

Construction/ Demolition Management Plan

pro forma

Contents

Revisions	3
Introduction	4
Timeframe	6
<u>Contact</u>	7
<u>Site</u>	9
<u>Community liaison</u>	12
<u>Transport</u>	14
<u>Environment</u>	26
<u>Agreement</u>	31

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
19/6/20	1	Paul Ansell

Additional sheets

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

Date	Version	Produced by

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to 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.

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](#)."

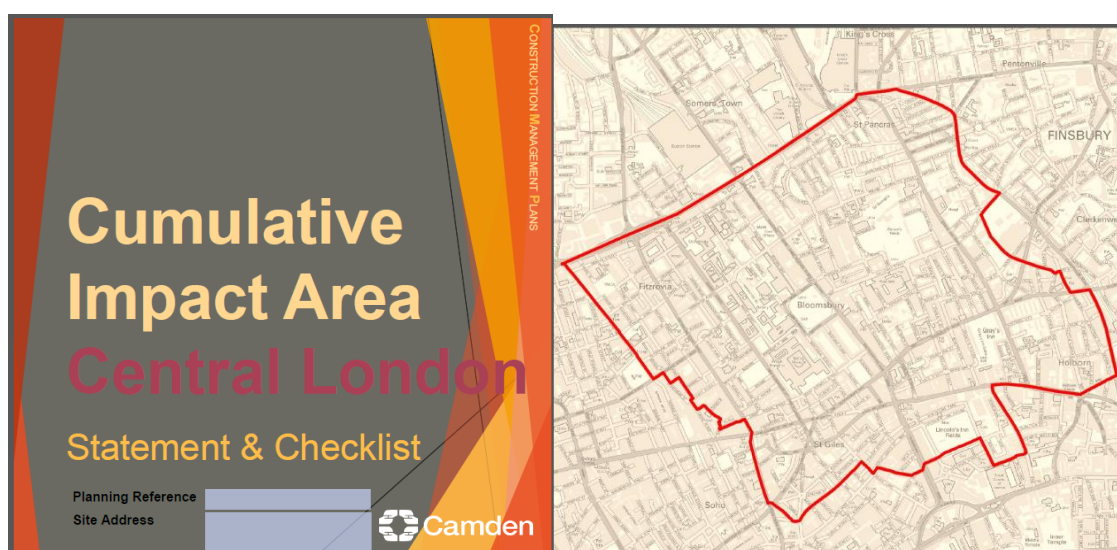
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area (as of 03/02/2020 to 03/08/2020 there is only one established CIA for the Central London area) you are required to complete the CIA Checklist and circulate as an appendix to the CMP and included as part of any public consultation – a CMP submission will not be accepted until evidence of this has been supplied.

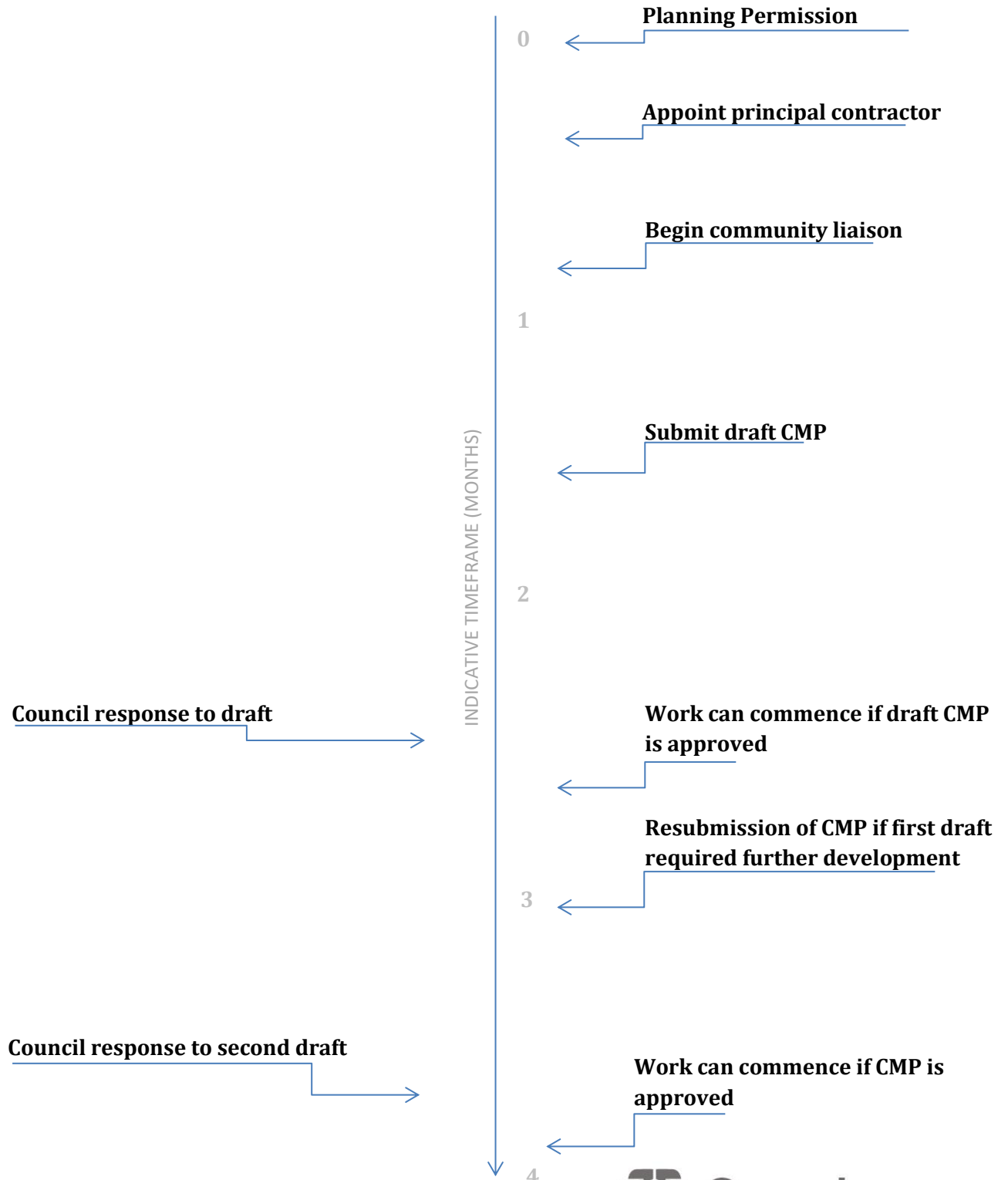
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans#sumf>



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: Agar Grove Phase 1C, London Borough of Camden

Planning reference number to which the CMP applies: **2013/8088/P**

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

Name: Paul Ansell

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

Email: paulansell@hill.co.uk

Phone: 07966317879

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: Danny Man (PM) / Billy More (SnrSM)

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

Email: dannyman@hill.co.uk billymore@hill.co.uk

Phone: 07803415115 / 07951397660

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: Lynne Bell

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

Email: lynnebell@hill.co.uk

Phone: 07967 503197

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: Hill Group (Paul Jordan – Regional Director)

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

Email: pauljordan@hill.co.uk

Phone: 07966 317889

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.



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.

Phase 1C: Demolition of 64 homes including 11 garages and construct 125 Passivhaus homes in Blocks J,K,L and I including 1 s in Blocks J,K,L and I including 1 commercial unit. Hill have carried out the previous Phases on the Agar Grove estate.

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

The proposed works comprise the enabling, demolition of the blocks previously known as Asmore, Nettlecombe, Abbotsbury and Frampton, following the demolition and site clearance the construction of 125 residential homes for social rent and private sale together with 1 commercial space, parking for bicycles, hard and soft landscaping.

The construction method will be RC frame with a masonry façade, withinset and projecting balconies.

The main issues/challenges will be the proximity to other homes, businesses, and school, we will use our best endeavours to minimise the impact of our works on the surrounding area, with controls such as, minimising deliveries and ensuring a booking system is operated (M-site), dust and noise controls, residents are fully informed / aware of the works being carried out.

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).

- Demolition works 16th March 2021 until 3rd June 2021
- Construction works 15th April 2021 until 28th September 2023
- Combined total period of work 140 weeks

Programme attached in Appendix

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

The site hours intended to work;

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

Community Liaison

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

This consultation must relate to construction impacts, and should take place following the granting of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

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

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

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

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

The Council can advise on this if necessary.

10. Sensitive/affected receptors

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 Phase 1B, Lulworth House, Agar Place, Agar Grove, and Existing blocks on the estate.

11. Consultation

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

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

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

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

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.

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.

Newsletters (with Camden Council approval) have been issued out to the surrounding area throughout the construction of Phase 1B 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, piling etc. All contact details are provided for the site and the tenant liaison team within this document. A copy of the newsletter will be fixed on the notice boards around the scheme.

We will attend the CWG meetings organised and held by a ward councillor.

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

We will attended the Lulworth Tenant Management Organisation committee meetings as we did throughout the construction of Phase 1A & 1B and will continue to do so throughout the next phase of works.

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.

We are engaged and working with the Considerate Constructors Scheme of which we are a Partner.

Site Unique ID number is:101051 and will be renewed annually

We will adhere to the CLOCS standards.

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

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.

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 for further advice or guidance on any aspect of this section.

CLOCS Contractual Considerations

15. Name of Principal contractor:

Name: Hill Partnerships

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

Tel: 020 8527 1400

Email: paulansell@hill.co.uk

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](#)).

All vehicles will be FORS registered
We will adhere to the CLOCS standard
All Delivery companies will complete Camden's self-assessment form.

Contracts

FORS Bronze accreditation as a minimum will be a contractual requirement, FORS Silver or Gold operators will be appointed where possible. Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all Vehicles over 3.5t are equipped with additional safety equipment (as per CLOCS Standard P13), and that all drivers servicing the site will have undertaken approved additional training (eg. Safe Urban Driving + 1 x e-learning module OR Work Related Road Risk Vulnerable Road User training + on-cycle hazard awareness course +1 x e-learning module etc.).

CLOCS

Compliance will be included as a contractual requirement.
Desktop checks Desktop checks will be made against the FORS database of trained drivers and accredited companies as outlined in the CLOCS Standard Managing Supplier Compliance guide. These will be carried out as per a risk scale based on that outlined in the CLOCS Managing Supplier Compliance guide.

Site checks

Checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale

Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale.

These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment. Results from these checks will be logged and retained, and enforced upon accordingly.
Where the contractors own vehicles and drivers are used the above approach will be modified accordingly.

Collision reporting data will be requested from operators and acted upon when necessary.

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.

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

Site Traffic

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

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)*

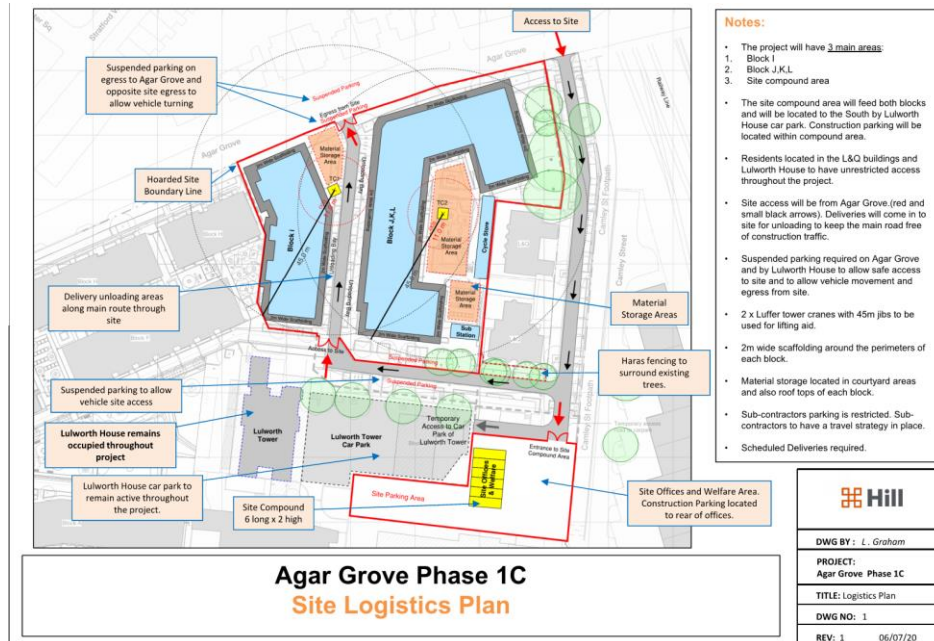
Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, stations, public buildings, museums etc.

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 only Viable access into the project is via Agar Grove is a congested two way street, there is no viable option for an access route from the previous phases due to street furniture, trees and the location of the buildings in the new development and their proximity to the high way. Therefore we have selected Camley Street as the safest and most viable route into site and exiting back on to Agar Place from the temporary access route created on the development as can be seen below.



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.

The route for deliveries will be included in all orders therefore all companies will be aware of the route prior to attending site. Furthermore we will display access and egress routes onsite by all site gates.

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 via M-Site system. "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.

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.

Page 1

Page 1

Page 1

[illegible]

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.

N/A

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

TBC

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.

We will not require any parking suspensions at this time.
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.

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.

We using local Travis Perkins storage centre for Bricks, etc.

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).

We will be using an M-Site system to book delivers in to site which will minimise the need for vehicles to be waiting to enter site areas. All delivery vehicles will be requested to turn engines off and not idle unless the use of a Hiab is required and it is essential for the vehicle to be running / idling.

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)

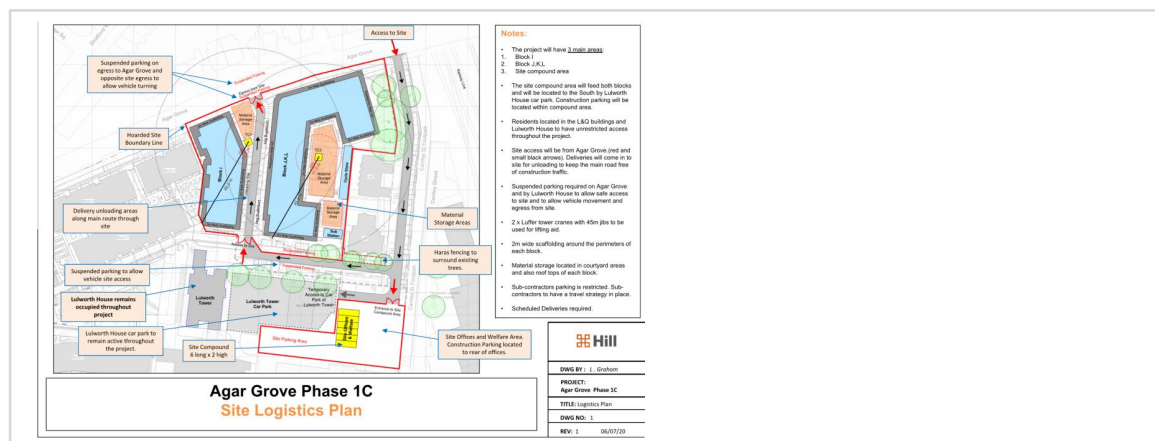
This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please skip this section and refer to Q23.

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.



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.

The vehicles will enter the approach road Camley Street via Agar Grove and will turn right where our competent site Traffic / gate operative will be located to receive the vehicle. On entering site the crane supervisor will assist the unloading of the deliver. The vehicle will then proceed along the temporary site road and exit site on to Agar road turning left, this will be guided / managed by a competent traffic / gate operative.

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.

TBC

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.

During the enabling and demolition period all vehicles will be cleaned thoroughly by a wheel wash and jet wash prior to leaving site, when required a road sweeper will be used.

Once the groundworks and RC frame works commence the vehicle movements will increase we will then install a dedicated wheel wash with rumble strip to dislodge dust and mud.

The wheel wash will be situated at the end of the dedicated site haul road in close proximity to the gates.

Road sweepers will be used on very wet days to clear any debris that have been transferred onto the highway.

All contractors will be instructed to Use the NRMM website and manage the delivery and removal off all non- road mobile machinery via this tool.

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 site related vehicles with deliver of material or plant will be taken directly on to the site temporary road between the structures.

Due to the recent COVID-19 measure it is being encourage that operatives use their own means of transport to and from site. We have allocated a dedicated parking area for cars and bicycles with the site welfare compound. Until such time as the Government measure are reduced to then encourage operative to use public transport.

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 b.

All Traffic marshals will give priority to pedestrians, cyclists and motor traffic when assisting vehicle to and from the highway. ALL UNLOADING will be from within the site boundaries.

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.

The previous drawings detail of site boundary and site welfare locations, the cabins are within the confined of the site boundaries that have been allocated under this contract, no parking bays or street furniture is effected for our site set up.

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](#).

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.

N/A

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.

N/A

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.

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, and a traffic Marshall will be permanently present and different stages of the job (as required).

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.

We will be utilising two luffing jib cranes that have electronic restriction systems to ensure no over sailing of public highways

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.

To be issued following engagement with the statutory authorise. All new connections to this scheme will be necessary.

Thames water/sewers, UKPN, BT and Virgin will require diversions and new connections.

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.

Please refer to the noise report included with this submission.

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.

Surveys will be carried out prior to commencement of demolition works Oct 2020, 24/7 monitoring station will be installed as detailed in the S106.

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

Please refer to the noise report included with this submission.

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.

Please refer to the vibration and noise policy included with this submission.

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

Hill personnel are aware of the requirements of BS 5228:2009 and with all Hill managers having attended the Site Managers Safety Training Scheme (SMSTS). All sub-contractors will be vetted for knowledge of BS 5228:2009 and with "Toolbox Talks" being used to inform all site personnel of noise and vibration control.

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

Please refer to Hills Agar grove Dust Policy included with this submission.

Please refer to our demolition risk assessment and method statement included in the appendix section of this submission.

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.

Please refer to Hills Agar grove Dust Policy included with this submission.

During the enabling and demolition period all vehicles will be cleaned thoroughly by a wheel wash and jet wash prior to leaving site, when required a road sweeper will be used.

Once the groundworks and RC frame works commence the vehicle movements will

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

Please refer to Hills Agar grove Noise Policy included in the appendix section of this submission.

Please refer to Hills Agar grove Vibration Policy included in the appendix section of this submission.

Please refer to Our demolition risk assessment and method statement included in the

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.

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

A mobile crusher will be used for crushing demolition material the permit for these works will be sought prior to the delivery of the mobile crusher.

Diesel generator will not be used and mains power will be used where practicable.

NO bonfires will be allowed onsite at any time.

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](#).

All Supplementary Planning Guidance will be followed through of the project.

- 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.

We will be installing 4no Osiris at PM10 (or equivalent) live dust monitoring stations, all data will be stored and accessible for the duration of the project.

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).

Please refer to the rodent report issued with this document.

40. 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.

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.

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.

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 (06/21 - 09/23):
- b) Is the development within the CAZ? (Y/N): NO
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Yes
- d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:

All contractors will be instructed to Use the NRMM website and manage the delivery and removal off all non- road mobile machinery via this tool. Hill have set up an account with the user name agargroveessate2018

- 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:
We confirm we will adhere to the NRMM practical guide throughout the project.
- 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:
All plant paperwork is stored onsite and record kept after the completion of the project, we confirm we will adhere to the NRMM practical guide throughout the project

• SYMBOL IS FOR INTERNAL USE

Agreement

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

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

Signed:

Date:

Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

End of form.