Construction/ Demolition Management Plan

pro forma

Camden

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
06/04/22	Initial Issue	STS Structural Engineering ltd
28/03/23	Rev A	STS Structural Engineering ltd

Additional sheets

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

Date	Version	Produced by
06/04/22	Rev C	2 TP Drawings by STS
23/02/22	Rev B	3 Method Statement Drawings
23/02/22	Rev A	4 Construction Method Statement
23/02/22	Rev P4	5,6,7,8 Building Regulation Drawings
23/02/22	-	9 Noise and Vibration Monitoring Proposal
23/02/22	Initial Issue	10 Hydrology
23/02/22	Initial Issue	11 Transport Observation Report
23/02/22	-	12 Documents for Meeting on 23-09-21
23/02/22	-	13 Documents for Meeting on 20-01-22
23/02/22	-	14 Working Group Report
23/02/22	-	15 E-mail Correspondents

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.**"

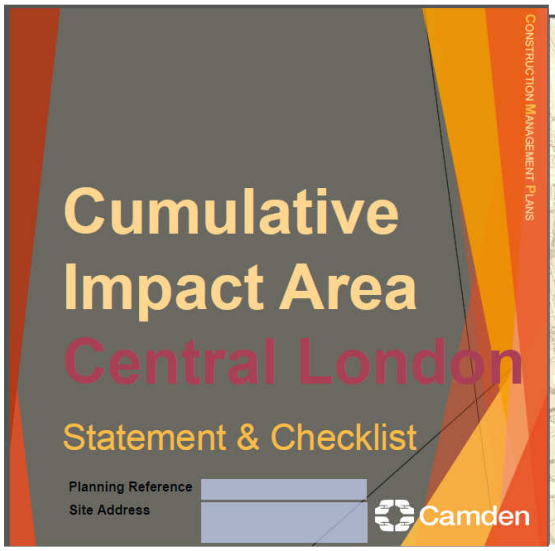
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

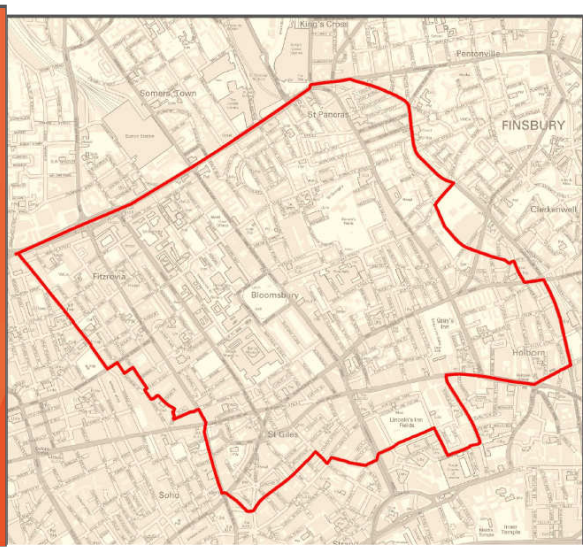
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

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.

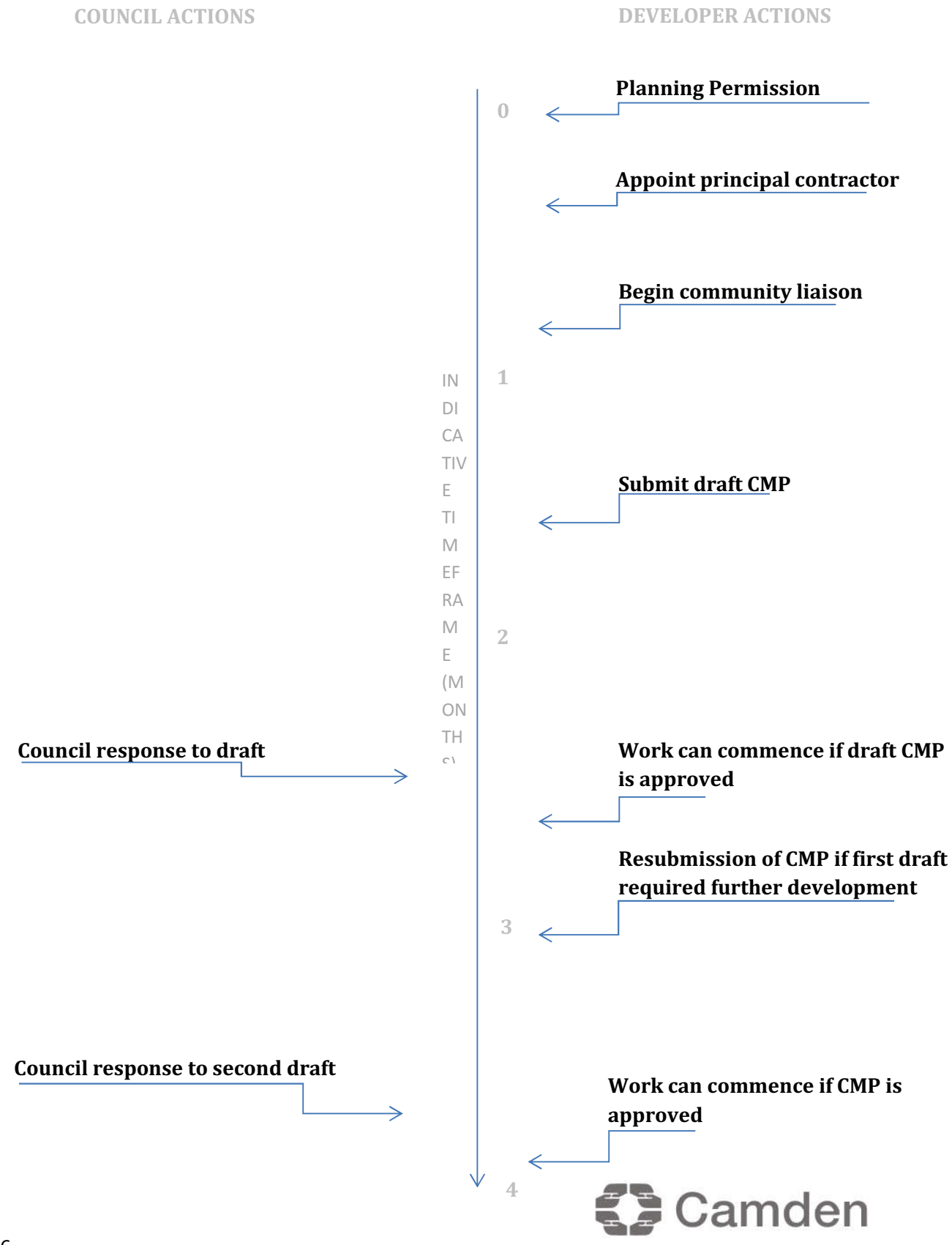
The CIA Checklist can be found at https://www.camden.gov.uk/about-construction-management-plans





Camden

Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Planning Permission
0
Appoint principal contractor
Begin community liaison
1
INDICATIVE TIMEFRAME (MONTHS)
Submit draft CMP
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft required further development
3
Council response to second draft
Work can commence if CMP is approved
4

Contact

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

Address:6 Streatley Place London NW3 1HP

Planning reference number to which the CMP applies:2018/2859/P

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

Name: Sia Sharif of STS Structural Engineering

Address:58 Crossway, Welwyn Garden City AL8 7EE

Email:sia@sts-se.co.uk

Phone:0208 1335403

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:James Procter, J Procter Developments

Address:Rear of 50 Aldermans Hill, Palmers Green, London N13 4PT

Email:j.procter@jpd.uk.com

Phone:+44 (0) 20 8882 0170

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:Charles Procter, JPD Corporation

Address:Rear of 50 Aldermans Hill, Palmers Green, London N13 4PT

Email:j.procter@jpd.uk.com

Phone:+44 (0) 20 8882 0170

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:James Procter, JPD Corporation

Address:Rear of 50 Aldermans Hill, Palmers Green, London N13 4PT

Email:j.procter@jpd.uk.com

Phone:+44 (0) 20 8882 0170

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.

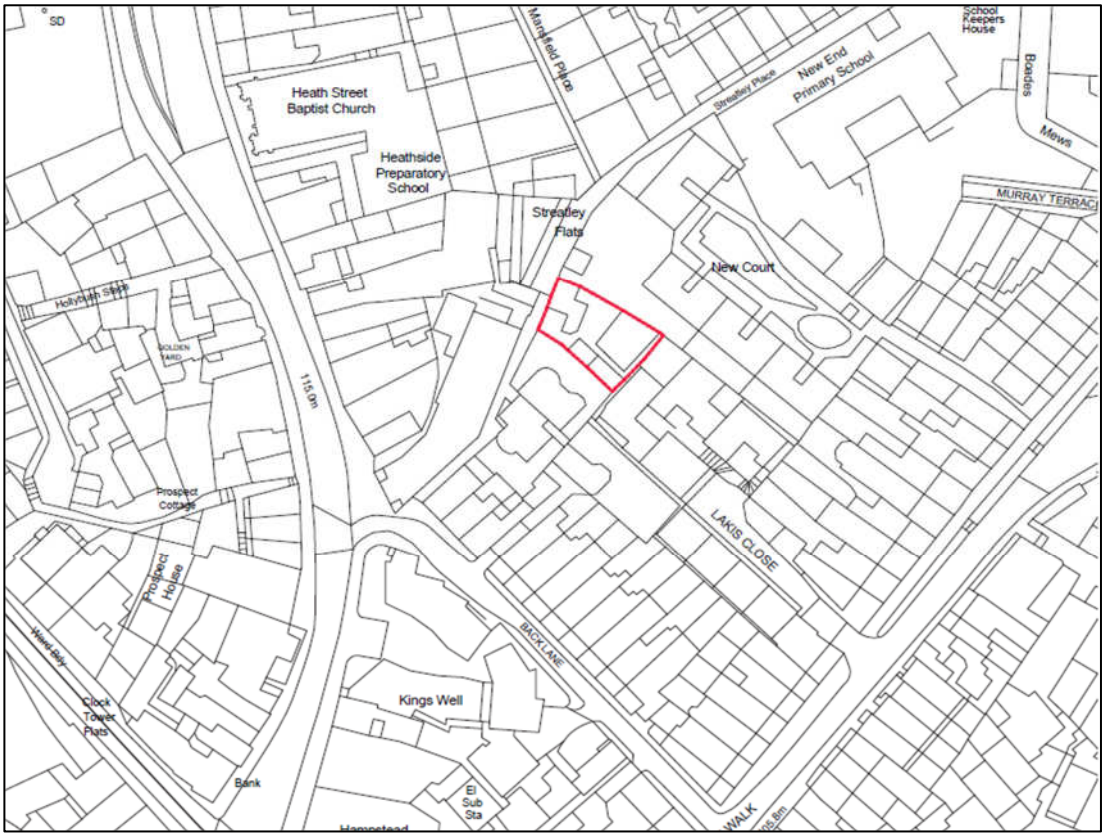


Fig 1: Location Plan (NTS)

-The site sits within the designated Hampstead Conservation Area. The site is currently occupied by small single - storey dilapidated Victorian workshop and warehouse buildings which are to be demolished. The site is surrounded on three sides by neighbouring properties with a narrow access pathway at the front.

-The site at 6 Streatley Place is located at Streatley Place, a small pedestrian access route, connecting Heath Street to New End Square. The site is at a slope that runs down from east to west, although the site itself remains relatively level with Victorian retaining walls to the north and the south accommodating the change in level. Streatley Place lies on the east side of Hampstead Village approximately 100m North of Hampstead underground station. It sits within the historic parish of St Johns Hampstead situated within the Greater London Borough of Camden.

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 proposal comprises the demolition of the existing three workshops & stores and the removal of six existing trees on the site and their replacement with four new self-contained units across four storeys including basement level.

-The proposal has a gross external ground floor area of 207m2 (2228sqft). Internal areas comprising of two ground & lower ground floor flats at 140.2m2 & 138.5m2, one first floor flat at 84.79m2 and one second floor flat at 86.7m2.

-The existing site is immediately surrounded by multiple Victorian listed buildings. These buildings vary in height from 2-5 storeys. While there are no listed buildings on the site itself, there are a number in the immediate vicinity and one immediately adjacent to the site, a Grade II block of artisans' flats built in 1854 & the London stock brick wall bordering the application site. The perimeter boundary/retaining walls also enjoy some degree of statutory protection owing to their location within the designated conservation area.

-The site is currently located on a shallow slope and bound by steps along Streatley Place. New retaining walls will be required to accommodate the new basement. These shall be generally formed using RC piles fi300 @450 c/c all around the perimeter (save for the area to the north where the existing masonry retaining wall is to be retained.

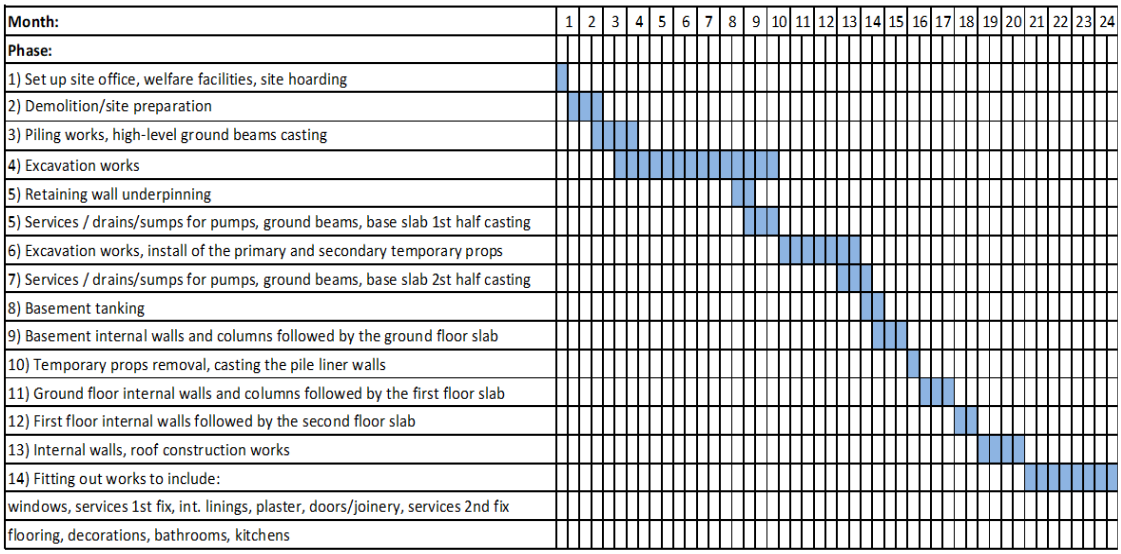
-Streatley Place itself is a narrow pedestrian pathway – 1.8m wide at the pinch-point. This greatly reduces the type of plant that can be utilised on-site and the presents a number of access issues that will be discussed here.

-A primary and a nursery school is situated to the north od Streatley place with approximately 420 children registered. Many of the children attending the school use Streatley Place for access. Therefore, safeguarding a safe passage for the children and their parents during the construction works and minimising the disturbance to the residents must remain a top priority at all times.

-Adequate measures will be implemented to ensure this as discussed further.

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).

Outline Programme of Works for the Construction of a New Block of Flats with a Basement at 6 Streatley Place, London NW3 1HP



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

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

The contractors will work within the standard working hours in accordance with Camden Council guidelines and the planning conditions.

The scheme has taken into consideration the working hours of the school and nursery whilst devising a schedule for the site working hours. Camden sets out the site working hours as between 8:00-18:00 Monday to Friday& 8:00-13:00 Saturdays & no working on Sundays and Bank Holidays.

The regular teaching hours of New End School and the Nursery are between 8.55am to 3:30pm. There are extracurricular activities however, that are undertaken between 8am & 6pm.

The intention for deliveries would be for the contractor to coordinate with their supplier for all deliveries to be made between 9:30 - 11:30 & 13:00 - 14:30. These would bear the least amount of impact upon the school children which is of high concern for this site. The movement of materials from the off-site compound will also be conducted within these hours.

Refuse materials will be brought away from the site using van sized vehicles between the hours of 9:30 - 11:30 & 13:00 - 14:30. The aim is to have three deliveries or spoil removals per day.

School food deliveries & Streatley Place refuse collections collectively take place four times a week. These times may coincide with the hours in which the contractor is able to deliver goods & therefore communication will need to be undertaken with both these organisations.

Furthermore, the loading bay at Back Lane is currently used by a number of business in the area. Coordination with the businesses will be needed to ensure that the loading bay remains accessible to all users.

Banksman to handle pedestrians and traffic during loading/unloading.

Banksman duties:

-Monitor the existing loading bay. Only call up new deliveries driver if both of the loading bays are vacant. Liaise with other business to find the best time slots for deliveries to the construction site.

-Also monitor the corner with flask wall prior to arranging deliveries. Ensure that no vehicles are double-parked or otherwise obstructing passage of vehicles before arranging new deliveries.

-Liaise with the school regularly to ensure that the deliveries do not coincide with any school activities and pick-up times. Ensure that the deliveries of large plant which may need to be done from the northern entrance to Streatley Place are done outside school hours or during school holidays.

-Liaise with local residents and take on-board any complaints and suggestions and pass these on to the site manager.

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 primary receptors likely to be affected by the construction will be the immediate residents along Streatley Place, the properties at back of Lakis Close and the New End Primary School & nursery.

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.

STS and JPD have held meetings and discussed the proposals with the local residents in September 2021. and January 2022.

Details of the report submitted separately.

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.

Details of the working group meetings submitted separately.

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.

JPD Ltd are registered with CCS.

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.

The CTMP should be periodically monitored and reviewed. Should it prove impossible to implement any of the recommendations set out within this CMP, or should the circumstances change in any way, the contractor shall immediately liaise with the council transport department and agree on any changes.

Also, the contractor should liaise with other contractors in this area and ensure that major site deliveries do not coincide with their scheduled delivery/collection times.

The contractor shall appoint a person in charge of dealing with any complaints from local residents and businesses. His contact number shall be clearly displayed on the site hoarding at all times.

Neighbouring sites:

- 45 Flask Walk

-49 Willow Road

-26 New End

Utility works are planned for this area in the coming months. Details to be forwarded by the council in due course.

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

CLOCS Contractual Considerations

15. Name of Principal contractor:

J Procter Developments

Rear of 50 Aldermans Hill, Palmers Green, London N13 4PT

j.procter@jpd.uk.com 0208882 0170

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

Operations

• Contractor to ensure a baseline level of compliance relevant to transport operations and fleet operators to meet an approved independent fleet management audit. (Such as the Fleet Operator Recognition
Scheme (FORS)

• If road traffic collisions occur, fleet operators shall investigate and analyse information. All collisions will be reported to the applicant & contractor. This shall be kept in a log format noting lessons learned a counter measure implemented.

• The delivery routes that are set out within the CMP specified by the applicant shall be adhered to.

• Briefing will be given to the fleet operator in order to work out

Vehicles

• Prominent signage shall be fitted to all vehicles over 3.5 tonnes.

• Pictorial stickers will be attached to rear of vehicle to warn cyclists and passengers not to get to close.

• Side guards shall be installed on all rigid mixer, tipper and waste type vehicles over 3.5 tonnes.

• Blind spots will be eliminated where possible through a combination of direct & indirect mirrors and audible alerts.

• Vehicles shall be fitted with audible warning equipment to warn vulnerable road users.

Drivers

• All drivers will maintain approved progressive training and continued professional development. Including on-cycle hazard awareness and use an appropriate mix of theoretical, e-learning, practical. and on the job training.

• Systems will be set in place to ensure all drivers hold a valid driving licence for the vehicle that they are operating.

Standard for construction clients

• The Construction Logistics Plan is in place and complied with - as per this document.

• Site vehicles will all be fitted with suitable safety features. The site will be prepared and regularly assessed to maintain suitability of vehicles.

• Access to and from the site will be carefully managed and cleared of obstacles.

Banksman to handle pedestrians and traffic during loading/unloading.

Banksman duties:

-Monitor the existing loading bay. Only call up new deliveries driver if both of the loading bays are vacant. Liaise with other business to find the best time slots for deliveries to the construction site.

-Also monitor the corner with flask wall prior to arranging deliveries. Ensure that no vehicles are double-parked or otherwise obstructing passage of vehicles before arranging new deliveries.

-Liaise with the school regularly to ensure that the deliveries do not coincide with any school activities and pick-up times. Ensure that the deliveries of large plant which may need to be done from the northern entrance to Streatley Place are done outside school hours or during school holidays.

-Liaise with local residents and take on-board any complaints and suggestions and pass these on to the site manager.

• Vehicle loading and unloading is mentioned later in the CMP

• Traffic routing will be carefully assessed by contractor and supplier and these routes will be used at all times.

• Control of site traffic shall be rigorously considered. Reduction of peak times will be sough as is mentioned later in the CMP

• Contractors & subcontractors shall all adhere to requirements set out in 3.1.1 to 3.3.2.

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:

JPD and STS confirm that they understand the requirements of the CLOCS Standards.

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.

-Streatley Place is a narrow passageway connecting New End to the north-east and Back Lane in the south-west. It is a pedestrian only route.
-Both north-eastern and south-western access is narrow with limited space available.
-New End can be accessed either from Heath St. or from Well Rd.
-Back Lane is a one-way street accessible from Flask Walk only.
-Most site deliveries will be done using van-sized 3.5t vehicles, offloading or collecting refuse at the loading bay at Back Lane. The use of the loading bay at Back Lane must be coordinated with the other businesses using this space.
-No HGVs to attend the area other than when necessary to deliver and remove the piling rig, its power pack, concrete mixer and the mini-digger. The plant should be offloaded at 45 Flask Walk by the existing construction site. This site is regularly attended by HGVs, and thus HGV access arrangements shall be similar to those already in place. From there to 6 Streatley Place plants should be transported on wheels/rubber tracks. Taking into account that 45 Flask Walk is a narrow street, HGV may need to reverse out to exit Flask Walk. Therefore, banksman to be employed to provide a safe passage for the HGV and other users of the street (vehicles and pedestrians).
-Access is also possible from the north-eastern end of Streatley Place, however all deliveries must be handled with great care as this access is also used by the New End Primary School and the Nursery. It may be necessary to use this route to deliver larger plant to the site, but this should be done during school holidays.

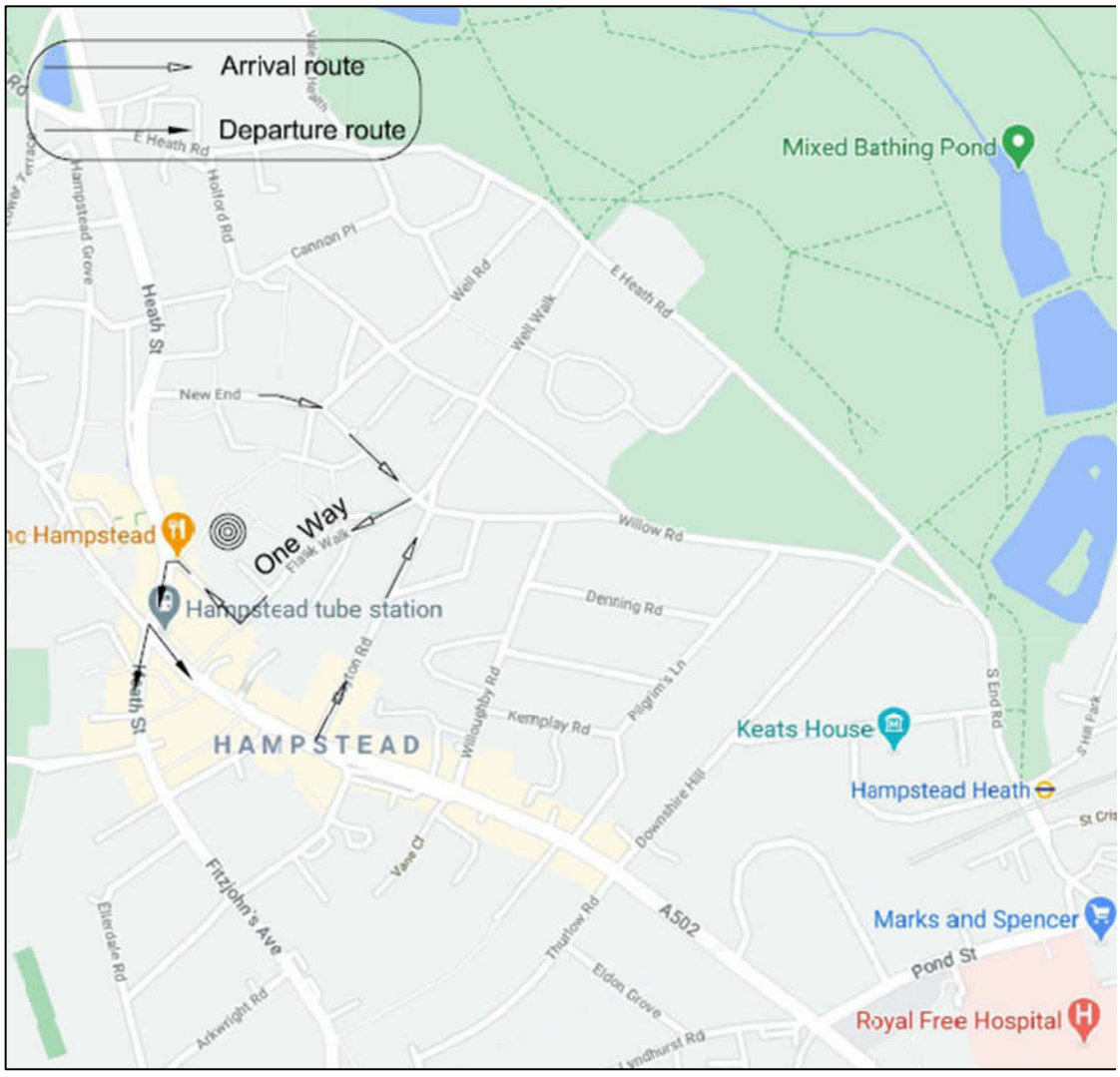


Fig 2: Delivery/collection routes

The approach to deliveries will be kept under review, and revised if deemed necessary by the Council should any issues arise.

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.

Before construction commences the contractor will be obliged to produce a booklet of the delivery journey routes.
These will all be prior agreed with the supplier and carried out each delivery. The booklet will describe in detail the required access routes, times that deliveries are not permitted and potential hazards.

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

3.5t flatbed van - 3 deliveries/day for duration of project

Twin axle 18t HGV - only required to deliver and remove plant. Anticipated one or twice per month, to deliver and remove piling rig, its power pack, concrete mixer and the mini-digger. No more than 30 minutes for each phase. – Size to be limited to 6.66m max length, 2.56m

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.

TBC. We are not aware of other significant construction sites in the area.

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

N/A for 3.5t vans but can be produced if requested.

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.

n/a

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.

n/a

f. Emissions from engine 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 engines need to be switched off when not used. No idling is allowed, both on and off site.

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.

Please see drawings 20101-1326-TP1 – TP6.

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.

Please see drawings 20101-1326-TP1 – TP6.

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.

n/a

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.

No need for wheel washing facilities on site as lorries will not be accessing the site.

The access path and the loading bay shall be swept clean after each delivery and thoroughly cleaned and hosed down at the end of each shift.

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.

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 24if any parking bay suspensions will be required.

Please see TP drawings.

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.

Please see the transport plan drawings for more information.

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 drawings 20101-1326-TP1 – TP6.

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.

No parking bay suspensions proposed.

24. Occupation of the public highway

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

a. Please provide justification of proposed occupation of the public highway.

Not required.

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

Not required.

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.

Not required.

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.

Please see drawings 20101-1326-TP1 – TP6 showing the position of the site hoarding.

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

Not required.

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.

TBC, however, services works expected to be contained within Streatley Place.

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.

-Breaking out of the existing structures
-Piling Works (vibrations)
-Excavation using mini-digger
-Batching of concrete

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.

The noise survey will be taking place. Copy will be provided.

30. Please provide predictions for noise and vibration levels throughout the proposed works.

TBC

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.

NOISE

The contractor shall aim to use quietest and newest vehicles/plant machinery available to minimise noise, dust and other emissions. All vehicles and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers, shall be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions.

The Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce noise (including vibration) to a minimum, with reference to the general principles contained in British Standard BS5228: 2009 'Noise and Vibration Control on Construction and Open Sites'.

Special attention should be given to structure borne noise (vibration) due to the construction of underground structures.

VIBRATION

Wherever possible to prevent unnecessary vibration arising from above/underground reinforced concrete superstructures should be demolished using equipment fitted with pulveriser/munching attachments.

To avoid noise and vibration transference via connections to adjacent buildings they can be separated by cutting structural breaks/ discontinuities with adjoining premises.

Where houses are close together the use of a smaller CFA pilling rig is recommended

The breaking-up of concrete and the removal of floor slabs should be carried out using non-percussive techniques where practicable.

Where the structural transmission of noise and vibration generated by unavoidable percussive breaking into adjoining premises is likely concrete slabs should first be cut around their perimeter to isolate them from the rest of the structure. Where the use of percussive breakers is necessary multiple breakers should be employed in order to minimise the time taken to break concrete and floor slabs.

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

TBC

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

All operatives must be inducted when they first attend site and must sign to say that such an induction has taken place.

The site is currently enclosed and surrounded by existing masonry boundary walls. This will help minimise the transmission of dust and noise.

Furthermore, the proposed hoarding will further help. All access gates shall be monitored so that they are not left open for the noise & dust to escape. Hoarding will be serviced and cleaned regularly to prevent transmission of dust & dirt.

Light machinery will be used on site due to limited access. Where possible, fixed items of construction machinery will be electrically powered rather than diesel or petrol. Those that are operated using diesel of petrol will be fitted with effective exhaust silencers. When machinery is not in use, the contractor will ensure that they are not left running to cause any unnecessary disturbances.

The internals of all existing buildings will be striped before the demolition of the envelope to maintain dust and noise control.

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.

The passageway and the road would need to be swept clean after each delivery and then hosed down and cleaned thoroughly at the end of each shift to minimize disturbance to the neighbourhood and other users of Streatley Place. No development dirt shall be left on the highway at the end of any working day.

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

In order to address the concerns of local residents the contractor may employ an expert to measure the vibration produced and provide appropriate advice. The contractor may appoint a building surveyor to inspect residential properties within New Court, 3 Streatley Place and the back of Lakis Close before the construction works begin. The contractor will need to liaise with Camden's Environmental health team in order to agree to the chosen method of piling.

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), 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**.

The air quality and dust risk assessment to be carried out prior to the start of the works.

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.

To be undertaken following the initial assessment.

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

Note: real-time dust (PM_{10}) 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 (PM_{10}) 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.

The following limits will be set:

Suggested Wording	Threshold PM10	Average Period
Action Level (Red Alert)	190ug/m3	1-Hour Mean
Trigger Level (Amber Alert)	150ug/m3	15-Minute Mean
Action Level (Red Alert)	250ug/m3	15-Minute Mean
Daily	50ug/m3	24-Hour Mean

Limits for monitoring will be applied over these periods, and no noisy work or work is expected outside of those hours.

- Monday to Friday: 8am – 6pm
- Saturday: 8am – 1pm
- Sunday and Public Holidays: no work permitted

The units proposed are supplied by Campbell Associates Limited.

The units will send an email and/or SMS alerts to the users on the project.
A 24-hour limit alert can be sent to the users to forward or send directly to the council if needed.

The system will provide weekly or monthly data reports automatically by email to the users on the project. The report can be amended to provide additional information taken from our Sonitus Cloud system.

The system is real-time and can be logged into at any time, anywhere in the world, on your mobile or PC.

Note that real-time data shall not be made publicly available, but shall be provided to the council only.

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).

This is a small site and unlikely to house a significant rodent infestation.

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

There are no materials present on site that are likely to be made of cement. All structures are Victorian and constructed using traditional materials.

41. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of a suitable smoking area, tackling bad language and unnecessary shouting.

All staff will be made aware of the position of the site, the presence of neighbours and the school, and shall be informed that unsocial behaviour shall not be tolerated.

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

From 1st September 2015

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

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

From 1st September 2020

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

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

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

a) Construction time period (mm/yy - mm/yy): 2 years approx.

b) Is the development within the CAZ? (Y/N): No

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): No

d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: N/A

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:

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:

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.

All drivers shall be instructed to turn off engines during loading/offloading at Back Lane.

SYMBOL IS FOR INTERNAL USE

Agreement

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

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

Signed: ……

Date: ……..

Print Name: ……..

Position: ……

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.6