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8A HAMPSTEAD HILL GARDENS,
LONDON, NW3 2PL

CONSTRUCTION MANAGEMENT PLAN

October 2024

Construction/Demolition Management Plan

pro forma

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
18 th September 2024	Version 1	Esmail Ali for and on behalf of Paul Mew Associates
18 th October 2024	Version 2	Esmail Ali for and on behalf of Paul Mew Associates

Additional sheets

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

Date	Version	Produced by
	FIGURES	
30/08/2024	Figure 1. Site Location Plans	PMA
30/08/2024	Figure 2. Local Highway Network & Preliminary Construction Site Plan	PMA
18/10/2024	Figure 3a. Construction Vehicle Routing Plan - Local	PMA
13/10/2024	Figure 3b. Construction Vehicle Routing Plan - Regional	PMA
13/09/2024	Figure 4. Swept Path Analysis; Skip Lorry	PMA
13/09/2024	Figure 5. Swept Path Analysis; 7.5t Box Van	PMA
	Appendices	
30/08/2024	Appendix A – Neighbour Consultation letter	PMA

Introduction

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

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

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

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

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

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](#)."

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

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

Revisions to this document may take place periodically.

IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area (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

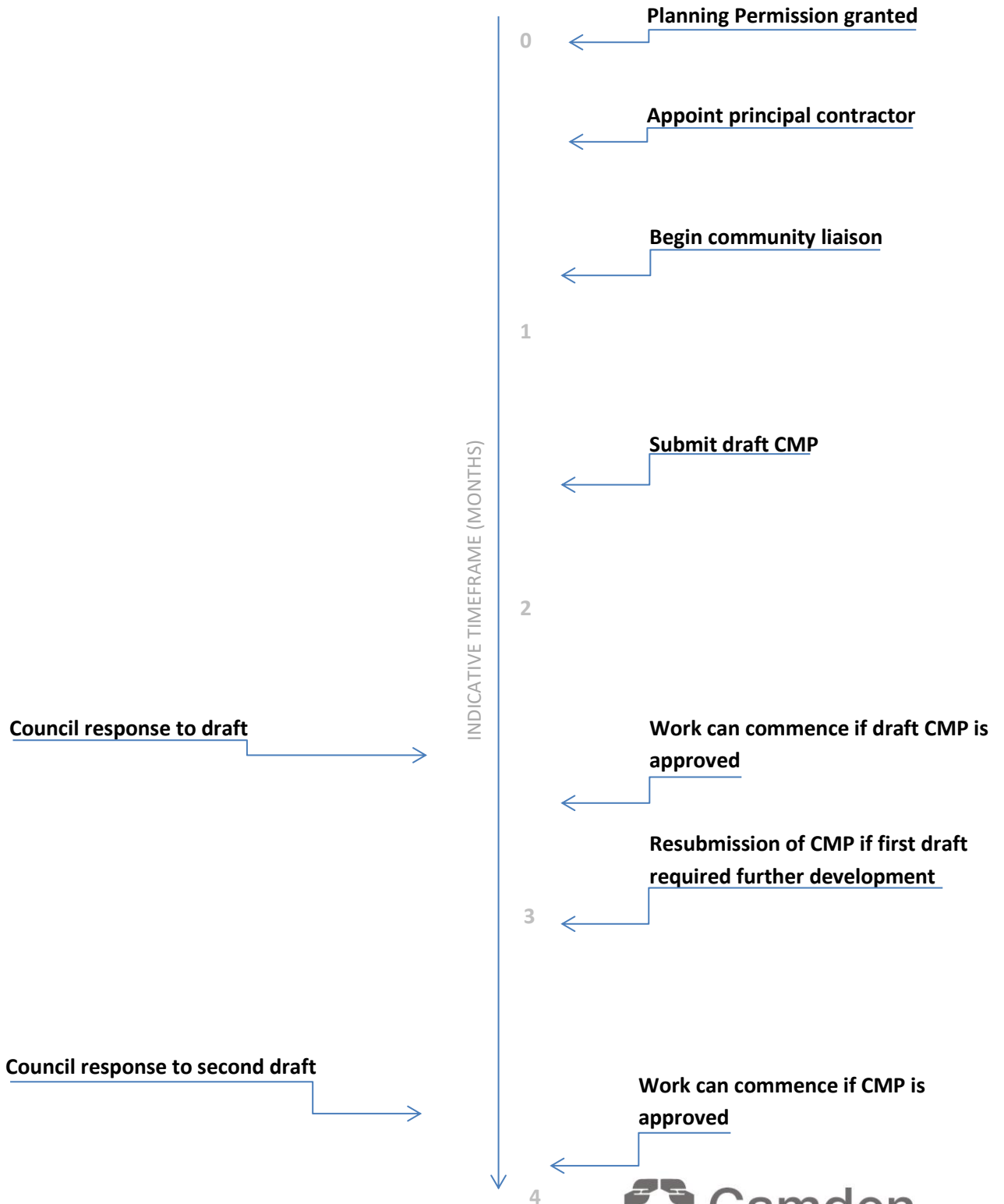
<https://www.camden.gov.uk/about-construction-management-plans>



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: 8A Hampstead Hill Gardens, NW3 2PL

Planning reference number to which the CMP applies: APP/X5210/D/23/3334298

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

Name: Esmail Ali for and on behalf of Paul Mew Associates (Traffic Consultants)

Address: Unit 1, Plym House, 21 Enterprise Way, Wandsworth, SW18 1FZ

Email: esmail.ali@pma-traffic.co.uk

Phone: 0208 780 0426

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: Not available at the time of preparing this report.

Address: TBC

Email: TBC

Phone: TBC

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

Name: See response to question 3

Address: TBC

Email: TBC

Phone: TBC

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

Name: See response to question 3

Address: TBC

Email: TBC

Phone: TBC

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 [Cumulative Impact Area \(CIA\) checklist form](#) if site fall within the CIA zone (Central London)

A site location plan is presented in **Figure I** of this report. The proposal comprises of the replacement of existing garage with new a building. A description of the development is as follows:

"Planning permission is granted for replacement of existing garage with new building to provide living accommodation with garden roof terrace and basement to incorporate garage and cinema, single storey link extension to existing house, 3rd floor extension, 4th floor roof terrace and external alterations to front of property in accordance with the terms of the application Ref 2021/5750/P, dated 24 November 2021"

The site is located on the south side of the loop which forms Hampstead Hill Gardens and comprises a five-storey (lower ground, ground, first, second and third floors) townhouse. The property is attached to no.8 Hampstead Hill Gardens which is a large four storey building comprising 8 flats. The site also includes a large-detached 8 car garage to the rear of the property which is accessed by a vehicular access to the south side of the property. The garage includes a roof terrace above which is accessed by two staircases. To the front of the property is a sloped driveway that provides access to an integral garage to the lower ground floor of the building.

The site is located to the south-east of Hampstead Village and lies within the Hampstead Conservation Area. The existing house is not listed and is defined within the Hampstead Conservation Area Statement as being a neutral contributor to the character of the area.

Located to the rear of the site are the grade II listed properties of 2 and 4 Hampstead Hill Gardens, whilst to the north west of the site the properties from 1-11 Hampstead Hill Gardens are also grade II listed. Hampstead Hill Gardens and the immediate surroundings is primarily characterised by residential development, including a mix of single dwellings and houses which have been converted into apartments.

The site is located within the Hampstead Neighbourhood Plan Area.

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

The construction works involve the erection of a new single storey (above ground) building to provide living accommodation with garden roof terrace and basement, the erection of a single storey link extension to the existing house, the erection of a 3rd floor extension and 4th floor roof terrace and external alterations to front of property.

The main issues and challenges relate to the site's location, having regard to the access to the site which is narrow in width between the existing house and neighbouring boundary and the construction of basement. The site is also in close proximity to residential neighbouring properties which surround the site.

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

Once a contractor is appointed a Gantt chart with key tasks, durations, and milestones will be submitted within an updated version of this CMP.

At the time of writing this report it is predicted that construction will commence in October 2024, and practical completion is anticipated by December 2025.

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

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.

The standard working hours for construction sites in Camden as set out above are confirmed.

Community Liaison

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

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

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

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

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

Cumulative impact

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

The Council can advise on this if necessary.

10. Sensitive/affected receptors

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

The nearest potential receptors likely to be affected by the activities on-site are listed as follows:

- 2 Hampstead Hill Gardens;
- 2a Hampstead Hill Gardens;
- 4 Hampstead Hill Gardens;
- 4a Hampstead Hill Gardens;
- 6a Hampstead Hill Gardens;
- Flat 1, 8 Hampstead Hill Gardens;
- Flat 2, 8 Hampstead Hill Gardens;
- Flat 3, 8 Hampstead Hill Gardens;
- Flat 4, 8 Hampstead Hill Gardens;
- Flat 5, 8 Hampstead Hill Gardens;
- Flat 6, 8 Hampstead Hill Gardens;
- Flat 7, 8 Hampstead Hill Gardens;
- Flat 8, 8 Hampstead Hill Gardens;
- 10a Hampstead Hill Gardens;
- 12 Hampstead Hill Gardens;
- 17 Hampstead Hill Gardens;
- 19A Hampstead Hill Gardens;
- 19C Hampstead Hill Gardens;
- 21 Hampstead Hill Gardens;
- 21A Hampstead Hill Gardens;
- 23 Hampstead Hill Gardens;
- 23A Hampstead Hill Gardens;

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**. Please ensure that any changes to parking and loading on the public highway are reflected in the consultation. Please agree highways 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 local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Neighbour Consultation has taken place with the following addresses

- 2 Hampstead Hill Gardens;
- 2a Hampstead Hill Gardens;
- 4 Hampstead Hill Gardens;
- 4a Hampstead Hill Gardens;
- 6a Hampstead Hill Gardens;
- Flat 1, 8 Hampstead Hill Gardens;
- Flat 2, 8 Hampstead Hill Gardens;
- Flat 3, 8 Hampstead Hill Gardens;
- Flat 4, 8 Hampstead Hill Gardens;
- Flat 5, 8 Hampstead Hill Gardens;
- Flat 6, 8 Hampstead Hill Gardens;
- Flat 7, 8 Hampstead Hill Gardens;
- Flat 8, 8 Hampstead Hill Gardens;
- 10a Hampstead Hill Gardens;
- 12 Hampstead Hill Gardens;
- 17 Hampstead Hill Gardens;
- 19A Hampstead Hill Gardens;
- 19C Hampstead Hill Gardens;
- 21 Hampstead Hill Gardens;
- 21A Hampstead Hill Gardens;
- 23 Hampstead Hill Gardens;
- 23A Hampstead Hill Gardens;

In addition, Hampstead Hill Gardens Residents Association have been contacted via email with the appended letter attached.

All of the above addresses have been provided with the letter outlined within Appendix A.

A response was received from the resident at 2a Hampstead Hill Gardens asking to be provided with a copy of the draft CTMP. This was sent to the resident via email.

At the time of preparing and updating this report, over four weeks since the consultation letter was sent out, no other responses have been received.

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 appointed contractor will send representatives such as project managers etc to attend any community liaison meetings that are required throughout the life of the works, along with representatives from the design team.

Notes from these meetings will be circulated to the community, including updates to the site logistics plan and other information as requested. Further meetings will be held on a semi-regular basis as demand dictates.

An email distribution list will be set up of all local resident and business stakeholders to whom have been issued a letter or a copy of the CMP, plus subsequent updates.

We will also use this email distribution list to inform all stakeholders of forthcoming works and activities in relation to the project. A Community Working Group relating to the development will be established for the works. The group will meet on a regular basis and will continue to do so throughout the duration of the construction works.

These meetings are to be attended by all stakeholders involved in, and affected by the site (i.e. The Local Authority, Contractors, and Local Community Representatives). An information board will be posted on the site hoarding, in a location agreed with the local residents to advise of key personnel and site issues.

In addition to the above the contractor would also operate an open door policy whereby members of the local community can speak to the site management if they have specific concerns or complaints. This type of interaction is part of the Code for Considerate Constructors handbook, which would be taken very seriously by any future appointed contractor and sub-contractors.

A complaints and compliments register would be maintained throughout the life of the project. The aim would be to close out all complaints to the satisfaction of the individual making the observation/ complaint. Simple devices such as vision panels in the site hoarding help to remove the mystery of the site. It helps to remove the element of suspicion regarding what exactly is happening behind closed site hoardings. Site contact details and out of hours emergency contact details will be prominently displayed on the site hoardings.

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 development of the site will be individually registered with the Considerate Constructor Scheme. The appointed contractor will be a member of the Considerate Constructor Scheme. Details of other similar relevant schemes as appropriate would be supplied to the Council.

It is noted that Camden Council requires enhanced CCS registration that includes CLOCS monitoring. It is also noted and accepted that the contractor will be required to follow the Council's "Guide for Contractors Working in Camden".

Site specific inductions will focus on not only the onsite construction works but also the surrounding community. Operatives will be advised on how to behave on site and whilst interacting with the local area and its people. It will be made clear to all that they will be representing the site and therefore the appointed contractor. If staff or operatives were to be found or reported as having misbehaved whilst off of the site then it is a reflection on the appointed contractor and they will be asked to leave the site and not to return.

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.

A review of the Council's planning applications register at the time of preparing this report found there to be no nearby construction sites or forthcoming construction sites of a material size that would require consideration and mitigation in regards to the proposed works at the application site.

Further reviews will be carried out periodically during the planning application consultation period and any sizeable projects locally that would benefit from liaison and cooperation with this project would be referenced in any future iterations of this report.

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 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:

The principal contractor has not yet been appointed.

However, as stated previously, it is a requirement of their appointment that they be fully compliant with the terms laid out in the CLOCS Standard. It will be the principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

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

The appointed contractor will be committed to the FORS scheme and proof of membership would be provided in any future iterations of this CMP. A FORS Silver level would be the minimum standard for the appointed contractor.

Full compliance with CLOCS will also be observed by the appointed contractor. The full CMP will be produced with input from the contractor and would therefore include full details of the method for checking operational, vehicle, and driver compliance with the CLOCS standard throughout the contract with reference to Camden Council's CLOCS overview document.

All drivers of vehicles over 3.5t will have undertaken Safe Urban Driver training, and that all vehicles over 3.5t will be fitted with blind spot minimisation equipment (Fresnel lens/CCTV) and audible left turn alerts.

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:

The requirement to abide by the CLOCS Standard will be incorporated into contracts to all contractors and suppliers at the appropriate stage.

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

A construction vehicle routing plan is set out in **Figure 3** of this report. As is shown the development site is located off the A502 Rosslyn Hill which forms part of the Transport for London (TfL) strategic road network (SRN). All large construction vehicles will be routed to and from the site via the Hampstead Hill Gardens and A502 Rosslyn Hill.

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.

All contractors, sub-contractors, delivery companies and visitors will be advised of and required to adhere to the specified route and all the other terms of this plan. The lead contractor would be able to supply hard copies or electronic copies of the final vehicle routing plan on request.

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.

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 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

There are schools located in proximity to the site, therefore vehicle movements will be restricted to 9:30 am – 3 pm on a weekday during term time. On days other than this , vehicles will be restricted to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays.

A delivery plan will be in place to ensure deliveries arrive at the correct time. Instructions will be provided to suppliers and contractors.

The following number of vehicles are estimated to arrive at the site per week/month during each phase:

- Site setup and demolition – 10 per week
- Basement excavation and piling – 20 per week
- Sub-structural works – 10 per week
- Super-structural works – 2 per day
- Cladding – 1 per day
- Fit-out, testing and commissioning – 1 per day

The largest vehicle which will access the site is expected to be a small Selco truck with crane, akin to this following photo:



Typical dimensions of the vehicle are as follows:

Length: 8m

Width: 2.1m

Figures 4-5 presents the vehicle swept path analysis of a vehicle of similar size accessing and egressing the site, utilising the yellow line adjoining the site. During the demolition and excavation stage, a skip lorry will be used to remove waste. Waste will be stored within the site and then removed when ready via a skip swap.

b. Please specify the permitted delivery times.

Construction vehicle movements will be restricted to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays.

Deliveries will be restricted to the hours of 9.30am and 3pm on weekdays during school term time.

c. 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 not aware of any other projects within the local area, however this will be regularly checked closer to the time that the project is likely to commence on-site and best endeavours will be made to liaise with other contractors of nearby construction sites.

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

It is currently envisaged that the majority if not all construction vehicle traffic will be able to enter the site via the existing 8A Hampstead Hill Gardens vehicle access, reversing into the site, to then return to the public highway in a forward gear. As discussed, a full-time trained banksman will be positioned at the gated entrance to the site to safely receive vehicles onto the site from the public highway and assist vehicles returning onto Hampstead Hill Gardens.

Any vehicles larger than those described and covered in the answer to question 19a which cannot enter and exit the site would be able to stop on the public highway on Hampstead Hill Gardens outside the site. The contractor would ensure that the necessary parking bay yellow line suspensions are obtained from the Council in advance of this requirement. Such instances are reasonably expected to be infrequent throughout the project.

There are no constrained manoeuvres along the proposed route for construction vehicles which require swept path assessment.

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 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.

As discussed, it is currently envisaged that the majority if not all construction vehicle traffic will be able to enter the site via the existing 8A Hampstead Hill Gardens vehicle access, reversing into the site, to then return to the public highway in a forward gear. As discussed, a full-time trained banksman will be positioned at the gated entrance to the site to safely receive vehicles onto the site from the public highway and assist vehicles returning onto Hampstead Hill Gardens.

It is not expected that there will be any waiting of construction vehicles within Camden, the frequency of vehicle visits is not predicted to be high and the vehicle activity will be managed by the contractor such that there will never be more than one HGV at the site at any one time.

On the rare occasions that larger vehicles which cannot enter the site are required to access the construction site, suitable provisions will be made for them to be able to stop on the public highway on Hampstead Hill Gardens outside the site.

The contractor would ensure that the necessary suspensions are obtained from the Council in advance of this requirement. Such instances are reasonably expected to be infrequent throughout the project.

The full-time trained banksman will be on hand to act as a traffic marshall to ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

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.

Noted.

It is confirmed that the contractor will investigate the use of construction material consolidation centres and/or delivery by water/rail if appropriate

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).

Engines will be shut off when being loaded or unloaded to avoid engine idling.

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.

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

The existing established vehicle access will be utilised throughout the construction programme for constructed related vehicle activity. Refer to Figures 4-5 of this report which shows the swept path diagrams of a variety of construction related vehicles entering and exiting the site from the existing established access from Hampstead Hill Gardens.

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.

As explained, a full-time trained banksman will be positioned at the gated entrance to the site to safely receive vehicles onto the site from the public highway and assist vehicles returning onto Hampstead Hill Gardens.

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.

It is currently envisaged that the majority if not all construction vehicle traffic will be able to enter the site via the existing 8A Hampstead Hill Gardens vehicle access, reversing into the site, to then return to the public highway in a forward gear. As discussed, a full-time trained banksman will be positioned at the gated entrance to the site to safely receive vehicles onto the site from the public highway and assist vehicles returning onto Hampstead Hill Gardens.

A series of vehicle tracking diagrams are appended to this report, and listed as follows for ease of reference:

- **Figure 4** of this report presents AutoTrack generated vehicle swept paths of a skip lorry entering and exiting the site via Hampstead Hill Gardens.
- **Figure 5** of this report presents AutoTrack generated vehicle swept paths of a 7.5 tonne delivery van entering and exiting the site via Hampstead Hill Gardens.

Any vehicles larger than those described and covered by the aforementioned vehicle swept path assessment which cannot enter and exit the site would be able to stop on the public highway on the Hampstead Hill Gardens outside the site. The contractor would ensure that the necessary suspensions are obtained from the Council in advance of this requirement. Such instances are reasonably expected to be infrequent throughout the project.

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.

An appropriate wheel-washing facility with controlled run-off will be installed at the site to ensure that any vehicles entering the site do not leave with any mud or debris on them which could transfer onto the adjoining public highway.

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.

As discussed, It is currently envisaged that the majority if not all construction vehicle traffic will be able to enter the site via the existing 8A Hampstead Hill Gardens vehicle access, reversing into the site, to then return to the public highway in a forward gear. As discussed, a full-time trained banksman will be positioned at the gated entrance to the site to safely receive vehicles onto the site from the public highway and assist vehicles returning onto Hampstead Hill Gardens.

On the rare occasions that larger vehicles which cannot enter and exit the site are required to access the construction site, suitable provisions will be made for them to be able to stop on the public highway on the Hampstead Hill Gardens outside the site.

The contractor would ensure that the necessary suspensions are obtained from the Council in advance of this requirement. Such instances are reasonably expected to be infrequent throughout the project.

The full-time trained banksman will be on hand to act as a traffic marshall to ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

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. Please note that deliveries should pause where possible to allow passage to pedestrians.

As explained, a full-time trained banksman will be positioned at the gated entrance to the site to safely receive vehicles onto the site from the public highway and assist vehicles returning onto Hampstead Hill Gardens.

Site set up

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 Restrictions (TTRs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.

Please note that there is a 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 detail 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 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.

A scaled plan detailing the local highway network layout in the vicinity of the site, site access locations and site set-up details is presented in **Figure 2** of this report.

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 scaled plan detailing the local highway network layout in the vicinity of the site, site access locations and site set-up details is presented in **Figure 2** of this report.

23. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely 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 for 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.

As discussed, on the rare occasions that larger vehicles which cannot enter and exit the site are required to access the construction site, suitable provisions will be made for them to be able to stop on the public highway on the Hampstead Hill Gardens outside the site.

Parking bay suspensions will only be requested where absolutely necessary so as to minimise disruption to adjoining neighbours/occupiers. Such instances are reasonably expected to be infrequent throughout the project.

24. Motor vehicle/cyclist diversions/pedestrian diversions

Pedestrians 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, 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 locations of diversion signs on drawings or diagrams and provide these in the appendices. Please use the following space to outline these changes to and to reference the location of any associated drawings in the appendices. Please show diversions and associated signage separately for pedestrians/cyclists/motor traffic.

There will not be any highway diversions required to the public highway.

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.

This information is not available at this early stage of the proposal. Once a contractor has been appointed any changes to services which are proposed to be carried out would be discussed/agreed with the service provider/utility company and details would be incorporated.

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

Demolition will be undertaken mostly by hand tools and low vibration drills. Noisy work will be minimised as much as possible.

Noise from construction will be limited to:

- 8am - 6pm, Monday to Friday
- 8am to 1pm on Saturday

No noisy work will take place on Sundays or bank holidays. Exceptional work may be allowed outside of these times, when there is:

- an emergency
- a risk to public safety

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.

A noise survey has not yet taken place at the site. If required, details of the noise survey will be provided by the contractor prior to commencement.

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

Details of this will be provided by the contractor prior to commencement if/when baseline surveys have been conducted.

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.

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

- The quietest / lowest impact processes that are reasonably practicable will be employed on site to carry out the demolition and construction works.
- The quietest vehicles and plant shall be used as far as is reasonably practicable.
- No machinery starting up on site before the designated site start times (8.00am).
- No engines left running on vehicles waiting to enter the site.
- Noise suppression / screening will be a prime consideration in order to reduce the noise impact for the surrounding community (eg around generators).
- Keeping voices and conversations to a low in volume. No shouting or swearing.
- No banging of doors, gates, scaffolding.
- Include within material and subcontractor requisitions details of permitted vehicle arrivals i.e. not before 9.30am or after 4.30pm

As far as reasonably practicable, demolition and piling methods will be selected to minimise noise and vibration.

In addition, local residents will be advised when the above works are programmed to commence via regular information updates.

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

The contractor would provide evidence that all staff have been trained on BS5228:2009 and will also ensure that all sub-contractors and operatives are trained on BS5228:2009. Evidence will be obtained and provided to the Council before works commence.

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.

Control of dust, particularly during periods of dry and windy weather, is a prime concern for all construction projects. The appointed contractor would have a hierarchical policy of prevention – suppression – containment with regards to dust control for all of our projects in order to prevent dust migrating beyond the site boundary. This applies to an operative drilling a hole to dust being blown about the site in dry weather.

Control of dust will be implemented following the guidelines set out in the best practice guidance 'The Control of Dust and Emissions from Construction and Demolition' produced by The Greater London Authority, together with the 'Dust and Air Mitigation Measures' guidance provided by the Institute for Air Quality Management (which is included in APCMP 06 Abacus dust and air mitigation measures).

During the demolition works water suppression will be utilised at the point of works by means of a 'Dust Boss' or similar equipment, as shown below.

During the main construction works water dust suppression and / or local vacuum extraction will be utilised for the following typical activities: concrete cutting, grinding, sawing and scabbling; brick & block cutting, chasing works (for M&E services); timber cutting, external works and landscaping.

Dust emissions shall be monitored visually throughout the working day concurrently with the noise monitoring. Should dust be observed either in the air or deposited on vehicles or other sensitive receptors works shall be suspended and the working practice reviewed to determine a method to prevent a recurrence.

34. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

The site will have designated hard standing loading area. These areas will also serve as wheel wash areas for vehicles leaving the confines of the site. The main exit point will provide a paved area between the wheel wash and public highway which can be monitored and cleaned as required to prevent mud tracking onto the road.

The wheel-washing facility will have a controlled run-off feature meaning that dirty water run-off will not simply wash straight into public drains.

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.

Noise and vibration monitoring will be carried out at designated locations around the site boundary.

Noise, Dust and Vibration will be monitored by the Principal Contractor.

Two vibration monitors, two noise monitors and two dust monitors will be provided within the site.

The vibration, noise and dust equipment will be pre-programmed with event alarm warning levels if breached. Monitoring Services will continuously monitor the alarm levels and will report any breached alarms to the Site Manager to all works to be stopped and re-assessed.

Noise from construction is limited to:

- 8am - 6pm, Monday to Friday
- 8am to 1pm on Saturday

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

A risk assessment will be undertaken by the appointed contractor and this will be appended to any future versions of this Construction Management Plan.

A comprehensive risk assessment would be provided to Camden Council with the Construction Management Plan submitted with the discharge of condition application.

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 is confirmed that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of risk identified in question 36 will be addressed by the contractor by completing the GLA mitigation measures checklist.

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

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

The dust monitoring must be in accordance with the SPG and IAQM guidance, and **the proposed dust monitoring regime (including number of monitors, locations, equipment specification, and trigger levels) must be submitted to the Council for approval.** Dust monitoring is required for the entire duration of the development and must be in place and operational **at least three months prior to the commencement of works on-site.** Monthly dust monitoring reports must be provided to the Council detailing activities during each monthly period, dust mitigation measures in place, monitoring data coverage, graphs of measured dust (PM₁₀) concentrations, any exceedances of the trigger levels, and an explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

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

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

Owing to the relatively modest scale of the construction project the emission of significant amounts of dust is not expected to arise and accordingly it is not expected that this is a ‘High Risk Site’.

Notwithstanding, two dust monitoring sensitive receptors will be installed adjacent to residents by external consultants who would set up automatic particulate monitors at the site boundary to measure representative PM10 Levels.

Fortnightly reports will be provided to the Council detailing any exceedances of the threshold and measures that are implemented to address these.

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

The existing building will be assessed for the presence of rodents prior to demolition. Should any rodent or vermin issues arise an external contractor will be appointed to deal with these.

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

This section will be updated with results of the asbestos survey once it has been carried out.

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.

As noted previously, the appointed contractor would be registered with the Considerate Constructor Scheme, enhanced to include CLOCS monitoring as required by Camden Council. A good neighbourly policy would be a requirement of any future contractor appointment.

Site specific inductions will focus on not only the on-site construction works but also the surrounding community. Operatives will be advised on how to behave on site and whilst interacting with the local area and its people. It will be made clear to all that they will be representing the site and therefore the appointed contractor. If staff or operatives were to be found or reported as having misbehaved whilst off of the site then it is a reflection on the contractor and they will be asked to leave the site and not to return.

Operatives will also be encouraged to engage the local community by using local public transport and amenities such as local cafes, shops, community gymnasiums etc.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions. See the Mayor of London webpage 'Non-Road Mobile Machinery (NRMM)' for more information, a map of the Central Activity Zone, and for links to the NRMM Register and the NRMM Practical guide (V4):

<https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/nrmm>

Direct link to NRMM Practical Guide (V4):

https://www.london.gov.uk/sites/default/files/nrmm_practical_guide_v4_sept20.pdf

From 1st September 2015

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

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

From 1st September 2020

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

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

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

- a) Construction time period (Not known at this early stage):
- b) Is the development within the CAZ? (N):
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Not known at this early stage):
- d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: : (Not known at this early stage):
- 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: (Not known at this early stage):
- 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: (Not known at this early stage):

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.

Vehicles will only arrive one at a time, manoeuvring into place and then turning engines off whenever possible to avoid idling. The contractor is committed to the Engines Off pledge. Training will be provided to as many staff as possible.

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 to the “[Building Mental Health](#)” charter, an industry-wide framework and charter to tackle the poor mental health in the construction industry, or joining [Mates In Mind](#), which providing 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 and appropriate number of trained Mental Health First Aiders will be available on site.

It is anticipated once the contractor is appointed the above will be adhered to.

● SYMBOL IS FOR INTERNAL USE

Agreement

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

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



Signed:

Date: 18/09/2024

Print Name: Esmail Ali

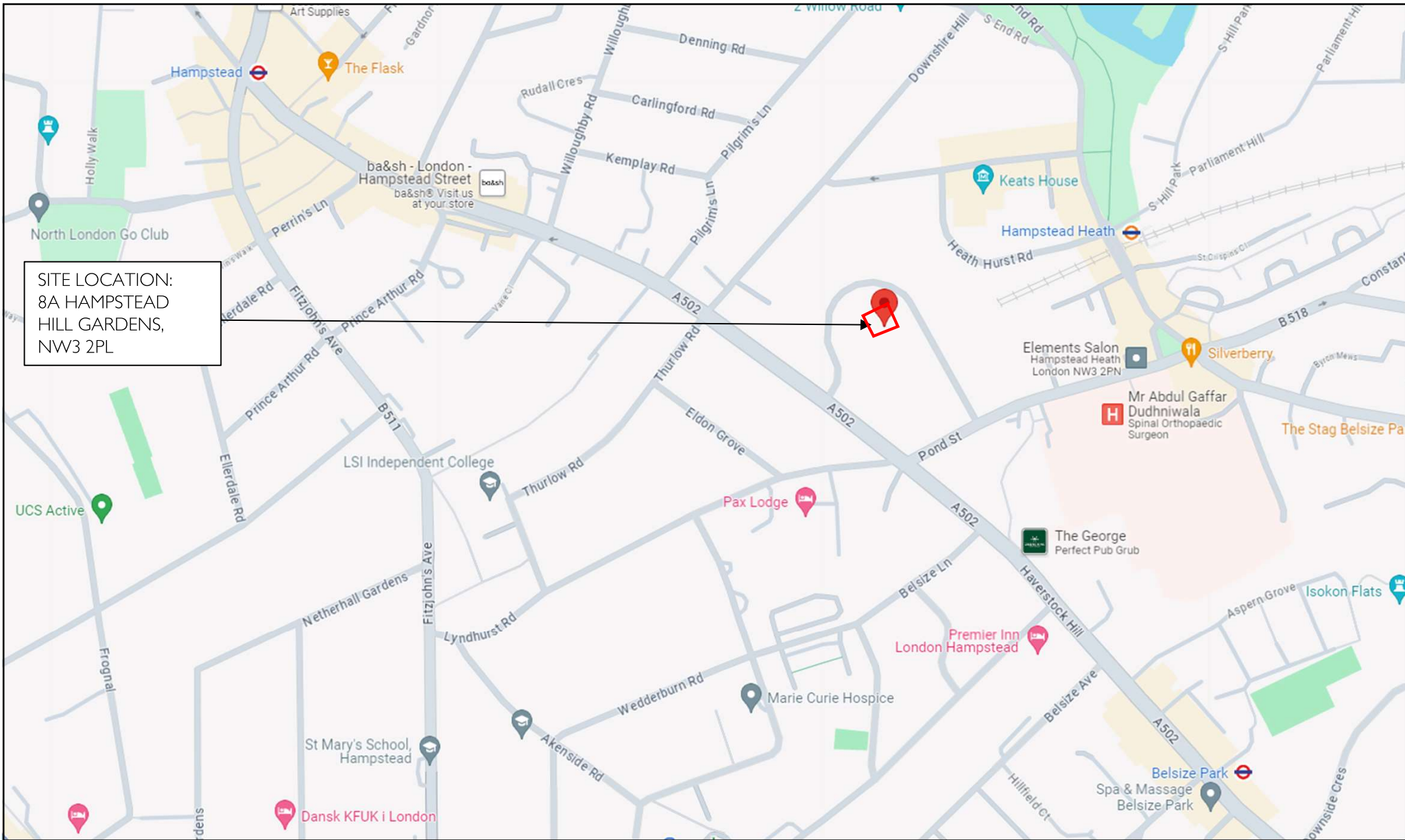
Position: Transport Consultant

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.9

FIGURES



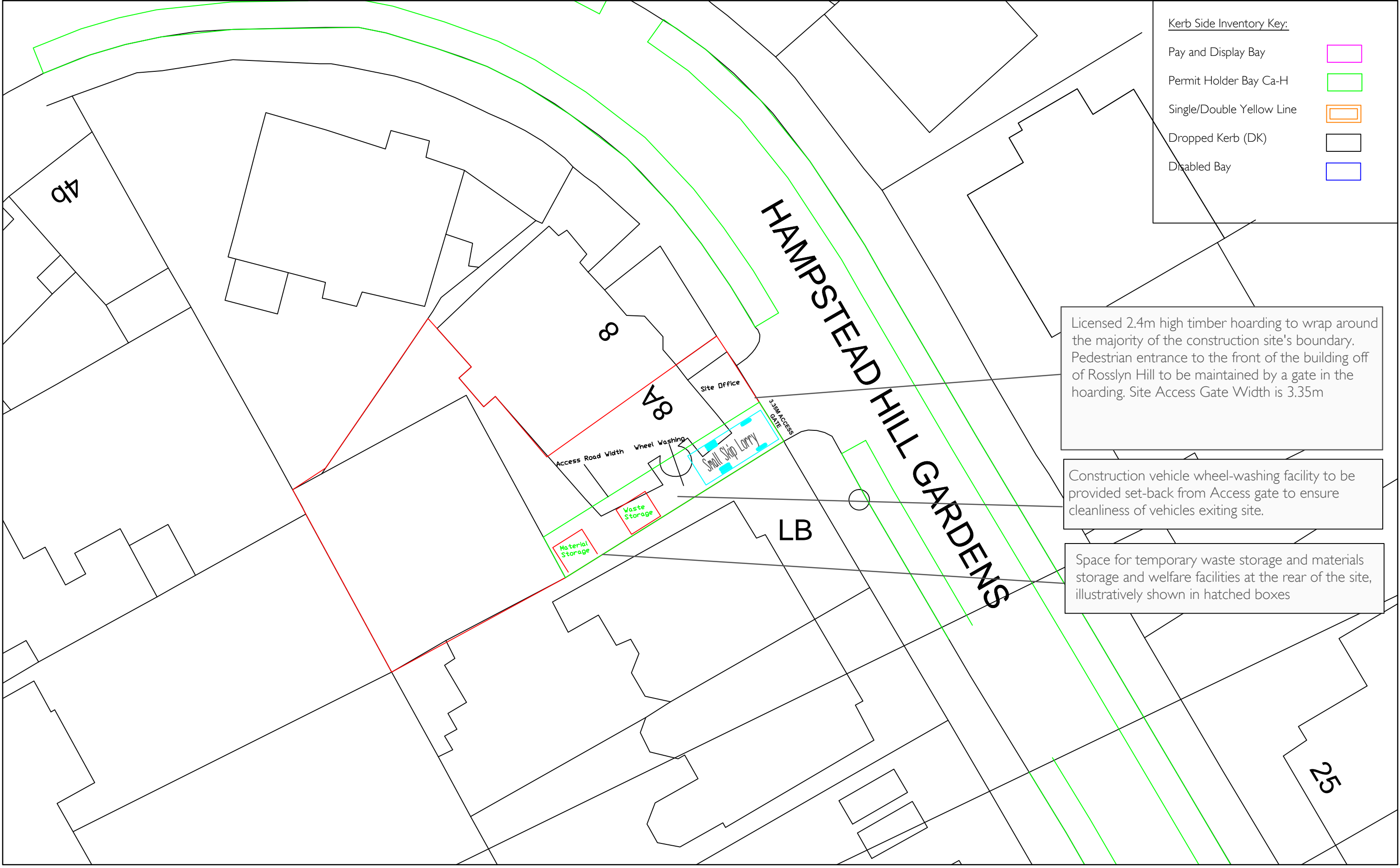
SITE LOCATION:
 8A HAMPSTEAD
 HILL GARDENS,
 NW3 2PL

Date: August-2024
 Scale: NTS
 Source: Google Maps
 Drawing No: P2979/CMP/01



P2979: 8A HAMPSTEAD HILL GARDENS, NW3 2PL
 Figure 1.
 Site Location


 PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS
 Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
 T: 0208 780 0426 W: www.pma-traffic.co.uk



Kerb Side Inventory Key:

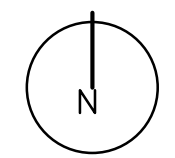
Pay and Display Bay	
Permit Holder Bay Ca-H	
Single/Double Yellow Line	
Dropped Kerb (DK)	
Disabled Bay	

Licensed 2.4m high timber hoarding to wrap around the majority of the construction site's boundary. Pedestrian entrance to the front of the building off of Rosslyn Hill to be maintained by a gate in the hoarding. Site Access Gate Width is 3.35m

Construction vehicle wheel-washing facility to be provided set-back from Access gate to ensure cleanliness of vehicles exiting site.

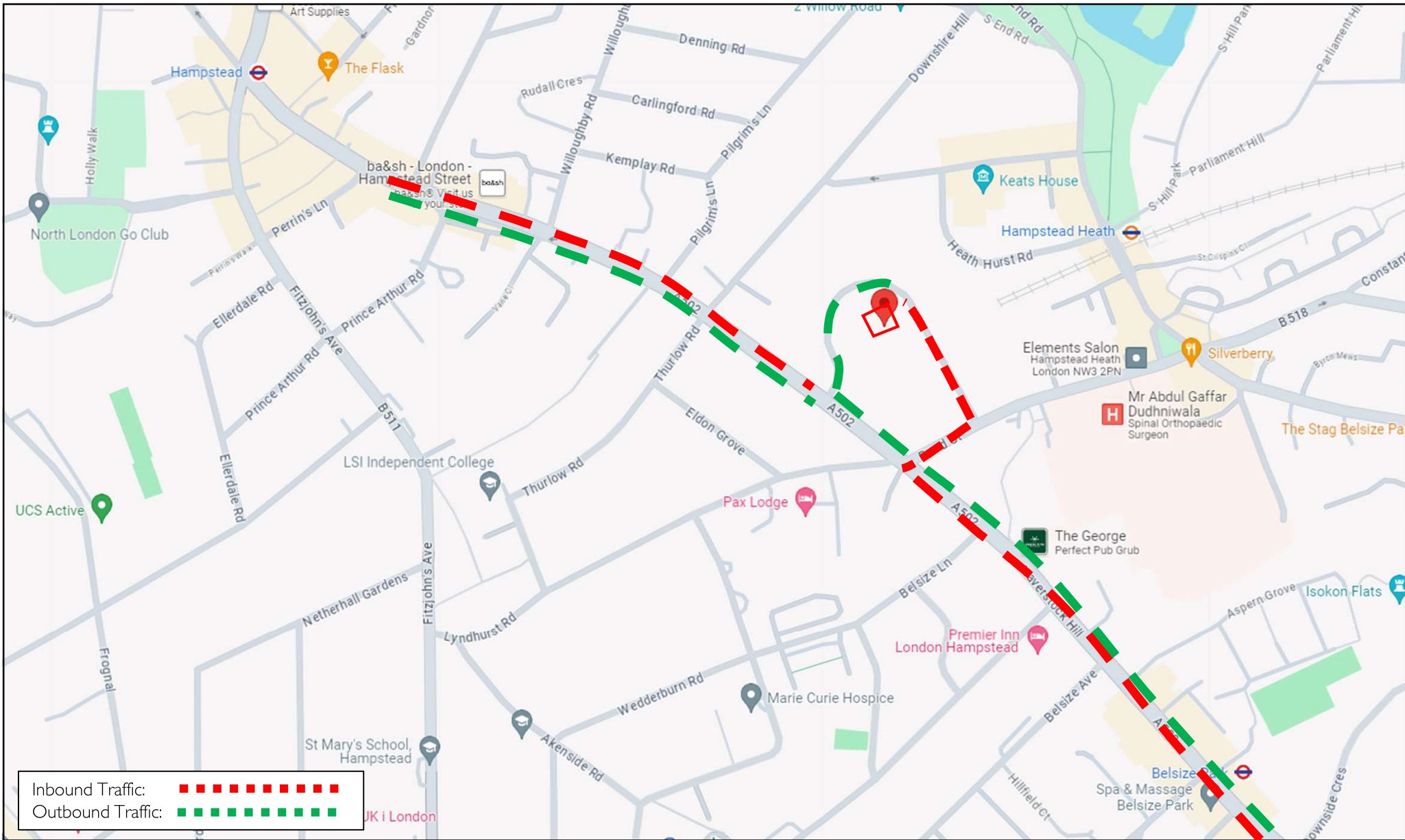
Space for temporary waste storage and materials storage and welfare facilities at the rear of the site, illustratively shown in hatched boxes

Date: September-2024
 Scale: 1:250@A3
 Source: OS/PMA
 Drawing No. P2979/CMP/2



P2979: 8A Hampstead Hill Gardens, NW3 2PL
 Figure 2.
 Local Highway Network Layout & Preliminary Construction Plan

PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS
 Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
 Tel: 020 8780 0426
 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



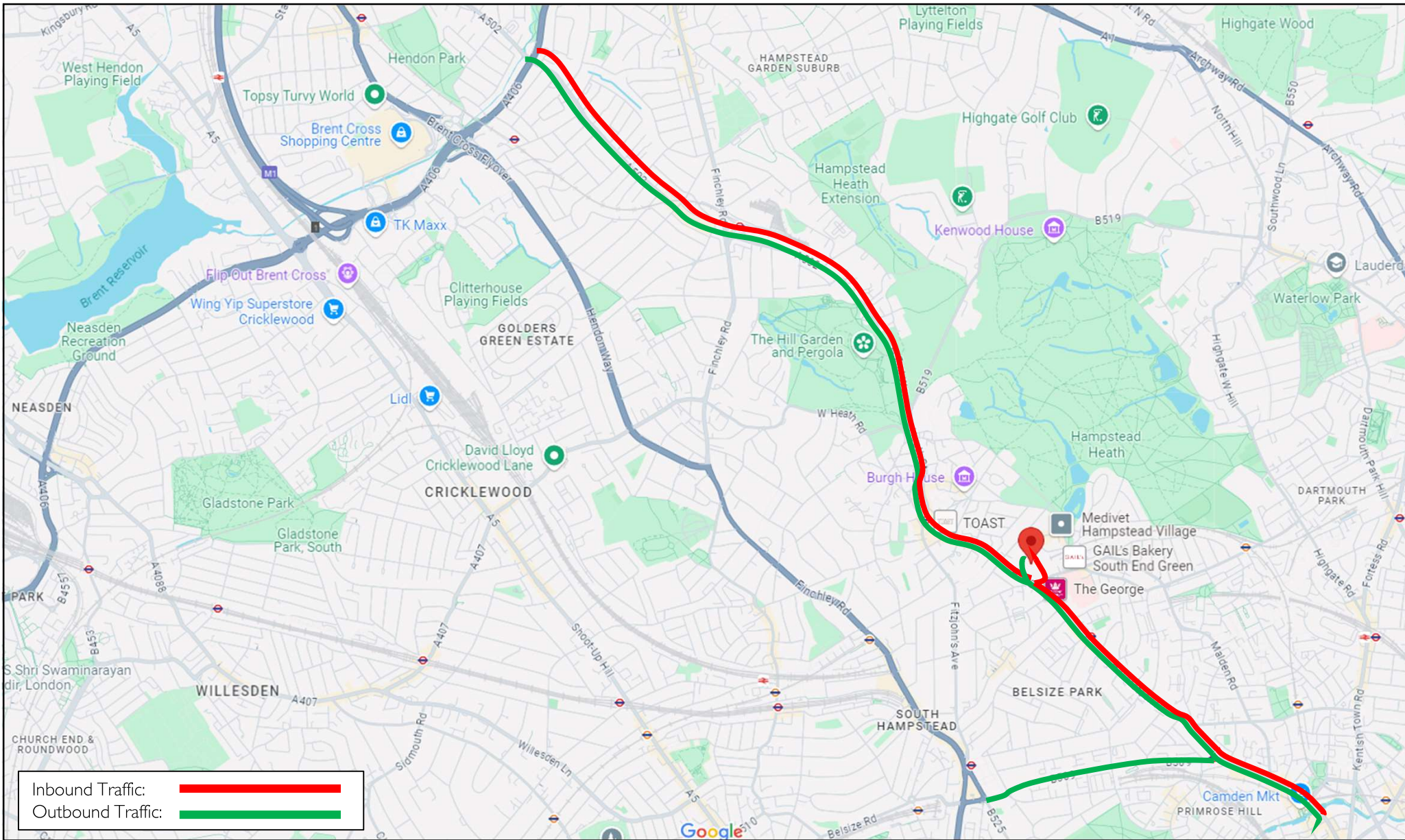
Inbound Traffic: 
 Outbound Traffic: 

Date: October-2024
 Scale: NTS
 Source: Google Maps
 Drawing No: P2979/CMP/03



P2979: 8A HAMPSTEAD HILL GARDENS, NW3 2PL
 Figure 3a.
 Construction Vehicle Routing Plan - Local


 PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS
 Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
 T: 0208 780 0426 W: www.pma-traffic.co.uk



Inbound Traffic: ———
 Outbound Traffic: ———

Date: October-2024
 Scale: NTS
 Source: Google Maps
 Drawing No: P2979/CMP/03



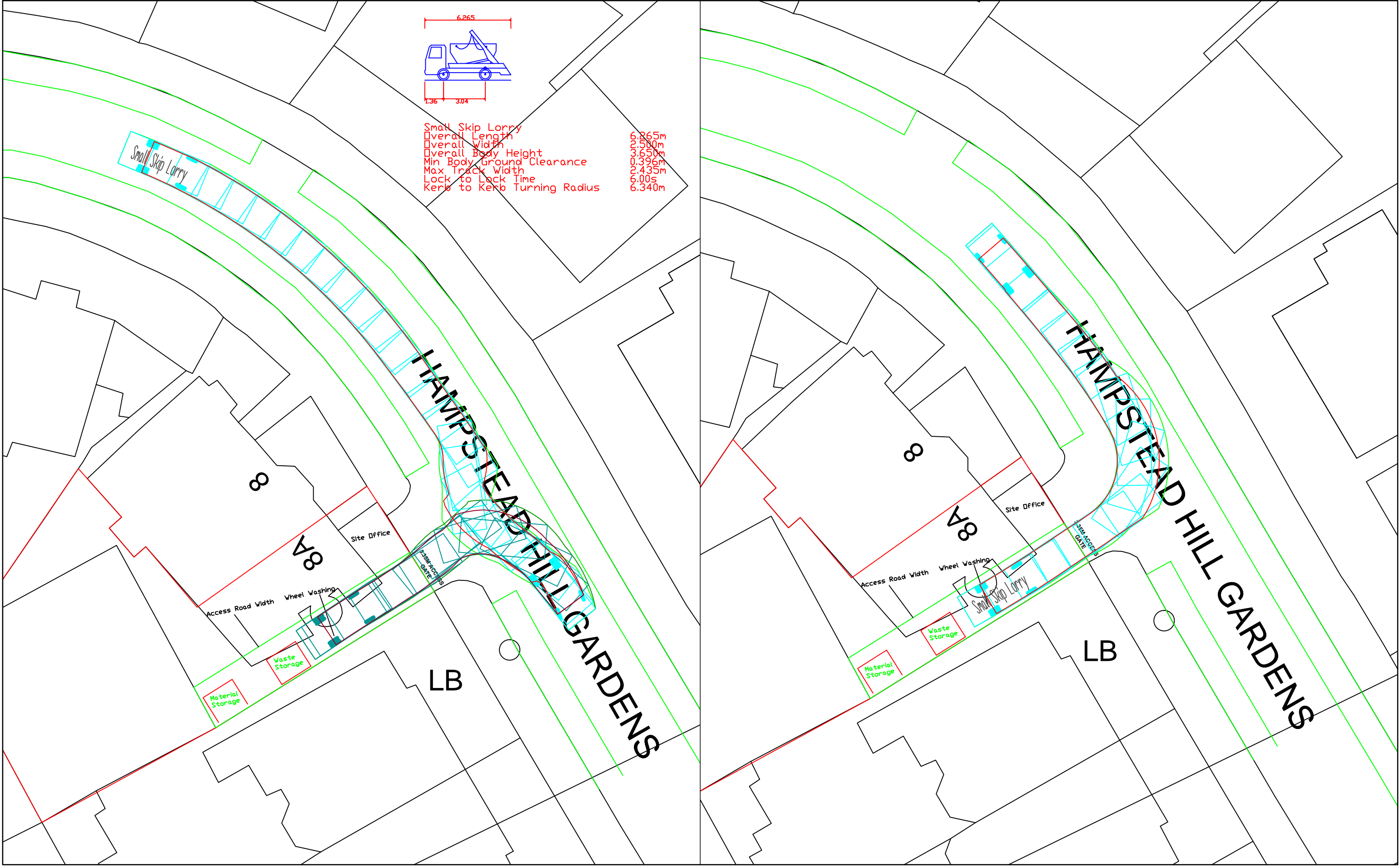
P2979: 8A HAMPSTEAD HILL GARDENS, NW3 2PL

Figure 3b.

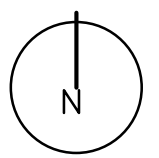
Construction Vehicle Routing Plan - Regional



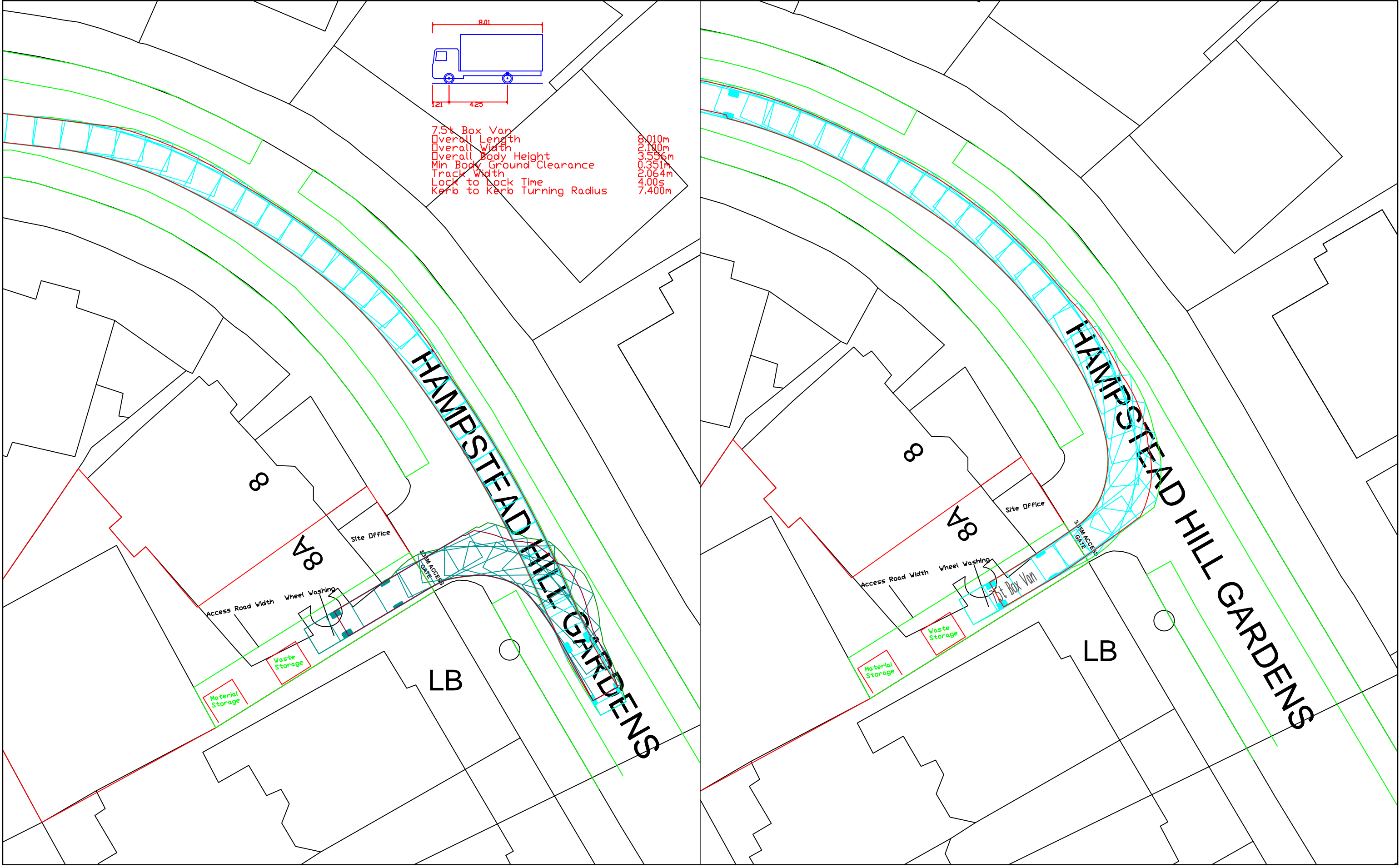
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 T: 0208 780 0426 W: www.pma-traffic.co.uk



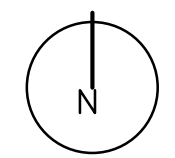
Date: September-2024
 Scale: 1:500@A3
 Source: OS/PMA
 Drawing No. P2979/CMP/4



P2979: 8A Hampstead Hill Gardens, NW3 2PL
 Figure 4.
 Swept Path Analysis; Skip Lorry Entering and Exiting the Site from Hampstead Hill Gardens



Date: September-2024
 Scale: 1:500@A3
 Source: OS/PMA
 Drawing No. P2979/CMP/5



P2979: 8A Hampstead Hill Gardens, NW3 2PL
 Figure 5.
 Swept Path Analysis; Delivery Vehicle Entering and Exiting the Site from Hampstead Hill Gardens

APPENDIX A

Neighbour Consultation Letters



PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS LTD

2nd September 2024

Dear Neighbour,

I am writing on behalf of the owner of 8A Hampstead Hill Gardens to inform you of works which are due to start regarding replacement of existing garage with new building to provide living accommodation with garden roof terrace and basement to incorporate garage and cinema, single storey link extension to existing house, 3rd floor extension, 4th floor roof terrace and external alterations to front of property in accordance with the terms of the application Ref 2021/5750/P, dated 24 November 2021; (Planning reference: 2021/5750/P).

I am aware that construction of this nature can be disruptive if not managed correctly and considerably by the contractor. It is also a requirement of the London Borough of Camden that all works of this nature are accompanied by a Construction Management Plan (CMP).

A CMP has therefore been prepared for the development which will be submitted as part of a planning application. The following points are a summary of the main recommendations included in the Plan:

- Deliveries will be restricted to approx. 9.30am-15:00pm Monday to Friday during term time. On days other than this, deliveries will be restricted to the hours of 9:30am – 16:30pm on Monday to Friday.
- Delivery vehicles will not be allowed to block the flow of traffic through the street. Due to the nature of the street, vehicles will be able to pass the loading / unloading vehicle when in place.
- Hoarding measuring 2.4 metres in height will be implemented around the site boundary;
- No road traffic diversions will be implemented.
- Delivery lorries will enter the site via the existing vehicle access and are expected to take around 30 minutes to load / unload each time.
- Appropriate measures will be taken to protect the roads and pavements from damage and any such damage will be promptly rectified.

A CMP will be made available when the application is submitted, if you would like to see a draft report beforehand, please see link below;

<https://www.dropbox.com/scl/fo/vj3xcwrgl egl snyknhzxh/AFsKzio8QCplxNhGREeqsCY?rlkey=klal us8qxn5myqiqcwm7rfq4r&st=h4af9fvs&dl=0>

Alternatively, if you have any other questions please do not hesitate to get in contact (email correspondences preferred) , as per the details below.

Yours faithfully,

A handwritten signature in black ink that reads "Esmail". The signature is written in a cursive, flowing style.

Esmail Ali MSc, BEng (Hons)
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