

Construction Management Plan

pro forma^{v2.1}

Douglas and King Architects

**Demolition of an Existing Building and the
Construction of 12 Apartments at 252 Finchley
Road, Camden. NW3 7AA.**

1st Draft – Revision A

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
10 th May 2016	A	Douglas and King Architects

Additional sheets

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

Date	Version	Produced by

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](#)."

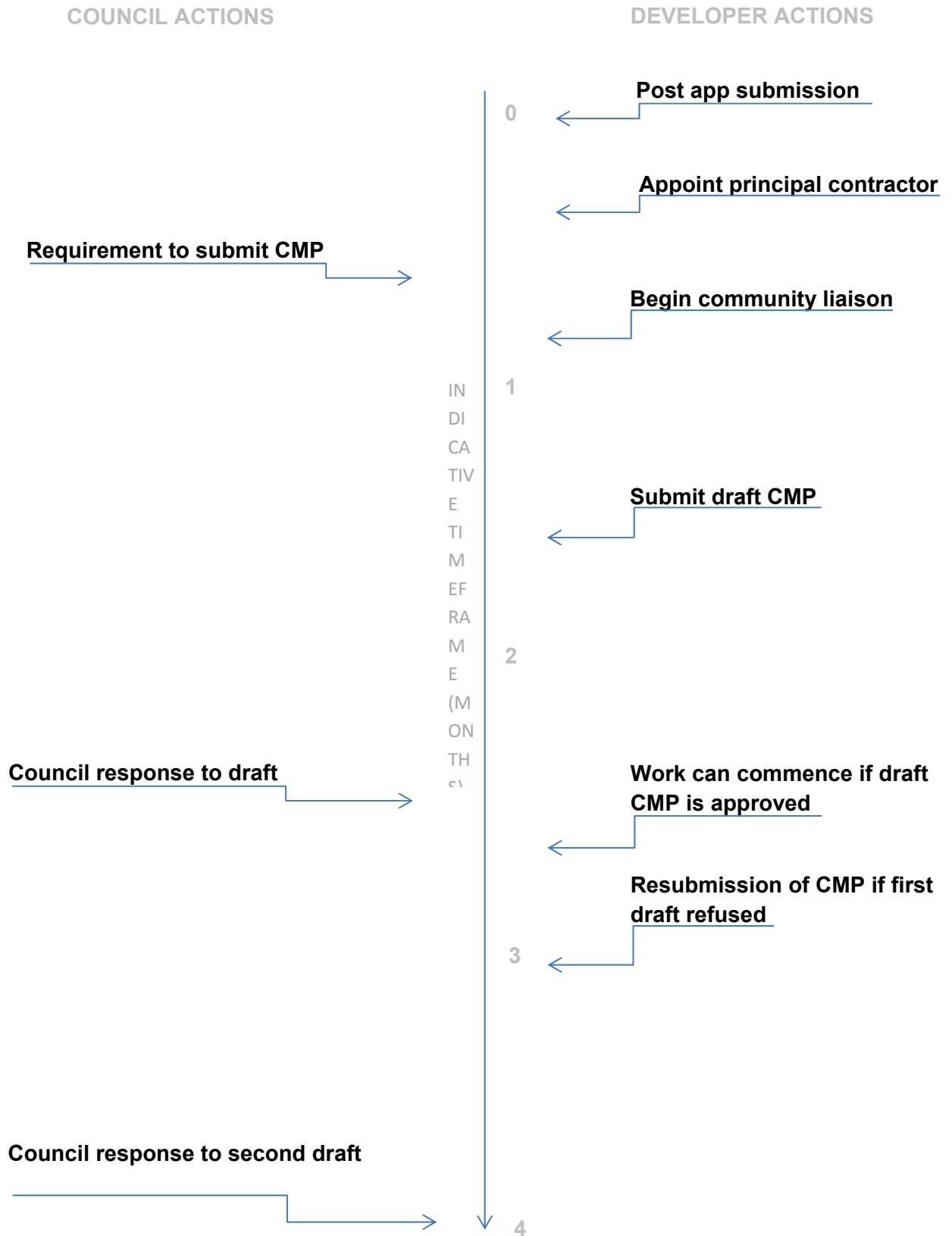
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately **3 months from completion**.

(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: 252 Finchley Road Camden London. NW3 7AA

Planning ref: 2015/2789/P

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

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

Name: Martin King. Douglas and King Architects.

Address: Back Building. 148-150 Curtain Road. London. EC2A 3AR

Email: martin@douglasandking.com

Phone: 020 7613 1395

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: **TBC**

Address: **TBC**

Email: **TBC**

Phone: **TBC**

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

Name:

Pre Tender – Martin King, Douglas and King Architects

Post Tender – Main Contractor Contact Details TBC

Address: Back Building, 148-150 Curtain Road. London. EC2A 3AR.

Email: martin@douglasandking.com

Phone: 020 7613 1395

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

Name: **TBC**

Address: **TBC**

Email: **TBC**

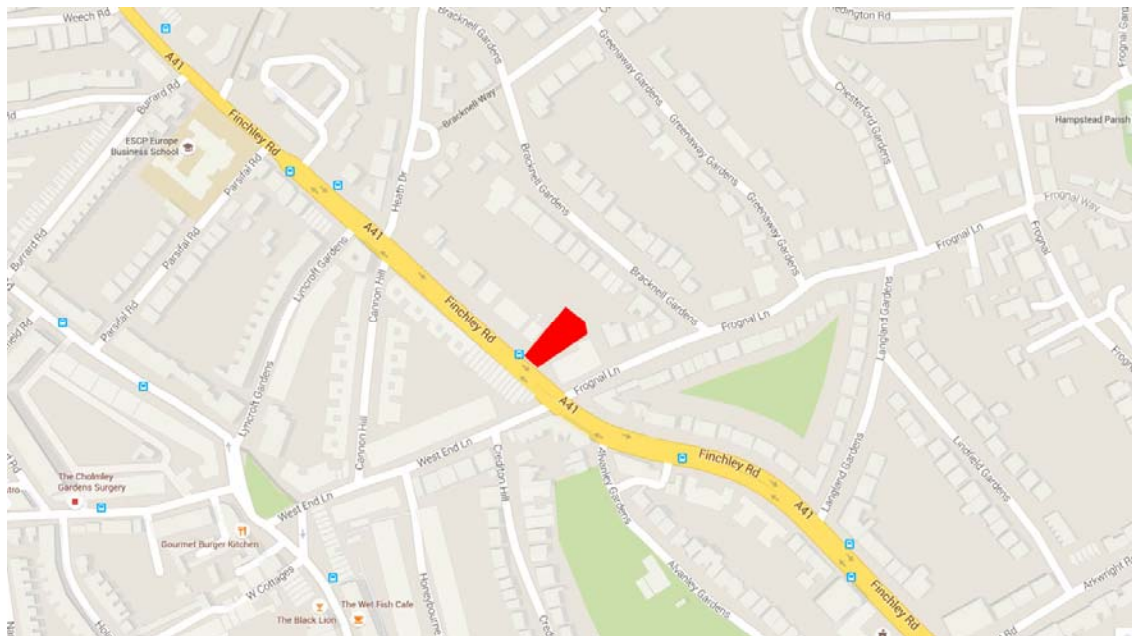
Phone: **TBC**

Site

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

Site is located immediately to the North of the Grade 2 Listed St Andrews Church and the apartment building at 254 Finchley Road.

The property faces the Finchley Road and slopes to higher ground to the North East



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

The project involves the demolition of the existing residential building down to ground level. A new residential building of 12 apartments will be built. The proposed buildings will be ground plus three stories. The demolition and construction contract will be a single stage tender traditional form of construction procurement.

The key issue to address is creating a large enough stopping area to the front of the property to allow material to be delivered to and removed from the site without adversely affecting the traffic on the Finchley Road.

Hoarding and protection measures will need to be in place to protect the listed Church and the neighbour to the North including controls on vibration to prevent damage to important stained glass windows

8. 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.).

St Andrews Church, Frognal Lane. London. NW3 7DY

Residential property at 254 Finchley Road, London. NW3 7AA

9. 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 Find Attached Document A. Drawing FINc252 sk 011

10. 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 Demolition Contract – 28th of August for 5 Weeks.

Main Construction Contract – 5th of September for 60 weeks.

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

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

All working hours specified below are specified in the building contact as standard working hours.

12. 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.

3 Connections already Exist. The following utilities have been contacted to arrange connections;

Mechanical and Electrical consultants Ilex Imex have contacted the following utilityies:

UK Power Networks

National Grid - Gas

Thames Water

GAS

BT

Community Liaison

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

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

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

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

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements 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.

13. 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.

Church

A number of meetings have taken place with Vicar and Elders at St Andrews Church. A letter supporting the development was provided by the Church at the planning stage. The consultation, led by the Architect, is continuing and a series of meetings to be arranged prior to demolition commencement.

254 Finchley Road

The Architect met with the neighbours at the planning stage and no objections to the development were received. An initial meeting with the Ground Floor apartment was on the 11th of May 2016, at this meeting the programme of work was reviewed and the initial site set up measures agreed. The neighbours have been invited to a meeting with the tree surgeon and arboriculturalist on Wednesday 18th of May 2015.

Douglas and King Architects will be writing to all neighbours on Completion of Stage E to explain the programme of works, protection measures to prevent damage to neighbouring property from vibration, ground movement and dust.

14. 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 main Community Liason was in the form of an exhibition that took place in the neighbouring Church in the summer of 2015.

The Architects

15. 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 Council Publication 'Guide for Contractors Working in Camden' has been written into the contract preliminaries as part of the building and demolition contracts.

Contractors are required to follow the Considerate Constructors Programme.

The Construction Confederation runs a 'Considerate Constructors Scheme' on behalf of the Construction Industry Board. The Considerate Constructors Scheme is a national initiative to improve the image of construction by managing and presenting its sites more effectively.

'It aims to raise the standards of construction design and management above statutory requirements.' 'It seeks to minimise the impact of the construction process on the surrounding area and the people who may be affected, by providing support and encouragement to the constructors.'

Under the scheme, contractors must follow an eight-point code of considerate contractor standards as set out in Table 1.1 on the next page. Experienced professionals who visit sites and suggest and encourage improvements monitor the scheme. National awards are made to the site managers of the best-performing sites. We expect that contractors undertaking building works in the borough will follow this principles and code of practice.

16. 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.

The only significant development is the reconstruction of the building at 465-466 Finchley Road. The development is on the Junction of Finchley Road and West End Lane.

This development is serviced from West End Lane and therefore there will be little impact on the proposed works at 252 Finchley 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 roadsafety 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 referenced above which give a breakdown of requirements.

CLOCS Considerations

17. Name of Principal contractor:

To Be Confirmed.

18. 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).

Defined traffic management procedures are imperative for the efficient handling of materials and waste for the project, but also to ensure effective management of vehicles, passing traffic and pedestrians. The traffic management plan will be controlled by a Logistics Manager and reviewed regularly. The material deliveries and waste away will be within the controlled zone created to the front of the building and within the property boundary line.. Vehicles will turn off engines when delivering and will be turned away when the loading area is in use to ensure no localised waiting.

The Site Manager will manage the traffic and working within the unloading point on the road within the loading bay in-front of 252 Finchley Road. All deliveries will be booked electronically in advance to ensure single delivery accommodation and co-ordination with waste removal. Sizes of deliveries will be restricted and kept to a 'just in time'. All suppliers and contractors will be given prior instruction for the route and procedure for deliveries and vehicle details. All materials will be delivered and offloaded into the building by crane or forklift onto the ground floor hoisting area or via the ground floor hoarding entrances. A lifting plan will be implemented in relation to all lifting operations involving lifting equipment. All lifting operations will be undertaken in accordance with Lifting Operations and Lifting Equipment Regulations 1998 (LOLER).

A strict delivery procedure will be implemented to ensure that Finchley Road traffic flows are not adversely effected by site delivery vehicles. A banksman will ensure that traffic is maintained at all times.

The Road Marshall will act as banksman when vehicles enter the site (both entering in forward gear and should the need arise in reversing). All sub contractors and suppliers will be required to give 48 hours notice of deliveries.

19. 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:

At the time of writing a contractor has not been appointed for either the demolition works or the main construction contract.

As part of the tendering process the main contractor will be required to demonstrate compliance with CLOCS.

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

Site Traffic

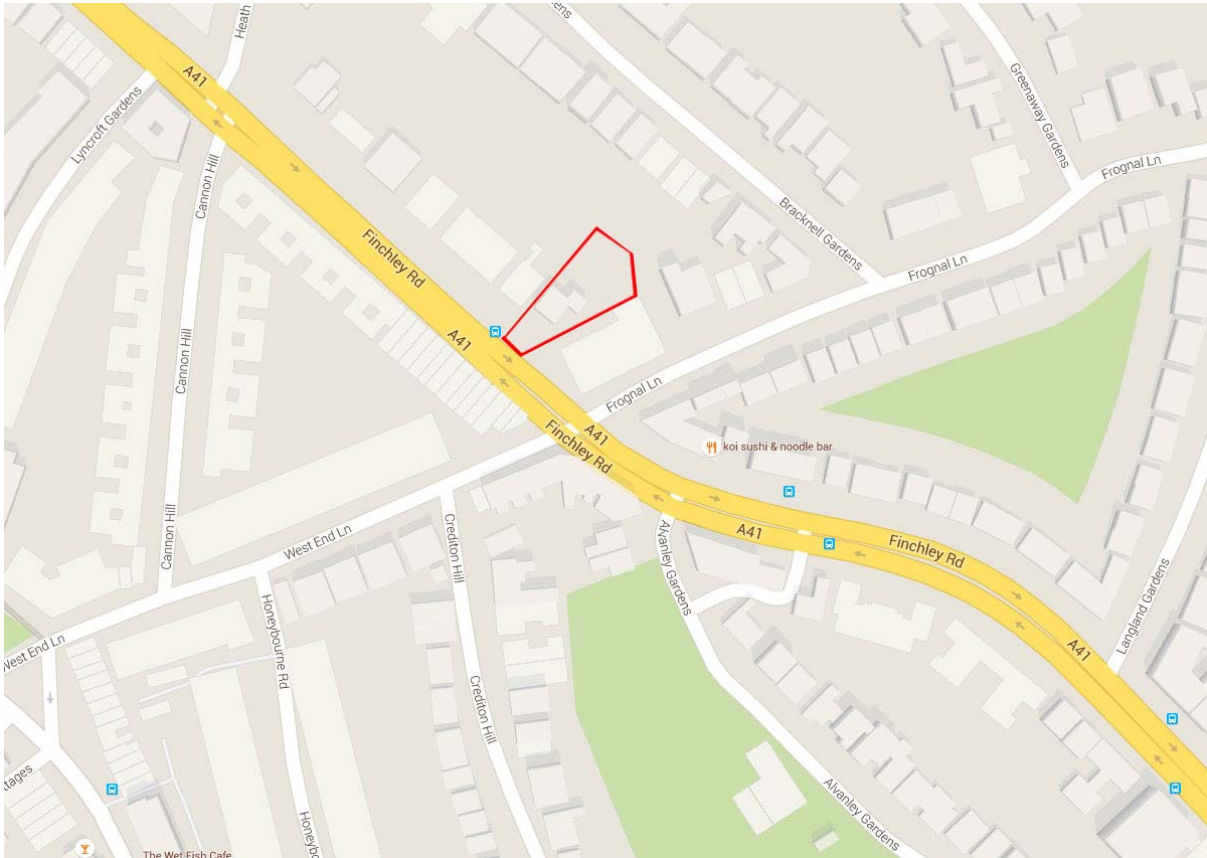
Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

20. 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 \(TLRN\)](#).



The only route to and from the site is the A42 Finchley Road. All deliveries will approach on the Southbound carriageway. All site traffic will leave the site again heading south on the Finchley Road.

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.

All suppliers and contractors will be given prior instruction for the routes to and from the site and procedure for deliveries and vehicle details.

21. 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.

All deliveries will be during site working hours.

Demolition

There will be a delivery and removal of demolition plant as a one off event.

There will be a maximum of 10 lorry movements per day. The loading bay in front of 252 Finchley Road will be used to site a 40 yard skip, to allow loading of waste and access for removal

Groundworks

There will be a maximum of 10 lorry movements per day. The loading bay in front of 252 Finchley Road will be used to site a 40 yard skip, to allow loading of waste and access for removal

Main Contract Construction

There will be a delivery and removal of crane , scaffold and one off construction plant.

Concrete Pours - 10 concrete lorries per day, pumping of concrete will be done from the front entrance of the site, we will be able to hold the pump and concrete vehicles within the hoarding line loading bay. M

Other miscellaneous deliveries during construction phase;

- Debris/ rubble/ waste 40 yarder skip.
- Muck away Lorry 9m x 2.5m (Dwell time 30min per load).
- Concrete Lorry 9m x 2.5m (Dwell time 20min per delivery) .
- Mobile crane 12.300m x 2.430m Dwell time 8hours).
- Delivery vehicle type 1 5m x 2.15m (Dwell time 20min to 1hour) .
- Delivery vehicle type 2 7m x 2.15m (Dwell time 20min to 1hour).
- Delivery vehicle type 3 10m x 2.500m (Dwell time 20min to 1hour) .
- Delivery vehicle type 4 14.154m x 2.520(Dwell time 20min to 30min).

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

The only significant development is the reconstruction of the building at 465-466 Finchley Road. The development is on the Junction of Finchley Road and West End Lane.

This development is serviced from West End Lane and therefore there will be little impact on the proposed works at 252 Finchley Road.

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.

All deliveries will be booked electronically in advance to ensure single delivery accommodation and co-ordination with waste removal. Sizes of deliveries will be restricted and kept to a 'just in time'

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 any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

To be confirmed if required.

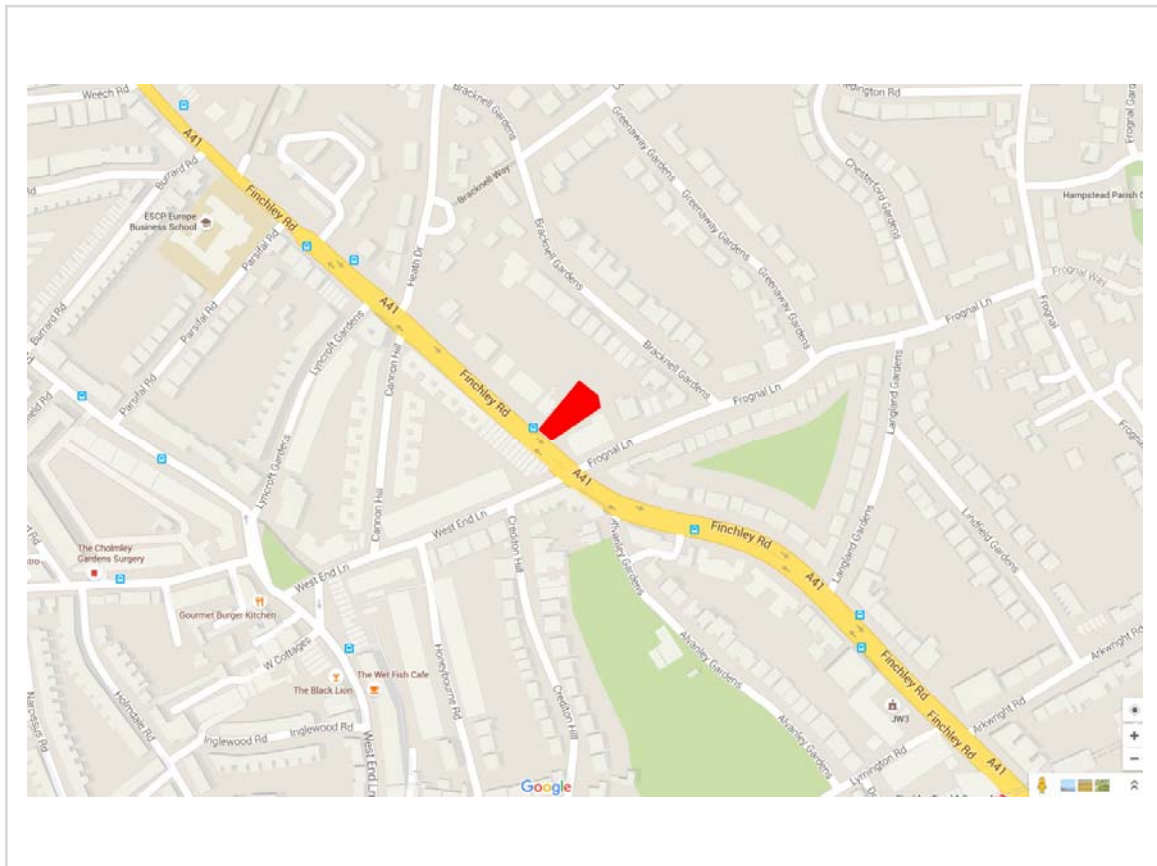
e. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).

To be confirmed if required.

22. 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.



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

The Site Manager will manage the traffic and working within the unloading point on the road within the loading bay in-front of 252 Finchley Road. All deliveries will be booked electronically in advance to ensure single delivery accommodation and co-ordination with waste removal.

Sizes of deliveries will be restricted and kept to a 'just in time'. All suppliers and contractors will be given prior instruction for the route and procedure for deliveries and vehicle details. All materials will be delivered and offloaded into the building by crane or forklift onto the ground floor hoisting area or via the ground floor hoarding entrances. A lifting plan will be implemented in relation to all lifting operations involving lifting equipment. All lifting operations will be undertaken in accordance with Lifting Operations and Lifting Equipment Regulations 1998 (LOLER).

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).

The driveway to the front of the site is modified to allow short term parking. There are no tight turns onto the site.

The pavement will be protected by large steel plates.

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.

Vehicles will only access the site at the delivery area created to the front of the site.

The contractors will be required to have a hose and pressure washer at the main entrance to prevent any dirt/dust leaving the site. A road sweeper will be employed on a day-to-day basis, as required to maintain a clean road surface. The roads will need to be cleaned during demolition and groundwork contracts.

23. 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 24 if any parking bay suspensions will be required.

Please refer to Drawing FINc252 dm 109 attached to this submission.

Highway interventions

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

24. Parking bay suspensions and temporary traffic orders

Please note, parking bay suspensions should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, requirement of exclusive access to a bay for longer than 6 months you will be required to obtain [Temporary Traffic Order \(TTO\)](#) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and TTO's which would be required to facilitate construction. **Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.**

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

No parking bay suspensions will be required.

25. 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 FINc252 dm 109.

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

Considerate Contractors Scheme Signage will be placed on the construction site.

The boundary to Finchley Road and to the South against the Church and the Boundary with 254 Finchley Road will have a Plywood or Monarflex temporary boundary fence.

Details of the main site contact, The Architect and all other necessary contact details will be clearly displayed on the hoardings.

The security gates, during the short times they are open, will form a barrier across the pavement area.

All necessary safety signage will be displayed on the Finchley Road hoardings.

Steel plates will be laid across the crossover to protect the pavement. The crossover will be removed on completion of the works by the Council in line with the planning consent.

Site lighting will be a Contractor Design Item. The lights will only be used during the working hours.

26. 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).

Diversions will not be required.

27. 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 at 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.

Diversions will not be required.

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.

Diversions will not be required.

Environment

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

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

Vibration controls will be written into the party wall agreement, particularly with reference to groundwork excavations (which normally cause the greatest disruption).

While noisy level of activity's are in operation the contractor will monitor noise level to make sure the levels are within specified limits. Noisy work will be covered under a permit-to-work system which will identify the activity, its location and duration, and any applicable control measures necessary to mitigate its affect.

Sub-contractors will be encouraged to purchase equipment that is advanced in technology and equipped with vibration absorbing features. In line with CDM guidelines to ensure that operatives are aware of the effects of hand arm vibration they will be provided with adequate information on the hazard and controls, and given information in order to reduce the risk. We will also be looking at Method Statements/ Risk assessments to ensure that they are reviewing all aspect of the tools be used to complete each section of the of the works requirement.

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

A noise report was prepared as part of the planning process.

The contractors will be required to submit a noise survey prior to commencement of the works.

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

Noisy operations will be in operation throughout the demolition process and will be across the whole working day. The main noisy actions will be the machine demolition of the concrete ground floor slab and the excavation of ground works.

31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](#) works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

Noise, dust and vibration will be controlled by employing Best Practicable Means (BPM) as prescribed in the following legislative documents and the approved code of practice BS 5228: · The Control of Pollution Act 1972 · The Health & Safety at Work Act 1974 · The Environmental Protection Act 1990 · Construction (Design and Management) Regulations 1994 · The Clean Air Act 1993 General measures to be adopted by the Contractor to reduce noise, dust and vibration include:

The Control of Pollution Act 1972

The Health & Safety at Work Act 1974

The Environmental Protection Act 1990

Construction (Design and Management) Regulations 1994

The Clean Air Act 1993

General measures to be adopted by the Contractor to reduce noise, dust and vibration include:

Erection of site hoarding to act as minor acoustic screen.

Use of super silenced plant where feasible.

Use of well-maintained modern plant.

Site operatives to be well trained to ensure that noise minimisation and BPM's are implemented.

Effective noise and vibration monitoring to be implemented · Reducing the need to

Effective noise and vibration monitoring to be implemented. Reducing the need to adopt percussive and vibrating machinery.

Bored piling techniques (if required) to be adopted to reduce piling induced vibration.

Piles to be broken down using non-percussive techniques.

Vehicles not to be left idling.

Vehicles to be washed and cleaned effectively before leaving site.

All loads entering and leaving the site to be covered.

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

To be confirmed on appointment of main contractor.

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

- All structures will be dampened down during demolition.
- Dampening down when loading lorries/skips
- Fully scaffold with monarflex to contain the dust.
- Water to be used as a dust suppressant.
- Cutting equipment to use water as suppressant or suitable local exhaust ventilation system.
- Skips to be covered.
- Drop heights to be minimised during deconstruction.
- Use of agreed wet cleaning methods or mechanical road sweepers on all roads around site.
- Set up and monitor effective site monitoring of dust emissions. · Working hours to be restricted as required by the Local Authority

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

The BRE 'Control of Dust from Construction and Demolition Activities' 2003, London Councils/GLA Best Practice Guide "Control of dust and emissions from construction and demolition" and Mayor of London's SPG on 'Control of Dust and Emissions' 2014, which gives best practice guidance on the control of dust and vehicle fumes will be implemented and followed where possible. Stock piles will be minimised and covered/damped down. A water supply/stand pipe will be available on site for dust suppression purposes.

Vehicle movements: Any loads likely to produce dust shall be covered and wheel wash facilities where necessary will be provided at the exit to the site to prevent tracking of material off site. The contractor will monitor on a daily basis the areas immediately surrounding the site to ensure dust and dirt is minimised. All personnel working in a dusty area shall, where necessary, wear a dust mask deemed suitable by the HSE (Health and Safety Executive) General dust extraction will be used if required and local extraction used whilst wall chasing. On completion of demolition and the heavy structural works, the contractor will get a window cleaning company to attend all overlooking neighbouring properties if required.

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

Under the Control of Pollution Act 1974, Part 3, Environmental Protection Act of 1990 and the Noise Regulation Act, noise is a recognised form of pollution and as such can be classified as a nuisance. The Control of Noise (Codes of Practice for Construction and Open Site) Order 1984 gives legal approval for BS 5228, parts 1 & 2, 1984. This provides information on noise and noise control on Construction Sites. Every attempt shall be made to control noise at source.

On sites where construction works are in progress everyone has a responsibility to see that activities are carried out in the quietest practicable manner. Where noisy activities are unavoidable the disturbance will be minimised/attenuated by choice of technique, timing, shielding or protection as appropriate.

Where any person is liable to be exposed to noise levels greater than 80 dB (A), they will be informed and provided with suitable ear protection. The most likely protection, in ascending order of attenuation is ear plugs, ear muffs and noise attenuation helmets. Noise will be kept to a minimum at all times and any further restrictions imposed under the terms of the construction contract will be strictly adhered to.

All works involving vibration will be minimized, where possible eradicated by design and the use of controlled mechanical equipment. The contractor will install a monitoring system to surrounding areas and monitor levels. After discussion with party wall surveyors and depending on the activities taking place on site through the job, the monitoring levels will be set accordingly. These will activate an alarm when the limits are reached which will notify site immediately. Works can then cease and be re-assessed. Any operation involving vibration will have a HAVS risk assessment and procedures put into place to minimize the effects on personnel.

36. 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 the report appended to this document prepared by Accon Uk Environmental Consultants.

37. Please confirm that all of the GLA's 'highly recommended' measures from the [SPG](#) document relative to the level of risk identified in question 36 have been addressed by completing the [GLA mitigation measures checklist](#).

All highly recommended measures as outlined in the GLA document 'The Control of Dust and Emissions During Construction and Demolition have been included in the contract preliminaries and the contractors will be required to meet the requirements of the checklist.

38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the [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 High Risk and at the time of writing no Dust Monitors have been required as part of the contract preliminaries.

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

Visual surveys will be undertaken on site to highlight the presence of rats and will then set the appropriate pest controls to prevent them from spreading out from the site.

A canteen area will be provided and no food will be allowed to be consumed outside of this area with all rubbish being collected and disposed of on a regular basis to prevent the attraction of rodents.

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

The Asbestos Survey has been attached to this document. A very small amount of asbestos has been identified and this has been removed.

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

The Main Contractor will be required to Issue a Code of Conduct to all operatives, subcontractors and especially scaffolders.

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

From 1st September 2015

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

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

From 1st September 2020

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

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

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

- a) Construction time period (mm/yy - mm/yy):
- b) Is the development within the CAZ? (Y/N):
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):
- d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection:
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required:

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.

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately 3 months from completion.

Signed:

Date:

Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

End of form.