

Construction Management Plan

9 Nestles Avenue

Revisions

Date	Version	Produced by
7 th August 2020	00	TateHindle and project team

Contact

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

Address:

9 Nestles Avenue, Hillingdon, UB3 4SA

Planning reference number to which the CMP applies: *to be confirmed*

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

During 2020:

Name: Sarah Brown (TateHindle Limited, Director) (Client's Agent)

Address: 2nd Floor, 1 Lindsey Street, London, EC1A 9HP

Email: sarah.brown@tatehindle.co.uk

Phone: 0207332 4850 / 07818 856850

From January 2021 onwards:

Name **Details to be added once confirmed by the selected contractor.**

Address: **Details to be added once confirmed by the selected contractor.**

Email: **Details to be added once confirmed by the selected contractor.**

Phone: **Details to be added once confirmed by the selected contractor.**

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.

To be confirmed before a construction contract is awarded

Name: **Details to be added once confirmed by the selected contractor.**

Address: 9 Nestles Avenue, Hillingdon, UB3 4SA

Email: to be confirmed

Phone: to be confirmed

Whilst the above is not fixed and once confirmed, the alternative contacts of

See Point 2 - Agent

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.

As reply to question 3.

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: **Information to be added once contractor is chosen. Document to be reissued at that time.**

Address: to be confirmed

Email: to be confirmed

Phone: to be confirmed

Whilst the above is not fixed, the alternative contacts of:

See Point 2 - Agent

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.

9 Nestles Avenue is a commercial building fronting to Nestles Avenue. The proposal is for a full demolition of the 1-2 storey building and new build of a 11 storey residential building with a ¼ basement to the north of the plot

Meadow Partners has appointed a full professional team to develop proposals for the new building.

This document should be read in conjunction with the proposed scheme as described by the planning drawings.

For site location plan please see **Appendix A.**

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 project consists of the following demolition and construction works:

- Demolition of the building at ground and first floor level, removal of waste for appropriate recycling and clearance of the site. Making safe all hole, manholes, covers and protrusions, inc capping off all incoming services.
- Full site setup as **Appendix C**
- New ¼ basement
- Super structure for 11 level building with plant housing above
- Brick cladding and component windows
- Bolt-on balconies
- Internal fit-out of 103 apartments/duplexes
- Potential use of pod bathrooms and pod shower rooms
- 3 no new lifts, 2 no stairs
- Mechanical and electrical fit-out including main plant, local plant, sprinkler tanks and full residential sprinkler system, fire systems including dry risers and mechanical smoke clearance vents, all other installations within 103 apartments/duplexes
- Flooring and finishes internally
- External paving, landscape features and planting to all ground floor spaces and three upper floor terraces
- Roof enclosure and a small area of photo-voltaic panels
- Fitout of bin stores, cycles stores and receptions

The proposed areas of the building are approximately:

GEA 9,091 sqm / 98,000 sqft

GIA 8,327 sqm / 89,600 sqft

NSA 6,492 sqm / 70,000 sqft

The main logistical arrangements for the project will focus all access from Nestles Avenue. There is sufficient site space (which will be future landscape) for the site set-up and stacked portacabin offices/welfare to all sit at the south of the site and logically lay out the site arrangements for goods in/out and separate operatives and visitors to a sign in location and personnel control point. Banksman will be needed for all deliveries and waste away collections, allowing vehicles to manoeuvre into the site to load/unload into dedicated zones. There will be no other parking on the site once full construction commences, although a 3M trip to the north allows for some flexibility.

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

Within Nestles Road, the two neighbouring buildings are the existing 7 Nestles Avenue commercial building and the 'in construction' Milk Yard building. It is assumed the Milk Yard building will be occupied by new residents during 2021. The longstanding residents to the opposite side of Nestles Avenue reside in 1940s/50s/60s housing, many with parking in their front yard/gardens.

The contractor will look to avoid any disruption to these properties from vehicles pulling in, noise, vibration, dust etc through abiding by noisy working hours, good practices on site and procedures as further described through the rest of this report.

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

Please refer to **Appendix B**. Proposed Site Plan

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

At this time the potential dates are as follows:

- Achieve planning approval by end of 2020
- Site clearance and site set up January 2021-April 2021
- Construction May 2021-end of 2022, although the first 4 months will be largely ground works, north basement dig and foundations, followed by 6 months of structural 'superstructure' build, then 4 months of window/door install and close up to water tight, and a final 6 months of interior fit-out work, landscaping and finishing trades.

Due to the location of the site offices and access, it is unlikely much phasing of delivery will be possible, although a short window of sequential apartment closeout will take place in the final few weeks.

This is an anticipated draft programme, subject to all factors, and could start later or could extend by 3-6 months depending on methodology and the chosen contractors detailed planning.

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

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

The proposed site operational hours are to be in line with the Code of Construction Practice;

08:00 till 18:00 Monday to Friday

08:00 till 13:00 Saturday

Monday to Friday are subject to the timed noise restrictions. Noisy working hours are agreed as:

08:00 till 10:00

12:00 till 14:00

16:00 till 18:00

Saturday noisy hours would be between the 8am to 1pm, although only limited activities are planned during this period.

These times are posted around site, they form part of the induction and are monitored by the site management team. Infringements are treated at a zero-tolerance basis.

It is also to be noted that Saturday working is not a plan for the project, but several specific items may be best planned to Saturday mornings over the programme period. It is also noted that the adjacent residential will not be pleased with early morning Saturday noise.

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

The intention is to retain all existing utility supplies such as gas, electricity, telecoms and water supplies for the proposed refurbishment works. As part of the works, a new sub-station will be built and new utilities brought to site.

Community Liaison

13. Consultation

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 will be begun within 6 months of a start on site, this will include all adjacent neighbours.

14. Construction Working Group

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

The Main Contractors Site Manager will be responsible for keeping neighbours informed of the construction progress and also to see that there is adequate liaison between all stakeholders throughout the construction period. Prior to any works starting we shall inform occupiers of all properties which may be affected by noise, dust or vibration arising from the construction workers or the nature of the works, proposed hours of work and their expected duration. In addition to this a notice will be placed on the hoarding informing local residents of the hours of work. The contractor will engage actively with the neighbouring occupant to ensure they are kept informed and works are coordinated with other construction sites in the area.

Whilst the Site Manager will use reasonable endeavours to see that the site neighbours are informed of the construction programme and associated impacts it is possible that complaints may be raised by local residents about the programme of works. The Site Manager will therefore be available to meet and explore issues with concerned resident directly via appointment.

Complaints shall be taken seriously and addressed immediately by the construction team. All complaints that are received will be reviewed in weekly site meeting to see that any required actions are communicated to all employees and site operatives.

Should any complaints about noise, vibration or other issues arise they will be investigated, measurements shall be taken where necessary and work practices modified incorporating best practicable means where necessary. A copy of any correspondence sent to complainants shall be submitted to the Environmental Pollution, Policy & Projects Team within 1 working day.

15. Schemes

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

It will be mandatory that our contractor has achieved CCS registration and will be part of the scheme for the whole duration of this project.

Once a contractor has been selected, their details will be added here.

Information to follow when available – not available at this time.

16. Neighbouring sites

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

When the contractor has been appointed, they will further advise on all access and construction mitigation measures necessary to avoid any adverse cumulative impacts.

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.

CLOCS Contractual Considerations

17. Name of Principal contractor:

TBC once contractor selected

18. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our [CLOCS Overview document](#) and [Q18 example response](#)).

TBC once contractor selected

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

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

This will be confirmed once our main contractor is appointed. We have made it a requirement within our tender documentation.

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

Site Traffic

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

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

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

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

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of how vehicles will be routed to the [Transport for London Road Network](#) (TLRN) on approach and departure from the site.

All vehicles will approach the site via Nestles Avenue, the goods in and out zones will allow for vehicles to be planned and pull into site to offload/load. Site staff will manage all aspects of this arrangement.

Our Logistics Manager will be responsible for managing, updating and notifying of any changes along with specific requirements for attending the site. Logistics and planning will form part of the weekly contractor meetings and also the local working groups.

All deliveries will be booked electronically in advance to ensure single delivery accommodation and co-ordination with the site planning at all times.

All suppliers and contractors will be given prior instruction for the route and procedure for deliveries and vehicle details. All suppliers and contractors will be sent a site brief which will include on site contacts, layout and information on the local area.

Materials will be delivered and off-loaded into the building via the ground floor hoisting area or via the ground floor hoarding entrances. A lifting plan will be implemented in relation to all lifting operations involving lifting equipment. All lifting operations will be undertaken in accordance with Lifting Operations and Lifting Equipment Regulations 1998 (LOLER).

More details will be added to this point once a contractor has been selected.

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

Details of the logistics arrangements will be given to each subcontractor and managed by the site staff.

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

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

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

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

We would anticipate having on average 10 deliveries a day, made up of the following.

1no waste compactor

3-4no HGV

3no upto 7.5t

4no transit type vehicles.

This may vary for the delivery of specific delivery of: Concrete, Brick, Pod Bathrooms, Windows, whereby there may be consolidated periods where these items arrive on site in bulk. It should be noted that deliveries will be timely to the construction programme and not stored on site.

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

To be answered at a later date once communication has progressed with the 1,300 homes being built by Segro/Barratts adjacent and the scheme on Viveash Close.

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

On a weekly basis the Logistics Manager will evaluate details of the daily profile of deliveries proposed for the upcoming week.

Contractors will be required to pre-book their delivery schedule for the following days. The proposed deliveries will be checked against the weekly delivery schedule. This will be overseen by the Logistics Manager to ensure deliveries are controlled and vehicles are not waiting on local Roads, thereby ensuring that there is always space at the site to accommodate the necessary plant and deliveries.

Sufficient time will be given between deliveries to allow for any delays as a result of the delivery vehicle getting stuck in traffic or the loading/unloading taking longer than expected and to avoid any vehicles waiting on the surrounding highway network.

Use of the agreed vehicle routes shall be included as a contractual requirement of the Sub Contractors and will be communicated to all individuals associated with the works.

Contractors will be issued a project route map that will include information such as times of operation, delivery routes, the call up procedure, and delivery slot information. (Please see below).

Visitors to site will be made aware of local transport trains, buses and the main route if driving. We will endeavour to stress that they use public transport to prevent any added traffic to the local area.

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

The project has a target of operational and environmental efficiency, impact of deliveries are therefore important.

We encourage the use of the London Lorry Route Approver service and this is a source our contractors use for information about driving commercial vehicles in London.

The process requires the requested route information to be sent in for routes into London and then waiting for confirmation and approval.

This takes the hassle out of route planning and meets the strict requirements of the London Lorry Control Scheme.

Our contractors are also provided information on London's Construction Consolidation Centres (CCCs) that can improve overall resource efficiency of a construction project in the Capital.

The benefits of retiming our deliveries are part of our logistics training.

<https://tfl.gov.uk/info-for/deliveries-in-london/delivering-efficiently/retimingdeliveries?intcmp=37935>

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

It is recognised that there will be impacts from the proposed development on the local community so the supply chain will be encouraged and challenged to provide the best service at all times.

Pre-fabrication and preparation of materials off-site to minimise the impact of traffic to site.

Controlled waste management to ensure that loads are leaving the site full to capacity.

Contractors be encouraged to source materials locally, or from the same supplier, to reduce the number of deliveries required.

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

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

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

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

Route advice will be provided to subcontractors in advance of their delivery planning and co-ordination with site management staff.

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

Banksman will be overseeing all traffic, along with a logistics manager on all deliveries. Clear control measures specific to site conditions will be put in place.

Nestles Avenue 'north side' has relatively low levels of pedestrian traffic currently due to the construction and occupancy thereabouts.

The contractor will install all safety signs and barriers to manage traffic and show clear and safe access routes to, from, and around the site.

The banksman that controls the vehicle movements will minimise the need for reversing operations and give clear warnings to pedestrians, also ensuring the area is kept clear of obstructions and other hazards.

c. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

This will be provided on appointment of the main contractor and the type and size of vehicles has been established.

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.

As vehicles will not be entering site and the nature of the works involved this will not be required.

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

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

Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 24 if any parking bay suspensions will be required.

Please refer to the site logistics plan.

Highway interventions

Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off. If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

24. Parking bay suspensions and temporary traffic orders

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

Please provide details of any proposed parking bay suspensions and TTO's which would be required to facilitate construction. **Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.**

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

Please refer to the Proposed Site Plan

25. Scaled drawings of highway works

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

Not required

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

Signage will clearly mark out the contractor's space for deliveries and waste collection, with a demountable plastic railing defining a clear route for foot traffic. The streets near the site and vehicle drop-off will be kept clean at all times.

There will be a hoarding and all appropriate signage on the hoarding. Lighting for safety will be provided on the hoarding. Gates within the hoarding will form the materials and labour access points.

26. Diversions

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

TBC once contractor selected

27. VRU and pedestrian diversions, scaffolding and hoarding

Pedestrians and/or cyclist safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

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

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

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

During the open hours security staff on site will monitor all personnel and goods entering or leaving the building. Regular visitors and site operatives will pass through a security control point.

Signage will clearly mark out the contractor's space for deliveries and waste collection, with a demountable plastic railing defining a clear route for foot traffic. The streets near the site and vehicle drop-off will be kept clean at all times.

All vehicles movements will be planned, as vehicle space will be limited and deliveries and waste will need to be sequenced. The management of this aspect of the works will be managed for the full duration of the works.

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

Not Required

Environment

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

Further information to be provided once contractor is selected.

29. 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.

Noise Control

Noise generated by the demolition and construction process will be considered and its impact on neighbouring properties mitigated. Contractors will use best practical means in line with BS5228:2009+2014 to minimise the impact of the works. Suitable mitigation measures to be used include:

- Standard construction hours;
- The use of quieter alternative methods or mechanical plant, where reasonably practical;
- Locating plant, equipment, site offices, storage areas and worksites away from neighbouring properties where reasonably practical;
- Machines and equipment, in intermittent use will be shut down or throttled down to a minimum when not in use;
- The use of site hoardings or portable acoustic enclosures/screens where practical
- Maintaining and operating all vehicles, plant and equipment that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.
- Contractor will assess the use of white noise plant/vehicle alarms and reducing volume following risk assessment.

Vibration Control

The Main Contractor will adopt the following general approach to reduce and mitigate the effects of vibration by ensuring:

- Selection of plant and equipment on the basis of low levels of vibration characteristics
- Maintenance of plant and equipment in order to maintain the design vibration profiles.
- Sitting and screening of plant and equipment away from vibration sensitive areas.

In the event of a vibration complaint, the developer shall carry out vibration monitoring.

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

Information to be added once contractor is chosen. Document to be reissued at that time.

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

The works will be undertaken in accordance with the GLA's Supplementary Planning Guide on the Control of Dust and Emissions.

The nature of the works (refurbishment) will limit the need for the use of heavy mechanical plant and make the use of electrical site power preferable.

During works the main air pollution emissions will be the dust generated when building materials are broken up. Plant machinery use will be minimal and too the resultant diesel fumes. The contractors will use hoses to saturate ('damping down') all dust emitting materials with water during the process and whilst loading the waste materials for disposal. Dust screens or sheeting will be used where required.

Machinery exhaust emissions will be kept as low as is practical by using well maintained vehicles and machinery at all times. The contractor is to register any plant where applicable with the GLA's NRMM register. As the scope of work is primarily a refurbishment, the quantity of materials to be broken up is expected to be limited. Most demolition work will occur within internal and enclosed environments.

Contractor to allow for the installation of dust screens to scaffolding and any openings in the building facade to contain dust. Where works are known to generate large quantities of dust, works to be localised and suitably contained with ventilation and dust collection. Off site cutting of joinery items where offsite extraction in workshops can be utilised. Cutting of concrete/stones etc. to be done wet. All site personnel to be suitably inducted and to be provided with PPE.

32. 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.

The works will be undertaken in accordance with the GLA's Supplementary Planning Guide on the Control of Dust and Emissions.

It is proposed that the installation of appropriate hoardings, scaffold wraps and temporary roof along with mitigation measures will greatly reduce the impact of works onsite effecting the locality.

The nature of the works (refurbishment) will limit the need for the use of heavy mechanical plant and make the use of electrical site power preferable.

Earthworks are localised to the small basement and the foundation works.

The contractor will see that the area around the site including the public highway is regularly and adequately swept to prevent any accumulation of dust and dirt.

Burning of materials on site will not be permitted in order to prevent smoke emissions.

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

The contractor will employ external contractors, who will be responsible for setting up a real-time web enabled monitoring system for airborne particulates (3 x monitoring systems, 1 with anemometer), noise x 3 and vibration x2. There will be alerts when the site action levels and other triggers are exceeded and we will also be issuing a monthly report to summarise the monitoring and include site narrative on exceedances of the trigger levels and details of remedial actions taken.

Noise

- display of live data direct to a secure website;
- alarm emails when pre-set limits are exceeded;
- can be set with dual threshold alarm;
- real-time comparison with Leq limits using cumulative Leq and effective remaining noise level, to help avoid exceedances of the site action levels through management of the works; and
- server data back-up and data security.

Vibration during the demolition to ensure thresholds are not exceeded

- display of live data direct to a secure website;
- continuous measurement of Peak Particle Velocity (PPV) values in three orthogonal axes (refreshed on the website in 5 minute intervals);
- can be set with dual threshold alarm levels;

Dust/Particulates

The continuous measurement of airborne PM10 concentrations will be undertaken using systems capable of the following:

- display of live data direct to a secure website;
- continuous measurement of PM10 particles using light scattering method;
- can be set with dual threshold alarm levels and comparative alarms;
- automatic data storage on remote server, where the data can be viewed, extracted, manipulated and analysed.

34. 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.

Main contractor to complete following appointment.

35. 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](#).

Will be covered in point 34

36. 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.

Will be covered in point 34

37. 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).

There are no known rodent or other infestation issues on site currently. All future staff welfare will be located in a defined space, with a good cleaning and waste regime. No food is permitted anywhere else on site. Should a problem with rodents/rats/other develop on site, this will be addressed with a specialist immediately and all documentation tracked. Any found holes or passage points will be blocked as required.

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

Information to be issued after a full survey has taken place.

39. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this:

Whilst the Site Manager will use reasonable endeavours to see that the site neighbours are informed of the construction programme and associated impacts it is possible that complaints may be raised by local residents about the programme of works. The Site Manager will therefore be available to meet and explore issues with concerned resident directly via appointment.

Complaints shall be taken seriously and addressed immediately by the construction team. All complaints that are received will be reviewed in weekly site meeting to see that any required actions are communicated to all employees and site operatives.

Should any complaints about noise, vibration or other issues arise they will be investigated, measurements shall be taken where necessary and work practices modified incorporating best practicable means where necessary. A copy of any correspondence sent to complainants shall be submitted to the Environmental Pollution, Policy & Projects Team within 1 working day.

Toolbox talks for all site operatives will cover:

- Behaviours in and around the site and locality
- Site Safety
- Good construction practice
- Unacceptable behaviours with a yellow and red card scheme

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.

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

- a) Construction time period: **to be confirmed**
- b) Is the development within the CAZ? **(Y/N):**
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? **(Y/N):**
- 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: **tbc**
- 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: **tbc**
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: **Yes noted.**

Agreement

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

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

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately 3 months from completion.

Signed:

Date:

Print Name: Sarah Brown
For and on behalf of TateHindle Ltd

Position: Director

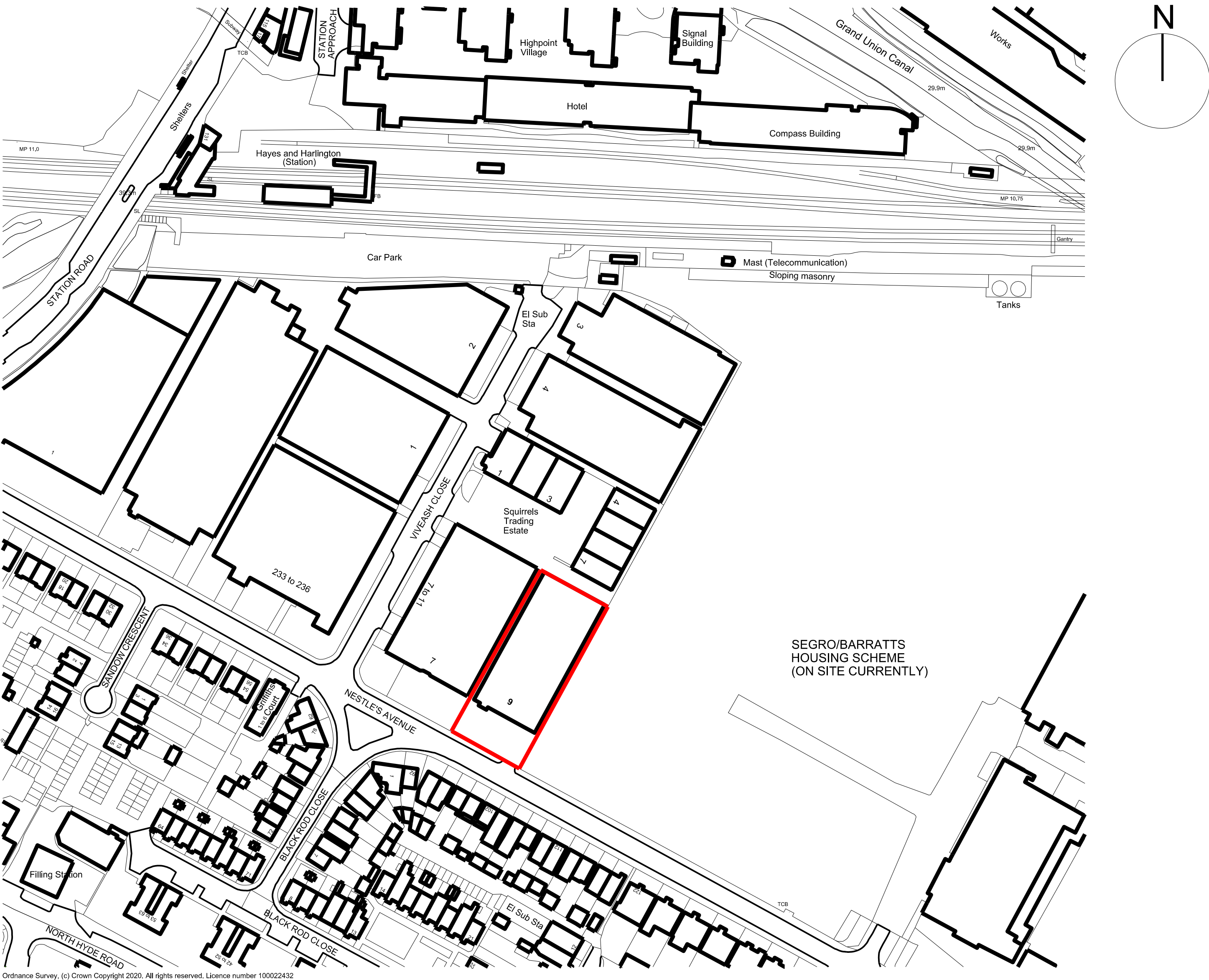
DO NOT SCALE THIS DRAWING

Contractors are to check all dimensions prior to commencement on site and notify the architect of any errors, omissions, or discrepancies.

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KEY

Site Boundary



Note emerging / in-construction schemes not all shown here

CMP
APPENDIX A
LOCATION
PLAN

02	Issued for planning	03-08-20	JS	DJ
01	Issued for planning	31-07-20	JS	DJ
00	Issued for planning	27-07-20	JS	DJ
Rev	Description	Date	Drawn	Checked

Status
FOR PLANNING
Client
Healey Development Solutions (Hayes) Limited
Project
9 Nestles Avenue

Drawing
EXISTING LOCATION PLAN

Scale	Drawn	Date	Checked
1:1250@A1	JS	08-07-20	SB
Project no.	Dwg	Revision	
15406	EX(02)100	02	

tatehindle

TateHindle Limited
1 Lindsey Street
Smithfield
London EC1A 9HP
T 020 7332 4850
mail@tatehindle.co.uk
www.tatehindle.co.uk

1:1250
0 25 50 75 125m

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CMP
APPENDIX B
SITE
PLAN

03	Issued for planning	03-08-20	HEG	DJ
02	Issued for planning	30-07-20	JS	DJ
01	Issued for planning	27-07-20	JS	DJ
00	Issued to Ecology consultant	03-07-20	JS	DJ
Rev	Description	Date	Drawn	Checked

Status

FOR PLANNING

Client

Healey Development Solutions (Hayes) Limited

Project

9 Nestles Avenue

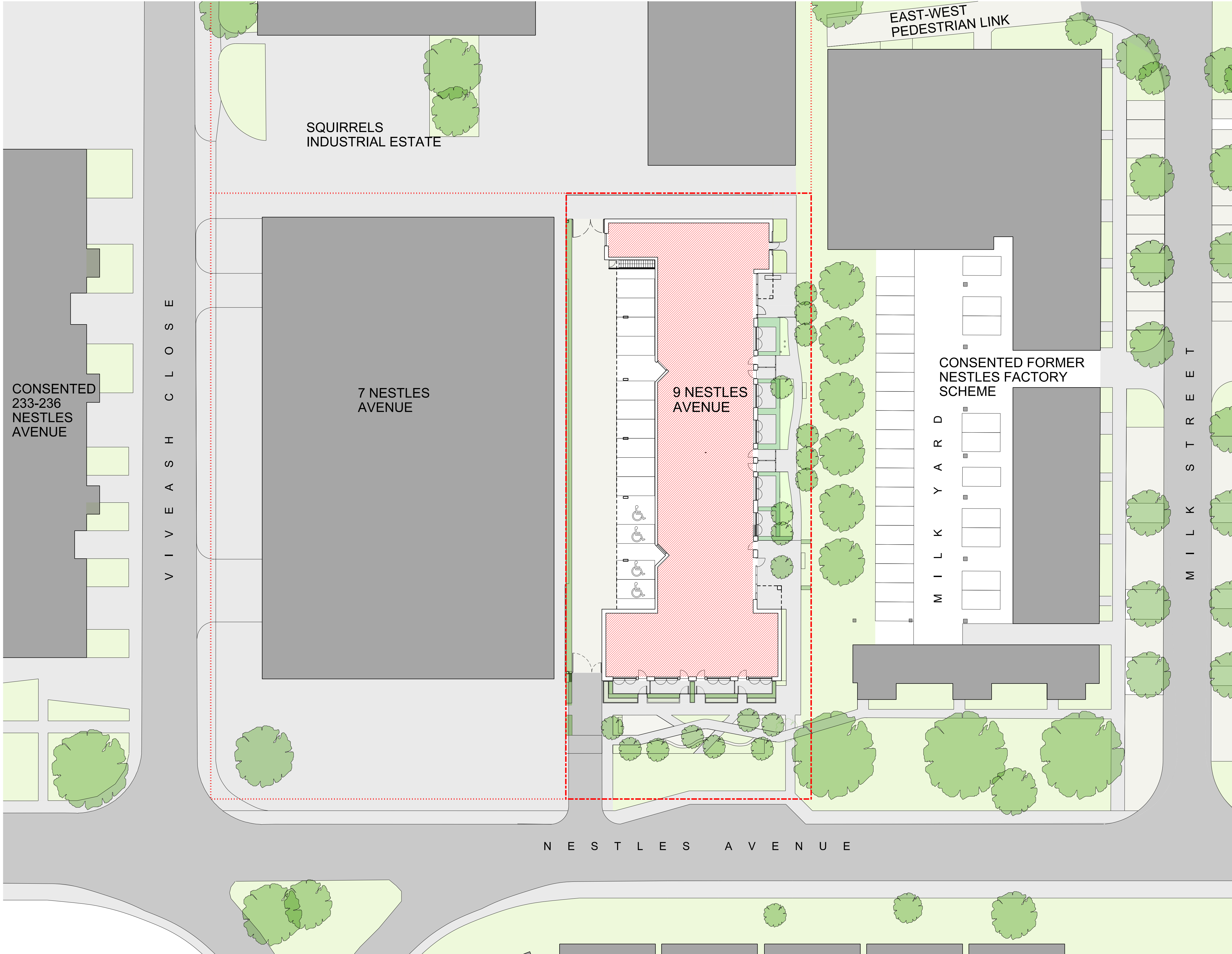
Drawing

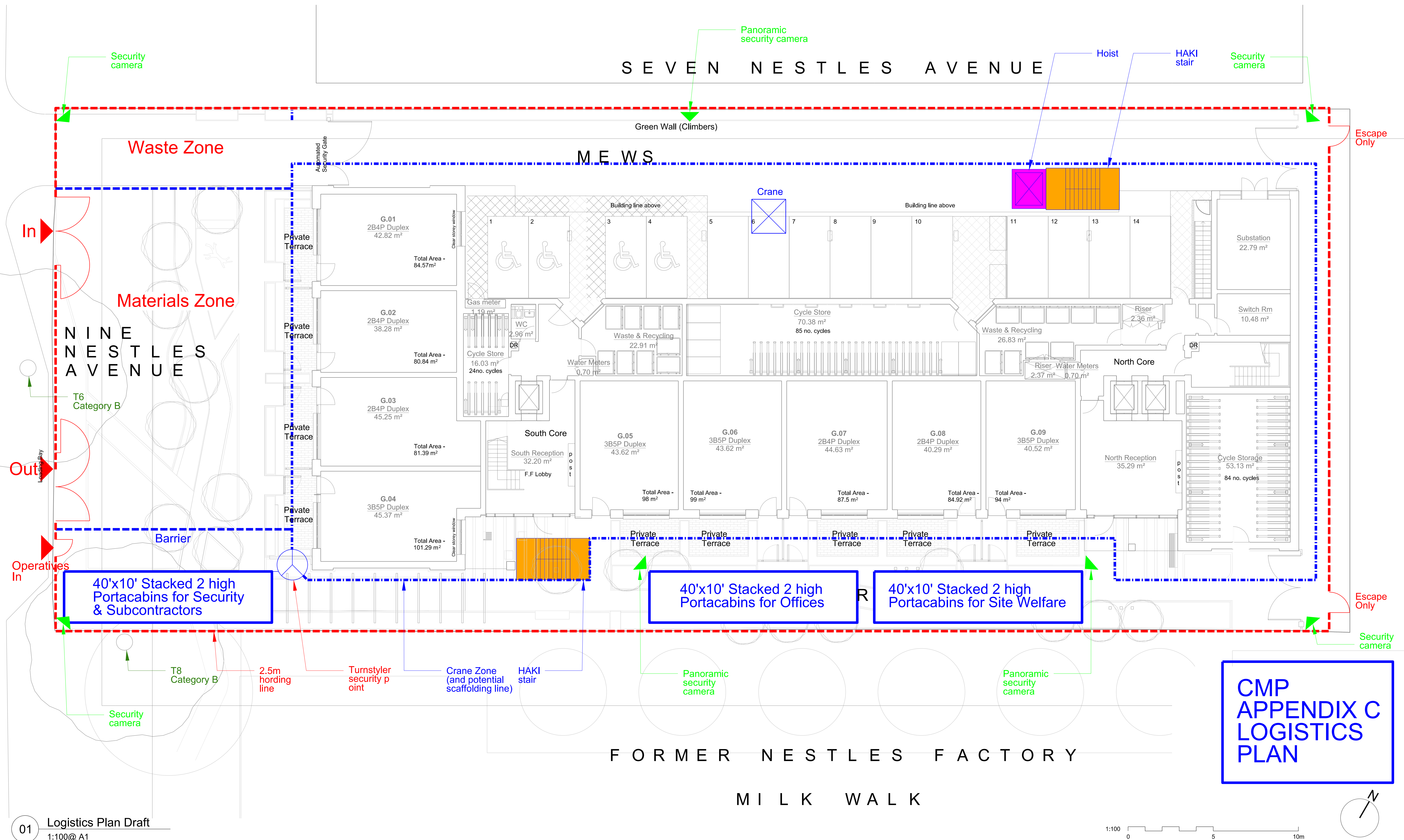
NESTLES AVENUE
DAY 1 MASTER PLAN

Scale	Drawn	Date	Checked
1:250@A1	JS	03-06-20	SB
Project no.	Drg	Revision	
15406	A(03)001	03	

tatehindle

TateHindle Limited
1 Lindsey Street
Smithfield
London EC1A 9HP
T 020 7332 4850
mail@tatehindle.co.uk
www.tatehindle.co.uk





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Rev	Description	Date	Drawn	Checked
00	Issued for Information	07-08-20	YJ	SB

Layout subject to final design of logistics.

Project 9 Nestles Avenue Hayes	Drawing Logistics Plan Draft
Status FOR INFORMATION	Scale 1:100@A1
Client Healey Development Solutions (Hayes) Ltd	Drawn YJ
Project no. 15406	Checked SB
	Date 03-08-20
	Drg. no. A - (99) - 001
	Revision 00

tatehindle

TateHindle Limited
1 Lindsey Street
Smithfield
London EC1A 9HP

T 020 7332 4850
mail@tatehindle.co.uk
www.tatehindle.co.uk