

Construction Management Plan - Abbey Road Phase 3

Contents

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

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
11/04/2022	P01	J CHANDLER
03/05/2022	P02	J CHANDLER
05/05/2022	P03	J CHANDLER
14/03/2023	P04	T HOOPER-SMITH
30/03/2023	P05	T HOOPER-SMITH

Additional sheets

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

Date	Version	Produced by
11/04/2022	P01	J CHANDLER
03/05/2022	P02	J CHANDLER
05/05/2022	P03	J CHANDLER

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](#)."

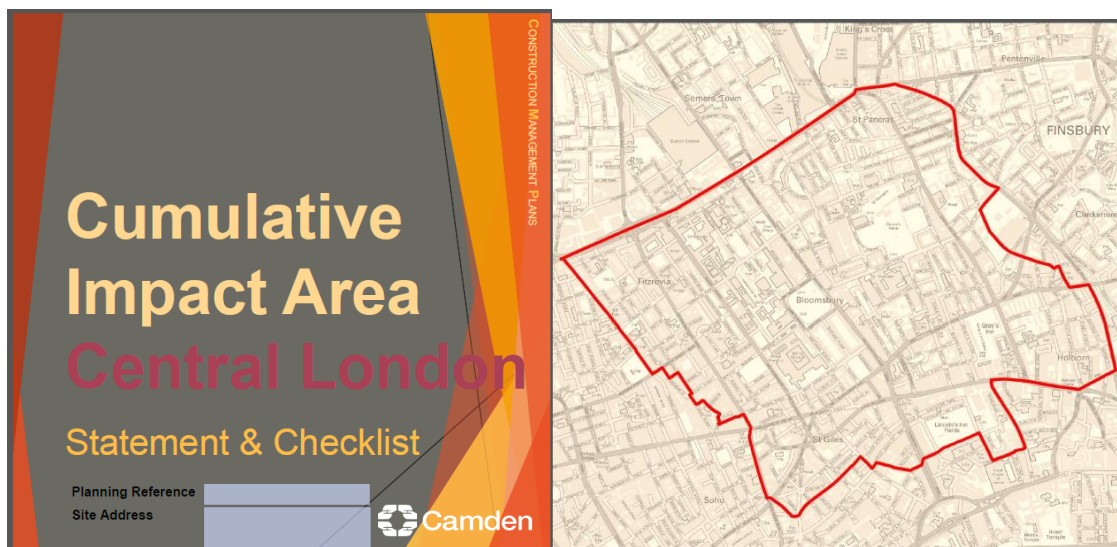
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

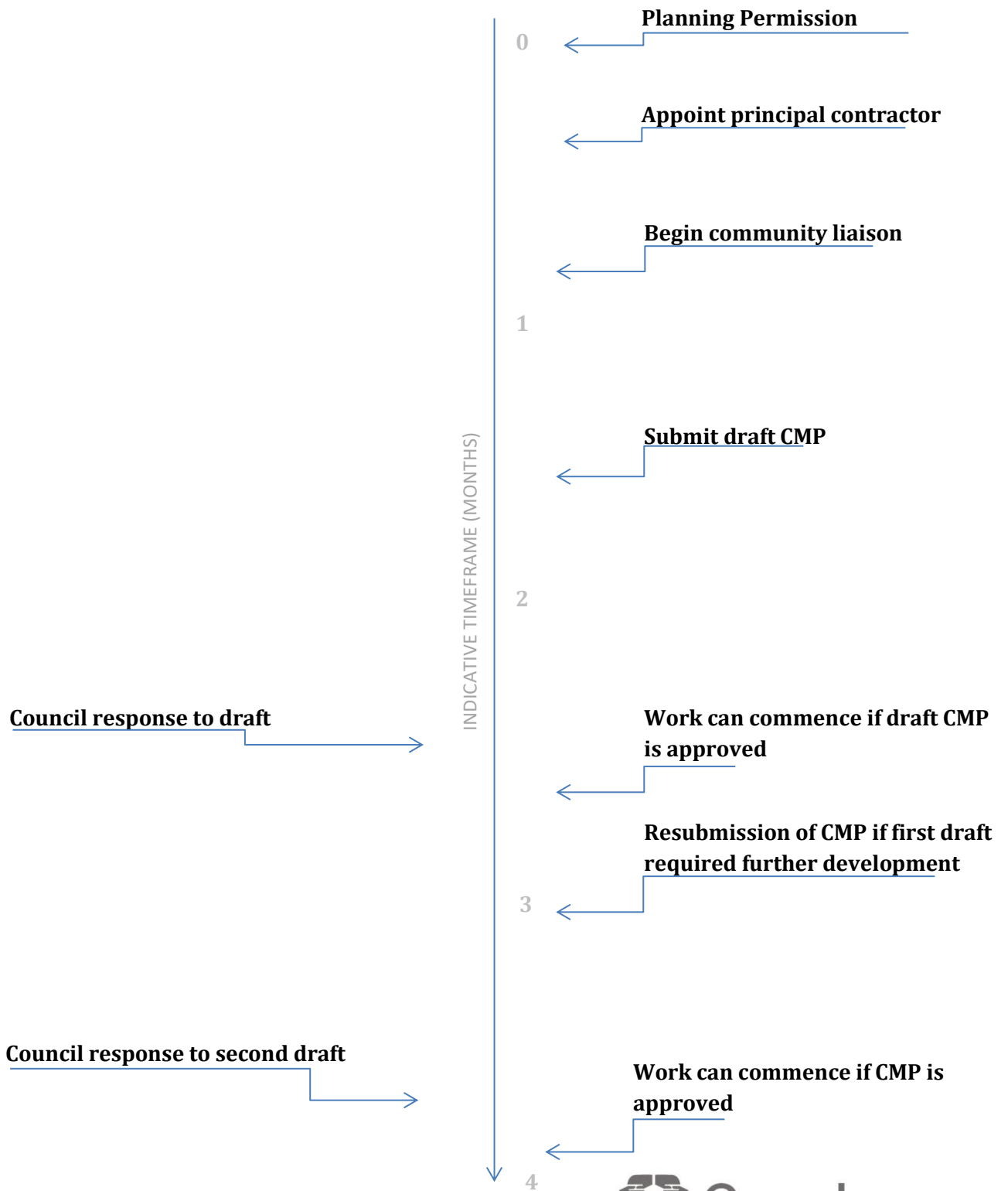
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans>



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: Emminster and Hinstock, Belsize Priory Health Centre, Abbey Community Centre, Belsize Road, London NW6 4DX (Abbey Road Phase 3)

Pre Planning reference number to which the CMP applies: 2022/0511

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

Name: Mr Tom Hooper-Smith

Address: Wates Residential, Station House, Station Approach, Leatherhead, Surrey, KT22 7SW

Email: tom.hooper-smith@wates.co.uk

Phone: 01372 861000

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: Mr Tom Hooper-Smith

Address: As above

Email: Abbeyroadphase3@wates.co.uk

Phone: As above

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: Matthew Haley

Address: London Borough of Camden, 5 Pancras Square, London, N1C 4AG

Email: matthew.haley@camden.gov.uk

Phone: 07920073423

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: Wates Residential

Address: Wates Residential, Station House, Station Approach, Leatherhead, Surrey, KT22 7SW

Email: tom.hooper-smith@wates.co.uk

Phone: 01372 861000

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.

Demolition and redevelopment of Emminster and Hinstock blocks including Belsize Priory Health Centre, Abbey Community Centre, public house and commercial units to provide new residential accommodation (Use Class C3) and ground floor commercial space (Use Class E) to be used as flexible commercial units, across three buildings ranging from 4 to 11 storeys, along with car and bicycle parking, landscaping and all necessary ancillary and enabling works.

Please see attached **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 three residential blocks (A,B &C) of height varying from 4 storeys to 11 storeys along Belsize Road and Abbey Road providing 139 homes of different tenures (Social Rented, Camden Living & Private Sales). A single storey ancillary building is located in the south west corner of the site housing plants and cycles. The project in total provides residential GIA of 12871sq. m. Block A on Abbey Road and Block B at the junction of Abbey Road and Belsize Road also provide commercial spaces at the ground level of total 305.3 sq. m.

Both Abbey Road and Belsize Road are busy roads with very frequent bus routes.

Casterbridge and Snowman House are the tallest at 20 storeys with Phase 1 sitting at 14 storeys. The western edge of the site shares its boundary with the gardens of Priory Terrace in the Priory Road Conservation Area. Phase 1 runs along Belsize Road to the south of the site. There is a gentle level change between the north end of the site on Abbey Road and the south on Belsize Road.

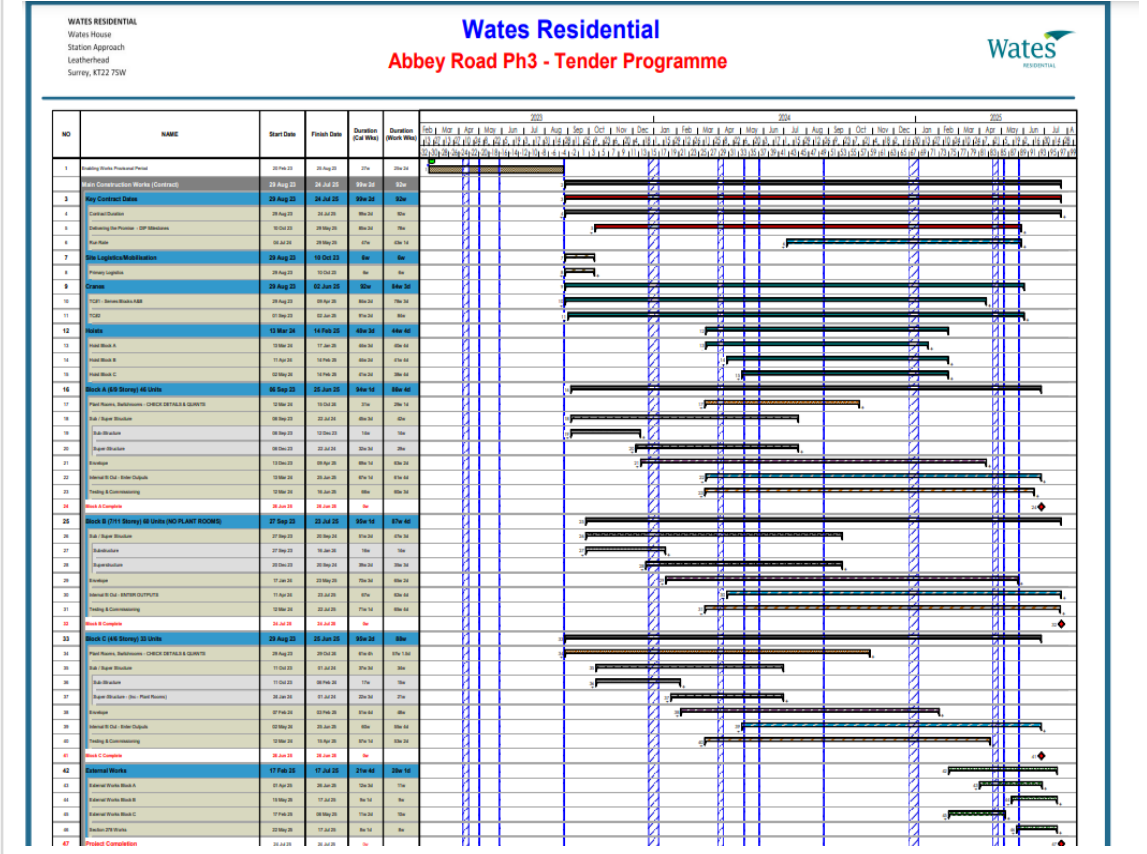
This is an initial version of the CMP which covers the use of temporary parking bay suspensions on Belsize Road adjacent to the site to allow the hoarding to be erected, which is to allow works to commence on site. A temporary crossing facility will be provided using temporary signals.

An update to the CMP will be submitted shortly providing details of the long term temporary parking arrangements whereby the intention is to relocate as much of the existing parking provision as possible. This will also include the temporary bus stop arrangement and crossing facility, which is intended to be in the form of a zebra. All highways restrictions will be delivered using a temporary traffic order which will be consulted upon in due course. Details of this consultation and all long term, temporary highways changes will be provided in the updated CMP, which will then undergo separate sign off.

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).

Start on site date is 17/04/23 for Hoarding erection. Demolition works to follow subject to S106 / condition discharge, with Scheme due to finish May 2025.

Larger Gantt Chart available upon request



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

Wates confirm we will comply with the standard working hours as set out by Camden. If any out of hours work are required written permissions from the relevant departments will be requested. This would likely be crane erection or dismantling.

The site working hours are summarised below

- 08:00 to 18:00 hours Monday to Friday
- 08:00 to 13:00 hours Saturday

Deliveries to site are likely to be restricted to site at peak times from 07.30 to 9.30 and 4.00 – 5.00

All works will be undertaken within the agreed hours stated within the planning approval, unless in the event of unforeseen or exceptional circumstances such as:

- Health and safety issues which require continuation of the works. - Completion of operations that would otherwise cause greater interference to the environment or members of the public if not completed.
- Completion of concrete pours due to unforeseen overruns such as batching plant delays or traffic delays
- Delivery of abnormal loads which will be requiring specific transport notification
- Operations that need to be undertaken outside of standard working hours which include Tower or mobile crane erection and removal will be agreed in advance with Camden Council.

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.).

The closest receptors are located within priory road/terrace

(Appendix B)

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.

An initial newsletter has been issued to the local residents **(See appendix I)** providing detail around the CMP & project. Residents are invited to comment by 14/04/23, with a dedicated email address provided. We will hold regular resident meetings prior to construction commencement via zoom/teams calls. We will also hold face to face meetings for all or anyone unable to attend via internet calling. Wates will liaise with Camden's community team to form the Construction Working Group, where local residents will be invited to attend regular meetings to engage with the Project team. We will hold a live tracker for all concerns/comments raised during meetings.

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.

Wates will employ a residents liaison officer to liaise with the local community on a regular basis but be available as and when required. We will offer drop-in sessions, monthly newsletter and in time update of any major disruptions.

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.

The site will be registered with the CCS and the project will comply with the “code of considerate practice”.

The project will seek to achieve scores of greater than 40/50 from the regular CCS site inspections. Wates are an associate member of the CCS scheme with average scores of greater than 40, which places us within the top 10% of UK contractors. Monitoring of site standards will be continuous throughout the project by internal reporting and CCS inspections. We will actively engage with the CCS “Best Practice Hub” We will adhere to a Code of Practice that includes the following principles:

- Be environmentally aware in the selection of resources. Pay particular attention to pollution avoidance and waste management. Use local resources wherever possible and keep to a minimum at all times noise from construction site activity.
- Be considerate of the needs of all those affected by the construction process and of its impact on the environment. Special attention to be given to the needs of those with sight, hearing or mobility difficulties.
- Be a good neighbour by undertaking full and regular consultation with neighbours regarding site activity from prestart to final handover. Provide site information and viewing facilities where practical.
- Promote respectable and safe standards of behaviours and dress. Derogatory behaviours shall not be tolerated under threat of the strongest possible disciplinary action.
- Be safe. All construction operations and vehicle movements to be carried out with care of the safety of passers-by, neighbours and site personnel.
- Be accountable to the public by providing site contact details and be available to deal with their concerns and develop good local relations.
- All contractors will be required to adhere to the requirements of the code of practice. Information about the scheme will be provided to all personnel at induction and as well as tool box talks as appropriate.
- The scheme will also be publicised to local residents by the use of appropriate banners and posters with contact details posted at the boundary of the site.

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.

Currently not aware of any other construction works in the area that will have an impact.

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:

Wates Residential

16. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract.

All Wates suppliers and SCPs are fully compliant with the CLOCS standards.

Ensuring compliance with the CLOCS Standard for the project commences with the inclusion of specific clauses for compliance within the sub-contracts and inclusion of the following CLOCS Standards and Toolkits within enquiry documents and contracts sent to all proposed sub-contractors for pricing of the scheme:

CLOCS Standard for Construction Logistics: Managing Work Related Road Risk .

CLOCS Toolkit: Managing Collision Reporting and Analysis

CLOCS Guide: Vehicle Safety Equipment

CLOCS Guide: Managing Driver Training and Licensing,

In the first instance, we have used Wates Construction's established supply chain partners who are experienced in working to and meeting these requirements with FORS accreditation, vehicle safety features & driver training all will be required prior to subcontractor selection where above terms apply and will be made a mandatory deliverable on the sub-contractor or supplier.

The CLOCS supplier self-certification will be used for this purpose and will also equally apply to sub suppliers. Wates will also make it incumbent upon any potential new sub-contractor to register with CLOCS in order that they stay up to date with the latest information.

Wates will provide training to its Site Management and Traffic Marshalls as to how to undertake spot checks on vehicle compliance and driver competency, as well as report non-conformances. All deliveries will be pre-booked. The system is designed such that the insertion of FORS accreditation details for the specific company making the delivery is mandatory.

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:

Yes, all contracts to include mandatory compliance.

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.

See attached appendices E & G

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.

Wates will as part of our supplier and sub-contractor written orders ensure that above information is included.

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

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

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

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors.

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

For Example:

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

Skip loader: 2 deliveries/week during first 10 weeks

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

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

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

During demolition phase:

32t tipper: 10 per day for first 27wks

Artic: plant and tower crane delivery including long reach machinery for demolition at start of project.

During construction phase:

Artic: 2 delivery per day during main construction phase project

18t flatbed: 3 per day

3.5t van: 3 per day

b. Cumulative affects 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.

We are not aware of any other schemes/projects within the near vicinity of Abbey Phase 3. Phase 2 works will be completed prior to phase 3 commencement.

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

See attached swept path analysis pack. Drawing reference numbers as follows:

Appendix G & Appendix H

22067-LON-ZZ-00-DR-C-9900, 9901, 9902, 9903, 9904, 9905, 9906, 9907

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.

Wates will have a delivery booking system to allocate time slots to all supply chain and suppliers. This will prevent any unwanted build up or queuing on the public highways. Wates will also use a pit lane strategy on site to accommodate several vehicles.

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.

Currently discussing with logistics companies about possible holding facilities in order to ensure deliveries are as efficient as possible.

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).

All delivery drivers will receive an induction as they enter site from our traffic marshal(s) explaining all site rules. All vehicles that do not require the engine running to function will be required to turn off engines.

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

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

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

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

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

Initial access to site for demolition works will be via the existing crossover located on Belsize Road. Once the Bus stop has been relocated, access will be via Belsize Road heading east and exit via Belsize Road using a pit lane (in and out system). See attached TMP **Appendix E page 1 & 2.**

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.

All deliveries will be managed by minimum of 2no traffic marshalls. All vehicles as shown on the logistics plan **Appendix F.** will enter via the A5 onto Belsize road into the pit lane then exit via the pit lane on the abbey road junction. We will utilise the traffic lights so vehicles will enter the highway only on green lights therefore reducing any congestion. This will also be shown within our detailed TM plan.

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.

See attached swept path analysis pack. Drawing reference numbers as followed:

22067–LON–ZZ–00–DR–C–9900, 9901, 9902, 9903, 9904, 9905, 9906, 9907

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.

Initially a wheel wash facility will be utilised to ensure vehicles are clean before exiting site onto the public highway will be established within the curtilage of the site, the wheel washing facility will also be aided with means of cleaning the highway if vehicles were to take mud on to the roads.

Once groundworks are completed and the Pit lane formed, the risk of mud migrating on to the highway are greatly reduced as the pit-lane will be a “Clean-Zone”. This will allow vehicles to enter directly from the highway and re-join the highway without entering a dirty environment.

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.

As above.

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 unloading to be within site boundary behind timber hoarding and secure gates.

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.

Please see attached TMP **Appendix E page 1 & 2**

23. Parking bay suspensions and temporary traffic orders

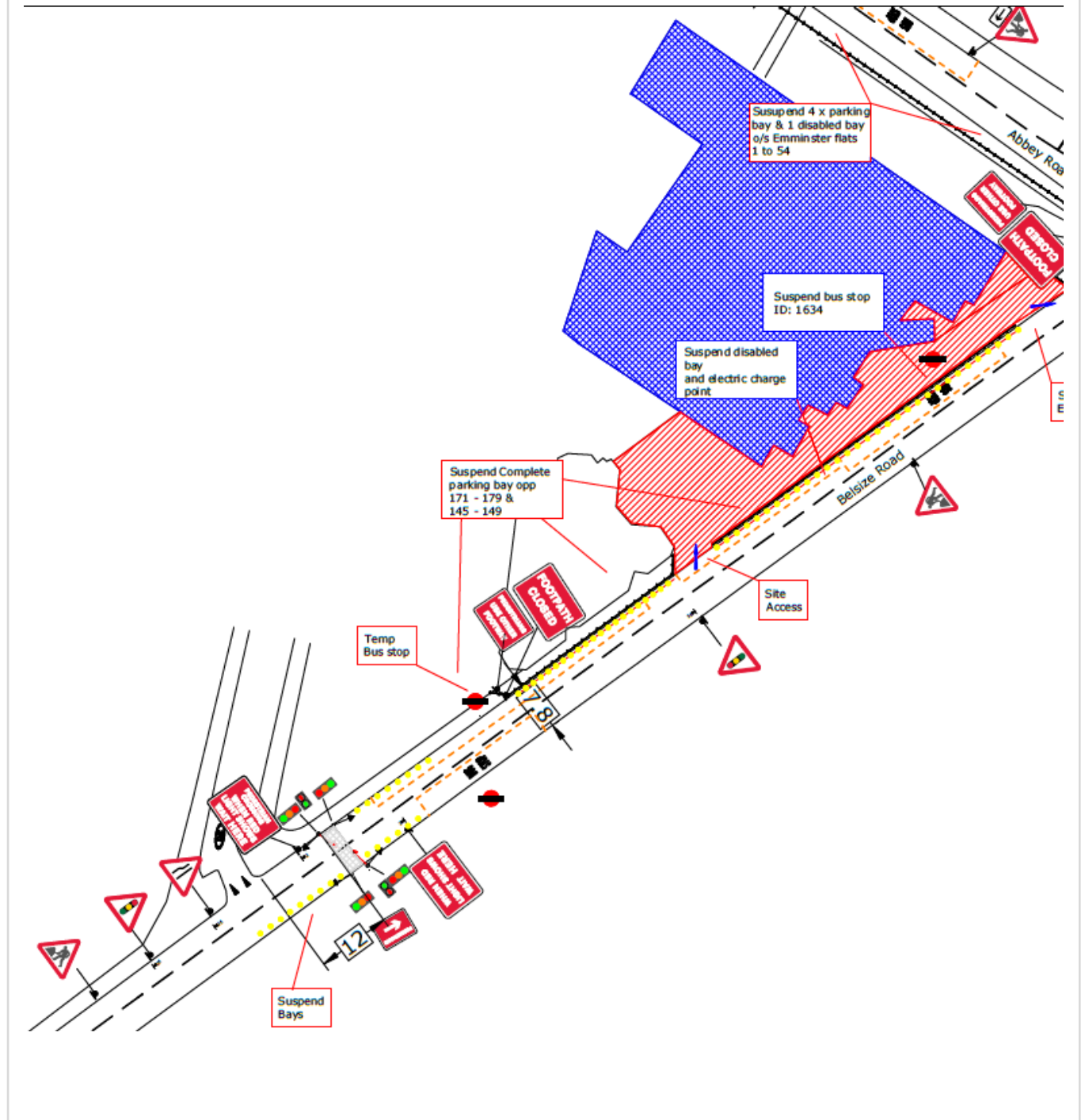
Parking bay suspensions should only be requested where absolutely necessary and these are permitted for a maximum of 6 months only. For exclusive access longer than 6 months, you will be required to obtain a [Temporary Traffic Order \(TTO\)](#) for which there is a separate cost.

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](#).

Wates will require parking suspensions, bus route suspensions and removal, EVCP disconnection or removal. Please see below diagram detailing parking bay suspensions & pedestrian Crossing point on Belsize Road. TTO will be required due to the duration of the works.



24. Occupation of the public highway

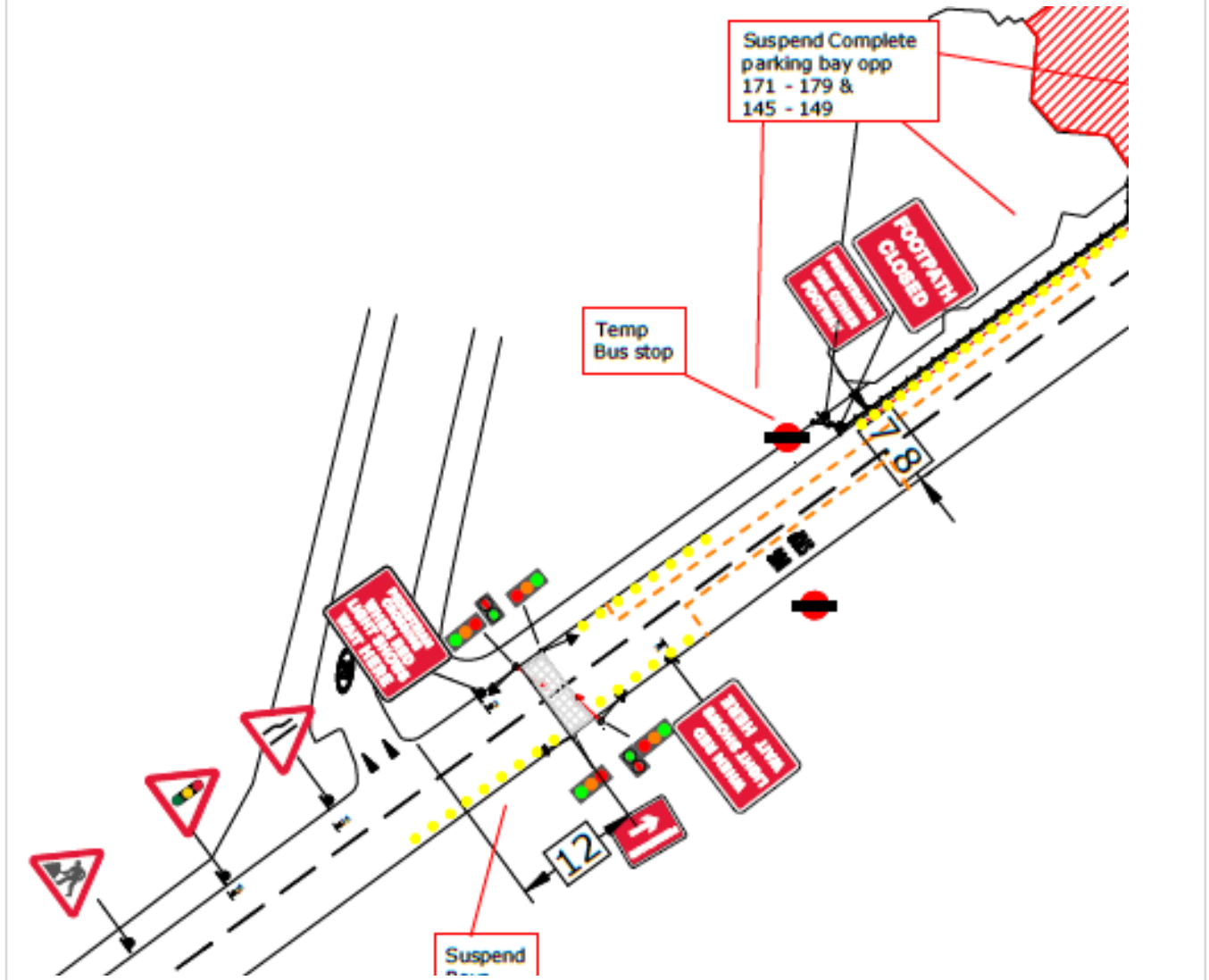
Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. We prefer not to 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.

To be included within the TM plan Appendix E.

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.

A dedicated pedestrian crossing point on Belsize Road is to be formed. This will be positioned close to the junction with Priory Terrace, to the West of the site. The Crossing point will utilise temporary traffic lights, with dedicated pedestrian crossing call points. Signage will be positioned as detailed in the diagram contained below.



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.

As above

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.

Pedestrian routes along Belsize road will be diverted via temporary crossing as shown in appendix E

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.

Tower Crane layout shown in appendix C which include elevations – to prevent oversailing we will be using luffing jib tower cranes.

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.

Please see attached Foul drainage and utilities assessment detailing all disconnections and diversions required for Abbey Road phase 3. Document ref: Foul Drainage and Utilities Assessment

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.

All noisy site works will be carried out between 8am – 6pm in line with S61 application.

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.

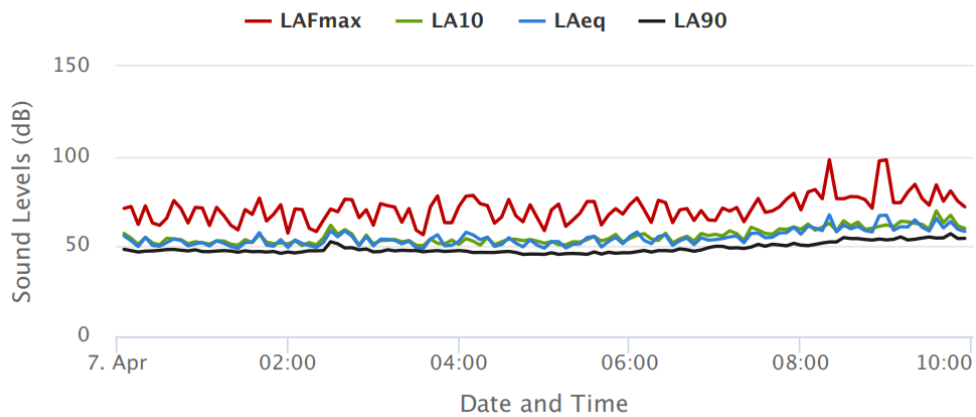
A full acoustic Noise survey to be conducted between 20th – 26th June 2022. A copy will be issued following completion.

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

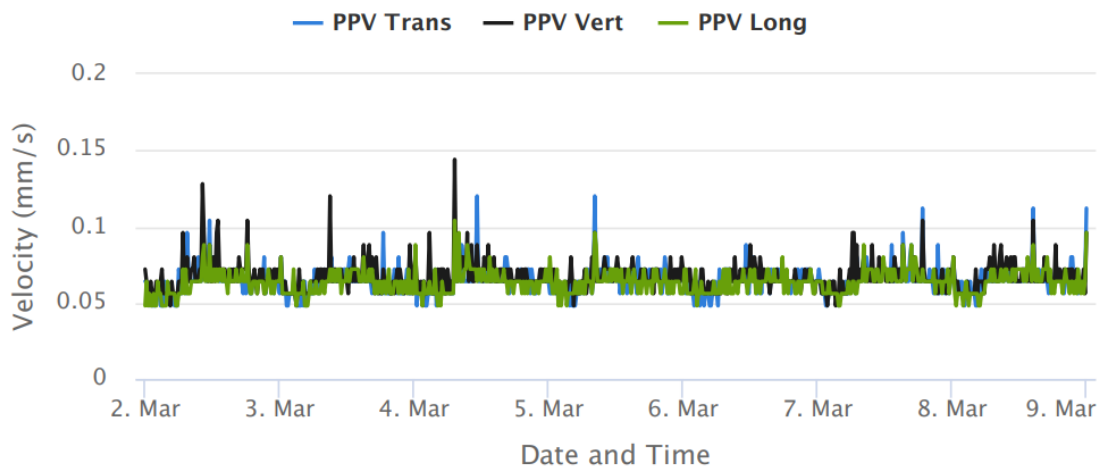
Wates set down strict time limits for noisy building works in accordance with constraints identified by LBC “Control of noise from construction sites” LBC and Wates endeavor to enforce this rigorously (although there have to be some exceptions). Wates LS will do their best to reduce disturbance to local people, for example.

- notifying residents about particularly noisy work
- scheduling drilling, piling and other very noisy work to give local residents and businesses some breaks
- Nuisance operatives will be either removed from site or re-inducted
- See below an example of Wates noise and vibration assessment in accordance

Sound Levels at Noise monitor #245 s/n 01442: Luxborough Street – Left Side of Hoarding



Vibration Levels at Vibration monitor s/n 4645 | #75 : Luxborough Street – Left Side of Hoarding



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.

Mechanical plant will be equipped with silencers to reduce the impact of noise to the environment and working hours will be in accordance with those identified above.

Monitoring of Noise and Vibration throughout the works will be carried out and will be recorded to ensure that we continue to be considerate to the borough whilst ensuring that works do not increase the permitted limits.

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

BS 5228:2009 Code of practice for noise and vibration control on construction and open sites is covered in Wates training for site managers SMSTS. Certificates for course attendance can be provided.

33. Please provide specific details on how air pollution and dust nuisance arising from dusty activities on site will be prevented. This should be relevant and proportionate to activities due to take place, with focus on both preventative and reactive mitigation measures.

Wates have strict guidance on reducing the risk of dust from works being undertaken as part of the construction process and these will be taken into account when approving the Risk Assessments and Method Statement prior to works commencing, controls such as: Damping down, Dust extraction and Segregation will be enforced throughout the duration of the project.

During the demolition phase we will use mist-cannons. All long reach excavators will have direct connections for suppression at source.

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.

Initially a wheel wash facility will be utilised to ensure vehicles are clean before exiting site onto the public highway will be established within the curtilage of the site, the wheel washing facility will also be aided with means of cleaning the highway if vehicles were to take mud on to the roads.

Once groundwork's are completed and the Pit lane formed, the risk of mud migrating on to the highway are greatly reduced as the pit-lane will be a "Clean-Zone". This will allow vehicles to enter directly from the highway and re-join the highway without entering a dirty environment.

35. Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

Noise, vibration and dust will be monitored by 3-4 stations positioned at the perimeter of site by all of the main highlighted areas where we feel are the most vulnerable. The station will be able to provide real time data and deliver 24 hourly reports to show we are keeping below the workplace exposure limits. It will also issue email and text alerts if exposure limits are breached.

36. Please confirm that an Air Quality Assessment and/or Dust 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 2014 \(SPG\)](#) (document access at bottom of webpage), and that the summary dust impact risk level (without mitigation) has been identified. The risk assessment must take account of proximity to all human receptors and sensitive receptors (e.g. schools, care homes etc.), as detailed in the [SPG](#). **Please attach the risk assessment and mitigation checklist as an appendix.**

Wates have engaged Hilson Moran who have carried out an Air Quality Assessment which has been submitted as part of this planning application. The assessment was issued 21/04/2022 and can be found attached– Ref: 29172 Air quality Assessment Report (29172-RP-IE-001)

11

37. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of dust impact risk identified in question 36 have been

addressed by completing the GLA mitigation measures checklist. (See Appendix 7 of the SPG document.)

Please refer to table 6.1 and 6.2 in the Air Quality Assessment Report. This document is included within the CMP submittal documents.

- 38. Please confirm the number of real-time dust monitors to be used on-site.

Note: **real-time dust (PM₁₀) monitoring with MCERTS 'Indicative' monitoring equipment will be required for all sites with a high OR medium dust impact risk level.** If the site is a 'high impact' site, 4 real time dust monitors will be required. If the site is a 'medium impact' site', 2 real time dust monitors will be required.

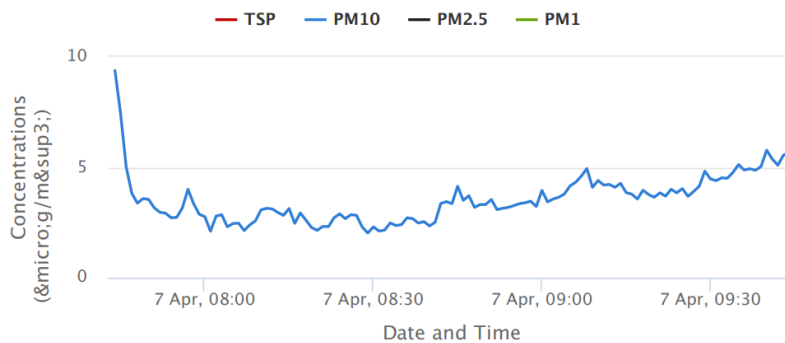
The dust monitoring must be in accordance with the SPG and IAQM guidance, and **the proposed dust monitoring regime (including number of monitors, locations, equipment specification, and trigger levels) must be submitted to the Council for approval.** Dust monitoring is required for the entire duration of the development and must be in place and operational **at least three months prior to the commencement of works on-site.** Monthly dust monitoring reports must be provided to the Council detailing activities during each monthly period, dust mitigation measures in place, monitoring data coverage, graphs of measured dust (PM₁₀) concentrations, any exceedances of the trigger levels, and explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

In accordance with Camden's Clean Air Action Plan, the monthly dust monitoring reports must also be made readily available and accessible online to members of the public soon after publication. Information on how to access the monthly dust monitoring reports should be advertised to the local community (e.g. presented on the site boundaries in full public view).

Inadequate dust monitoring or reporting, or failure to limit trigger level exceedances, will be indicative of poor air quality and dust management and will lead to enforcement action.

As previously mentioned real time monitoring will be used on site to ensure the workplace exposure limits are not breached, utilising 4no monitoring stations. Reports will be readily available on request and submitted quarterly as requested.

Air Quality Levels at Dust monitor s/n 1618 | #180: Luxborough Street – Left Side of Hoarding



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).

Wates will employ Rentokil to manage the site, several rat traps will be distributed around the site and serviced regularly. Copies of all reports and assessments can be issued on request.

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

No asbestos survey has been carried out yet/awaiting vacant building to undertake R&D survey.

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.

Wates standard is to provide a suitable smoking area and welfare area for heating and consuming food.

Wates carry out a detailed induction for every operative working on site and this is reinforced by daily start right talks and regular tool box talks.

Posters are displayed to prevent noisy behaviour, spitting, and encouraging good behaviour.

Operatives found breaking the rules and requirements of the site to ensure that we are considerate to the community will be either re-inducted and or removed from the project.

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. See the Mayor of London webpage 'Non-Road Mobile Machinery (NRMM)' for more information, a map of the Central Activity Zone, and for links to the NRMM Register and the NRMM Practical guide (V4): <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/nrmm>

Direct link to NRMM Practical Guide (V4):

https://www.london.gov.uk/sites/default/files/nrmm_practical_guide_v4_sept20.pdf

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 (02/23 - 07/25):
- 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 confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: Yes, all plant will be registered.
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: Yes
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: Yes

43. Vehicle engine idling (leaving engines running whilst parked or not in traffic) produces avoidable air pollution and can damage the health of drivers and local communities. Camden Council and City of London Corporation lead the London **Idling Action Project** to educate drivers about the health impacts of air pollution and the importance of switching off engines as a simple action to help protect the health of all Londoners.

Idling Action calls for businesses and fleet operators to take the **Engines Off pledge** to reduce emissions and improve air quality by asking fleet drivers, employees and subcontractors to avoid idling their engines wherever possible. Free driver training materials are available from the website: <https://idlingaction.london/business/>

Please provide details about how you will reduce avoidable air pollution from engine idling, including whether your organisation has committed to the Engines Off pledge and the number of staff or subcontractors who have been provided with free training materials.

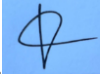
Wates will commit to engines off pledge. This information will be explained at the drivers induction given to all deliveries to site.

● 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:05/05/2022.....

Print Name:J Chandler.....

Position:Site Manager.....

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.7