

Construction Management Plan

Revision B 29.02.2016

56 Hawtrey Road, London NW3 3SS

**For Discharge of Condition 4
Applications 2015/2665 and 2016/0833**

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areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.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

- INDICATES INPUT REQUIREMENT FROM MULTIPLE TEAMS THROUGHOUT DOCUMENT

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.

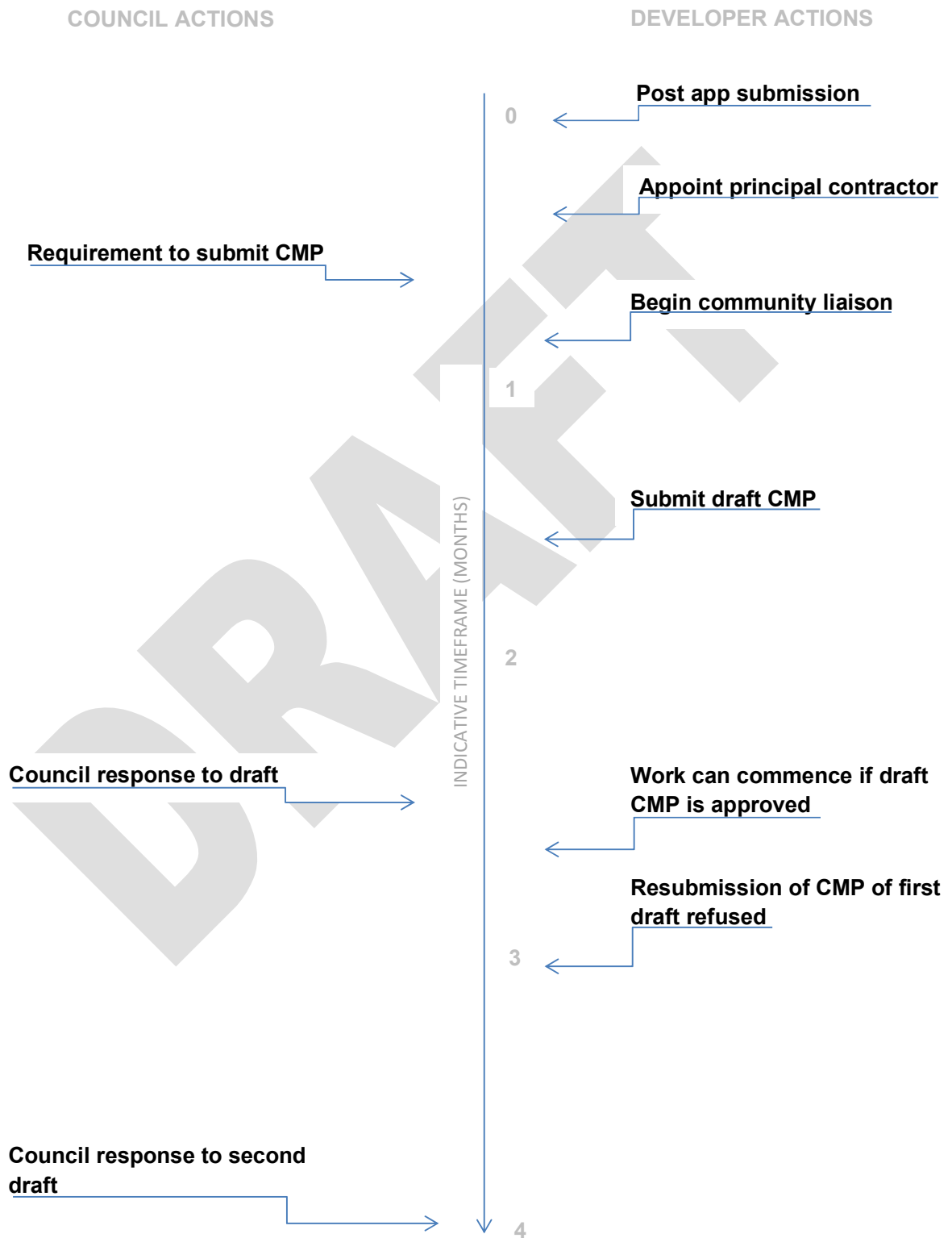
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "[Demolition Notice](#)"

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



Contact

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

Address: 56 Hawtrey Road, London NW3 3SS
Planning ref: 2015/2665
Type of CMP Discharge of Condition 4

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

Name: Anna Williamson
Address: Anna Williamson Architects, 90 Hawtrey Road, London NW3 3SS
Email: anna@annawilliamsonarchitects.co.uk
Phone: 020 7586 0475 / 07967 738 992

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: Nick Lyness
Address: LBS UK Limited, 2 Flint Cottages, Mill End, Sandon, Herts SG9 0RN
Email: nicklyness@hotmail.com
Phone: 07802 730 485

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:	Paul Rigo
Address:	Paul Rigo Joinery and Construction Services 3 Labyrinth Tower, Dalston Square, London E8 3GP
Email:	paulramonrigo@gmail.com
Phone:	07980 235 239

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:	Paul Rigo
Address:	refer Q4
Email:	
Phone:	

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:	Anna Williamson Architects
Address:	refer Q2
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.

Refer drawing P01, Site Location Plan

The site is a 1970s mid terrace townhouse on a private road within the Chalcot Estate. The basement extends under the rear extension and existing house. Private pedestrian access runs past the rear of the garden.

Construction access will be from the road at the front.

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).

A new single storey basement is to be constructed under the existing house and new extension. Excavation will be approximately 3.6m below existing internal floor level and approximately 64m² in plan, being 6.4m wide x 10m long.

Made up ground and the clay substrate will be excavated to form the basement. Excavation will be phased to allow underpinning of the existing foundations. The existing ground-bearing floor slab will need to be removed for beam and block replacement.

There will be heavier than usual traffic for a limited duration along Hawtrey Road, which is a quiet residential street. Soil and rubble will be removed and construction materials received. The impact of the additional traffic along King Henry's Road is likely to be negligible.

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.).

The adjacent residential properties from 46-60 Hawtrey Road and at 189 Adelaide Road are likely to experience a limited period of disturbance from traffic and construction noise. Direct neighbours at 189 Adelaide Road and 58 Hawtrey Road may experience vibration during works adjacent or to the party wall.

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.

Refer drawing P08revA, Construction Management Plan

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).

The anticipated construction period for the basement works is 3-4 months: 1-2 months for initial excavation between existing foundations, 2 months for underpinning and retaining walls.

The anticipated start date for basement works is May 2016, subject to approvals.

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

Construction will be from 8-6 Monday to Friday and from 8-1 on Saturdays

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.

No changes are anticipated to services or utilities.

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 routing 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.

The applicant has sought to consult on the proposals with, and has written to, their immediate neighbours at 46 -60 Hawtrey Road and 189 Adelaide Road as well as 66-70 Hawtrey Road. They have consulted with the local Hawtrey Resident's Association (HRA) and with RIB who manage Chalcot Estate Ltd (CEL). They submitted a draft version of the Construction Management Plan for HRA and CEL comment prior to submitting their planning application and have provided this revised version (revision A) for comment prior to applying for discharge of condition of the planning consent. All recipients were asked to notify any concerns with regard to the basement works and general management of the construction. The applicant has taken steps to address any concerns raised.

At planning stage, the applicant sent a letter to neighbours at 46-70 Hawtrey Road (even), 1-13 Hawtrey Road (odd), 185 and 189 Adelaide Road and submitted to Camden on 1st June 2015. They held a meeting with neighbours on June 3rd and followed up with a letter sent on 10th June, relevant letters attached.

There is ongoing liaison with HRA and CEL. The applicant has written (letter dated February 24th) and together with the contractor, has endeavoured to speak with all affected neighbours about the proposed site set up and to directly address any concerns or requests they may have. They have kept HRA and CEL informed of the same.

The applicant has undertaken to notify neighbours of the likely programme for noisy works and to limit noisy working hours to 9-5, with no noisy work taking place on Saturdays.

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.

The construction period will be limited to the tightest possible time frame through good pre-construction planning. Neighbours are welcome to talk to the applicant, contractor or architect in advance and during the works about any specific concerns or if noise levels cause undue disturbance.

Community liaison will otherwise be through Hawtrey Resident's Association (HRA) and with RIB who manage Chalcot Estate Ltd (CEL). The applicant will provide details of the programme for noisy works to HRA/CEL and directly with affected neighbours.

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 is required to work to Hawtrey Resident's Association (HRA) and Chalcot Estate Ltd (CEL) regulations and in line with the Considerate Constructors Scheme and Guide to Contractors Working in Camden.

The contractor has been pre-selected in part due to their reputation for careful and considerate construction having carried out similar works in the area.

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.

It is not known, or possible to determine, whether nearby properties will undergo works at the same time.

There is a current planning application to extend and refurbish 54 Hawtrey Road and permission has recently been given for the same at 52 Hawtrey Road. Many nearby properties have undergone recent extensive refurbishment and would be unlikely to consider further works at this time or to be materially affected by the works at 56 Hawtrey Road.

Transport

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

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

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

Checks of the proposed measures will be carried out by 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:

Nick Lyness, LBS UK Limited, 2 Flint Cottages, Mill End, Sandon, Herts SG9 0RN

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).

The contractor will ensure that drivers of all large supply vehicles are aware of and will meet all conditions of the CLOCS Standard. Suppliers and skips will be from reputable local companies.

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:

I confirm that we and the Principal Contractor have read and understood the CLOCS Standard. The requirement for all contractor and suppliers to abide by the CLOCS Standard is included in the construction contract for the works.

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 (ie. 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 \(TLRN\)](#).

Refer P08RevA, Construction Management Plan

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.

The contractor will advise when ordering deliveries or booking.

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 numbers of delivery vehicles are not anticipated for these residential basement works. Construction vehicle movements will be limited to between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays. The secondary school at the junction of Adelaide Road and King Henry's Road will not be affected by these works.

The property lies at the end of a cul-de-sac on a privately owned road off King Henry's Road, through-traffic is therefore not present.

During the height of the main excavation period it is expected that the most efficient and least disruptive means for soil removal will be for an 18-tonne grabber lorry to remove soil once or twice a day from a permanently located 12-yard skip, taking approximately 20 minutes each time. The alternative method will be to periodically stop the conveyor to allow skip removal. At peak this is likely to be 3 times per day taking 10 minutes per time. At this stage the contractor considers that this will be more disruptive than use of the grabber lorry but is amenable to changing methods should neighbours require.

The owners are able to have use of parking bays in front of and opposite the site entrance.

Obstruction of the pavement will be minimised throughout the works, or alternative safe passage ensured. The pavement will be left clear at the end of works each day.

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

The applicant is not aware of any other significant developments in the area or on the route.

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.

There is only one site entrance. The contractor will be responsible for ensuring that construction vehicles attend the correct location at the correct times.

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.

No off-site holding areas are required for this small residential project.

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).

No further measures are required for this small residential project.

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

Refer P08RevA, Construction Management Plan.

Access and egress will be along Hawtrey Road from King Henry’s Road

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

Contractor to manage access and egress arrangements at point of order and to monitor the suitability of the arrangements throughout the works.

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).

Refer P08RevA, Construction Management Plan.

Any large vehicles that cannot easily manoeuvre within Hawtrey Road will be required to turn on King Henry's Road and reverse into Hawtrey Road.

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.

Wheel washing facilities will not be required as vehicles will not leave the tarmac road surface. If for some reason wheel washing is needed, water will be available on site to hose wheels and sweep run-off into the rainwater drainage system in Hawtrey Road.

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.

A skip will be permanently placed on the road in front of the site during the basement works. A conveyor belt will be run into it. The skip and pavement under the conveyor belt will be hoarded for safety. Pedestrian access will be demarcated around the perimeter of the hoarding. A grabber lorry will remove soil from the skip once or twice a day at peak operation. The lorry will stop adjacent to the skip.

Personnel access to site will be through the existing front door of the house. Emergency access will be provided through a door in the hoarding to the rear of the site, giving onto the pedestrian footpath.

Few deliveries are anticipated for the basement excavations and foundation works. Construction vehicles will load and offload to kerbside adjacent to the skip and site entrance. Plant and materials will be immediately taken onto the site through a door in the hoarding. Storage of plant and materials will be on site in locations suitable at the time. Obstruction of the pavement will be minimised throughout the works and the pavement left clear at the end of works each day.

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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 or temporary traffic management orders will be required. There is adequate parking close to the property for loading vehicles.

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).

No highway works will be required.

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

No safety signage, barriers or lighting will be required.

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).

The construction works are located on a private cul de sac.

The works will not require diversion or disruption of use of the public highway.

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/skips/ 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.

The construction works are located on a private cul de sac.

The pavement will be locally hoarded with alternative pedestrian access provided behind the skip. Refer Drawing P08revA and section 7 of the Construction Management Plan

b. Please provide details of any 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.

The construction works are located on a private cul de sac.

No scaffolding is required for these basement works.

The skip and conveyor belt will be hoarded with alternative pedestrian access provided behind the skip. Refer Drawing P08revA and section 7.

● SYMBOL IS FOR INTERNAL USE

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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.

Cutting of existing internal ground slab is part of the internal refurbishment and not within the scope of the construction management plan. The slab will be wet-saw cut to minimise dust, noise and vibration, take 1½ -2 weeks before excavations begin.

Work to the existing foundations will create vibration to the adjacent properties. Again the contractor will saw cut existing concrete footings as necessary and agreed to minimise noise and vibration and will close hoardings around the site to control noise transfer. The work will be for relatively short periods, at intermittent intervals as excavations proceed. The applicant will notify adjacent owners in advance.

There is inevitably some noise created by digging and the conveyor belt removal of earth. The applicant has worked with the design team and contractors to minimise the overall period of operation. Most construction noise will be contained by the existing building enclosure and roofed hoarding.

Noisy operations will be limited to 9-5 Monday to Friday at the request of neighbours.

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.

A noise survey is not required for this small residential project.

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

There will be a standard noise and vibration levels for a residential project.

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.

Inevitably noise will be created during the excavation and underpinning stage of works. The period that noise and vibration may cause disturbance will be limited to the tightest possible time frame. Wet-saw cutting of the ground slab is intended to increase speed and reduce dust, noise and vibration. Neighbours will be notified in advance when this work will take place. It will be contained as far as possible through closing windows and roofed hoarding.

The applicant has met neighbours to discuss concerns over noise levels. Neighbours are aware that they can contact the applicant or contractor during works if noise levels cause undue disturbance.

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

The contractor is a small company. Staff do not have evidenced training on BS 5228:2009 'Noise and vibration control on construction and open sites'. Staff are aware of the recommendations of the standard and the means of preventing or moderating noise and vibration.

This is a small residential project. The contractor is aware that some neighbours have raised concerns over construction noise. Construction methods, sequencing and hoarding of the works reflects the design team and contractor's response to anticipate and minimise noise.

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

Dust is not anticipated from the basement works. The clay substrate will be regularly removed from the skip. Skips will be covered at night and when not in use to prevent earth drying and blowing in wind. The pavement will be swept every evening.

The road will be protected from damage by ply boarding. Any mixing of materials will not be permitted on the public highway. Materials will be moved onto site as soon as practicable.

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.

Significant amounts of dirt or dust are not anticipated on the public highway. Prevention and cleaning is as Q6 above.

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

The applicant, contractor and architect will be available on a regular basis to monitor noise and disturbance and will provide contact details to neighbours so that they be easily contacted if any concerns arise.

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.

Please refer to Q6-8 above. Dust nuisance to neighbours caused by cutting of ground slab (which is not a part of the basement works) has been mitigated through the wet-saw construction method and use of enclosed hoarding at the rear of the property. Additional potential dust nuisance caused by storage of earth spoil in skips has been mitigated by site management and containment.

Further risk assessment for control of dust is not required for this small residential basement excavation.

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.

GLA Mitigation Measures Checklist attached as an appendix (6 pages). All highly recommended measures have been addressed.

- 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.

The site is not a High Risk Site.

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).

While mice are understood to be present on the Chalcot Estate generally, there are no rodents currently present on site, nor any history of rodents.

The applicant will prevent any spread of rodents caused by the works through appointment of a suitable pest control company.

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

Asbestos is not present on site.

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 is required to comply with the recommendations of the 'Considerate Constructors Scheme' and the 'Guide for Contractors Working in Camden'.

The contractor has been pre-selected in part due to their reputation for careful and considerate construction having carried out similar works in the area.

Smoking will not be permitted within the Hawtrey Road area. Contractors will be required to leave the Hawtrey Road area for lunch and leisure time.

◉ 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: Anna Williamson

Date: 29th February 2016

Print Name: Anna Williamson

Position: Architect, Anna Williamson Architects

Please submit to: planningobligations@camden.gov.uk

End of form.