time period (mm/yy - mm/yy): Demolition period will be 20 weeks. Start date is currently on hold and unknown due to COVID-19 crisis.
- b) Is the development within the CAZ? (Y/N): No
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Y
- d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: As below. Machine yearly certification and daily and weekly check sheets will be carried out. All items to be kept in site file.



- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: Confirmed.
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: Confirmed.

● SYMBOL IS FOR INTERNAL USE

# Agreement

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

It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required such as

s or hoarding licences.

**Signed:** .....

**Date:** .....

**Print Name:** .....

**Position:** .....

Please submit to: [planningobligations@camden.gov.uk](mailto:planningobligations@camden.gov.uk)

End of form.



