AVAL CONSULTING GROUP.
CIVIL, ENVIRONMENT & STRUCTURAL ENGINEERS

Construction/Demolition Management Plan

pro forma

1 - 16 Canfield Place London

NW6 3BT

Camden

Contents

Camden

Revisions & additional material

Please list all iterations here:

30th April 2024	**B**	**Alex Price – Aval Consulting Group**
8th May 2024	**B**	**Reviewed by Louise Smith, Aval Consulting Group**
30th May 2024	**C**	**Alex Price**
3rd June 2024	**C**	**Louise Smith**
1st July 2024	**D**	**Louise Smith**
10th July 2024	**E**	**Louise Smith**
8th August 2024	**F**	**Louise Smith**

Comments for Revision D:

Revision D responds to comments made by the Planning Officer on 26th June 2024. Vehicle swept paths for a 3.5 tonne panel van (revised drawing 93272/0000/001 Rev B) are shown along Canfield Place alongside the road markings (double yellow lines) and parking bays. The road is 8.1m wide adjacent to the site where the vehicles will turn and 5.9m wide further east towards the junction in the narrower section of the road.

It is shown that only a small portion of the parking bay (about 2.3m length) needs to be suspended to allow for vehicles to turn in the road outside the site, as shown. If vehicles were to turn further west towards the end of the road, then the parking bay suspension is less likely to be required.

Canfield Place is composed of all double yellow lines around the site and therefore no bays need to be suspended outside the site.

The revised vehicle swept path drawings are provided in **Appendix A**.

Regarding revised drawing 93272/0000/002 Rev B), larger construction vehicles around 10m long can turn at the junction of Canfield Gardens / Canfield Place. This is what refuse vehicles and other larger vehicles are presumed to do at present when accessing the residential properties in Canfield Gardens. The bus stop does not need to be suspended as construction vehicles can travel around it when in use, and then turn. They can also travel through it when it is not in use.

A small portion of the on-street parking bay can be suspended at the corner of the junction as shown.

Just to reiterate, large vehicles do already turn at this junction to access Canfield Place.

The parking bays can be removed using a TTR for the cost of the TTR plus the highways works. The same TTR can be used to provide the road closure that will be needed if the mews is to be obstructed to general traffic access during deliveries.

Comments for Revision E:

Revision E responds to comments made by the Planning Officer on 9th July 2024.

1. The Officer said "*Previous comments still not addressed. There are parking bays in Canfield Place, some of which if occupied, will prevent HGVs from accessing the site.*"

The CMP states that only 3.5 tonne panel vans will access the site directly and these can turn in the road with parking bays in place close to the site and occupied. There is only a small portion of a parking bay next to the site (about 2.3m length) that needs to be suspended to allow for vehicles to turn in the road outside the site, as shown in drawing 93272/0000/001 rev B, provided for Revision D report. If vehicles were to turn further west towards the end of the road, then the parking bay suspension is less likely to be required.

HGVs no larger than a refuse vehicle (no larger than 10m length) will turn at the junction and reverse along Canfield Place, as refuse vehicles do at present to travel close towards the end of the road. As refuse vehicles make this manoeuvre at present with occupied parking bays along Canfield Place there is no reason why an HGV of a size similar to or smaller than a refuse vehicle could not make this manoeuvre. Parking bays are not suspended for refuse vehicles. This is the reason why the suspension of parking bays on Canfield Place closer to the access was not assessed in previous versions of the CMP and why no additional swept paths were undertaken, or parking bay suspensions proposed in this location.

To answer the above comment, however, we now show a refuse vehicle swept path reversing along Canfield Place in drawing 93272/0000/003 and a 10m tipper construction vehicle reversing too in revised drawing 93272/0000/002 rev C. As a result of this, a small portion of the parking bay at the far end of Canfield Place close to the junction (adjacent to the double yellow lines) needs to be suspended. This is for approximately up to 2 car lengths. Suspending these bays would help a 10m vehicle reverse along Canfield Place. The other parking bays do not need to be suspended.

In reality, we know a refuse vehicle already accesses Canfield Place to collect waste and so the above suspended bays are unlikely to be required, however, as the swept paths undertaken for this assessment show a conflict we propose a small amount of suspended parking bays.

The new vehicle swept path drawings have been added to end of **Appendix A**.

2. The officer said *"It isn't clear whether all the bays will need to be removed from Canfield Place or just some of them. It is possible to remove all of them but there would need to be justification for it, which needs to be provided in the form of tracking drawings."*

This has been answered above. No vehicle larger than a refuse vehicle would reverse into Canfield Place. It is not necessary to remove all the parking bays. We now show a refuse vehicle swept path

reversing along Canfield Place in drawing 93272/0000/003 and a 10m tipper construction vehicle reversing too in revised drawing 93272/0000/002 rev C.

3. The officer said *"It also isn't clear whether there is any impact on taxi rank on the southern side of Canfield Gardens because this also isn't shown on the drawing."*

Previously, the road markings, parking bays and bus stop were added to the drawings as these were close to the construction vehicle manoeuvre at the junction. The taxi rank is further away on opposite side of the road and so this was not previously added as there would be no impact.

The taxi rank is now shown on the drawing in 93272/0000/002 rev C. There is no impact.

4. The officer said: *"The diagram on p46 suggests that the hoarding line is going to be directly adjacent to the front of the site, leaving little/no working room behind it. Please confirm whether this is definitely the case. Please note that it will be necessary to use a baulk timber in front of the hoarding to prevent vehicle strike. Please detail accordingly ensuring that vehicle access into the garages opposite can be maintained."*

The above is correct. A temporary hoarding will be put up first for demolition phases. This will be replaced by permanent hoarding afterwards that will have baulk timber in front of it. All work will take place on site. The work will not encroach into the road.

5. The officer said *"Please also confirm what engagement has taken place with Network Rail over the proximity of the works to the adjacent railway lines."*

The Client has been in contact with network rail and advised them of all potential impacts. Necessary forms and licences are being finalised in conjunction with the main contractor once they have been appointed.

6. The officer said *"Please note that there are now major utilities works planned on Canfield Gardens for the autumn which will potentially affect access for vehicles servicing your site. Please contact callum.robins@landsec-uandi.com to discuss how this can be managed. Please detail accordingly in section 11."*

This will be dealt with closer to the time between the Contractor and Callum Robins. This work will not start until at least September and the busiest period of construction activity will not be at the start and so most of the construction activity is expected to occur outside the planned utilities works.

As noted previously, refuse vehicles and other delivery vehicles still need to access Canfield Place to serve the existing properties and so access will be provided for these vehicles in the same way that access will be provided for construction vehicles, which will be no larger than a refuse vehicle.

Just to reiterate, the parking bays can be removed using a TTR for the cost of the TTR plus the highways works. The same TTR can be used to provide the road closure that will be needed if the mews is to be obstructed to general traffic access during deliveries.

Air Quality – changes made on p.59 to air quality monitoring duration. We propose 1 month monitoring prior to works commencing on site.

Comments for Revision F:

A dimension has been provided for the section of bay at the junction that will need to be suspended and removed / relocated. This is 4.98m length which is one parking bay.

The drawing is reattached to this report.

This has been added to Section 22: This version of the CMP does not cover hoarding or baulk timbers to be placed on the highway, and that any such permission will need to be detailed in the form of an addendum for separate approval and discharge by Camden.

One month AQ monitoring has been accepted.

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 minimise construction impacts and relate to all construction activity both on and off-site that impacts 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 how 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 (**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.

CMP development sites will be inspected by Camden's Site Planning Inspectors or nominated officers to assess compliance with the CMP. These inspections will be planned and unplanned site visits for the duration of the works. Developers/contractors are required to provide access to sites for inspection and cooperate fully throughout the inspection process ensuring compliance with the CMP.

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.**"

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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 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.

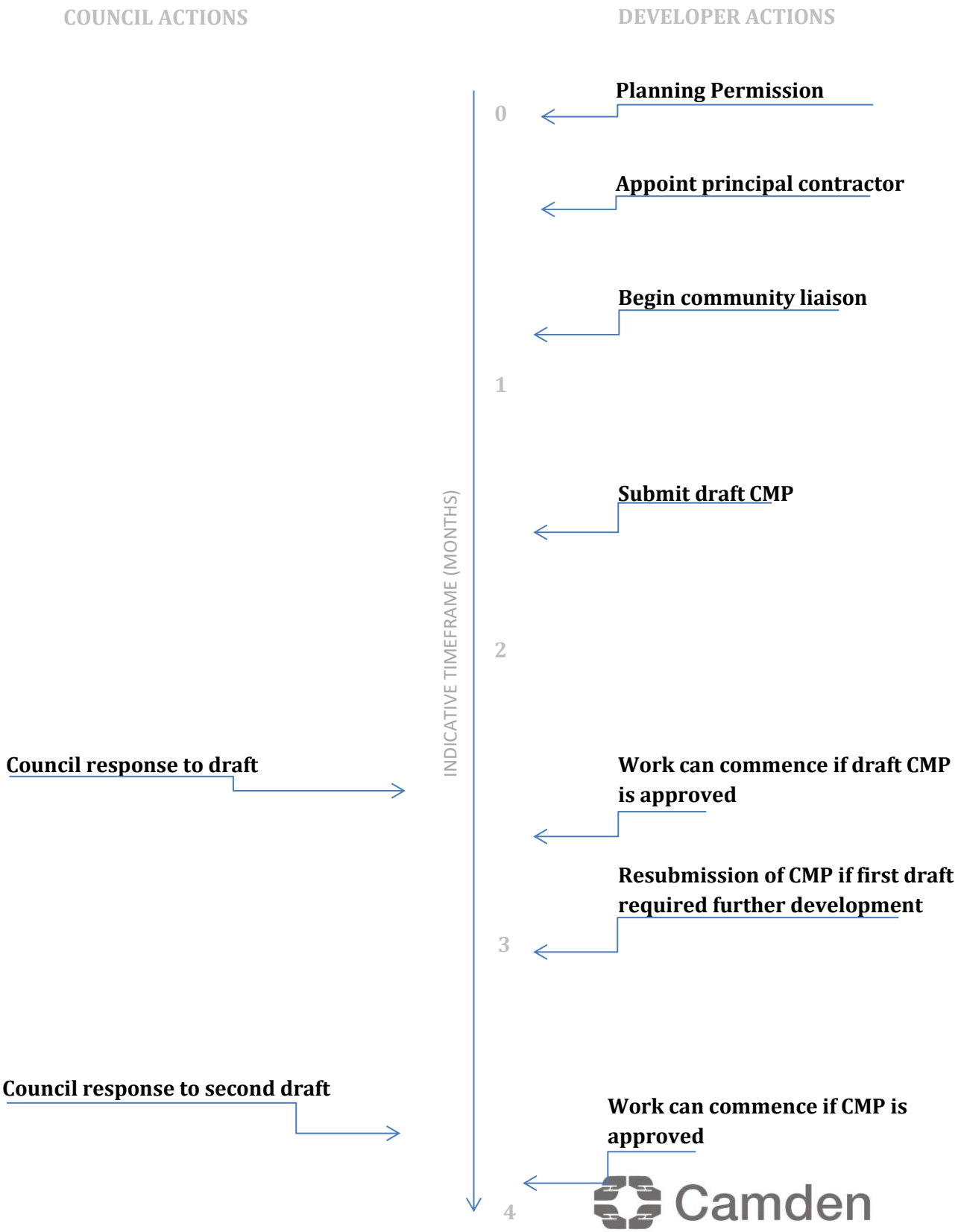
IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area (CIA) you are required to complete the CIA Checklist and circulate as an appendix to the CMP and included as part of any public consultation – a CMP submission will not be accepted until evidence of this has been supplied.

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


CONSTRUCTION MANAGEMENT PLANS
Cumulative Impact Area
Central London
Statement & Checklist
Planning Reference
Site Address
Camden
King's Cross
Pentonville
Somers Town
St Pancras
FINSBURY
Clerkenwell
Fitzrovia
Bloomsbury
Holborn
St Giles
Soho

Camden

Timeframe


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

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

Address: 1 - 16 Canfield Place London NW6 3BT

Planning reference number to which the CMP applies:

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

Name: Max O'Brien

Address: Studio 86, Switch House East, Battersea Power Station, London – SW11 8BB

Email: max.obrien@domvslondon.com

Phone: +44 207 157 9912

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

TBC – In the meantime Mr. O'Brien will be the point of contact.

Name: Max O'Brien

Address: Studio 86, Switch House East, Battersea Power Station, London – SW11 8BB

Email: max.obrien@domvslondon.com

Phone: +44 207 157 9912

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4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from 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.

TBC – In the meantime Mr. O'Brien will be the point of contact.

Name: Max O'Brien

Address: Studio 86, Switch House East, Battersea Power Station, London – SW11 8BB

Email: max.obrien@domvslondon.com

Phone: +44 207 157 9912

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.

TBC – In the meantime Mr. O'Brien will be the point of contact.

Name: Max O'Brien

Address: Studio 86, Switch House East, Battersea Power Station, London – SW11 8BB

Email: max.obrien@domvslondon.com

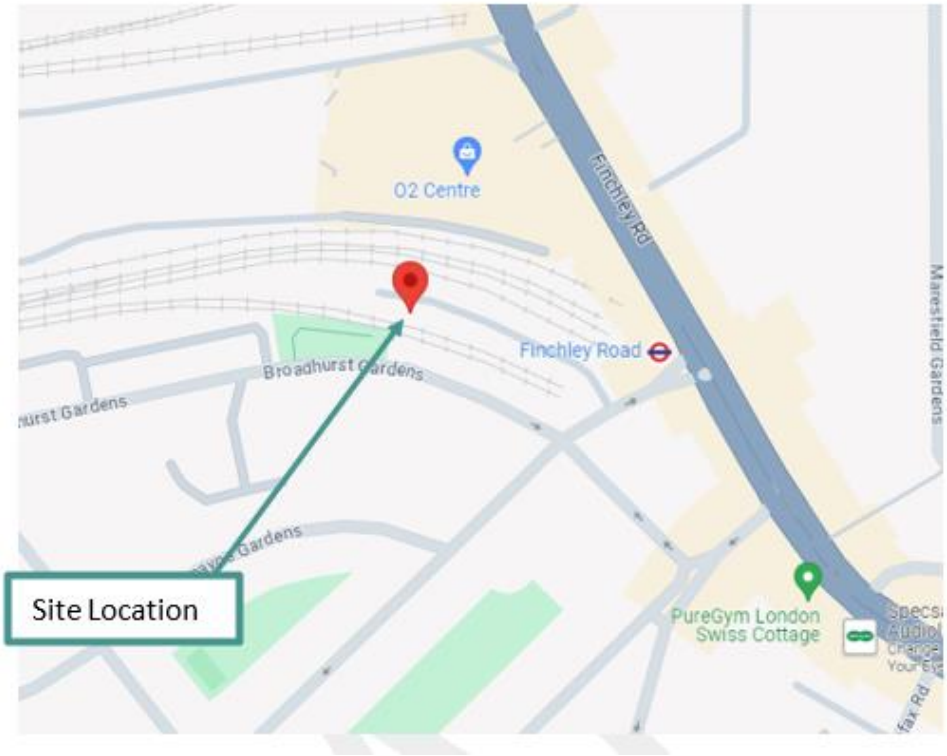
Phone: +44 207 157 9912

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. Please fill up the Cumulative Impact Area (CIA) checklist form if the site falls within the CIA zone (Central London)

Existing site use:	The current property at 1 - 16 Canfield Place has 16no. one-storey garages in a row.

Figure 1.1 Site Location (Source: Google Maps) 1:500 Scale

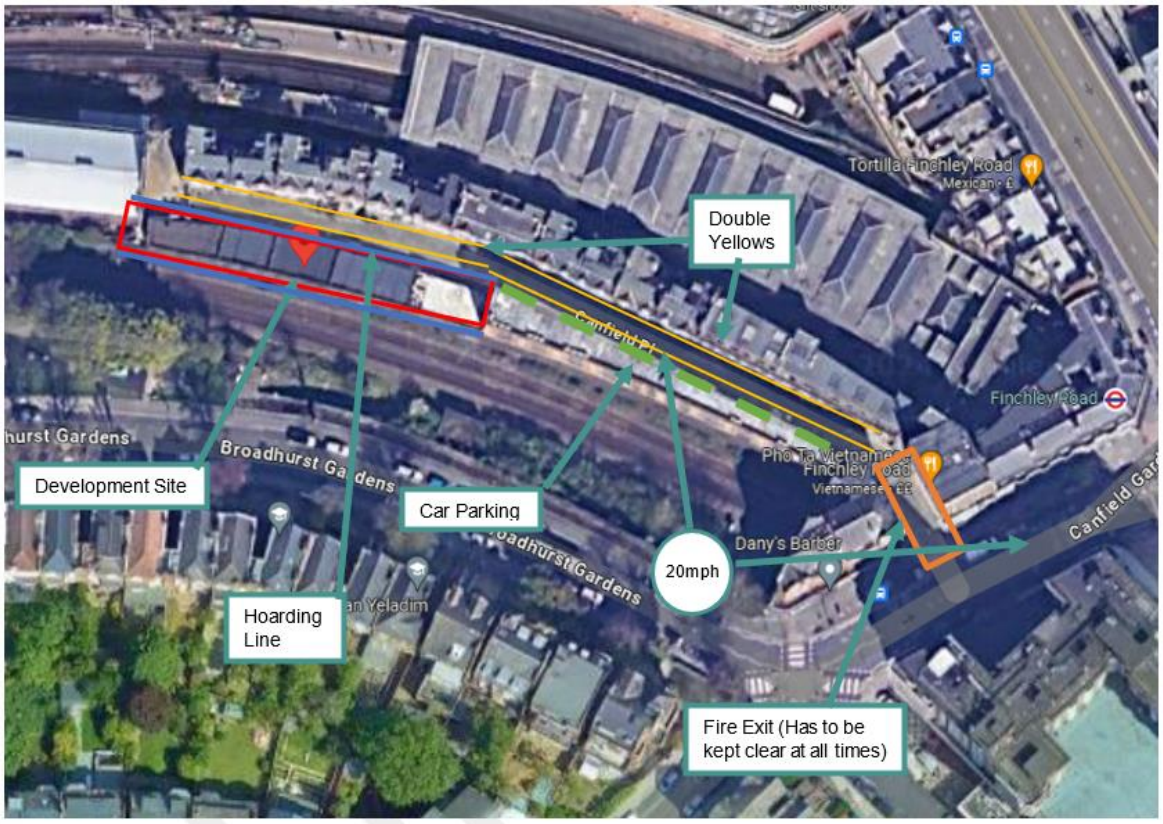


The property consists of 16 adjacent garages located at 1-16 Canfield Place, London NW6 3BT, in the vibrant West Hampstead neighbourhood within the London Borough of Camden. The area features a mix of residential properties, including terraced houses and apartment buildings, complemented by shops, restaurants, cafes, and parks. West Hampstead offers excellent transportation links with nearby Underground, Overground, and Thameslink stations providing easy access to Central London and beyond.

The neighbourhood combines Victorian and Edwardian terraced houses with modern developments, creating a diverse architectural character. Major streets like West End Lane and Mill Lane host commercial and mixed-use buildings, adding to the area's vibrancy. The closest station to the site is Finchley Road Underground Station, served by the Jubilee and Metropolitan Lines. Additionally, Finchley Road & Frognal Overground Station and West Hampstead's Underground, Overground, and Thameslink stations are within walking distance.

West Hampstead's transportation hubs offer extensive connectivity, including direct trains to Luton Airport, Gatwick Airport, and Brighton. The area boasts a Public Transport Accessibility Level (PTAL) rating of 6b, signifying excellent public transportation access, making it a highly desirable location for commuters and travellers.

Figure 1.5 Site Boundary Plan (Google Maps) 1:300 Scale



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, proximity to residential dwellings etc).

Summary of works:	Canfield Place is a residential mews development between Finchley Road Tube Station to the north and the Chiltern Railway tracks to the south. The permitted development involves the demolition of 16no. single-storey garages and the redevelopment of the site to provide 8 mews-type residential dwellings (C3) comprising 3 x two-storey properties and 5 x three-storey properties associated with roof terraces.

Located at 13 Canfield Place, London NW6 3BT, this site is in the vibrant West Hampstead neighbourhood of Camden. Surrounded by a mix of terraced houses and modern apartments, the area offers numerous amenities such as shops, restaurants, cafes, and parks. With excellent transport links including nearby Tube, Overground, and Thameslink stations, Finchley Road Underground Station provides easy access to central London, making it a sought-after location.

Adjacent to 1-16 Canfield Place, the area features Victorian and Edwardian terraced houses and modern buildings, adding to its architectural diversity. Major streets like Canfield Gardens and Finchley Road have commercial buildings that enrich the area's vibrancy. The proximity to West Hampstead's transport hubs ensures convenient travel throughout London, making it desirable for commuters. The area's PTAL rating of 6b highlights its excellent transport access.

Bus stops at Canfield Gardens and Finchley Road, such as "Canfield Gardens (Stop CZ)" and "Finchley Road Station (Stop FA)", provide routes like the 13, 113, and 187. These stops, equipped with shelters and real-time information displays, offer convenient travel options. During peak hours, these routes increase in frequency, ensuring efficient connectivity. Construction vehicle coordination and waste collection will be managed from the site's front access point.

Coordination of construction vehicles, deliveries, and waste collection will also be centrally managed and orchestrated from the designated front access point of the site.

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

Construction is anticipated to start in 1st of July 2024 and last for approximately 18 months until the beginning of February 2026.

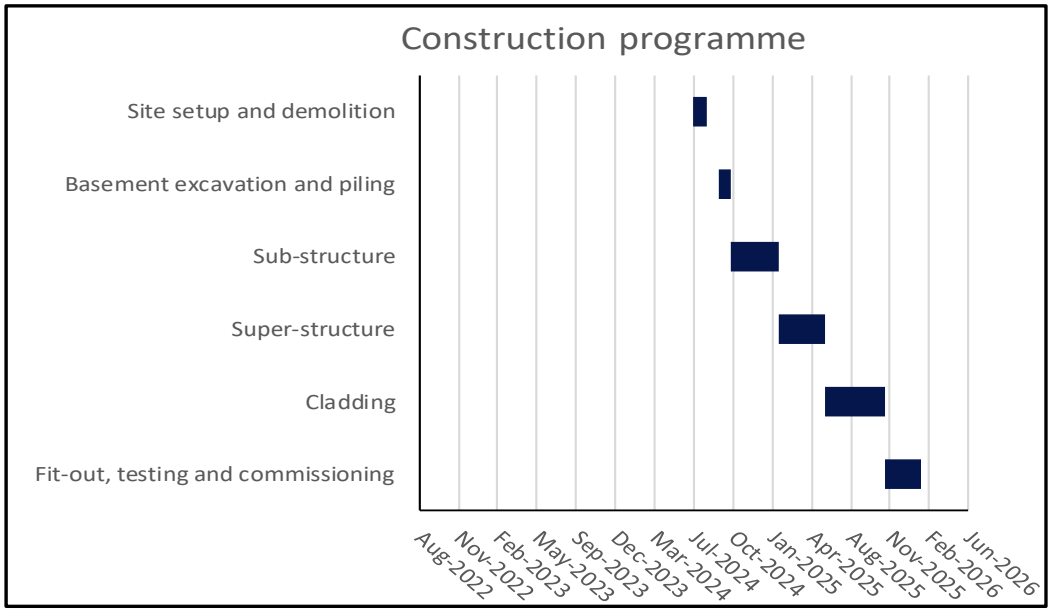
The stage 1 demolition stage is expected to take approximately 2 months, stage 2 basement excavation and piling will last 1 month, stage 3 sub-structure stage will last 6 months, the stage 4 super-structure stage will take 5 months approximately, stage 5 cladding will take a few months, although this is minimal, and finally stage 6 fit-out, testing and commissioning stage will last for up to 4 months. There will be some overlap between the stages.

Figure 5.1 Construction Programme Overview

CONSTRUCTION PROGRAMME OVERVIEW

Construction phase	Start	End
Site setup and demolition	Jul-2024	Aug-2024
Basement excavation and piling	Sep-2024	Oct-2024
Sub-structure	Oct-2024	Feb-2025
Super-structure	Feb-2025	Jun-2025
Cladding	Jun-2025	Nov-2025
Fit-out, testing and commissioning	Nov-2025	Feb-2026

Figure 5.2 Construction Programme



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

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

This is Camden's standard times. However, the times operated should be specific to the site and related to the type of work being carried out, and the proposed working hours will be considered on a case-by-case basis.

If the site is within the Cumulative Impact Area (CIA), then Saturday working is not permitted, unless agreed with Camden.

Measures influencing construction vehicles and deliveries

Safety and Environmental Standards and Programmes

The contractor is committed to the safety and environmental standards and programmes.

Vehicle Call-Up Procedure, Scheduling and Designated Routes

The following vehicle call-up procedures will be in place at the development;

- Deliveries will be given set times to arrive, between Mon – Fri 10am – 3.30pm only;
- Delivery instructions will be sent to all suppliers and contractors;
- Trained site staff will assist when delivery vehicles are visiting the site;
- The site telephone number will be given to suppliers who must confirm site arrival at least 20 minutes prior to arrival and only to approach the site once confirmation that site is clear is received; and
- Vehicles will arrive just in time and must not stop and wait on the surrounding roads.
- No deliveries will be accepted out of site operational hours. Permitted delivery hours for the site are Mon – Fri 10am – 3.30pm only.

Measures Influencing Construction Vehicles and Deliveries

- All vehicles proposed to be used in the construction including sub-contractors will be FORS Silver accredited from the start of construction.
- The site manager will have responsibility for supervising, controlling and monitoring vehicle movements to / from the site.
- Coordination of transport / deliveries and arrivals will be supervised by the site manager to ensure that the loading/collection area on site is clear of vehicles and materials before any subsequent lorry arrives.
- Contractor workers will as far as possible be encouraged to arrive and leave the site by public transport.

Delivery Plan and Timing of Deliveries / Out of Hours

- Deliveries will only occur between Mon – Fri 10am-3.30pm. Vehicle activity will take place outside of peak periods to minimise disruption to the local road network.
- Out of hours deliveries is not appropriate due to the neighbouring residential properties, however
- in certain circumstances, it is anticipated that there will be a requirement for vehicles to arrive and depart outside of usual construction hours to allow specialist construction activities to be undertaken. Any special dispensation with regards to out of hour's vehicle activity will require prior agreement with the local authority.
- There will be no working on Sundays unless there is a requirement for emergency works or abnormal deliveries. These would be agreed in advance with the highway authority.
- All vehicle activity will be scheduled and undertaken in accordance with LBC guidelines.

Community Liaison

A neighbourhood consultation process must have been undertaken before the submission of the CMP's 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 who 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 well-being of 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 for 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 to manage these impacts.

The Council can advise on this if necessary.

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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 residential receptors likely to be affected by site activities include the adjacent terraced houses and modern apartments on Canfield Place, Canfield Gardens, and Finchley Road. Businesses in the vicinity, particularly those along Canfield Gardens and Finchley Road, may also experience disruptions.

Residents and businesses nearby could be affected by construction-related noise, vibrations, dust, fumes, and lighting. Noise and vibration from heavy machinery and construction activities might disrupt daily life, particularly for those in close proximity. Dust and fumes generated by construction can impact air quality, potentially causing inconvenience and health concerns for sensitive individuals. Additional site lighting required during construction may also affect the nearby dwellings, especially during darker hours.

To minimise the impact on these receptors, construction activities will be carefully managed. Coordination of construction vehicles, deliveries, and waste collection will be centrally orchestrated from the site's front access point. Measures such as dust suppression, noise barriers, and restricted working hours will be implemented to mitigate disturbances. This comprehensive approach aims to reduce the adverse effects on the local community while maintaining progress on the development.

Local Road Network

The local road network at 1 - 16 Canfield Place, London NW6 3BT, is characterised by a mixture of residential streets and major thoroughfares that provide essential access to the area. Canfield Place itself is a residential street that runs close to the A41 Finchley Road, which is a major arterial road in West Hampstead.

Adjacent to Canfield Place are smaller residential streets, such as Canfield Gardens and Broadhurst Gardens, which offer additional access to the surrounding properties and provide alternative routes for local traffic.

Schools

In proximity to 1 - 16 Canfield Place, London NW6 3BT, are several schools catering to different age groups. The closest is West Hampstead Nursery School for early childhood education, while Beckford Primary School and Hampstead School offer primary and secondary education respectively, enriching educational opportunities within the neighbourhood.

Hospitals

Near 1 - 16 Canfield Place, London NW6 3BT, are hospitals providing essential healthcare services to the community. Within the vicinity is the Royal Free Hospital, located on Pond Street, offering a wide range of medical specialities and treatments. Additionally, the London

Northwest University Healthcare NHS Trust, situated on Watford Road, provides comprehensive healthcare services, ensuring residents have access to quality medical care when needed.

Local Residential Properties

In the vicinity of 1 - 16 Canfield Place, London NW6 3BT, a diverse range of residential properties enriches the local housing landscape.

The direct surrounding area is likely to be impacted, however, hoarding around the site of development will protect the other elements inside the building, other buildings and footways from the construction activity as much as possible.

Figure 1.3 Regional Site Plan (Google Maps)

1: 1200 Scale

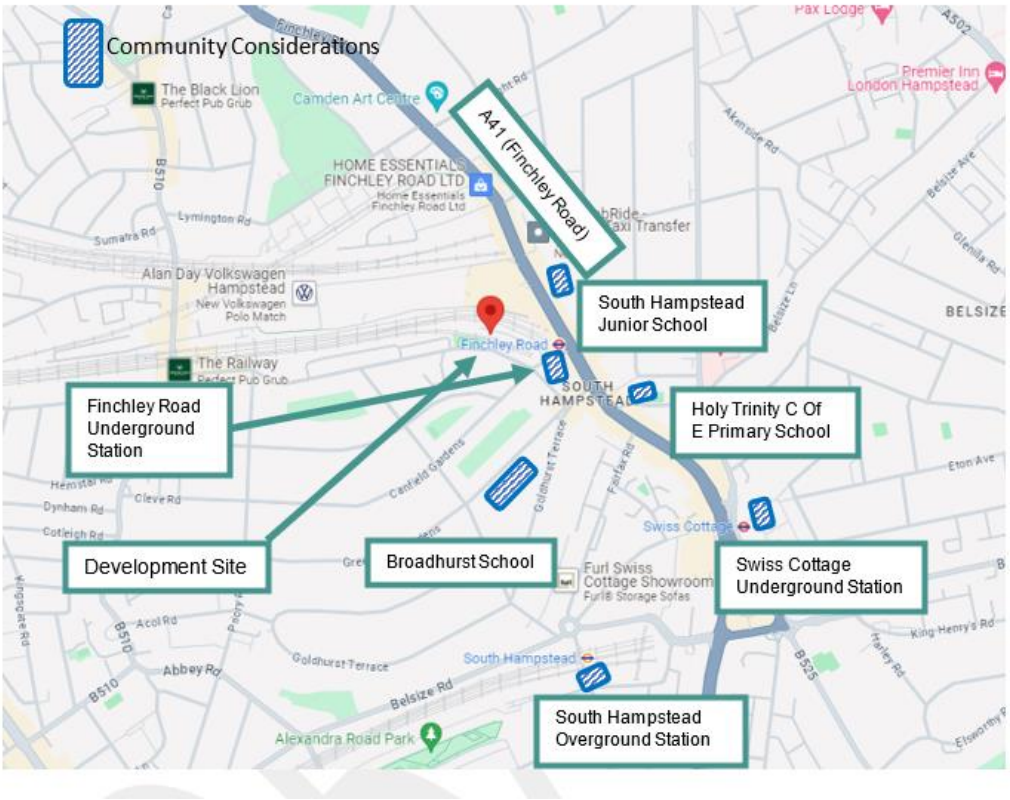

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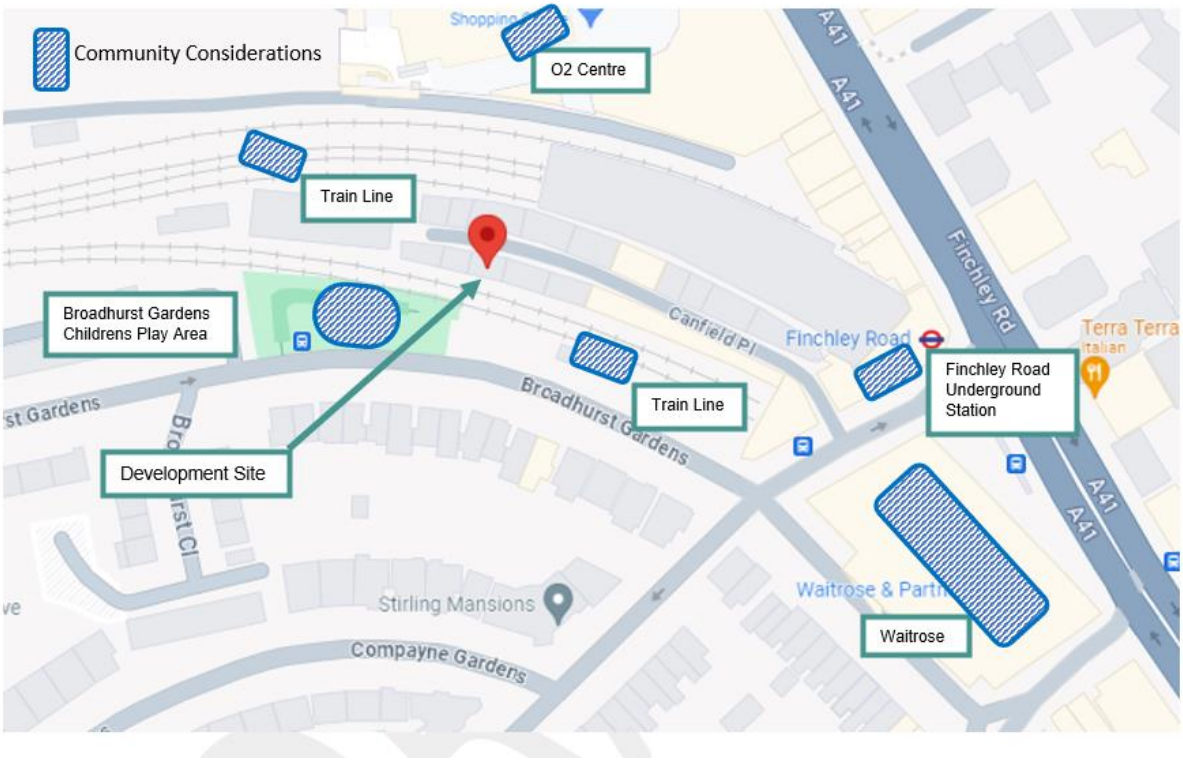
Figure 1.4 Local Context Plan (1:2500 scale) Source: GoogleMaps



11. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with residents **before submission of the first draft CMP**. Please ensure that any changes to parking and loading on the public highway are reflected in the consultation. Please agree on highway set-up plans in advance with Camden if there is any uncertainty with this.

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 residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Community

Throughout the development process, the project has prioritised maintaining open and positive communication with the neighbouring communities surrounding the construction site. This proactive approach has allowed the project to address any concerns promptly and collaboratively, fostering mutual understanding and trust. Engagement with local residents has been ongoing to keep them informed about the project's progress, potential disruptions, and measures taken to minimise inconvenience. Moving forward, the project remains committed to upholding this transparent communication, ensuring that residents are kept updated on any developments and that their feedback continues to be valued and incorporated into the planning and decision-making processes. It is noted that the meetings held on the 3rd of November 2022, 7th December 2022, 4th September 2022, 16th July 2023, and 10th August 2023 were successful, with constructive discussions and valuable insights shared. Everything discussed during these meetings has been taken onboard, and the project will continue to stay in contact with the communities, fostering a collaborative relationship built on mutual respect and cooperation.

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 Contractor will appoint a project manager who will assume all responsibility for implementing the measures within the CMP, alongside a Site Manager. The contact details for the project manager will be displayed at the site and published on any temporary licenses granted by LBC as the Highway Authority (such as for hoarding or scaffolds).

The project manager will liaise with local stakeholders and the project managers for other construction activities in the local area when and where it is relevant to do so. They will also commit to liaising with other contractors in the vicinity of the site to maximise the potential for consolidation and to minimise traffic impacts.

The project manager will also be responsible for monitoring and reviewing this CMP on an ongoing basis to reflect the changing needs of the project and/or any changes to the local road network.

The appointed Project Manager will act as a point of contact between local stakeholders/businesses/residents so that in the event of issues/concerns arising during the construction process, action can be taken as quickly as possible.

Information boards will be displayed at the site highlighting the key personnel on site including their contact details. A 24-hour emergency contact number will also be provided.

Local businesses and residents will be able to call the site office to raise any concerns and the Project Manager will personally deal with any comments or complaints and will ensure that they are resolved quickly. A record will be kept of any / all comments and complaints.

Air Quality and Dust Monitoring

In the development project, stringent measures will be implemented to control air pollution and minimise dust nuisance. The importance of safeguarding the environment and the health of nearby communities is recognised. To achieve this, advanced dust suppression techniques will be employed during construction activities, including the use of water sprays and barriers to contain dust emissions. Additionally, all construction vehicles and equipment will be regularly maintained to reduce emissions and comply with relevant emission standards. Monitoring stations will be installed to continuously assess air quality levels, allowing for immediate action if pollution levels exceed permissible limits. Furthermore, construction schedules will be optimised to minimise disruptive activities during peak traffic hours, further reducing air pollution and dust generation. The commitment to environmental stewardship ensures that the development project will be conducted responsibly, mitigating any adverse effects on air quality and dust nuisance to create a healthier and more sustainable community environment.

Asbestos

To ensure the safety of the development from asbestos hazards, several recommendations and procedures must be followed. Firstly, any asbestos-containing materials (ACMs) identified during surveys should be defaulted to 'remove', especially if the development involves demolition. However, if ACMs will not be disturbed by refurbishment works, they may be allowed to remain in situ, provided they are managed appropriately. For retained ACMs, an Asbestos Register and Management Plan must be compiled and followed diligently. All work involving the removal of asbestos must strictly adhere to the Control of Asbestos Regulations 2012. For example, if asbestos cement panels or other materials containing asbestos are identified, they must be removed by regulatory guidelines. Additionally, any potential asbestos-containing components, such as electrical fuse boxes, should be carefully assessed and removed if deemed necessary. Works involving asbestos cement or other low-risk materials may be carried out by non-licensed contractors, provided that exposure limits are not likely to be exceeded, and relevant HSE guidelines are followed. It is crucial that all parties involved in the demolition project, including the client, principal designer, principal contractor, on-site contractors, and health and safety advisors, are aware of the findings and limitations outlined in the asbestos survey report to ensure compliance and mitigate risks effectively.

Monitoring and Updating

This CMP is expected to be a ‘living document’ and so should be updated during construction if any significant changes to the scope or programme of construction occur.

Although the CMP can be reviewed at any time, CMPs are typically reviewed before the start of a new phase of construction.

Where there is a concentration of construction activity, it is good practice to set up a construction working group, with representatives from all interested parties. The working group should share the results of the CMPs, broken down so that people can see the impact for each development phase and the numbers and types of vehicles in use. There is an expectation that the contractor will participate and work together with others in the area to minimise impacts.

Online delivery booking and tracking systems also provide detailed evidence about the number and type of delivery vehicles and the efficiency and accuracy of the deliveries made. All this information will help highlight the actual impacts of deliveries against predictions and help set targets for future impact assessments.

Safety

Ensuring the safety of all individuals involved in the proposed development project is paramount. Strict adherence to safety protocols and guidelines, including BS 5228:2009 training, is essential throughout the construction process. All personnel, including construction workers and contractors, are required to wear appropriate personal protective equipment (PPE) at all times. Regular safety briefings and training sessions will be conducted to promote awareness of potential hazards and the proper use of safety equipment, with specific emphasis on compliance with BS 5228:2009 standards. The construction site will be adequately fenced and secured to prevent unauthorised access, minimising the risk to both workers and the public. Emergency evacuation plans and first aid stations will be strategically located, with personnel trained to respond promptly in case of any unforeseen incidents. Regular inspections will be carried out to identify and mitigate potential safety risks, ensuring a secure environment for everyone involved in the house development project.

As part of the comprehensive training and monitoring program for workers, the development project will incorporate "Build Mental Health" training sessions. Recognising the importance of mental well-being in the construction industry, these sessions will focus on promoting awareness of mental health issues, reducing stigma, and providing tools and resources for maintaining positive mental well-being. By prioritising mental health training alongside other safety and technical programs, the development project aims to create a supportive and inclusive work environment where workers feel valued and supported in both their physical and mental health.

Breaches and Complaints

Addressing breaches and complaints is a critical aspect of our commitment to maintaining a safe environment during the house development project. An accessible and transparent system will be in place for reporting any safety concerns or violations. All reported breaches and complaints will be promptly investigated, and appropriate corrective measures will be implemented to rectify the issues. Regular communication channels will be established to encourage open dialogue between project stakeholders, ensuring that any concerns are addressed promptly. Additionally, a designated point of contact will be available to receive and address complaints, fostering a collaborative approach to resolving issues and maintaining a positive and secure working environment throughout the house development process.

Contractors' Handbook

A Contractor and Driver Handbook can be used to distribute information to those responsible for abiding by this CMP. A handbook is recommended to aid in implementing the CMP.

Producing a handbook is an effective way to ensure that all contractors are aware of their obligations.

This should include the following:

- Safety toolbox talk – setting out how and when these will take place, including frequency and duration and an outline of topics to be included. These should be environmental and safety orientated.
- Anti-idling toolbox talk – setting out how and when these will happen for all drivers, including frequency and duration.
- Vehicle routing and delivery scheduling system – an explanation to the contractor of the routing and delivery system in use. The vehicle routes to take are discussed earlier in this CMP in Section 4.
- Driver training – an outline of how and when this will happen during the contract, and the company that will carry out the training.
- Safety and environmental standards.

Contract Compliance

The Contractor must report on any requirements that are part of the planning condition and/or this CMP. This must happen at a pre-agreed time, such as daily, weekly or monthly.

Drivers' Handbook

Owing to the subcontracted nature of the construction industry, all drivers must be aware of their obligations. Therefore, a driver's handbook should include essentials relating to environment and safety. It should be concise, specific to the individual construction programme, and should include:

- Authorised routes to and from the site
- Site opening times
- Booking and scheduling information
- Site entry and exit points, and other information relating to access
- Anti-idling
- Vulnerable road user safety

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires CCS site registration for the full duration of your project including additional CLOCS visits for the full duration of your project. Please provide the CCS site ID number that is specific to the above site. A company registration will not be accepted, the site must be registered with CCS.

Be advised that Camden is a Client Partner with the Considerate Constructors Scheme and has access to all CCS inspection and CLOCS monitoring reports undertaken by CCS.

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 construction project will be registered with the Considerate Constructors Scheme to minimise the negative impacts that construction activity may have on the local area.

The construction drivers (who will be sub-contractors) will all participate in this scheme. Participation in the scheme will ensure and commit the construction project and its workers to providing competent management, efficiency and awareness of environmental issues. In addition, appropriate monitoring will be undertaken to review practices and assess performance.

Membership of the scheme requires compliance with a code of practice and seeks to:

- Minimise any disturbance or negative impact (in terms of noise, dirt, and inconvenience) caused by construction sites to the immediate neighbours.
- Eradicate offensive behaviour and language.
- Result in an improved understanding and respect from residents and others in the community, and fewer complaints.

14. Neighbouring sites

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

The development's Construction Management Plan (CMP) begins with a thorough analysis of existing and anticipated construction sites in the local area surrounding the development site. Site surveys are conducted, and data on nearby construction activities are gathered to identify

potential sources of noise, dust, and traffic congestion that could impact the project and the surrounding community.

Based on this assessment, the CMP outlines a comprehensive strategy to mitigate the cumulative impacts of construction. This strategy includes a range of proactive measures aimed at minimizing disruption and ensuring the smooth progression of the project:

1. Scheduling of Activities: Construction activities are carefully scheduled to avoid peak times, such as rush hours, to reduce traffic congestion and minimize disruptions to local transportation networks.
2. Noise Management: Measures are implemented to mitigate noise, such as using quieter construction equipment, erecting sound barriers, and limiting noisy activities during sensitive hours, to minimize disturbances to nearby residents and businesses.
3. Dust Control: Dust suppression techniques, such as water spraying and covering loose materials, are employed to prevent dust from spreading beyond the construction site and address concerns about airborne particles.
4. Traffic Management: Detailed traffic management strategies are outlined to ensure the safe and efficient movement of construction vehicles in and out of the site. This may involve designated access routes, temporary traffic control measures, and coordination with local authorities to manage construction-related traffic.
5. Community Engagement: Clear channels of communication are established with the local community to provide regular updates on construction activities and address any concerns or inquiries they may have. This may include newsletters, public meetings, or online platforms to keep residents informed and engaged throughout the construction process.
6. Environmental Monitoring: Ongoing monitoring of environmental factors such as air quality, noise levels, and vibration is conducted to assess the effectiveness of mitigation measures and identify areas for improvement.
7. Compliance with Regulations: The CMP ensures compliance with all relevant regulations and standards governing construction activities, including those related to health, safety, and environmental protection.

Overall, the development's CMP prioritises the well-being of the local community while ensuring the successful execution of the construction project. The development is committed to implementing best practices and continuously refining its approach to minimize the cumulative impacts of construction in the vicinity of the site.

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 how you intend to manage traffic servicing your site, including your road safety obligations about 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 the 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 CLOCS monitoring visits through CCS 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.

Please note that this section may also be referred to as a Construction Logistics Plan in the context of the CLOCS Standard.

CLOCS Contractual Considerations

15. Name of Principal contractor:

Max O'Brien

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

As part of the commitment to adhering to the CLOCS Standard throughout the duration of the contract, the development has devised a comprehensive method for checking operational, vehicle, and driver compliance. The proposed approach includes the establishment of a systematic inspection schedule, wherein trained personnel will conduct regular assessments and audits of operational activities. These inspections will encompass thorough checks of vehicles and equipment to verify compliance with safety standards and operational protocols outlined by the CLOCS Standard. Additionally, the method involves the implementation of robust monitoring systems, such as telematics and GPS tracking devices, to continuously monitor vehicle movements, driver behaviour, and performance metrics. Through real-time data analysis, any deviations from compliance standards can be promptly identified, allowing for immediate corrective action to be taken. Furthermore, the development will conduct regular training sessions and toolbox talks to reinforce awareness of CLOCS requirements among drivers and operational staff. By adopting this proactive approach, the development aims to maintain a high level of compliance with the CLOCS Standard, thereby enhancing safety standards and promoting best practices in construction logistics.

All drivers of vehicles over 3.5 tons must undergo Safe Urban Driver training, while vehicles of the same weight class will be equipped with blind spot minimisation technology (Fresnel lens/CCTV) and audible left turn alerts. These measures aim to bolster road safety in urban settings.

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:

Camden

It can be confirmed.

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.

a. 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 marked. If this is attached, use the following space to reference its location in the appendices.

Proposed Vehicle Routes

The Contractor will liaise with LBC to agree on vehicular routes to and from the site for vehicles during the construction stages. Details of the agreed routes will be provided to drivers, which will need to be adhered to at all times unless otherwise instructed by the Council. The objective of agreeing on approach/exit routes is to minimise the impact on commercial streets and sensitive locations which are nearby, with reliance on the strategic road network as much as it is possible. The vehicle routes proposed during construction are shown in Figure 4.1.

The proposed vehicle routes shown in Figure 4.1 are currently considered to be the most appropriate and suitable for larger vehicles and seek to reduce and minimise disruption to local road users, whilst providing flexibility for the suppliers and construction vehicles.

Efficient routes for all vehicles to the development location from the A41 Finchley Road ensure convenient access from all directions. From the north and south, vehicles can smoothly transition from Finchley Road onto Goldhurst Terrace, which is one-way westbound and then onto Broadhurst Gardens, which is one-way northbound. Vehicles arriving at the site will then turn into Canfield Gardens and Canfield Place. Due to the one-way roads around the site, vehicles egressing the site would all turn into Canfield Gardens out onto A41 Finchley Road.

Vehicles arriving from the west are more likely to arrive from West End Lane and turn into Broadhurst Gardens. They would then turn into Canfield Gardens and Canfield Place, as per the above.

Given the narrowness of Canfield Place and the necessity to ensure unobstructed fire access, it is imperative to ensure construction vehicles are no larger than 7.5t and no larger than a refuse vehicle. The construction vehicles will park outside the site at the far end of Canfield Place and not in the middle of the road to block access for other vehicles to Canfield Place.

These well-planned routes not only provide convenient access to the development site from all directions but also contribute to minimising congestion. By efficiently directing traffic flow and offering clear pathways to the site, these routes help alleviate potential bottlenecks and reduce the likelihood of gridlock on surrounding roads. This streamlined approach to vehicular access ensures that both construction activities and daily operations at the development site can proceed smoothly, benefiting both residents and the local community. This prescribed route will be a condition of all supply orders and sub-contractors, and therefore, no other local roads are likely to be impacted. All deliveries will be advised of the routes at the time of booking.

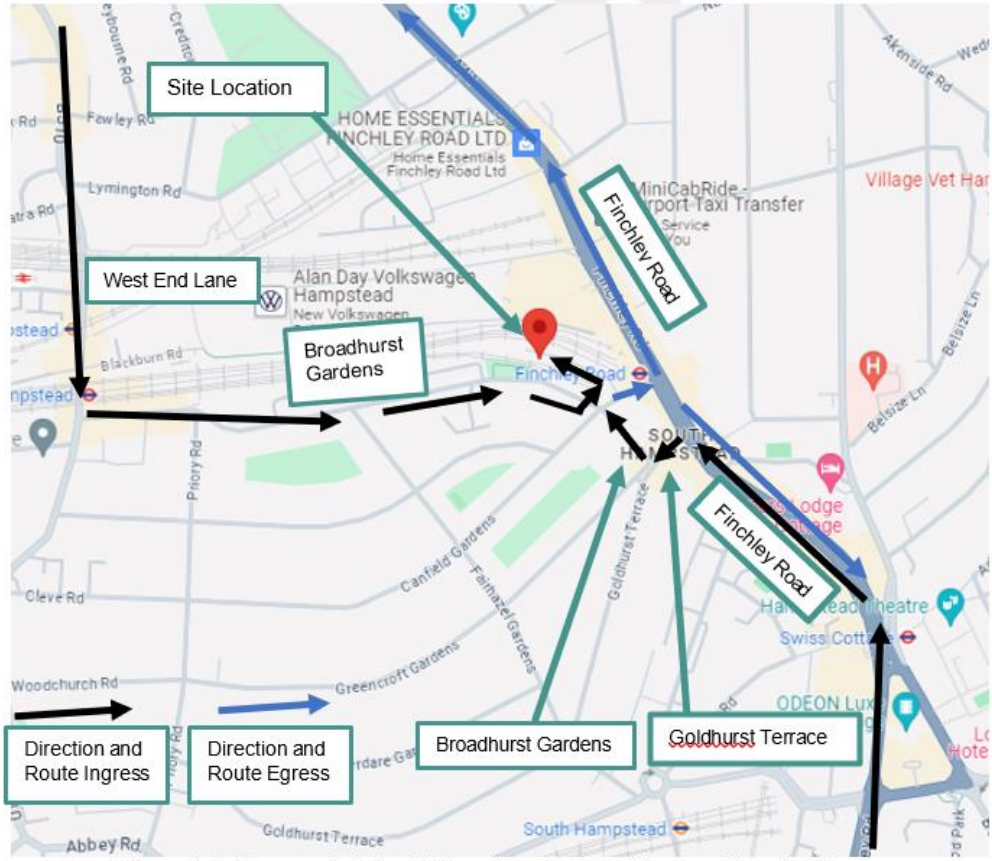
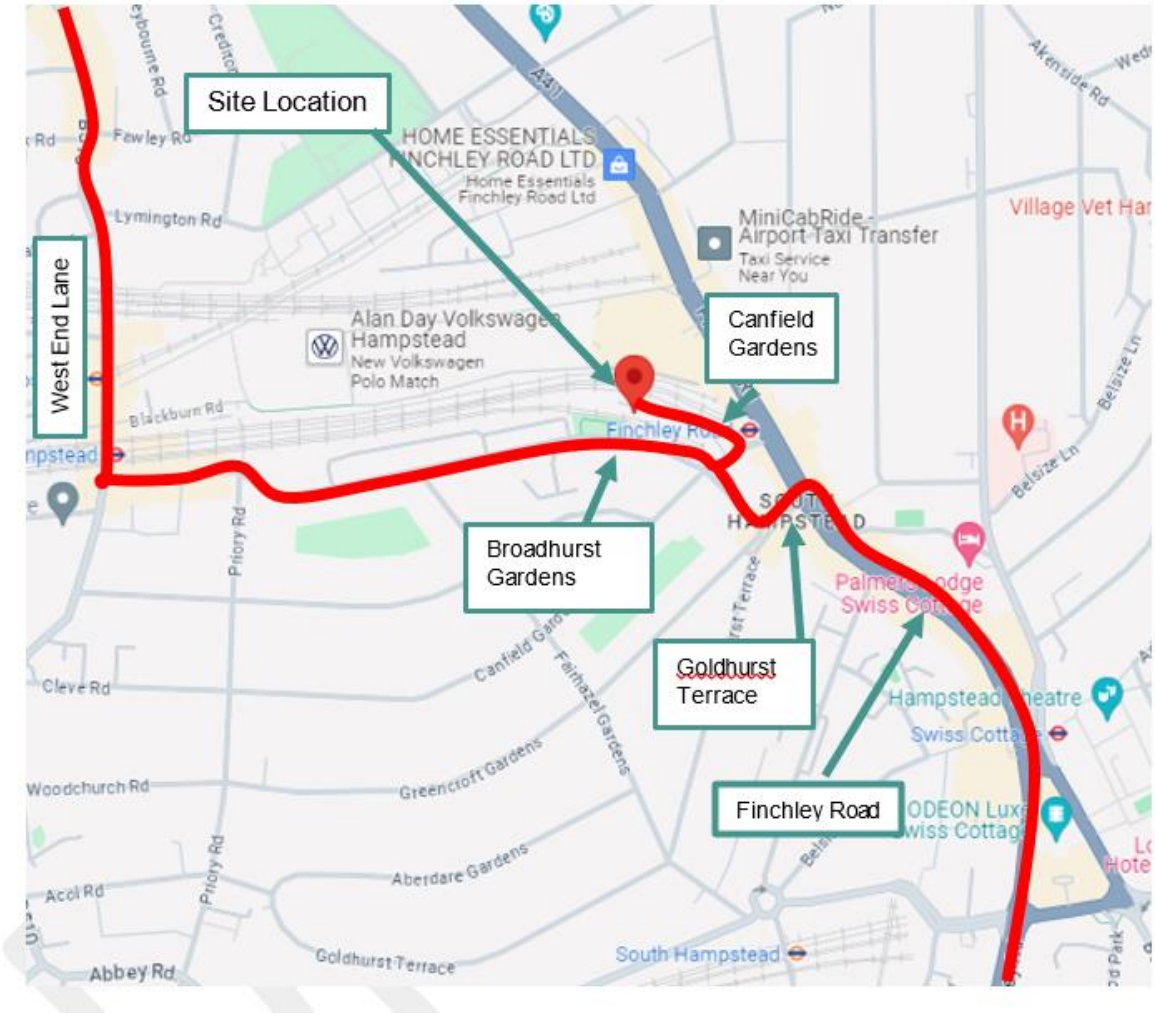


Figure 4.1: Proposed Arrival / Departure Routes (Source: Google Maps)

1:1200 Scale

Figure 4.2 Local Plan 1:1200 scale – Local access roads



All construction vehicle arrivals will be managed at the site to ensure appropriate safety and traffic management measures are adhered to.

There will be a pre-start record of site conditions on the adjoining public highway (Canfield Place), which will be undertaken with the London Borough of Camden Highways. This will involve a meeting and site visit from the client (DOMVS London) or Senior Site Manager with Highways to assess the current road conditions, so they can note if anything is negatively affected by the construction vehicles after the site has been built. The Contractor will be responsible for making good of any damage caused by the works once the construction process is complete.

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

A Contractor and Driver Handbook can be used to distribute information to those responsible for abiding by this CMP. A handbook is recommended to aid in implementing the CMP.

Producing a handbook is an effective way to ensure that all contractors are aware of their obligations.

This should include the following:

- Safety toolbox talk – setting out how and when these will take place, including frequency and duration and an outline of topics to be included. These should be environmental and safety orientated.
- Anti-idling toolbox talk – setting out how and when these will happen for all drivers, including frequency and duration.
- Vehicle routing and delivery scheduling system – an explanation to the contractor of the routing and delivery system in use. The vehicle routes to take are discussed earlier in this CMP in Section 4.
- Driver training – an outline of how and when this will happen during the contract, and the company that will carry out the training.
- Safety and environmental standards.

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 9.30 am to 3.30 pm on weekdays and between 8.00 am and 1.00 pm 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 9.30 am and 3 pm on weekdays during term time.

Vehicles may be permitted to arrive at the site at 8.00 am 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 the site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors**.**

a. 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 the first 10 weeks
Artic: plant and tower crane delivery at the start of the project, 1 delivery/day during the main construction phase project
18t flatbed: 2 deliveries/week for the duration of the project
3.5t van: 2 deliveries/day for the duration of the project

Vehicle Types and Number of Movements

There will be restrictions to the size of construction vehicles that can service the site and turn in the road outside the site. Vehicles up to 3.5t max. can turn in the road and any larger vehicles will follow what existing refuse vehicles and delivery vehicles currently do. The road is 8.1m wide adjacent to the site where the vehicles will turn and 5.9m wide further east towards the junction in the narrower section of the road. It is shown that only a small portion of the parking bay (about 2.3m length) needs to be suspended in Canfield Place to allow for vehicles to turn in the road outside the site, as shown. If vehicles were to turn further west towards the end of the road, then the parking bay suspension is unlikely to be required.

Canfield Place is composed of all double yellow lines around the site and therefore no bays need to be suspended outside the site.

Larger vehicles will either reverse into Canfield Place and reverse back to the site at the end of the road (see Appendix A for the vehicle swept path drawing). This way they exit Canfield Place in forward gear. Alternatively, they can drive forward into the road and reverse out of Canfield Place. Construction vehicles cannot stop on any other road and deliver to the site.

Given the nature of the work, vehicles around 3.5t are expected to be required. No vehicles larger than 7.5t are expected. The vehicle swept path for a 3.5t vehicle is provided in Appendix A and the swept path for a larger vehicle 10m in length is provided in Appendix A as well. The larger vehicle is shown to turn at the junction of Canfield Place and Canfield Gardens.

New drawing 93272/0000/003 shows a refuse vehicle reversing and revised drawing 93272/0000/002 rev C shows a 10m tipper construction vehicle reversing too. As a result of this, a small portion of the parking bay at the far end of Canfield Place close to the junction (adjacent to the double yellow lines) needs to be suspended. This is for approximately up to 2 car lengths. Suspending these bays would help a 10m vehicle reverse along Canfield Place. The other parking bays do not need to be suspended.

This is what refuse vehicles and other larger vehicles are presumed to do at present when accessing the residential properties in Canfield Place.

The bus stop and taxi rank do not need to be suspended as construction vehicles can travel around it when in use, and then turn. They can also travel through it when it is not in use.

A small portion of the on-street parking bay can be suspended at the corner of the junction as shown.

Just to reiterate, large vehicles do already turn at this junction to access Canfield Place.

It is expected that the online Freight Journey Planner will be able to be utilised by drivers.

The main vehicle types and their typical height are shown below:

- Skip Lorry: 6.3m (L), 2.5m (W), 3.65m (H) - 10 minutes maximum dwell time/per visit.
- Delivery vans: 3.5t - 10 minutes maximum dwell time/per visit.

A typical refuse vehicle is around 10.2m in length and 2.5m in width. The proposed construction vehicles are therefore considerably smaller than refuse vehicles.

The movement of demolition and construction related traffic will be managed to cause minimal disruption as possible to free flowing traffic on Canfield Gardens.

As the proposed development is modest, it is anticipated that construction works will be completed within 18 months. Construction is anticipated to start 1st of July.

'DOMVS London (Max O'Brien)' anticipate there to be up to 20 traffic movements per month on average (deliveries) during each stage. This is approximately one per day. Appendix B provides the tables and graphs showing the times of deliveries, number per week and month and vehicle types.

See the construction programme figures in Appendix B.

b. Please specify the permitted delivery times.

Vehicle Call-Up Procedure, Scheduling and Designated Routes

The following vehicle call-up procedures will be in place at the development;

- Deliveries will be given set times to arrive, between Mon – Fri 10am – 3.30pm only;
- Delivery instructions will be sent to all suppliers and contractors;
- Trained site staff will assist when delivery vehicles are visiting the site;
- The site telephone number will be given to suppliers who must confirm site arrival at least 20 minutes prior to arrival and only to approach the site once confirmation that site is clear is received; and
- Vehicles will arrive just in time and must not stop and wait on the surrounding roads.
- No deliveries will be accepted out of site operational hours. Permitted delivery hours for the site are Mon – Fri 10am – 3.30pm only.

c. 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 delivery coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

Measures Influencing Construction Vehicles and Deliveries

- All vehicles proposed to be used in the construction including sub-contractors will be FORS Silver accredited from the start of construction.
- The site manager will have responsibility for supervising, controlling and monitoring vehicle movements to / from the site.
- Coordination of transport / deliveries and arrivals will be supervised by the site manager to ensure that the loading/collection area on site is clear of vehicles and materials before any subsequent lorry arrives.
- Contractor workers will as far as possible be encouraged to arrive and leave the site by public transport.

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

There will be restrictions to the size of construction vehicles that can service the site and turn in the road outside the site. Vehicles up to 3.5t max. can turn in the road and any larger vehicles will follow what existing refuse vehicles and delivery vehicles currently do.
These larger vehicles will either reverse into Canfield Place and reverse back to the site at the end of the road. This way they exit Canfield Place in forward gear. Alternatively, they can drive forward into the road and reverse out of Canfield Place. Construction vehicles cannot stop on any other road and deliver to the site. Given the nature of the work, vehicles around 3.5t are expected to be required. No vehicles larger than 7.5t are expected.
The vehicle swept path for a 3.5t vehicle is provided in Appendix A.

e. 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 a 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 waiting points for cars at the development include:

- Nearby car parks: A designated waiting area within the nearby car parks offers convenient parking spaces for vehicles

No parking bay suspensions will be required.

f. Delivery numbers should be minimised where possible. Please investigate the use of construction material consolidation centres, and/or delivery by water/rail if appropriate.

Efforts to reduce delivery numbers are essential for operational efficiency and environmental sustainability. While the development primarily relies on deliveries by car, careful consideration has been given to minimise the frequency of deliveries and optimise routes. While construction material consolidation centres, water, or rail transport may offer benefits in certain contexts, they may not be feasible or practical for this specific project due to factors such as location, scale, and logistical constraints. By prioritising deliveries by vehicle, the development ensures timely and flexible delivery of materials while minimising disruption to surrounding areas. This approach strikes a balance between efficiency and environmental responsibility, aligning with the project's objectives and local regulations.

g. 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).

Efforts to minimise emissions from engine idling are paramount for environmental stewardship. Specific measures have been devised to address this concern both on and off-site. On-site, delivery vehicles will be instructed to switch off engines when stationary for extended periods, such as during loading and unloading. Additionally, designated waiting areas with no-idling policies will be established to further discourage engine idling. Off-site, delivery schedules will be carefully coordinated to minimise waiting times, thereby reducing the need for prolonged idling. Furthermore, drivers will be educated on the importance of reducing engine idling and encouraged to adhere to best practices. These proactive measures not only mitigate emissions but also contribute to the overall sustainability goals of the development.

20. Site entry/exit: *"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 leave this section blank and refer to Q21. Where loading is to take place from a dedicated pit lane located on the public highway, please use this section to describe how vehicle entry/departure will be managed.

Loading and delivering from Canfield Place.

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

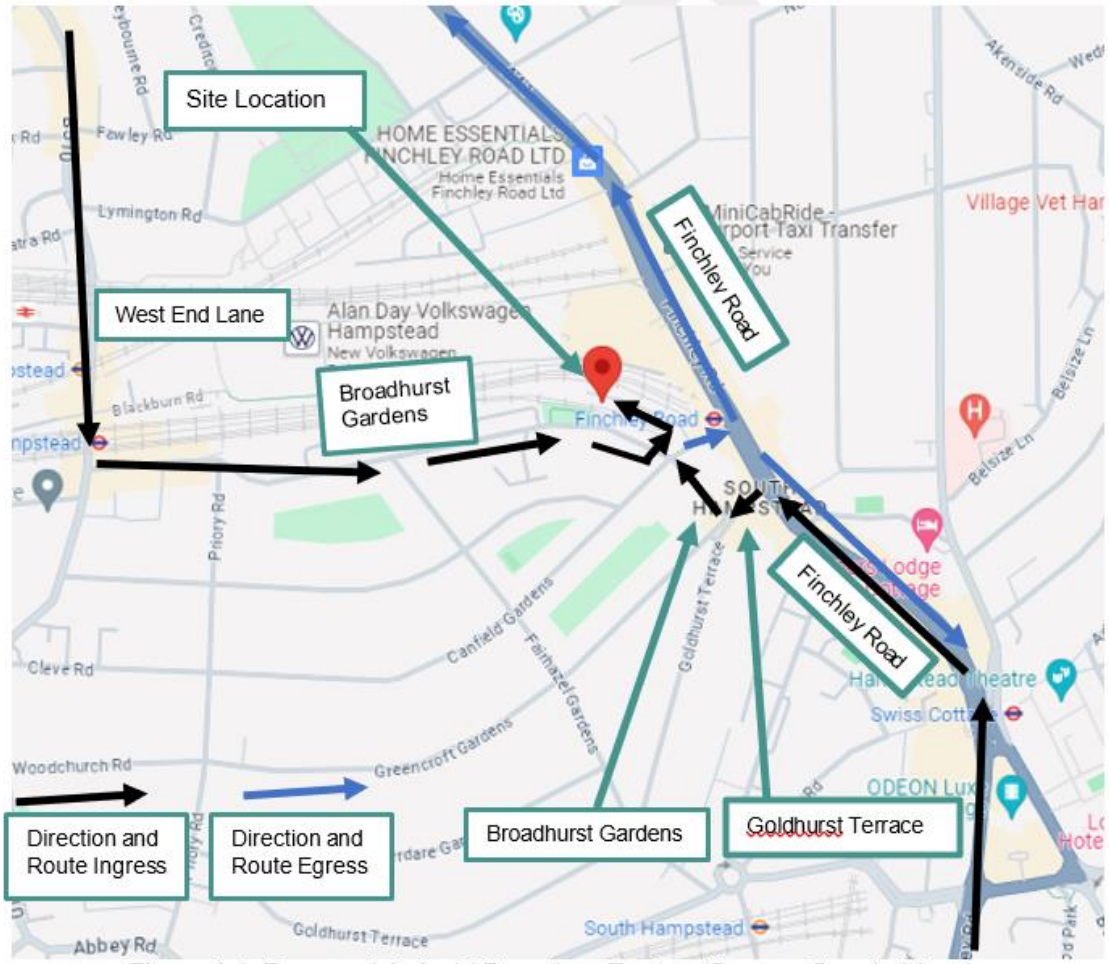


Figure 4.1: Proposed Arrival / Departure Routes (Source: Google Maps)

1:1200 Scale

b. Please describe how the entry and exit 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 management of entry and exit arrangements for construction vehicles is a critical aspect of site operations. To ensure smooth traffic flow and safety, a detailed plan has been devised. At the entrance and exit points of the site, dedicated traffic marshals will be stationed to oversee vehicle movements. The number of marshals will be determined based on the volume of traffic and the complexity of manoeuvres required. Additionally, clear signage and markings will be implemented to guide vehicles effectively. Entry and exit times will be scheduled to minimise congestion during peak hours. Furthermore, designated waiting areas will be designated for vehicles to queue if necessary, with marshals coordinating their movement to prevent blockages. Regular communication channels will be established to facilitate coordination between marshals and vehicle drivers, ensuring efficient traffic management at all times. These measures collectively aim to enhance safety, minimise disruptions, and optimise the flow of construction vehicles in and out of Canfield Place.

c. Please provide tracking/swept path drawings for vehicles entering/exiting the site if necessary. If these are attached, use the following space to reference their location in the appendices.

There will be restrictions to the size of construction vehicles that can service the site and turn in the road outside the site. Vehicles up to 3.5t max. can turn in the road and any larger vehicles will follow what existing refuse vehicles and delivery vehicles currently do.

The vehicle swept path for a 3.5t vehicle is provided in Appendix A. The vehicle swept path for a 10m long vehicle is provided in Appendix A as well.

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.

In compliance with environmental regulations and best practices, the development will implement wheel washing facilities if deemed necessary to mitigate potential soil and debris contamination.

Given the vehicles will not come onto site and will only serve Canfield Place, wheel washing is not deemed necessary.

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 on the public highway and it has been agreed with Camden that a dedicated pit lane is not viable/necessary. If loading is taking place on site, or in a dedicated pit lane, please skip this section.

a. Please provide the location where vehicles will stop to unload. 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.

There will be restrictions to the size of construction vehicles that can service the site and turn in the road outside the site. Vehicles up to 3.5t max. can turn in the road and any larger vehicles will follow what existing refuse vehicles and delivery vehicles currently do.

These larger vehicles will either reverse into Canfield Place and reverse back to the site at the end of the road. This way they exit Canfield Place in forward gear. Alternatively, they can drive forward into the road and reverse out of Canfield Place. Construction vehicles cannot stop on any other road and deliver to the site.

Given the nature of the work, vehicles around 3.5t are expected to be required. No vehicles larger than 7.5t are expected.

No parking bay suspensions are required.

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 details of how marshals will assist with this process. Please note that deliveries should pause where possible to allow passage to pedestrians.

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

- The use of a traffic marshal will be in place during all periods of operation at the site to assist pedestrian and cyclist safety.

A trained traffic marshal would be employed to ensure that all vehicle and pedestrian activity in the vicinity of the site is safe and satisfactory.

To ensure the effective and safe management of construction-related vehicles throughout the building programme, the contractor will have a trained traffic marshal on site.

The traffic marshal will be LANTRA or similarly qualified to carry out the traffic management procedures required during the works.

Site set up

Full justification must be provided for the 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 before 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 Restrictions (TTRs) and hoarding/scaffolding licenses may be applied for before CMP submission but won't be granted until the CMP is signed off.

Please note that there is a four-week period required for the application processing and statutory consultation as part of the TTR process. This is in addition to the CMP review period.

If the site is on or adjacent to the TLRN (red route), please provide details of preliminary discussions with Transport for London (TfL) in the relevant sections below. Please note that TfL are the highways authority for such routes and all permits will be issued by them.

Consultation with TfL will be necessary if the site requires the use of temporary signals on the Strategic Road Network (SRN), or impacts on bus movement, then TfL will need to be consulted.

Consultation with TfL will be necessary if the site directly conflicts with a bus lane or bus stop.

22. Site set-up and occupation of the public highway

Please provide detailed drawings of the site up on the public highway. This should be presented as 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 all relevant key dimensions. Please note that lighting column removal/relocation may be subject to UKPN lead times and is outside of our control. Any gantries will require a structural assessment and a separate agreement with the structures team.

a. Please provide details of any measures and/or structures that need to be placed on the highway. This includes dedicated pit lanes, temporary vehicle access points/temporary enlargement of existing crossovers, occupied parking bays,

hoarding lines, gantries, crane locations, crane oversail, scaffolding, scaffolding oversail, ramps, barriers etc. Please use this space to justify the use of the highway, and to state how the impacts have been minimised. Please provide drawings separately in the appendices and reference their location below. Please provide further details of any changes to parking and loading in section 23.

Site Arrangement

The site will be secured with a security hoarding to all exposed boundaries, which for this site is along Canfield Place and the rear adjacent to the railway tracks. Hoarding is required at the proposed development to protect the safety of pedestrians and the public.

The hoarding will be provided in line with LBC regulations.

Plant and materials will be stored on-site on the side of the development vehicles will park off-site and the materials will be transferred to and from the development site.

Loading and unloading of material exported or imported to the site and rubbish removal during the construction process are expected to be undertaken outside the site entrance.

The scheduling of materials, deliveries and waste collection will be managed by a competent logistics team who will be appointed by the lead contractor.

All site operatives and visitors will be encouraged to travel to and from the site by public transport, however, in the event operatives are required to bring vehicles to the site, operatives will be expected to unload any materials or equipment directly outside the site.

There will be security provisions set in place for the safety of the materials at the site.

A bandsman will be employed to assist with the delivery of materials to the site.

Visitors to the site will have to park off-site if they arrive by car.

Loading and unloading of material exported or imported to the site and rubbish removal during the construction process are expected to be undertaken within the site at the front of the development. Construction vehicles will park on Canfield Place to do this. All material will be protected and secured behind the hoarding on site. None will be offloaded and left on the road or public footway either.

Hoarding around the front and rear of the proposed development is required on-site. This will protect the safety of pedestrians, the public and staff on-site and other buildings within the area.

The site will be secured using temporary 2.4m hoarding around the front of the site including a gate and hoarding will also be provided along the rear boundary of the site, where necessary to protect the neighbouring properties and the train tracks. The gate at

the front will allow for pedestrian and materials/goods access. Security measures and the required safety regulations will be fully displayed.

The construction work on-site will need to ensure that the use of neighbouring buildings is not affected. The site is surrounded by Canfield Place to the north of the site residential properties on either side and train tracks to the south.

Hoarding is required along the front to protect the construction part of the site from the public and the public from the construction activity; hoarding is also required along the southern boundary (rear) to protect the train tracks.

This version of the CMP does not cover hoarding or baulk timbers to be placed on the highway, and that any such permission will need to be detailed in the form of an addendum for separate approval and discharge by Camden.

Figure 1.5 Site Boundary Plan (Google Maps)

1:300 Scale

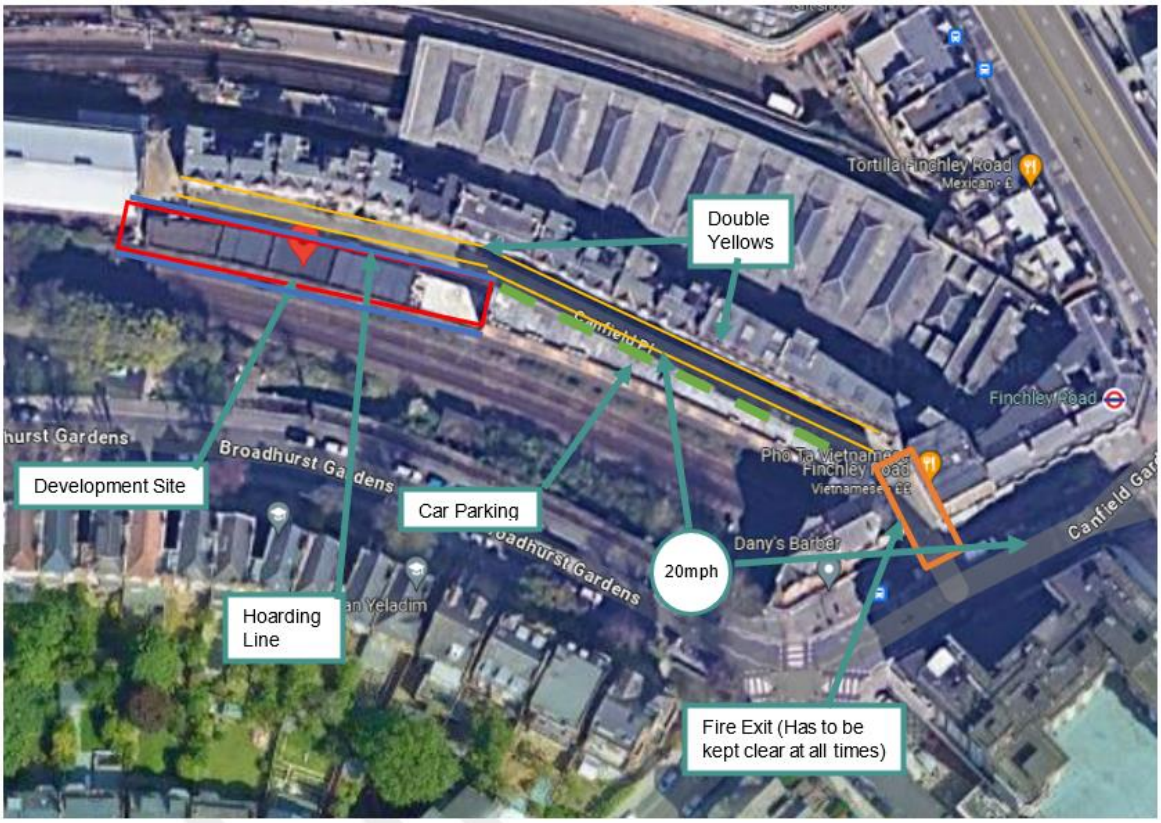
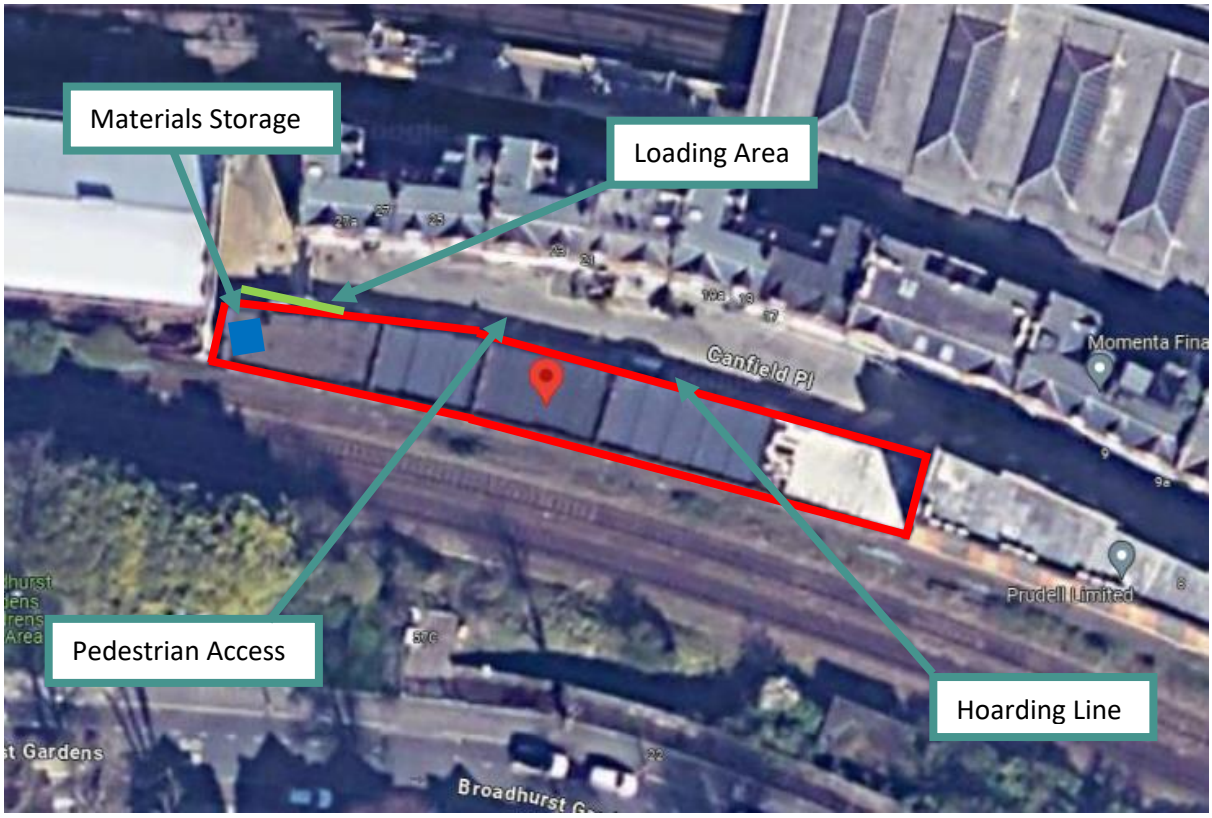


Figure 1.6 Site Set-Up Plan (1:100)



b. Please provide details and associated drawings/diagrams showing any temporary traffic management measures needed as part of the above site set-up. Alternatively, this can be shown as part of the above drawings if preferred. Please note that this must conform to the Safety at Street Works and Road Works Code of Practice.

A dedicated road marshal will supervise all arrivals and departures of construction traffic. All contractors and suppliers will be required to achieve silver accreditation of FORS (Fleet Operator Recognition Scheme) where applicable and to be signatories of CLOCS (Standard for Construction Logistics: Managing Work Related Road Risk).

The development at Canfield Place will adhere to the principles outlined in the Construction Logistics and Community Safety (CLOCS) guidelines. CLOCS serves to mitigate the impact of construction activities on vulnerable road users and pedestrians, ensuring their safety amidst increased construction traffic. As part of our corporate responsibility, we recognise the importance of managing traffic and servicing our site responsibly. This involves employing trained drivers with appropriate licenses, ensuring vehicles are road-legal and safe, and selecting suitable routes to minimise community disruption. Collaboration with our principal contractor will ensure compliance with CLOCS standards, with clear expectations outlined in our contracts and Construction Logistics Plan. Additionally, we will conduct regular compliance checks to verify adherence to CLOCS standards, maintaining records of all checks to ensure ongoing compliance throughout the construction process. By aligning

with CLOCS principles, we prioritise the safety of both our workers and the surrounding community, fostering a harmonious environment conducive to successful construction operations.

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

The arrival of vans will be organised during the middle of the day outside of peak traffic periods and when residents are likely to not be at home.

The movement of demolition and construction-related traffic will be managed to cause as minimal disruption as possible to free-flowing traffic on Canfield Gardens and Canfield Place.

Construction schedules will be optimised to minimise disruptive activities during peak traffic hours, further reducing air pollution and dust generation. The commitment to environmental stewardship ensures that the development project will be conducted responsibly, mitigating any adverse effects on air quality and dust nuisance to create a healthier and more sustainable community environment.

23. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where necessary and these are allowed for a maximum period of 6 months only. Information regarding parking suspensions can be found here. For periods greater than 6 months, or any other changes to the parking/loading/restrictions on the highway, a Temporary Traffic Restriction (TTR) will be required for which there is a separate cost. Please note that any temporary changes to parking and loading to be delivered using a TTR need to be consulted upon as part of our legal obligations as a highways authority. Camden may require separate consultation to take place specifically around such changes if these have not been adequately reflected in any prior consultation as part of the CMP process.

A space cannot be suspended for convenience parking, a trade permit is available for trade vehicle parking. Building materials and equipment must not cause obstructions on the highway. Building materials may only be stored on the public highway if permitted by the Street Works team.

Please provide details of any proposed such changes on the public highway which are necessary to facilitate the construction works. Where these changes apply to parking bays, please specify the type of bays that are to be impacted and the anticipated timeframes.

The Contractor will agree on a schedule which details the condition of the public highway near the site with the Highway Authority before works commence. The Contractor will be responsible for making good of any damage caused by the works once the construction process is complete.

No parking bay suspensions or temporary traffic orders are deemed necessary.

24. Motor vehicle/cyclist diversions/pedestrian diversions

Pedestrian safety must be maintained if diversions are put in place. Vulnerable footway users must be considered as part of this. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, and the blind/partially sighted. Appropriate ramps must be used if cables, hoses, etc. are run across the footway.

Please note that footway closures are not permitted unless there is no alternative. Footway access must be maintained using a gantry or temporary walkway in the carriageway unless this is not possible. Where this is not possible, safe crossing points must be provided to ensure that pedestrian access is maintained. Where formal or controlled crossing points are to be suspended, similar temporary facilities must be provided. Camden reserves the right to require temporary controlled crossing points in the event of any footway closures.

Please provide details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show the locations of diversion signs on drawings or diagrams and provide these in the appendices. Please use the following space to outline these changes and to reference the location of any associated drawings in the appendices. Please show diversions and associated signage separately for pedestrians/cyclists/motor traffic.

No diversions are required.

Construction traffic poses a potential risk to pedestrian safety. The use of banks during all periods of operation at the site will assist pedestrian (and cyclist) safety.

Hoarding around the front and rear of the proposed development is required on-site. This will protect the safety of pedestrians, the public and staff on-site and other buildings within the area.

Safety at the access will be considered, as vehicles will enter and leave the site for the construction works. Signs will be installed along Canfield Place to inform the public/drivers/pedestrians/cyclists about construction works/construction vehicles on site. The construction vehicle drivers will need to be aware of pedestrians and cyclists travelling along Canfield Place.

25. 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 development proposes to connect to existing public utilities and statutory undertakers' plant during the construction phase. This involves coordinating with utility companies such as Thames Water, National Grid, EDF Energy, and BT to ensure seamless integration of new utility services. Discussions have been initiated with these utility providers to explore options for sharing excavations and coordinating traffic management proposals to minimise disruption to the surrounding area. A comprehensive strategy and programme have been devised to facilitate the connection of services, ensuring timely completion and compliance with regulatory requirements. The coordination efforts aim to streamline the process of connecting new utility services, mitigating potential delays and optimising efficiency throughout the construction period.

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 methods used, and provide details of the times that each of these are due to be carried out.

The construction activities proposed for the development include various noisy operations, each scheduled for specific times to minimise disruption to the surrounding area. These operations encompass activities such as demolition, excavation, concrete pouring, and heavy machinery operation. Demolition works, involving the removal of existing structures, are planned to occur during weekday daytime hours, typically between 8:00 AM and 6:00 PM, to adhere to local noise regulations. Excavation activities, including earthmoving and trenching, are scheduled for similar hours to coincide with normal working times. Concrete pouring for foundations and structural elements is anticipated during daylight hours to ensure optimal working conditions and quality control. Additionally, the operation of heavy machinery, such as cranes and pile drivers, is planned during specified times to minimize noise disturbance, with consideration given to nearby residential areas and sensitive receptors. Overall, the construction schedule has been carefully devised to mitigate noise impacts while maintaining progress and adherence to project timelines.

29. Please confirm when the most recent pre-construction noise survey was carried out and provide a copy. If a noise survey has not taken place, and it has been requested by the local authority, 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 assessment was carried out on the 11th of April 2024 by Sandy Brown Ltd.

The noise report will be copied in with the rest of the reports.

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

To ensure compliance with noise regulations and minimize disturbance to the surrounding environment, comprehensive noise level predictions have been prepared for the proposed construction works. These predictions take into account various factors, including the type of construction activities, the proximity of sensitive receptors such as residential properties, and the prevailing environmental conditions. Noise monitoring and modelling techniques have been employed to estimate noise levels at different stages of the construction process, considering factors such as equipment operation, traffic movement, and temporary works. Additionally, mitigation measures such as acoustic barriers, soundproof enclosures, and scheduling noisy activities during less sensitive times have been incorporated into the project plan to further reduce potential noise impacts. Due to the size of the development and the proximity of sensitive receptors, a semi-permanent noise monitor will be incorporated, staying in place until the superstructure is complete. Quiet periods will be discussed with residents for high-impact activities in terms of noise. The predictions provide valuable insight into anticipated noise levels throughout the construction period, enabling proactive measures to be implemented to mitigate any potential adverse effects on the surrounding community.

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.

To mitigate potential noise and vibration disturbances arising from the construction and demolition activities, a comprehensive set of measures has been devised and will be implemented on the site. These measures include the use of noise-reducing equipment and machinery, such as acoustic enclosures and mufflers, to minimise noise emissions during operation. Additionally, scheduling of noisy activities will be carefully planned to occur during designated times when they are least likely to cause disruption to nearby residents or businesses. Vibration damping techniques, such as the use of shock-absorbing materials and controlled demolition methods, will also be employed to limit ground vibrations. In the event that noise and vibration levels exceed the predicted thresholds, immediate action protocols will be activated. This may involve temporarily halting or modifying the construction activities, implementing additional noise mitigation measures, or adjusting the work schedule to minimise impacts on the surrounding environment. Regular monitoring and assessment of noise and vibration levels will be conducted throughout the construction phase to ensure compliance with regulatory standards and to proactively address any emerging issues.

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

Ensuring the safety of all individuals involved in the proposed development project is paramount. Strict adherence to safety protocols and guidelines, including BS 5228:2009 training, is essential throughout the construction process. All personnel, including construction workers and contractors, are required to wear appropriate personal protective equipment (PPE) at all times. Regular safety briefings and training sessions will be conducted to promote awareness of potential hazards and the proper use of safety equipment, with specific emphasis on compliance with BS 5228:2009 standards. The construction site will be adequately fenced and secured to prevent unauthorised access, minimising the risk to both workers and the public. Emergency evacuation plans and first aid stations will be strategically located, with personnel trained to respond promptly in case of any unforeseen incidents. Regular inspections will be carried out to identify and mitigate potential safety risks, ensuring a secure environment for everyone involved in the house development project.

As part of the comprehensive training and monitoring program for workers, the development project will incorporate "Build Mental Health" training sessions. Recognising the importance of mental well-being in the construction industry, these sessions will focus on promoting awareness of mental health issues, reducing stigma, and providing tools and resources for maintaining positive mental well-being. By prioritising mental health training alongside other safety and technical programs, the development project aims to create a supportive and inclusive work environment where workers feel valued and supported in both their physical and mental health.

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.

In the development project, stringent measures will be implemented to control air pollution and minimise dust nuisance. The importance of safeguarding the environment and the health of nearby communities is recognised. To achieve this, advanced dust suppression techniques will be employed during construction activities, including the use of water sprays and barriers to contain dust emissions. Additionally, all construction vehicles and equipment will be regularly maintained to reduce emissions and comply with relevant emission standards. Monitoring stations will be installed to continuously assess air quality levels, allowing for immediate action if pollution levels exceed permissible limits. Furthermore, construction schedules will be optimised to minimise disruptive activities during peak traffic hours, further reducing air pollution and dust generation. The commitment to environmental stewardship ensures that the development project will be conducted responsibly, mitigating any adverse effects on air quality and dust nuisance to create a healthier and more sustainable community environment.

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.

To mitigate the spread of dirt or dust onto the public highway, stringent measures have been devised and will be diligently enforced throughout the construction process. These measures include the installation of effective dust suppression systems on-site, such as water sprayers and dust barriers, to contain airborne particles and prevent their dispersion onto adjacent roads. Regular street cleaning and sweeping operations will be conducted in the vicinity of the construction site to promptly remove any debris or dust that may accumulate on the public highway. Furthermore, construction vehicles entering and exiting the site will be required to undergo wheel washing procedures to prevent the transfer of dirt onto public roads. Additionally, designated personnel will be assigned to monitor and address any instances of dust or dirt migration, ensuring swift remedial action if required. By implementing these proactive measures, the development aims to minimise disruption to the surrounding community and maintain cleanliness on the public highway.

35. For medium or high-impact risk level sites, please provide details describing arrangements for monitoring of noise, vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

The measures considered suitable for this site are shown in Table 6.1. Given this development is considered to be a small-sized site, it is considered a medium-impact site.

Table 6.1 Measures Checklist

Measures	Committed	Proposed	Considered
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery Scheduling	X		
Re-timing for out-of-peak deliveries		X	
Re-timing for out-of-hours deliveries		X	
Use of holding areas and vehicle call-off areas		X	
Re-use of material on-site		X	
Smart procurement		X	
Collaboration with other sites in the area	X		
Vehicle Choice			X

Use of Logistics and Consolidation Centres		X	
Freight by Water			X
Freight by Rail			X
DfMA and off-site manufacture		X	
Prepare a Staff Travel Plan			X

The measures shown in Table 6.1 are what the Contractor is prepared to commit to during the construction period.

Collaboration will take place with other sites wherever possible. But this depends on what building works of similar size are being carried out at a similar time.

Site workers will be advised that they should not travel to the site by car and should only use public transport options.

36. Please confirm that an Air Quality Assessment and/or Dust Risk Assessment has been undertaken at the planning application stage in line with the GLA policy The Control of Dust and Emissions During Demolition and Construction 2014 (SPG) (document access at bottom of the webpage) and that the summary dust impact risk level (without mitigation) has been identified. The risk assessment must take account of proximity to all human receptors and sensitive receptors (e.g. schools, care homes etc.), as detailed in the SPG. **Please attach the risk assessment and mitigation checklist as an appendix**.

An AQA was conducted by Aval Consulting and will be submitted with this report. The report has been summarised below:

The report encompasses nuisance, health impacts during construction, traffic-related pollution changes during operation, commercial suitability concerning existing air quality, and an Air Quality Neutral Assessment. Construction phase dust poses a 'High Risk' of nuisance, mitigable by listed measures. Operational traffic impacts are deemed insignificant for a detailed assessment. With no additional parking, associated trips are expected to be minimal, hence an Air Quality Neutral Test isn't warranted. The site is deemed suitable for residential development, aligning with planning policies regarding construction and operational phase dust and air quality nuisance.

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.)

It can be confirmed.

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

Note: **real-time dust (PM_{10}) monitoring with MCERTS 'Indicative' monitoring equipment will be required for all sites with a high OR medium dust impact risk level**. If the site is a 'high impact' site, 4 real-time dust monitors will be required. If the site is a 'medium impact' site', 2 real-time dust monitors will be required.

The dust monitoring must be by the SPG and IAQM guidance, and **the proposed dust monitoring regime (including several monitors, locations, equipment specifications, and trigger levels) must be submitted to the Council for approval**. Dust monitoring is required for the entire duration of the development and we propose it will be in place one month prior to construction. One month monitoring is what we propose and this has been agreed by the Highway Authority. Locations have been proposed and are being agreed. These can be agreed post sign off directly with the Planning Officers and owing to site conditions.

Monthly dust monitoring reports must be provided to the Council detailing activities during each monthly period, dust mitigation measures in place, monitoring data coverage, graphs of measured dust (PM_{10}) concentrations, any exceedances of the trigger levels, and an explanation of the causes of any exceedances in addition to additional mitigation measures implemented to rectify these.

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

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

> The construction dust assessment, detailed in Appendix A3 of the AQA report, addresses the potential impact of 'disamenity' or nuisance dust associated with annoyance during the project's construction phase. While no specific standards exist for dust disamenity or annoyance, established 'custom and practice' criteria guide assessments. Utilizing IAQM's 2024 construction dust guidance, the assessment employs a methodology outlined in Appendix B to determine the risk level of dust generation, categorized as 'Low Risk', 'Medium Risk', or 'High Risk'. The construction phase, slated to commence in 2024, encompasses various activities such as demolition, earthworks, construction, and track-out, all considered in a worst-case scenario. Magnitude and sensitivity descriptors are utilized to assess impacts, with activities categorized by dust emission magnitude and sensitivity of surrounding areas. Risks are evaluated for dust soiling and human health effects, indicating 'High Risk' for dust soiling and 'Low Risk' for human health. Mitigation measures corresponding to the risk level are suggested to mitigate construction phase dust effects. Operational impacts are deemed negligible.

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 is undertaken).

To prevent the spread of rodents, including rats, from the construction site, a comprehensive pest control strategy has been devised and will be rigorously implemented throughout the project duration. Regular site inspections will be conducted by licensed pest control professionals to assess the risk of rodent infestation and to promptly identify and address any potential entry points or nesting areas. These inspections will occur on a scheduled basis, with detailed records maintained to track findings and interventions. Additionally, proactive measures will be taken to eliminate potential attractants for rodents, such as food waste and standing water, within and around the site premises. Furthermore, any necessary remedial actions identified during inspections, such as sealing gaps or cracks in structures, will be promptly carried out to prevent rodent ingress and proliferation. Receipts and documentation for all pest control activities undertaken will be diligently maintained and made available upon request to demonstrate compliance with regulatory requirements. By implementing these proactive measures and maintaining stringent pest control protocols, the development aims to effectively mitigate the risk of rodent spread from the construction site, ensuring a safe and hygienic environment for both workers and the surrounding community.

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

To ensure the safety of the development from asbestos hazards, several recommendations and procedures must be followed. Firstly, any asbestos-containing materials (ACMs) identified during surveys should be defaulted to 'remove', especially if the development involves demolition. However, if ACMs will not be disturbed by refurbishment works, they may be allowed to remain in situ, provided they are managed appropriately. For retained ACMs, an Asbestos Register and Management Plan must be compiled and followed diligently. All work involving the removal of asbestos must strictly adhere to the Control of Asbestos Regulations 2012. For example, if asbestos cement panels or other materials containing asbestos are identified, they must be removed in accordance with regulatory guidelines. Additionally, any potential asbestos-containing components, such as electrical fuse boxes, should be carefully assessed and removed if deemed necessary. Works involving asbestos cement or other low-risk materials may be carried out by non-licensed contractors, provided that exposure limits are not likely to be exceeded, and relevant HSE guidelines are followed. It is crucial that all parties involved in the demolition project, including the client, principal designer, principal contractor, on-site contractors, and health and safety advisors, are aware of the findings and limitations outlined in the asbestos survey report to ensure compliance and mitigate risks effectively.

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.

Addressing breaches and complaints is a critical aspect of our commitment to maintaining a safe environment during the house development project. An accessible and transparent system will be in place for reporting any safety concerns or violations. All reported breaches and complaints will be promptly investigated, and appropriate corrective measures will be implemented to rectify the issues. Regular communication channels will be established to encourage open dialogue between project stakeholders, ensuring that any concerns are addressed in a timely manner. Additionally, a designated point of contact will be available to receive and address complaints, fostering a collaborative approach to resolving issues and maintaining a positive and secure working environment throughout the house development process.

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 apply 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 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 IA 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 IB 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 IB 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): the construction period for the development, which is anticipated to start 1st of July 2024 and last for approximately 18 months until the beginning of February 2026.

b) Is the development within the CAZ? (Y/N): Yes

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Yes

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

e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: Yes

f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: Yes

Camden

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.

To address avoidable air pollution from engine idling, the organisation has implemented several measures. Firstly, committed to the Engines Off pledge, which emphasises the importance of switching off vehicle engines when parked to reduce unnecessary emissions. Additionally, provided free training materials to the staff and subcontractors to raise awareness about the impact of engine idling on air quality and to promote responsible vehicle use. These materials include guidelines on best practices for minimising engine idling and the environmental benefits of doing so. Through ongoing education and awareness efforts, the aim to encourage all personnel involved in operations to actively contribute to reducing air pollution from engine idling.

Mental Health Training

44. Poor mental health is inextricably linked to physical health, which in turn impacts performance and quality, and ultimately affects productivity, creativity and morale. Workers in the construction industry are six times more likely to take their own life than be killed in a fall from height.

We strongly recommend signing up for the "Building Mental Health" charter, an industry-wide framework and charter to tackle poor mental health in the construction industry, or joining Mates In Mind, which provides the skills, clarity and confidence to construction industry employers on how to raise awareness, improve understanding and address the stigma that surrounds mental health.

The Council can support by providing free Mental Health First Aid training, publicity resources and signposting to local support services.

Please state whether you are or will be signed up to the Building Mental Health charter (or similar scheme), and that an appropriate number of trained Mental Health First Aiders will be available on site.

Will be signing up and an adequate amount of mental health first aiders on site.

SYMBOL IS FOR INTERNAL USE

Agreement

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed in writing by the Council. This may require the CMP to be revised by the Developer and reapproved by the Council. The project manager shall work with the Council to review this Construction Management Plan if problems arise with 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: …… ……Max O'Brien……

Date: ……8th May 2024……..

Print Name: ……Max O'Brien… ……

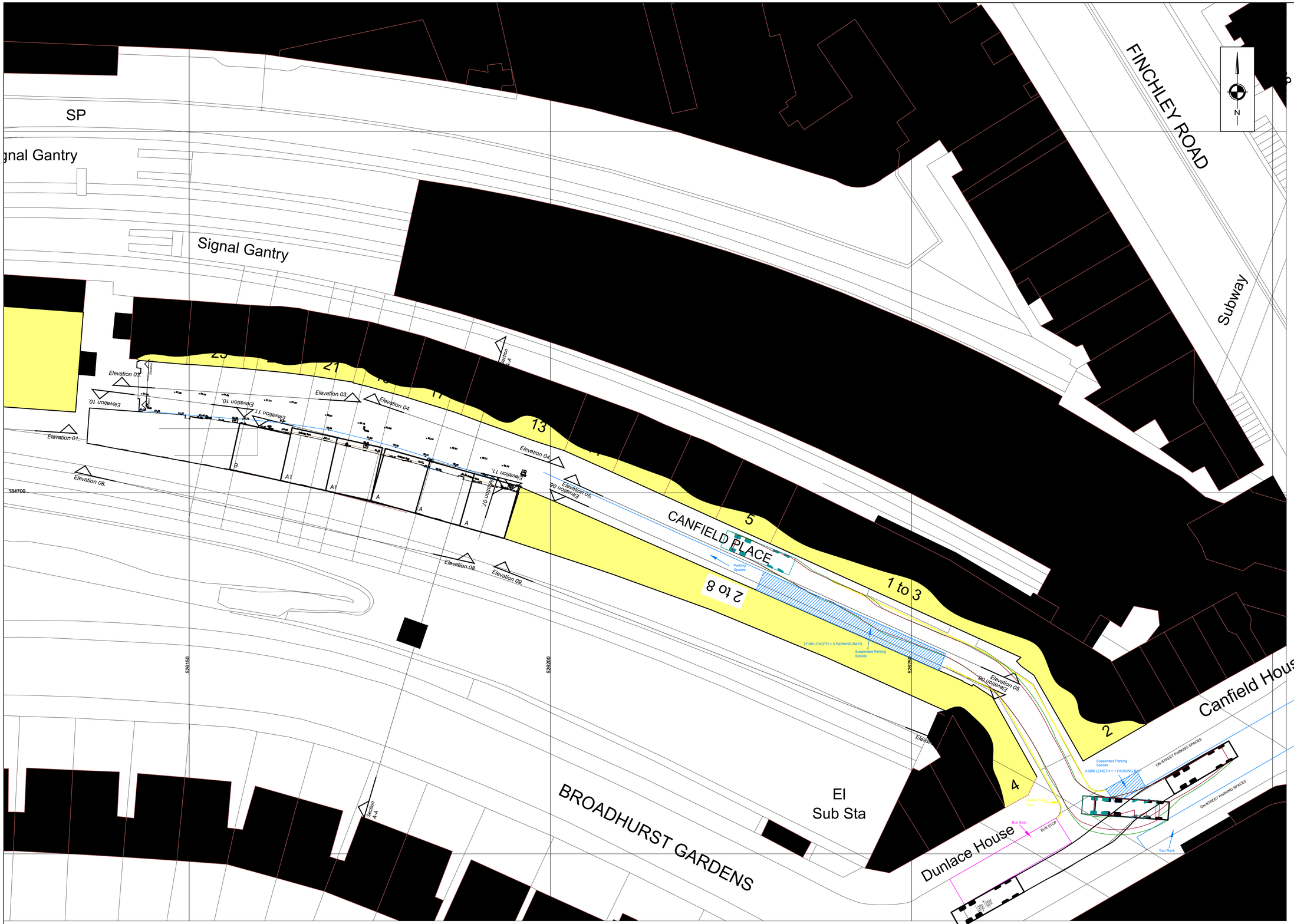
Position: ……Partner and Chief Operating Officer at DOMVS London Ltd……

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.9

Appendix A - Vehicle Swept Paths



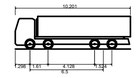
Scale 1:250 @ A1 - 1:500 @ A3

5m 0 5m 10m 15m 20m 25m

NOTES

1) ALL DIMENSIONS ARE IN METERS UNLESS STATED OTHERWISE
2) ALL WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS AND LOCAL AUTHORITY GUIDANCE
3) UNDERGROUND SERVICES ARE PRESENT IN THE AREA. CONTRACTOR IS TO CONFIRM THE PRECISE LINE AND DEPTH OF ANY SERVICES PRIOR TO THE COMMENCEMENT OF ANY EXCAVATION WORKS
4) IT IS THE CONTRACTORS RESPONSIBILITY TO CONTACT AND MAKE ALL THE NECESSARY ARRANGEMENTS WITH THE STATUTORY UNDERTAKERS FOR THE IDENTIFICATION OF EXISTING SERVICES AND AREAS OF DANGER WHEN EXCAVATING
5) THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT SPECIALIST DETAILS AND SPECIFICATIONS. CONSTRUCTION DETAILS FOR THE USED MATERIALS CAN BE FOUND ON THE RELEVANT DRAWINGS.

KEY



Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.896m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

REVISIONS

REV	DESCRIPTION	DATE	BY
–	FIRST ISSUE	03/05/24	LS
	SECOND ISSUE	28/06/24	

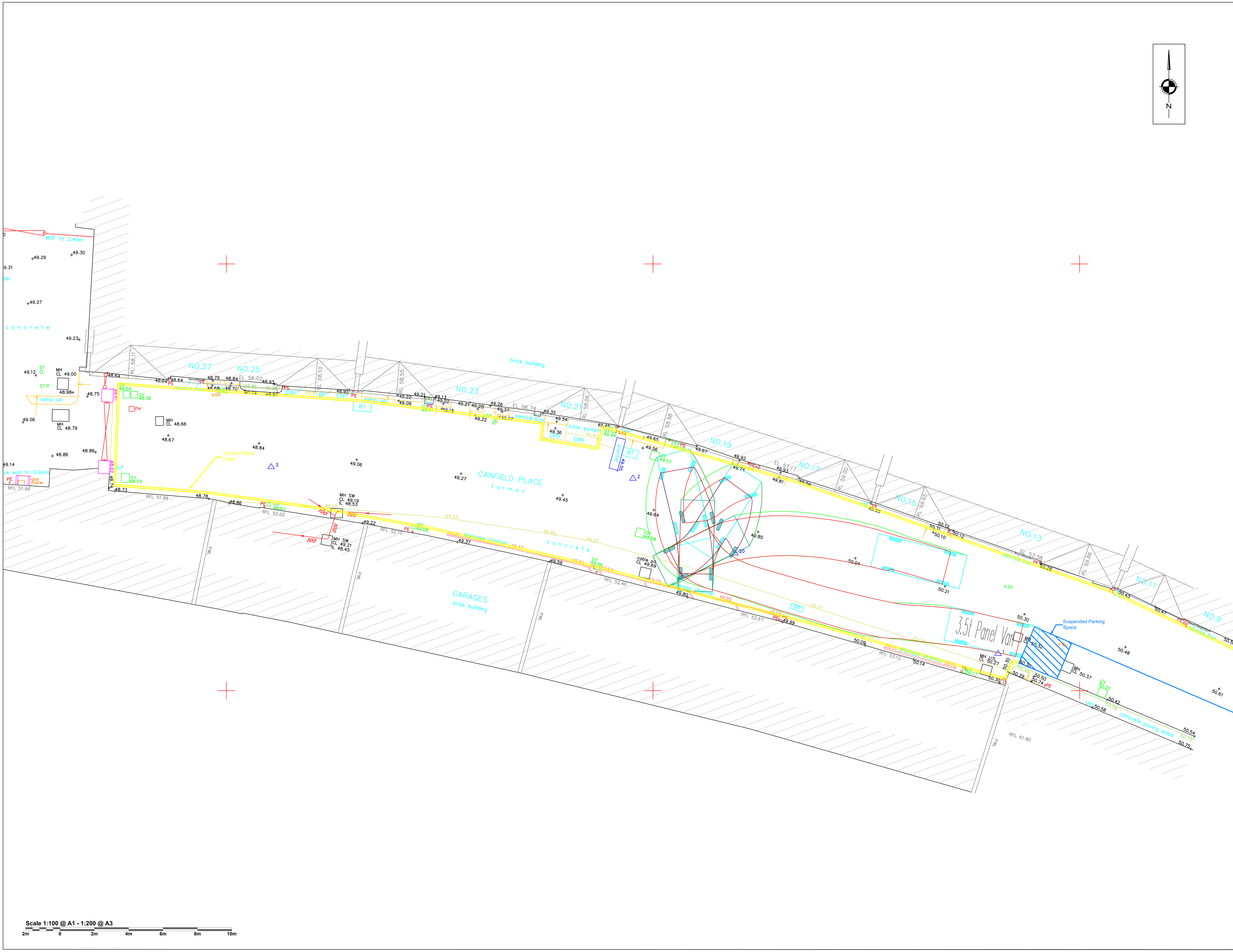
AVAL CONSULTING GROUP
CIVIL, ENVIRONMENT & STRUCTURAL ENGINEERS
Transportation Planning : Environmental Consultants
www.aval-group.co.uk, Email: contact@aval-group.co.uk
Company Number: 11922039

Client Name: DOMVS LONDON

Project Title: GARAGES 1 - 16 CANFIELD PLACE LONDON NW6 3BT

Drawing Title: SWEPT PATH ANALYSIS - 10M LARGE TIPPER

Date:	08.08.2024	Drawn By:	LS
Scale:	1:250 @ A1 1:500 @ A3	Checked:	WR
Status:	PLANNING	Approved:	AC
Drawing No.	AVAL/93272/0000/002	Rev.	E



NOTES

1) ALL DIMENSIONS ARE IN METERS UNLESS STATED OTHERWISE
2) ALL WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS AND LOCAL AUTHORITY GUIDANCE
3) UNDERGROUND SERVICES ARE PRESENT IN THE AREA. CONTRACTOR IS TO CONFIRM THE PRECISE LINE AND DEPTH OF ANY SERVICES PRIOR TO THE COMMENCEMENT OF ANY EXCAVATION WORKS
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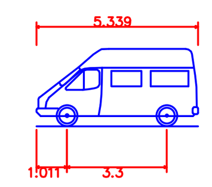
5) THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT SPECIALIST DETAILS AND SPECIFICATIONS. CONSTRUCTION DETAILS FOR THE USED MATERIALS CAN BE FOUND ON THE RELEVANT DRAWINGS.

KEY



3.5t Panel Van	
Overall Length	5.339m
Overall Width	1.986m
Overall Body Height	2.565m
Min Body Ground Clearance	0.338m
Track Width	1.986m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.400m

REVISIONS

REV	DESCRIPTION	DATE	BY
–	FIRST ISSUE	03/05/24	LS
	SECOND ISSUE	28/06/24	

AVAL CONSULTING GROUP.
CIVIL, ENVIRONMENT & STRUCTURAL ENGINEERS
Transportation Planning : Environmental Consultants
www.aval-group.co.uk, Email: contact@aval-group.co.uk
Company Number: 11922039

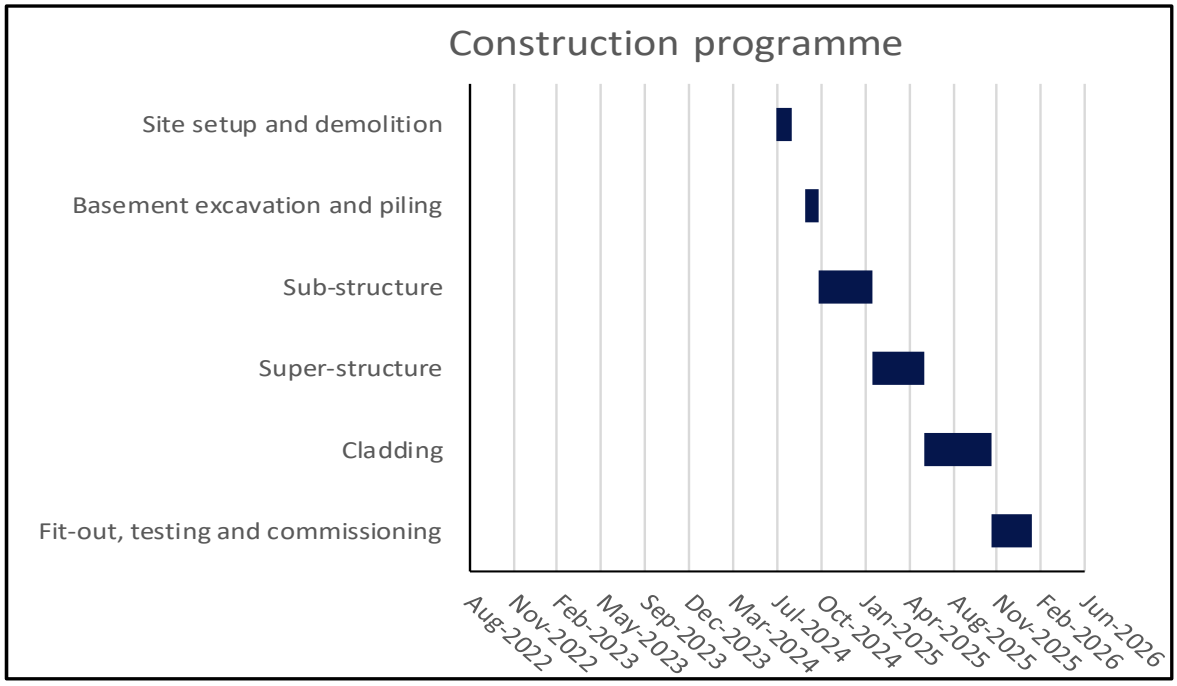
Client Name:
DOMVS LONDON

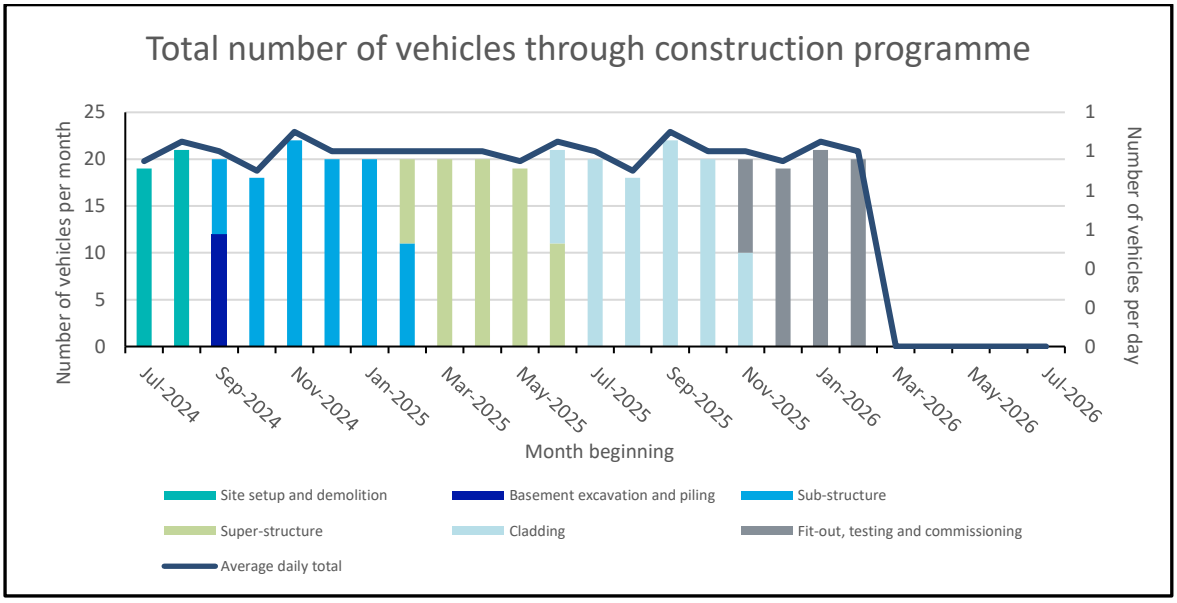
Project Title:
GARAGES 1 - 16 CANFIELD PLACE
LONDON NW6 3BT

Drawing Title:
SWEPT PATH ANALYSIS - 3.5 TONNE PANEL VAN

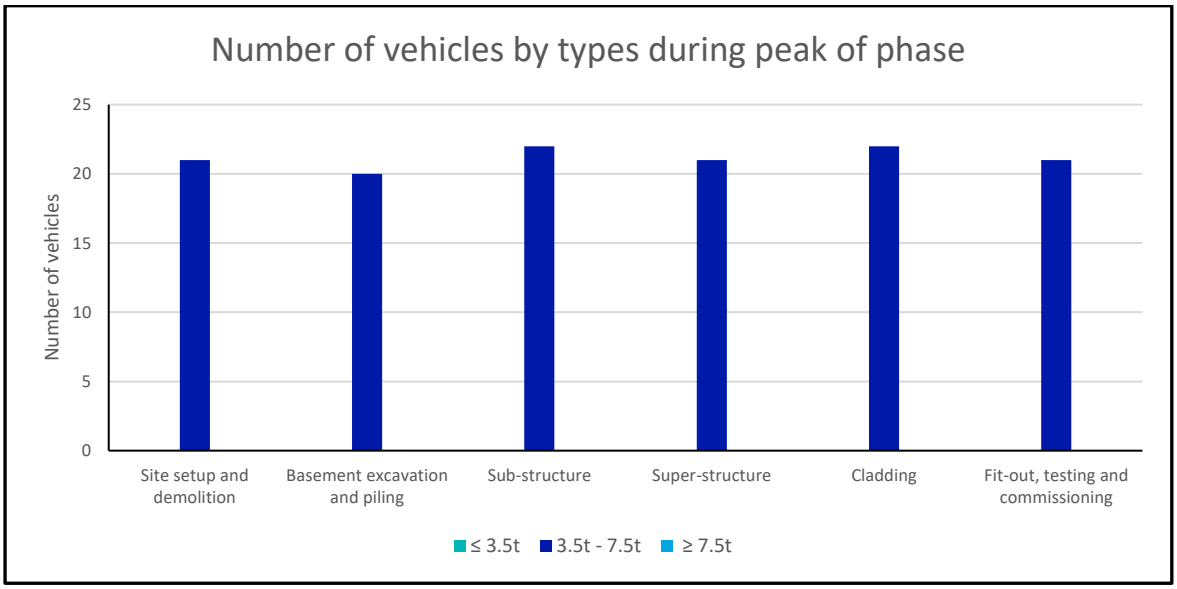
Date:	28.06.2024	Drawn By:	LS
Scale:	1:100 @ A1 1:200 @ A3	Checked:	WR
Status:	PLANNING	Approved:	AC
Drawing No.	AVAL/93272/0000/001	Rev.	B

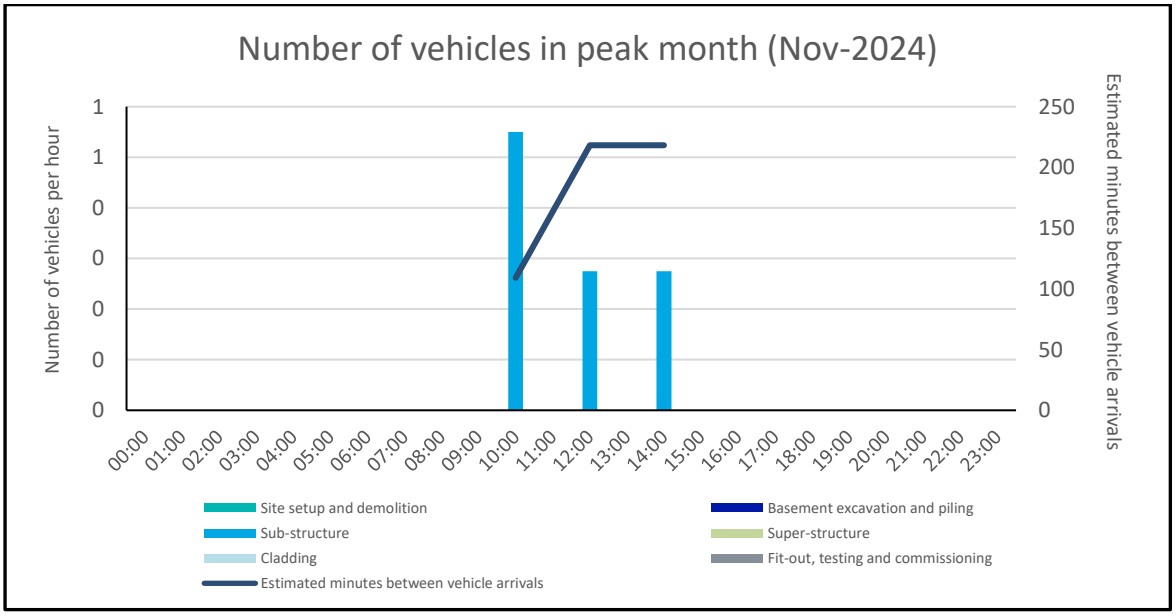
Appendix B – Number and Timing of Deliveries and Vehicle Types


Construction programme
Site setup and demolition
Basement excavation and piling
Sub-structure
Super-structure
Cladding
Fit-out, testing and commissioning
Aug-2022
Nov-2022
Feb-2023
May-2023
Sep-2023
Dec-2023
Mar-2024
Jul-2024
Oct-2024
Jan-2025
Apr-2025
Aug-2025
Nov-2025
Feb-2026
Jun-2026


Total number of vehicles through construction programme
Number of vehicles per month
Number of vehicles per day
25
20
15
10
5
0
1
1
1
1
0
0
0
Jul-2024
Sep-2024
Nov-2024
Jan-2025
Mar-2025
May-2025
Jul-2025
Sep-2025
Nov-2025
Jan-2026
Mar-2026
May-2026
Jul-2026
Month beginning
Site setup and demolition
Basement excavation and piling
Sub-structure
Super-structure
Cladding
Fit-out, testing and commissioning
Average daily total

Camden


Number of vehicles by types during peak of phase
Number of vehicles
25
20
15
10
5
0
Site setup and demolition
Basement excavation and piling
Sub-structure
Super-structure
Cladding
Fit-out, testing and commissioning
≤ 3.5t
3.5t - 7.5t
≥ 7.5t


Number of vehicles in peak month (Nov-2024)
Number of vehicles per hour
Estimated minutes between vehicle arrivals
250
200
150
100
50
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Site setup and demolition
Basement excavation and piling
Sub-structure
Super-structure
Cladding
Fit-out, testing and commissioning
Estimated minutes between vehicle arrivals

Camden

NO. OF VEHICLES IN PEAK PHASE (EX. OTHER PHASES)

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q3 2024 - Q3 2024	21	1
Basement excavation and piling	Q3 2024 - Q4 2024	12	1
Sub-structure	Q4 2024 - Q1 2025	22	1
Super-structure	Q1 2025 - Q2 2025	20	1
Cladding	Q2 2025 - Q4 2025	22	1
Fit-out, testing and commissioning	Q4 2025 - Q1 2026	21	1
Peak period of construction	Q4 2024 - Q4 2024	22	1

NO. OF VEHICLES IN PEAK PHASE (INC. POSSIBLE OVERLAP OF SUBSEQUENT PHASES)

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q3 2024 - Q3 2024	21	1
Basement excavation and piling	Q3 2024 - Q4 2024	20	1
Sub-structure	Q4 2024 - Q1 2025	22	1
Super-structure	Q1 2025 - Q2 2025	21	1
Cladding	Q2 2025 - Q4 2025	22	1
Fit-out, testing and commissioning	Q4 2025 - Q1 2026	21	1

Appendix C – Air Quality Monitoring Locations