

Construction Management Plan

pro forma v2.0

Contents

Internal review sheet	3
Introduction	4
Timeframe	5
Contact	6
Site	8
Community liaison	11
Transport	14
Environment	24
Agreement	28

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areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.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

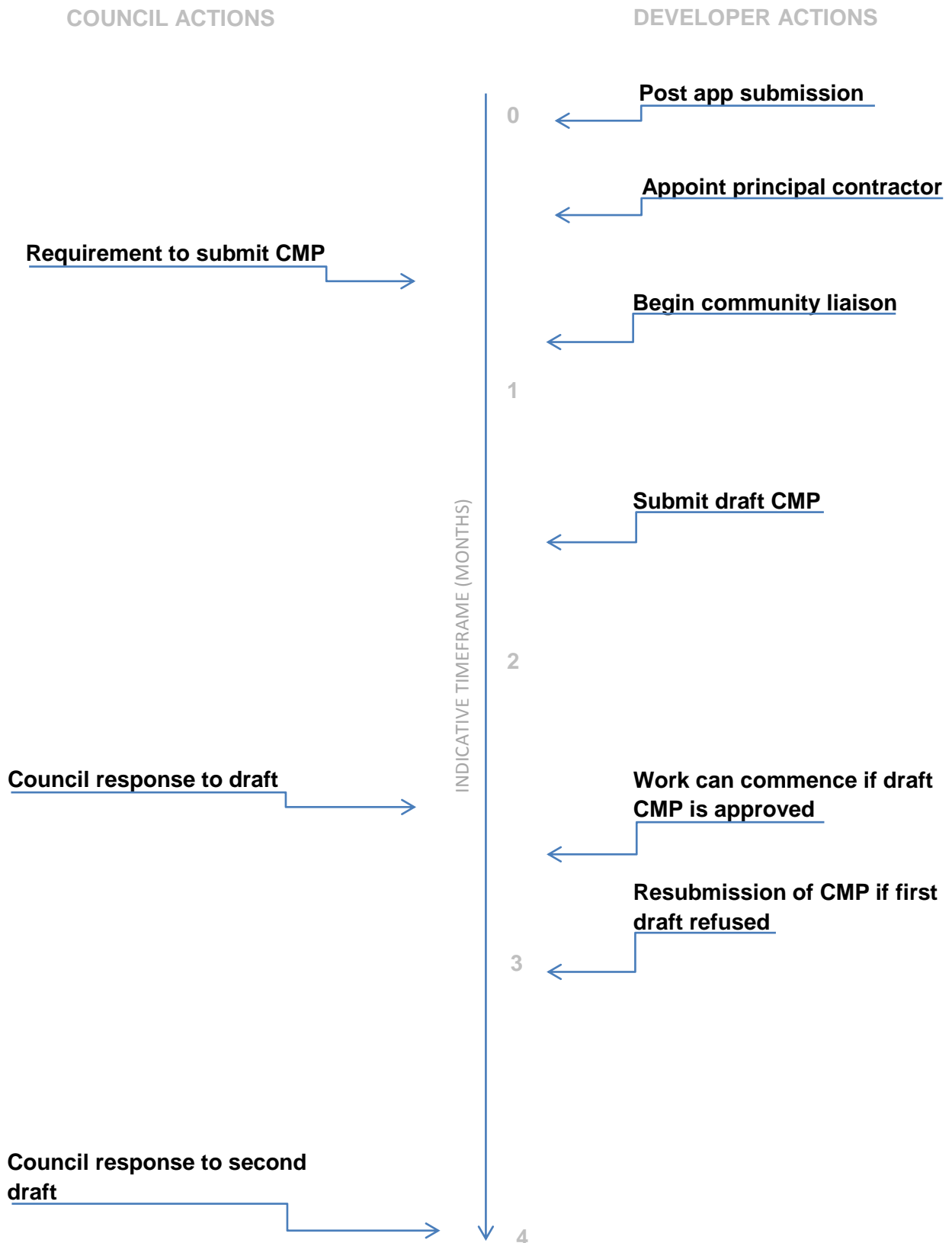
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "[Demolition Notice](#)"

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: Kings College Hampstead Residence, Kidderpore Avenue, London, NW37ST

Planning ref: 2015/3936/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: Brett Fennell

Address: Mount Anvil, 140 Aldersgate Street, London, EC1A 4HY

Email: bfennell@mountanvil.com

Phone: 0207 7761836 or 07957275696

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: Brett Fennell

Address: Mount Anvil, 140 Aldersgate Street, London, EC1A 4HY

Email: bfennell@mountanvil.com

Phone: 02077761836 or 07957275696

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: Mari Chisholm

Address: Mount Anvil, 140 Aldersgate Street, London EC1A 4HY

Email: mchisholm@mountanvil.com

Phone: 020 7776 1682

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: Mari Chisholm

Address: Mount Anvil, 140 Aldersgate Street, London, EC1A 4HY

Email: Mchisholm@mountanvil.com

Phone: 020 7776 1682

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: Kevin Payne

Address: Mount Anvil, 140 Aldersgate Street, London, EC1A 4HY

Email: kpayne@mountanvil.com

Phone: 0207 7761800

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.

Kings College Hampstead London, is located on Kidderpore Avenue within the London Borough of Camden. The site sits between the boundary of a Thames Reservoir, West lawn Tennis Club, St Luke's School and Croft Way. The local vicinity is densely populated by private residential dwellings set in quiet, picturesque streets, roads and avenues. Kidderpore Avenue has a rich architectural history and is home to a number of important grade II listed building such as the Voysey House (Annesley Lodge) on the corner of Platt's Lane and St Luke's Church vicarage which neighbours the site boundary, as well as the impressive collection of buildings on the site itself.

The proposal for the development is to demolish 3 unlisted buildings; replacing them with new-build dwellings, refurbishment of grade 2 listed buildings, the excavation and construction of a double basement parking facility and the inclusion of a basement leisure facility. There will be large landscaped communal areas which will be accessible to the public once the re-development is completed, including carefully integrated seating. The landscaping will also include a pond, the restoration and relocation of the Summerhouse to form a bio-diversity and educational resource for the community and ecological habitats for local animals in order to encourage new, and enhance the welfare of existing, wildlife.

Please appendix 1 for the site location plan

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).

Hampstead Manor is a mixed development consisting of refurbished grade 2 listed building and new build buildings. The project is broken down into 156no dwellings, a double basement car parking facility for 97no vehicles, cycle storage for every plot, leisure complex for the estate, local ecology area and large open landscaped areas all set within a Camden Conservation area.

The dwellings are broken down into 25no social rented, 6no shared ownership and 125no private plots.

Main construction works will include, demolition, excavation, piling, supporting retained facades during internal structural modifications and concrete frame construction.

The main challenge for the project will be the management and implementation of the logistics/traffic management plan to ensure there is safe vehicle movements to and from the project. It is imperative that Mount Anvil maintain our high standards of management to ensure that there is minimal disruption to the local residents, schools and church. Kidderpore Avenue is a narrow avenue which makes vehicle management the key driver of the logistics to ensure that we do not jeopardise the safety of pedestrians, school children or damage any private vehicles.

Other challenges include ensuring that the local residents are able to conduct their daily routines with minimal impact through the construction period. The management of the operatives working on the project so they do not use resident parking facilities and adopt public transport as their means of transport to and from site. Management of the sub contract company delivery chains to ensure they abide to the traffic management plan permitted hours for vehicle movements.

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 nearest potential receptors that may be affected by site activities such as noise and dust are residents living in Westfield, residents along the northern end of Kidderpore Avenue, some residents on Ferncroft Avenue including Windsor Court, St Luke's school, St Luke's Church, Hampstead School of Art, pedestrians using croft way and users of the West Lawn tennis Club.

Traffic routing may have an effect on residents in the surrounding streets which include Kidderpore Gardens, Platts Lane, Heath Drive, Clorane Gardens and Briardale Gardens.

4. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.

Please see attached appendix 2, 2a, 2b and 2c

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 key programme dates for Hampstead Manor are,

Soft strip demolition 18.04.16 – 09.08.16 for a duration of 16wks approx.

Hard demolition and piling matt 11.07.16 – 14.11.16 for a duration of 18w approx.

Substructure works 26.06.18 for a duration for a duration of 45wks approx.

Superstructure works 18.04.16 – 26.06.18 for a duration of 108wks approx.

New build fit out 18.07.16 – 25.06.18 for a duration of 95wks approx

Retained building and refurbishment fit out 19.04.16 – 29.06.18 duration 108wks approx.

External landscape 24.07.18 – 02.10.18 for a duration of 10wks approx.

Project completion 03.10.18

Please see attached appendix 3 which details all the above within a gant chart

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 18.00pm on Monday to Friday
- 8.00am to 13.00pm on Saturdays
- No working on Sundays or Public Holidays

Mount Anvil site working hours for Kidderpore Avenue will be,

Monday – Friday 08.00 – 18.00

Saturday 08.00 – 13.00

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.

Mount Anvil will be introducing new drainage connections into the existing drainage infrastructure within Kidderpore Avenue. The drainage design has been proposed by Mount Anvils' consultants "Tully De'ath. Discussions are underway with Thames Water to agree our proposal to ensure the design facilitates the existing drainage

Mount Anvil intend to utilise the existing water, gas and electric services currently supplying the Kings College Hampstead residence. Mount Anvils' consultant "Utilitas" has made contact with all utility providers and advised them of our requirements and how the existing services can be utilised.

Contact has been with Nation Grid, Squire Energy, BT, UKPN and Thames Water. Mount Anvil consultants have looked at the existing utilities drawing and identified the services that can be re-used for the project.

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.

In November 2014, letters to key stakeholders and community groups were sent out in order to introduce the plans for the redevelopment of the site to the Community. Soon after (01.12.14 – 31.01.15) introductory meetings were held with St Luke's C of E School, St Luke's Church, Ward Cllr Gio Spinella, Red frog (Redington & Frognal Residents Association) and other community Representatives; in order to open dialogue and build rapport with our proposed neighbours.

Feedback from this meeting presented a variety of views about the potential for a community facility on site. Upon further investigation and information sought through an application for a certificate of Lawfulness (CLEUD); we concluded that the greater the amount of non-residential floor space that is provided, the less affordable housing could be delivered; which would infringe the Councils Housing priority. We therefore decided that all previously private open spaces, should be made accessible to the public. Further to this, changes have also been made to the design of QMH. Double gables have been introduced, window proportions have been changed and more stone detailing has been included to complement the existing architecture.

We held Public Exhibitions on the 29th & 31st January 2015 at St Luke's Church and invited the local community to come along and view presentation boards and ask questions about the proposed development. On the 25th February 2015 we held another introductory meeting with Hampstead School of Arts along with St Margaret's School. Later that day we held a Design Meeting at the Hampstead School of Arts for all community representatives and discussed design, heritage and landscaping among other things. During the meeting we considered the architectural design, facades and open spaces of the proposed development. Furthermore, on the 25th March 2015 we arranged a development management Forum at the Hampstead Synagogue.

Since then we have held numerous meetings to further discuss the proposal:

22nd April 2015 – Roundtable discussion with Camden Council and Community reps
18th May 2015 – Developers Briefing Presentation
28th May 2015 – 2nd Design Meeting with Community reps
May / June 2015 – 2nd Public Exhibition

As we have now appointed a Community Liaison officer Mari Chisholm, Mari will be leading on all community and stakeholder forums and meetings. Meetings will be held monthly with a view to moving bi-monthly as per the S106 from the date in which planning is approved.

An introductory Community Liaison Meeting was held at St Margaret's School in order to open dialogue between the Project Team and the local community, a copy of the agenda and minutes are attached. The first CWG Meeting was held on the 22nd April 2016, where comments from the Community on the CMP were sought.

Please see appendix 4-4.3 for all minutes of the CWG meetings to date and 4a for Community CMP comments.

Hampstead manor now has a dedicated community website which can be found at,

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.

Mount Anvil have employed a community liaison officer “Mari Chisholm” who will be the direct point of contact for all local residents, community groups and stakeholders. Contact details for Mari or the site generally will be displayed along the hoarding on the site community noticeboard, in newsletters and are included on the community website which is now live.

Mount Anvil hold CWG meetings on a monthly basis initially, moving to bi-monthly in accordance with the section 13.3.1 of the S106 agreement. Mount Anvil now produce a monthly newsletter and have created a site specific website which will provide details on any major operations, significant plant deliveries, anticipated vehicular movements and updates on construction progress. Mount Anvil intend to use this website to ensure that local residents are aware of any activities that may cause a disturbance and to give an overview of what to expect in advance. The URL for the website is: www.hampsteadproject.mountainvil.com

Further to this, Mount Anvil will be scheduling drop in sessions to give residents the chance to raise concerns and ask questions about the redevelopment on a one to one basis. These sessions have been on going throughout the month of June 16 and will continue throughout the project duration

Mount Anvil will work with LB Camden to ensure that significant signage is in place redirecting and warning drivers about the construction activity. This has been captured within the traffic management plan proposed by LBC.

Please see attached appendix 5-5.1 for all editions of the Community Newsletter circulated to date. Please note that copies of all newsletters and meeting minutes can be found on the community website.

A complaints register is held within the security/reception area for the project. All complaints or incidents are recorded within this register and closed out.

Members of the CWG have now appointed Tony Allen Planning as the community technical advisor as per contributions made by Mount Anvil via the Section 106 Agreement. Mr Allen has been attending CWG meetings and has also attended meetings with LBC to discuss community concerns with regards to the Traffic Management Plan (TMP).

Mount Anvil have spoken to Matthew Figg (Project Manager) of Barratts London and sent out an invitation to attend the next CWG meeting on 31.08.16. the meeting will be held on site at Hampstead Manor.

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](#)".

Mount Anvil have registered the site to the Considerate Constructors Scheme. We will also be audited for ISO 14001 and 18001 accreditation and NHBC H+S Award Scheme.

Every sub contract company undertaking work at Hampstead Manor will be bound to acknowledge and work to 'Guide for Contractors Working in Camden'.

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.

Barratt London have a site adjacent to St Luke's School and Church. Mount Anvil are liaising with them directly to ensure thorough co-ordination is maintained throughout the construction period of both projects, monthly meetings have now commenced for 2016. Zen developments will be constructing 21 new apartments on the corner of Heath Drive and Finchley Rd. Appendix 6 highlights these major construction projects in the direct vicinity.

Other smaller sites in the area include the Esso petrol station at the junction of Hendon Way, flats conversions on: Kidderpore Gardens and Ardwick Rd, basement developments within the area, single dwelling redevelopments and the construction of HS2 and CS11.

Mount Anvil intend to work closely with all neighbouring construction sites to ensure that a thorough and safe approach to managing logistics is implemented. Mount Anvil will initiate dialogue with such sites once the traffic management plan has been approved accordingly. Mount Anvil intend to invite these sites to monthly meetings with Barratts to ensure that all construction sites in the vicinity are working in co-ordination with one another with regards to vehicular movements and deliveries of materials to site. Mount Anvil hope that this approach will help mitigate the cumulative impacts of construction in the area.

Mount Anvil and Barratts London met on Friday 12.08.16 to discuss logistic arrangements to facilitate construction vehicle attendance for both projects. Platt's Lane will not be used for construction traffic.

It is agreed that both projects will need to use Kidderpore Avenue for construction vehicles. To manage vehicle movements, Mount Anvil will position traffic marshals on Finchley Road, junction of Heath Drive/Kidderpore Avenue and to the end of Hampstead Manor site boundary by the rectory. Barratts London will manage Kidderpore Avenue from the rectory down to Platt's Lane junction and deploy traffic marshals to facilitate the safe crossing for St Lukes school children.

Mount Anvil have appointed a logistics contractor who will manage all vehicle movements associated with Hampstead Manor. Barratt London have their own dedicated site manager who looks after their vehicle movements. It has been agreed between both parties that Mount Anvil will manage all vehicle movements in Kidderpore Avenue for both projects up to a point where Hampstead Manor finishes and Kidderpore Green starts.

A daily meeting will be held at 15.30 where the respective logistics managers for both Mount Anvil and Barratt London will discuss all vehicle movements for that day and the day ahead to ensure they are coordinated so there are no double bookings of vehicles.

Tony Allen has written to Mount Anvil to address community concerns and has since commented on how co-operatively Mount Anvil and Barratt London have worked together on utilising Kidderpore Avenue for both respective TMP's. Please see attached appendix 6a-6c.

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:

Mount Anvil

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).

We plan to carry out desk top and on-site checks in order to verify that our supply chain are complying with the CLOCS standards requirements.

Remote desk top checks to verify FORS accreditation on the FORS website and assessing supplier self-certification forms will be carried out. On site compliance checks of vehicles covering warning signage and safety equipment fitted will need to be carried out on site also.

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 I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers. I have also expressed an interest in joining the CLOCS Community.

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 \(TLRN\)](#).

Following a meeting with LBC, Mount Anvil and Momentum on 28.06.16 to discuss the best options for the traffic management plan. The attached proposal has been forwarded to the CWG as Camden Councils preferred option following extensive consultation.

Please see appendix 7 and 7a

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 contractors working on the project will be sent a copy of the site traffic management plan and logistics plan as part of their contract. Within the plans, there will be detailed information on delivery routes, delivery times, restrictions and the delivery booking in system. It is the responsibility of Mount Anvil to ensure that every contractor sends this information to their respective supply chains and to monitor the process accordingly, to ensure they conform to the site requirements. Every contractor working on the project will be bound to comply with Traffic Management Plan.

Each banksman will have a dedicated role in managing the construction traffic entering and leaving site. This will start at the junction of Finchley Road and Heath Drive and follow all the way through to Kidderpore Avenue.

Please see appendix 15a and 15b detailing roles and responsibilities.

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.

We expect the following vehicle movements during the following construction phases:
Demolition – 10 vehicles per day, muck away – 40 vehicles per day, reinforced concrete frame construction – 20 vehicles per day, fit-out – 20 per day. We are not yet sure on the number of vehicle movements per day for scaffold and brick deliveries. Typical vehicle sizes will range between 10-14m rigid Lorries. We anticipate Lorries to be on site for a short duration to drop off and pick up materials. All vehicles will be switched off at this point also.

The dwell time for each construction vehicle on site will be approximately 8-10 minutes. The vehicle types will be those such as muck away lorries, concrete lorries, waste compactor lorries, low loader trailers for the large plant (piling rig and excavators) and rigid delivery lorries.

There will be the necessity for mobile cranes to erect the tower cranes along with their associated delivery vehicles. The crane size is to be finalised and a full traffic plan would be put in place as these sort of vehicle movements would have to take place over a weekend due to the traffic and pedestrian vehicle constraints.

Mount Anvil are currently reviewing options for the delivery of bulk material to site in order to reduce the amount of deliveries coming to and from site and in an effort to reduce emissions such deliveries could produce. As the site is located between two primary schools Mount Anvil will be adhering to restricted hours deliveries as set out by LB Camden in this CMP .

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

Barratts have a construction project adjacent to Kings College on Kidderpore Avenue. There is also another construction project located on the corner of the junction of Heath Drive and Finchley Road by Zen developments.

Other smaller sites in the area include the Esso petrol station at the junction of Hendon Way, flats conversions on: Kidderpore Gardens, Ardwick Rd, basement developments within the area and the construction of HS2 and CS11.

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.

Mount Anvil will appoint a logistics contractor to manage the booking in and attendance of all deliveries. This will be done by using an online delivery system such as “datascope”. The system allows specific time slots to be allocated to contractors or supply chains and requires information about vehicle size, travel distance, CO2 emissions and asks if there are any specific requirements that the site should be aware of prior to attendance.

All deliveries will be met by a logistics traffic marshal who will check that they are attending the site at their allocated slot. If a delivery vehicle has not been booked in, the vehicle will not be permitted to make the delivery if it cannot be accommodated and will be sent away from the site.

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.

Mount Anvil have made the decision not to have a vehicle holding point in Heath Drive. As part of the traffic management plan proposed by LBC, there will be a works lane dedicated for construction vehicles in Kidderpore Avenue. If required, construction vehicles can be held in this lane as a last resort if required. It will be noted that any vehicles that are held in this lane will be for a short duration and the vehicles will not be permitted to let their engines idle.

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).

Mount Anvil will use a logistics contractor who will have the facility for material delivery consolidation. This coupled with timed deliveries will ensure proactive measures are in place to minimise vehicle disruption to all residential access routes within close proximity of the site.

Mount Anvil intend to have many of the materials and finishes pre-fabricated off site which will help reduce the amount of construction and delivery vehicles attending site. It is the intention to source as many materials and equipment from businesses and suppliers located within or near the borough of Camden.

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

It is the intention for all site delivery vehicles to attend site by using the Finchley Road. They will either turn left or right into Heath Drive off Finchley Road dependant on which direction the vehicles come from. All vehicles turning left off Finchley Road will be met by a traffic marshal to ensure cyclists are protected whilst the left turn is made. The vehicle will be met by a traffic marshal at the junction of Heath Drive and Kidderpore Avenue. Once the vehicle has been authorised to move, the vehicle will turn left into Kidderpore Avenue and move up towards the traffic control zone. Once the green go sign has been displayed, the vehicle can enter either gate 1, 4 or 5. Once delivery has been taken, the vehicle will turn around within the site boundary and exit turning left back into Kidderpore Avenue.

The vehicle will head to the junction of Kidderpore Avenue and Heath Drive then turn right towards the junction of Finchley Road. At this point, the vehicle can turn either left or right dependent on which direction the vehicle needs to head.

It must be noted that no construction vehicles will be not be permitted to move within the traffic control zones until the traffic marshals have given the instruction to move via the green go sign.

Please see appendix 7 and 7a which will detail the above.

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

Site will be employing a logistics contractor to manage all vehicle movements. All deliveries have to be pre-arranged and booked in via an online delivery system for as time requirements. A gateman will be located at each delivery gate, road traffic marshals will be stationed along Kidderpore Avenue, the junction of Kidderpore Avenue and Heath Drive and the junction of Finchley Road and Heath Drive.

If a construction vehicle attends site without an allocated delivery slot. The vehicle will not be permitted to attend site if it cannot be accommodated and will be sent away. A new delivery day and date will need to be booked through the on line booking system.

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

Please see appendix 9, 10 and 11

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.

Site will be installing a water recyclable wheel wash to the west boundary gate entrance. At the east boundary gate entrance, a jet wash and wheel spraying area will be constructed.

Should this be insufficient site will utilize the road sweeper to clean any arising's from site that are on the public highway.

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.

The tight footprint of the project does not facilitate positioning skips around the project. Waste material bins will be located within each building and will be emptied daily into a waste compactor lorry that will be brought into the site boundary via access gate 1 or 4 respectively.

Loading of vehicles will be undertaken within the confines of the site boundary and not externally due to the close vicinity of public receptors.

Please see appendix 8

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](#).

Mount Anvil have looked at the safest options for construction vehicles to access and egress the project. In order to facilitate this, Mount Anvil will require parking bays suspended in Kidderpore Avenue to allow safe vehicle movements and ensure capacity for access and egress when turning into and leaving site.

Consultation with Camden Council was undertaken on 28.06.16 to determine their preferred traffic management. It was decided that traffic management order will be required to manage the safe movement of the construction vehicles attending the project. As part of the traffic order, parking bays in Kidderpore Avenue will be removed for the duration of the construction programme. The number of parking bays to be removed as per the proposed LBC traffic management plan **has now been reduced to 33no from the original number of 45no.**

See appendix 7 which has the latest drawing revisions.

9. Scaled drawings of highway works

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

- a. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).

Please see attached appendix 16

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

Mount Anvil will place full construction safety signage at each delivery gate notifying all that there is construction works in progress. All access to the delivery gates will be kept clear by traffic marshals and will be adequately lit throughout dusk and the evening. Safety barriers will be used to protect pedestrians from site construction traffic when vehicles are entering and exiting the site.

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).

Mount Anvil has been in consultation with LBC and the CWG to agree the best solution for the management of construction vehicles attending site whilst maintain public access to the local residents. The plans in the appendices have been drawn up by Momentum on the advice of Camden Council.

Please see appendix 7

Mount Anvil has undertaken extensive consultation with LBC, the community working group and Barratts London to determine the best options for the TMP. This consultation has been on going now for several months and can be evidenced on appendix.

Furthermore, Tony Allen who was appointed as CWG advisor has made note of the extensive collaborative work that Mount Anvil and Barratts have made to ensure the best possible solution for the TMP.

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.

Hoarding will be erected around the entire site boundary with lockable access gates to safeguard pedestrians and cyclists from construction work. The hoarding will be adequately lit during hours of reduced visibility and will be cleaned daily. There will be a logistics manager present on site who will be managing all traffic marshals and banksmen. They will be in charge of ensuring the correct signage and lighting is in place and ensuring that the walkway and highways around site are free from obstructions and in good condition.

Mount Anvil will deploy a traffic marshal to enforce a school crossing patrol person man presence during peak school hours to assist with traffic management. Further to this we will supply all local school children (St Luke's and St Margaret's Schools) with Hi Vi vests to promote visibility on Kidderpore Avenue and adjacent roads.

Mount Anvil will also be holding a cycle safety session with a company called HaveBike along with the MET police. The session is called 'exchanging places' and officers invite cyclists to sit in a 3.5 m wagon to enable them to see the blind spots of drivers. Cyclist are also educated given guidance on how to cycle safely around construction sites. HaveBike will give safety tests and bike MOT's free of charge.

The footpath adjacent to Kidderpore Avenue will remain open through the construction period. Barriers will be deployed by the traffic marshals to safe guard all pedestrains when vehicles are entering and exiting site.

Please see appendix

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.

It is not intended to have any cranes, structures or hoarding overhanging the public highway. The hoarding will be constructed within the site boundary and will not impose upon the public footway. All scaffold will be erected within the site boundary. There will be a scaffold gantry installed to the east elevation of Lord Cameron Hall to ensure the public using Croft Way are protected whilst the demolition of the building is undertaken.

The tower cranes installed, will have a large slew radius but will be restricted to prohibit over sailing of any public highways or footways. When the tower cranes are not in use, the jib will not over sail any areas within its slew radius.

Tower cranes for the project will need to be installed using mobile cranes. Due to the size of the mobile cranes, equipment Lorries and area required. It should be perceived that this work will be undertaken over the course of a weekend to ensure that this is conducted in the safest manner possible. A full traffic management plan will be submitted by the crane supplier along with any road closures of parking bay suspensions required. This process will be repeated for both the installation and dismantle of each tower crane within the project.

• SYMBOL IS FOR INTERNAL USE

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.

Demolition of large building structures. This will be managed by erecting a scaffold encasement around each building. A large demolition machine will then systematically remove sections of the buildings by munching them in hydraulic jaws in order to minimise noise.

Piling within the east and west boundaries of the project. This will involve piling rigs boring holes into the ground, inserting steel cages and pouring concrete into them. There will be sheet piles installed to the east of the project using a system that pushes the piles into the ground to reduce vibration and noise.

Excavation of ground in both the east and west boundaries of the project. Excavators will be used to reduce the ground levels and remove the spoil from the project

Reinforced concrete frame construction to the east and the west of the project. The noisy works entailed will be the cutting of steel reinforcement bars and the erection/removal of form work to erect the frames.

The hours for noisy works will be 08.00-10.00, 10.30-13.00 and 13.30-17.30. These hours will be fluid and can be revised on for a particular date or event if there is something happening within the local community that requires this.

Please see appendix 3 that states the project duration for the above stated activities.

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.

Noise monitoring surveys will be undertaken week commencing 03.05.16 and all findings will be sent to LBC as they are collated on a monthly basis. Mount Anvil have procured Casella noise, dust and air monitoring units which have been strategically positioned around the project boundary. The units will commence monitoring on Monday 18.07.16 and will feed back real time readings for noise, dust and air.

An email has been sent on 19.07.16 with the monitoring results for May 2016 and the Casella monitoring locations for approval.

Please see appendices 12 and 12a

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

All works on site that create noise will not be for sustained periods and will be intermittent. It is our intention to work within the HSE guidance for noise and keep within 80db which is the initial action limit stated.

Noise – Maximum 75dB (LAeq, 10hr) Action level 73dB, 1hr and SMS text will be sent as notification. This is what the Casella noise monitoring units have been set up as the base level on advice from Casella. These levels can be altered on advice from Camden Council if they are believed to be incorrect.

Live monitoring of vibration will be undertaken during periods where heavy plant and equipment will be utilised for the demolition substructure works. Vibration levels will be kept in line with the London Good Practice Guide for Noise and Vibration.

Vibration - 30mms-1 ppv. 1st action 5.0mmsppv will result in work being stopped.

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.

Noise, dust and vibration monitors will be deployed around the site boundary prior to demolition and construction works commencing. While demolition works are in progress, site managers will conduct intermittent monitoring over and above that of the static monitors.

In the event that the noise and vibration levels exceed to permitted levels. Works will be stopped immediately and the working method will be reviewed to determine whether another method can be used to reduce the levels.

If required, acoustic screens will be deployed to reduce noise and other plant/tools will be used to reduce the vibration levels. Non-diesel equipment will be used where possible.

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

All managers working within the project team will be trained in environment awareness or environmental management as a minimum requirement. Sub-contractors working on the project will be required to submit method statements and risk assessments for their associated works. Within the method statement, details on how noise and vibration will be managed and how the works will be implemented to keep levels within acceptable tolerances. This will meet the training criteria stated within BS 5228:2009.

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

Dust boss water sprayers will be deployed to suppress dust whilst the demolition is being undertaken.

All demolition arising will be constantly hosed down with water whilst be processed and stock piled prior to movement.

All demolition arising can be sheeted to control the spread of dust in hot and dry conditions.

All plant and machinery used for the demolition will have water attachments that are deployed during the works.

Wheel washing stations will be set up on the east and west of the project to ensure no dust particulates are transferred onto the public highway.

Logistics operatives will ensure that all areas that have the potential to create dust are watered down frequently. Waste materials will be stored and disposed of frequently to ensure they do not create further dust hazards.

As standard covering of spoil, skips and trucks will also be used.

Industrial vacuums will be used on open concrete slabs to reduce the potential of concrete dust blowing across the project.

All hand tools that have the potential to create dust will have dust extraction equipment attached to them as a minimum requirement.

The use of petrol saws will only be permitted if they have the water suppression attachment deployed and used.

Mount Anvil will also refer to The Control of Dust and Emissions during Construction and Demolition SPG July 2014 for best practice guidance.

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.

Mount Anvil will be providing wheel wash stations within the site boundary by each delivery gate to ensure that vehicle tyres are clean prior to exiting onto the public highway. In the event that dirt does find its way into the public highway a road sweeper will be deployed to clean the highway from Finchley Road/Heath Drive junction back through to Kidderpore Avenue.

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

Static noise, vibration and dust monitors will be positioned around the site boundary for the duration of the project. Weekly reports will be collated remotely detailing the levels of each item.

The site team will also have hand held noise and dust monitors. Twice daily monitoring will be conducted by the site managers and levels will be recorded.

Please see attached appendix 12

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.

It states in the Peter Brett Report section 5.1.3 that based on Table 3.1 of the SPG criteria, Kidderpore Avenue site is considered to be medium risk.

Please see appendix 13

Peter Brett Air Quality Assessment

Ref:32290/3001 dated July 2015.

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.

Please see attached appendix 14. Mount Anvil will follow the SPG mitigation measures as acknowledged within the mitigation checklist.

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.

Hampstead Manor is not classed as a high risk project as per the Peter Brett Report undertaken.

Mount Anvil has consulted with Casella and procured 3no dust monitors which are located around the project boundary at locations advised by Casella to be the key receptor areas.

The site team will ensure that data collated will be forwarded to the council as per the requirements stated within the CMP.

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).

Mount Anvil has contracted Beaver Pest Control to manage, monitor and control the infestation of rodents. Several baits have been strategically positioned around the site to ensure that infestation and habitation does not become a problem.

Beaver Pest Control are contracted to conduct monthly inspections as well as intermittent inspections as and when required by the site team.

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

Mount Anvil instructed an asbestos consultant to conduct a full survey of all buildings on the Kings College Hampstead Residence. The Asbestos reports were collated between July 2015 and August 2015. Further surveys have been undertaken and concluded through May 2016

The key finding where the most counts of asbestos were found within Rosalind Franklin and Lord Cameron blocks.

All other blocks had traces of asbestos which were the remnants of a previous asbestos removal operation approximately 10 years ago. There are some service infrastructure elements that contain asbestos such a pipe valve gaskets. These will be removed as part of the asbestos removal works by Mount Anvil.

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.

All contractors working on site will acknowledge that this site will be registered with the Considerate Constructors Scheme. All contractors will be expected to conform to the Considerate Constructor guide lines and the Mount Anvil site rules. The site will have an onsite smoking area provided along with a fully functional site canteen. By supplying these provisions, it is the intention to contain all site operatives within the site boundary so far as reasonably practicable within the site working hours.

Foul language will not be tolerated and operatives found to be consistent offenders will be removed from site permanently.

A complaints log will be held at the security reception, in the event that a visitor or pedestrian has any reason to want to make a complaint. Mount Anvil will see all complaints through to a resolution. The first point of call for any complaint will be handled by our Community Liaison Offer.

• 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: Brett Fennell
Date: 19.08.16

Print Name: ...Brett Fennell.....

Position: ...Project Manager.....

Please submit to: planningobligations@camden.gov.uk

End of form.