

Construction/ Demolition Management Plan

pro forma

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
9 August 2023	03	THaT Consultancy

Additional sheets

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

Date	Version	Produced by

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to all construction activity both on and off site that impacts on the wider environment.

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and nature of development. Further policy guidance is set out in Camden Planning Guidance **(CPG) 6: Amenity** and **(CPG) 8: Planning Obligations**.

This CMP follows the best practice guidelines as described in the [Construction Logistics and Community Safety \(CLOCS\)](#) Standard and the [Guide for Contractors Working in Camden](#).

Camden charges a [fee](#) for the review and ongoing monitoring of CMPs. This is calculated on an individual basis according to the predicted officer time required to manage this process for a given site.

The approved contents of this CMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this CMP if problems arise during construction. Any future revised plan must also be approved by the Council and complied with thereafter.

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as road closures or hoarding licences.

If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "[Demolition Notice](#)."

Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP. Please only provide the information requested that is relevant to a particular section. (Note the term 'vehicles' used in this document refers to all vehicles associated with the

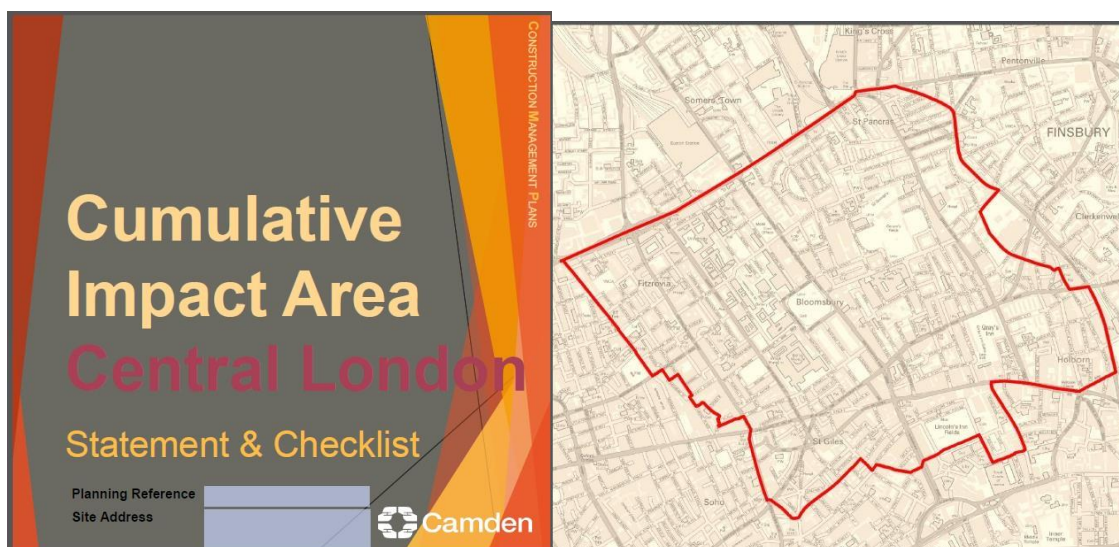
implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

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

The CIA Checklist can be found at

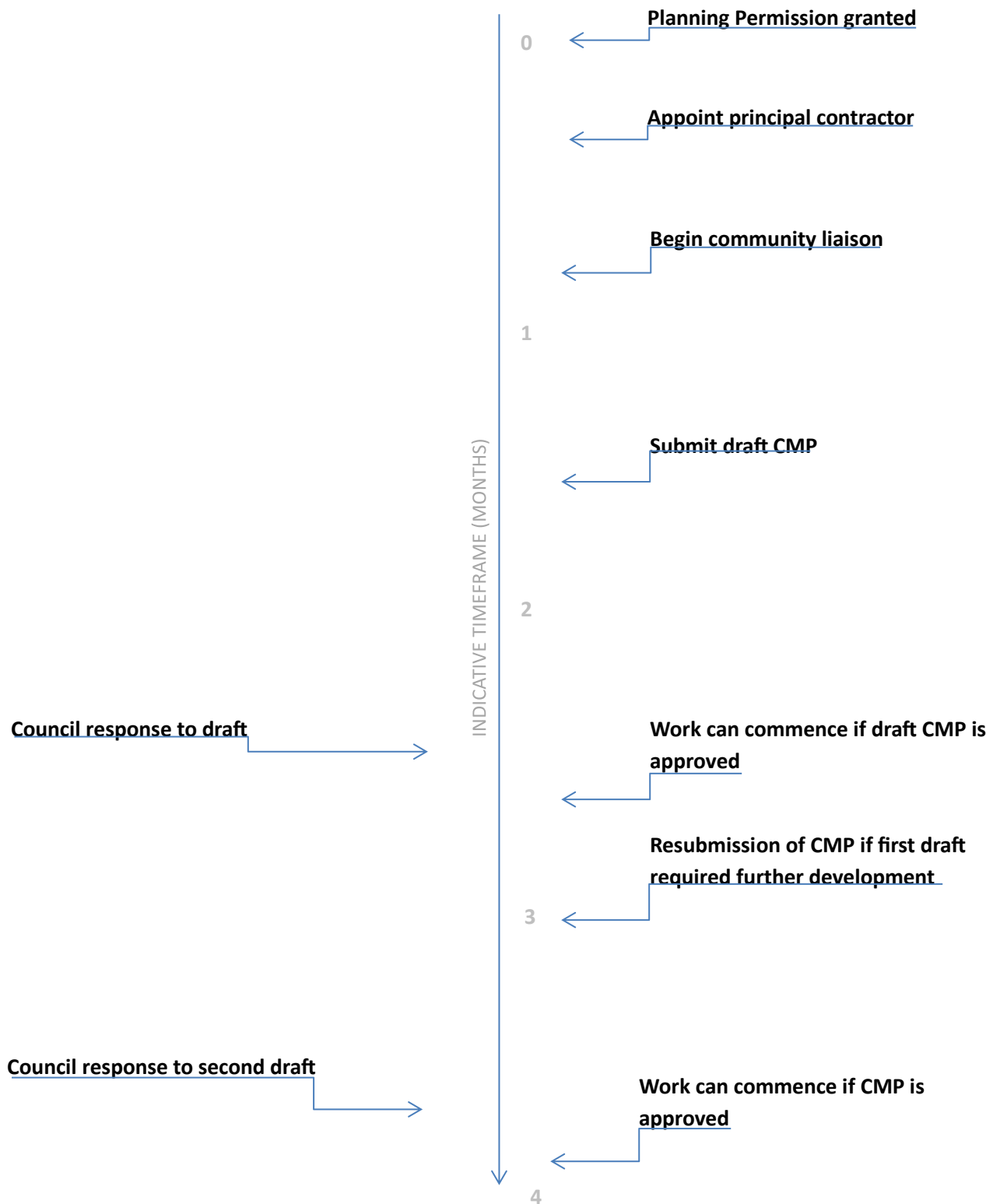
<https://www.camden.gov.uk/aboutconstruction-management-plans>



Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



Contact

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

Address: Garage Site at 14a Hampstead Hill Gardens, London NW3 1QN

Planning reference number to which the CMP applies: TBA

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

Name: Mr Alon Mekel
Address: Basement Office 1 Princes Square, London, W2 4NP
Email: info@conceptlondon.co.uk
Phone: 020 7229 1011

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

Name: Mr Oliver Bruh
Address: Basement Office 1 Princes Square, London, W2 4NP
Email: info@conceptlondon.co.uk
Phone: 020 7229 1011

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: See above
Address:
Email:
Phone:

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: See above

Address:

Email:

Phone:

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 application site is located on the western side of Hampstead Hill Gardens.

Hampstead Hill Gardens is a primarily residential road that runs in a loop over a distance of approximately 300 m between Rosslyn Hill (A502) to the south-west and Pond Street (B518) to the south-east.

The site is currently occupied by two, single, detached residential garages as shown in the site location plan above and in the photograph below.



There are semi detached dwellings on Hampstead Hill Gardens to the north, south and opposite the site.

It is proposed to demolish the two garages and construct a single detached six bedroom dwelling house on the site.

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 single detached dwelling house on the site will involve:

- demolition of the existing residential garages
- site preparations
- excavating the basement
- constructing the basement
- constructing the main house
- roof works
- internal finishings
- landscaping

Site Constraints:

There are residential properties immediately adjacent to, and opposite, the site. Noise and disturbance are therefore key considerations.

Although there are residents only parking restrictions along both sides of Hampstead Hill Gardens in the vicinity of the site these do not apply directly in front of the site. Instead there are double yellow lines along the site frontage to Hampstead Hill Gardens in order to provide unimpeded vehicular access to the garages. This means that during the construction period vehicles will be able to enter and leave the site easily and without having to request alterations to the existing parking and traffic regulation orders on Hampstead Hill Gardens.

Hampstead Hill Gardens has a carriageway width of approximately 9.3 m. The parking bays along each side of the carriageway are 2 m wide. The carriageway width between the on street parking bays is 5.3 m. This means that even if cars are parked along both sides of the carriageway there is still sufficient room for vehicles to pass. A carriageway width of 5.3 m is wide enough to enable a heavy goods vehicle to pass a car or van easily. The relatively wide carriageway width together with the parking restrictions that prevent vehicles obstructing the site access will enable vehicles to enter and leave the site easily.

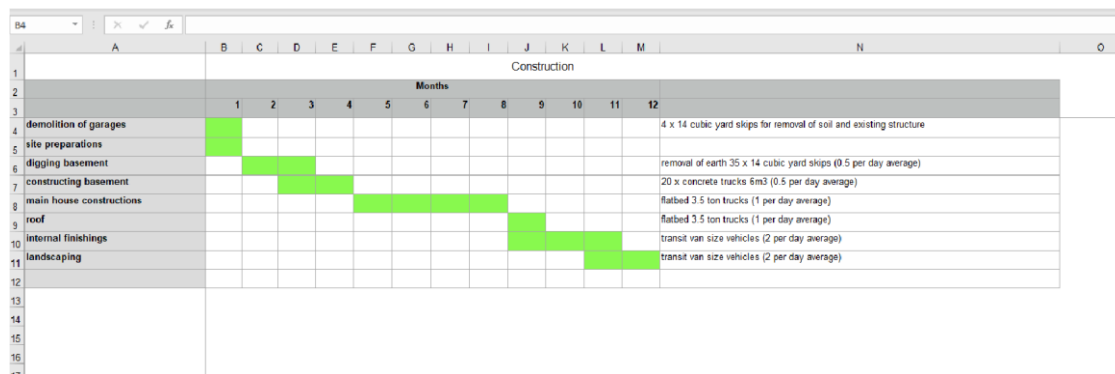
The footway in front of the site is approximately 2.8/2.9 m wide. Observations on site suggest that pedestrian activity in the vicinity of the site is relatively low. Pedestrian safety will, of course, be a key consideration.

We note that recent construction work at No. 14 Hampstead Hill Gardens (the property immediately to the south of the site) has being undertaken satisfactorily and without causing any highway problems. It is proposed to follow the same measures and operating procedures that have proven successful in this location.

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).

We do not have a start date as yet.

The overall construction programme is expected to take up to 12 months as shown below.



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

Standard Working Hours

It is expected that the standard working hours at this site will follow Camden Council's standard working hours for construction sites, these being:

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

It may be necessary to request that these hours be extended to enable work to proceed in accordance with health and safety recommendations relating to COVID-19.

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 nearest potential receptors are the residential properties either side of the site, these being No. 12 to the north and No. 14 to the south.

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.

Before submitting the planning application, Meeting Place Ltd wrote to the following local residents, businesses, Society and Ward Councillors to notify them of the proposed development. The feedback received has been incorporated in the current proposals. It is expected that further consultation in relation to Construction Management will be undertaken after planning permission is granted and before construction starts.

1. 1 Hampstead Hill Gardens (Flats A – F)
 2. The Studio House, 1 Hampstead Hill Gardens
 3. 1A Hampstead Hill Gardens
 4. 1B Hampstead Hill Gardens
 5. 2 Hampstead Hill Gardens
 6. 2A Hampstead Hill Gardens
 7. The Coach House (2 and ½) Hampstead Hill Gardens
 8. 3 Hampstead Hill Gardens
 9. 4 Hampstead Hill Gardens (Flat 1, Flat 2, Flat 3, Flat 4)
 10. 4a Hampstead Hill Gardens
 11. 4b Hampstead Hill Gardens
 12. 5 Hampstead Hill Gardens (Flat A, Flat B, Flat 1st, Flat 2nd)
 13. 6 Hampstead Hill Gardens (Garden Flat, Flat 6a, Ground Floor Flat, 1st Floor Flat, 2nd Floor Flat, The Coach House)
 14. 7 Hampstead Hill Gardens
 15. 8 Hampstead Hill Gardens (Flat 8A, Flat 1 – 8)
 16. 9 Hampstead Hill Gardens
 17. 10 Hampstead Hill Gardens (Ground and First Floor Front and G&F rear)
 18. 10A Hampstead Hill Gardens (and 2nd Floor Flat)
 19. 11 Hampstead Hill Gardens
 20. The Garden House, 11 Hampstead Hill Gardens
-
21. 12 Hampstead Hill Gardens

22. 13 Hampstead Hill Gardens
23. 14 Hampstead Hill Gardens (Flats A, B, C, D)
24. 15 Hampstead Hill Gardens (Flats A, B, C, D Floor)
25. 16 Hampstead Hill Gardens (A, B, C, D)
26. 16D Hampstead Hill Gardens
27. 17 Hampstead Hill Gardens (Grd, LWG, 1st/2nd Floor)
28. 18 Hampstead Hill Gardens
29. 19 Hampstead Hill Gardens (Flat Gnd, Flat LWG, Flat 1st, , Flats A, B, C, DL,
DR, E)
30. 20 Hampstead Hill Gardens (Flat 1 – 4)
31. The Conservatory Flat, Hampstead Hill Gardens
32. 21 Hampstead Hill Gardens (Flat A, Flat 1, Flat 2, Flat 3)
33. 21A Hampstead Hill Gardens
34. 23 Hampstead Hill Gardens (Basement Flat, Flats 1 – 4)
35. 23A Hampstead Hill Gardens (Sonnet House)
36. 25 Hampstead Hill Gardens (Garden Flat, Ground Flat, Flat 1st, Flat 2nd, Flats
A-D,
37. 25A Hampstead Hill Gardens
38. 27 Hampstead Hill Gardens (Garden, Flats 27A and 27B)
39. 29 Hampstead Hill Gardens (Basement and Ground Flat, 1st, 2nd 3rd Flats)
40. 31 Hampstead Hill Gardens
41. 33 Hampstead Hill Gardens (Flats 1- 7)
42. 4 Rosslyn Hill
43. 6 Rosslyn Hill (Fla3t 1-7)

44. 8 Rosslyn Hill (Flats 2- 9)

45. 10 Rosslyn Hill



- 46. 12 Rosslyn Hill (Flats 1-5)
- 47. 12a Rosslyn Hill
- 48. 1 Pond Street (Basement, Ground, Top Floor)
- 49. 3 Pond Street
- 50. Councillor Linda Chung
- 51. Councillor Stephen Stark
- 52. Heath and Hampstead Society
- 53. Hampstead Neighbourhood Forum
- 54. Hampstead Residents Association

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.

Given the site's location and the small scale of the proposed development it is not considered necessary, at this stage, to set up a formal construction working group.

However, any significant changes in the CMP or advanced warning would be communicated through a newsletter/letter drop to neighbours.

The community liaison contact on this project is:

Name: Mr Oliver Bruh

Address: c/o Kipling Co. 1 Princes Square, London, W2 4NP

Email: ojbruh@gmail.com

Phone: 020 7229 1011

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [enhanced CCS registration](#) that includes CLOCS monitoring. Please provide a CCS registration number that is specific to the above site.

Contractors will also be required to follow the [Guide for Contractors Working in Camden](#). Please confirm that you have read and understood this, and that you agree to abide by it.

The main contractor on this project has not yet been appointed. It is a requirement of the appointment that they be registered as part of the Considerate Constructors Scheme. Evidence of this will be submitted once the main contractor has formally been appointed.

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.

We have checked on Camden Council's website for details of any recent planning approvals involving major construction works in the vicinity of the site. We have also undertaken a physical inspection of the local area to check for ongoing construction work that may interact with the works that are the subject of this CMP.

The construction projects at the adjoining site No 14 Hampstead Hill Gardens are now completed.

We did not identify any relevant recent planning approvals.

If the situation changes then we will work closely with contractors on other sites to ensure impacts on the local highway network are kept to a minimum.

Transport

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

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



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

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

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

CLOCS Contractual Considerations

15. Name of Principal contractor:

The principal contractor has not yet been appointed.

However, as stated previously, it is a requirement of their appointment that they be fully compliant with the terms laid out in the CLOCS Standard. It will be the 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.

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

To be provided following appointment of the principal contractor.

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:

This is confirmed, Mr Oliver Bruh.

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.

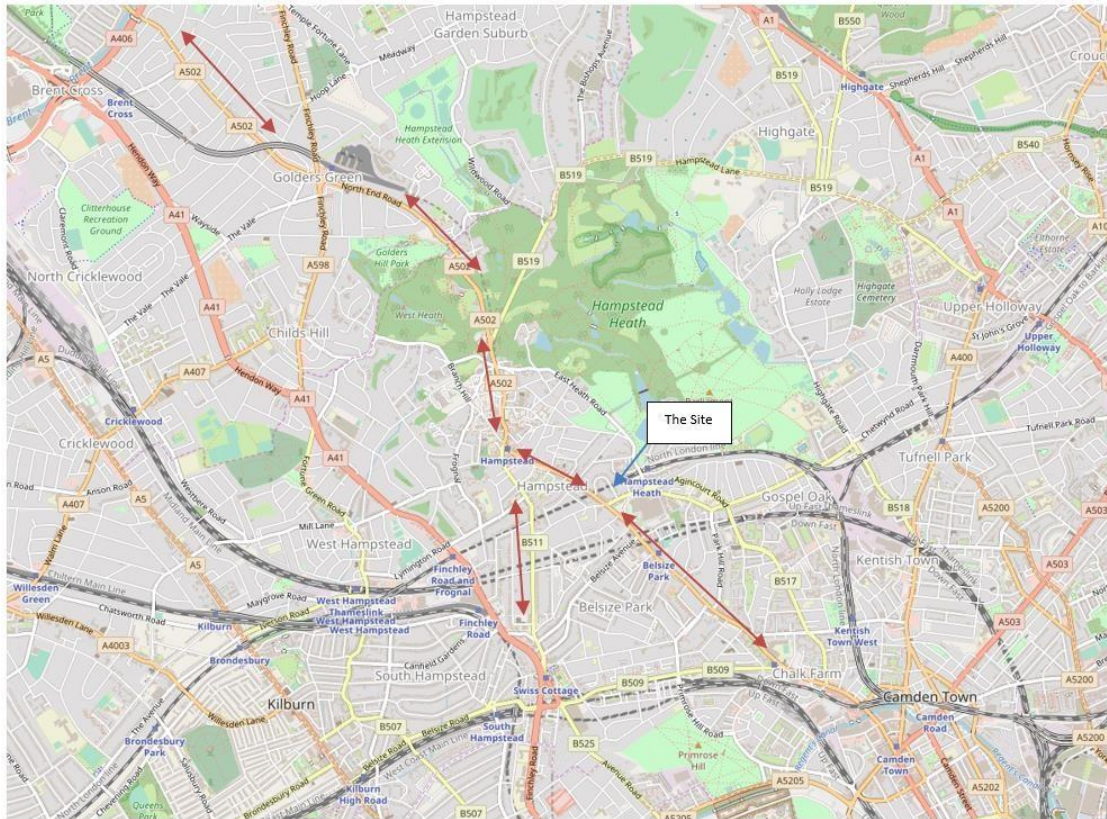
18. Traffic routing: *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless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



Routing Map

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.

Proposed routes for vehicles between the site and the Transport for London Road Network is shown above will be issued to all our suppliers and subcontractors. This will be policed as far as practical, but it must be recognised that we have no jurisdiction over the vehicles once they have left our site.

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:

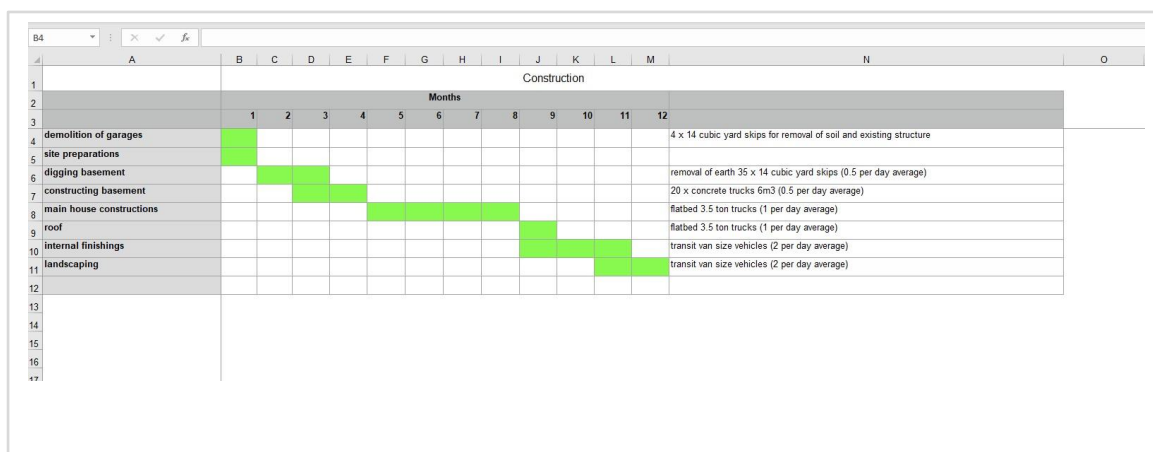
32t Tipper: 10 deliveries/day during first 4 weeks

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



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

We are not aware of any other developments in the local area or on the route that might require deliveries to be coordinated between two or more sites.

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

There are no constrained manoeuvres along the proposed access routes. Hampstead Hill Gardens is a loop road between the A502 and the B518 it is therefore not necessary for vehicles to turn around in the carriageway.

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.

The small scale of the proposed development means that it will not require more than 1 delivery vehicle to be on site at any one time. As documented in the answer to question 19 above the number of delivery vehicles attending the site will be low (a maximum 1 HGV per day during month 3 falling to 1 3.5 ton flat back truck (i.e. transit van sized) per day in months 4-9). In months 9-12 there will be approximately 2 transit van size vehicles per day. We will coordinate deliveries to minimise any impacts. Deliveries will be coordinated to minimise the likelihood of 2 vehicles being on site at the same time.

There should be no reason to apply for any parking bay suspensions. It may be advantageous to apply to have the existing double yellow line parking restrictions passing in front of the site suspended so that delivery vehicles can park on the carriageway directly in front of the site rather than entering the site. We will liaise with the Council's highways department should this be required.

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.

This is not considered necessary in this location and given the very small scale of the proposed development.

- 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).

This will be managed by the principal contractor.

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.

The site has a frontage of approximately 9 m on to Hampstead Hill Gardens. Vehicular access to the site (i.e. to the 2 detached garages) is by way of a dropped kerb footway crossing. The dropped kerb crossing extends along the whole of the site frontage. This will provide for vehicular access to the site during construction.

There is a similar dropped kerb footway crossing immediately to the north of the site providing vehicular access to No 12 Hampstead Hill Gardens. There are double yellow lines passing in front of both accesses. There is also a vehicular access, protected by double yellow lines, to the house opposite No 12.

The fact that there is an existing vehicular access to the site that is protected from obstruction by parked vehicles by double yellow lines both directly in front of, and opposite, the access means that vehicular access to the site will be unimpeded.

The photograph below shows how the existing site access has been used in conjunction with the now completed construction works undertaken at No 14 Hampstead Hill Gardens this being the property immediately to the south of the site. It will be noted that there is a skip located on the site and a transit van parked on Hampstead Hill Gardens directly in front of the site.



b. Please describe how the access and egress arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

The delivery and removal of materials to/from the site will be planned, scheduled and coordinated by our logistics manager. As documented below deliveries will be infrequent.

Vehicles entering/leaving the site will do so under the supervision of one or more traffic marshals, or site staff acting as traffic marshals, who will ensure the safe passage of all traffic on the highway, in particular pedestrians and cyclists, when vehicles are entering and leaving the site, particularly when reversing.

The delivery and collection of skips is expected to take place at the rate of 1 skip every 2 working days during the first three months of the contract. It is expected that there will be a total of 39 skips. A total of 20 concrete deliveries are expected over a 2 month period (month 3 and 4). This equates to approximately 1 delivery every 2 working days.

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.

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.

It is not considered necessary to provide any wheel washing facilities.

In the event that any mud/debris is deposited on the highway (e.g. during the loading of the skips) then it will be removed as quickly as practicably possible.

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

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

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

As documented above vehicles will be loaded and unloaded on site as far as is practicable. During the latter part of the construction project it may be necessary to ask Camden Highways to permit delivery vehicles to park on the highway directly in front of the site (i.e. on the double yellow lines).

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.

If it is necessary for delivery vehicles to park on the highway directly in front of the site then traffic marshals, or site staff acting as traffic marshals, will ensure the safe passage of pedestrians, cyclists and vehicular traffic on Hampstead Hill Gardens whilst vehicles are being loaded or unloaded. See Q 20 B above.

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.

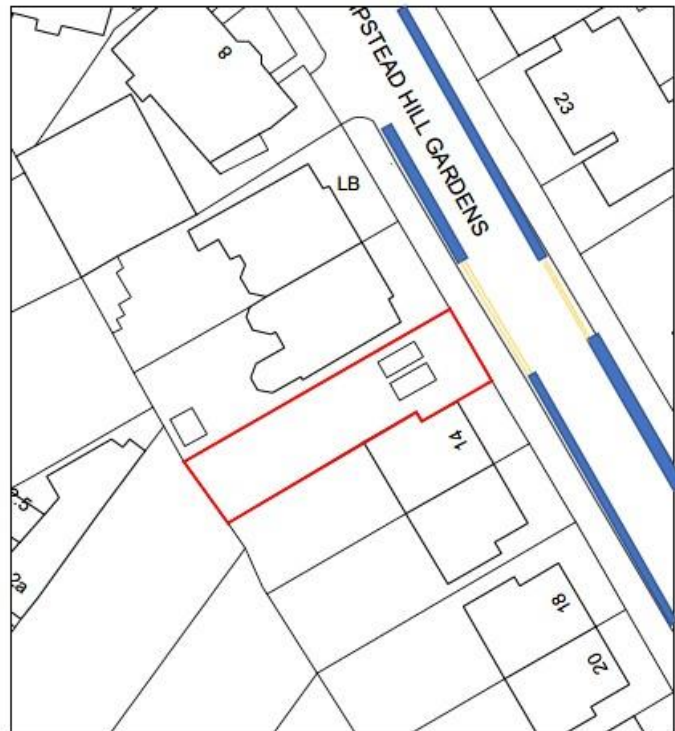
If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

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.

As explained above it is not currently considered necessary to implement any changes to the highway in the vicinity of the site. The on-street parking restrictions (double yellow lines) and residents-only parking bays (shown in blue) in the vicinity of the site (shown edged red) are shown below.



2 BLOCK PLAN
1:500 A3
SCALE: 1:1250

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](#).

As explained above it is not considered necessary to apply for any parking suspensions.

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.

It is not proposed to utilise the public highway for storage, site accommodation and welfare facilities.

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 applicable.

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.

Not applicable.

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.

No major changes to services are envisaged. Any potential excavations or works beyond the site boundary will be coordinated to fall under the same traffic management proposal as covered by the CMP. Discussions with the various utility companies are ongoing and the CMP will be updated as, and if, necessary.

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.

We understand the limitations of noisy works within a residential environment and ensure all subcontractors are aware of the site restrictions on noisy work as detailed within subcontract orders and the site rules.

Noisy work will be covered under our permit to work system which will identify the activity, its location, the duration and any applicable control measures necessary to mitigate its effect.

We are sensitive to the requirements of working alongside existing occupied premises. We recognise the importance of working closely with the Client's management team to ensure that they are informed in advance of any noisy or disruptive activities that we may be undertaking and to allow time for the agreement of any reasonable mitigation measures that may be required.

In general construction activities would coincide with site opening hours which are 8.00am to 6.00pm during working weekdays, 8am-1pm on Saturdays and the site will closed on Sundays and Bank holidays.

However we will restrict noisy activities within our operations to the following times: •

In two time-slots for breaking out concrete – 10.00 to 12.00 and 14.00 to 16.00

- Cutting and high noise level will follow the same timing.

In addition delivery vehicle times would be restricted to avoid peak hour times and deliveries would be advised between 10am – 3pm from site during weekdays and between 10am-1pm on Saturdays. All in accordance with Camden's Guide for Contractors Working In Camden.

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.

To be advised.

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

Due to the moderate scale of the development, the noise levels that could be generated is not considered to be significant. It is likely that any noise and vibrations would be at a peak during the excavation of the basement. We will respect any reasonable request to reduce the duration of noisy activities further if required.

Contractors will be required to have all plant and tools fitted with either silencers or dampers so far as is practical and working methods will be regularly reviewed to ensure that nuisance to adjacent properties and residents is mitigated wherever practical.

Should noise levels reach 80dB (A) operatives will be informed of the risks to their hearing and supplied (if requested) with either appropriately attenuated ear defenders or earplugs.

Should noise levels reach 85dB (A) or above operatives will be informed of the risks to their hearing and supplied with appropriately attenuated ear defenders or earplugs and instructed to wear them during noisy operations. The contractors are to ensure compliance by carrying out regular active monitoring.

Our Health and Safety advisor will undertake noise surveys during their regular site inspections. However, operatives will be informed that as a general rule, if they need to raise their voice when standing 2 metres away from a noise source, it is too loud and hearing protection must be worn. It is a standard policy of Benno Ltd to ensure that the noise and vibration produced by work equipment is considered together with the price when new purchases are made with a view to lowering the risk when equipment is used.

Contractors are encouraged to purchase equipment that is advanced in technology and equipped with vibration absorbing features.

To ensure that operatives are aware of the effects of hand arm vibration they will be provided with adequate information on the hazard and controls and given information in order to reduce the risk.

Should it be deemed necessary, contractors are to undertake noise and hand arm vibration monitoring and, dependant on the results, further control measures will be required.

Below are some examples of maximum usage for tools in order to prevent injury and ill health.

Tool	Hand Vibration (m/s ²)	Maximum usage period in 8hrs (Minutes)
2- stroke breaker	10	38
Electric breaker (7kg)	9	46
Rotary/hammer drill (4kg)	10	38
Rotary/hammer drill (9kg)	14	19
Rotary drill	2.5	480
7/9" Grinder	5.5	124
Circular saw 6" – 9"	2.5	480
Wall chaser (twin) blade)	4	235

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.

Where the potential for noise exists, 'Best Practicable Means' will be used to reduce the noise to achieve compliance consistent with the recommendations of BS5228 and may include:

- Careful selection of plant items, construction methods, programming, implementing a 'noise and vibration protocol', which outlines monitoring frequency and action levels etc.
- Design and use of site hoarding and screens/noise barriers to provide acoustic screening at the earliest convenience;
- Choice of routes and programming for the transport of construction materials

We will action and establish communication, environmental site aspects and emergencies controls.

We will hold environmental tool box talks, produce an environmental plan and review our subcontractors impacts and produce full assessments of each activity which involve noise levels which are above normal. We will also ensure that the demolition works will only be carried out within normal working hours.

Our health and safety advisor will carry out noise level checks throughout the demolition to maintain the correct noise levels. Most of the demolition will be done within the building with windows and roofs left on. This will lower the impact of noise. We will carry out a full pre-qualification check on all sub-contractors along with statements on their environmental policies to ensure compliance on maintaining noise levels and mitigation measures are met.

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

We will ensure that all contractors meet all statutory requirements, and are fully competent to carry out these types of work. The correct training will be in place to cover all aspects expected of this standard.

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

The principal construction activities that will generate dust are typically demolition, excavation, structural installation and external works.

We will add shielding to cutting Equipment. When activities are being carried out that risk generating large volumes of airborne dust, we will employ dust suppression measures. This will normally take the form of damping down and dust screens. Good site management will be strictly enforced to ensure work areas are kept clean and tidy at all times to prevent the migration of dust throughout the site.

There will be a fully trained Manager on site throughout the construction period. We will be using water as dust suppressant

where applicable and muck-away trucks will be covered to prevent wind effects on contents.

The following measures will be employed:

- Appropriate handling of equipment and plant
- Damping down surfaces during dry weather
- The use of dust screens

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.

Given the nature of the works and the working practices described previously, we do not consider that the construction project is likely to result in any significant amount of dirt or dust being deposited on the public highway.

We will insist that all skip/muck away lorries are fully sheeted before leaving the site.

The following steps will also be taken:

- Hose and pressure washer at the loading/unloading point to prevent dirt/dust leaving the site;
- clean all possible debris from the public highway as needed.

Particular care will be taken to ensure that the footway passing in front of the site is maintained to a high standard.

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

While noisy works are in operation we will monitor noise levels to ensure the levels are within specified limits. Noisy work will be covered under our permit-to-work system which will identify the activity, its location and duration, and any applicable control measures necessary to mitigate its affect.

Sub-contractors are encouraged to purchase equipment that is advanced in technology and equipped with vibration absorbing features.

To ensure that operatives are aware of the effects of hand arm vibration they will be provided with adequate information on the hazard and controls, and given information in order to reduce the risk.

We will also be looking at Method Statements/ Risk assessments to ensure that they are reviewing all aspect of the tools be used to complete each section of the of the works requirement.

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.**

To be advised.

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 advised.



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

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

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

three months prior to the commencement of works on-site. Monthly dust monitoring reports must be provided to the Council detailing activities during each monthly period, dust mitigation measures in place, monitoring data coverage, graphs of measured dust (PM₁₀) concentrations, any exceedances of the trigger levels, and explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

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

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

To be advised.

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).

A specialist contractor will be appointed to carry out a site inspection and remove rodents if they are found on-site.

Further inspections/visits will be carried out as necessary

Other initiatives we will implement are as follows:

- No waste on site
- No eating or drinking on the premises
- Capping of drains
- Traps installed

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

To be advised.

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.

We will provide a smoking area away from the main gate to ensure limited health risks to local residents.

Interaction can take place with non-construction personnel. Site personnel will not be permitted to loiter outside the main gate.

Within our Health and Safety plan we state 'No personnel shall indulge in fighting, horseplay, tomfoolery or practical jokes including wolf whistling etc.'

We will work on a red card system, therefore any personnel found to be acting in a manner we deem unacceptable, will be removed from site and consequently barred from working on any of our sites within the UK.

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): to be advised
- 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):
- d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection:
- 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 staff working at the site will be provided with free training material.

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