Construction Management Plan pro forma



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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
15.05.2024	1	David Kavanagh

Additional sheets

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

Date	Version	Produced by
2362-501.2 &	1	Cranbrook Basement Design and Construction Ltd
502.1		



Introduction

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

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

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

This CMP follows the best practice guidelines as described in the <u>Construction Logistics and</u> <u>Community Safety</u> (**CLOCS**) Standard and the <u>Guide for Contractors Working in Camden</u>.

Camden charges a <u>fee</u> for the review and ongoing monitoring of CMPs. This is calculated on an individual basis according to the predicted officer time required to manage this process for a given site.

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

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

If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "<u>Demolition Notice.</u>"

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



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

Revisions to this document may take place periodically.



Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



Contact

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

Address: 31 Willoughby Road, London, NW3 1RT

Planning reference number to which the CMP applies: PP-12991901

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

Name: David Kavanagh

Address: 732 Cranbrook Road, Ilford, IG6 1HU

Email: <u>d.kavanagh@cranbrook.co.uk</u>

Phone: 020 8498 8355

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

Name: Site Manager

Address: 732 Cranbrook Road, Ilford, IG6 1HU

Email: admin@cranbrook.co.uk

Phone: 020 8498 5555



4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3. In the case of Community Investment Programme (CIP), please provide contact details of the Camden officer responsible.

Name: TBC

Address: 732 Cranbrook Road, Ilford, IG6 1HU

Email: admin@cranbrook.co.uk

Phone: 020 8498 5555

5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: Cranbrook Basement Design and Construction Ltd

Address: 732 Cranbrook Road, Ilford, IG6 1HU

Email: admin@cranbrook.co.uk

Phone: 020 8498 5555



Site

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



The surrounding area comprises of a mixture of terraced and semi-detached residential properties.

The site is located in a Conservation Area.

The proposal for the site is to create a single storey basement under the existing footprint of the house, with no external manifestations.

7. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings etc).



The proposed construction involves the excavation of soil under the existing property to form a basement level beneath the house. The potential issues and challenges of the site would be the control and manoeuvre of vehicles around Willoughby Road

8. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

Not known at this stage – this is a draft document which is being submitted with a planning application.

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

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

Confirmed.



Community Liaison

A neighbourhood consultation process must have been undertaken <u>prior to submission of</u> <u>the CMP first draft</u>.

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 <u>specifically relating to construction impacts</u> must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off. This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

The Council can advise on this if necessary.



10. Sensitive/affected receptors

Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).

The site is located within the Willoughby Road/Downshire Hill Conservation Area, and the occupied residential dwellings adjacent to the site will be made aware of the construction activities — the measures detailed in this CMP will seek to mitigate: noise, vibration, dust, fumes, lighting etc.

11. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

Please provide details of consultation of draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

The following residents were contacted via post on 16th May 2024 (see appendix i).

23, 25, 27, 29, 30, 33, 42, 44, 46, 48 & 50 Willoughby Road.

All of the above consultees were invited to request a copy of our CMP via email, and to provide any comments by 3rd June.

We were contacted by 3no residents, none of which provided any comments in relation this Construction Management Plan

A further consulation, this time with the 'Pilgrim's to Willoughby Residents Association' was begun on 18th November 2024. A copy of this document was sent to the following email address; <u>chair@p2wra.org</u>



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.

N/A

13. Schemes

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

Contractors will also be required to follow the <u>Guide for Contractors Working in Camden</u>. Please confirm that you have read and understood this, and that you agree to abide by it.

The contractor is a registered member of the Considerate Constructors Scheme – the site will be specifically registered with the CCS scheme prior to the start of works, but this cannot be actioned until planning permission has been granted.

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.

At this stage we are unaware of any existing or future developments, nearby the site on Willoughby Road.



Transport

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

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

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

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

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



CLOCS Contractual Considerations

15. Name of Principal contractor:

Cranbrook Basement Design & Construction Ltd

16. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our <u>CLOCS Overview document</u> and <u>Q18 example response</u>).

The project manager will ensure with suppliers, that all driver licences and endorsements will be verified through a service that directly accesses current Driver and Vehicle Licensing Agency (DVLA) data. Frequency of licence checks will be against an approved risk scale and licences shall be checked as a minimum every six months.

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:

Confirmed

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



Site Traffic

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

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

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

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

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

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



Route to site will be as follows;

Due to the location of the site, all construction traffic will approach the site via the A502 which is part of the TFL Road Network and then turn left onto Willoughby Road.

The site is located at the end of Willoughby Road.



Exit route from site will be as follows;

Construction vehicles will not be able to turn around so will be required to leave Willoughby Road via Willow Road. Vehicles will continue to the junction with Willow Rd, before turning right onto Willow Road.

Vehicles will then continue east along Willow Road, before turning right onto Downshire Hill and continuing south west towards the A502 Hampstead High St. Vehicles will then turn right onto the A502 and continue west.





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



- Delivery and routing instructions shall be sent to all suppliers and contractors including the maximum dwell times specified above.
- Suppliers shall call the site a minimum of 20mins before their vehicle arrives at site to confirm that the loading area is available.
- If the loading area is unavailable construction vehicles shall not proceed to the site.

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

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

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

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

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

For Example: 32t Tipper: 10 deliveries/day during first 4 weeks Skip loader: 2 deliveries/week during first 10 weeks Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project 18t flatbed: 2 deliveries/week for duration of project 3.5t van: 2 deliveries/day for duration of project



PHASE 1 (excavation, underpinning and structural steels installation)
Ballast and Loose Materials – Mainly Flat bed or 7.5 tonne rigid vehicle
Wait and Load Vehicle: Length 9,000mm Width 2,500mm
Transit Van: Length 5,905mm Width 1,993mm
Nissan Cabstar: Length 4,909mm Width 2,425mm
PHASE 2 (Fit-out)
General Building Material - Flat bed or 7.5 tonne rigid vehicle.
Sundry material – 4 wheel 3 tonne gross vehicle weight, Van / Flat bed.
Transit Van: Length 5,905mm Width 1,993mm
Nissan Cabstar: Length 4,909mm Width 2,425mm
The number of vehicles is 2-5 per day

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

At this stage we are unaware of any existing or pending developments on Willoughby Road.

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

See above



d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

Please identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.

Please refer to question 24 if any parking bay suspensions will be required to provide a holding area.

Please refer to drawing 2362-501.2 – 2no bay suspensions will be required

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

This has been explored and is impractical considering the relatively small scale of the development proposed

f. Emissions from engine idling should be minimised where possible. Please provide details of measures that will be taken to reduce delivery vehicle engine idling, both on and off site (this does not apply to concrete mixers).

Delivery drivers will be informed in writing that Idling of vehicles on or near the site will not be acceptable

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



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

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

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

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

N/A

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

N/A

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

N/A



d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

N/A

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

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

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

Please refer to attached drawing ref: 2362–501.2

b. Where necessary, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded. Please provide detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 b.

Banksman will be employed to assist with manoeuvring of vehicles outside the property to ensure safe access and egress.



Street Works

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

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

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

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

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

22. Site set-up

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

Please refer to attached drawing ref: 2362-501.2

23. Parking bay suspensions and temporary traffic orders

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

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in



months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

Information regarding parking suspensions can be found here.

2no parking bay suspensions will be required

24. Occupation of the public highway

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

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

Bay suspensions required for spoil removal and deliveries

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

N/A

25. Motor vehicle and/or cyclist diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion



signs on drawings or diagrams. If these are attached, use the following space to reference their location in the appendices.

N/A

26. Scaffolding, hoarding, and associated pedestrian diversions

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

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions, and hoarding should not restrict access to adjoining properties, including fire escape routes. Lighting and signage should be used on temporary structures/skips/hoardings etc.

A secure hoarding will generally be required at the site boundary with a lockable access.

a. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

Please see attached drawings ref 2362-501.2 & 502.1

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



27. Services

N/A

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.

N/A



Environment

To answer these sections please refer to the relevant sections of **Camden's Minimum Requirements for Building Construction (CMRBC).**

28. Please list all <u>noisy operations</u> and the construction method used, and provide details of the times that each of these are due to be carried out.

A breaker, however, this would generally be used during the day (weekdays only – not weekends) and only during the excavation phase of the project. The type of breaker used will be a Makita 1213C Breaker 110v, and the hours in wich the breaker is used will comply with the Control of Pollution Act.

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

Noise survey to be confirmed.

30. Please provide predictions for <u>noise</u> and vibration levels throughout the proposed works.

The following predicted noise levels assume a receiver 6 m away. Where properties are spaced further apart, noise levels would be lower. The predicted noise level for the normal excavation method of hand digging and conveyor operation is 60 dB LAeq,12hr which is well below the assumed limit of 65 dB LAeq, 12hr allowing ample headroom for a contribution from ambient noise.

During the excavation phase, use of air tools is likely to result in higher noise levels but this generally occurs for short periods and will not result in the noise limit being exceeded.During concreting operations, a noise level of 58 dB LAeq, 12hr is predicted which is considerably lower than the assumed noise limit.



31. Please provide details describing mitigation measures to be incorporated during the construction/<u>demolition</u> 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.

All works will comply within the parameters of noise levels (Code of Construction Practice etc), and this will achieved by the installation on acoustic screening to the site, and periodic noise assessments which will take place throughout he construction process.

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

To be confirmed.

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

Dust sheets will be provided to areas where works are to be carried out to contain dust and prevent the spread of dust. We also undertake damping down when loading dusty materials.

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.

Dust sheet will be applied during the spoil removal process, however, dust could be spread during the removal of spoil from site. Any dust on public footpaths and highways will be swept and washed down with water. Site arisings will not enter the public drainage system, as appropriate drainage screens will be used.

35. Please provide details describing arrangements for monitoring of <u>noise</u>, vibration and dust levels.



To be confirmed.

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA policy. <u>The Control of Dust and Emissions During Demolition and Construction 2104 (SPG)</u>, that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

We confirm that a risk assessment has been undertaken during the planning stage.

Please see attached document.

37. Please confirm that all of the GLA's 'highly recommended' measures from the <u>SPG</u> document relative to the level of risk identified in question 36 have been addressed by completing the <u>GLA mitigation measures checklist</u>.

Confirmed – please find a copy of the completed mitigation checklist attached

38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the <u>SPG</u>. Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.



The site is not a 'High Risk' Site.

39. Please provide details about how rodents, including <u>rats</u>, will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

A monitor of any rodents on site during the works will be observed – and we will appoint a competent pest control contractor where necessary.

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

Asbestos survey to be carried out prior to commencement of works on site.

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

All site operatives are to adhere to strict code of conduct when working on site, details of which are appended to this document and will also be displayed on the site hoarding.

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



From 1st September 2015

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

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

From 1st September 2020

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

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

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

- a) Construction time period (mm/yy mm/yy): TBC
- b) Is the development within the CAZ? (Y/N): N
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Y
- d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: TBC
- 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: Confirmed
- 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: Confirmed

SYMBOL IS FOR INTERNAL USE



Agreement

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

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

Dhange Signed:

Date: 03.07.2024

Print Name: DAVID KAVANAGH

Position: Senior Architectural Designer

Please submit to: planningobligations@camden.gov.uk

End of form.



Appendix 1

Site Drawings



Proposed Hoarding Plan



No.	Date	Am	endment	Initia
Clie	ent :	Mr J P	zewozniak & Ms M Eleuteri	i
Project : 31 Willoughby Road London NW3 1RT		oughby Road n RT		
Drawing : Proposed Hoarding Layout Plan		ed Hoarding Layout Plan	Cranbrook Basements 26-28 Hammersmith Grove, Hammersmith, London, W7 7BA T +44 (0)208 551 5555	
Sca	le :	1:50 @ A3	Status : CONSTRUCTION Rev	: F +44 (0)208 551 1580 admin@cranbrook.co.uk
Dat	te :	16 May 24	Dwg No: 2362-501.2	www.cranbrook.co.uk



Hoarding Elevation



No.	Date	e Ameno	lment			Initials
Clie	nt :	Mr J Prze	ewozniak & Ms M Eler	ıteri		
Project : 31 Willoughby Road London NW3 1RT						
Drawing: Proposed Hoarding Elevation		Cranbrook Basements 26-28 Hammersmith Grove, Hammersmith, London, W7 7BA T +44 (0)208 551 5555	€ B			
Scal	e :	1:50 @ A3	Status : CONSTRUCTION	Rev :	F +44 (0)208 551 1580 admin@cranbrook.co.uk	UKAS QUALITY MANAGEMENT 003
Date	e :	16 May 24	Dwg No : 2362-502.2		www.cranbrook.co.uk	

Appendix 2

Noise, Vibration and Dust Mitigation Checklist

Appendix 5: Noise, Vibration and Dust Mitigation Checklist

Guidance on filling in this checklist

Please use the boxes below each question to provide a response. Please feel free to provide further information in an appendix where necessary. With some questions the Council expects further detailed information to be provided in an appendix and is made clear in the question.

1. What is the full postal address of the site?

31 Willoughby Road London NW3 1RT

2. Please give a very brief description of the work and include a site layout plan.

Excavation to form basement below partial building footprint

3. Please provide contact details for the person responsible for completing this form.

Your Name	David Kavanagh
Address	26-28 Hammersmith Grove London W6 7BA
Company/Organisation	Cranbrook Basement Design and Construction Ltd
Telephone No.	0208 498 8355
Email:	david@cranbrook.co.uk

4. Please confirm that you have read and understood the Council's <u>Code of</u> <u>Construction Practice</u> and the GLA's Supplementary Planning Guidance on the <u>Control of Dust and Emissions During Construction and Demolition</u>.

Yes	Yes	No	

5. Please provide contact details of the main contractor and contact names on site of the person responsible for managing the project. If these details are not known at the time of the planning application, please provide details of the Owner/Applicant as the person ultimately responsible for ensuring noise, vibration and dust are mitigated.

Please note details of the contractor and the person responsible for managing the site should be provided to the Council prior to starting works.

Your Name	J Przewozniak & Ms M Eleuteri pplicants)
Address	31 Willoughby Road London NW3 1RT
Company/Organisation	N/A
Telephone No.	N/A
Email:	N/A

6. Pre-submission Neighbour Consultation

Please detail how neighbours have been consulted with regard to liaison during the development and minimising the impact of construction work. Please confirm you have contacted the Residents' Association for the street (if there is one). Please identify whom you liaised with and where they live. Similar information is requested for the Draft CTMP and the consultation can be co-ordinated.

Local people understand the local context and can provide constructive and valuable advice on how best to carry out a development given the context. Details of the Borough's Residents' Associations can be found <u>here</u>

The following residents were contacted via post on 16th May 2024, in relation to the 'Construction Management Plan' for the project;

23, 25, 27, 29, 30, 33, 42, 44, 46, 48 & 50 Willoughby Road.

Aconsultation with the `Pilgrim's to Willoughby Residents Association' was undertaken by email on 18th November 2024. Copies of the 'Construction Management Plan' and Existing and Proposed drawings for the project were sent to the following email address; <u>chair@p2wra.org</u>

7. Site Categorisation

Please specify if the basement works are Category 1 or Category 2, using the guidance in Section 8.0 and Table 3 of the Royal Borough's Code of Construction Practice (CoCP).

Most basement excavation is classed as Category 1 in the CoCP unless it is less than 50 cu m in which case it is Category 2.

Category 1

8. Programme

An overview of the programme should be outlined below specifying the time Period for Proposed Works (from and to) and further detail for each construction phase and the predicted dates should be **provided in an Appendix.**

The programme should be co-ordinated with the programme submitted for CTMP in terms of the overall timescales and for different stages. If possible it should include periods where particular heavy machinery like piling rigs, demolition and breaking plant, concreting equipment, cranes etc would be needed bearing in mind site constraints and the guidance in the CTMP template together with on-site works.

Programme TBC

9. Construction methods to be used in each stage of development and predicted noise levels

This section should include the following information, the detail of which should be submitted in an appendix.

Please note, the appendix should explain the construction methods and methodology to be used including an estimate of the length of the programme. The following table provides an example. For each activity/phase, a prediction of the airborne construction noise level (as a 10hour daily estimated LAeq value) at the nearest sensitive facade(s), should be provided. The section should be completed with the assistance of a competent acoustician who should be a member of the Institute of Acoustics.

Operation	Activity Equivalent Continuous Sound Pressure Level L _{Aeq:10hour} at 10m BS8228 Noise Emissions dB(A)
Circular Bench Saw	66.5
Hand Drill/Cordless Handheld Tools	70.4

Operation	Activity Equivalent Continuous Sound Pressure Level L _{Aeq:10hour} at 10m BS8228 Noise Emissions dB(A)
110v Medium Duty Breakers	63.6
110v Heavy Breakers	64.9
Hand Drill/Cordless Handheld Tools	60.2
Steel Cutting	60.5
Hand Held Welder	60.7

BS5228:2009 Noise Emissions Data for Site Operations – Phase 1 – Site Setup / Hoarding

BS5228:2009 Noise Emissions Data for Site Operations - Phase 2 - Excavation

Operation	Activity Equivalent Continuous Sound Pressure Level L _{Aeq:10hour} at 10m BS8228 Noise Emissions dB(A)
Lorry (4-axle)	77.8

Table 8.3: BS5228:2009 Noise Emissions Data for Site Operations – Throughout Project

10. High Impact Works

Detail those works that fall within the definition of 'High Impact' works provided within Section 9.0 of the Code of Construction Practice.

For example the CoCP includes demolition, piling, party wall works, bulk excavation using mechanical excavators as potentially high impact works.

High impact works have restricted working hours of Monday – Friday 9am to noon and 2pm to 5.30pm

Normal permitted hours for noisy work in the Borough are Monday to Friday 8am to 6pm. Noisy works are not permitted on Saturdays, Sundays or Public Holidays or outside the periods above if they will be audible at the site boundary.

Trimming foundations Sheet steel piling Concrete mixer Concrete pump Cutting concrete floor slab Cutting concrete blocks Cutting steel

11. Proposed steps to minimise noise and vibration

Please provide a summary of the proposed mitigation to minimise noise and vibration during construction including general measures as well as specific measures linked to the construction methods outlined in the response to previous questions. This should be done using the guidance provided in Section 10. of the Code of Construction Practice and with reference to BS 5228. **Please append this information.**

Deviation from approved method statements will be permitted only with prior approval from relevant parties. This will be facilitated by formal review before any deviation is undertaken.

All operatives on site will be trained to ensure that noise minimisation and best practicable means (BPM) are implemented at all times. Works will be checked regularly by Site Engineers to ensure that BPM are being undertaken and where necessary corrective actions implemented.

Employees must show consideration to the sensitive receptors, including residential neighbours, and must not generate unnecessary noise when walking to and from the site, or when leaving and arriving at work.

The Best Practicable Means (BPM) (as defined in Section 72 of the Control of Pollution Act 1974) will be used to reduce noise and vibration levels at all times. Where practicable the control measures set out in BS 5228:2009 + A1:2014 Part 1, Section 8 will also be implemented.

Recommended noise and vibration control measures include:

• Choice of methodology/technique for operations (including site layout) will be considered in order to eliminate or reduce emissions at sensitive locations

• Fixed items of construction plant will be electrically powered in preference to diesel or petrol driven

· If any specialise fabrication is required, this will be undertaken off-site if possible

• Noisy plant will be kept as far away as possible from sensitive areas

• Each item of plant used will comply with the noise limits quoted in the relevant European Commission Directive 2000/14/EC/United Kingdom Statutory Instrument (SI) 2001/1701 [3] where reasonably available

 \cdot Equipment will be well-maintained and will be used in the mode of operation that minimises noise and shut down when not in use

• Vehicles shall not wait or queue on the public highway with engines running (unless the engine is required to power the operation of the vehicle e.g. concrete wagon)

• Where possible deliveries will be arranged on a just-in-time basis in order to prevent vehicles queuing outside site.

 \cdot All materials will be handled in a manner that minimises noise

12. Proposed steps to minimise dust

Please provide a summary of the proposed mitigation to minimise dust during construction using the guidance provided in Section 12 of the Code of Construction Practice and with reference to GLA's Supplementary Planning Guidance – The Control of Dust and Emissions during Construction and Demolition. **Please append this information.**

General advice for all construction and demolition sites, as recommended within the Mayor's SPG for Control of Dust and Emissions during Construction and Demolition (July 2014) include the following:

Recommended dust control measures include:

• Dust generated by the construction process will be suppressed via a fine directional spray jet of water aimed at the source, and any material to be transported to be wetted down prior to transit.

· Skips and powder containers to be covered when not in use

· Cutting equipment to be used with water suppressant and/or suitable extract system

· No burning of waste wood or other materials on site

• The stockpiling of dust generating materials on site will be minimised

· Wet brushing techniques will be used for cleaning

• Regular checks for visual observation of dust and soiling within 50m of site+ Regular monitoring may be necessary during the construction operations on site, in order to ensure that measured pollutants do not exceed safe levels, in positions agreed with the Local Authority. Furthermore, according to IAQM guidelines, it would be necessary to inspect the area in the local vicinity of the construction works to ensure that surfaces are not soiled by dust emissions from the site, with suitable cleaning offered if necessary. In order to minimise this, it would be recommended that screens are erected around the site boundaries as appropriate.

13. Monitoring Regime

For Category 1 sites, and where agreed with the Environmental Health Noise and Nuisance Team, it is expected that noise levels will be measured and continuously monitored at locations to be agreed with the department of Environmental Health and in line with the guidance and limits specified in Section 10.0 of the Code of Construction Practice. Also during demolition, piling and excavation, vibration should be monitored in terms of peak article velocity (ppv). Vibration monitoring may be required at other times as reasonably requested by the Environmental Health Noise and Nuisance Team.

Guidance in Noise Monitoring is provided in Section 11 of the Code of Construction Practice.

Please append this information.

beise, vibration may need to be undertaken. A monitoring regime would be eed with the Council prior to commencement of any works. The regime would follow the advice as set out in Section 11 of the CoCP.

14. Please provide a list of appendices attached

Appendix 4

CLOCS Accredited Suppliers

CLOCS ACCREDITED SUPPLIERS

COMPANY	CLOCS STATUS
Ashtead Plant Hire Company Ltd.	FULL ACCREDITATION
Cemex	FULL ACCREDITATION
Davlav Welfare Facilities	FULL ACCREDITATION
Lafarge Tarmac	FULL ACCREDITATION
Penlaw & Co Ltd.	FULL ACCREDITATION
SIG	FULL ACCREDITATION
Speedy Services	FULL ACCREDITATION
Travis Perkins	FULL ACCREDITATION
NJB Recycling	FULL ACCREDITATION



() Cranbrook

Appendix 5

Consultation Correspondence



Basement Design & Construction

Ref: DK/PL/2362

16th May 2024

The Residents Willoughby Road London NW3 1RT 26-28 Hammersmith Grove London W6 7BA 020 7148 1732 admin@cranbrook.co.uk

cranbrook.co.uk

Dear Sir/Madam,

Re: Construction Management Plan – 31 Willoughby Road London NW3 1RT

We write with reference to the above property, as we will shortly be submitting a Construction Management Plan to accompany a basement planning application.

As an integral part of the CMP, we undertake consultation with the neighbours of the site, in order to try and minimise any potential impact.

We propose the following timetable for consultation:

Issue of draft CTMP	By Email Request
Comments on draft CTMP to be received by	3 rd June 2024
Planning application submission	3 rd June 2024

We welcome all comments, but please can we ask that all are submitted to us in writing – preferably by email.

Cranbrook Basement Design and Construction Ltd 26-28 Hammersmith Grove London W6 7BA Email: David@cranbrook.co.uk

Yours faithfully

N Kangha

David Kavanagh Senior Architectural Designer





