

Draft Construction Management Plan

156 West End Lane, West Hampstead,
London NW6 1SD

To support a Full Planning Application

Prepared on behalf of A2 Developments Limited

13th November 2015

Contents

Internal review sheet	3
Introduction	4
Timeframe	5
Contact	6
Site	8
Community liaison	10
Transport	13
Environment	22
Agreement	27

Appendices:

- 1. Site Plan**
- 2. Local Highway Network**
- 3. Access and Egress**
- 4. Site Establishment and Logistics Plan**
- 5. Swept Path**
- 6. Air Quality Assessment**
- 7. External Works**
- 8. Mitigation Measures Checklist**
- 9. Noise Impact Assessment**

Review

For Internal use only

Please initial and date in the relevant section of the table.

The **highlighted areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.

Pre app

Community liaison	
CLOCS	
Transport	
Highways	
Parking	
Environmental health	
Sustainability	<i>(attach appendix if necessary)</i>
Sign off	

Draft

Community liaison	
CLOCS	
Transport	
Highways	
Parking	
Environmental health	
Sustainability	
Sign off	

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

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 kind 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 [Transport for London's](#) (TfL's Standard for [Construction Logistics and Cyclist Safety \(CLOCS\)](#) scheme) and [Camden's Minimum Requirements for Building Construction \(CMRBC\)](#).

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 in relation to the construction of the development. 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 for 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 is completed electronically and submitted as a Word file to allow comments to be easily documented.

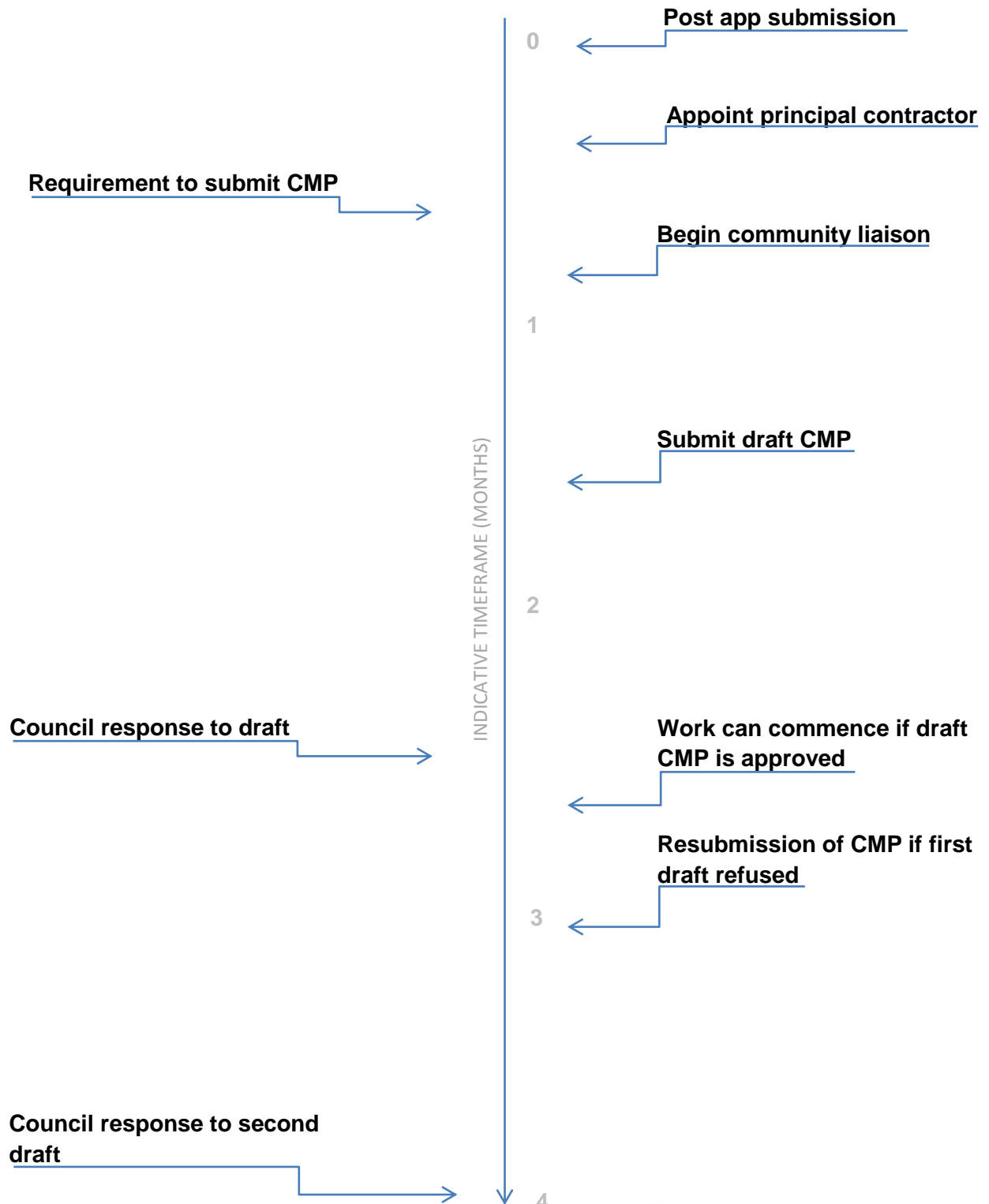
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction, etc.)

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: **156 West End Lane, West Hampstead, London NW6 1SD**

Planning ref: N/A

Type of CMP - Section 106 planning obligation/Major sites framework: **Major sites framework**

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

Name: Gary Wreford

Address: Silver, 80 Cannon Street, London EC4N 6HL

Email: gary.wreford@silverdcc.com

Phone: 020 7232 0465

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: N/A – Planning Application stage

Address: Details to be confirmed post tender

Email:

Phone:

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.

Name: N/A Planning Application stage. Note: the contractor will be required to appoint a Residents Liaison Officer.

Address:

Email:

Phone:

5. Please provide full contact details of the person responsible for community liaison/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 responsible Camden officer.

Name: Shaj Choudhury

Address: London Borough of Camden

Email: shaj.choudhury@camden.gov.uk

Phone: 020 7974 6094

6. 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: N/A – Planning Application stage.

Address: Details to be provided post-tender.

Email:

Phone:

Site

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

The site, comprising 0.64 hectares of land, is bounded by the Network Rail railway line to the south, West End Lane to the west, a multi-use games area to the east and the rear gardens of Lymington Road to the north. West Hampstead Thameslink Station is directly opposite the site 20 metres to the west, the West Hampstead Underground Station (Jubilee Line) is located approximately 250 metres to the south of the site on the eastern side of West End Lane and the West Hampstead Overground Station is located approximately 170 metres to the south of the site, on the western side of West End Lane. Development proposals as [2], below. Site Plan as **Appendix 1**.

2. 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).

Demolition of all existing buildings and redevelopment of the site to provide 164 mixed-tenure homes (Use Class C3), new floor space for town centre uses (Use Classes A1, A2, A3, D1 or D2), new employment floor space (including four dedicated units for start-up businesses) (Use Class B1), a community meeting room and new and improved public open spaces, together with associated new landscaping, on-site access, servicing and disabled car parking.

3. 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.).

1-12 Canterbury Mansions and businesses 166-174 West End Lane (adjoining), businesses 217-229 West End Lane (opposite) and 2-28 Lymington Road houses, nearby and to the north of the site.

4. 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 and proposed site access locations.

Please refer to **Appendix 2**.

5. 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).

Anticipated start date of January 2017. Anticipated completion (circa 130 weeks programme) by July 2019.

6. Please confirm the standard working hours for this 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

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

7. 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.

New Utility services will be required to serve the development.

This CMP is prepared for Planning purposes and thus far, the Utility companies have not been contacted regarding new supplies, only to identify the extent and routing of existing mains supplies.

Community Liaison

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

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 should consider establishing contact with other sites in the vicinity in order to manage traffic routeing and volumes. Developers in the Tottenham Court Road area have done this to great effect.

The Council can advise on this if necessary.

1. 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. Details of meetings including minutes, lists of attendees etc. must be included.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason should be 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.

This is the first draft of the CMP and there have been no specific consultations on this alone, however the overall scheme proposals were consulted as follows:-

Ward councillors – 9/11/15

West Hampstead NDF – 23/7/15, 20/8/15, plus other sessions in May, June and September 2015

West Hampstead Amenity and Transport – 15/9/15

Lymington Road Special Consultation – 21/7/15

Development Forum – 6/10/15

Public Exhibitions – 11/6/15, 13/6/15, 10/9/15, 12/9/15 and 29/10/15

This CMP will be submitted as part of a suite of documents associated with the full planning application for this site. The CMP will therefore, initially, undergo statutory consultation as part of the planning process. Further consultation will be undertaken if planning permission were to be granted.

2. Construction Working Group

Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works, the way in which the contact details of the person responsible for community liaison 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.

For local businesses and residents that may be affected by these works, within the vicinity of West End Lane, it is intended that regular contact is maintained with these 'stakeholders' prior to and during the construction works phase. This will include meetings, letter drops, clear signage, schools talks and registration with the Considerate Constructors Scheme. The contractor shall maintain regular liaison with the Environmental Health Officers and a schedule of meetings will take place with them.

3. Schemes

Please provide details of any schemes such as the 'Considerate Constructors Scheme', such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the "[Guide for Contractors Working in Camden](#)" also referred to as "[Camden's Considerate Contractors Manual](#)".

The contractor will be required to follow the Guide for Working in Camden and Camden's Considerate Contractors Manual as well as signing up to the Considerate Constructors Scheme (CCS).

4. 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.

Please refer to **Appendices 1** for the existing site plan.

Please refer to **Appendix 3** for the Access and Egress Routes and **Appendix 4** the Site Establishment and Logistics Plans

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 the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed [here](#), details of the monitoring process are available [here](#).

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

Please refer to the CLOCS Overview and Monitoring Overview documents which give a breakdown of requirements.

CLOCS Considerations

1. Name of Principal contractor:

N/A. This is the Planning Submission first draft of the CMP.

2. 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 CLOCS Overview document in the appendix and CLOCS Standard point 3.4.7).

N/A at this time.

3. 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. Please sign-up to join the [CLOCS Community](#) to receive up to date information on the standard by expressing an interest online.

I confirm that I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers:

N/A at this time.

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.

4. 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, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (i.e. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

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 indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of links to the [Transport for London Road Network](#) (TLRN).

Please refer to **Appendix 2**.

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

Routes will 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, public buildings, museums etc. Contractors and delivery companies will be sent the Site transport Plan, incorporating the Access and Egress Routes when orders are placed.

5. 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 are generally acceptable between 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 between 9.30am and 3pm on weekdays during term time. (Refer to the [Guide for Contractors Working in Camden](#)).

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. Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait 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.

a. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures.

Large 'muck' away lorries will be used during the demolition and site preparation stages. There will be daily skip trucks during the build programme, more frequent in the early stages. There will be occasional articulated larger lorries and non-articulated lorries for materials deliveries. Lorries could be up to 40 and 44 tonnes in weight, 16.5 metres in length. Deliveries will only be within the prescribed times.

Full details will be provided with the Contractors CMP, including delivery schedules.

b. Please provide details of other developments in the local area or on the route.

The Ballymore site is to the south of our site (over the railway bridge), on the west of West End Lane and between the two stations at West Hampstead.

c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

For stage 1, a one-way system is in operation. Signage will be used and trained Traffic Marshalls will be employed at the main entrance and exit.

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for necessary compliance checks. Please refer to question 5 if any parking bay suspensions will be required for the holding area.

All deliveries as far as practicable will be programmed and scheduled by the contractor to ensure that deliveries to site and collection of material from the site are carried out in a controlled manner to avoid vehicles waiting on the surrounding roads. Any vehicles not adhering to the agreed routing or demonstrating a blatant disregard to the agreed delivery schedules may be banned from the site.

e. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).

Deliveries will be planned to avoid peak periods around rush hour and school drop off times.

6. 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)*

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and other traffic when vehicles are entering and leaving site, particularly if reversing.

a. Please detail the proposed access and egress routes to and from the site

Please see the plan included in **Appendix 3**.

b. Please describe how the access and egress arrangements for construction vehicles will be managed.

Details will be included in the Site CMP and the Transport Plan. These will be review at regular stages by the contractor and his Health and Safety Advisors.

c. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

Please refer to **Appendix 5**.

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.

It is imperative that all roads and footpaths are to be kept free of dust and spoil especially during the earthworks phase of the construction project.

The temporary condition of the site will be designed as temporary hardstanding comprising of crushed material to create a clean running surface for all plant and vehicles traversing the site.

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

If this is not possible, 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 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 loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 8 if any parking bay suspensions will be required.

Please refer to the Site Establishment and Logistics Plans in **Appendix 4**. Deliveries will be organised on a 'just in time' principle, with the vehicles allocated specific delivery slots. All deliveries are likely to be booked in using a proprietary internet based booking in system. Large deliveries are to be scheduled outside peak traffic hours and school travel periods where possible. The arrival and departure of demolition and excavation vehicles will be controlled by two- way radio to prevent lorries having to wait on the highway.

Highway interventions

8. Parking bay suspensions and temporary traffic management orders

Please note that a parking bay suspension should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, suspensions whose duration exceeds 6 months must apply for a Temporary Traffic Order (TTO). For parking bay suspensions of one year or longer, a Traffic Management Order (TMO) must be applied for.

Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction.

Information regarding parking suspensions can be found [here](#).

No parking bay suspensions are required because all loading will take place within the site.

9. Scaled drawings of highway works

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. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. 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 accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).

Please refer to the external works drawing in **Appendix 7**

b. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

Refer to **Appendix 4**. Erection of signs at site entrances warning pedestrians and cyclists of the presence of construction traffic.
Hoardings shall be used adjacent to properties which are close to the site to reduce noise of activity, including both mobile and static plant close to the boundary. Material storage bunds may also be used where appropriate. Hoardings will be erected to the site perimeter and suitable lighting will be provided where necessary.

10. Diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted).

No diversions are required.

11. VRU and pedestrian diversions, scaffolding and hoarding

Pedestrians and/or cyclist 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 ramping 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. Lighting and signage should be used on temporary structures/skids/ hoardings, etc.

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

a. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

Vehicles access to the site will be controlled via a Gateman during the operational hours of the demolition and construction phases.

Exit from the site will also be controlled by a Gateman ensuring that vehicles doing so are guided via banksmen ensuring safe crossing onto the public highway. The gateman will also check that the vehicle has been sufficiently cleaned preventing any spoil or dust being deposited onto the highway.

Proposed access and egress is drive in, drive out so that lorries do not have to back out on to the public highway.

Full segregation of pedestrians and vehicles will be maintained at all times. This will be achieved by the use of temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

It is likely that scaffolding will temporarily overhang the public footpaths in front of the site on West End Lane. Hoardings will be erected across the front of the site.

Environment

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

1. Please list all [noisy operations](#) and the construction method used, and provide details of the times that each of these are to be carried out.

The main activities which have the potential to give rise to noise and vibration relate to the demolition of the existing premises and hardstandings complete and the construction of new foundations.

The contractor be required to adhere to the guidelines set out by the CCS and the Local Authority's Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2004.

2. 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.

Please refer to the Noise Impact Assessment in **Appendix 9**, dated November 2015.

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

Construction noise and vibration predictions will be provided with the Section 61 applications, once the detailed construction programme has been finalised.

4. 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 contractor is to employ best practical means to minimise noise and vibration levels produced by its operations and is to comply with the recommendations of BS5228 Noise Control on Construction and Open Sites. Proposed steps to minimise noise and vibration levels include, but are not limited to the following, which are to be incorporated into the site works method statements:

Briefing all site personnel on conditions of Section 61 of the Control and Pollution Act 1974, including consent and measures to minimise noise. Hoardings shall be used adjacent to properties which are close to the site to reduce noise.

Very noisy operations would be limited where possible to times of the day when the impact would be less critical, e.g. rush hour.

Switching off plant and equipment when not being used. Both static and non-static plant machinery is to be well maintained and where possible fitted with noise silencing equipment and/or quiet operating plant such as silenced generators should be used.

Carrying out work likely to generate vibration during normal working hours. Liaison with the Local Authority and local residents, giving prior notice of any activities to result in the potential for vibration.

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

The staff will be trained on BS 5228:2009

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

The contractor is to take all reasonable measures to avoid creating a dust nuisance. Visual dust monitoring shall be carried out as required. Site haul roads are to be formed with suitable material and are to be kept in serviceable condition. During dry weather conditions, haul roads are to be dampened down with water as required to minimise dust. A site speed limit of 5mph is to be established.

7. 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.

Site haul roads are to be formed with suitable material and are to be kept in serviceable condition. During dry weather conditions, haul roads are to be dampened down with water as required to minimise dust. A site speed limit of 5mph is to be established.

The contractor is to ensure that the area around the site is regularly and adequately swept to prevent any accumulation of dust from the site. The watering of the area is to be undertaken where necessary to minimise dust transfer to neighbouring properties. Covered skips shall be used to minimise the release of unwanted dust and odour from waste material. Skips and spoil removal vehicles shall be covered when leaving site to prevent dust being deposited in the neighbourhood.

Stockpiles of fill materials such as crushed concrete are to be managed depending on weather conditions to minimise the emission of dust.

8. Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels.

Visual dust monitoring shall be carried out as required. Test stations will be provided to monitor noise and vibration levels during the course of the works. The contractor shall apply to the London Borough of Camden for consent under Section 61 of Control of Pollution Act 1974. The contractor shall comply with any conditions attached to this consent.

9. Please confirm that a [Risk Assessment](#) has been undertaken at planning application stage in line with the [GLA's Control of Dust](#) and Emissions Supplementary Planning Guidance (SPG), and the risk level that has been identified, with evidence. Please attach the risk assessment as an appendix if not completed at the planning application stage.

Refer to the Air Quality Assessment in **Appendix 6**.

A risk Assessment was carried out in line with the GLA's SPG and this is evidenced in the ACCON Air Quality Report which is provided at Appendix 6. In particular, at section 4.7 of the report it identifies the risk assessment methodology and at section 5.1 it identifies that without mitigation the risk would be 'medium'. Section 6.1 of the report identifies that with the implication of Best Practice Means (BPM) the risk related to dust would reduce to negligible.

10. Please confirm that all of the GLA's 'highly recommended' measures from the [SPG](#) document relative to the level of risk identified in question 9 have been addressed by completing the [GLA mitigation measures checklist](#). Please attach this as an appendix.

Refer to **Appendix 8**

- 11. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the [SPG](#). 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.

Monitors will be installed in accordance with the SPG and the locations, quantity and specification are to be agreed.

12. 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).

Stored waste is to be segregated in accordance with arrangements identified in a Site Waste Management Plan. Waste is to be stored safely and securely to prevent damage to health or escape into environment. Consideration is to be given to preventing the theft of waste, acts of vandalism and scavenging by animals.

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

Key Asbestos report dated May 2015.

Eight samples were taken from the Travis Perkins buildings and six contained asbestos (Amosite and Chrysotile). Five samples were taken from the vacant Council Offices and two contained asbestos. The asbestos risks ranged from Very Low to Medium and in all instances the recommendation is for the asbestos to be removed by a Licenced contractor prior to the major works.

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

The contractor will be required to register with the Considerate Constructors Scheme.

Agreement

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

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

Signed:

Date:

Print Name: Gary Wreford BSc. MRICS

Position: Senior Project Manager at Silver

Please submit to: planningobligations@camden.gov.uk

Appendices

1. Site Plan

2. Local Highway Network

3. Access and Egress

4. Site Establishment and Logistics Plan

5. Swept Path

6. Air Quality Assessment

7. External Works

8. Mitigation Measures Checklist

9. Noise Impact Assessment