**FOR SIGN-OFF: Construction / Demolition Management Plan**

**V5 26/06/23**



**The Cloud House**

**20 & 20A Vicars Road**

**London**

**NW5 4NL**

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# Revisions & additional material

Please list all iterations here:

|  |  |  |
| --- | --- | --- |
| **Date** | **Version** | **Produced by** |
| **26/06/23** | **V5** | **Emily Kennedy / Bart Mikielewicz** |
| **06/06/23** | **V4** | **Emily Kennedy / Bart Mikielewicz** |
| **25/05/23** | **V3** | **Emily Kennedy / Bart Mikielewicz** |
| **18/03/23** | **V2** | **Emily Kennedy** |
| **09/01/23** | **V1** | **Gavin Wilkes / Emily Kennedy** |

**Additional sheets**

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

|  |  |  |
| --- | --- | --- |
| **Date** | **Version** | **Produced by** |
| **26/06/23** | **V5** | **APPENDIX TWENTY-THREE: CMP V5 Gantt chart for The Cloud House commencing 10th July, produced by Emily Kennedy / Bart Mikielewicz** |
| **26/06/23** | **V1** | **APPENDIX TWENTY-FOUR: Map showing new single yellow line plan outside Cloud House site, produced by Emily Kennedy** |
| **06/06/23** | **V4** | **APPENDIX TWENTY: CMP V4 Gantt chart for The Cloud House commencing 10th July, produced by Emily Kennedy / Bart Mikielewicz** |
| **06/06/23** | **V1** | **APPENDIX TWENTY-ONE: New letter re The Cloud House to neighbours, produced by Emily Kennedy / Peter Morris (and on behalf of Khin Thuzar Kyi)** |
| **06/06/23** | **V1** | **APPENDIX TWENTY-TWO: Drawing for TTO in Vicars Road, produced by Emily Kennedy** |
| **25/05/23** | **V3** | **APPENDIX ELEVEN: CMP V3 Gantt chart for The Cloud House commencing 26th June, produced by Emily Kennedy / Bart Mikielewicz** |
| **25/05/23** | **V1** | **APPENDIX TWELVE: Transport tracking drawing for The Cloud House CMP V3, produced by Mode Transport Planning – showing the movements of a 7.5T vehicle, and the passage of a bin lorry past it** |
| **25/05/23** | **V1** | **APPENDIX THIRTEEN: Drawing of parking suspensions required throughout the construction period, produced by Mode Transport Planning** |
| **25/05/23** | **V1** | **APPENDIX FOURTEEN: Wider area access drawings for vehicles coming to The Cloud House site, produced by Mode Transport Planning** |
| **25/05/23** | **V1** | **APPENDIX FIFTEEN: Wider area egress drawings for vehicles leaving The Cloud House site, produced by Mode Transport Planning** |
| **25/05/23** | **V1** | **APPENDIX SIXTEEN: Transport tracking drawing for The Cloud House CMP V3, produced by Mode Transport Planning – showing the movements of a 26T vehicle, and the passage of a bin lorry past it** |
| **25/05/23** | **V1** | **APPENDIX SEVENTEEN: Drawing of parking suspensions required on the few occasions when a 26T vehicle is going to need access to The Cloud House site, produced by Mode Transport Planning** |
| **25/05/23** | **V1** | **APPENDIX EIGHTEEN: CMP Addendum signed by Bart Mikielewicz** |
| **23/03/23** | **V1** | **APPENDIX NINETEEN: Demolition asbestos survey, produced by Salvum** |
| **09/01/23** | **V1** | **APPENDIX ONE: CMP V1 Gantt chart for The Cloud House, produced by Emily Kennedy / Gavin Wilkes** |
| **09/12/22** | **V1** | **APPENDIX TWO: CMP V1 Annotated map of Vicars Road re access & egress, produced by Emily Kennedy / Gavin Wilkes** |
| **09/12/22** | **V1** | **APPENDIX THREE: CMP letter re The Cloud House to neighbours 9th December, produced by Emily Kennedy / Peter Morris** |
| **07/02/20** | **V1** | **APPENDIX FOUR: CMP Acoustic report for Plant Noise Assessment at 20 Vicars Road, produced by Temple Group** |
| **09/01/23** | **V1** | **APPENDIX FIVE: Scan of CMP final page signed by Emily Kennedy & Peter Morris** |
| **06/01/23** | **V1** | **APPENDIX SIX: Air Quality Assessment, produced by Mayer Brown via KP Acoustics – including Appendix B, the Air Quality Risk Assessment & Mitigation Checklist** |
| **09/01/23** | **V1** | **APPENDIX SEVEN: Site map showing potential dust monitor locations, produced by Emily Kennedy with guidance from Richard Booth, Environmental Monitoring Manager at KP Acoustics** |
| **18/03/23** | **V2** | **APPENDIX EIGHT: CMP V2 Gantt chart for The Cloud House, produced by Emily Kennedy** |
| **18/03/23** | **V1** | **APPENDIX NINE: Traffic movement map with parking suspensions, produced by Emily Kennedy** |
| **18/03/23** | **V1** | **APPENDIX TEN: Drawing of temporary crossover, produced by Emily Kennedy** |

# 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](https://www.clocs.org.uk/) (**CLOCS**) Standard and the [Guide for Contractors Working in Camden.](https://www.camden.gov.uk/documents/20142/1269042/Guide+for+Contractors+in+Camden.pdf/18b7bb06-119e-9957-7037-fdb633f17ae6)

Camden charges a [fee](https://www.camden.gov.uk/documents/20142/1269042/3.+Construction+and+Demolition+Management+Plans+-+updated+Implementation+Support+Contribution+levels.pdf/6375c32e-9c58-91f0-219f-268269143a6c) 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 CMPdoes 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**](https://www.camden.gov.uk/apply-for-building-control-camden)**.**”

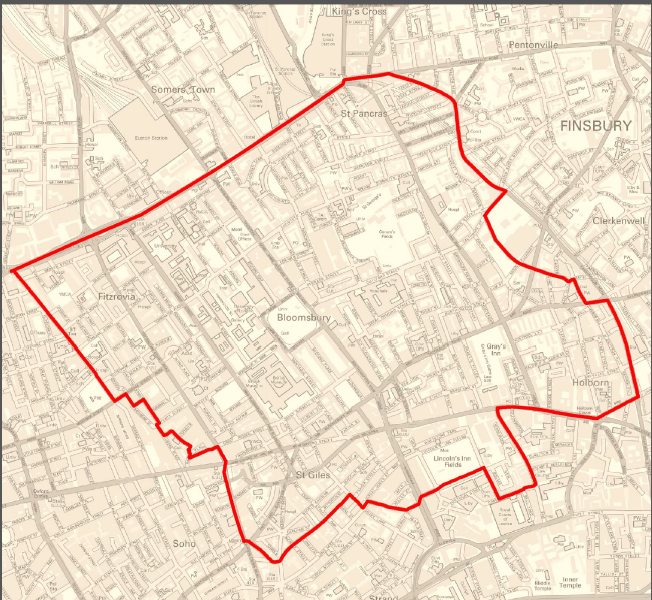
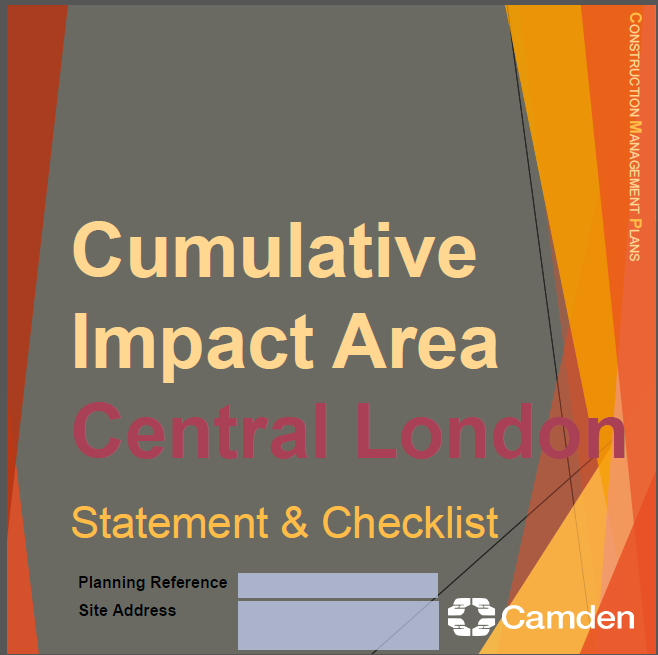
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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



**Please note that THE CLOUD HOUSE does not fall within the CENTRAL LONDON CUMULATIVE IMPACT AREA.**

Timeframe

**DEVELOPER ACTIONS**

**COUNCIL ACTIONS**

**Planning Permission granted**

**0ommunity liaison**

**Appoint principal contractor**

**Begin community liaison**

**Work can commence if CMP is approved**

**Council response to second draft**

**Submit draft CMP**

**Work can commence if draft CMP is approved**

**Resubmission of CMP if first draft required further development**

**2ommunity liaison**

**3ommunity liaison**

**1ommunity liaison**

INDICATIVE TIMEFRAME (MONTHS)

**4ommunity liaison**

**Council response to draft**

# Contact

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

Address: **20 Vicars Road London NW5 4NL**

Planning reference number to which the CMP applies: **2020/0625/P**

Also – for the alleyway works, on land belonging to the school: **2021/1912/P**

Also – for minor amendments, since final planning permission granted: **2022/4577/P**

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

Name: Emily Kennedy & Peter Morris (architect)

Address: 20 Vicars Road, London NW5 4NL

Email: [emilyjokennedy@gmail.com](mailto:emilyjokennedy@gmail.com) / [peter@petermorrisarchitects.com](mailto:peter@petermorrisarchitects.com)

Phone: Emily: 07880 700166 / Peter: 07738 887218

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: Bart Mikielewicz, BNStructures Ltd (company no: 11164805)

Address: Spectrum House, Beehive Ring Road, Gatwick, Crawley, RH6 0LG

Email: bnslimited.office@gmail.com

Phone: 07388 112919

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 the Community Investment Programme (CIP), please provide the contact details of the Camden officer responsible.

Once the build is underway, day to day responsibility for community liaison will fall to the Principal Contractor – but community liaison prior to the build will be done by Emily Kennedy & Peter Morris, co-owners of the site (along with Khin Thuzar Kyi).

Name: Emily Kennedy & Peter Morris

Address: 20 Vicars Road, London NW5 4NL

Email: [emilyjokennedy@gmail.com](mailto:emilyjokennedy@gmail.com) / [peter@petermorrisarchitects.com](mailto:peter@petermorrisarchitects.com)

Phone: Emily: 07880 700166 / Peter: 07738 887218

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.

Principal Contractor: Bart Mikielewicz, BNStructures Ltd (company no: 11164805)

Address: Spectrum House, Beehive Ring Road, Gatwick, Crawley, RH6 0LG

Email: bnslimited.office@gmail.com

Phone: 020 3769 0725 / 07864 331035 / 07388 112919

# Site

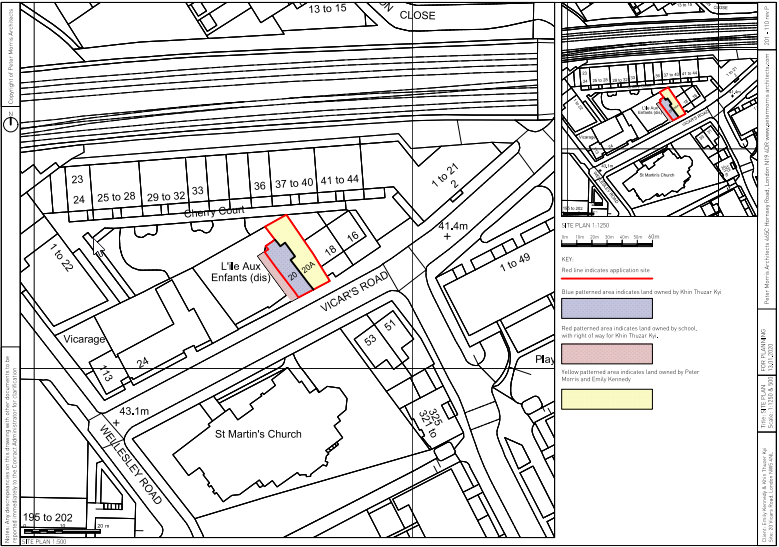
6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

The site lies on the North side of Vicars Road, in the Gospel Oak area of North London. Belsize Park lies to the West, Kentish Town to the South-East/East, East Hampstead to the North and Dartmouth Park and Tufnell Park to the North-East.

This small-scale project comprises the demolition of the existing dwelling at 20 Vicars Road and the redevelopment of the site to provide two semi-detached self-build dwellings, collectively known as The Cloud House, at 20 and 20A Vicars Road.

The plot outlined in red below is owned by two self-build parties – the land for the new No 20 [shaded here in blue] is owned by Khin Thuzar Kyi – the land for the new No 20A [shaded here in yellow] is owned by Emily Kennedy & Peter Morris. The intention is that both houses will be lived in by their owners as family homes once they’re built – they are not being developed for sale. The two self-builds are being constructed in a collaborative way, simultaneously, with the same building team and architect [Peter Morris] working across both.

20 Vicars Road is to be a four-bedroom three-bathroom family home, with two roof terraces plus small front and back gardens, landscaping and amenity space. 20A Vicars Road is to be a two-bedroom two-bathroom family home with a roof terrace plus small front and back gardens, landscaping and amenity space.



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 construction of a pair of semi-detached houses, collectively known as The Cloud House, is a small-scale project. No 20 Vicars Road will be 165 square metres when finished, No 20A will be 133 square metres – so the whole building will be 298 square metres GIA. The work will comprise:

* Demolition and Groundworks: soft stripping, demolition and careful disposal and reuse of materials, creation of drainage and foundations;
* Superstructure;
* Roofing: a mixture of flat roof terrace areas, and flat pitched roofs topped with decorative barrel-vaulted metal roofing;
* Glazing: Windows and rooflights and doors;
* Internal fixtures, fitting and finishing;
* Render: high specification render system that combines air and weather tightness with thermal performance;
* Arches: decorative surface arches for the walls, and arched balustrades;
* External areas: new herringbone brick paving to the alleyway, plus front and back gardens, with metalwork gates, fencing, planters and bin and bike cupboards.

The main issues and challenges identified at this stage include:

* Limiting disruption to neighbouring residents, and users of the French school next door;
* Protection of listed building – St Martin’s Hall (the French school) – on the site boundary (West);
* Protection of listed building – St Martin’s Church – which is close to the site, across the road.

8. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale.

Please find VERSION FIVE of our Gantt chart attached, as APPENDIX TWENTY-THREE. Key Construction milestones include:

Aiming to start on-site (with hoardings and welfare and site set-up): **Monday 10th July 2023**

* 3 weeks of demolition works, starting week of **10th July 2023**
* 8 weeks of groundworks, starting week of **24th July 2023**
* 19 weeks of superstructure build, starting week of **18th September 2023**
* 10 weeks of making the building watertight, including flat and pitched roofs, windows, doors and rooflights, starting week of **22nd January 2024**
* 14 weeks of first fix, starting week of **12th February 2024**
* 18 weeks of interiors second fix, starting week of **25th March 2024**
* 14 weeks of rendering, starting week of **1st April 2024**
* 8 weeks of installing Buildlite arches and exterior painting, starting week of **1st July 2024**
* 8 weeks of installing all exterior metalwork including decorative barrel-vaulted roofs, plus exterior lighting and paving, starting week of **1st July 2024**

The total construction is anticipated to last **60 weeks**. The aim is for the project to be completed by the end of **August 2024**.

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

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

The site working hours are as follows:

Monday to Friday: 08:00 am to 6:00 pm

Saturday: No work, apart from occasional cleaning & tidying of the site, 08:00 am to 1:00 pm

No working on Sundays or Bank Holidays.

If there is a requirement for any special deliveries outside of the site working hours, permission will be requested in advance from 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.).

A plant noise assessment with measurement positions MP1 and MP2 was completed back in January 2020 identified the following potential receptors:

1. neighbouring property to the West of the site is a bilingual school
2. new residential properties to the North at Cherry Court
3. new residential properties to the East on Vicars Road
4. pair of semi-detached dwellings on the corner of Vicars Road and Weedington Road
5. St Martin’s Church on Vicars Road

Diagram, engineering drawing

Description automatically generated

**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 the draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Please find attached, as APPENDIX THREE, a copy of the letter dated 9th December that was sent to all neighbours identified as ‘potential receptors’ in the Plant Noise Assessment. Printed copies of the first draft of the CMP, plus first drafts of the Gantt chart that forms APPENDIX ONE and the Annotated Map that forms APPENDIX TWO were included, and sent to the addresses below.

Since Version 1 of the CMP was produced, we’ve had a meeting with the owners of No 53 Vicars Road to talk through the plans for the build schedule, and specifically to discuss minimizing the impact of dust from the demolition. We have also had conversations with the tenants at No 18 Vicars Road and at 42 Cherry Court – and have now set up a Neighbours’ WhatsApp group for anyone who wants to be part of it, so that we can keep everyone in the loop whenever there is news on the build.

On the 8th of June, a new letter [ATTACHED HERE AS APPENDIX TWENTY-ONE], outlining the plan for the Temporary Traffic Restrictions, and confirming the start date of Monday 10th July, was sent to the addresses below. Over the weekend following the mail-drop, a couple of questions were asked in the Neighbours’ WhatsApp group regarding clarification on builders’ working hours and whether it would be possible to park in the suspended bays in the evenings and at weekends. As a result of these questions, and in consultation with Maxim Lyne, a new proposal was suggested for our parking suspensions [MAP ATTACHED HERE AS APPENDIX TWENTY-FOUR], with an 18m single yellow line to be painted outside the site, with a wait and load restriction 8am to 6pm Monday to Friday. This means that vehicles servicing our site will be allowed to use this area between 8am and 6pm Monday to Friday, but no-one else will. And it means that neighbours will be able to park on the yellow line in the evenings, at weekends and on bank holidays. Our builders have also agreed to work 8am to 6pm Monday to Friday and not on Saturdays (although one or two workmen may sometimes come in to tidy and clean the site on a Saturday morning, without making any noise).

18 Vicars Road NW5 4NL

22 Vicars Road NW5 4NL

St Martin’s Vicarage, 26 Vicars Road NW5 4NL

51 Vicars Road NW5 4NN

53 Vicars Road NW5 4NN

16 Vicars Road NW5 4NL

Flat 1, 24 Vicars Road NW5 4NL

Flat 2, 24 Vicars Road NW5 4NL

Flat 3, 24 Vicars Road NW5 4NL

Flat 4, 24 Vicars Road NW5 4NL

Flat 5, 24 Vicars Road NW5 4NL

Flat 6, 24 Vicars Road NW5 4NL

Flat 7, 24 Vicars Road NW5 4NL

Flat 8, 24 Vicars Road NW5 4NL

Flat 23 Cherry Court, 4 Vicars Road NW5 4AE

Flat 24 Cherry Court, 4 Vicars Road NW5 4AE

Flat 25 Cherry Court, 4 Vicars Road NW5 4AE

Flat 26 Cherry Court, 4 Vicars Road NW5 4AE

Flat 27 Cherry Court, 4 Vicars Road NW5 4AE

Flat 28 Cherry Court, 4 Vicars Road NW5 4AE

Flat 29 Cherry Court, 4 Vicars Road NW5 4AE

Flat 30 Cherry Court, 4 Vicars Road NW5 4AE

Flat 31 Cherry Court, 4 Vicars Road NW5 4AE

Flat 32 Cherry Court, 4 Vicars Road NW5 4AE

Flat 33 Cherry Court, 4 Vicars Road NW5 4AE

Flat 34 Cherry Court, 4 Vicars Road NW5 4AE

Flat 35 Cherry Court, 4 Vicars Road NW5 4AE

Flat 36 Cherry Court, 4 Vicars Road NW5 4AE

Flat 37 Cherry Court, 4 Vicars Road NW5 4AE

Flat 38 Cherry Court, 4 Vicars Road NW5 4AE

Flat 39 Cherry Court, 4 Vicars Road NW5 4AE

Flat 40 Cherry Court, 4 Vicars Road NW5 4AE

Flat 41 Cherry Court, 4 Vicars Road NW5 4AE

Flat 42 Cherry Court, 4 Vicars Road NW5 4AE

Flat 43 Cherry Court, 4 Vicars Road NW5 4AE

Flat 44 Cherry Court, 4 Vicars Road NW5 4AE

**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.

The Cloud House site is a small development of two self-build homes.

Taking into consideration the size of the site and the levels of construction activity, we believe that a Construction Working Group is not necessary in this case.

**13. Schemes**

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [CCS site registration](https://protect-eu.mimecast.com/s/RhAACROA3cPkr7OT9fD9T?domain=ccscheme.org.uk/) for the full duration of your project including additional [CLOCS visits](https://protect-eu.mimecast.com/s/PK6ZCVAG3FjLlOZCzThUa?domain=ccscheme.org.uk/). Please provide the CCS site ID number that is specific to the above site.

Contractors will also be required to follow the [Guide for Contractors Working in Camden](https://www.camden.gov.uk/documents/20142/1269042/Guide+for+Contractors+in+Camden.pdf/18b7bb06-119e-9957-7037-fdb633f17ae6). Please confirm that you have read and understood this, and that you agree to abide by it.

The Principal Contractor has registered the site with the Considerate Constructors Scheme for the full duration of the project.

**The CCS ID number for our site is: SRO31015.**

The Principal Contractor is committed to abiding by the terms of the Guide for Contractors Working in Camden.

**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.

There is a building site at the end of Vicars Road, where the next phase of the Bacton Low Rise development will be built. The site has been cleared and has been empty for a few years.

It’s currently unknown whether the council expects any construction activity to occur on this site during the period of this build at 20 Vicars Road. Should construction get underway on the large Bacton Low Rise site while our small project is being built, this CMP will be revised to ensure that the cumulative impacts of construction can be minimized wherever possible.

# Transport

**This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.**

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the CLOCS Standard.

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor’s responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by CCS monitors as part of your enhanced CCS site registration, and possibly council officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section.

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

**CLOCS Contractual Considerations**

15. Name of Principal Contractor:

Bart Mikielewicz, BNStructures Ltd (company no: 11164805)

Email: bnslimited.office@gmail.com

Phone: 020 3769 0725 / 07864 331035 / Direct: 07388 112919

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

The Principal Contractor will be responsible for the implementation, raising awareness and monitoring of the CLOCS standard.

Vehicles over 3.5t

All drivers of vehicles over 3.5t will have undertaken Safe Urban Driver training.

All vehicles over 3.5t will be fitted with blindspot minimisation equipment (Fresnel lens/CCTV) and audible left turn alerts.

Procurement

The Principal Contractor will procure subcontractors and fleet operators that comply with the requirement of the CLOCS standard and FORS (Silver or Gold) accreditation.

Compliance

The site manager/project manager will be responsible for setting up and monitoring the CLOCS standard.

Site checks

The site manager/project manager will complete regular desk and physical checks to ensure sub-contractors and suppliers are operating in compliance with the CLOCS guidelines.

Periodic checks of FORS ID numbers will also form part of the site activities.

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:

I confirm that the owners of the site have read and understood the CLOCS Standard and have included the minimum standards as a condition of the Principal Contractor’s contract, and within all sub-contractor orders.

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

**Site Traffic**

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

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

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

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

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

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

PLEASE REFER TO APPENDIX FOURTEEN AND APPENDIX FIFTEEN FOR ROUTE MAPS OF THE WIDER AREA, SHOWING ACCESS AND EGRESS TO THE SITE AT 20 & 20A VICARS ROAD

Please find attached, as APPENDIX TWO, an annotated map showing access and egress routes for 20 Vicars Road.

Access to the site will be via Vicars Road.

All delivery drivers will be informed that:

DRIVING TO THE SITE:

At the East end of Vicars Road there is a junction with Grafton Road.

It is not possible to drive North on Grafton Road [ie heading North from Prince of Wales Road] to access Vicars Road at any time.

It is not possible to drive South on Grafton Road towards Vicars Road [ie heading South from Mansfield Road] between 7am and 10am, Mondays to Fridays. Also, this route is limited to vehicles less than 2.1 metres wide.

At the West end of Vicars Road, Vicars Road becomes Wellesley Road, which has a junction with Malden Road. This route is open at all times, so it is most likely that this will be the route most commonly used for driving to the site.

Looking further afield than just Vicars Road itself, any delivery arriving or leaving via Mansfield Road will need to plan round the fact that there is a railway bridge by Gospel Oak station that has a maximum height clearance of 3.9 metres. If there is any danger of a load being taller than this, drivers will have to approach Vicars Road from the West, via Fleet Road, Southampton Road, Malden Road and Wellesley Road.

DRIVING AWAY FROM THE SITE:

It is not possible to drive South on Grafton Road, away from Vicars Road [ie heading South towards Prince of Wales Road] at any time.

Weedington Road – which is the road almost directly opposite the site – is a no-through road, so can’t be used to leave the site, but its junction with Vicars Road can be used for turning smaller vehicles. Larger vehicles will need to use the junction with Grafton Road for three-point-turns. Turning is likely be necessary, because most vehicles will be arriving and leaving via Wellesley Road.

It is not possible to drive North on Grafton Road [ie heading North towards Mansfield Road] between 3pm and 7pm, Mondays to Fridays. At other times, this route is limited to vehicles less than 2.1 metres wide.

The route using the West end of Vicars Road [ie via Wellesley Road, heading West to Malden Road] is open at all times, so it is most likely that this will be the route most commonly used for driving away from the site.

SCHOOL HOURS:

The school drop-off time at La Petite Ecole Bilingue at 22 Vicars Road is 8.30am, and the pick-up time is 4pm. Deliveries will be restricted to between the hours of 9.30am and 3pm on weekdays during term-time.

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.

This is a small-scale construction project which aims to avoid the use of larger delivery vehicles wherever possible.

Contractors will be advised of the routes to and from site, and the on-site / local restrictions at tender stage, procurement stage and during pre-commencement meetings.

As access to and from the site is tight, and Vicars Road has a running lane (ie the space between the parked cars either side) of only 2.8 metres, even in normal times, we are proposing to suspend parking bays between the lamp post outside 20 Vicars Road and the double yellow lines outside Cherry Court – adding in a single yellow line with a wait and load restriction 8am to 6pm Monday to Friday [SEE MAP ATTACHED AS APPENDIX TWENTY-FOUR] – and to reconfigure the footway that runs alongside these spaces [narrowing the pavement / widening the road by 70cm] for the duration of the build, to allow vehicles up to 2.7m wide to park there without disrupting the flow of the traffic, even when a bin lorry is going past.

**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.

The school drop-off time at La Petite Ecole Bilingue at 22 Vicars Road is 8.30am, and the pick-up time is 4pm. Deliveries will be restricted to between the hours of 9.30am and 3pm on weekdays during term-time.

The forecasted deliveries are as follows:

Site set-up – Two days, in week commencing **10th July 2023**

* Welfare: 2 deliveries

Demolition – Three weeks commencing **10th July 2023**

* Excavators, skid steer loaders, dust machines: trailer and pick-up or lightweight goods vehicles – 3 deliveries during week 1
* Small tools and equipment: vans – 2 deliveries during this phase
* Waste removal (licensed operators): tippers, skips, vans – approximately 5 per week

Groundworks – Eight weeks commencing **24th July 2023**

* Excavators, skid steer loaders, dust machines: trailer and pick-up or lightweight goods vehicles – 3 deliveries during week 1
* Small tools and equipment: vans – 2 deliveries during this phase
* Waste removal (licensed operators): tippers, skips, vans – approximately 5 per week
* Materials, bulk materials and aggregates: 13T vehicle, 11.2m long, 2.5m wide – number of deliveries TBC
* Pour foundations: concrete mixer trucks – quantity TBC

Superstructure build to watertight stage, including flat and pitched roofs, and rooflights, windows and doors – Twenty-six weeks commencing **18th September 2023**

* Elements of superstructure plus steel and other material deliveries: 7.5T to 13T vehicles – 4-5 deliveries
* Scaffold – 7.5T to 13T vehicles – 3 deliveries
* Waste removal – 10 deliveries

Interior and exterior finishes, including decorative roof, rendering, painting, exterior lighting and paving – Twenty-eight weeks commencing **12th February 2024**

* Suppliers to confirm delivery requirements nearer the time.

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

It has now been decided that unfortunately there is not enough space on the site itself for vehicles to enter the site, so a temporary crossover will not be required.

As access to and from the site is tight, and Vicars Road has a running lane (ie the space between the parked cars either side) of only 2.8 metres, even in normal times, we are proposing to suspend parking bays between the lamp post outside 20 Vicars Road and the double yellow lines outside Cherry Court – adding in a single yellow line with a wait and load restriction 8am to 6pm Monday to Friday [SEE MAP ATTACHED AS APPENDIX TWENTY-FOUR] – and to reconfigure the footway that runs alongside these spaces [narrowing the pavement / widening the road by 70cm] for the duration of the build, to allow vehicles up to 2.7m wide to park there without disrupting the flow of the traffic, even when a bin lorry is going past.

We do not know of any other developments in the local area due to be building at the same time as us. If the next phase of Bacton Low Rise Development, which is currently an empty site, goes into construction while this project is being built, we are happy to work with their project managers to co-ordinate deliveries.

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

Please see transport drawings produced by Mode Transport Planning, attached as APPENDIX TWELVE, APPENDIX THIRTEEN, APPENDIX FOURTEEN, APPENDIX FIFTEEN, APPENDIX SIXTEEN and APPENDIX SEVENTEEN.

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.

There are currently no plans for any off-site holding areas or waiting points, in addition to the proposed parking bay suspensions.

Deliveries will be co-ordinated so there won’t be multiple deliveries happening at the same time, but just in case a vehicle did need to wait briefly:

There are two areas of single yellow line very close to the site, where vehicles could stop temporarily, with engines switched off. One is in front of the entrance to the garages that sit between the French school at 22 Vicars Road and the flats at 24 Vicars Road. The other is outside the church.

These potential temporary holding areas are illustrated with yellow lines on the annotated map of Vicars Road that forms APPENDIX TWO.

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.

Delivery numbers will be minimized as much as possible. Deliveries by water or rail are not appropriate for this project.

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).

An engine that is left running/idling while a vehicle is stationary is costly in terms of finances and the environment.

The Principal Contractor will implement an anti-idling policy where no vehicles or plant will be left idling unnecessarily.

**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.

Vehicles will no longer be entering or exiting the site, so this is not applicable.

If goods are being unloaded from vehicles parked in the suspended parking bays outside the site, two site staff will act as marshals in order to guide pedestrians to safety. Pedestrian / crowd barriers and pavement ramps (eg to cover over a pipe laid across the footway to pump concrete into the site) will also be used whenever necessary.

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.

Vehicles will no longer be entering or exiting the site, so this is not applicable.

If goods are being unloaded from vehicles parked in the suspended parking bays outside the site, two site staff will act as marshals in order to guide pedestrians to safety. Pedestrian / crowd barriers and pavement ramps (eg to cover over a pipe laid across the footway to pump concrete into the site) will also be used whenever necessary.

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.

Vehicles will no longer be entering or exiting the site, so this is not applicable.

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.

Delivery vehicles won’t have access to the site, so wheel washing facilities won’t be required.

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

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

a. please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

All vehicles will stop immediately outside the site in the specially-widened suspended parking bays with single yellow line on our side of the road (please see APPENDIX TWENTY-FOUR), and materials will be unloaded and carried manually into the site through a large gate at the front of the hoardings. The distance from the parking bay to the gate will be just the width of the pavement, so no cars or cyclists will be affected – this will only have an impact on pedestrians.

If goods are being unloaded from vehicles parked in the suspended parking bays outside the site, two site staff will act as marshals in order to guide pedestrians to safety. Pedestrian / crowd barriers and pavement ramps (eg to cover over a pipe laid across the footway to pump concrete into the site) will also be used whenever necessary.

b. Where necessary, Traffic Marshals 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.

Whenever materials are being unloaded from the suspended parking bays outside the site, two site staff acting as traffic marshals will stand at either end of the vehicle to make sure pedestrians do not use the pavement at a time when materials are being carried across it. The distance from vehicle to site will only be the width of the pavement. The traffic marshals will direct pedestrians to the other side of the road, where they’ll be able to continue their journey safely.

Pedestrian / crowd barriers and pavement ramps (eg to cover over a pipe laid across the footway to pump concrete into the site) will also be used whenever necessary.

**Street Works**

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

**Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won’t be granted until the CMP is signed-off.**

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

**If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.**

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

**22. Site set-up**

Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.

The annotated map, forming APPENDIX TWO, shows the relevant street furniture (bollards outside the church and 51/53 Vicars Road, plus a streetlight directly outside the site for 20/20A Vicars Road).

**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)](https://www.camden.gov.uk/temporary-traffic-restrictions) 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 - including 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.](http://www.camden.gov.uk/ccm/navigation/transport-and-streets/parking/parking-bay-suspensions/)

We have applied for a Temporary Traffic Order to cover the whole construction period, requesting the suspension of 3.5 specially-widened parking spaces and the introduction of a single yellow line with a timed wait and load restriction from 8am to 6pm Monday to Friday – as shown in APPENDIX TWENTY-FOUR. This was advertised on the street from 14th June. No comments have been received from neighbours.

As access to and from the site is tight, and Vicars Road has a running lane (ie the space between the parked cars either side) of only 2.8 metres, even in normal times, we are proposing to suspend parking bays between the lamp post outside 20 Vicars Road and the double yellow lines outside Cherry Court – adding in a single yellow line with a wait and load restriction 8am to 6pm Monday to Friday [SEE MAP ATTACHED AS APPENDIX TWENTY-FOUR] – and to reconfigure the footway that runs alongside these spaces [narrowing the pavement / widening the road by 70cm] for the duration of the build, to allow vehicles up to 2.7m wide to park there without disrupting the flow of the traffic, even when a bin lorry is going past.

**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 the proposed occupation of the public highway.

We do not expect any closures of roads or footpaths to be required.

All welfare facilities and storage will be housed on site.

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.

Please see illustration attached as APPENDIX TWENTY-FOUR, showing highway works required to widen the 18-metre stretch of suspended parking bays by 70cm, so that vehicles up to 2.7m wide can park there without disrupting the traffic flow. And also the new single yellow line area, with a timed wait and load restriction from 8am to 6pm Monday to Friday.

**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 applicable.

**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.

Secure hoarding (with lockable access) will be placed around the site boundary on its South and West sides. The hoarding on the South side will border the public highway, but will not encroach upon it. The hoarding on the West side will sit just on the edge of the alleyway, on land owned by the French school next door. It will run as close to the site boundary as possible, all the way back along the alleyway, so that the school’s use of the alleyway is not affected. A scaffolding tunnel will be made to cover and protect the alleyway, so it is safe for children and teachers to use this path at all times.

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

Not applicable.

**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.

The gas and electricity meters at 20 Vicars Road have now been disconnected and removed.

The mains gas was disconnected by Cadent on the 11th of April. UK Power Networks will be disconnecting the mains electricity on the 16th of May.

Once the groundworks are done, UK Power Networks will be reconnecting the supply and creating a kiosk on the site for the provision of metered three phase electricity during construction. This will be in the same location as the permanent electricity supply to the two houses, once they’re finished.

A metered water supply will be kept available on site throughout construction.

Once the two houses are built, Thames Water will create separate water and sewage connections for No 20 and No 20A, and UK Power Networks will convert the temporary power supply into separate permanent electricity connections for each house, to work alongside Air Source Heat Pumps.

# Environment

To answer these sections please refer to the relevant sections of **Camden’s Minimum Requirements for Building Construction (**[**CMRBC**](https://www.camden.gov.uk/about-construction-management-plans)**).**

28. Please list all [noisy operations](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2)  and the construction method used, and provide details of the times that each of these are due to be carried out.

The potential sources of noise pollution at The Cloud House, Vicars Road, have been identified as the following:

Demolition

The demolition of the existing property and the breaking out of the foundations which will take around 3 weeks. Most of the demolition will be done by hand, so it will be done as quietly as it’s possible to achieve. The final week of demolition – when the slab has to be drilled out – will be the noisiest, so we have timed that to take place when the school is on holiday.

Groundworks

This element is expected to last for 8 weeks.

* The operation of plant and mechanical equipment
* Deliveries and pouring of concrete

Scaffolding: taking down and putting up

This element is expected to last for 8-10 days across the duration of the construction works.

* Unloading/loading of scaffolding poles, planks and fittings
* Sawing/cutting of poles and planks
* Noise from assembling scaffolding

Superstructure

The activities include drilling, nail guns and cutting for the following works:

* Installation of soleplate and steel column anchoring works;
* Building of the superstructure;
* Site fabrication and installation of frames, structural floor and roof boarding works – this will be in the main phase of the superstructure works.

Main sources of noise pollution throughout these activities will be from nail-gun operations, impact drivers, SDS drills, skill saws and hand tools.

External works

* Cutting
* Mixer

All works will be undertaken within the normal construction hours as agreed.

29. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

The most recent noise survey was carried out in February 2020 – a copy is attached, as APPENDIX FOUR.

30. Please provide predictions for [noise](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2) and vibration levels throughout the proposed works.

An Environmental Noise Survey and Acoustic Design Statement Report is expected to report an ambient noise level of between 50-70dBa.

Average noise on the site boundary is estimated to be in the region of 75–85dB although there will be peaks or spikes, up to 97dB within 5m of nail-gun operations, but these will not be continuous.

It is anticipated the maximum noise level to be 90dB at 10m from the site boundary. This noise will not be continuous.

31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](http://www.camden.gov.uk/ccm/navigation/environment/building-control/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.

The measures to reduce noise pollution will be as follows:

* We will work closely and cooperate fully in terms of working within normal site hours
* Solid hoarding will be used along the boundary with the public highway, and the boundary with the school
* Subcontractor Risk Assessments and Method Statements will be vetted for measures to reduce/mitigate Noise Pollution
* Site induction to specifically address Noise Pollution prevention
* Toolbox talks to site operatives to reinforce goals and requirements
* Moveable sound baffles/sheeting as required to localised work areas, specifically during site fabrication works
* Deliveries will be scheduled and planned within the working hours agreed
* Delivery vehicles will have a “no idling” policy enforced
* All measures will be monitored and reviewed for compliance as per the agreed CMP

NB In feedback on our CMP V2, the Environmental Health Officer at Camden said: “As demolition is to be done by hand, no quiet periods are required. If the breakout of the slab is not done during holidays, quiet periods (2 hours on/off) might be required. This is to be agreed in consultation with the school. Noise monitoring is recommended but it is not a requirement.”

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

The Principal Contractor has read and understood the London Good Practice Guide: Noise & Vibration Control for Demolition and Construction.

[London Good Practice Guide (cieh.org)](https://www.cieh.org/media/1251/london-good-practice-guide-noise-vibration-control-for-demolition-and-construction.pdf)

He and his team are very experienced, and have been managing noise and vibration control on their sites for more than twenty years. Throughout the build, the Principal Contractor and his team will be doing everything possible to minimise disruption for our neighbours, with noise and vibration control always a priority.

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 a focus on both preventative and reactive mitigation measures.

Measures to reduce air pollution and dust nuisance from dusty activities include:

* Checking of wind direction and speed (via mobile phone app) periodically as desk exercise and onsite to reduce the risk of dust nuisance
* Demolition of the house mostly to be done by hand
* Carefully strip the property prior to demolition
* Water suppression will be available for the demolition and groundworks works
* Bag debris where beneficial to reduce dust
* Debris removed from site periodically to avoid excessive waste onsite
* Proprietary sawdust collection bags on the saw’s discharge
* Muckaway lorries to be covered when required
* Store materials that have the potential to produce dust

Within the Air Quality Statement provided to the council as part of the planning application, the following mitigating measures were proposed:

* Best practice measures will be adopted throughout the demolition and the construction of the two semi-detached houses that will make up the development, to reduce and mitigate air pollution emissions, with care taken to reduce dust levels. These will include:
  + Careful site management, including regular liaison with on-site contractors and inspection by the applicant to ensure appropriate measures are in place.
  + Soft stripping interior of existing house before demolition and careful disposal of material.
  + Careful demolition to ensure no damage to the school next door or any other buildings.
  + Full enclosure of site during demolition, with site boundaries and screening kept clean.
  + Regular removal of surplus demolition materials, or otherwise the covering of materials.
  + Contractors required to switch off vehicle engines and any machinery when not in use.
  + Any machinery used to meet relevant environmental standards.
  + Use of water suppression techniques where appropriate.
  + Ensure exterior of site on Vicars Road is kept clean by washing down as appropriate.

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.

During the demolition and groundworks phase dampening down (by water) will be used to limit the transfer of dust to the public highway.

All vehicles leaving site will be inspected for any evidence of dust, debris or mud on the wheels. If the wheels are excessively dirty then a wheel wash will be utilised to clean the wheels prior to leaving site.

The site manager will periodically inspect Vicars Road for any dirt / mud / debris from the site. If any dirt / mud / debris gets on to the highway a member of the site team will immediatelyclean the area and a road sweeping contractor will be contacted to clean the highway if necessary.

35. Please provide details describing arrangements for monitoring of [noise](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2), vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

Taking into consideration the size of the site and the levels of construction activity, the Environmental Health officer has agreed that semi-permanent noise and vibration monitoring is not required at this stage. Attended N&V monitoring might be required in response to valid complaints from the nearest sensitive receptors.

The Principal Contractor has signed up to the CMR Addendum. This is attached as APPENDIX EIGHTEEN.

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)](https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance-and-spgs/control-dust-and) (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](https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&cad=rja&uact=8&ved=2ahUKEwjk8qS10KXvAhWQQRUIHWToAWcQFjABegQIAxAD&url=https%3A%2F%2Fwww.london.gov.uk%2Fsites%2Fdefault%2Ffiles%2Fgla_migrate_files_destination%2FDust%2520and%2520Emissions%2520SPG%25208%2520July%25202014.pdf&usg=AOvVaw06DJ0urJ7JWa8G5jmd_p8N). **Please attach the risk assessment and mitigation checklist as an appendix**.

The Air Quality Assessment for The Cloud House project has been attached to this CMP as Appendix Six. Within this document – marked Appendix B – is the risk assessment and mitigation checklist.

The Dust Risk Assessment (DRA) completed and provided within Appendix B of the AQA report confirmed that the site is likely to have a MEDIUM risk of dust soiling during Demolition and a LOW risk during the other three stages of construction (Earthworks, Construction and Trackout).

**Activity Dust Emission Magnitude**

Demolition Medium

Earthworks Low / Small

Construction Low / Small

Trackout Low / Small

In relation to monitoring requirements, the guidance states the following:

Negligible/Low risk category sites SHOULD NOT NORMALLY BE NECESSARY TO UNDERTAKE ANY QUANTITATIVE AIR QUALITY MONITORING, although in some circumstances it may be applicable to undertake occasional surveys in the vicinity of the site boundary at least once on each working day.

Medium risk category sites should normally be ADEQUATE TO UNDERTAKE SURVEYS OF DUST FLUX OVER THE SITE BOUNDARY, AND/OR DUST DEPOSITION/SOILING RATES AROUND THE SITE AT NEARBY RECEPTORS, although this may have resource implications, and AN APPROACH BASED ON CONTINUOUS PARTICULATE MATTER MONITORING MAY BE PREFERRED.

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.)

TWO MCERTs indicative-level AQ sensors have now been in place on the site since 23rd January, and will be kept in position until we have a windtight watertight shell in place. We will take guidance from the council as to whether the dust monitors are still required beyond this point.

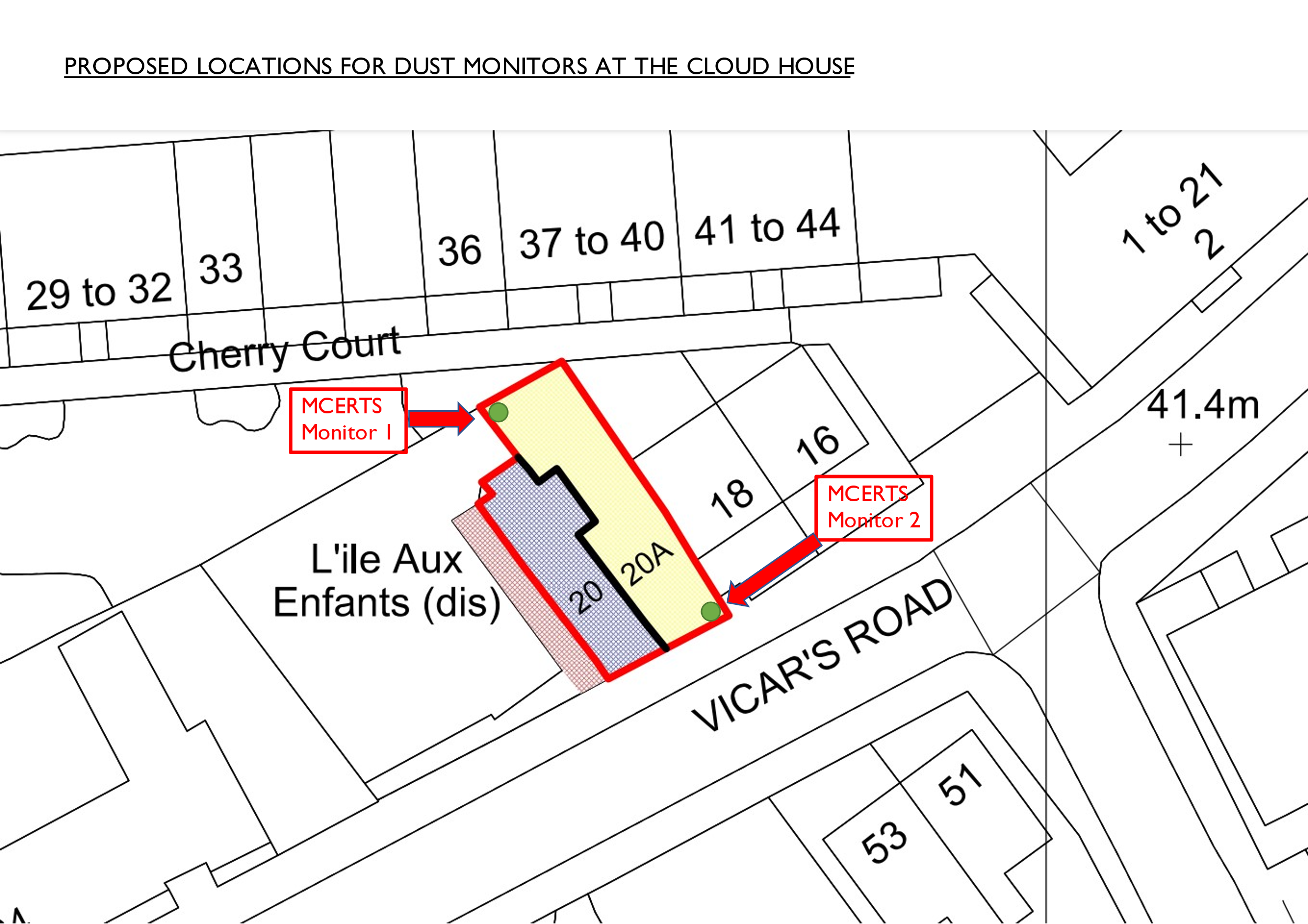
NB In feedback on our CMP V2, the Air Quality Officer at Camden confirmed he’d be happy to review the dust monitoring requirements once we have a windtight watertight shell in place.

The trigger levels for dust exceedances would be: a 15-minute average of 250ug/m3 and an hourly average of 190ug/m3.

This level of monitoring allows us to get a clear real-time picture of the dust situation throughout the demolition, groundworks and superstructure build period.

Please refer to APPENDIX SEVEN, where there is a drawing of the locations for the two dust monitors (copied below). One is positioned on the back wall of the site, which isn’t being demolished – the other will be positioned on the wall that sits between the site and No 18, which also isn’t being demolished – so both monitors can safely sit in the same spots throughout the monitoring period.

NB THIS LEVEL OF REAL-TIME MONITORING EXCEEDS THE RECOMMENDATIONS OF THE DRA, AS IT PROPOSES USING TWO MCERTS INDICATIVE-LEVEL AQ SENSORS, NOT JUST DUST FLUX MONITORS.



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.

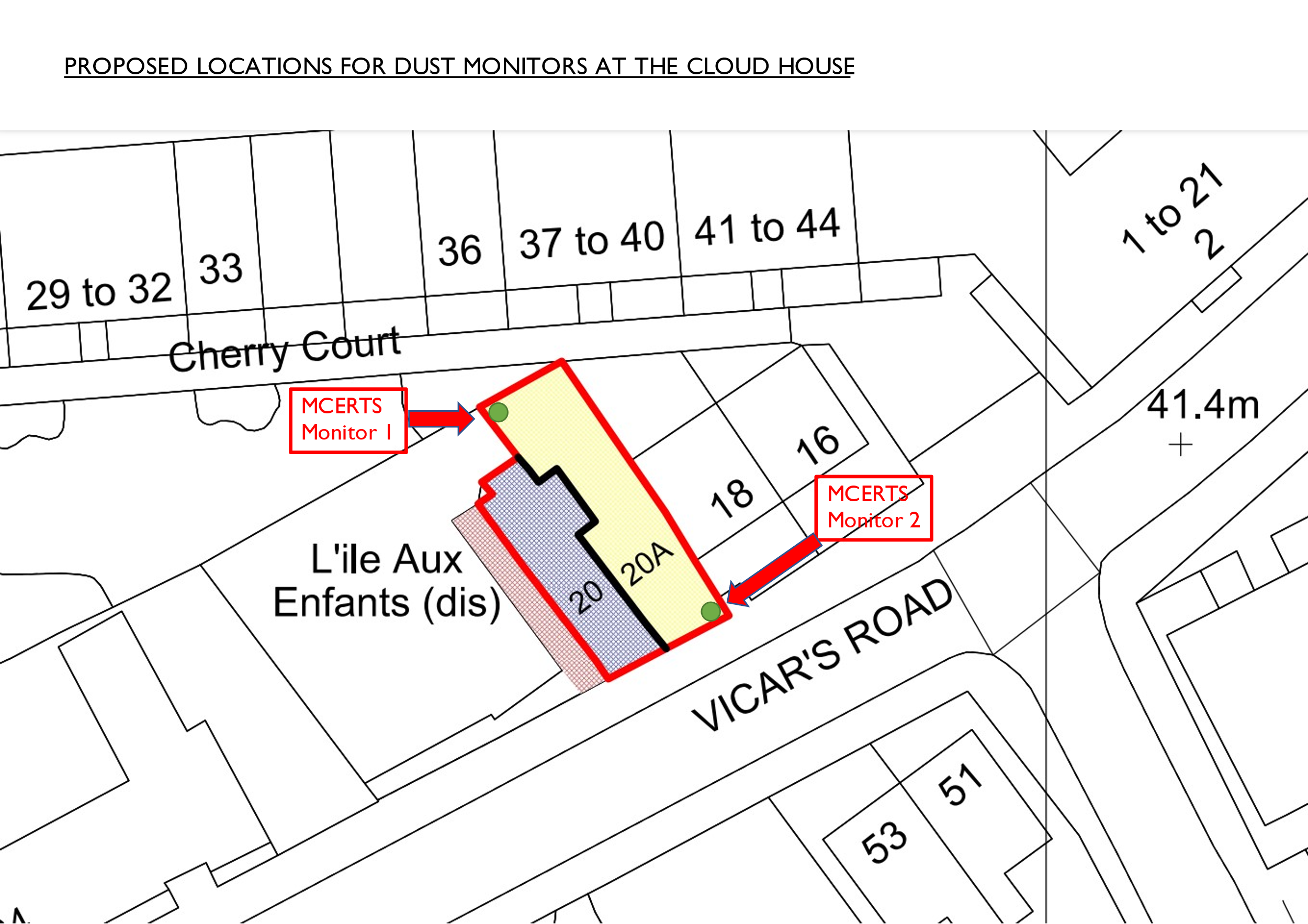
The dust monitoring must be in accordance with the SPG and IAQM guidance, and **the proposed dust monitoring regime (including number of monitors, locations, equipment specification, and trigger levels) must be submitted to the Council for approval**. Dust monitoring is required for the entire duration 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 an 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.**

This map below shows the locations of the two dust monitors that have been in place since late January 2023. The monitors have recently been switched from mains power to solar power, with back-up battery power. Monthly reports are being generated by KP Monitoring.

The trigger levels for dust exceedances would be: a 15-minute average of 250ug/m3 and an hourly average of 190ug/m3. The locations of the two monitors would be as below:



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).

There are currently no issues with rodents on site and the Principal Contractorwill regularly communicate the importance of:

* Eating in designated eating areas
* Disposing of food waste in bins that can be covered with lids
* Washing hands before eating, drinking or smoking

Should any evidence of rodents be found, a specialist contractor will be contacted to remove them.

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

An asbestos survey was carried out at 20 Vicars Road on Friday 17th March 2023 by Salvum Ltd. This report has been submitted to the council, and is also attached here, as APPENDIX NINETEEN. No asbestos was found.

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.

The Principal Contractor implements site rules including:

* Shouting and swearing is not tolerated
* Workers are asked not to congregate on public footpaths, highways or outside of neighbouring properties
* Designated smoking area to be provided

Any complaints from a neighbour or member of the public will be directed to the Site Manager who will follow the Principal Contractor’s procedures, policies and processes for handling and resolving complaints.

Any

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:

1. Construction time period: June 2023 to August 2024
2. Is the development within the CAZ: No
3. Will the NRMM with net power between 37kW and 560kW meet the standards outlined above: Yes
4. Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: Yes
5. 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
6. 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 the 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.

The Principal Contractor has committed to the #EnginesOff pledge: We pledge to reduce vehicle emissions and tackle avoidable air pollution by not idling our vehicles wherever possible.

No vehicles or plant will be left idling unnecessarily during the construction period.

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:** ………PLEASE SEE APPENDIX FIVE FOR A SCANNED SIGNED COPY OF THIS PAGE………

**Date:** ……………09/01/23…………………………………

**Print Name:** ……EMILY KENNEDY & PETER MORRIS………………………………………………..….

**Position:** ……CO-OWNERS OF THE SITE AT 20A VICARS ROAD / ARCHITECT…………….…

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

**End of form.**

V2.8