Camden

CONSTRUCTION MANAGEMENT PLAN (CMP)

The Construction Management Plan will help developers minimise the impact of their construction on the surrounding community, both for the construction on site and the transport arrangements for servicing the site. It follows the best practice guidelines in TfL's Standard for Construction Logistics and Cyclist Safety (CLOCS) scheme (http://www.clocs.org.uk/standard-for-clocs/) and Camden's Minimum Requirements for Building Construction (CMRBC).

The completed and signed Construction Management Plan should address how any impacts associated with the proposed works would be mitigated. The level of detail for the Construction Management Plan will depend on the scale and kind of the development. The text boxes will expand to accommodate information provided.

PLEASE COMPLETE THE QUESTIONS BELOW WITH ADDITIONAL SHEETS, DRAWINGS AND PLANS AS REQUIRED.

(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)

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed with 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 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.

The boxes below expand please provide as much information as necessary.

Section 1 – Site Contacts

Q1. Please provide the full postal address of the site and the planning reference relating to the construction works.

Site Address: **4, Langland Gardens, London NW3 6PY**

Planning application reference: **APP/2015/3036/P**

Type of CMP – **Section 106 planning obligation**

Q2. Please provide contact details for the person responsible for submitting the CMP

Name: **Austin Warnes**

Address: **Oak View, Main Street, Fenton, Nottinghamshire NG23 5DE**

Tel: **07801-203681**

Email: **austin.warnes@btinternet.com**

Q3. Please provide the registered contact address details for the main contractor responsible for undertaking the works.

Name:	**Premier Basements Ltd**
Address:	**Unit 14, Timsway, Staines, Middlesex, TW18 3JY**
Tel:	**0333 444 0148 / 0208-099-1762**
Email:	**hello@premierbasements.co.uk**

Q4. Please provide full contact details of the site and project manager responsible for day-to-day management of the works.

Name:

Address: **Unit 14, Timsway, Staines, Middlesex, TW18 3JY**

Tel: **0208-099-1762**

Email: **hello@premierbasements.co.uk**

Q5. Please provide full contact details of the person responsible for dealing with any complaints from local residents and businesses, etc. In the case of Community Infrastructure Projects (CIP) please provide contact details of the responsible Camden officer.

Name: **Markus Harman / Austin Warnes**

Address: **Zen Developments Ltd, Hillview House, 1, Hallswelle Parade, London NW11 0DL**

Tel: **0208-209-3048**

Email: **markus@zendevelopments.co.uk**

Q6. 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: **Peter Buckley**

Address: **Zen Developments Ltd, Hillview House, 1, Hallswelle Parade, London NW11 0DL**

Tel: **0208-209-3048**

Email: **peter@zendevelopments.co.uk**

Section 2 – About the Site

Q7. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

The property at 4, Langland Gardens sits just two houses up from the main Finchley Road running at the bottom of the road. It is situated in a conservation area but the building itself is not listed.

It is at present a multi-occupancy dwelling which is being redeveloped further with the addition of a full size basement to accommodate larger apartments.

The area around the site is almost exclusively residential with houses of multiple and single family occupancy.

There is some off-street parking associated with some properties but there are also residents parking bays lining both sides of the street.

Q8. Please provide a very brief description of the construction works including the size and nature of the development and provide details of the main issues and challenges (eg narrow streets, close proximity to residential dwellings).

Initially internal strip out and then excavation of the basement to full extent of house, construction of watertight basement and underpinning of the main house.

Refurbishment of the main house and extension at the rear to incorporate 3 x 1 Bedroom flats, 1 x 2 bed and 2 x 3 bed flats/maisonettes.

The main challenges on this project are:

- **The proximity to local residents and adjacent properties**
- **School traffic and pedestrians**
- **Traffic Management to and from site and removal of material**

The immediate area is exclusively residential; however, school traffic and pedestrians are to be expected along the road.

The development will impinge upon the local community with regard to increased

and heavy traffic visiting the site, noise and dusts.

The streets are not narrow; however, there are residents' parked cars on both sides of the road.

The local residents have been contacted with regard to the forthcoming development. A contact letter is attached. Any responses received as a result of the contact letter will be the subject of a report.

Local residents will be the main priority as regards considerate start and finish times, noise, dust and traffic movements amongst other elements of the project.

The safety of the children, parents and visitors to residents will be our top priority.

Q9. 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.

There are no significant changes to the services to the property other than redesigning the drainage and utility supplies to the enlarged basement and re-designed apartments

Q10. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting, etc).

The site is bordered by private dwellings. There are businesses in the Finchley Road but they are unlikely to be affected by the construction work.

Adjacent to the site are Nos.2 and 6, Langland Gardens, both private residences.

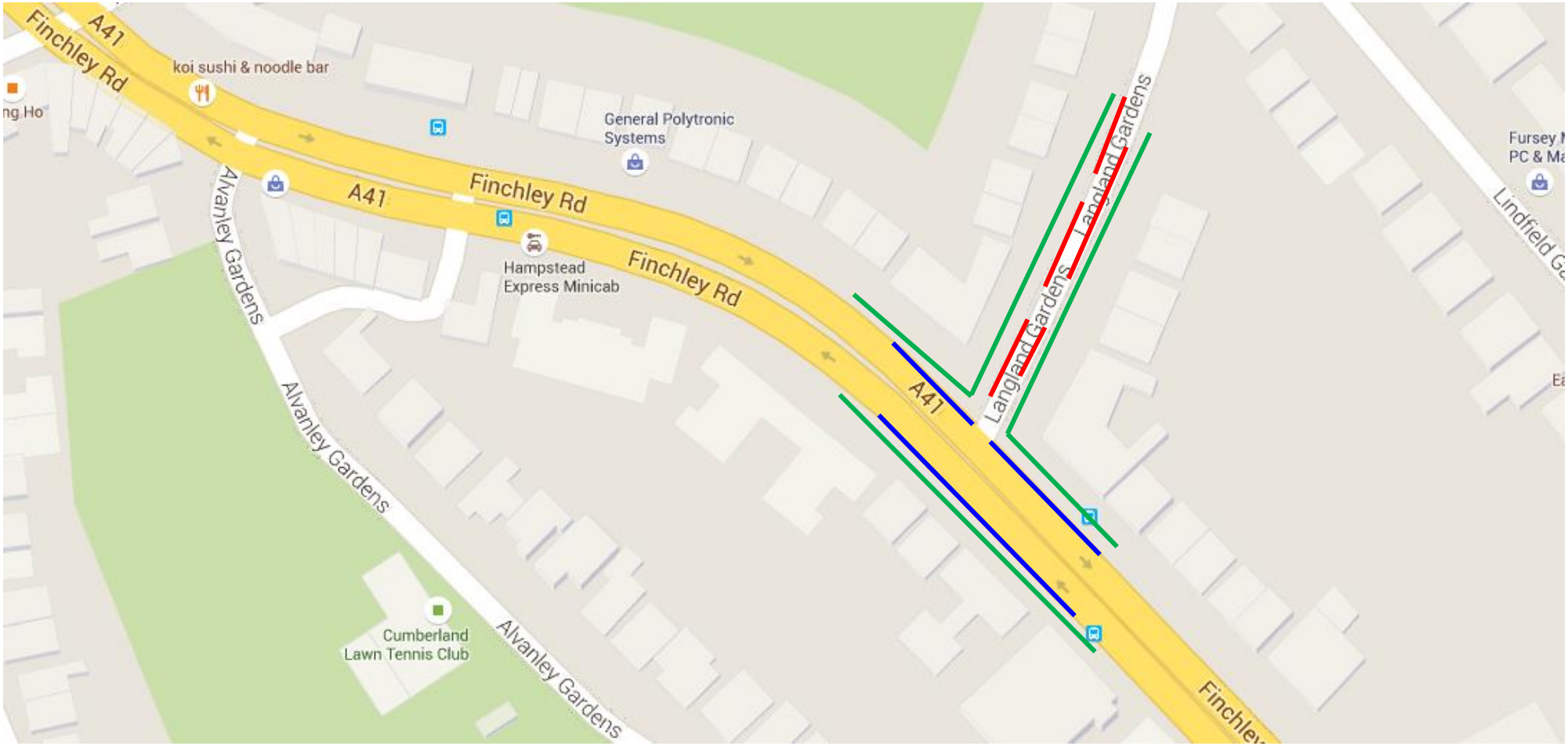
No.2 is a single family dwelling; No.6 has been split into a multi-occupancy dwelling.

There are residential properties opposite the site.

The remaining surrounding properties are exclusively residential or multiple occupancy dwellings in houses or blocks.

Q11. 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 see scaled plan below



Red line denotes parking bays which exclusively for residents / Blue line denotes Bus Lane (Inc Cycles) / Green line denotes footways in Langland Gdns / Finchley Rd

Q12. 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 useful).

Phase 1 Asbestos Removal and Enabling Works – 4 Weeks (COMPLETE)
Asbestos (Non-Licenced) Removal – Main House Only
Asbestos (Licenced) Removal – Main House Only

Phase 2 Strip Out – 6 Weeks (COMPLETE)
Internal Full House

Phase 3 Basement Excavation – 12 Weeks
Basement Excavation From 14th December

Phase 4 Extension and Internal re-modelling 30 Weeks
Extension to rear
Internal reconfiguration and construction

Q13. 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

The working hours for this site will be as follows:

08.00 to 18.00 – Monday to Friday
08.00 to 13.00 – Saturdays
Outside of these hours and Bank Holidays – By arrangement, but not under normal circumstances.

(No noisy work prior to 08.00)

Section 3 – Transportation Issues Associated with the Site

Q14. Please provide a brief description of the proposed working hours within which vehicles will service the site during the construction period (Refer to the Guide for Contractors Working in Camden. 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. Construction vehicles must be managed and prevented from causing obstructions to the highway.

The site will not accept deliveries from any supplier or any collections from site before 09.00 am or between 3pm – 4pm as there will be pedestrians walking to local schools and increased traffic during these times.

There is no access to the site as there is no driveway. It is proposed to have at least two parking bays suspended for the construction period directly outside the property.

All vehicles will leave the site travelling West into Finchley Road.

At present there are major road works in Finchley Road and only a left turn towards Central London is permitted, all vehicles leaving the site will follow this route.

Q15. 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. You will need to consider whether the roads on the route(s) to and from the site are suitable for the size of vehicles to be used. Please provide details of other known developments in the local area or on the route.

Vehicles will include: (Typical Sizes)

Flatbed Trucks – 8.5 x 2.5 metres
Readymix concrete lorries – 9 x 3.0 metres

During the hours mentioned above vehicles will arrive at scheduled times throughout the day.

No vehicles will be allowed to dwell around the site.

Scheduled deliveries and collections will avoid vehicles waiting in the surrounding streets.

The surrounding streets are suitable for such transport. Major road works in the Finchley Road make access from this road unsuitable and all vehicles will access the site via Frognal Lane and right into Langland Gardens

The frequency of vehicles can be predicted as follows:

Phase 3 – 10 – 15 per day
Phase 4 – 5 – 10 per day

Q16. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses). 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 including; the extent of 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. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

(Please see Section 24)

Q17. Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction. If construction vehicles cannot access the site, details are required on where they will wait to load/unload.

The Principal Contractor will arrange for the suspension of at least two parking bays directly outside the property.

A HIAB grab can remove arisings and waste from the front of the property whilst parked at the roadside. This is anticipated to be for a maximum of 30 minutes per day. A banksman will ensure pedestrians do not pass under the grab and will stop the operation whilst pedestrians pass by ensuring the footpath remains open and functional at all times

Q18. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc).

No crane will be required and no temporary structures will be required.

Q19. Please provide details of hoarding requirements or any other occupation of the public highway.

Hoarding will be attached to the internal face of the boundary wall of the property and no occupation of the public highway is necessary.

Section 4 Traffic Management for the Site

Q20. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Banksman and/or Traffic Marshall arrangements. You should supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted). Vulnerable footway users include wheelchair users, the elderly, people with walking difficulties, young children, people with prams, blind and partially sighted people, etc. A secure hoarding will generally be required to the site boundary with a lockable access. 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/ skips/ hoardings, etc. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

Traffic marshalling is of paramount importance during these works and all transport to site will be strictly managed.

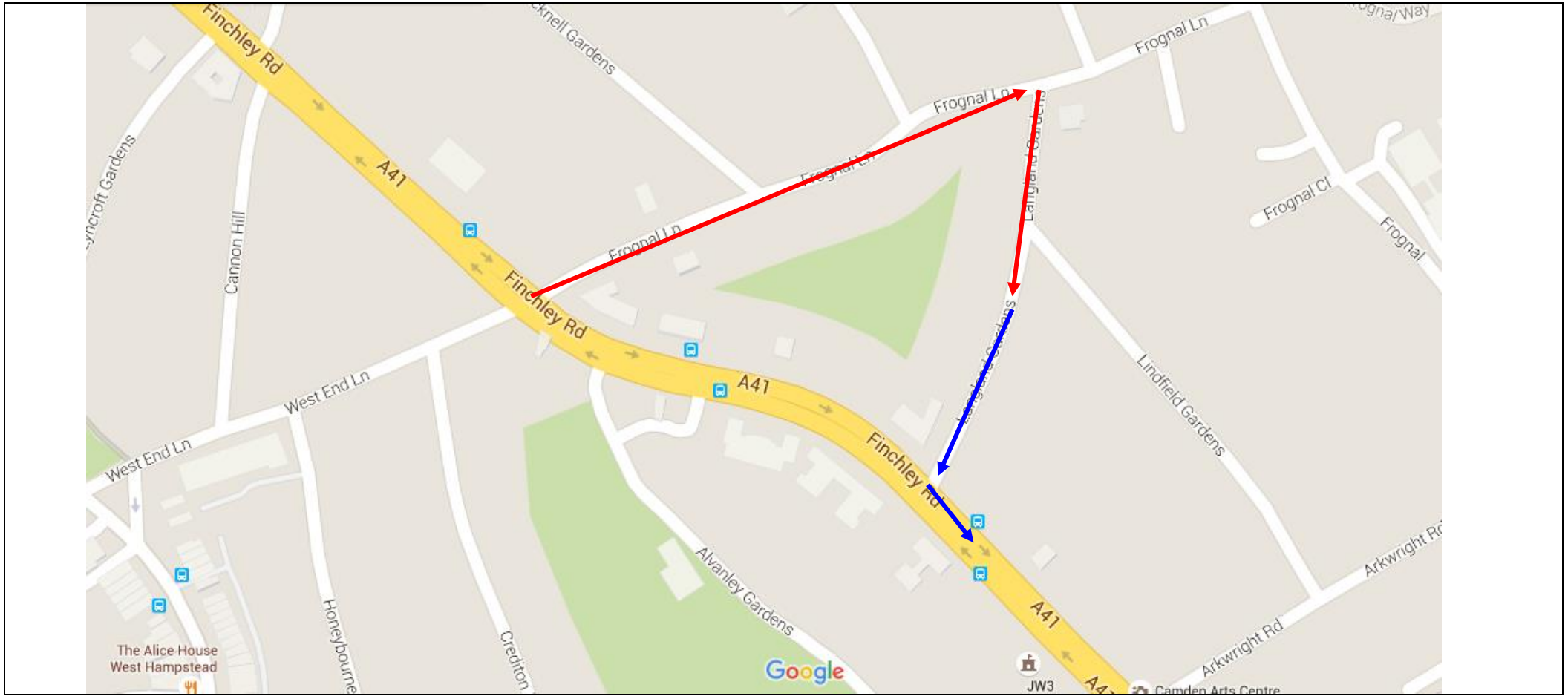
There is no designated cycle path in the adjacent streets but cycles can access any part of the route.

The biggest issue is pedestrian movement around the site, especially in the morning and around school opening and closing times.

Secure hoarding will be placed around the site with lockable gates and pedestrian access.

Cycles on the highway will only be restricted when deliveries / collections are being made, otherwise they will be unaffected.

Q21. Please detail the proposed access and egress routes to and from the site, showing details of links to the Transport for London Road Network (TLRN). Such routes should be indicated on a drawing or diagram showing the public highway network in the vicinity of the site. Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. Consideration should be given to any major trip generators (e.g. schools, offices, public buildings, museums, etc) on the route, and how any problems can be avoided or mitigated.



Q22. Please describe how the access and egress arrangements for construction vehicles will be managed. 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.

All of the supply chain and sub-contractors will be contacted regarding the delivery arrangements to the site. They will all be supplied with a copy of the Pre-Construction information which has this information contained within it.

The route to and from site will be explained to them prior to their arrival.

All contractors will be required to co-ordinate their deliveries and collections with the site manager who will draw up a weekly schedule of transport to and from site.

Vehicles turning up to site unscheduled will be turned away.

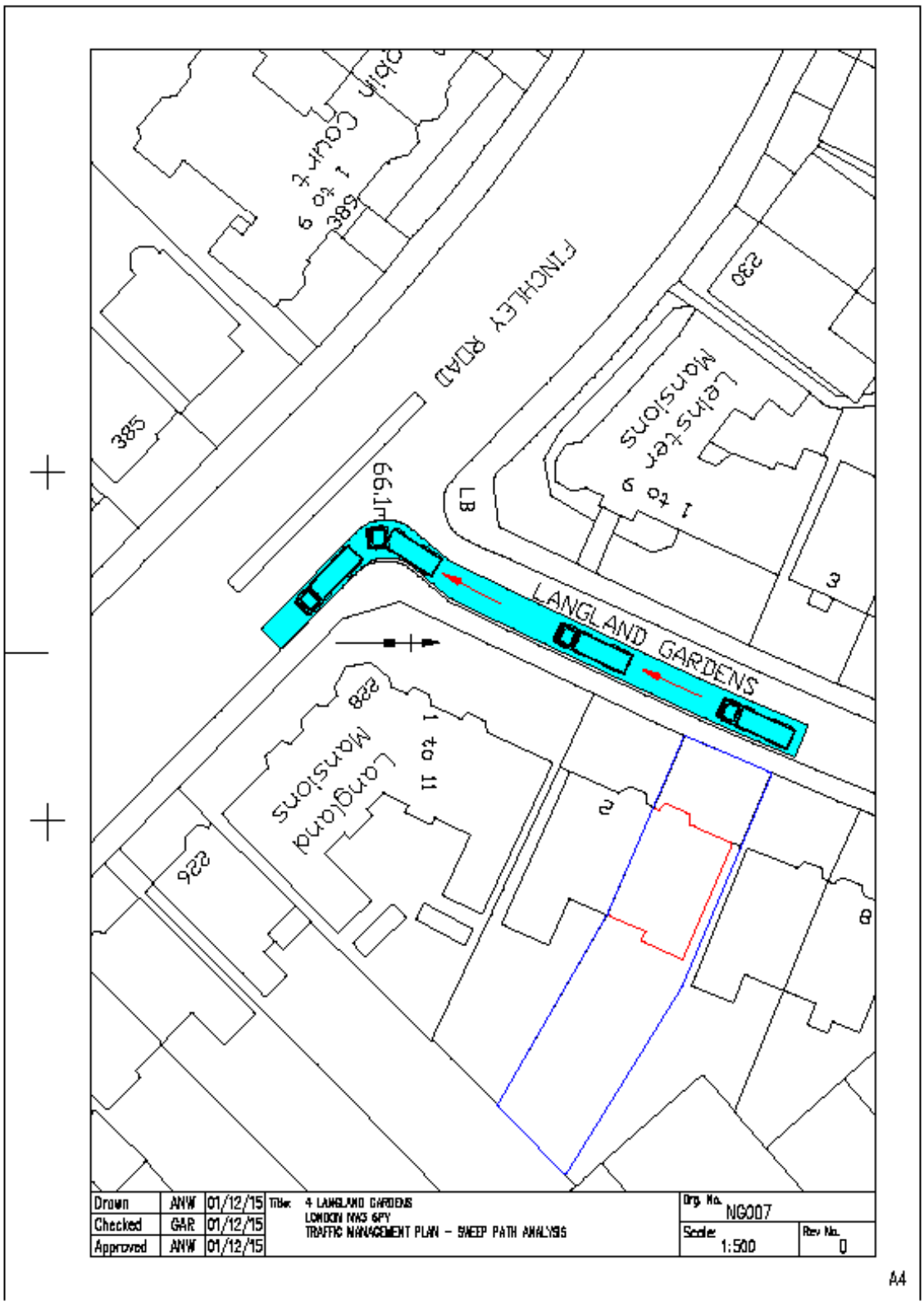
Vehicles will be strictly controlled by at least two banksmen when they arrive on site and until they depart.

Q23. 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.

No parking of vehicles will be allowed for more than a few minutes to allow contact with the site banksmen.

All plant and materials will be stored within the site boundary.

Q24. 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).



Section 5 – Environmental Minimum Requirements

(To answer questions 24- 33 refer to the relevant sections of the C: noisy operations, abatement techniques, noise levels, vibration levels, dust levels and rodent control). Add link to CMR.

Q25. Please provide details of the times of noisy operations, describing how the construction works are to be carried out. (Refer to CMR time of operations section)

Best Practicable Means as defined in Control of Pollution Act 1974 shall be used to reduce noise and vibration with reference to the principles of BS5228:2009 which shall be briefed to all operatives.

Premier Basements will endeavour to achieve a lower noise threshold of 75(dBA) at the site boundary. This will be monitored and if consistently exceeded, work will cease and the causes will be investigated. Mitigation measures will be put in place to prevent recurrence.

No noisy works will take place outside of the permitted working hours of the site.

We will maintain a close liaison with the local residents to determine whether quiet times are needed throughout any other part of the day.

A noise level survey is to be carried out prior to works commencing to establish the background noise levels.

The noisiest item of plant to be used outside of the footprint of the existing building is a 5Te mini digger. This has a noise output of 65db Laeq.

The noisiest item of plant to be used within the building footprint will be a hand held circular saw with a noise output of 85db Laeq. This will however be fully contained from the neighbours by an existing 225mm concrete wall. This should reduce noise levels to a maximum of 75db Laeq within the neighbours property and will only be used for short periods of time. Noise transfer from the basement under the existing property being transferred outside of the building footprint will be obstructed by a hoarding and the 85db Laeq is expected to be no greater than 75db Laeq at the face of the buildings opposite some 25m away.

If 75db Laeq is being exceeded for any reason, acoustic screens will be utilised if required.

The result of any noise assessment monitoring will be recorded in a revision to this CMP.

As most of the noisy work will be taking place inside the building noise externally will be limited.

Noise monitoring techniques and equipment locations can be erected if noise surveys determine them necessary.

Q26. Please confirm the date that the most recent noise survey took place (before any works were carried out) and provide a copy of such noise survey. 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.

In accordance with the requirements of Camden Council, where the measured noise levels are more than 3 dB (A) above the predicted noise levels or in the event of a complaint of noise an investigation shall be carried out to ascertain the cause of the exceedance or the complaint and to check that Best Practicable Means are being used to control the noise in accordance with the steps set out in the application for 'prior consent'. Noise levels shall be reduced further if it is reasonably practicable to do so'.

ABATEMENT NOISE TECHNIQUES.

- The quietest and newest vehicles/plant machinery shall be used at all times. All vehicles and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers, shall be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions.

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

- Noise attenuation screening to be used if deemed appropriate and noise monitoring to be carried out at the start and at regular intervals during each task period. Any mobile screens shall have sufficient mass so as to be able to resist the passage of sound across the barrier and to be free of significant holes or gaps between or under any acoustic panels or board materials as far as reasonably practical.
Barriers should be:
• A fairly uniform panel, free from holes with no gaps or openings at joints(uneven ground may leave gaps to be filled);
• Stable and robust enough to stand up to site conditions;
• Of a height and width more enough to completely cut off sight of the source from the receiver

• Noise monitoring shall be undertaken using attended monitoring methods and if breaches of 75db are encountered semi permanent (continuous) shall be utilised. The locations of the sampling shall be undertaken at the front, rear and side boundaries of the site at the start of each operation.

• In accordance with relevant British standards, noise measurement equipment shall be checked against an appropriate calibrator at the beginning and end of the measurements. The accuracy of the calibrators should be traceable to National Physical Laboratory Standards. Calibration certificates shall be made available to Camden upon request.

VIBRATION LEVELS

- In the case of vibration, measured vibration levels shall be compared with the criteria in BS 5228: 2009 part 2 (i.e. 1mms^{-1} PPV for potential disturbance in residential)

Q27. Please provide predictions for noise and vibration levels throughout the proposed works and actions to be taken in cases where these exceed the predicted levels.

Vibration Level ppv mms-1	Description of Effect	Effect
<0.3	Vibration is unlikely to be perceptible in even the most sensitive situations for most vibration frequencies associated with construction.	Negligible
0.3 to 1	Increasing likelihood of perceptible vibration in residential	Minor

	environments.	
1 to 10	**Increasing likelihood of complaint in residential environments, but can be tolerated at the lower end of the scale if prior warning and explanation has been given to residents.**	**Moderate**
>10 Vibration	**Is likely to be intolerable for any more than a very brief exposure to a level of 10mms-1.**	**Major**

It is commonly held that if vibration can be felt, it is also likely to have a simultaneous adverse effect on the building, possibly resulting in damage of either a cosmetic or structural nature.

It is stated in BS 7385-2:1993 that cosmetic damage to residential or light commercial type buildings may occur at 15 mm/s. For industrial and heavy commercial buildings, this increases to 50 mm/s.

The LV10 parameter is the rolling hourly 10th percentile of the reported PPV levels measured at intervals of one minute. It is specified in relation to human perception of vibration. To prevent building damage from vibration an instantaneous vibration level of 10 mm/s will be applied. The contractors will endeavour to keep vibration to less than 1mm/s ppv.

Using modern excavating equipment and excavation techniques, vibration is not expected from the development unless obstructions underground are encountered in which case monitoring equipment will be deployed.

Any increase into the levels within the red highlighted section will require further investigation of work processes to reduce the vibration. Mitigation will be used in accordance with Best Practice Guidance

Q28. 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.

The site will be protected by hoarding all around.

Cutting areas will be internally located where possible otherwise an enclosure will be built at the rear of the property.

Modern machinery with low noise and vibration output will be utilised on site.

Residents will be consulted / forewarned of any activity that might give rise to elevated noise and vibration levels in advance of those works.

Several noisy operations may be scheduled to take place together as the cumulative effect may not be any more significant.

Vibration operates differently and operations where vibration is likely to occur will be scheduled separately.

Q29. Please provide evidence that staff have been trained on BS 5228:2009

All operatives on site will be briefed on the contents of BS 5228 -1: 2009 and a copy will be available on site for reference.

Q30. Please provide details on how dust nuisance arising from dusty activities originated on the site will be prevented.

Dust levels will be limited due to the major excavation work taking place inside the building.

Earth will be removed to external areas at the front of the property but given the time of year there is not expected to be high dust levels from this.

All lorries transporting material from site will be sheeted prior to leaving site.

Dust levels on properties around the site will be monitored and assessed. If there is any significant soiling found corrective action and control measures will be employed to prevent a recurrence.

Effective management, supervision and training for all operatives to identify and control dust levels is essential as is the careful selection of equipment capable of controlling dust levels and emissions to air.

The site operations have been classified as below:

Activity	Dust Emission Magnitude
Internal Strip Out	Complete
Groundworks / Excavations	Small
Construction	Small
Track-Out	Minimal

This is a relatively small construction site and given the time of year the main activities will be taking place the risks of airborne dusts are further reduced.

The following table shows an evaluation of the dust impact for each given activity considering the factors:

Time of Year
Duration
Volume of construction
Controls put in place

Sensitivity of Area	Dust Emission Magnitude –Strip Out
	Classification of Site - Complete
High	Low Risk

Sensitivity of Area	Dust Emission Magnitude – Groundworks / Excavations
	Classification of Site - Small
High	Low Risk

Sensitivity of Area	Dust Emission Magnitude – Construction
	Classification of Site - Small
High	Low Risk

Sensitivity of Area	Dust Emission Magnitude – Track-Out
	Classification of Site - Small
High	Negligible

Q31. 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.

There will be no track-out from the site as vehicles cannot access the site.

Any material falling onto the footway or road will be cleaned immediately and will not be allowed to accumulate.

Q32. Please provide details describing arrangements for monitoring of noise, vibration and dust levels.

Monitoring equipment can be set up along the site boundary for the measuring of nuisance dusts, vibration and noise emanating from the site activities, if the noise levels are surveyed to be above the control levels.

The results of any monitoring will be recorded and entered into the CMP.

Copies of any monitoring documentation can be forwarded on request.

Q33. Please provide details on how rodents, including rats, will be prevented from spreading out from the site.

The site is not known to have a high rodent population. The area is mainly residential and no nearby watercourses are in the area.

Rodent infestation is likely to occur if drains are not sealed correctly and / or operatives leave food on site.

All drainage points will be sealed.

The welfare area is contained within the main building and bins with lids are provided within the building and externally for the processing of food waste.

Operatives will be instructed to remove all food waste from tables and a high level of hygiene will be adopted within the site canteen area.

Bins will be emptied regularly and fridges and cupboards will be cleaned out periodically.

Q34. Please provide details describing arrangements for pest control including provision of receipts (if work undertaken).

Any pest control work on site, if required, will be carried out by a professional pest control organisation, typically from a pest control company which is a member of a recognised trade body.

Pest monitoring, if required, will be planned and documented. This will include the use of site plans/drawings.

A consultant will be contacted for the placing of monitoring devices and knowledge of pest behaviour.

Pest monitoring devices, if required, will be labelled with a date and placed in a recorded location. This will be mapped or recorded in document form.

Insect and rodent survey points, if required, will be placed in potential harbourage or activity areas and checked monthly for infestation. Results from inspections will

be recorded.

A building perimeter inspection will be conducted on a regular basis to verify that there are no access routes for rodents. This includes doorway thresholds, pipe penetrations and any other location for pest entry.

An interior inspection will be periodically undertaken to check that the plumbing fixtures, especially WC traps, food preparation areas, and waste storage are free from pest problems.

Full records of inspections, notifications of pest problems, visits by pest control professionals, use of pest control methods/pesticides including safety data sheets will be maintained.

These records will be kept safely since they may be required in the event of an investigation.

Q35. Please confirm that a Risk Assessment has been undertaken in line with the GLA's Control of Dust and Emissions SPG, and the risk level that has been identified, with evidence.

As indicated above.

Q36. Please confirm that all relevant mitigation measures from the SPG will be delivered onsite.

All controls and measures to mitigate the transference of dust, vibration magnitude and noise from the site outlined in this CMP will be adopted and all records of such monitoring will be available for inspection.

Q37. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the SPG. Please confirm that these monitors will be installed 3 months prior to the commencement of works, and that real time data will be available to LBC, and that quarterly reports will be provided to LBC detailing any exceedences of the threshold and measures that were implemented to address these.

This is classified as a high risk site due to the numbers of residential properties within a close proximity to the site.

Dust monitoring will be carried out as per SPG.

Section 6 – Monitoring, Compliance, Reporting and Consultation about Traffic and Activities related to the Site

(Refer to Tfl best practice guidance and CMRBC sections: noise operations, abatement techniques, noise levels, vibration levels, dust levels, rodent control, community liaison, etc.)

Q38. Please provide details describing how traffic associated with the development will be managed in order to reduce/minimise traffic congestion. Deliveries should be given set times to arrive, dwell and depart. Delivery instructions should be sent to all suppliers and

contractors. Trained site staff must assist when delivery vehicles are accessing the site, or parking on the public highway adjacent to the site. Banksmen must ensure the safe passage of pedestrians, cyclists and motor vehicular traffic in the street when vehicles are being loaded or unloaded. Vehicles should not wait or circulate on the public highway. An appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected.

The site will not accept deliveries from any supplier or any collections from site before 09.00 am or between 3pm – 4pm as school foot and vehicle traffic is expected

No vehicle will be allowed to reverse around the site unless controlled by at least two banksmen.

All banksmen will be trained and will wear suitably appropriate clothing (Orange Hi-Vis)

Any gates to the site will open into the site and will be kept locked. All deliveries and collections will be scheduled with no unannounced arrivals.

All vehicles will leave the site West into the Finchley Road.

Vehicles will not be allowed to park in the street to gain entry to site in the event of any delays. Vehicles will only be allowed to dwell outside the site for a few minutes to organise entry into site.

Q39. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).

Construction Consolidation Centres will not be used for this site as the anticipated levels of construction traffic do not warrant an off-site centre.

Q40. Please provide details of consultation on a draft Construction Management Plan with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors. Details should include who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. 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 it out.

Continual consultation will take place between the developers and the local residents regarding the activities on site and traffic management.

A report will be forwarded after initial contact has taken place.

Comments raised at initial contact:

Traffic concerns during school times
Noise Restrictive times
Times of transport activity
Control of pedestrians.

All of these issues will be discussed with local residents and members of the local authority.

Occupiers in the vicinity who may be affected by noise from these works will be contacted and this issue discussed.

Godfrey Investments Ltd have a staffed telephone line which is maintained at all times when site works are in progress to deal with enquiries and complaints from the local community. The telephone number (and any changes to it) shall be publicised widely in the local community affected by the works. It shall also be notified to the Noise and Licensing Enforcement Team on 0207 974 4444.

Should noise/vibration/dust complaints arise from the building construction/building works, these complaints will be recorded in a complaint's register and made available to the Local Authority, if requested. The complaint register shall provide information on day, time, details of complaint, details of monitoring carried out and any additional mitigation works.

Should complaints be received concerning works/activities, then all works/activities being the cause of complaint will cease (Any tasks in progress that cannot be cased due to structural integrity or safety concerns will be completed until the issues are no longer relevant), until such time as further agreement to work is negotiated.

A report summarising the contact will be prepared and will be submitted with the latest revision of this document, once feedback on the contact, if any, has been received.

Q41. 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, as well as contact details for the person responsible for community liaison on behalf of the Developer, and how these contact details will be advertised to the local community. Please can you confirm 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.

Newsletters will be produced which will be attached to the hoarding of the site.

Copies of this newsletter will be forwarded by E-Mail to any interested party for information and comment.
All site contacts will be included within these letters and will have previously been supplied.

A Construction Working Group has not been requested at this stage by any of the residents or by any other party. If one is requested a working group can be formulated. Arrangements will be made with the Principal Contractor to organise a regular Q&A session with local residents and this can be advertised on a newsletter circulated by E-Mail and posted through the doors of local residents and schools.

Q42. It is in your best interest to sign up to these schemes, please provide details of any schemes such as the "Considerate Constructors Scheme" or the "Freight Operators Recognition Scheme" or "TfLs Standard for construction logistics and cyclist safety – CLOCS scheme" that the project will be signed up to. Note, the CLOCS standard should be adhered to and detailed in response to question 40. 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 developers have signed up to the Considerate Constructors Scheme for this project.

All vehicles attending site that are in excess of 3.5 tonne will be expected to have at least FORS Bronze.

Delivering / collecting operators will be checked against this policy and asked for their level of certification.

Contractors will follow Camden's Considerate Contractors Manual.

Q43. Please provide details of other construction sites in the local area and how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site.

There are other refurbishment and construction projects in the locality as you would expect in a major city but none will have a significant detrimental or cumulative effect in the vicinity of the site.

The main Finchley Road where it adjoins Langland Gardens is undergoing a major transformation and traffic is severely restricted and slow moving at most times of the day.

Although the works will add to the traffic it will leave into the flow rather than against it.

Q44. Please provide details to confirm that all contractors and sub-contractors operating large vehicles over 3.5 tonnes will meet all of the following conditions, as outlined in the Standard for Construction Logistics and Cyclist Safety, CLOCS scheme (http://www.clocs.org.uk/standard-for-clocs/):

- Operations
  - Quality operation: accreditation via an approved fleet management audit scheme e.g. Fleet Operator Recognition Scheme (FORS) or equivalent.
  - Collision reporting and analysis: of any collision involving injury to persons, vehicles or property
  - Traffic routing: any route specified by the client is adhered to unless otherwise specified.

- Vehicles
  - Warning signage: warning cyclists of the dangers of passing the vehicle on the inside
  - Side under-run protection: fitted to all vehicles over 3.5 tonnes which are currently exempt
  - Blind spot minimisation: front, side and rear blind-spots completely eliminated or minimised as far as is practical and possible
  - Vehicle manoeuvring warnings: enhanced audible means to warn other road users of a vehicle's left hand turn or other manoeuvres

- Drivers
  - Training and development: approved progressive training and continued progressive training especially around vulnerable road users (including for drivers excluded from Certificate of Professional Competence requirements)
  - Driver licensing: regular checks and monitoring of driver endorsements and that drivers hold the correct licence for the correct vehicle

Standard for Construction Clients

- Construction logistics plan: is in place and fully complied with – as per this document.
- Suitability of site for vehicles fitted with safety equipment: that the site is suitably prepared for vehicles fitted with safety equipment to drive across.
- Site access and egress: should be carefully managed, signposted, understood and clear of obstacles.
- Vehicle loading and unloading: vehicles should be loaded and unloaded on-site as far as is practicable.
- Traffic routing: should be carefully considered, risk assessed and communicated to all contractors and drivers.
- Control of site traffic, particularly at peak hours: other options should be considered to plan and control traffic, to reduce traffic at peak hours.

- Supply chain compliance: contractors and sub-contractors throughout the supply chain should comply with requirements 3.1.1 to 3.3.2.

Evidence is being sought from the supply chain regarding adherence to FORS and CLOCS and will be forwarded once received. However, this will be a site requirement as stipulated by the developers and CDM advisor.

Suppliers delivering to site will be a minimum of FORS Bronze if their vehicles are over 3.5 tonnes.

Vehicles will also be checked for the following items and if not compliant the suppliers will be asked to comply with the CLOCS Safety equipment:

Warning signage to cyclists
Side under-run protection
Blind spot minimisation
Vehicle manoeuvring warnings

Amendments will be made to this CMP to update CLOCS and FORS information and will be submitted to the council.

Q45. Please provide details of any other relevant information with regard to traffic and transport (if appropriate).

None.

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed with 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 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: Austin Warnes Date: 2nd December 2015

Print name: Austin Warnes Position: CDM Advisor and HS&E Consultant